



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



City Planning Commission

Date: December 8, 2011
Time: After 8:30am
Place: City Hall
200 N. Spring Street, Room 350
Los Angeles, CA 90012

Public Hearings: Limited Hearing
Required. Public
Hearings held Nov. 7,
2011 and Nov. 10,
2011

Appeal Status: Not Applicable

Case No.: CPC-2005-6082-CPU
CPC-1997-43-CPU
ENV-2005-2158-EIR
CEQA No.:
Incidental Cases: None
Related Cases: None
Council No.: 4 – LaBonge, 5 - Koretz, 13 - Garcetti
Plan Area: Hollywood
Specific Plan: Various
Certified NC: Bel Air/Beverly Crest, Central
Hollywood, East Hollywood, Greater
Griffith Park, Greater Wilshire,
Hollywood Hills West, Hollywood
United, Hollywood Studio District, Mid
City West, Silver Lake
GPLU: Various
Zone: Various
Applicant: City of Los Angeles
Representative: City of Los Angeles

PROJECT LOCATION:

The project area is the Hollywood Community Plan area, bounded by Melrose and Rosewood Avenues on the south; Hoover Street, Santa Monica and Sunset Boulevards, Fountain, Hyperion, and Rowena Avenues, Glendale Boulevard, and the Los Angeles River on the east; Mulholland Drive, Cahuenga and Barham Boulevards, and the Cities of Glendale and Burbank on the north; and Laurel Canyon Boulevard, Lookout Mountain and Wonderland Avenues, Crescent Drive, and the Cities of Beverly Hills and West Hollywood on the west. The Hollywood Community Plan area is surrounded by the communities of Wilshire to the south, Northeast Los Angeles and Silver Lake-Echo Park-Elysian Valley to the east, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the north, and Bel Air-Beverly Crest to the west.

PROPOSED PROJECT:

Hollywood Community Plan Update: The Hollywood Community Plan Update (Proposed Plan) revises and updates the Hollywood Community Plan Text and Land Use Diagram to reflect shifts in existing conditions since the last Plan Update in 1988, such as the opening of five Metro Red Line Rail stations. The Proposed Plan includes new goals, policies, and implementation programs; revisions to the Citywide General Plan Framework Element, Transportation Element, and General Plan Land Use designations; Zone and Height District changes; and Street Reclassifications.

**REQUESTED
ACTIONS:**

1. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, 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 Hollywood Community Plan Text, and Change Maps (Exhibits A, B, C, D) and Additional Plan Map Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes (Exhibit I).
2. Pursuant to Section 12.32 of the Municipal Code, rezoning actions to effect changes of zone as identified on the Land Use Change Map (Exhibit D), Land Use Change Matrix (Exhibit E), Proposed [Q] Qualified Condition and [D] Development Limitation Change Matrix (Exhibit F) and Additional Proposed [Q] Qualified Condition and [D] Development Limitation Language (Exhibit G).
3. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the Hollywood Community Plan as shown on the Street Redesignation Matrix (Exhibit H).
4. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Long Range Land Use Diagram of the Citywide General Plan Framework Element to reflect changes and modifications to the geography of neighborhood districts, community centers, regional centers, and mixed use boulevards as shown on the Proposed Long Range Land Use Diagram Framework Map (Exhibit K).

RECOMMENDED ACTIONS:

1. **Conduct** a limited public hearing on the Proposed Plan, as modified in this staff report.
2. **Approve** the Staff Report as the Commission Report.
3. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt** the attached Hollywood Community Plan Resolution, the Hollywood Community Plan Text, Change Maps (Exhibits A, B, C, D) and Additional Plan Map Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes (Exhibit I) amending the Hollywood Community Plan as part of the General Plan of the City of Los Angeles, as modified.
4. **Approve** and **Recommend** that the City Council **adopt** the requested rezoning actions to effect changes of zone as identified in the Land Use Change Map (Exhibit D), Land Use Change Matrix (Exhibit E), Proposed [Q] Qualified Condition and [D] Development Limitation Change Matrix (Exhibit F) and Additional Proposed [Q] Qualified Condition and [D] Development Limitation Language (Exhibit G).
5. **Instruct** the Department of City Planning to finalize the necessary zone change ordinances to be presented to City Council, and make other technical corrections as necessary.
6. **Amend** the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the Hollywood Community Plan as shown on the Street Redesignation Matrix (Exhibit H)

7. **Amend** the Long-Range Land Use Diagram of the Citywide General Plan Framework Element to reflect changes and modifications to the geography of neighborhood districts, community centers, regional centers, and mixed use boulevards as shown on the Proposed Long-Range Land Use Diagram Framework Map (Exhibit K).
8. **Authorize** the Director of Planning to present the resolution, Plan text and Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter.
9. **Find** that the City Planning Commission has **reviewed** and **considered** the Environmental Impact Report ENV-2005-2158-EIR in its determination approving the proposed plan, and transmit the EIR to the City Council for **certification**.
10. **Approve** and **Recommend** that the City Council **Adopt** the **Statement of Overriding Considerations**.
11. **Approve** and **Recommend** that the City Council **Adopt** the attached **Findings**, including the Environmental Findings.

MICHAEL J. LOGRANDE
Director of Planning

[signature on file]

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A	Draft Resolution
B	Hollywood Community Plan Proposed Plan Text Supplement
C	Hollywood Community Plan Proposed Plan Text
D	Proposed Land Use and Zone Change Map
E	Proposed Land Use and Zone Change Matrix
F	Proposed [Q] Qualified Condition and [D] Development Limitation Change Matrix
G	Additional Proposed [Q] Qualified Conditions and [D] Development Limitations
H	Proposed Street Redesignation Matrix
I	Additional Plan Map Symbol, Footnote, Corresponding Zone, and Land Use Nomenclature Changes
J	Existing General Plan Framework Map
K	Proposed General Plan Framework Map
L	Existing Land Use Designation Map
M	Proposed Land Use Designation Map
N	Draft Environmental Impact Report and Technical Appendices
O	Final Environmental Impact Report and Appendices

PROPOSED PLAN ANALYSIS

Proposed Plan Summary

The Proposed Plan includes changes in land use designations and zones that are intended to achieve the following:

- Accommodate growth anticipated in the SCAG 2030 Forecast
- Reinforce neighborhood character
- Limit out-of-scale development
- Protect hillside areas
- Allow for additional development and job-creation, focused around transit infrastructure

Since the last Community Plan Update in 1988, investments in transit infrastructure have made Hollywood a prime location for transit-oriented development, providing the City an opportunity for integrating transportation planning with land use planning. The recommended pattern of land use directs future growth to areas of Hollywood where new development can be supported by transportation infrastructure and different types of land uses can be intermingled to reduce the length and number of vehicle trips. Mixed-use development around Metro stations and transit corridors would 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 travel behavior, in accordance with recent State legislation (SB 375).

In order to redirect growth, the Proposed Plan includes removing and/or revising development limitations on commercial zones and multi-family residential zones that were imposed during the previous Community Plan Update. The Proposed Plan also contains policies and programs to protect the character of low-scale residential neighborhoods, as well as the rich built history of key buildings and places that are considered historically and culturally significant. Modified street standards are proposed to reflect existing street standards, protect historic resources and established building patterns, and promote pedestrian activity and bicycle and transit use. Proposed land use changes would be implemented by Plan amendments, zone changes, height district changes, and other long-range implementation programs.

Background

The Hollywood Community Plan is a part of the City's General Plan. Together, the 35 Community Plans of the City of Los Angeles comprise the Land Use Element of the General Plan, a required element. Community Plans provide a long-term vision for the diverse geographies of the City.

The Department of City Planning (DCP) initiates updates to Community Plans to address changing land uses and emerging concerns. The first Hollywood Community Plan was adopted in 1973, and was later updated in 1988. This Proposed Plan update includes a number of components, including: 1) Hollywood Community Plan Text, 2) Long-Range Land Use Diagram, and 3) Other Plan Adoption Components, such as Plan Amendments and Zone Changes.

Hollywood Community Plan Text

The Hollywood Community Plan Text is the policy document that guides future discretionary decision-making, City initiatives, and the prioritization of public resources and investment through 2030, the horizon year of the plan. The Plan Text is comprised of the following:

- Introduction to the Hollywood Community Plan Area
- Background on historic land use and development in Hollywood
- Explanation of the purpose, vision, and role of the Community Plan
- Goals, policies, and implementation programs related to Land Use, Mobility, and Community Facilities and Infrastructure
- Neighborhood-level maps, charts, and figures
- Urban Design Guidelines that function in concert with the Citywide Design Guidelines adopted in 2011

Land Use Diagram

The Community Plan also includes a Land Use Diagram, which is a map identifying General Plan Land Use Designations for all property within the community. 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 Medium Residential, High Medium Residential, and High 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. The R4 zone may be used in the High Medium Residential designation. For Low II residential areas, only single-family zones are permitted. In this manner, the Community Plan provides the overall framework for zoning in Hollywood.

Other Plan Adoption Components

The final components of the Hollywood Community Plan are the Plan Text and Long-Range Land Use Diagram. In addition, the Proposed Plan includes several Recommended Actions that implement many of the goals and policies in the Plan Text, such as General Plan amendments and zone changes. Many zone changes involve the modification or addition of [Q] Qualified Condition or [D] Development Limitation language that further modifies specific zoning requirements of the parent zone. In all cases, parcel-level zoning must be consistent with the Land Use Diagram.

The General Plan amendments and zone changes are shown geographically in Exhibit D as “sub areas”. Each sub area is listed in the change matrices (Exhibits E, F, G, and H) by number, followed by existing and proposed plan land use and zoning information. Each parcel also contains specific zoning designations that further detail the requirements and standards of development on each parcel. The Proposed Plan also includes changes to Land Use Diagram symbols, footnotes, corresponding zones, and land use nomenclature, as detailed in Exhibit I. In this manner, the detailed changes the Proposed Plan makes to existing zoning, land use, Transportation Element street designations, and Framework Element map designations are all outlined in detail. In addition, at time of Plan adoption by City Council, the Proposed Plan adoption materials include draft zone change ordinance maps to implement the zone changes.

Discussion of Key Issues

Focusing Growth in Regional Center and near Transit Infrastructure

At its heart, the Proposed Plan is a plan for sustainable, transit-oriented development. As State law requires that the City plan for projected growth in population, housing, and employment levels, the Proposed Plan focuses this possible growth in the Regional Center and near existing transit infrastructure, such as the Metro Red Line and key commercial corridors. The Proposed Plan does not create or induce growth; it directs growth in a planned fashion if and when it occurs. Subsequent discretionary project approvals will require additional environmental clearance.

Focusing growth around transit helps to reduce dependency on automobiles, expands mobility choices, encourages development with less impact on our roads, promotes sufficient density to support walkable communities, and supports increased use of existing and planning transit infrastructure. By directing the greater percentage of growth around these Regional Center areas, existing lower-density and historic neighborhoods are maintained.

The area currently designated as a Regional Center in the City's General Plan Framework Element represents "downtown" Hollywood, roughly bounded by Franklin and Fountain Avenues to the north and south, Vine Street to the east, and La Brea Avenue to the west, as illustrated in Exhibit J. This Regional Center, which includes two Metro Red Line stops, is rich with jobs, housing, and entertainment destinations for the region and even the world. The existing zoning in the area is largely C4-2D, with baseline floor area ratio (FAR) limits generally ranging from 0.5:1 to 3:1, allowing up to 6:1 FAR in certain locations with approval from the City Planning Commission and Community Redevelopment Agency Board. The Proposed Plan creates FAR Incentive Areas that allow increases in FAR for preferred types of development and require FAR minimums in some areas. For many areas in the vicinity of fixed-rail transit portals, an FAR of 4.5:1 would be permitted for Commercial and Mixed Use projects, including certain blocks along Vine Street between Yucca Street and De Longpre Avenue and along Sunset Boulevard between Wilcox Avenue and the 101 Freeway. In other parts of the Regional Center an FAR of 3:1 would be permitted. The Proposed Plan would maintain the policy of considering up to a 6:1 FAR in certain locations. Finally, the Proposed Plan includes an expansion of the Regional Center to include those blocks along Hollywood and Sunset Boulevards from Gower Street to just west of the 101 Freeway, as shown in Exhibit K.

Outside the Regional Center, the Proposed Plan includes FAR Incentive Areas for Mixed Use development along key commercial corridors frequented by Metro Rapid and local bus service with high levels of service. These areas include several parcels along Vine Street; Santa Monica and La Cienega Boulevards; and Fairfax, La Brea, and Western Avenues. Generally, the existing FARs along these corridors range from 0.5:1 to 2:1. With the Mixed Use Incentive, parcels would be allowed an FAR of up to 3:1. In addition, on select parcels along Santa Monica Boulevard, the Proposed Plan includes an FAR incentive of 3:1 for targeted Industrial Uses that support the retention, modernization, and expansion of the media, entertainment, studio, and post-production uses.

The Proposed Plan maintains the Vermont-Western Station Neighborhood Plan (SNAP), a Specific Plan adopted in 2001 to encourage transit-oriented development near the East Hollywood Metro Red Line stations of Hollywood/Western, Vermont/Sunset, and Vermont/Santa Monica stations. The SNAP allows FARs of up to 3:1 around these three rail stations, with

additional special incentives for medical and support services around the Vermont/Sunset station area, and contains other regulations to encourage pedestrian activity and transit usage.

Restoration of Citywide Standards

The existing zoning for parcels along commercial corridors throughout the eastern portion of the Community Plan area is generally Height District 1, which would typically allow an FAR of 1.5:1; however, during the last Community Plan Update, a D Condition limited the FAR on these parcels to less than 1.5:1, generally to 0.5:1 or 1:1. For commercial parcels not already in Mixed Use Incentive Areas, the Proposed Plan restores the citywide standard of 1.5:1 FAR in Height District 1. This general recommendation has been further modified as outlined in this report in response to community input and field investigation. As recommended in this report, the Proposed Plan now includes some revisions to subareas with this change, and includes selected height regulations in areas that previously were unlimited in height.

Similarly, during the last Plan update several multi-family neighborhoods with R4 zoning were restricted by a [Q] Qualified Condition that reduced the density from the citywide standard of 400 square feet of lot area per dwelling unit to 600 square feet of lot area per dwelling unit. The Proposed Plan removes this [Q] Qualified Condition from many of the [Q]R4-zoned parcels in the Community Plan area to restore R4 areas to the citywide standard for density. This general recommendation has been further modified as outlined in this report in response to community input and field investigation. As recommended in this report, the Proposed Plan now includes revised areas of change.

Scale, Design, and Community Character

Hollywood includes areas with distinctive cultural resources, historic neighborhoods, neighborhoods zoned for single-family use, hillside areas, and existing pedestrian-oriented districts. Existing land use designations and zoning were generally maintained in these areas and the Proposed Plan contains policies to protect and enhance these unique places. For identified historic buildings located within the FAR Incentive Areas, zone requirements have been established to require conformance with the Secretary of the Interior's Standards for Rehabilitation in order to receive the incentive.

Community input regarding concern over the scale of potential new development along commercial boulevards, and the need for adequate scale transitions to single-family zoned areas and multiple-family zoned areas led to the development of the following proposed restrictions and standards to better regulate transitions between differing land uses:

- Height Districts for commercial zones that border the Spaulding Square and Melrose Hill HPOZs are reduced from 1VL to 1XL, lowering the height limit from 45 to 30 feet.
- Design standards, implemented through a [Q] Qualified Condition, require building height stepbacks for multi-family structures facing single-family zoned areas in the blocks near Melrose Avenue, roughly between La Cienega Boulevard and Orlando Avenue, and between Crescent Heights Boulevard and Fairfax Avenue. In this manner, the Proposed Plan for the first time now regulates scale transitions between R3 and R1 density areas throughout Hollywood.

Further, Chapter 7 of the Proposed Plan, *Urban Design Guidelines*, provides guidelines for projects reviewed by the Department of City Planning, the Central Area Planning Commission, and the City Planning Commission on topic areas such as Building Orientation; Scale, Height, and Massing; Circulation, Parking, and Loading; Pedestrian Amenities; Sustainability; On-Site Open Space; Landscaping; Building Façade; and Other Building Elements. The Urban Design

Guidelines in the Hollywood Community Plan supplement the recently adopted Citywide Urban Design Guidelines.

Hillsides

The Proposed Plan, as revised, contains strengthened hillside protections and directs growth away from hillside areas with limited access, focusing new development around transit infrastructure in the Regional Center and along mixed-use boulevards. Many hillside residents repeatedly have raised concern over the impact of hillside subdivision actions on open space, ridgelines, and access, and shared concerns over the proliferation of large, single-family homes that are out-of-scale with existing development. During the course of the work program for the Proposed Plan, a citywide ordinance to diminish out-of-scale development in the hillsides was adopted by City Council (Council File 10-1001), addressing many of the public's concerns regarding height, FAR, and grading regulations. In addition, the City Council adopted [Q] and [D] conditions for the Oaks of East Hollywood hillside community that limit the size, height, and lot coverage for new development.

To better protect steep hillsides from being subdivided into smaller parcels, the Proposed Plan clarifies the application of the Slope Density calculation in LAMC Section 17.05. The Proposed Plan requires all subdivision applications for single-family projects with 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. This direct reference to Slope Density regulations is now proposed to be embedded in the plan for the first time (the existing 1988 Plan does not reference the Slope Density Ordinance or the Hillside Mansionization Ordinance).

Some hillside residents cited concerns that traffic in downtown Hollywood would impede their ability to evacuate their homes during emergencies. Revisions to the Proposed Plan after the Public Hearing include the removal of many zone change increases proposed for areas directly at the base of hillsides.

Parks and Open Space

Although the Hollywood community benefits from being home to Griffith Park, the largest municipally-owned park in the nation, there continues to be a need for expanded neighborhood parks and improved public open spaces. The Proposed Plan identifies park and open space opportunity areas, including neighborhood and pocket parks, as well as publicly-owned parcels that may be suitable for future conversion into parkland where appropriate. Many of these sites are in high-density neighborhoods with a great demand for additional recreation options. The Proposed Plan also supports the expansion of Griffith Park, the conversion of powerline rights-of-way into public open space, and establishment of parks, walking paths, and trails around the Los Angeles River. In addition, the Proposed Plan directly encourages creative solutions, such as the establishment of a new central park over the 101 freeway. The Hollywood Central Park capping the 101 Freeway is a significant initiative that is supported by the Proposed Plan.

To enhance public open space in the Plan Area's more urban neighborhoods, the Proposed Plan includes policies to maintain and enhance publicly-owned right of ways for pedestrian and recreational uses, including alleys. The plan supports the continued conversion of many suitable alleys into public pedestrian malls, and walkways. The Plan's Design Guidelines help developers to maximize the provision of pedestrian amenities, landscaped plazas, paseos, and other open spaces as part of new development.

Pedestrian-friendly Streets and Walkability

Making Hollywood's streets more "walkable" is an important goal of the Proposed Plan that brings many benefits to the community, including improved mobility and quality-of-life for local

residents and employees, a reduced need to use automobiles for short trips, increased foot traffic for retail businesses, and a better experience for visiting tourists. Walkability is influenced by a variety of factors, including sufficient sidewalk widths, the presence of alleys, a mix of nearby uses, the design and orientation of adjacent buildings, and attractive streetscapes.

Built to historic standards, Hollywood's streets already benefit from wide sidewalks of 15 feet or more in many cases. However, because they don't conform to existing citywide street standards, which currently require large road beds and relatively narrow sidewalks, street modifications are required to maintain and reinforce these existing sidewalk widths, and establish a new standard. Therefore, the Proposed Plan modifies portions of 30 Major and Secondary Highways from the citywide standards to either maintain or increase sidewalks to a width of 15 feet or greater. The Proposed Plan maintains the 15-foot sidewalk width along both Hollywood Boulevard and Vine Street for the Hollywood Walk of Fame and includes policies supporting the preservation and enhancement of this important global amenity.

Much of Hollywood was initially developed with a network of alleys, the majority of which still are in service today. Alleys help to accommodate vehicular entrances, exits, and loading areas away from the street and sidewalks, as well as provide additional circulation options for pedestrians. The Proposed Plan includes a policy supporting the maintenance of all existing alleys. It also implements a [Q] Qualified Condition for alleys in the residential neighborhood near El Centro and Melrose Avenues and Santa Monica Boulevard that requires projects to provide vehicular access from alleyways. Similarly, the Proposed Plan contains a policy to prohibit existing streets and walkways from closure, vacating, or gating for private use, to maintain the existing network of streets and prevent the creation of "superblocks" that impede vehicular and pedestrian mobility.

A mix of uses within a street or building can help to activate sidewalks during the day and evening, promoting pedestrian safety and comfort. The Proposed Plan encourages a greater mix of uses on several commercial corridors through FAR Incentive Areas that allow for an FAR of 3:1 for mixed residential and commercial development.

The design and orientation of buildings adjacent to sidewalks can either encourage or discourage pedestrian activity. Chapter 7 of the Proposed Plan, *Urban Design Guidelines*, provides guidelines for the proper placement of buildings on a site, façade design, signs, pedestrian amenities, and other design elements that influence the pedestrian experience. In addition, the Proposed Plan implements a Pedestrian Design [Q] Condition along selected corridors with existing, intact storefronts at the sidewalk, such as Santa Monica Boulevard and Vine Street. As a way of reinforcing this existing character, the [Q] Qualified Condition requires new buildings to be sited near the front property line and oriented toward the public sidewalk, with parking to the rear.

To address the need for a more attractive street environment, the Proposed Plan recommends the development of five Streetscape Plans, including portions of Hollywood Boulevard, Western Avenue, Santa Monica Boulevard, Cahuenga Boulevard, Melrose Avenue, and La Brea Avenue. Once established, these Streetscape Plans would apply to all new development projects adjacent to these street segments, and would regulate elements such as street trees, benches, shelters, and information signs. These policies reinforce and build upon important recent streetscape improvements along Highland Avenue, and the portion of Santa Monica Boulevard in the neighboring municipality of West Hollywood.

Parking

Parking continues to be an important issue of the Proposed Plan, primarily due to the large demand for parking in the Regional Center, including evening and special event parking. The Proposed Plan maintains the citywide parking standards, which call for a minimum number of parking spaces for each type of use. Flexibility in the way in which parking spaces are provided is encouraged to allow more efficient use of existing and future parking facilities and open up daytime parking resources to nighttime uses. The Proposed Plan contains policies supporting the construction of new parking structures through public-private partnerships, as well as allowing spaces to be provided off-site on a case-by-case basis when nearby excess capacity exists, often known as "shared parking". These types of solutions help to address parking supply shortages by making more efficient use of existing spaces, in addition to supporting the provision of new parking spaces.

Media, Entertainment, and Tourism

Hollywood, world-renowned for its media and entertainment industry, is supported by the area's Industrial zoning that permits the type of uses required by movie studios, post-production firms, prop houses, transportation companies, and other related businesses. The Proposed Plan maintains Hollywood's industrially zoned land and includes policies supporting the retention of these important uses. The Proposed Plan also creates a mixed use (industrial and residential) opportunity area along Santa Monica Boulevard between McCadden Place and Seward Street that allows residential development if a minimum FAR of 0.7:1 is devoted to media-related industrial uses.

Because of this rich media and entertainment history, Hollywood is a popular destination for tourists. Focusing growth to the Regional Center, which is the center of tourist activity in the area, will help to increase the area's economic sustainability, street life, and retail vibrancy. The Proposed Plan includes new land use policies supporting the retention, modernization, and expansion of media and entertainment facilities. The collection of industrial land generally along Santa Monica Boulevard and Highland Avenue known as the Media District is identified, preserved, and incentivized for new studio and production support uses. In addition, the Proposed Plan supports the provision of a wide range of hotel and tourism amenities, including policies supporting new hotel and hospitality improvements in and around the Regional Center.

Many in the community cited the desire to preserve "Theater Row", a stretch of non-Equity theaters in the industrial area along Santa Monica Boulevard between Seward Street and Lillian Way. The Proposed Plan maintains the existing MR1-1 zoning on these blocks and identifies these theaters as a community resource, thereby discouraging development pressure to convert to other uses.

Infrastructure and Environmental Analysis

An Environmental Impact Report (EIR) has been prepared as part of the Proposed Plan to fully analyze the impact of the plan, develop feasible mitigations, identify significant impacts, and create a mitigation monitoring plan. As a programmatic EIR, this environmental clearance is not at the project level, and all future discretionary development projects shall require their own environmental clearance. Throughout the environmental phase of plan development, a number of comments were received regarding the adequacy of existing infrastructure capacity, and the need for additional improvements as growth occurs over the life of the plan.

A Final EIR was released in October 2011, which included detailed responses to these comments. A copy of the Draft and Final EIR was sent to the City Planning Commission prior to this report, and is attached again as an exhibit to this report. This report also includes Findings to support the adoption of the proposed plan, including environmental findings in detail. There is

also a Statement of Overriding Considerations in this report recommended for adoption by the City Planning Commission and City Council. The Proposed Plan does not modify any of the existing infrastructure monitoring language contained in the General Plan Framework, an element of the City's General Plan.

Section 15088 of the CEQA Guidelines require 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. DCP prepared responses in writing to all comments received, including Master Response MR-2 which begins on Page 3-1 of the Final EIR addressing comments on infrastructure.

A full analysis of the environmental setting, plan impacts, mitigations, and unavoidable significant impacts are contained in the Draft EIR and Final EIR, Exhibits N and O of this report. An analysis of vehicular traffic impacts and corresponding mitigations as part of the Transportation Improvement and Mitigation Program are included in Section 4 and Appendix C of the DEIR.

Goals and policies related to transportation, community facility, and physical infrastructure can be found in Chapters 4, *Mobility Plan*, and Chapter 5, *Community Facilities and Infrastructure*, of the Hollywood Community Plan Text. Associated implementation programs can be found in Chapter 6, *Implementation*.

Recommended Revisions to Land Use Changes

In response to public testimony and additional staff analysis, a number of recommended revisions are included in this report and the attached exhibits involving specific subareas of proposed change.

This section of the report outlines revised recommendations for many of the changes that elicited the greatest degree of comment during the public hearings. For the most part, these recommended revisions involve slight reductions in the scale or scope of zone changes in selected areas.

The Department of City Planning follows the goal of presenting a recommendation on land use designations and zone changes that meets the projections for housing and employment for Hollywood in the year 2030, based on the Southern California Association of Governments (SCAG) forecasts. This is fully analyzed and methodology explained in the Proposed Plan's EIR.

With the revisions recommended in this report, the reasonable expected housing capacity in Hollywood decreases by 3229 persons from 249,062 to 245,833 persons. The SCAG 2030 forecast is 244,602 persons. The reasonable expected housing capacity as now recommend still accommodates the SCAG Forecast, exceeding that number by 1,231 persons.

The existing 1988 Hollywood Community Plan has a reasonable expected housing capacity of 235,850 persons.

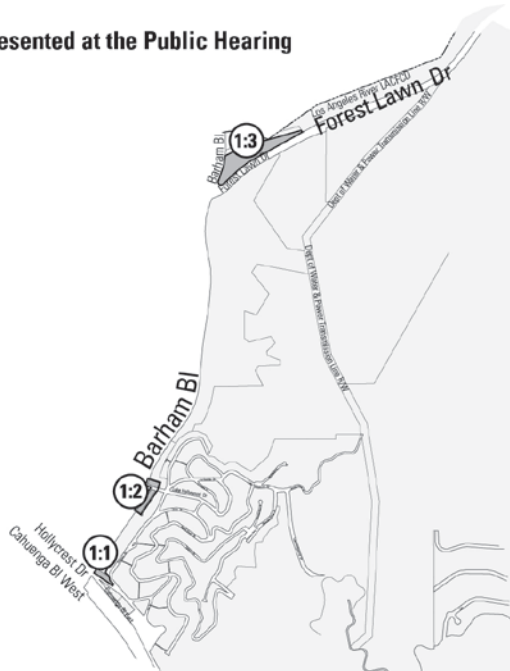
The following figures and charts detail proposed revisions to the recommendations as presented at the Public Hearings.

Revision #1 - Barham Blvd

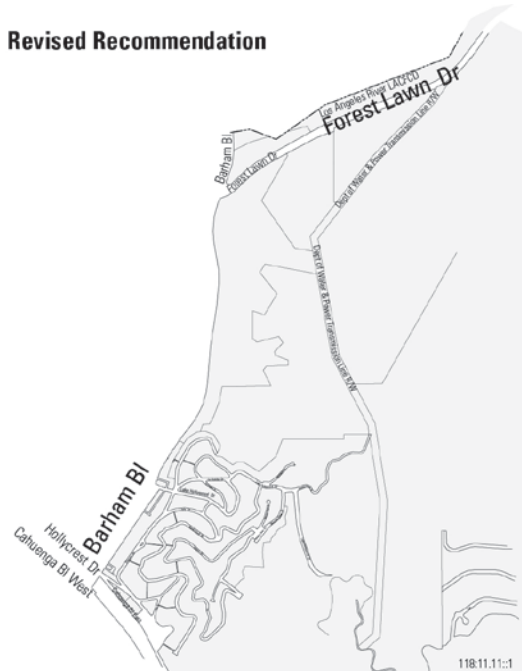
Subareas 1:1, 1:2 and 1:3

Summary: These commercial properties along Barham Boulevard roughly from Cahuenga Boulevard to Forest Lawn Drive are no longer recommended for a zone change to increase floor area ratios from .5:1 to 1.5:1.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
1:1, 1:2, 1:3	Limited Commercial C1-1D FAR 0.5:1	Limited Commercial C1-1 FAR 1.5:1	<i>delete, retain existing zoning.</i>

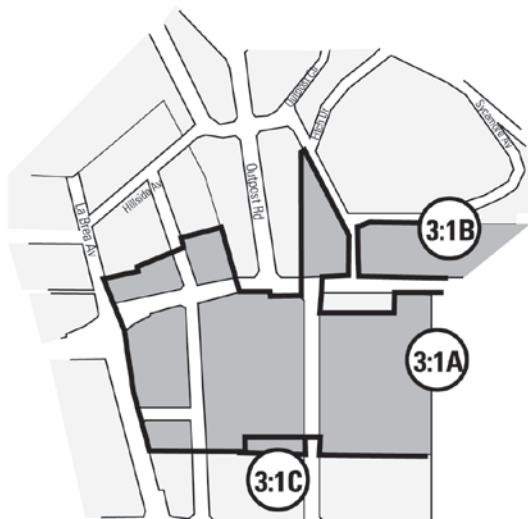
Revised Staff Recommendation: retain existing zoning, land use and existing Development Limitation. *Delete SubAreas 1:1, 1:2 and 1:3 and retain existing zoning.*

Revision #2 – Outpost Drive and Franklin Avenue

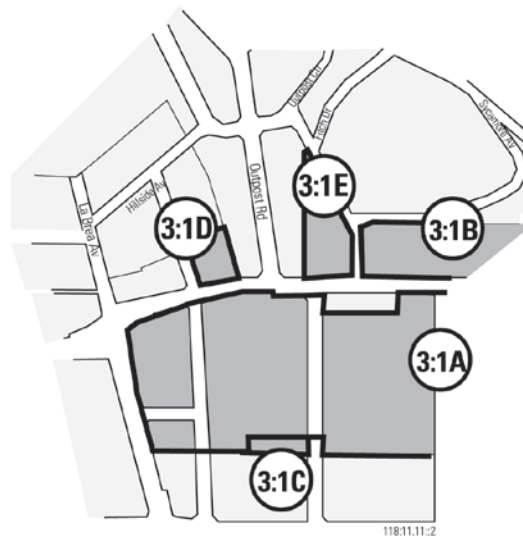
Subarea 3:1A

Summary: A 30-foot height limit is now recommended for these properties directly east and west of Outpost Drive north of Franklin Avenue. Furthermore, existing residential density restrictions limiting density to one unit per 600 square feet of lot area should be retained for these properties.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
3:1A	High Medium Residential [Q]R4-1VL	High Medium Residential R4-1VL	High Medium Residential R4-1VL <i>Revise 3:1A boundary and create 3:1D and 3:1E, retaining Q Qualifying Condition in these new subareas.</i>
NEW 3:1D, 3:1E	High Medium Residential [Q]R4-1VL	High Medium Residential R4-1VL	High Medium Residential [Q]R4-1 Height Limit 30 ft.

Revised Recommendation: establish height limits around Outpost Drive and Franklin Street. Retain existing Qualifying Condition in new SubAreas 3:1D and 3:1E. *Adjust boundary of Subarea 3:1A; create new SubAreas 3:1D and 3:1E with a 30 foot height limit.*

Revision #3 – Highland Avenue

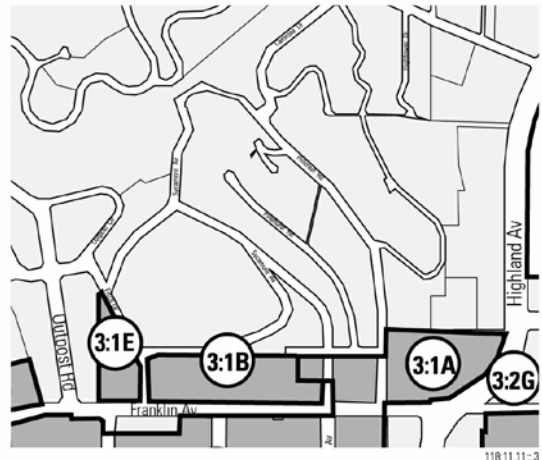
Subarea 3:1A

Summary: That portion of Subarea 3:1A which extends north of Franklin Avenue along Highland Boulevard is no longer recommended for a zone change to remove the existing density restrictions, and the current restriction limiting density to one unit per 600 square feet of lot area should be retained in this area.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
3:1A	High Medium Residential [Q]R4-1VL FAR 3:1	High Medium Residential R4-1VL FAR 3:1	<i>Revise boundary to exclude portions along Highland Avenue north of Franklin Avenue.</i>

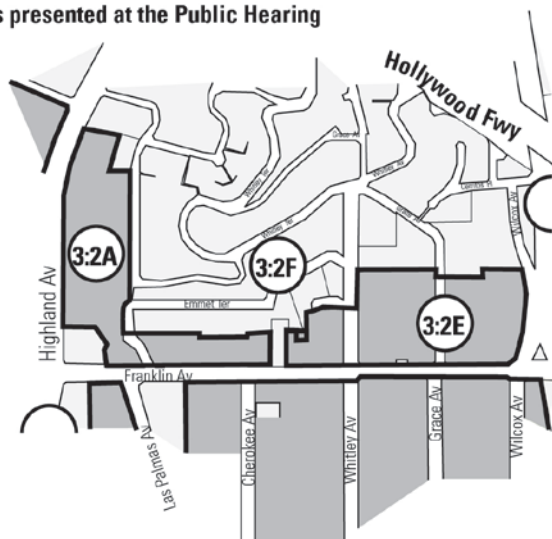
Revised Recommendation: Adjust boundary to remove parcels along Highland Avenue north of Franklin Avenue.

Revision #4 – Highland Avenue and Franklin Avenue

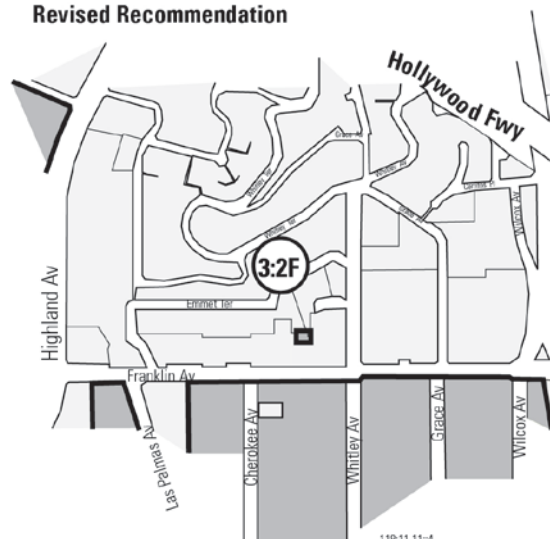
Subareas 3:2A and 3:2E

Summary: Existing density limitations that are currently in place north of Franklin Avenue should be retained as a transitional buffer along this corridor. Subareas 3:2A and 3:2F, which proposed to remove this limitation are no longer recommended for adoption and should be deleted, thereby retaining the density limitations of one unit per 600 square feet of lot area.

As presented at the Public Hearing



Revised Recommendation

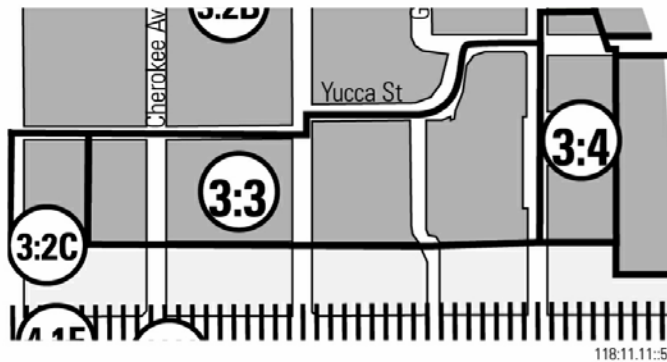


SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
3:2A, 3:2E	High Medium Residential	High Medium Residential	<i>delete, retain existing zoning</i>
[Q]R4-1VL FAR 3:1		R4-1VL FAR 3:1	

Revised Recommendation: Delete SubAreas 3:2A and 3:2E, which are located north of Franklin Avenue. Retain existing Qualifying Condition in these areas, including retention of the Qualifying Condition on SubArea 3:2F.

Revision #5 – Yucca Street from Cherokee Ave to Hudson Ave.**Subarea 3:3**

Summary: A 60 foot height limit is recommended for this area directly north of Hollywood Boulevard near Cherokee Avenue and Hudson Avenue. No height limit is currently in place. The revised recommendation however retains the R5 zoning classification for this area, which will continue to permit hotel uses in addition to restricting residential density to the R4 level of one unit per 400 square feet of lot area.

As presented at the Public Hearing

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
3:3	High Residential	High Medium Residential	High Residential
	[Q]R5-2	R4-2D Height limit 60 ft.	[Q]R5-2D Height limit 60 ft.

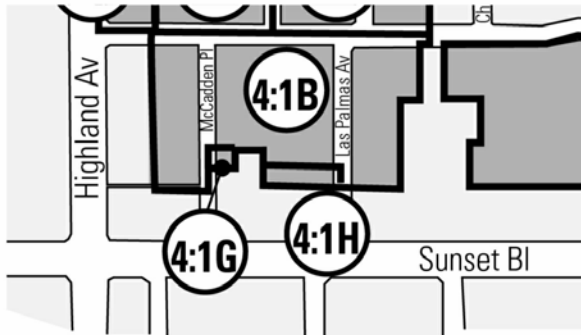
Revised Recommendation: Retain land use and zoning to continue to accommodate hotel uses; add a D Limitation to establish 60 foot height limit. Limit residential density to R4 zone equivalent.

Revision #6 – Selma Avenue

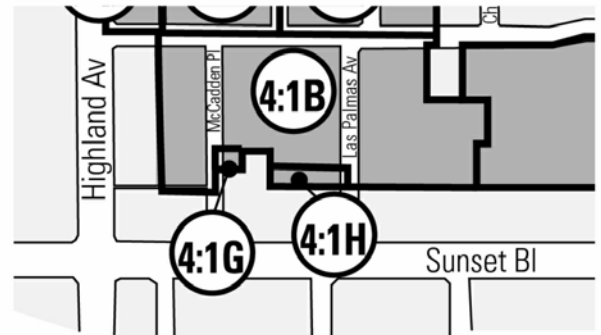
Subarea 4:1B

Summary: A 75 foot height limit is recommended for this area directly north of Sunset Boulevard near McCadden Place and Las Palmas Avenue. No height limit is currently in place. The boundary of the floor area incentive area is being revised to include the surface parking areas of the Crossroads of the World development.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
4:1B	Regional Center Commercial	Regional Center Commercial	<i>Modify boundary, add 75 foot height limit</i>
	C4-2D FAR 2:1	C4-2D FAR 3:1	

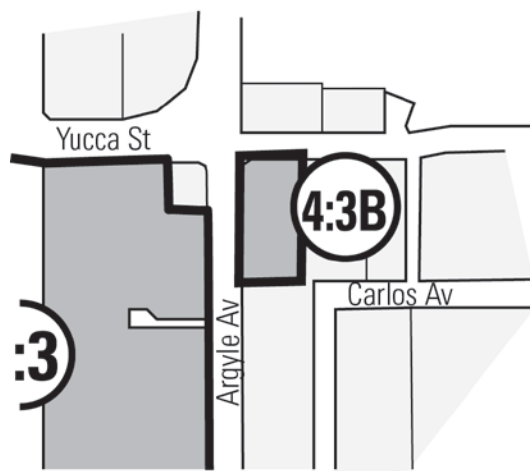
Revised Recommendation: Adjust boundary of SA 4:1B to include surface parking areas of Crossroads of the Worlds, add 75 foot height limit.

Revision #7 – Yucca Street and Argyle Avenue

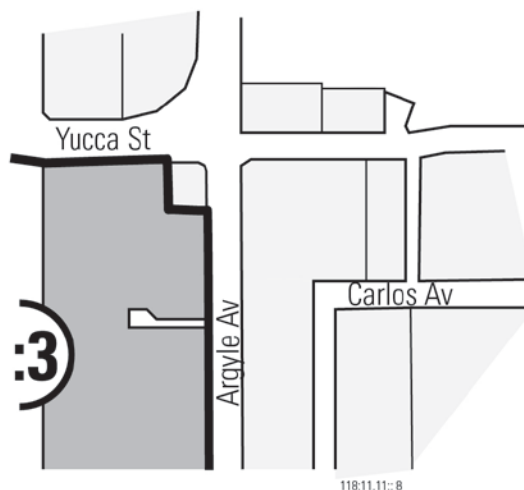
Subarea 4:3B

Summary: The revised recommendation now excludes this parcel from development incentives, and retains the existing floor area ratio of 2:1. The parcel includes the former Little Country Church site.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
4:3B	Regional Center Commercial C4-2D-SN FAR 2:1	Regional Center Commercial [Q] C4-2D-SN FAR 4.5:1 Height Limit 75 ft.	<i>delete. retain existing zoning</i>

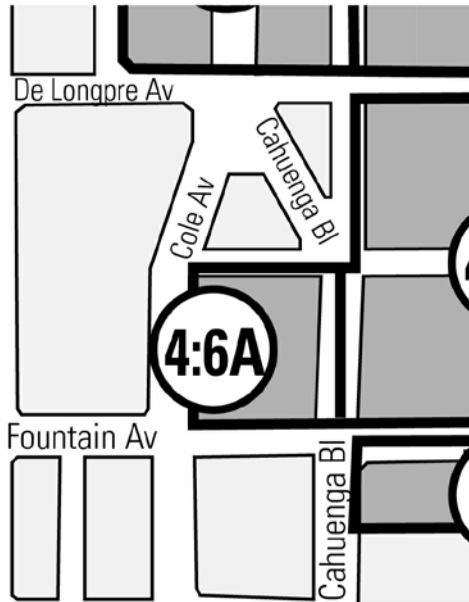
Revised Recommendation: Retain existing zoning, land use and existing Development Limitation on these parcels, including the “Little Country Church” parcel. *Delete SubArea 4:3B.*

Revision #8 – Cahuenga Avenue

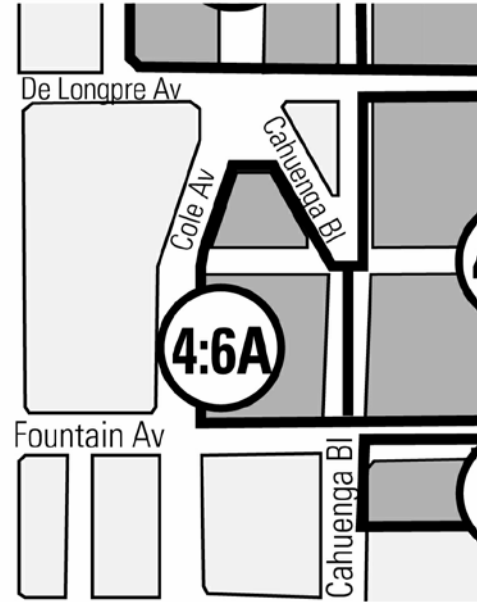
Subarea 4:6A

Summary: The boundary of Subarea 4:6A is now recommended for revision to include the triangle of land bounded by Cole Avenue, Cahuenga Boulevard, and Homewood Avenue to be consistent with the blocks to the south and east.

As presented at the Public Hearing



Revised Recommendation



118.11.11:3

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
4:6A	Regional Center Commercial C4-2D FAR 2:1	Regional Center Commercial C4-2D FAR 3:1	<i>Modify boundary</i>

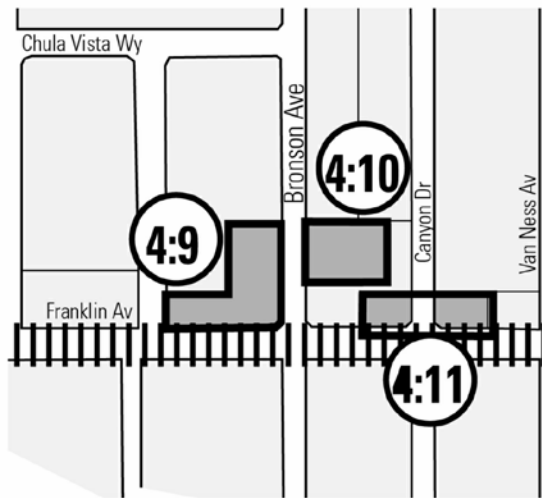
Revised Recommendation: Adjust boundary of SA 4:6A to include area bounded by Cole Avenue, Cahuenga Blvd., Homewood Avenue and DeLongpre Avenue.

Revision #9 – Franklin Avenue at Bronson Avenue

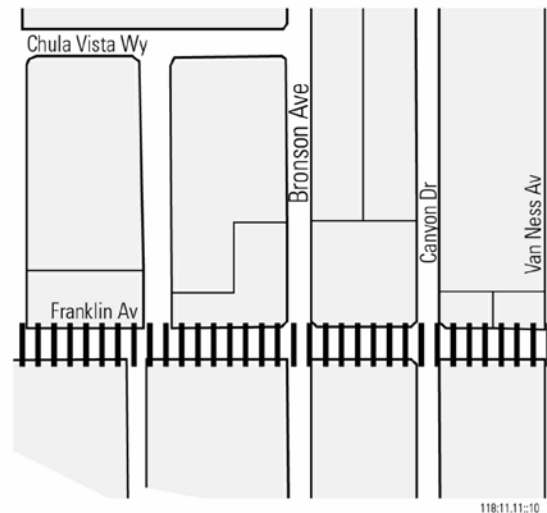
Subareas 4:9, 4:10, and 4:11

Summary: These commercial properties along Franklin Avenue at Bronson Avenue are no longer recommended for a zone change to increase floor area ratios from .5:1 to 1.5:1.

As presented at the Public Hearing



Revised Recommendation

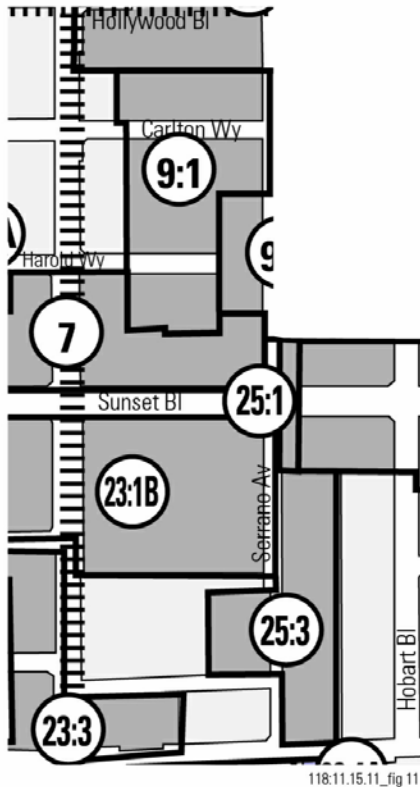


SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
4:9, 4:10, 4:11	Limited Commercial C1-1D FAR 0.5:1	Limited Commercial C1-1D FAR 1.5:1	<i>delete, retain existing zoning.</i>

Revised Recommendation: Delete Subarea 4:9, 4:10 and 4:11. Retain existing development floor area ratio limits.

Revision #10 – Serrano Avenue at Carlton Way and Fountain Avenue**Subareas 9:1 and 25:3**

Summary: Existing residential density restrictions limiting density to one unit per 600 square feet of lot area should be retained for these properties.

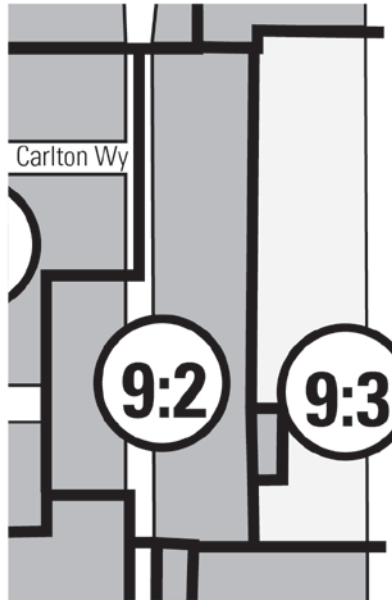
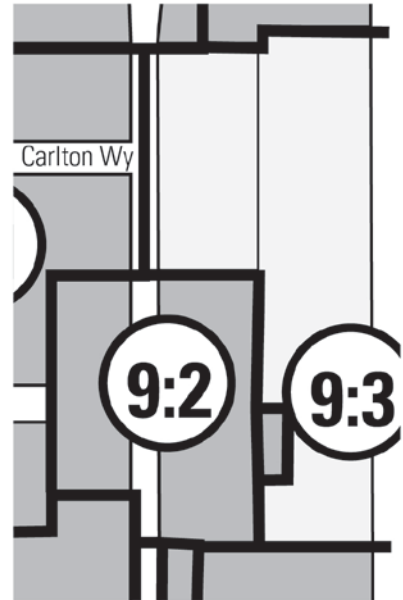
As presented at the Public Hearing

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
9:1	High Residential [Q]R4-2	High Medium Residential R4-2	High Medium Residential [Q]R4-2
25:3	High Residential [Q]R4-2	High Medium Residential R4-2D Height Limit 75 ft.	High Medium Residential [Q]R4-2D Height Limit 75 ft.

Revised Recommendation: Continue change to High Medium Residential designation. Retain existing Q Qualifying Conditions limiting residential densities, and reference existing Station Neighborhood Area Plan. Add height limit of 75 feet to SubArea 25:3.

Revision #11 – Serrano Avenue south of Carlton Way**Subarea 9:2**

Summary: The boundaries of Subarea 9:2 which propose to downzone property to the RD1.5 zone should be revised to exclude existing higher density property as shown.

As presented at the Public Hearing**Revised Recommendation**

118:11.11:12

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
9:2	High Residential [Q]R4-2 FAR 6:1	Low Medium II Residential RD1.5-1VL FAR 3:1	<i>Modify boundary</i>

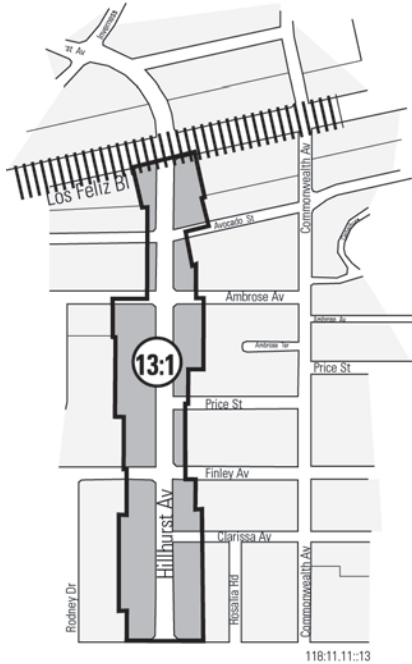
Revised Recommendation: Adjust boundary of SubArea 9:2 southward.

Revision #12 – Hillhurst Avenue

Subarea 13:1

Summary: A height limit of 36 feet is now proposed for that portion of Hillhurst Avenue north of Franklin Avenue, as part of the recommended floor area ratio increase to 1.5:1. There are no existing height limits in this location.

As presented at the Public Hearing



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
13:1	Neighborhood Commercial C4-1D FAR 1:1	Neighborhood Commercial [Q]C4-1 FAR 1.5:1	Neighborhood Commercial [Q]C4-1 FAR 1.5:1 Height limit 36 ft.

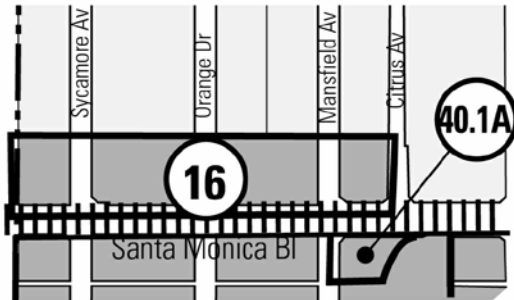
Revised Recommendation: Permit floor area ratio of 1.5:1, add height limit of 36 feet.

Revision #13 – Santa Monica Boulevard at Orange Drive

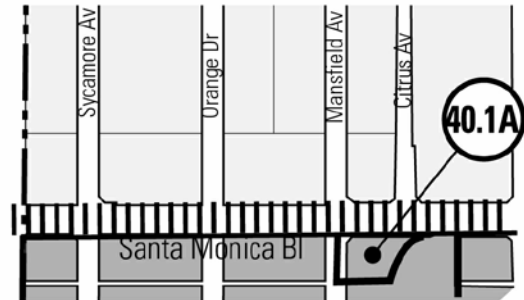
Subarea 16

Summary: The proposed zone change to increase permitted floor area along this portion of Santa Monica Boulevard at Orange Drive is no longer recommended, to better support existing theater and production uses in these areas.

As presented at the Public Hearing



Revised Recommendation



118:11.11:14

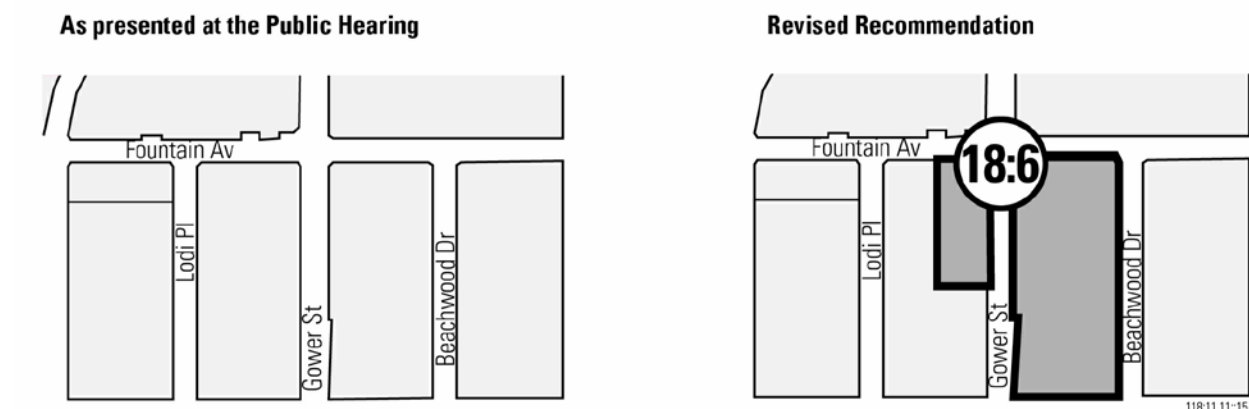
SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
16	Hwy. Commercial C2-1D FAR 0.5:1	General Commercial [Q]C2-2D FAR 3:1	<i>delete, retain existing zoning</i>

Revised Recommendation: Retain existing zoning. Delete SubArea 16.

Revision #14 – Fountain Avenue at Gower Street

New Subarea 18:6

Summary: In response to public input, an additional limited downzone area has been identified along Gower Street at Fountain Avenue. The proposed plan now recommends limiting density in this area to the RD1.5 zone, maintaining the 30 foot height limit.



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Recommendation
New 18:6	Medium Residential R3-1XL	N/A	Low Medium II RD1.5-1XL

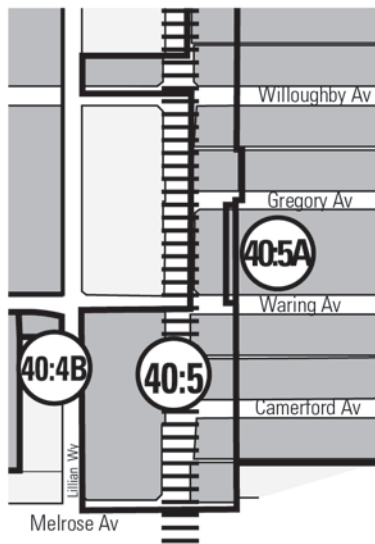
Recommendation: Create new SubArea 18:6 with a general plan amendment to Low Medium II and Zone Change to RD1.5-1XL.

Revision #15 – Vine Street at Waring Avenue

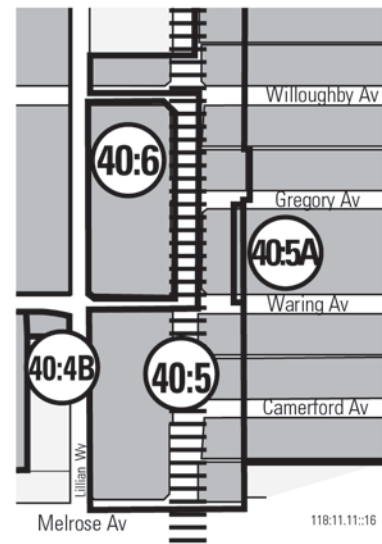
New Subarea 40:6

Summary: An additional zone change area is now proposed for the block bounded by Lillian Way, Waring Avenue, Vine Street, and Willoughby Avenue to apply consistent floor area incentives along this corridor and promote employment and job production.

As presented at the Public Hearing



Revised Recommendation



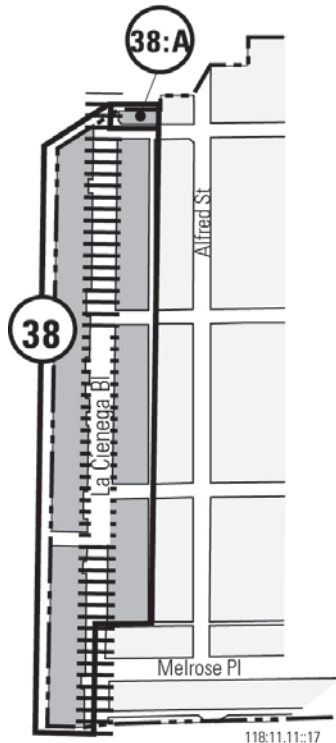
SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Recommendation
New 40:6	Limited Industrial [Q]C2-1VL FAR 1.5:1	N/A	Limited Industrial [Q]C2-2D FAR 3:1

Recommendation: Create new SubArea 40:6. Zone Change from [Q] C2-1VL to [Q] C2-2D; continue to prohibit residential uses. Create this new SubArea to be consistent with Vine Corridor.

Revision #16 – La Cienega Blvd**Subareas 38 and 38:A**

Summary: A height limit of 50 feet is now proposed for La Cienega Boulevard, with additional regulations requiring ground floor commercial uses along this existing commercial corridor.

As presented at the Public Hearing



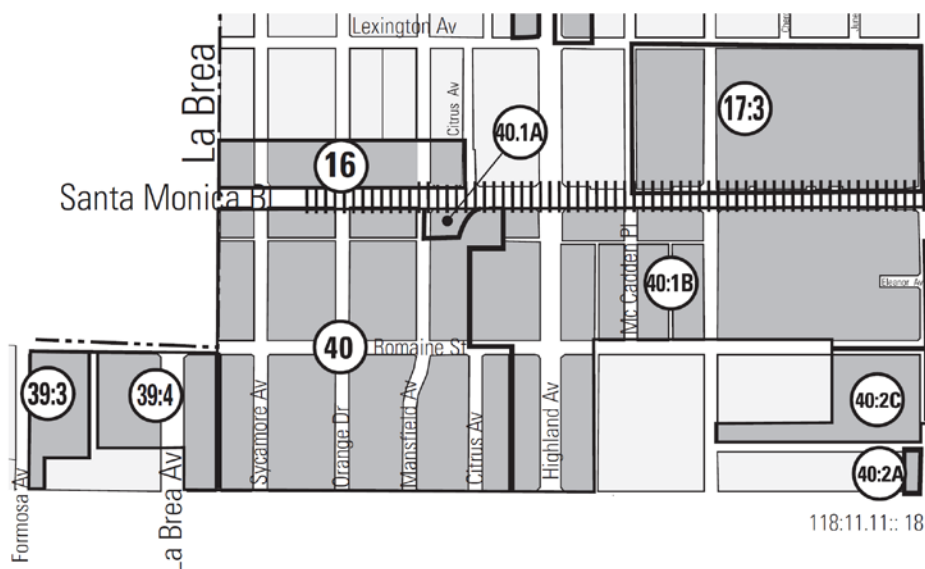
SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
38	Neighborhood Commercial C4-1VL FAR 1.5:1	Neighborhood Commercial [Q]C4-2D FAR 3:1	Neighborhood Commercial [Q]C4-2D FAR 3:1, Height Limit 50 ft.
38:A	Neighborhood Commercial C2-1 FAR 1.5:1	Neighborhood Commercial [Q]C4-2D FAR 3:1	Neighborhood Commercial [Q]C4-2D FAR 3:1, Height Limit 50 ft.

Revised Recommendation: Add height limit of 50 feet. Require ground floor commercial uses.

Revision #17 – Industrial Lands - La Brea Ave and Santa Monica Blvd.

Subareas 17:3, 39:3, and 39:4

Summary: A height limit of 36 feet is now recommended along Willoughby Avenue to provide for transition between adjacent uses. Existing industrial land use and zoning is recommended for retention for Subareas 39:3 and 39:4, with incentives for job-producing uses. The existing MR1 zone is recommended for retention in these areas.

As presented at the Public Hearing

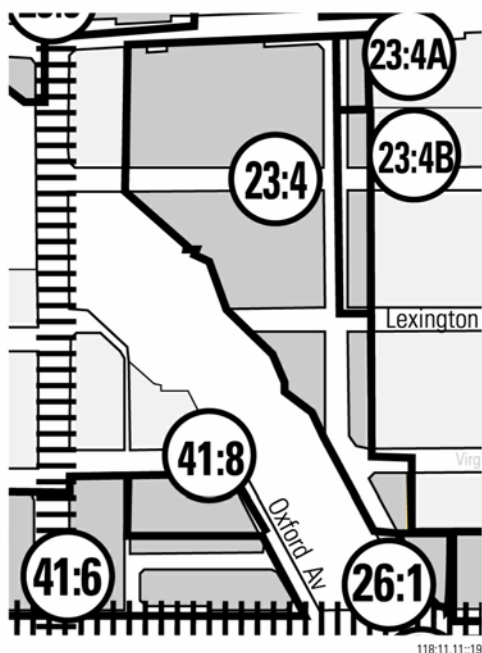
SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
17:3	Limited Industrial [Q]M1-1VL-SN FAR 1.5:1	Commercial Manufacturing [Q]CM-2D-SN FAR 3:1	<i>Same as preliminary recommendation.</i>
39:3, 39:4	Limited Industrial MR1-1 FAR 1.5:1	Commercial Manufacturing [Q] CM-2D FAR 3:1	Limited Industrial [Q]MR1-2D FAR 3:1

Recommendation: For SubArea 17:3 retain preliminary recommendation. For Subareas 39:3 and 39:4 retain existing Limited Industrial designation and MR1 zoning. Continue to provide Increased FAR incentive for targeted industrial use. Require 36 foot height limit along Willoughby Avenue frontage.

Revision #18 – Serrano Avenue and La Mirada Avenue**Subarea 23:4**

Summary: Retention of existing density limitation should be retained in this area, limiting density to one unit per 600 square feet of floor area. Further restrictions are provided for discussion, including a limited downzoning of this area to the RD1.5 zone.

As presented at the Public Hearing



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
23:4	High Medium Residential [Q]R4-1VL	High Medium Residential R4-1VL	High Medium Residential [Q]R4-1VL

Revised Recommendation: Retain the existing Qualifying Condition in this subarea.

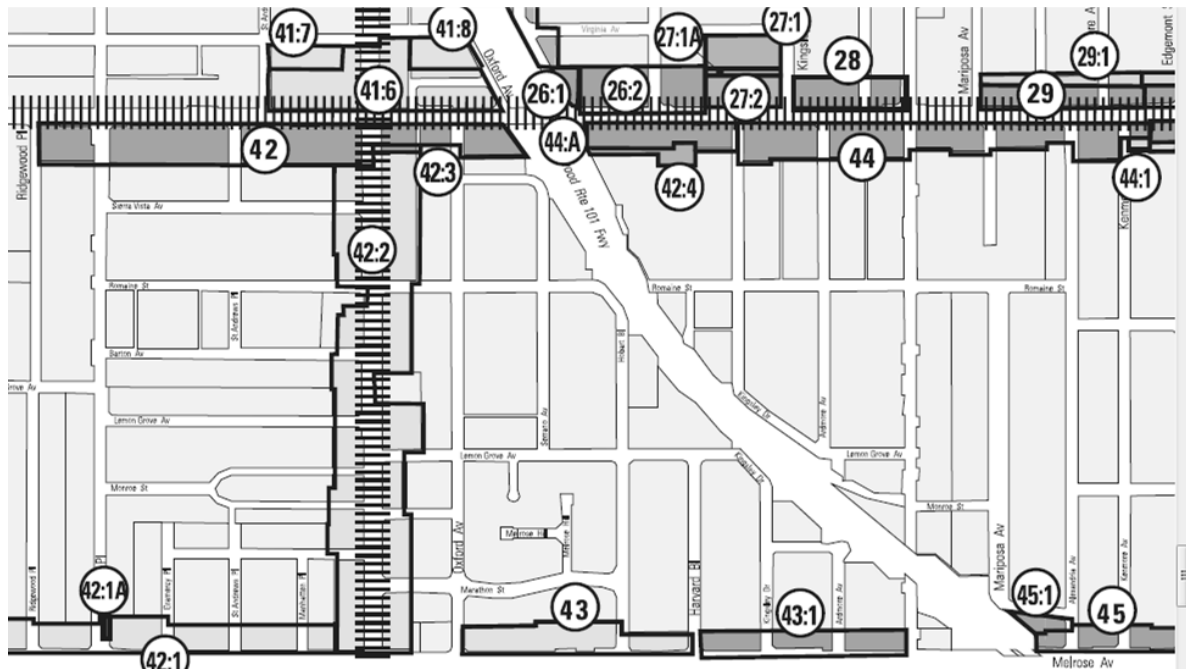
Alternative For Discussion: downzone the subarea to Low Medium II with concurrent zone change.

- Alternative option for Subarea 23:4:
Low Medium II Residential
RD1.5-1XL

Revision #19 – Santa Monica Boulevard and Western Avenue

Subarea 26:1, 28, 29, 41:6, 42, 42:2, 44 and 44:A

Summary: To better integrate mixed use development into existing neighborhood scale, floor area ratio limits of 2.5:1 are now recommended, in lieu of 3:1. Further residential density limitations are provided for discussion.



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
26:1	Highway Oriented Commercial C2-1 FAR 1.5:1	General Commercial [Q]C2-2D FAR 3:1	General Commercial [Q]C2-2D FAR 2.5:1
26:2, 28, 29, 44	Highway Oriented Commercial C2-1D FAR 0.5:1	General Commercial [Q]C2-2D FAR 3:1	General Commercial [Q]C2-2D FAR 2.5:1
41:6	Neighborhood Commercial C4-1VL FAR 1.5:1	Neighborhood Commercial [Q]C4-2D FAR 3:1	Neighborhood Commercial [Q]C4-2D FAR 2.5:1
(continued)			
42	Highway Oriented Commercial C2-1D FAR 0.5:1	General Commercial [Q]C2-2D FAR 3:1	General Commercial [Q]C4-2D FAR 2.5:1

42:2	Neighborhood Commercial C4-1D FAR 1:1	Neighborhood Commercial [Q]C4-2D FAR 3:1	Neighborhood Commercial [Q]C4-2D FAR 2.5:1
44:A	Highway Oriented Commercial [T][Q]C2-1D FAR 0.5:1	General Commercial [Q]C2-2D FAR 3:1	General Commercial [Q]C2-2D FAR 2.5:1

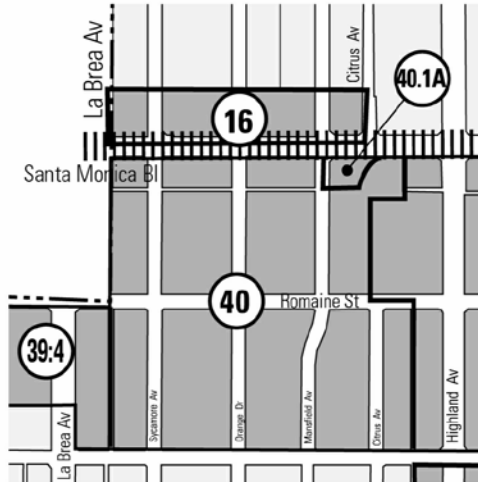
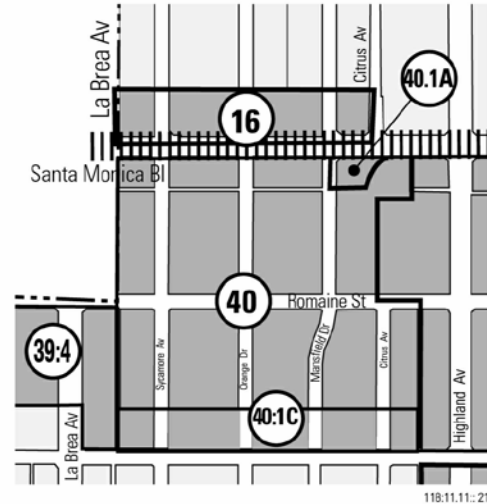
Revised Recommendation: Lower recommended floor area ratio from 3:1 to 2.5:1 along Western and Santa Monica Blvd. Add pedestrian design conditions.

Alternative For Discussion: Further limit the residential density of mixed use development from that of the R4 zone to the R3 zone.

- Alternative option for Subarea 26:1, 28, 29, 41:6, 42, 42:2, 44 and 44:A:
Add Development Limitations for all parcels limiting residential densities to the R3 zone.

Revision #20 – Willoughby Street**Subarea 23:4**

Summary: A height limit of 36 feet is now recommended along Willoughby Avenue to provide for transition between adjacent uses.

As presented at the Public Hearing**Revised Recommendation**

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
40	Limited Industrial MR1-1	Limited Industrial [Q]MR1-1	<i>Split off frontages along Willoughby Ave. to create 40:1C</i>
40:1C	Limited Industrial MR1-1	Limited Industrial [Q]MR1-1	Limited Industrial [Q]MR1-1 <i>Require 36 foot height limit along Willoughby Ave.</i>

Revised Recommendation: Subdivide SubArea 40 to create new SubAarea 40:1C that includes a 36 foot height limit along Willoughby Avenue.

Other Land Use Revisions

Subareas 40:2D and Subarea 40:2E

These subareas along Romaine Street from Seward Street to Hudson Avenue should be revised to retain the existing zone changes for the media and office development previously approved as part of CPC-2009-3158-GPA-ZC-SPR on these parcels.

Revised recommendation: Delete subarea 40:2E and revise the boundary of subarea 40:2D to be north of Romaine Street only to exclude these parcels.

Subarea 4:1D

This subarea along Selma Avenue between Sunset Boulevard and Hollywood Boulevard is recommended for a 75 foot height limit. No height limit exists on these parcels currently. Two recently approved projects in this subarea have heights of approximately 90 and 100 feet.

Revised recommendation: Maintain 75 height limit recommendation for this subarea, add zone condition where additional height can be requested through a Zoning Administrator review procedure as a discretionary action.

Subarea 4:4A

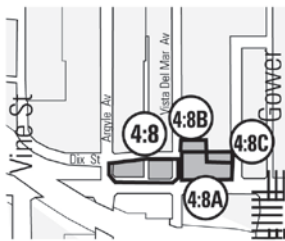
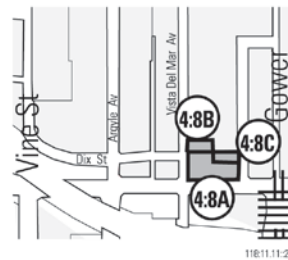
This subarea includes the southwest corner of Hollywood Boulevard and Gower Street. These parcels were approved for a mixed use residential development by the City Council on May 17, 2011 as part of CPC-2008-3087-ZC-HD-ZAA-SPR and as such, these parcels should be removed from Subarea 4:4A to avoid rezoning this approved project.

Revised recommendation: Delete those portions of Subarea 4:4A that overlap with the project previously approved by CPC-2008-3087-ZC-HD-ZAA-SPR.

Subarea 6:4

This subarea is located directly north of subarea 6:1, which is at the northwest corner of Sunset Boulevard and Bronson Avenue, and is part of the the same ownership. Subarea 6:1 is proposed to be designated Regional Center Commercial with a zone of [Q]C2-2D-SN. Subarea 6:4 is contiguous and is currently zoned P-1 for surface parking uses.

Revised recommendation: Designate subarea 6:4 as Regional Center Commercial to match Subarea 6:1, however leave Subarea 6:4 zoned as P-1 for parking uses, requiring a subsequent zone change application for any possible future development to ensure consistency with the surrounding neighborhood.

Subarea 4:8**As presented at the Public Hearing****Revised Recommendation**

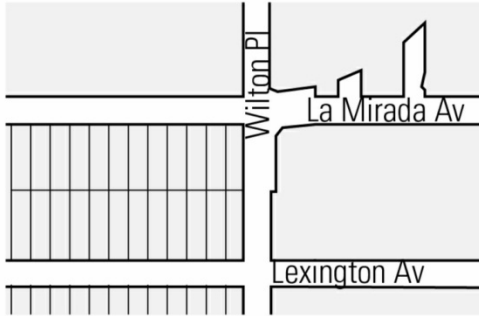
This subarea is located on the north side of Franklin directly east of the 101 freeway, adjacent to the northbound onramp to the 101. The subarea is currently zoned C1-1D with a Floor Area Ratio of .5:1. The proposed change was to rezone this subarea to have a Floor Area Ratio of 1.5:1.

Revised recommendation: delete this subarea due to its adjacency to the 101 onramp.

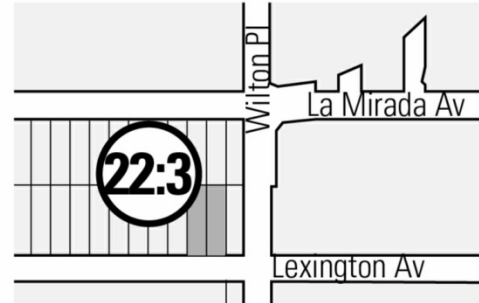
Additional Park Land and Open Space

Pocket Parks (New Subareas 22:3 and 23:4C)

As presented at the Public Hearing

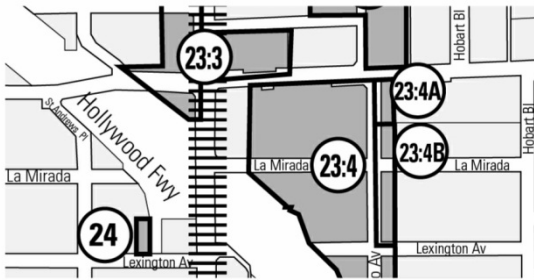


Revised Recommendation

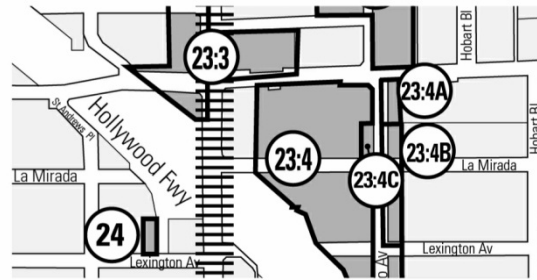


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As presented at the Public Hearing



Revised Recommendation

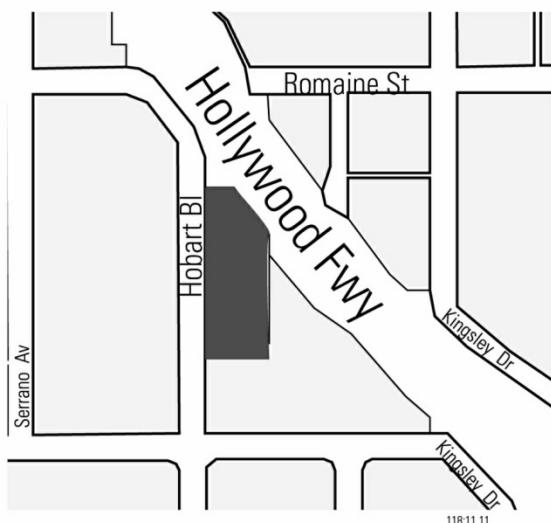


118:11.11:23

During the development of the plan, a number of parcels have been acquired by the City of Los Angeles as open space and recreation and park land. These include pocket park assemblages located generally near the intersection of Wilton Place and Lexington Avenue (New Subarea 22:3) and at La Mirada Avenue at Serrano Avenue (New Subarea 23:4C).

Revised recommendation: rezone these parcels to the OS-1 Open Space Zone with a General Plan Land Use Designation of Open Space.

Lemon Grove Park Expansion



Lemon Grove Park was extended northward along the east side of Hobart Boulevard north of Lemon Grove Avenue and is currently improved as parkland under ownership of the City of Los Angeles.

Revised recommendation: rezone these parcels under City of Los Angeles ownership to the OS-1XL zone with a General Plan Land Use Designation of Open Space.

Cahuenga Peak – Griffith Park Addition and Expansion



Cahuenga Peak was acquired by the City of Los Angeles after a successful fundraising effort by the Trust for Public Land to preserve this 138 acre parcel of open space in the Hollywood Hills. This acreage was added to Griffith Park in 2010 as permanent open space.

Revised recommendation: Apply the open space OS-1XL zone with a General Plan Land Use Designation of Open Space to preserve and protect this open space resource.

Carlton Way Parkland Acquisition

The Department of Recreation and Parks has acquired Assessor Parcel Number 5545-005-900 (formerly APN 5545-005-016) near the intersection of Hollywood Boulevard and Bronson Avenue, as shown on the figure.

Revised recommendation: Apply the open space OS-1 zone with a General Plan Land Use Designation of Open Space to recognize this parkland acquisition.

Streets Revisions

The proposed plan includes street redesignations for many Major Highways and Secondary Highways in Hollywood to reinforce existing character, promote walkability and enhance sidewalk widths, encourage provision of landscaped parkways adjacent to sidewalks, and attain balanced mobility options including roadway widths for bicycles, transit, and automobiles.

In response to input received at the public hearings, Staff has prepared additional streets for proposed redesignation, including Melrose Avenue, Martel Avenue, Vista Street, Gardner Street, and that portion of Franklin Avenue west of La Brea. Detailed street sections and a chart of existing and planned roadway and sidewalk widths can be found in Exhibit H, Proposed Street Redesignation Matrix.

Melrose Avenue

For the portion of Melrose Avenue east of Vine Street, Melrose Avenue is proposed to maintain its planned 90-foot right of way, but with 12 foot sidewalks instead of the normally required 10 foot sidewalks. The resulting planned roadway width would be 66 feet. The majority of Melrose Avenue is not built out to this current standard today so incremental widening and enhancement would occur. A streetscape plan is called out for Melrose Avenue to detail out lane dimensions, tree plantings, street furniture, and sidewalk paving. A similar streetscape plan is called out for that portion of Melrose Avenue located west of La Brea Avenue reinforcing the existing consistent 80-foot right of way configuration which has strong levels of pedestrian activity.

Martel Avenue – Vista Street – Gardner Street

These north-south streets were originally intended as a future Secondary Highway in conjunction with the then-planned extension of the 2 Freeway westward through the Hollywood Community Plan Boundary. The initial 1973 Hollywood Community Plan shows the proposed alignment of this highway, which was not constructed. The Proposed Plan includes the redesignation of these streets to Collector Street status, which reflects the existing character of these streets, which are lined with lower density residential uses.

FINDINGS

1. **Community Plan Area (CPA)**, bounded by Melrose and Rosewood Avenues on the south; Hoover Street, Santa Monica and Sunset Boulevards, Fountain, Hyperion, and Rowena Avenues, Glendale Boulevard, and the Los Angeles River on the east; Mulholland Drive, Cahuenga and Barham Boulevards, and the Cities of Glendale and Burbank on the north; and Laurel Canyon Boulevard, Lookout Mountain and Wonderland Avenues, Crescent Drive, and the Cities of Beverly Hills and West Hollywood on the west. The Hollywood Community Plan area is surrounded by the communities of Wilshire to the south, Northeast Los Angeles and Silver Lake-Echo Park-Elysian Valley to the east, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the north, and Bel Air-Beverly Crest to the west.
2. **Charter Section 556** – That in accordance with Charter Section 556, the proposed Hollywood Community Plan (Proposed Plan) is in substantial conformance with the purposes, intent, and provisions of the General Plan. The Proposed Plan is consistent with and helps to further accomplish goals, objectives, and policies contained in portions of the General Plan, including the Citywide General Plan Framework Element, as outlined below. The General Plan Framework establishes the standards, goals, policies, objectives, programs, terms, definitions, and direction to guide the update of citywide elements and the community plans. Community plans apply the growth and development policies defined in the Framework Element and the other citywide elements as they relate to a smaller geographic area. Specifically, with respect to land use, the General Plan Framework states the following:

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

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

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 plan update 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 industrial businesses that contribute to the economy of the community as well as the Los Angeles region. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in Hollywood through the year 2030. The Proposed Plan includes a recommended pattern of land use that directs future growth to areas of Hollywood where new development can be supported by transportation infrastructure and different types of land uses can be intermingled to reduce the length and number of vehicle trips. Mixed-use development around Metro stations and transit corridors would 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 (SB 375).

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 neighborhood 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.

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.

The Proposed Plan retains existing land use designations and zoning for single-family neighborhoods to protect the scale and character of these areas and limit incompatible uses. Many such areas in Hollywood are hillside neighborhoods, and the Proposed Plan includes policies to protect single-family hillside communities and does not change existing land use or zoning in these areas. To further protect single-family hillside areas from out-of-scale development, the Proposed Plan requires that the City's Slope Density Requirement be applicable to all single-family zones in the Hollywood Community Plan Area that are located on areas with natural slopes in excess of 15%, including those not generally covered under citywide regulations. The Proposed Plan focuses new commercial and mixed-use development away from these single-family areas and into identified centers and districts with access to public transportation. The Proposed Plan also includes transitional height and design requirements for those areas where multiple-family R3 zoned parcels directly abut R1 single-family zoned parcels.

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.

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 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.

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.

The City's General Plan Framework Element identifies central Hollywood as a Regional Center, while also recognizing Community Centers along Western Avenue and in the vicinity of Vermont Avenue and Sunset Boulevard. The Regional Center, which includes two Metro Red Line stops, is rich with jobs, housing, and entertainment destinations for not only the City of Los Angeles but the entire metropolitan region in addition to global attractions. The Proposed Plan creates incentive areas that allow increases in the floor area ratio (FAR) for preferred types of development, including mixed-use development, and require FAR minimums in some areas. The Proposed Plan includes an expansion of the Regional Center to include blocks near Hollywood and Sunset Boulevards just west of the 101 Freeway. This expansion is consistent with the Framework in that it will help to support a broad range of uses that serve residents, enhance housing choice, and provide additional job opportunities. The Proposed Plan also expands the existing Community Centers along Western and Vermont Avenues, areas within the existing Vermont-Western Station Neighborhood Area Plan (SNAP) to encourage pedestrian-oriented, mixed-use development that serves the surrounding community and promotes neighborhood and community activity day and night, consistent with adopted Framework policies.

The Framework identifies Neighborhood Districts in the Plan Area as being located along Hillhurst Avenue in Los Feliz and Melrose Avenue between La Brea and Fairfax Avenues. The Proposed Plan includes policies to develop design guidelines to maintain and improve these local-serving, pedestrian-oriented commercial districts, in consistency with the General Plan Framework; in addition, the Proposed Plan establishes height limit regulations for those portions of Hillhurst Avenue that currently lack such regulations.

The General Plan Framework also identifies Mixed-Use Boulevards along stretches of Santa Monica Boulevard and Vine Street. The Proposed Plan adds additional Mixed-Use Boulevards to portions of Western Avenue, Santa Monica Boulevard, Fairfax Avenue, and La Cienega Boulevard. In support of Framework policies, the Proposed Plan includes incentives for mixed-use development along several of these commercial corridors, which are well-served by frequent Metro Rapid or 24-hour bus service.

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.

Existing industrial lands in the Hollywood Community Plan Area are proposed to be retained and protected under the Proposed Plan to ensure the economic sustainability of the community, City, and the region. Hollywood’s media and entertainment industry are important to the local and regional economy and are supported by the Plan Area’s industrial land use designations and zoning which permit the types of uses required by movie studios, post-production firms, prop houses, transportation companies, and other related businesses.

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.

With five Metro Red Line heavy rail subway stations along Vermont Avenue and Hollywood Boulevard, the Plan Area contains prime locations for transit-oriented development. The significant regional investment made in transit infrastructure in Hollywood provides an opportunity for integrating transportation planning with land use planning in a way that concentrates future growth in population and employment in mixed-use development in areas within walking distance of transit service. In this manner, the Proposed Plan best accommodates growth as it occurs or may not occur over the life of the plan. The Proposed Plan builds upon these opportunities to concentrate growth and limit new development in surrounding low-density neighborhoods.

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.

Making Hollywood’s streets more walkable is an important goal of the Proposed Plan. Wide

sidewalk widths, appropriate design and orientation of adjacent ground floor uses, provisions for street trees and furniture, maintenance of alleys, and the prohibition of superblocks all addressed in the Proposed Plan. Existing wide sidewalks are proposed to be retained and a number of street designations have been modified to require larger sidewalk widths in the future. The design and orientation of buildings adjacent to sidewalks can either encourage or discourage pedestrian activity and the Proposed Plan addresses this important element of creating walkable environments by including urban design guidelines for application throughout the Plan Area as well as ground floor design standards along key pedestrian-oriented boulevards. The Proposed Plan also recommends the development of Streetscape Plans as called for by the Framework. Streetscape Plans for portions of Hollywood Boulevard, Western Avenue, Santa Monica Boulevard, Cahuenga Boulevard, and La Brea Avenue would regulate elements such as street trees, benches, shelters, and information signs and the provision of such improvements as part of development projects. Hollywood's extensive network of alleys helps to accommodate vehicular entrances, exits, and loading areas away from sidewalks, as well as provide additional circulation options for vehicles and pedestrians. The Proposed Plan includes regulations for the maintenance of key alleys, and proposes a policy to keep existing streets and walkways from closure, vacating, or gating for private use, to prevent the creation of "superblocks" that impede pedestrian mobility.

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

The Proposed Plan also contains policies and programs to protect key buildings and places that are considered historically and culturally significant. For identified historic buildings located within development incentive areas, zoning under the Proposed Plan requires conformance with the Secretary of the Interior's Standards for Rehabilitation in order to receive the incentive. Modified street standards are proposed to reflect existing street standards and protect historic resources and established building patterns. The Proposed Plan also calls for studies to establish additional Historic Preservation Overlay Zones (HPOZs), including the potential expansion of the Melrose Hill HPOZ. It also includes height and scale transitions for commercial development adjacent to HPOZ districts, and contains a policy supporting completion of Survey LA, the Los Angeles Historic Resources Survey Project, within the Plan area.

With respect to housing, the General Plan Framework states:

Housing Policy – Framework Element policies address providing additional capacity for new housing units, encouraging production of housing for households of all income levels, while at the same time preserving existing residential neighborhood stability and promoting livable neighborhoods by the following measures: (1) concentrating opportunities for new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards; (2) providing development opportunities along boulevards that are located near existing or planned major transit facilities and areas characterized by low-intensity or marginally viable commercial uses with structures that integrate commercial, housing, and/or public service uses; (3) focusing mixed commercial/residential uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses (Chapter 4 – Housing).

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.

In addition, the City's adopted Housing Element also contains policies on meeting the City's housing needs, including:

Policy 1.1.3: Facilitate new construction of a variety of housing types that address current and projected needs of the city's households.

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

Policy 2.2.1: Provide incentives to encourage the integration of housing with other compatible land uses.

Policy 2.2.3: Provide incentives and flexibility to generate new housing and to preserve existing housing near transit.

Program 2.2.6.A: Targeting Growth in Community Plan Areas – Update Community Plans to establish appropriate land uses, densities, and mixes of housing types and levels of affordability in areas well served by public transit, including employment centers and activity centers. Resolve design issues and adopt design guidelines to assure that residential, commercial and industrial development facilitate corresponding development goals for the area. Change land use designations and initiate zone changes.

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 2.4.2: Develop and implement design standards that promote quality development.

Program 2.4.2.C: Urban Design Standards – Include an urban design chapter in the Community Plan updates to identify unique characteristics of neighborhoods and to articulate development standards that will enhance those characteristics.

Policy 2.4.3: Promote preservation of neighborhood character in balance with facilitating new development.

Policy 2.4.4: Promote residential development that meets the needs of current residents as well as new residents.

The Proposed Plan is consistent with and helps to 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, transit oriented districts, and along mixed-use boulevards through specific policies and the inclusion of zoning incentives to produce housing in areas well-served by public transportation. As previously discussed, the Proposed Plan includes incentives for mixed-use development, which encourage the integration of housing with other compatible land uses as called for in the Framework Element. Additionally, the Proposed Plan provides for a mix of housing types, balancing additional housing at higher densities in appropriate locations near transit with the preservation of existing, lower density single-family neighborhoods in other parts of the Plan Area including the hillside areas.

The Proposed Plan also includes an urban design chapter and urban design guidelines, which help to implement an important program identified in the Framework.

With respect to urban form and neighborhood design, the General Plan Framework includes the following goals, objectives, and policies:

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 Plan 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 Plan also provides transitions in scale between single-family neighborhoods and adjacent multi-family and commercial areas through height limitations and design standards. Further, Chapter 7, Urban Design Guidelines, supports high-quality architecture and urban design for projects reviewed by the Department of City Planning, the Area Planning Commission, and the City Planning Commission. Topic areas covered by the urban design guidelines include building orientation, scale, height and massing, circulation, parking and loading, pedestrian amenities, sustainability, on-site open space, landscaping, and building façade.

The City's Transportation Element of the General Plan contains a number of important policies related to the Proposed Hollywood Community Plan, including:

Goal A: Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.

Objective 2: Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Policy 2.27: Discourage the vacation and/or closure of public alleys which service properties fronting on major or secondary highways.

Objective 3: Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.

Policy 3.11: Develop programs for new development to implement both transportation improvements and demand reduction programs which mitigate the circulation impacts attributable to new development in accordance with State nexus legislation and judicial findings.

Policy 3.13: Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.

Policy 3.16: Promote implementation of the Land Use/Transportation Policy as adopted by City Council and endorsed by the LACMTA Board which encourages economic development in proximity to transit centers.

Objective 4: Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.

Policy 4.1: Seek to eliminate or minimize the intrusion of traffic generated by new regional or local development into residential neighborhoods while preserving an adequate collector street system.

Policy 4.3: Seek to provide access patterns and circulation improvements that preserve the existing character of neighborhood retail areas.

Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.

Objective 10: Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.

Implementation Program P1: Amend the Community Plans, as part of the Community Plan Update Program (1) to reflect Transportation Element objectives and policies in the Circulation section of each Community Plan text; (2) to incorporate the Transportation Element Highways and Freeways system into each Community Plan Generalized Circulation map; (3) to identify pedestrian priority street segments; and (4) to identify transit oriented districts.

Implementation Program P2: As part of the Community Plan Update Program, develop Transportation Improvement and Mitigation Plans (TIMPs) for each Community Plan area which (1) set forth recommended measures to mitigate impacts of future traffic growth and (2) define neighborhood traffic management strategies to protect residential areas from the intrusion of traffic from nearby commercial and/or industrial development and of regional traffic. Recommended traffic mitigation measures shall be set forth in the following categories, as appropriate: Transit, Transportation Demand Management (TDM), Transportation System Management (TSM), Street/Highway Infrastructure, and Parking Management.

Implementation Program P14: Formulate local standards for designated pedestrian oriented and transit oriented districts to account for each area's unique characteristics.

The Proposed Plan is consistent with the Transportation Element of the General Plan in that it concentrates future employment and housing in accessible locations near transit stations, thereby helping to minimize increases in vehicle trip generation and improve air quality. The Proposed Plan contains modified street standards which protect the existing wide sidewalks found in pedestrian-priority areas, while planning for wider sidewalk widths where current dimensions do not provide for adequate pedestrian circulation. Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance both pedestrian and vehicular circulation within the Plan Area.

Other General Plan Elements also contain policies and programs related to the Proposed Hollywood Community Plan, including the Air Quality Element, the Open Space Element,

and the Public Recreation Plan of the Service Systems Element. Some of these policies include:

Air Quality Element Policy 4.2.1: Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.

Open Space Element Policy: Private development should be encouraged to provide ample landscaped areas, malls, fountains, and other aesthetic features which emphasize open space values through incentive zoning practice or other practicable means.

Service Systems Element – Public Recreation Plan Policies:

- Recreational facilities and services should be provided for all segments of the population on the basis of present and future projected needs, the local recreational standards, and the City's ability to finance.
- Park and recreation sites shall be acquired and developed first in those areas of the City found to be most deficient in terms of the recreation standards.
- Recreational use should be considered for available open space and unused or underused land, particularly publicly owned lands having potential for multiple uses.
- High priority will be given to areas of the City which have the fewest recreational services and the greatest numbers of potential users.

The Proposed Plan is consistent with the General Plan in that it helps to implement policies contained in a number of the other Elements, including the Air Quality Element, Open Space Element, and the Service Systems Element – Public Recreation Plan. As stated previously, the Proposed Plan promotes transit-oriented development and mixed-use development for a number of reasons, one of which is 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.

In support of the Open Space Element, the Proposed Plan includes design guidelines to maximize the provision of pedestrian amenities, landscaped plazas, paseos, and other open spaces as part of new development. In addition, the Proposed Plan encourages the maintenance of alley networks, and public right of way to enhance access to private development. The Proposed Plan supports the continued conversion of many suitable alleys into pedestrian malls, and walkways, providing enhanced urban open space opportunities.

The Proposed Plan is also 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 the establishment of a new central park over the 101 freeway, the acquisition and expansion of Griffith Park, and the preservation of hillside areas through effective subdivision controls. The Proposed Plan identifies park and open space opportunity areas, including neighborhood and pocket parks. The Proposed Plan also identifies publicly owned parcels that may be suitable for future conversion into parkland where appropriate. Many of these sites are in high-density neighborhoods with a great

demand for additional recreation options. In addition the Proposed Plan includes policies to maintain and enhance publicly owned right of ways for pedestrian and recreational uses, including alleys.

In summary, the Proposed Plan is consistent with the City's General Plan in that it provides for an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the community, within the larger framework of the City of Los Angeles. At its heart, the Proposed Plan is a plan for sustainable, transit-oriented development. As State law requires that the City plan for growth in population, housing, and employment levels and in consideration of new state requirements contained in SB 375, the Proposed Plan focuses this possible growth in the Regional Center and near existing transit infrastructure, such as the Metro Red Line and commercial corridors with high levels of bus service. This approach helps to reduce dependency on automobiles, and offers mobility choices, encourages development with less impact on roads, promotes sufficient density to support walkable communities, and supports increased use of existing and planned transit infrastructure. By directing the greater percentage of growth around these Regional Center areas, existing lower-density and historic neighborhoods are maintained.

3. **Charter Section 558** – That in accordance with Charter Section 558(b)(2), the Proposed Plan will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan is consistent with the City's General Plan and directly implements the policies of the Framework Element for the reasons stated in the findings above. In addition, the Proposed Plan will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. One of the objectives of the Proposed Plan is to promote economic well being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The Proposed Plan accomplishes this by including policies that concentrate potential future growth in existing centers near public transportation and limit further intensification of existing single-family residential neighborhoods. The Proposed Plan follows good zoning practice in implementing such policies by including development restrictions such as height limitations in areas that transition between higher and lower density and including development incentives to encourage new housing near jobs and in locations with multimodal transportation options.
4. **California Environmental Quality Act (CEQA)** – HAVING RECEIVED, REVIEWED, AND CONSIDERED THE FOLLOWING INFORMATION AS WELL AS ALL OTHER INFORMATION IN THE RECORD OF PROCEEDINGS ON THIS MATTER, THE CITY PLANNING COMMISSION HEREBY FINDS AND RECOMMENDS THAT THE CITY COUNCIL OF THE CITY OF LOS ANGELES FIND, DETERMINE, AND DECLARE AS FOLLOWS:

I. CERTIFICATION OF THE FINAL EIR

The City Council of the City of Los Angeles (the "City") hereby finds that the Final Environmental Impact Report State Clearinghouse No. 2002041009, dated October 2011 (the "Final EIR") for the proposed Project described below has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. This Final EIR is being certified in connection with all approvals required to implement the Project.

The City determined an EIR was necessary to analyze the potential environmental effects of the Proposed Plan. The Notice of Preparation (NOP) for a draft EIR (the "Draft EIR") was circulated for a 33-day review period starting on April 28, 2005 and ending on May 31, 2005. A scoping meeting was held on May 26, 2005. Based on public comments in response to the NOP and a review of environmental issues by the City, the Draft EIR analyzed the following environmental impact areas:

Land Use; Population, Employment and Housing; Public Services; Utilities; Transportation/Circulation; Air Quality; Noise; Geology; Cultural/Archaeological Resources; and, Safety/Risk of Upset.

On March 3, 2011, the City released the Draft EIR for public comment. The comment period was 90 calendar days (and therefore in excess of the 45-day public review period required by State law) and ended on June 1, 2011. The lead agency also accepted a comment letter received after the comment period closed. The lead agency received 68 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.

II. FINDINGS

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines") require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

1. *Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (Guidelines Section 15091 (a)(1)); and*
2. *Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (Guidelines Section 15091(a)(2)); and*
3. *Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR. (Guidelines, Section 15091(a)(3)).*

For those significant effects that cannot be mitigated to a level below significance, the City is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

All Final EIR mitigation measures, as discussed herewith and as set forth in the Plan's Mitigation Monitoring and Reporting Program (the "MMRP"— included in a section of the Final EIR, contained in Exhibit O) are incorporated by reference into these findings. In addition, any revisions to the Plan that have occurred during the administrative process are incorporated by reference into these findings. In accordance with the provisions of CEQA (California Public Resources Code §§ 21000, et seq.) and the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, §§ 15000 et seq.), these findings are hereby

adopted as part of the certification of the Final EIR and adoption of a Statement of Overriding Considerations for the Plan.

III. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITHOUT MITIGATION

The City of Los Angeles Planning Department prepared an Initial Study dated April 2005, for the Plan, which determined that the Proposed Plan would not have the potential to cause significant impacts in the following areas: Aesthetics; Agricultural Resources; Biological Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; and, Mineral Resources. The Final EIR found that the following environmental impacts of the Proposed Plan will be less-than-significant without mitigation measures:

A. Population, Employment, and Housing

Description of Effects. As the Final EIR concluded, the implementation of the Plan would not cause significant impacts with respect to population, housing and employment and mitigation measures are not required. A significant impact could occur if the Proposed Plan were to result in population, employment, and/or housing growth less than the level of growth forecast by the Southern California Association of Governments (SCAG) for the planning horizon (2030); the reasonably expected development capacity under the Proposed Plan for population, employment, and housing can accommodate that forecast by SCAG for 2030. The Proposed Plan would be able to accommodate anticipated future population, employment, and housing growth through 2030, and, as such, there would be a less than significant impact on population, employment, and housing.

Because the Proposed Plan is a planning project with a long term horizon, and not an individual development project, cumulative projects are other plans and policies. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in the Los Angeles City area. The Proposed Plan seeks to accommodate this level of growth. Therefore, the implementation of the Proposed Plan would result in contributing to the growth of housing stock and the creation of greater opportunities for employment. Other community plans as well as regional plans seek to accommodate forecast growth; some of these other plans could result in significant impacts to population, employment, and/or housing; the Proposed Plan would not contribute to such impacts in a considerable manner and impacts would not be cumulatively significant.

B. Public Services: Public Libraries

Description of Potentially Significant Effects. Exacerbating the failure to meet the guidelines and standards set by the City of Los Angeles and/or in the State of California would constitute an adverse impact on the availability of library services. Implementation of the Proposed Plan without additional library facilities, with its concomitant population increases, would worsen existing deficiencies in library services in the Hollywood CPA. However, as the Final EIR concluded, the Proposed Plan includes policies that would help mitigate significant adverse impacts, including potential cumulative impacts, it may have on the provision of library services in the area to a level of less-than-significant. Therefore, mitigation measures are not required.

C. Geology

Description of Potentially Significant Effects. The impacts from the Proposed Plan would be considered significant if it would: (1) expose people or structure to potential substantial adverse effects, including risk of loss, injury, or death, involving rupture of a known earthquake fault as delineated on the most recent Alquist Priolo Map or based on other substantial evidence of a known fault, strong seismic groundshaking, seismic-related ground failure including liquefaction, and/or landslides; (2) result in substantial soil erosion or the loss of topsoil; (3) be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; (4) be located on expansive soil, as defined in the California Building Code, creating substantial risks to life or property; (5) have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system; (6) result in the loss of availability of a known mineral resources that would be of value to the region and the residents of the state; or, (7) result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As the Final EIR concluded, the Proposed Plan incorporates programs and policies which help mitigate any significant adverse impact it may have as a result of geological hazards. Adherence to all relevant plans, codes, and regulations with respect to project design and construction would reduce project-specific and cumulative geologic impacts to a less than significant level. The Proposed Plan does not require mitigation measures as there are no potentially significant impacts. With the implementation of the Proposed Plan and existing programs, policies, and regulations, potential impacts, including potential cumulative impacts, would be less than significant.

IV. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

The Final EIR found that the following environmental impacts of the Proposed Plan will be less-than-significant with the implementation of mitigation measures:

A. Land Use

Description of Potentially Significant Effects.

The Proposed Plan could have a significant land use impact if: (1) a substantial amount of existing development would be considered non-conforming as a result of zoning actions; (2) there would be a substantial change in the residential density and commercial development intensity of an area as a result; (3) there would be a substantial increased potential for land use conflicts and nuisance relationships between existing and future land uses as a result; or, (4) substantial existing developed area would be converted from a residential use to non-residential over time or vice versa as a result. Potentially significant impacts were identified in conjunction with proposed land use designation changes and/or zone changes in Areas A, B, C, and D in the Final EIR. The Proposed Plan includes Policies, Guidelines and Standards designed to reduce potential aesthetic incompatibility. Mitigation includes implementation of Specific Plans and/or Community Overlay Districts to address development standards. Finally mitigation calls for the implementation of Transit oriented Districts and Pedestrian Oriented Districts to mitigate impacts of increased residential and commercial intensity. With the implementation of Mitigation Measures 1.1 through 1.4, any adverse impacts, including cumulative impacts, due to land use change would be mitigated to a less than significant level.

Because the Proposed Plan is a planning project with a long term horizon, and not an individual development project, cumulative projects are other plans and policies. Potential impacts associated with land use designation changes are highly localized and small-scale and would be minimized by the implementation of mitigation measures. Therefore, the Proposed Plan's contribution to environmental impacts from any other community plans or projects in adjacent communities would be less than significant.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to land use impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring and Reporting Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

B. Public Services: Fire

Description of Potentially Significant Effects. A significant impact would occur if the implementation of the Proposed Plan would (1) require the unplanned upgrading or improvements of existing fire protection equipment or infrastructure due to proposed land use designation changes; and/or (2) cause a deterioration in the operating traffic conditions which would adversely affect the response times for fire fighting and paramedic services. Implementation of the Proposed Plan could result in increased development in the Hollywood Community Plan Area (CPA) which could require upgrading or improvements of existing fire protection equipment or infrastructure or may cause a deterioration in existing operating traffic conditions which would adversely affect the response times for fire fighting and paramedic services. This could result in a significant adverse impact to fire fighting capabilities in the area. However, as the Final EIR concluded, policies contained in the Fire Protection and Prevention Plan, the Safety Plan, and the proposed Hollywood Community Plan, combined with the implementation of Mitigation Measures 3.A.1 through 3.A.4, would reduce the Plan's potential impacts on fire protection services, including potential cumulative impacts, to a level of less-than-significant.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to fire protection service impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring and Reporting Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

C. Public Services: Police

Description of Potentially Significant Effects. A potentially significant impact to police services could result if, (1) the Proposed Plan were to induce substantial growth or concentration of population beyond the capacities of existing police personnel and facilities, and/or, (2) cause deterioration in the operating traffic conditions that would adversely affect the police emergency response time. Implementation of the Proposed Plan would likely require increased police protection services in this part of the City in terms of additional police officers, civilian employees and corresponding increase or expansion in police facilities and equipment. Without additional staff, facilities, and equipment police service

levels could drop and traffic conditions could adversely affect response times for police emergencies. However, as the Final EIR concluded, the Proposed Plan incorporates policies that help mitigate significant adverse impacts it may have on the provision of police protection. In addition, Mitigation Measures 3.B.1 through 3.B.5 would further reduce the Plan's potential impacts on police protection services, including potential cumulative impacts, to a level of less-than-significant.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to police protection service impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring and Reporting Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

D. Public Services: Public Schools

Description of Potentially Significant Effects. A potentially significant impact would result if demand for schools and educational facilities from the anticipated population exceeds the operational capacities of existing and/or planned school facilities. Per current State law, developer impact fees are the exclusive method for mitigating impacts on school facilities. These fees collected on residential and commercial development may be used to pay for all of the following: land (purchased or leased) for school facilities, design of school facilities, permit and plan checking fees, construction or reconstruction of school facilities, testing and inspection of school sites and school buildings, furniture for use in new school facilities, and interim school facilities (purchased or leased) to house students generated by new development while permanent facilities are constructed. As the Final EIR concluded, the Proposed Plan is anticipated to result in an increased student population in 2030; however, the existing (2008) operating capacity of public schools in the Hollywood CPA has the potential to be sufficient to accommodate the increase in the student population under the Proposed Plan in 2030. The Proposed Plan incorporates policies that help mitigate any significant adverse impacts, including potential cumulative impacts, that it may have on the provision of public educational facilities to the residents of the Hollywood CPA. In addition to these programs and policies, Mitigation Measures 3.E.1 through 3.E.3 would further reduce the Plan's less-than-significant impacts.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to public school impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring and Reporting Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

E. Utilities: Energy Resources

Description of Potentially Significant Effects. A significant adverse impact would occur if the implementation of the Proposed Plan results in: (1) an inability to accommodate projected energy demand, and/or (2) the projected energy supply needs of the Community Plan Area will not be adequately served by existing and planned future energy supplies. The implementation of the Proposed Plan and the resulting increase in development would result in increased demand for electricity and natural gas resources during the planning period.

However, increasing energy conservation as well as the incorporation of alternative renewable energy sources (solar) into projects designs, and price-sensitive user demand are anticipated to substantially reduce demand for electricity in the future. Additionally, sufficient natural gas resources will be available for the projected consumption resulting from the anticipated development due to implementation of the Proposed Plan. As the EIR concluded, implementation of the Proposed Plan is not anticipated to have an adverse impact on the supply of natural gas and the implementation of Mitigation Measures 4.B.1 through 4.B.5 would reduce the plan's potential impacts on energy resources, including potential cumulative impacts, to a level of less-than-significant.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to energy resources impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring and Reporting Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

F. Utilities: Wastewater System

Description of Potentially Significant Effects. A significant adverse impact will occur if the implementation of the Proposed Plan would result in: (1) an inability to accommodate the Community Plan Area's projected wastewater flow; (2) the Community Plan Area requiring a disproportionate share of the City's wastewater capacity; or, (3) the projected wastewater needs of the Community Plan Area not being adequately served by existing and known future facilities and programs. Under the Proposed Plan, the Hollywood CPA is expected to generate wastewater flows within the planned capacity of the City's treatment facilities and at a proportionate share of the citywide total flows. With the implementation of Mitigation Measures 4.C.1 through 4.C.7, potential impacts to the wastewater system, including potential cumulative impacts, would be less than significant.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to wastewater system impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring and Reporting Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

G. Utilities: Solid Waste Generation and Disposal

Description of Potentially Significant Effects. A significant adverse impact will occur if the implementation of the Proposed Plan could result in: (1) an inability to accommodate the Community Plan Area's projected solid waste generation and disposal needs, and/or (2) the generation of a substantial amount of solid waste requiring disposal. The increase in the future population of the CPA through an increase in the intensity of land use corresponds to an increase in the amount of solid waste generated per unit of developed land. However, as the Final EIR concluded, implementation of the Proposed Plan along with Mitigation Measures 4.D.1 through 4.D.3 are anticipated to reduce the potential impacts, including potential cumulative impacts, of the Proposed Plan to 2005 levels of solid waste generation and disposal and therefore the impact would be less than significant.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to solid waste generation and disposal impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring and Reporting Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

H. Air Quality (Operational Impacts, Intersection Hot Spots, Air Toxics)

Description of Potentially Significant Effects. The Proposed Plan would have a significant operational impact on air quality if it would: (1) conflict with or obstruct implementation of an applicable air quality plan; (2) violate any air quality standard or contribute substantially to an existing or project air quality violation; (3) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard; (4) expose sensitive receptors to substantial pollutant concentrations; or (5) create objectionable odors affecting a substantial number of people. As the Final EIR concluded, the implementation of the Proposed Plan would not cause significant impacts with respect to air quality in terms of operational impacts, intersection hot spots, and air toxics.

(a) Air Quality Management Plan

The 2007 AQMP sets forth goals for improving air quality in the region. Projects that are considered to be consistent with the AQMP would not interfere with attainment because their growth is included in the projections used during the preparation of the AQMP. Implementation of the Proposed Plan could increase the population capacity in the Hollywood CPA above that of the SCAG forecast incorporated into the AQMP; however, the Proposed Plan is increasing density in an urban area that is well-served by transit consistent with SCAG policies and, as such, is likely to be incorporated into the next set of SCAG projections making this impact less than significant. Another measurement tool in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of VMT, that aspect of the project is consistent with the AQMP. The Proposed Plan would use a strategy for targeted growth in an attempt to reduce traffic congestion and reduce air quality. Due to planning goals and policies set forth in the Proposed Plan, trip generation under the Proposed Plan would be incrementally less than under the No Project condition; however, VMT could be incrementally greater (possibly due to increased through-traffic). Under both the Proposed Plan and the No Project condition, VMT would increase substantially as compared to existing conditions (2005); however, the Proposed Plan would not result in a substantial increase in VMT compared to the projections assumed in the development of the 2007 AQMP.

(b) Operational Emissions

As a result of population increases, VMT will increase between 2005 and 2030. Daily operational emissions from increased VMT were calculated using the California Air Resources Board (CARB) emission factor model, along with estimated VMT from the Proposed Plan's traffic analysis. Future daily emission of all criteria pollutants under implementation of the Proposed Plan are expected to decrease from existing emissions. This is largely the result of reductions in vehicle emissions that are projected to occur between 2005 and 2030 due to stricter regulations and improved technology. Nevertheless,

since future emissions under implementation of the Proposed Plan would be substantially less than existing emissions, air quality impacts due to operations would be less than significant. The Proposed Plan also includes policies to help reduce VMT generated by projected growth, including land use policies to support mobility options and reduce auto dependence. Such policies, well as Mitigation Measure 6.1, would further ensure that air quality impacts related to operational impacts under implementation of the Proposed Plan would be less than significant.

(c) Intersection Hot Spots

As documented in the Final EIR, carbon monoxide concentrations in the Hollywood CPA have been steadily declining over recent years. In fact, neither the one- nor eight- hour ozone standards have been exceeded at the nearest monitoring station since 1992. Requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth. CARB's emission factor model estimates that 2005 emission rates are almost five times greater than those that are anticipated in 2030. Since peak hour VMT will only increase by approximately 26 percent between 2005 and 2030 under implementation of the Proposed Plan, and the greatest increase in traffic volumes on any given roadway segment would be approximately three times that of 2005 volumes, it is reasonable to assume that CO concentrations would not increase at any intersections under implementation of the Proposed Plan. Since CO concentrations are already significantly below applicable national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) in the Hollywood CPA, it can be assumed that impacts would be less than significant. Mitigation Measure 6.1 would also further reduce any potential impacts associated with intersection hot spots to a less-than-significant level.

(d) Air Toxics

Siting of sensitive land uses should consider sources of air pollution and toxic air contaminants (TACs). Sources of particular concern include freeways and high-traffic roadways. The 101 Freeway runs through the Hollywood CPA; therefore, if receptors are sited within close proximity to the freeway, impacts would be potentially significant. It is the policy and practice of the City to condition approval of private projects located in the vicinity of major transportation corridors (within 500 feet of a freeway for commercial and industrial uses and residential uses that front on a Major Highway or are located adjacent to an active heavy rail line) to install and maintain an air filtration system that reduces particulate levels by 75 percent or greater, thereby substantially reducing risk to employees and residents. Furthermore, windows facing freeways are generally not allowed to be operable and the property perimeter nearest the freeway is typically required to be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants. Such requirements would reduce health risks from exposure to airborne toxic air contaminants, and Mitigation Measure 6.4 would also further reduce any potential impacts associated with air toxics to a less-than-significant level.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to air quality in terms of operational impacts, intersection hot spots, and air toxics to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring and Reporting Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

I. Safety/Risk of Upset

Description of Potentially Significant Effects. Impacts to safety would be considered significant if the Proposed Plan could cause an increased risk of exposure to hazards. Implementation of the Proposed Plan does not represent an increase in the total acreage in industrial land use designation, nor does the Proposed Plan incorporate a significant number of land use designation changes that would encourage a large increase in population immediately adjacent to oil or gas contamination, or adjacent to an industrial facility containing hazardous materials. The range of potential industrial uses that could occupy land within the CPA over the planning horizon is not known; however, individual businesses are subject to intensive regulatory review as part of the permit and approval process as well as being subject to myriad regulations regarding hazardous material use, storage, transportation, and disposal. This regulatory review and regulatory compliance review ensures that adjacent populations are protected from unusual hazards from such uses. Implementation of the Proposed Plan may encourage greater redevelopment of older potentially contaminated sites. However, there are strict Federal, State, and local regulations in place regarding hazardous materials storage and handling and hazardous waste generation and disposal. With the implementation of Mitigation Measures 10.1 and 10.2, potential impacts to safety, including potential cumulative impacts, would be less than significant.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to safety impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring and Reporting Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

V. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The Final EIR includes mitigation measures that will either avoid or provide substantial mitigation of the Plan's identified potentially significant environmental effects, including potentially significant cumulative effects; however, certain environmental effects cannot be feasibly mitigated to a level of insignificance. Consequently, in accordance with CEQA Guideline 15093, a Statement of Overriding Considerations has been prepared to substantiate the City's decision to accept these unavoidable significant effects when balanced against the significant benefits afforded by the Plan.

A. Public Services: Parks

Description of Significant Effects.

Implementation of the Proposed Plan could be accommodated by the existing overall parkland acreage in the Hollywood CPA; however, since the provision of recreational facilities is based on distance and population density, as well as type of available facility, implementation of the Proposed Plan could result in some unavoidable significant adverse impacts on parks and recreation with respect to provision of neighborhood community parks and facilities. Policies included in the Proposed Plan and Mitigation Measures 3.D.1 through 3.D.5 have been provided to reduce the impacts of the Proposed Plan to the extent feasible, but impacts remain significant and unavoidable. As the Final EIR concluded, impacts to recreational facilities from the Proposed Plan are anticipated to be cumulatively significant.

Findings. The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings. A potential significant impact could occur if demand for recreational services and facilities by the anticipated population under the Proposed Plan were to exceed the design or use standards of existing and/or planned facilities. Under the Proposed Plan, the population of the Hollywood CPA is projected to increase, leading to an increase in the parkland needs of residents. This overall increased need for parkland could be met by total existing parkland acreage; however, the inclusion of Griffith Park acreage skews the overall totals as it is not equally accessible to all residents of the CPA and the type of parkland does not provide some of the amenities of community and neighborhood parks and thus the different types of park space are not interchangeable. Because the Proposed Plan accommodates growth in concentrated areas around transit, localized adverse impacts are anticipated in terms of demand for community and neighborhood parks. Several factors effectively prevent the proposed mitigation policies from reducing the impacts of the Proposed Plan on parks to a level of insignificance. These include the historic lack of and deficiency in community and neighborhood parkland acreage, existing budget constraints, and a high level of development where lands may not be available for conversion into parks. Therefore, despite the inclusion of mitigation measures, unavoidable significant adverse impacts on parks and recreation remain. Individual projects may be able to mitigate project specific and cumulative impacts through compliance with fees required under LAMC.

Clarification of Mitigation Measure. Mitigation Measure 5 added to the Summary Table on Page 4.3-22 is therefore modified to read “The City shall ensure that individual projects within the Hollywood Planning Area comply with the Los Angeles Municipal Code with respect to provision of open space and recreational facilities. Compliance with this measure may be sufficient to mitigate project-specific and cumulative impacts to Parks and Recreation.” The amended mitigation measure will mitigate the identified potential environmental impacts to the same degree as the original mitigation measure, and the amendment would not result in a new significant impact on the environment which cannot be mitigated.

Additional Facts in Support of Findings. Because the Proposed Plan is a planning project with a long term horizon, and not an individual development project, cumulative projects are other plans and policies. While the existing overall parkland acreage in the Community Plan Area is adequate to accommodate the anticipated increase in population, there exists an acute shortage in the community and neighborhood parkland acreage in Hollywood and neighboring community plan areas, as well as in the Metro Los Angeles Subregion as a whole. Implementation of the Proposed Plan would further exacerbate the existing shortage of parkland in the area and the region resulting in a cumulatively significant impact.

B. Utilities: Water Resources

Description of Significant Effects. As the Final EIR concluded, the implementation of the Proposed Plan could contribute to increased water consumption in the City. Any substantial increase in water demand in the City has the potential to significantly impact water supplies. Therefore, the potential increase in water demand anticipated as a result of the Proposed Plan is considered potentially significant. Policies in the Proposed Plan, along with Mitigation Measures 4.A.1 and 4.A.2, have been provided to reduce the impacts of the Proposed Plan to the extent feasible, but impacts remain potentially significant and unavoidable due to the uncertainty associated with water demand (water consumption factors for future

development are anticipated to be less than today but these updated factors were not available as of the writing of the Final EIR and therefore the Final EIR likely substantially over states potential water demand). As the Final EIR concluded, impacts to water resources due to implementation of the Proposed Plan are anticipated to be potentially cumulatively significant.

Findings. The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings. A significant adverse impact will occur if the implementation of the Proposed Plan could result in either one or more of the following: (1) the Proposed Plan would require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; (2) there would be insufficient water supplies available to serve development under the Proposed Plan from existing entitlements and resources, and new or expanded entitlements may be needed; (3) the total estimated water demand for development under the Proposed Plan exceeds the planned amount for the area identified in the latest Urban Water Management Plan; (4) sufficient capacity does not exist in the water infrastructure that would serve the development under the Proposed Plan; or (5) scheduled water infrastructure improvements or Plan Objectives and Policies would not reduce or offset service impacts.

As in the past, water supply continues to be one of the major challenges facing the City. The issues of water demand and supply are citywide concerns that transcend the boundaries of individual community plan areas that comprise the City (and the region). Each community plan area contributes to the City's need to provide an adequate supply of water to meet demand.

As Los Angeles grows towards a more sustainable future, some areas of the City will be encouraged to grow more densely than in the past. Growth is planned for areas around transit, including such areas within the Hollywood CPA. Denser development is generally more efficient in its per capita consumption of resources (energy and water). The impact on water demand from a given Community Plan Area must be balanced against the necessity of accommodating the citywide growth forecast by SCAG for 2030. Water demand is influenced by a number of variables, including demographics, weather, and the economy.

Increasing regulation, environmental mitigation and groundwater contamination as well as other factors result in a changing water supply horizon. Any substantial increase in water demand in the City has the potential to significantly impact water supplies. Therefore, the increase in water demand anticipated as a result of the Proposed Plan is considered potentially significant. However, in the future substantial water conservation efforts required as part of specific project implementation as well as other efforts detailed in the City's most recent Urban Water Management Plan are anticipated to fully address the water needs of the City of Los Angeles including growth anticipated as a result of the Proposed Plan.

The majority of existing major water supply facilities in the CPA are considered to be adequately-sized for the anticipated growth; however, the upgrading and/or expansion of existing local distribution systems may be needed at certain locations within the CPA. Implementation of the Proposed Plan policies and mitigation measures would reduce the impacts of the Proposed Plan, but impacts would remain significant and unavoidable.

Because the Proposed Plan is a planning project with a long term horizon, and not an individual development project, cumulative projects are other plans and policies. The issues of water demand and supply are region wide in the southern California area and transcend

the boundaries of individual community plan areas or even the City. The implementation of the Proposed Plan would contribute to increased water consumption in the City, which is projected to increase from 661,000 acre-feet per year in 2005 to 776,000 acre-feet per year in 2030. While water conservation programs would result in a decline of per capita water use in normal years, notwithstanding the effects of commercial growth and other factors that tend to increase per capita use, the rate of the City's population growth would be higher than the rate of decline in per capita use, thus resulting in an increase total water consumption in the future that could be cumulatively considerable. However, as noted above, the City's latest Urban Water Management Plan accounts for anticipated growth and includes necessary water planning to meet projected needs.

C. Transportation

Description of Significant Effects. As the Final EIR concluded, the implementation of the Proposed Plan would result in an unavoidable significant adverse transportation impact based on the City's adopted thresholds of significance. In 2030 under the Proposed Plan, the volume-weighted vehicle to capacity (V/C) ratio and the percentage of roadway links projected to operate at level of service (LOS) E or F would both substantially exceed that of 2005 existing conditions. Total vehicle miles of travel (VMT) and vehicle hours of travel (VHT) also would be significantly increased. The Existing 1988 Plan (No Project Alternative) would result in similar yet slightly greater impacts in 2030 as compared to the Proposed Plan.

The Proposed Plan includes a Transportation Improvement and Mitigation Program (TIMP), which includes the following elements: transportation system management (TSM) strategies, transit improvements, non-motorized transportation, transportation demand management (TDM) strategies, capital improvements, and residential neighborhood traffic management plans. Programs and policies for each element are included in the TIMP. The Proposed Plan incorporates TIMP mitigation measures into a series of recommended policies to improve mobility and access in the CPA. Policies included in the Proposed Plan, including a recommendation for a nexus study to allocate the cost of transportation improvements to individual development projects, as well as Mitigation Measure 5.1, have been provided to reduce the impacts of the Proposed Plan to the extent feasible, but impacts remain significant and unavoidable. The Proposed Plan's transportation impacts are also anticipated to be cumulatively significant in the project as a result of development anticipated elsewhere in the region that results in travel through Hollywood.

Findings. The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings. The Proposed Plan would have a significant transportation impact if: (1) the "volume-weighted" average V/C ratio under the 2030 Proposed Plan (including TIMP) conditions for all of the analyzed roadway segments substantially exceeds that of 2005 Existing Conditions, and/or, (2) the percentage of links projected to operate at unsatisfactory levels of service (LOS E or F) under the Proposed Plan conditions substantially exceeds the number for 2005 Existing Conditions. Anticipated changes in traffic operations in 2030 with implementation of the Proposed Plan are analyzed using a focused and refined version of the Southern California Association of Governments (SCAG) travel demand model, which assigns traffic to Traffic Analysis Zones (TAZs). The output provided by the travel demand model was utilized to estimate and compare total vehicle miles traveled, total vehicle hours traveled, and a percentage of congested street segments under varying land use scenarios for 2030.

The Transportation Improvement and Mitigation Program (TIMP) includes a host of recommendations for mitigating the projected increase in traffic volume and shift in traffic patterns associated with land use changes. The major emphasis of the TIMP is to encourage alternative modes of transportation – transit use, bicycling, walking, or ridesharing, to reduce vehicle trips generated in Hollywood. Since Hollywood is a built-out, urban area, there is little emphasis on additional roadway improvements. The Proposed Plan provides opportunities for use of alternate modes of transportation (non-motorized trips and transit) by concentrating development in mixed use areas within walking distance of the regional rail system and other high capacity transit services. Due to the redistribution of land use and the policies that support alternative modes, the Proposed Plan and its TIMP would reduce peak hour vehicle trips in 2030 by 0.13% as compared to the Existing 1988 Plan in 2030. This is despite the fact that the Proposed Plan accommodates higher level of population and employment in 2030, compared to the Existing 1988 Plan.

Even with these future reductions in trip generation (as compared to the No Project scenario) within the Hollywood CPA, traffic operations are projected to worsen due to the latent demand for through traffic that fills the streets of Hollywood as capacity is “freed up” by the reduction in local trip generation. The CPA is situated in a strategic location, between regional destinations, and the high volumes of non-Hollywood-generated traffic passing through the CPA mean that changes in land use under the Proposed Plan will result in marginal changes to traffic volumes due to the increase in percentage of through trips between regional destinations outside of Hollywood.

The Proposed Plan includes a further recommendation for a nexus study to determine the transportation impact of development accommodated by the Proposed Plan, estimate the cost of implementing the transportation mitigation measures recommended by the Proposed Plan, and develop a means of allocating the cost of such measures to individual development projects. Policies in the Proposed Plan, including the TIMP, and the mitigation measure contained in the MMRP would reduce traffic impacts in the area but not to a less than significant level. There would still be a significant adverse transportation impacts as a result of the Proposed Plan as compared to 2005 conditions. The percentage of roadway segments projected to operate at LOS E or F and the weighted V/C ratio are anticipated to increase, as are the number of vehicle miles traveled and vehicle hours of travel.

Because the Proposed Plan is a planning project with a long term horizon, and not an individual development project, cumulative projects are other plans and policies. The Proposed Plan’s anticipated contribution to transportation impacts was examined using a regional analysis performed in compliance with the Los Angeles County Congestion Management Program (CMP) requirements and documented in the Final EIR. This analysis concluded that the Proposed Plan’s transportation impacts would be cumulatively considerable, resulting in a cumulatively significant impact.

While the Proposed Plan is anticipated to result in impacts as indicated above, the project would be consistent with SB 375 and the forthcoming Sustainable Communities Strategy and it is expected that as a result of increased development adjacent to transit in areas such as Hollywood this will correspondingly relieve development pressure in other areas further from transit. Thus although traffic and Greenhouse Gas emissions may increase in Hollywood, it is anticipated that regionally vehicle miles travelled and greenhouse gas emissions will be less.

D. Air Quality (Construction and Greenhouse Gas Emission Impacts)

Description of Significant Effects. Construction of development projects that would be allowed under implementation of the Proposed Plan would result in substantial localized criteria pollutant emissions especially NO_x, PM₁₀ and PM_{2.5}. Implementation of the Proposed Plan could expose sensitive receptors to substantial pollution concentrations in excess of the established Localized Significant Thresholds (LST) during construction of individual projects. Implementation of the Proposed Plan would result in increases greenhouse gas (GHG) emissions that would contribute significantly to global climate change. Sustainable programs and policies incorporated in the Proposed Plan, in addition to Mitigation Measures 6.1 through 6.5, would help mitigate significant impacts on regional and local air quality to the extent feasible; however, air quality impacts due to construction and greenhouse gas emissions remain significant and unavoidable.

As the Final EIR concluded, the Proposed Plan would contribute a cumulatively considerable increase in emission as a result of construction activities under the Proposed Plan. As previously stated, operational emissions of criteria pollutants, as a result of on-going emission controls, would be less than significant and not cumulatively significant. Increases in greenhouse gas emissions would be cumulatively significant due to the anticipated increase in emissions. Increased greenhouse gas emissions would not be consistent with State-wide goals (AB 32) to decrease emissions in 2020 to 1990 levels.

Findings. The City adopts CEQA Findings 1, 2, and 3.

Facts in Support of Findings. The Proposed Plan would have a significant impact on construction air quality and greenhouse gas emissions if it would: (1) violate any air quality standard or contribute substantially to an existing or project air quality violation; (2) expose sensitive receptors to substantial pollutant concentrations; (3) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or (4) conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The following facts, together with mitigation measures, indicate that the significant effects of the Project have been reduced or avoided to the extent feasible, but that certain significant air quality impacts are unavoidable.

The Proposed Plan sets forth planning goals and objectives to improve air quality and includes a number of Transportation System Management (TSM) strategies to increase the efficiency of the existing transportation infrastructure. The Proposed Plan also includes policies to improve transit and transit ridership, policies to improve access to transit, policies to encourage non-motorized transportation, policies to support pedestrian mobility, policies to facilitate the use of transit and shared car options, and policies to invest in capital improvements to maintain the transportation infrastructure.

(a) Construction

Implementation of the Proposed Plan would increase development capacity in the Hollywood CPA. Construction activities associated with such development may result in criteria pollutant emissions from fugitive dust associated with ground disturbance during grading and exhaust emissions from construction equipment as well as worker and delivery vehicles traveling to and from the site. Without adequate construction schedules or information regarding project locations and schedules, construction emissions for individual projects allowed under the Plan cannot be quantified; however, there is sufficient data available to determine the types of construction that may occur (e.g., residential, commercial, and industrial), and associated square footage. Emissions would be anticipated

to be lower during years where, economically, the area is experiencing a slow down, and higher during years where the economy is at peak. It is anticipated that the daily average emission (between 2005 and 2030) would exceed the SCAQMD's recommended thresholds for construction emissions and impacts would be significant and unavoidable. However, individual years (and months and days) would vary substantially over the planning horizon.

(b) Sensitive Receptors and LSTs

Localized Significant Thresholds (LST) have been developed by the SCAQMD to determine maximum allowable concentrations of criteria air pollutants during construction under the Proposed Plan. LSTs have been established only for construction of projects and do not apply to emissions during operation. Each sensitive receptor area (SRA) in the Basin has a unique LST for pollutants. Because specific construction activity under the Proposed Plan cannot be determined at this time, this impact is considered significant and unavoidable.

(c) Greenhouse Gas (GHG) Emissions

Impacts from GHG emissions associated with the Proposed Plan were evaluated based on CARB's interim tiered threshold. The Proposed Plan is not applicable with respect to the first tier as it is not categorically exempt under CEQA. With regard to the second tier, the City published a climate action plan in 2007 titled "GreenLA." In order to provide detailed information on action items discussed in GreenLA, the City published an implementation document titled "ClimateLA." ClimateLA presents the existing GHG inventory for the City, including enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow ClimateLA to be revised in order to meet targets. By 2030, ClimateLA aims to reduce GHG emissions by 35 percent from 1990 levels. ClimateLA sets goals to reduce waste, increase renewable energy, improve efficient use of water resources, reduce emissions from vehicles, and increase open space and greening. The Proposed Plan contains policies that help promote these goals. Estimated future emissions from area sources, electricity consumption, and landfills do not account for reductions that would occur under such policies. This is due to 1) such reductions are uncertain as most policies will only "encourage" or "promote" various measures, and 2) the reductions that could be achieved by these measures are difficult to quantify without specific data. Furthermore, a large amount of the increase in emissions is a direct result of increased vehicle miles traveled (VMT). Estimated future VMT under the Proposed Plan does include reductions that would result from the Proposed Plan's TIMP. Future VMT under the Proposed Plan would be similar (less than 0.5% difference) to the VMT that would occur in 2030 under the Existing 1988 Plan (No Project condition). VMT is expected to increase approximately 18 percent from 2005 conditions due to growth under the Proposed Plan. Even if emissions from electricity, area sources, and landfills would not increase (a number of Scoping Plan requirements are applicable to these industries and emissions are anticipated to go down, however specific per capita emission factors have not yet been developed for these industries), VMT increases would still result in increased GHG emissions. This increase in emissions would have the potential to interfere with implementation of the ClimateLA plan, and could interfere with the State's ability to meet its goals under AB 32. However, with development concentrated in areas such as Hollywood it is anticipated that growth in other areas of the region (further from transit) will not occur and therefore region-wide trips and emissions are anticipated to decrease – consistent with SB 375. Nonetheless, impacts from the Proposed Plan are considered significant and unavoidable due to the uncertainty associated with quantifying greenhouse gas emission reductions from certain industries (notably the power industry) in meeting AB 32 requirements.

(d) Cumulative Impacts

Because the Proposed Plan is a planning project with a long term horizon, and not an individual development project, cumulative projects are other plans and policies. Continued development in the Metro Los Angeles Subregion, in conjunction with developments in other communities in the City of Los Angeles and in the South Coast Air Basin, will increase pollutant emissions associated with construction; although, as a whole, criteria pollutants are anticipated to go down. Growth permitted by the Proposed Plan could incrementally contribute to exceedances of localized air quality standards, which could be cumulatively considerable. Development under the Proposed Plan would contribute to greenhouse gas emissions in the region.

E. Noise (Construction and Operational Impacts)

Description of Significant Effects. As the Final EIR concluded, the Proposed Plan would result in significantly increased noise levels during construction activities. The Proposed Plan could expose people and/or structures to substantial ground-borne vibration levels during construction. Increased traffic in the Plan area would significantly increase noise levels at sensitive receptors along certain street segments. The Hollywood area includes a number of sensitive receptors (schools, hospitals, senior care facilities, residences) and new developments requiring construction and operation, as well as increased traffic in the Hollywood CPA, would significantly increase noise levels at sensitive receptors along certain street segments. Mitigation Measures 7.1 through 7.8 would help mitigate construction noise impacts associated with implementation of the Proposed Plan to the extent feasible; however, the Final EIR concluded that noise impacts would remain significant and unavoidable. The Final EIR also concluded that this would be a cumulatively significant impact, as the Proposed Plan would contribute to increased noise levels in the region as compared to 2005 conditions.

Findings. The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings. The impacts from the Proposed Plan would be considered significant if it would: (1) expose people to or generate noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies; (2) expose people to or generate excessive ground-borne vibration or ground-borne noise levels; (3) cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; (4) cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; (5) for a project located within an airport land use plan area, or where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, expose people residing or working in the area to excessive noise levels; or, (6) for a project located in the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels. City guidelines recommend analyzing noise associated with both construction and operation, with corresponding thresholds designated for each. The Proposed Plan could result in significantly increased noise levels during construction activities, especially construction activities that occur adjacent to sensitive receptors. The Proposed Plan could expose people and/or structures to substantial ground-borne vibration levels as a result of construction activities that occur under the Proposed Plan. Increased traffic in the Plan Area would significantly increase noise levels at sensitive receptors along certain street segments. These impacts would be considered significant and unavoidable. It is anticipated that project-specific environmental analyses of

discretionary projects will address this issue in more detail potentially identifying further mitigation.

Because the Proposed Plan is a planning project with a long term horizon, and not an individual development project, cumulative projects are other plans and policies. The project's contributions to cumulative noise impacts relate primarily to increase in vehicular traffic on freeways and surface streets and, to a lesser extent due to its temporary nature, during construction activities. Although the noise levels associated with vehicular traffic are not significantly different for the other growth scenarios, growth permitted under the Proposed Plan would contribute to increased noise levels in the region compared to 2005 conditions, resulting in a cumulatively significant impact. Typically construction noise is a localized effect, but when multiple construction projects are underway in the same general area, cumulative construction impacts can occur.

F. Cultural Resources

Description of Significant Effects. Implementation of the Proposed Plan could result in development projects affecting properties listed in or eligible for the National Register of Historic Places, California Register of Historical Resources, eligible or designated as a City Historic-Cultural Monument, or eligible for inclusion or part of a Historic Preservation Overlay Zone. The Proposed Plan could also cause the disturbance of archaeological or paleontological resources. The implementation of Mitigation Measures 9.1 through 9.9 would minimize impacts but there exists the potential for unavoidable significant adverse impacts as a result of the possible redevelopment of sites with historic resources as well as sites where archaeological/paleontological resources may be present. These impacts would be considered significant and unavoidable. As the Final EIR concluded, potential impacts to cultural resources could be cumulatively significant.

Findings. The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings. The Proposed Plan would result in a significant impact if it causes a substantial adverse change in the significance of a historical resource based on established criteria. Cultural Resources consist of Historical/Architectural resources and Archaeological/ Paleontological resources. The Proposed Plan contains numerous policies and programs to protect significant historic resources; however, development incentives contained in the Hollywood Community Plan may spur increased development activity in certain areas that contain historic resources resulting in pressure to redevelop, modify or demolish these resources. Development projects using increased density and Floor Area Ratio (FAR) may lead to increased impacts on historic resources should they be directly proposed for properties with an identified historic resource or be proposed adjacent to properties identified as historic resources. Implementation of the Proposed Plan may result in increased infill development projects as opposed to greenfield development elsewhere. This may include sites with designated historic resources. The Proposed Plan includes mitigation measures requiring that the use of a development incentive on parcels containing a designated historic resource be conditioned upon review by the Office of Historic Resources for consistency with the Secretary of the Interior's Standards, in addition to any required project specific environmental review. However, impacts would still be considered significant and unavoidable. The implementation of the Proposed Plan may also cause the disturbance of archaeological or paleontological resources resulting from the disruption of a prehistoric or historic archaeological site, or the uncovering of artifacts during site development. Potential impacts to cultural resources from individual related projects could compound the effects of the Proposed Plan; therefore, cumulative impacts could occur. It is

anticipated that project-specific environmental analyses of discretionary projects will address this issue in more detail potentially identifying further mitigation and reducing the impact.

VI. ALTERNATIVES TO THE PROJECT

Hollywood Community Plan Goals and Objectives

The Plan Objectives, as specified in the Final EIR, are:

- Conserve viable neighborhoods, districts, historic/cultural resources and public right of way
- Provide a range of employment and housing opportunities
- Make streets walkable
- Improve open space, parks and public spaces
- Provide adequate public infrastructure
- Provide adequate public services
- Encourage sustainable land use in proximity to transit
- Expand mobility options
- Ensure that buildings and neighborhoods are well-designed
- Promote the viability and expansion of Hollywood's media, entertainment, and tourism industry

GENERAL FINDINGS. Based on these findings, the Final EIR, and the whole of the administrative record, the City finds that the Final EIR analyzes a reasonable range of Plan alternatives that would feasibly attain most of the basic objectives of the Plan, but would not fully realize project objectives. Project alternatives would not allow the flexibility to increase growth in this transit-adjacent area to the extent allowed for by the Proposed Plan. Nor would they address existing land use incompatibilities to the extent addressed by the Proposed Plan. The City finds that the alternatives would incrementally lessen significant impacts compared to conditions under the Proposed Plan, and that the Final EIR adequately evaluates the comparative merits of each alternative. Specifically, the Final EIR considered the following alternatives: Existing 1988 Plan Reasonable Expected Development (No Project) and SCAG 2030 Forecast. Having weighed and balanced the pros and cons of each of the alternatives analyzed in the Final EIR, each of these alternatives is hereby found to be infeasible based on the Final EIR's analyses, the Plan Objectives, these CEQA findings, and economic, legal, environmental, social, technological and other considerations. These considerations include the provision of development opportunities adjacent to transit, the flexibility to address land use incompatibilities, and employment opportunities for highly trained workers, of importance to the City, all as supported on the evidence contained the whole of the administrative record and the evidence and testimony presented in this matter.

ALTERNATIVE – Existing 1988 Plan Reasonable Expected Development (No Project). This Alternative is required by CEQA. Under the No Project Alternative, there would be no

revision of the existing community plan. Development could not exceed the levels of reasonable development anticipated to occur under the existing community plan that was adopted in 1988.

Impact Summary. The following significant and unavoidable impacts would occur under the No Project Alternative: Public Services (Parks), Utilities (Water Resources), Transportation, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), and Cultural Resources; these are the same significant and unavoidable impacts that would occur under the Proposed Plan. This Alternative would have similar impacts as the Proposed Plan with respect to Geology and would reduce (as a result of decreased population), but not avoid, significant and unavoidable impacts associated with Public Services (Parks), Utilities (Water Resources), Transportation, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), and Cultural Resources. This Alternative would reduce the Project's less-than-significant impacts associated with Land Use, Public Services (Fire Protection, Police Protection, Public Libraries, and Public Schools), Utilities (Energy Resources, Wastewater System, and Solid Waste Generation and Disposal), Air Quality (operational impacts), and Safety/Risk of Upset.

Finding. With this Alternative, some of the environmental impacts projected to occur from development allowed under the Proposed Plan would be incrementally reduced as a result of decreased population. However, none of the significant and unavoidable impacts would be avoided. Therefore, this Alternative would be an environmentally superior alternative to the Proposed Plan in limited ways. The No Project Alternative does not fully meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, including the provision of employment opportunities for highly trained workers and the considerations identified in Section XI of these Findings (Statement of Overriding Considerations), make infeasible the Existing 1988 Plan Reasonable Expected Development (No Project) Alternative described in the Final EIR. Additionally, it is anticipated that increased development adjacent to transit in areas such as Hollywood, as in the Proposed Plan, will allow other areas of the region not to develop, consistent with SB 375 and the forthcoming Sustainable Communities Strategy.

Rationale for Finding. The No Project Alternative, in general, is anticipated to result in incrementally less growth potential as compared to the Proposed Plan; it would continue the Existing 1988 Hollywood Community Plan, which may not accommodate the growth in population anticipated by the SCAG Forecast for 2030. As such, this Alternative would not meet an underlying purpose of the Proposed Plan to accommodate such growth. Additionally, this Alternative would not include components of the Proposed Plan designed to address the Project's objectives. The No Project Alternative would not include changes to land use designations to reflect existing uses and reduce existing land use conflicts, would not include land use changes designed to promote land use compatibility, would not add urban design guidelines to ensure that buildings and neighborhoods are well-designed, and would not modify street standards to improve mobility options.

ALTERNATIVE – SCAG 2030 Forecast. Under this Alternative, employment, housing, and population levels would occur at levels based on those projected by SCAG for the year 2030.

Impact Summary. The following significant and unavoidable impacts would occur under the SCAG 2030 Forecast Alternative: Public Services (Parks), Utilities (Water Resources),

Transportation, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), and Cultural Resources; these are the same significant and unavoidable impacts that would occur under the Proposed Plan. This Alternative would have similar impacts as the Proposed Plan with respect to Geology and would reduce, but not avoid, significant and unavoidable impacts associated with Public Services (Parks), Utilities (Water Resources), Transportation, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), and Cultural Resources. This Alternative would reduce the Project's less-than-significant impacts associated with Land Use, Public Services (Fire Protection, Police Protection, Public Libraries, and Public Schools), Utilities (Energy Resources, Wastewater System, and Solid Waste Generation and Disposal), Air Quality (operational impacts would be similar under this alternative as compared to the Proposed Plan), and Safety/Risk of Upset.

Finding. With this Alternative, as with the No Project Alternative, some of the environmental impacts projected to occur from development allowed under the Proposed Plan would be incrementally reduced. However, none of the significant and unavoidable impacts would be avoided. Due to reduction in impacts, this Alternative would be an environmentally superior alternative to the Proposed Plan but benefits would be limited. As with the No Project Alternative, the SCAG 2030 Forecast Alternative does not fully meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, including the provision of employment opportunities for highly trained workers and the considerations identified in Section XI of these Findings (Statement of Overriding Considerations), make infeasible the SCAG 2030 Forecast Alternative described in the Final EIR. Additionally, it is anticipated that increased development adjacent to transit in areas such as Hollywood, as in the Proposed Plan, will allow other areas of the region not to develop, consistent with SB 375 and the forthcoming Sustainable Communities Strategy.

Rationale for Finding. The SCAG 2030 Forecast Alternative is anticipated to result in a lesser growth potential than the Proposed Plan, but more than the No Project Alternative. It could potentially result in fewer land use impacts than the Proposed Plan but more than No Project Alternative. Although the SCAG 2030 Forecast Alternative is expected to accommodate the growth in population anticipated by the SCAG Forecast for 2030 and would therefore meet this underlying purpose of the Proposed Plan, this Alternative would not include components of the Proposed Plan that are designed to address other key objectives of the Project. As with the No Project Alternative, some of the existing land use inconsistencies that would be ameliorated by the Proposed Plan would not be addressed by the SCAG 2030 Forecast Alternative. The SCAG 2030 Forecast Alternative also would not include changes to land use designations to reduce existing land use conflicts and promote land use compatibility. This alternative would not provide the same level of housing and employment capacity adjacent to transit infrastructure. This alternative would not include urban design guidelines to ensure that buildings and neighborhoods are well-designed and would not modify street standards to improve mobility options. Additionally, it is anticipated that increased development adjacent to transit in areas (beyond the SCAG forecast analyzed in the Final EIR) such as Hollywood, as in the Proposed Plan, will allow other areas of the region not to develop, consistent with SB 375 and the forthcoming Sustainable Communities Strategy.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The Final EIR concluded that the Existing 1988 Plan, which is the No Project Alternative, is environmentally superior to the others. This alternative allows the lowest amount of

development, and, therefore, the fewest impacts. Furthermore, this Alternative would allow the lowest number of people to be exposed to environmental impacts while at work or at home. This alternative is superior from a strict environmental stand point, but it does not meet the goals and objectives of the City, County, and SCAG in terms of preparing communities for social and economic changes that are expected through the year 2030. It accommodates some of the forecasted growth in population, but not all of it. However, in accordance with CEQA, the environmentally superior alternative cannot be the No Project Alternative.

The SCAG 2030 Forecast is therefore the Environmentally Superior Alternative; it constitutes the level of anticipated growth that must be accommodated and would incrementally reduce impacts compared to the project. However it would not address existing land use conflicts and promote land use compatibility to the same extent as the Proposed Plan. This alternative would not provide the same level of housing and employment capacity adjacent to transit infrastructure. This alternative would not include urban design guidelines to ensure that buildings and neighborhoods are well-designed and would not modify street standards to improve mobility options.

The Proposed Plan accommodates the growth in population forecasted for the year 2030 and allows for a certain level of growth over and above it to accommodate unanticipated fluctuations as well as to further address goals of SB 375 and the upcoming Sustainable Communities Strategy through concentrating regional growth adjacent to transit. It also meets the goals and objectives of preparing the community for the social and economic changes that are expected through the year 2030, and in the view of the Department of City Planning is the alternative that best meets the social, economic, and planning goals and objectives of the City.

VII. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

Short Term versus Long Term Impacts

The Proposed Plan is intended to update the Existing Plan that, since its adoption in 1988, has anticipated urban uses in the majority of the area. The action being recommended in the Proposed Plan is intended to resolve existing land use conflicts as well as provide additional land use carrying capacity in areas already slated for urban uses, consistent with state and regional policies encouraging densification of land uses in urban areas, especially adjacent to transit. It is important to resolve these problems in the near term to ensure that the quality of life and the quality of the environment in the Hollywood Community Plan Area are maintained.

Growth Inducing Impacts of the Proposed Plan

Section 15126.2(d) of the CEQA Guidelines requires a Final EIR to discuss the ways the Proposed Plan could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

The Proposed Plan as analyzed in the EIR allows for reasonable expected development to accommodate an estimated 249,062 persons. The adoption and implementation of the Proposed Plan would create an increase in the level of reasonable expected development to accommodate 24,636 more persons than the existing 2005 population of 224,426 persons, and 50,834 more persons than the 2010 census population of 198,228. This compares to the Southern California Association of Governments (SCAG) estimate of 244,602 persons in the Hollywood Community Plan Area by 2030. This SCAG 2030 forecast allows for a growth of 20,176 persons over the existing 2005 population level, and a growth of 46,374 persons over the 2010 census population level.

The Proposed Plan is designed to satisfy the projected growth forecast by SCAG and further address new policies anticipated to be included in SCAG's upcoming Sustainable Communities Strategy prepared to address regional land use and transportation obligations needed to meet SB 375 and AB 32. Since SCAG, which is the regional agency responsible for projecting growth, anticipates growth in the area, land use capacity changes and adjustments to accommodate anticipated growth would not be considered growth inducing; rather they are generally considered growth accommodating. While the Proposed Plan could allow for slightly more growth than identified by SCAG, such incremental additional growth would be consistent with state and regional policies (including those in the SCS) encouraging growth in urban areas especially adjacent to transit. The Proposed Plan would not open up undeveloped areas to new development. To the extent that the Proposed Plan does allow for growth in excess of SCAG projections, that additional increment of growth could be considered induced growth, and the Proposed Plan could be incrementally considered growth inducing. Although in fact SCAG will likely revise their projections to reflect this desirable capacity increase, so again the Proposed Plan will be generally considered more growth accommodating than growth inducing.

Since the Community Plan Area is located in a highly urbanized setting, most of the infrastructure necessary for future development is already in place. The Proposed Plan would not extend the infrastructure beyond that required to meet the anticipated needs of future development in Hollywood. Therefore, while minor infrastructure improvements are likely within the area, they are not anticipated to stimulate population growth and thus would not result in growth inducing effects.

Significant Irreversible Impacts

CEQA Guidelines Section 15126.2(c) states that:

"[u]ses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified."

Development of the anticipated level and type within the Hollywood Community Plan Area would cause the irreversible commitment of limited resources including energy and water for project development and operation. The construction phases and subsequent occupancy of new development would require the use of non-renewable resources (notably sand and gravel) for construction as well as a commitment of energy resources for building materials, fuel, operation, and the transportation of goods and people to and from the project sites.

Commitment of resources during construction of future projects within the Community Plan Area would include: construction labor, materials used in construction, and fossil fuels consumed by project generated traffic and construction equipment. Commitment of resources following construction of projects would be similar to existing conditions, including electricity and gas to operate the projects and fossil fuels used by project-related traffic.

The assumed level of development within the Community Plan Area would incrementally reduce existing supplies of fuels including fuel oil, natural gas, and gasoline, since fossil fuels are currently the principal energy source. These changes are not considered significant when compared to existing energy consumption; however, this still represents a long-term commitment of non-renewable resources. Increasing commitment to renewable technologies will help offset demand. The construction of future projects with the Plan Area would also require the commitment or destruction of other non-renewable and slowly renewable resources. These resources include lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead and other metals, and water.

Commitment of the Community Plan Area to the proposed level and type of future development would restrict future generations from other uses for the life of the projects, approximately 20 to 50 years or more. Large open space areas are not being slated for urban uses and are being protected; therefore, there should be no significant loss of open space areas in the community.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the life of the Plan. However, this resource consumption would be consistent with growth and anticipated change in the City of Los Angeles, the County of Los Angeles, and the Southern California region as a whole. Further, use of such resources would be of a relatively small scale in relation to the Proposed Plan's fulfillment of regional and local urban design and development goals for the area. These goals are intended to promote smart growth that would reduce resource consumption by reducing vehicle trips and incorporating sustainable design features. Therefore, the use of such resources for future projects in the Plan Area would be reduced as compared to development in other locations that would not fulfill such goals as fully.

VIII. OTHER CEQA CONSIDERATIONS

Recirculation of Final EIR

CEQA requires that the responses to comments in the Final EIR demonstrate good faith and a well-reasoned analysis, and not be overly conclusory. Some comments assert that the Final EIR is inadequate for not appropriately addressing impacts of the Plan. However, the information in the Final EIR demonstrates that no additional impacts beyond those already identified in the Draft EIR have been identified by the comments, and thus, the Final EIR is not inadequate for the reasons stated in the comments. Specifically, CEQA Guidelines Section 15088.5 does not require recirculation of the Final EIR based on the following:

- a) No significant new information has been added that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project, a feasible way to mitigate or avoid such an impact that the Applicant has declined to implement, or a feasible Project alternative;

- b) The new information, including certain factual corrections and minor changes, provides clarification to points and information already included in the Draft EIR;
- c) There are no significant new environmental impacts resulting from the Project or from a new mitigation measure proposed to be implemented;
- d) There is no substantial increase in the severity of an environmental impact that has not been mitigated to a level of insignificance;
- e) The Applicant has not declined to adopt any feasible project alternatives or mitigation measures, considerably different from others previously analyzed, that clearly would lessen the environmental impacts of the Project; and
- f) The Final EIR is not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment are precluded.
- g) The City Council finds that, after considering the Final EIR, there is substantial evidence to conclude that none of the conditions requiring recirculation of the Final EIR are present and therefore recirculation of the Final EIR is not required.

Project Description

CEQA requires that the description of the project include “the whole of an action” and must contain specific information about the Plan to allow the public and reviewing agencies to evaluate and review its environmental impacts, and that this description must include all integral components of the Plan. A proper project description is important to ensure that “environmental considerations do not become submerged by chopping a large project into many little ones – each with minimal impact on the environment – which cumulatively may have disastrous consequences.” (Bozung v. Local Agency Formation Commission (1975) 13 Cal.3d 263, 283-284.)

Miscellaneous

1. The concept of “feasibility” encompasses the question of whether a particular alternative promotes the underlying goals and objectives of a Project. “Feasibility” under CEQA encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.
2. CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of a Final EIR and that the decision of a lead agency in certifying a Final EIR and approving a Project not be predetermined. The City has conducted its own review and considered the Final EIR, and is exercising its independent judgment when acting as herein provided.
3. CEQA requires decision-makers to adopt a mitigation monitoring and reporting program for those mitigation measures identified in the Final EIR that would mitigate or avoid each significant impact identified in the Final EIR and to incorporate the mitigation monitoring and reporting program, including all mitigation measures, as conditions of Project approval.

4. The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.
5. CEQA requires the Lead Agency approving a Project to adopt a Mitigation Monitoring and Reporting Program (MMRP) for the changes to the Project which it has adopted or made a condition of Project approval in order to ensure compliance with the mitigation measures during Project implementation. The mitigation measures included in the Final EIR as certified by the City Council and included in the MMRP as adopted by the City Council serves that function. The MMRP includes all of the mitigation measures and project design features that reduce potential impacts which were identified in the Final EIR and adopted by the City Council in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMRP provides the means to ensure that the mitigation measures are fully enforceable. The final mitigation measures are described in the MMRP. Each of the mitigation measures identified in the MMRP, and contained in the Final EIR, is incorporated into the Project. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts the MMRP attached to these findings as Exhibit I and incorporated by reference into these findings. The City Council finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMRP, and contained in the Final EIR.
6. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
7. The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
8. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project evaluated in the Final EIR. The City Council finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City Council finds that it has independently reviewed and analyzed the Final EIR for the Project, that the Draft EIR that was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City Council.
9. The City Council finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.
10. The Planning Department evaluated comments on the environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Planning Department reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on a full evaluation of all viewpoints, including all comments received up to the date of adoption

of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.

11. The significant environmental impacts of the Project and the alternatives were identified and evaluated in the Draft and Final EIR.
12. The City Council is approving and adopting findings for the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City is the Lead Agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

IX. MITIGATION MONITORING

The Mitigation Monitoring and Reporting Plan (MMRP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a plan where a Final EIR has identified significant environmental effects to adopt a “reporting or monitoring program for the changes to project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” The City is the Lead Agency for the Plan.

The MMRP is designed to monitor implementation of all feasible mitigation measures as identified in the Final EIR for the Plan. All departments listed are within the City unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the City unless otherwise noted.

X. STATEMENT OF OVERRIDING CONSIDERATIONS

The Hollywood Community Plan Update Final EIR identifies unavoidable significant impacts that would result from implementation of the Proposed Plan (project). Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when a public agency approves a project that will result in the occurrence of significant impacts that are identified in the Final EIR but are not avoided or at least substantially lessened, the agency must state in writing the reasons to support its action based on the certified Final EIR and/or other information in the record. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines require that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the Final EIR which cannot be avoided or substantially mitigated to an insignificant level. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Final EIR, and documents, testimony, and all other materials that constitute the record of proceedings.

The Hollywood Community Plan Update Final EIR concluded that, despite the adoption of feasible mitigation measures, the Proposed Plan would result in the following unavoidable significant adverse impacts that are not mitigated to a less-than-significant level: Public Services: Parks; Utilities: Water Resources; Transportation; Air Quality (Construction and Greenhouse Gas Emission Impacts); Noise; and, Cultural Resources.

Accordingly, the City Council adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Plan. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Plan for the reasons discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Plan, including region-wide or statewide environmental benefits, against the Plan's significant and unavoidable impacts, the City Council hereby finds that the benefits of the Proposed Plan outweigh and override the significant unavoidable impacts for the reasons stated below.

The following reasons summarize the benefits, goals and objectives of the Plan, and provide, in addition to the adopted findings, the rationale for the City Council's determination that the benefits of the Proposed Plan outweigh its significant and unavoidable adverse impacts. These overriding considerations of the economic, social, aesthetic, and environmental benefits justify adoption of the Proposed Plan. Many of these overriding considerations individually would be sufficient to outweigh the adverse environmental impacts of the Proposed Plan and justify its approval. In particular, achieving the underlying purposes for the Proposed Plan would be sufficient to override the significant environmental impacts of the Proposed Plan.

The City Council, having considered all of the foregoing, finds that the following specific overriding economic, legal, social, technological, or other benefits of the Proposed Plan outweigh the identified unavoidable significant adverse impacts on the environment. The City Council expressly finds that the following benefits would be sufficient to reach this conclusion:

1. The Proposed Plan would protect the quality of life for existing and future residents and confer citywide benefits through goals and policies designed to incorporate smart growth principles, including concentrating growth in areas of the city that have transit infrastructure to support it, thereby reducing new trip generation and emissions from new development and promoting sustainable development in support of AB 32 and SB 375.
2. The Proposed Plan would guide the City in expanding the local economy, including the media and entertainment industry, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and generates sufficient revenue to support various local programs and services.
3. The Proposed Plan promotes development that would accommodate anticipated population growth and guide physical development towards a desired image that is consistent with the social, economic and aesthetic values of the City.
4. The Final EIR provides a programmatic mitigation framework to guide development projects in order to reduce environmental impacts of future plans and projects.
5. The Proposed Plan supports the policies and goals of the most recent Housing Element adopted by the City in 2009, and allows the City to meet future housing needs for the growth in population projected for the year 2030 by the Southern California Association of Governments.
6. The Proposed Plan would improve local mobility through development of a balanced, multi-modal transportation network, encouraging residential and workplace development near transit centers.

7. The Proposed Plan would guide the preservation and protection of historical and cultural resources, while recognizing the need for continued investment, development, and jobs and housing growth, and would improve the quality of the built environment, and maintain the character and identity of communities.
8. The Proposed Plan is consistent with SB 375. While increasing vehicle miles traveled and greenhouse gases in the immediate area, the Proposed Plan implements a condensed development pattern adjacent to transit, consistent with SB 375 and the upcoming Sustainable Communities Strategy, and therefore would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions.
9. The Proposed Plan would support and benefit the region by protecting and preserving entertainment and media districts in Hollywood that sustain jobs in related industries, and that reinforce tourism as a major source of revenue and employment and a vital sector of the regional economy.
10. The Proposed Plan would support the policies and goals of the General Plan Framework Element by allowing the City to grow strategically and allow for the conservation of existing low-scale residential neighborhoods throughout the City.

Mitigation Monitoring Program

In accordance with the Requirements of Public Resources Code § 21081.6, the City Council hereby adopts the Mitigation Monitoring Program, which is described in full in the Final EIR for the Proposed Plan, Exhibit O. The City Council reserves the right to make amendments and/or substitutions of mitigation measures if the City Planning Department or their designee determines that the amended or substituted mitigation measure will mitigate the identified potential environmental impacts to at least the same degree as the original mitigation measure, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

Independent Judgment

The Draft EIR, Final EIR, and all other related materials reflect the independent judgment and analysis of the Lead Agency.

Substantial Evidence

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR and other related materials, each of which are incorporated herein by this reference. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

Relationship of Findings to EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set

forth in these Findings.

Custodian of Documents

The custodian of the documents or other material which constitutes the record of proceedings upon which the City Planning Commission and City Council's decision is based is the City of Los Angeles, Department of City Planning, located at 200 North Spring Street, Los Angeles, California 90012.

PUBLIC HEARING AND COMMUNICATIONS

Public Participation

Preparation of the Hollywood Community Plan involved extensive outreach with Certified Neighborhood Councils (CNCs), local business groups, and other stakeholder organizations. The CNCs which have provided input to the Plan include: Silver Lake N.C., Greater Griffith Park N.C., East Hollywood N.C., Hollywood United N.C., Hollywood Studio District N.C., Central Hollywood N.C., Hollywood Hills West N.C., Bel Air-Beverly Crest N.C., and Mid City West N.C. Meetings were held with CNC members after the Public Workshops, after publication of the two Draft Plans, after publication of the Draft Environmental Impact Report and the Final Environmental Impact Report, and other occasions.

Other community organizations which have provided comments during the preparation of the Plan are the La Brea Willoughby Coalition, Melrose Neighborhood Association, Hollywood Media District Business Improvement District, Hollywood Entertainment District Business Improvement District, the Hillside Federation, Beachwood Canyon Neighborhood Association, Hollywoodland Homeowners Association, Argyle Civic Association, Hollywood Chamber of Commerce, East Hollywood Community Association, Hollywood Heights Association, Hollywood Heritage, Los Angeles Conservancy, and HPOZ Alliance.

Between 1997 and 2004 a land use survey was conducted and focus group meetings were held throughout the community. In 2005 a Scoping Meeting for the Environmental Impact Report was held to present initial land use recommendations to community members and receive feedback. This initial public meeting was followed in 2006 by two Public Workshops.

The first Public Workshop, conducted in February 2006, was attended by over 350 persons. The second Public Workshop was held in May of 2006 and was attended by more than 200 persons. The second Public Workshop was organized in a conference format, with multiple sessions on different topics, including transportation, industrial land policy, historic preservation and open space. The conference format enabled attendees to engage with representatives from various City departments and have in-depth discussions of planning issues.

Community members were encouraged to join a Walkabout in 2007 to survey the function of streets in Hollywood. The information collected during this tour was used to inform a review of street standards and an updated plan for public right of way dimensions, or Modified Street Standards.

A draft of the Community Plan Text was released in 2009, with an updated draft released in the summer of 2010, along with all components of the plan changes.

In December 2010, the public was invited to attend a presentation of the Plan at a joint meeting of the City Planning Commission and the Community Redevelopment Agency Board.

The Draft Environmental Impact Report was released in March 2011 and circulated for 90 days for public review. During this period, staff attended eight CNC meetings and gave presentations and answered questions on the Draft Plan and EIR, in addition to other meetings with neighborhood and business groups.

The Final Environmental Impact Report was released in October 2011. A Notice of Public Hearing was mailed to approximately 85,000 residents announcing two Open House and Public Hearings held on November 7 and November 11, 2011 in the Hollywood Community. Planning staff met with representatives of eight neighborhood councils and other community leaders and business groups to give briefings prior to these hearings.

An Open House and Public Hearing was held on Monday, November 7th, 2011 and Thursday, November 10th, 2011 at the First Presbyterian Church of Hollywood, 1760 North Gower Street, Mears Conference Center, Los Angeles, CA 90028, beginning at 6:30 PM. Approximately 190 people attended the Open House and Public Hearing held the evening of November 7th 2011. 30 persons gave verbal testimony on the plan during the two hour hearing. Approximately 140 people attended the Open House and Public Hearing held the evening of November 10th, 2011. 40 persons gave verbal testimony on the plan during the two and a half hour hearing. Approximately 30 written comments were received at the public hearings.

Summary of Public Hearing Testimony and Communications

Comments were received on a range of topics addressed by the proposed plan, including issues of density, circulation, parking, urban design, residential compatibility, industrial land, historic preservation, hillside neighborhoods, parks and open space, infrastructure, and the growth forecasting. A large number of commenters expressed opposition to the potential for increased density in general and increases in local traffic congestion, which many noted is already at very high levels. Other commenters were opposed to increased density where it might cause a change in the existing neighborhood character. Some of the areas where speakers requested that the City reduce density include Western and Melrose, Santa Monica Boulevard, Fairfax Avenue, and Vine Street. Several speakers stated that skyscrapers or higher density development would be inconsistent with what makes Hollywood unique and distinctive. Comments were also received about the negative impact that additional density could have on neighborhoods with higher crime rates. Some speakers supported accommodating future growth and additional density in central Hollywood near existing services as a way to provide people with transportation alternatives.

With respect to circulation, commenters were generally supportive of increased sidewalk widths being proposed by the new street standards for Hollywood. Many speakers indicated concerns that the hierarchy of streets was unable to provide for free-flowing traffic movement. Suggestions were received on ways to increase the traffic capacity, such as possible one-way street couplets including Wilton and Van Ness Avenues. Others suggested reducing the traffic demand by reducing allowable density throughout the plan area. The expansion of public transportation was generally supported in comments; however, some felt that transit was not a viable alternative to driving in the area, especially with the lack of transit access to many hillside neighborhoods.

Numerous commenters were frustrated by the lack of parking in various neighborhoods, and also stated spillover parking from commercial districts negatively affects residential neighborhoods. Some commenters supported an expansion of shared parking options in order to address such issues. The majority of commenters stated the need for continued provision of adequate parking for new development.

Comments regarding urban design indicated support for proposed design overlays identified in the plan, with calls for expansion of the area covered by such regulations to include a new overlay for historic Route 66 along Santa Monica Boulevard. While some commenters desired to see a greater focus on urban design and stricter regulation of parking and retail space

dimensions, others were concerned about regulations being too limiting on the development potential of properties.

The issue of residential compatibility was raised by a number of commenters, who did not support infill development in single-family neighborhoods, and who were concerned about increased height or density adjacent to residential neighborhoods. Commenters also raised the issue of negative impacts from nighttime entertainment uses on residential uses in mixed-use development and adjacent residential neighborhoods.

Many speakers supported the preservation of industrial land in the area, indicating that it is a vital component of the economic and job base of the community and it provides a desirable buffer for some residential neighborhoods.

With respect to historic preservation, a number of commenters supported the proposed expansion of Historic Preservation Overlay Zones, particularly near Melrose Hill, while others suggested that the City place additional limitations on future demolition until new building permits are processed.

Numerous hillside issues were raised by commenters, with many speakers supportive of slope density regulations and opposed to any change in the slope density provisions that regulate hillside subdivisions. There was a general desire expressed to limit further hillside development, preserve remaining open space in hillside areas, and add references in the plan to the city's existing and proposed hillside ordinances, including the adopted Hillside Mansionization Ordinance, proposed revisions to retaining wall regulations, and a proposed ridgeline preservation ordinance. A number of commenters opposed language in the plan about the possible future extension of Granito Drive in the Hollywood Hills due to the potential for new construction on undeveloped hillsides. Additionally, several speakers were concerned about emergency access in hillside neighborhoods and desired to see the plan better address emergency evacuation planning and improved access for fire protection services while limiting cut-through traffic.

Speakers generally backed efforts to preserve and expand open space in the area, with commenters indicating support for the proposal to cap a section of the Hollywood Freeway to create a new Hollywood Central Park. Numerous speakers were concerned about a general lack of infrastructure to accommodate future growth in the area, and indicated that they were not satisfied that the City was adequately assessing and monitoring infrastructure needs. Also, a speaker stated that the General Plan Framework required revision prior to the adoption of the new community plan.

Several comments were received expressing support for establishing development impact fees for transportation improvements as part of the plan's recommended nexus study, including comments that such a fee should be included in the plan concurrent with adoption.

Many speakers requested that the City delay any action on the plan to allow for more time to review the proposals, citing that two weeks would not allow sufficient time for the public to review the staff report. Additionally, some requested that the proposed plan's growth capacity, based on the SCAG regional growth forecast, needed to be revised downward in light of recently released 2010 census data indicating a decline in population in the area in recent years.

Summary of Central Area Planning Commission Comments

The Proposed Hollywood Community Plan and accompanying changes were presented to the Central Area Planning Commission on Tuesday, November 22, 2011 for review and comment. After the staff presentation, the Area Planning Commission took testimony from community members. Commissioners were very supportive of staff recommendations for the Proposed Plan, and supported the conceptual revisions to the plan being made in response to community input at the Public Hearings. Commissioners cited the plan's smart approach to land use planning focusing development along transit corridors, offering opportunities for a range of housing, particularly affordable options, and expanding mobility options. Traffic calming, increased walkability, incorporation of policies to increase open space and policies to address flatland and hillside compatibility were some of the benefits and good measures identified. Commissioners commended staff for listening to community concerns and incorporating changes and mitigation measures that help to address those concerns. A recommendation was made to integrate cultural preservation as an important contribution to the vibrancy of Hollywood's urban character. Overall the Proposed Plan was recognized for its potential to continue Hollywood's social and economic resurgence.

EXHIBIT A: Draft Resolution

CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission
December 8, 2011

DRAFT RESOLUTION

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

WHEREAS, the Community Plan Update consists of amendments to the Hollywood Community Plan map and text with associated zone and height district changes; and

WHEREAS, the Hearing Officer, as a representative of the City Planning Commission help public hearings on the proposed plan on November 7 and 10, 2011; and

WHEREAS, a notice of public hearing was published in the "Daily Journal" on October 14, 2011, mailed to property owners and distributed through the Council Offices, in accordance with Section 12.32-C4 of the Los Angeles Municipal Code; and

WHEREAS, the City Planning Commission conducted a public hearing on December 8, 2011; and

WHEREAS, evidence, both written and oral, was duly presented to and considered by the City Planning Commission at the aforesaid public hearing, including but not limited to a staff report, exhibits, appendices, and public testimony; and

WHEREAS, the amendments to the Hollywood Community Plan reflect changes in land use policies that have occurred in the community since the current plan was adopted; and

WHEREAS, the City Council has reviewed and considered the Final Environmental Impact Report (FEIR) No. 97-0043 in its determination of adopting the proposed plan; and

WHEREAS, pursuant to the City Charter and ordinance provisions, the Mayor and the City Planning Commission have transmitted their recommendations.

NOW, THEREFORE, BE IT RESOLVED, that the Hollywood Community Plan with associated zone and height district changes be amended.

BE IT FURTHER RESOLVED that the Final Environmental Impact Report has been found adequate to comply with the California Environmental Quality Act and the State and City Guidelines relating thereto and, that the City Council hereby certifies the Final Environmental Impact Report and instructs that a "Notice of Determination" be filed with the Los Angeles County Clerk and the Los Angeles City Clerk, in accordance with Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970, as amended.

EXHIBIT B:

Hollywood Community Plan Text Supplement

CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission

November 23, 2011

HOLLYWOOD COMMUNITY PLAN TEXT SUPPLEMENT

The following text edits and modifications are recommended to the Draft Hollywood Community Plan Text (Exhibit C). In response to input received at the public hearing, the following text edits are now recommended by Planning Staff for City Planning Commission consideration:

CHAPTER 1: Introduction and Orientation

[Revise Map]

Map 31 is revised such that the Media/Entertainment Industry Opportunity Area depicted on the map encompasses the full area of the parcel north of Melrose Avenue between Gower Street and Van Ness Avenue.

[Revise Text]

P. 39, Background

The largest is the entertainment industry's Media District south of Santa Monica Boulevard between La Brea and ~~Gower Avenues~~ Van Ness Avenues.

[Revise Text]

P. 54, Land Use Plan – Community Plan Goals and Policies

The vision of the Hollywood Community Plan can be summarized by the following goals:

- Conserve viable neighborhoods, districts, historic/cultural resources and public right of way
Provide a range of employment and housing opportunities. Promote the vitality and expansion of Hollywood's media, entertainment, and tourism industry.
- Make streets walkable
- Improve open space, parks and public spaces
- Encourage sustainable land use
- Expand mobility options
- Provide adequate public infrastructure
- Provide adequate public services
- Ensure that buildings and neighborhoods are well-designed

CHAPTER 2: Background

Table 2.2 is revised to reflect updated dwelling units and population.

CHAPTER 3: Land Use Plan

GOAL LU 1: Conserve viable neighborhoods, industrial districts, pedestrian-oriented districts, historic/cultural resources and alleys.

- **Policies and Programs to protect identified Historic-Cultural Resources:**

[Revise Policy]

Policy LU.1.11: Protect identified historic buildings which are located within Floor Area Ratio (FAR) Incentive Areas and multifamily residential areas where the Plan restores citywide standard R4 density. Establish zoning which conditions utilization of Floor Area Ratio Incentives and standard R4 density upon conformance with the Secretary of the Interior Standards for Rehabilitation.

[Add Program]

Program LU.1.11.1: Study the feasibility of implementing a Transfer of Development Rights program in Hollywood to encourage preservation of historic resources and the provision of additional public open space.

[Add Policy]

Policy LU.1.14A: Improve and streamline the building permit process and ensure compatible rehabilitation of historic resources by providing early technical advice and assistance from the staff of City Planning, Building and Safety, and the Community Redevelopment Agency.

- **Policies to preserve stable single-family residential neighborhoods:**

[Revise Policy]

Policy LU.1.20: ~~Allow infill development in~~ Ensure that new single-family-zoned residential neighborhoods that construction is compatible with the scale and character of existing residential neighborhoods.

[Revise policy heading]

- **Policies to protect the character of front yard landscapes in residential and commercial neighborhoods:**

[Add Policy]

Policy LU.1.21A: Discourage the paving over of easements. Develop guidelines for commercial streets to encourage the landscaping of those portions of easements which extend past the required sidewalk width and are not used for necessary driveways, sidewalks and other pedestrian uses.

- **Policies and Programs to maintain, improve, and protect the public use of existing public rights of way:**

[Revise Policy]

Policy LU.1.22: ~~Keep~~ Maintain existing streets open and accessible for public use. Protect existing streets from gating or closure to prevent the creation of “superblocks,” improve circulation, keep streets and public rights of way publicly accessible, and support walkable and bikeable neighborhoods.

[Revise Policy]

Policy LU.1.23: Protect existing alleys from gating or closure. Maintain alleys to provide commercial uses with opportunities for off-street loading and unloading and provide pedestrians, bicyclists and motorists with alternative routes of travel.

[Revise Program]

Program LU.1.25.1: Prepare an Alley Maintenance Plan for the alleys located behind the commercial uses along Melrose Avenue between ~~Fairfax and~~ La Brea and Orlando Avenues, inclusive of Melrose Place to the west.

- **Policies and Programs to maintain existing pedestrian-oriented districts:**

[Revise Program]

Program LU.1.26.1: Create design guidelines including a possible Streetscape Plan for commercial uses along Melrose Avenue between ~~Fairfax and~~ La Brea and Orlando Avenues, inclusive of Melrose Place, (Map 21) to maintain and improve the pedestrian-oriented scale and character.

[Revise Map]

Map 21 is revised to depict the Melrose CDO and Streetscape Plan Area as consisting of the lots along both sides of Melrose Avenue between La Brea and Orlando Avenues, inclusive of lots along Melrose Place.

[Add Program]

Program LU.1.26.2: Create design guidelines for a Route 66 Design District, which may include a Streetscape Plan and Design Overlay along Santa Monica Boulevard between Wilton Place and Hoover Street, to maintain and improve the neighborhood character of this historic street. Consider guidelines for scale, massing and orientation of new buildings, curb cuts, lot consolidation and building demolition.

- **Policies to protect hillside neighborhoods:**

[Revise Policy]

Policy LU.1.29: Support hillside mansionization regulations to protect single family neighborhoods from out-of-scale development ~~in neighborhoods such as The Oaks of East Hollywood (Map 23) and other neighborhoods as appropriate throughout Hollywood.~~ Enforce the City's baseline hillside mansionization ordinance and The Oaks' hillside zoning restrictions (Map 23).

[Revise Policy]

Policy LU.1.30: ~~Limit density in areas with an average slope of 15 percent to that of minimum density land use regulation (equivalent to RE 40 zone).~~ Limit density in hillside areas. All projects with average natural slopes in excess of 15 percent shall be limited to the minimum

density housing category for the purposes of enforcing the slope density formula of LAMC Section 17.05C.

[Add Policy]

Policy LU.1.30A: Condition the approval of lot line adjustments, where either lot is subject to the Slope Density Ordinance prior to the lot adjustment, to document existing average natural slopes for the entire parcel and maintaining overall density restrictions pursuant to the intent of the slope density formula of Section 17.05C.

[Add Policy]

Policy LU.1.35: Evaluate additional or revised retaining wall regulations to improve the quality of hillside development.

[Add Policy]

Policy LU.1.36: Support the study and implementation of a Ridgeline Ordinance to preserve the contours of natural ridgelines.

[Delete Program]

~~Program LU.1.43.1: Consider the possible extension of Granito Drive westward to Prospect Drive and Laurel Canyon Boulevard as part of future relevant subdivision requests.~~

[Revise Goal]

GOAL LU 2: Provide a range of employment and housing opportunities. Promote the vitality and expansion of Hollywood's media, entertainment, and tourism industries.

- **Policies to promote jobs and housing growth in the Regional Center:**

[Add Policy] Policy LU.2.4A. Support entertainment uses in the Regional Center.

[Add Policy]

Policy LU.2.4B: Support hotels and tourist amenities, including a variety of accommodations, and encourage flexible parking models to best serve the local context.

- **Policies to ensure that infill development is well-designed.**

[Revise Policy]

Policy LU.2.5: Support the implementation of a Sunset Boulevard Community Design Overlay District (Map 25) and a Hollywood Boulevard Community Design Overlay (Map 26) design overlay or zoning overlay in central Hollywood, including Sunset Boulevard and Hollywood Boulevard, which may include guidelines for site planning and building design, controls on lot consolidation, and possible requirements for approved plans prior to demolition, in order to ensure that infill development in the Regional Center complements existing neighborhood character.

[Add Policy]

Policy LU.2.9A: Ensure that discretionary commercial rooftop uses within 500 feet of residentially zones areas mitigate noise levels, including any necessary noise analysis reports.

[Add Policy]

Policy LU.2.9B: Require noise abatement plans for newly proposed entertainment venues requiring discretionary approval.

- **Policies and Programs to encourage the growth of media-related industrial uses in and around the Media District:**

[Revise Map]

Map 30 is revised to remove Hybrid Industrial properties along La Brea Avenue.

[Revise Policy]

Policy LU.2.30: Within the Media/Entertainment Industry Opportunity Area (Map 31) encourage the retention of the studio industry by exploring a mix of uses, which may include industrial and non-industrial uses and may require other studio uses that are complementary.

[Add Policy]

Policy LU.2.31: Support the investment, modernization, and growth of Hollywood's studio facilities and supporting uses as important job providers.

[Add Policy]

Policy L.U. 2.32: Promote the establishment, retention, and expansion of media, entertainment, and creative office uses in Hollywood.

[Add Policy]

Policy LU.2.33: Support the Dramatic Arts and Entertainment Industry Schools in Hollywood.

GOAL L.U. 3: Make streets walkable.

[Revise Text]

P. 83, Land Use Plan – Goal LU.3. Make streets walkable.

Streetscape plans are proposed for several street segments which have high volumes of pedestrian traffic, including segments of Cahuenga, Western, Hollywood and Santa Monica Boulevards, and La Brea, Fairfax and Melrose Avenues.

[New Policy]

Policy LU.3.3A: Ensure adequate sidewalk width when approving on-street dining.

[Revise Program]

Program LU.3.18.1: Develop Streetscape Plans (Maps 33 and 34) for the following street segments:

- Hollywood Boulevard between Gower Avenue and the 101 Freeway
- Western Avenue between Franklin Avenue and Melrose Avenue
- Santa Monica Boulevard between Vine Street and the 101 Freeway
- Cahuenga Boulevard between Hollywood and Sunset Boulevards
- La Brea Avenue between Franklin and Rosewood Avenues
- Melrose Avenue between Wilton Place and Hoover Street

GOAL L.U. 4: Improve open space, parks and public spaces.

[Add Policy Heading]

- **Policies and Programs to maintain existing Open Space:**

[Add Policy]

Policy LU.4.1A: Maintain and preserve Open Space designations within the Hollywood Community Plan Area.

- **Policies and Programs to create new open space:**

[Add Policy]

Policy LU.4.1B: Designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.

[Add Policy Heading]

- **Policies to support the use of open space for cemeteries:**

[Add Policy]

Policy LU.4.27: Support the provision of adequate lands for funeral services.

GOAL L.U. 5: Encourage sustainable land use and building design.

[Revise Policy]

Policy LU.5.10: Discourage the paving over of yard surfaces and those portions of easements which exceed the required sidewalk width and are not use for necessary driveways, sidewalks and other pedestrian uses. Encourage the use of natural, permeable materials and surfaces to allow infiltration of water.

GOAL M.1: Expand mobility and access options.

- **Policies to manage transportation systems:**

[Revise Program]

Program M.1.1.1: Conduct a nexus study to determine the impact of future development on traffic in Hollywood, and develop community-wide ~~mitigations~~ improvements funded by impact fees.

Policies to improve transit:

[Add Policy]

Policy M.1.25A: Support the expansion of the Metro Rail system to provide connections from Hollywood to the Westside and from Hollywood to destinations south, including LAX.

Capital improvement policies:

[Revise Policy]

Policy M.1.77: Support the addition of a second southbound right-turn lane on Highland Avenue at the intersection of Highland Avenue and Franklin Avenue, while maintaining sidewalks with a minimum width of 15 feet.

- **Policies to manage neighborhood traffic:**

[Revise Program]

Program M.1.87.1: Study cut-through traffic in the area bounded by Franklin and Hollywood on the north, La Brea Avenue on the east, Fountain Avenue on the south, Fairfax Avenue on the west, and the area bounded by Hollywood Boulevard on the north, Fairfax Avenue on the east, Sunset Boulevard on the south, Laurel Canyon Boulevard on the west, and prepare a neighborhood traffic management plan, pending results of study.

[Revise Program]

Program M.1.87.2: Consider the implementation of Neighborhood Traffic Management Plans, including possible speed humps, medians, directional signs, and other streetscape improvements along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets:

- Franklin Avenue and Hollywood Boulevard
- Sunset and Hollywood Boulevards
- Sunset and Santa Monica Boulevards
- Santa Monica Boulevard and Melrose Avenue, including blocks south of Melrose Avenue
- Franklin Avenue and Mulholland Drive
- Highland Avenue, La Brea Avenue, and Martel Avenue along the Willoughby Corridor

CHAPTER 5: Community Facilities and Infrastructure.

- **Fire Protection and Emergency Medical Services Policies:**

[Add Policy]

Policy CF.5.19A: Work to identify primary access routes for hillside areas for emergency preparedness.

- **Park Policies:**

[Revise Policy]

Policy CF.5.59: Promote the management, design, construction and maintenance of public parks by the Department of Recreation and Parks to ensure that parks are adequately monitored, maintained and illuminated at night, where appropriate.

[Revise Policy]

Policy CF.5.64: Support the plans of ~~LADWP~~ to provide parkland on top of the ~~proposed enclosed~~ Headworks Reservoir in Griffith Park between Ventura Freeway and Forest Lawn Drive and in future infrastructure projects, where appropriate.

[Add Policy]

Policy CF.5.67A: Encourage the development of parks at opportunity sites, including the Franklin and Ivar park site (Map X).

[Add Policy]

Policy CF.5.67B: Support Hollywood Central Park as a new cap park over the 101 Freeway, with a mix of public-serving uses including libraries, etc. (Map 40).

[Add Policy]

Policy LU.4.1B: Designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.

- **Health Services and Social Service Policies:**

[Add Policy]

Policy CF.5.72: Encourage the development of a broad range of childcare facilities, i.e. part-time, full day care, after-school care, etc., including those based in residential areas, in areas of employment, near educational establishments, convenient to public transit, and in areas close to childcare users. Support childcare facilities in mixed-use projects.

CHAPTER 6: Implementation Program

[revise all policies and programs to match above]

CHAPTER 7: Urban Design Guidelines

[Revise Text]

Citywide Urban Design Principles

Compact Smart growth and sustainability are the basis for these guidelines, which set forth in greater detail the following Citywide Principles:

[Revise Components]

- Page 169, remove Guideline #1 from Building Orientation Checklist.
- Page 170, remove graphic and text associated with Guideline #1.
- Page 194, revise landscaping guideline #8 to remove desirable tree height language.
- Page 197, revise landscaping guideline #6 graphics and text to retain character palm trees.

HOLLYWOOD COMMUNITY PLAN TEXT: New Maps

The following new and revised maps are inserted into the plan text:

- Revised Boundary of Melrose Design Overlay

Melrose Ave Community Design Overlay



- Melrose Streetscape Plan

Melrose Streetscape Plan



- Route 66 Design Overlay

Route 66 Design Overlay



- Proposed Open Space:** Franklin / Ivar Park

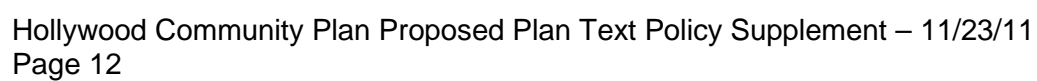


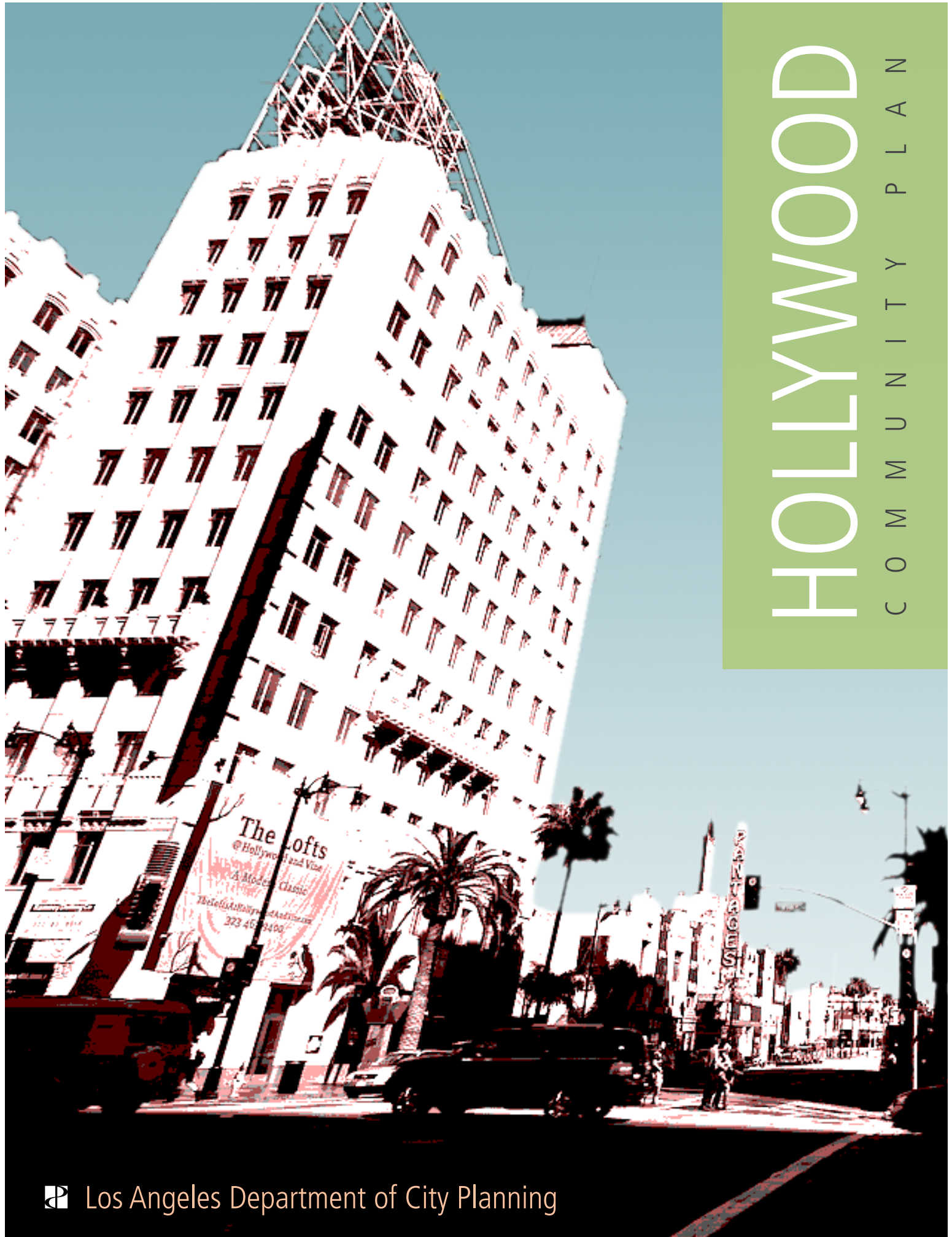
EXHIBIT C: Hollywood Community Plan Text

Note: This document is the Hollywood Community Plan Text as presented at the Public Hearings on November 7 and 10, 2011. For revisions to this document, please see Exhibit B, "Hollywood Community Plan Text Supplement".

CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission

November 23, 2011



HOLLYWOOD

COMMUNITY PLAN

LOS ANGELES DEPARTMENT OF CITY PLANNING







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Introduction & Orientation

Hollywood has emerged in the 21st century as a community that is making a comeback. Located five miles west of downtown Los Angeles and 12 miles from the Pacific coast, Hollywood is a mosaic of districts, including the historic entertainment district on Hollywood Boulevard, the Media District south of Santa Monica Boulevard, the major medical facility cluster in East Hollywood, and many distinctive residential neighborhoods throughout.

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

Drawing crowds of tourists during the day, while bustling with nightclub activity at night, downtown Hollywood is developing into an attractive mixed-use residential center, where residents can live, work, shop and play. An array of historic, boutique, and mixed-use hotels accommodate the needs of visitors who come to Hollywood for business or tourism.

The recent turnaround of this area can be attributed to the successful collaboration of community stakeholders — the Community Redevelopment Agency, the Hollywood Chamber of Commerce, the Hollywood Entertainment Business Improvement District and the neighborhood councils — working together with city planners and developers.

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

South of Santa Monica Boulevard between La Brea Avenue and Van Ness Avenue, stretches the Media District. This industrial area is home to facilities engaged in film and tape editing, film archiving and storage, studio equipment manufacture, rental and storage, sound recording and many other pre- and post-production uses.

Also located within the Media District is a flourishing equity-waiver theater district, known as Theater Row, where some of the City's most critically-acclaimed live theater companies perform nightly. The Hollywood Community Plan protects the industrial uses of the Media District and the theaters of Theater Row, while allowing for a mixture of uses along the edges of the District on La Brea Avenue and Santa Monica Boulevard.

East Hollywood is home to a cluster of prominent medical facilities, including Kaiser Hospital, Children’s Hospital, Hollywood Presbyterian Medical Center, and associated medical offices and research facilities. Located on Sunset Boulevard, adjacent to the Sunset/Vermont Red Line Metro Station, Children’s Hospital is one of the nation’s leading teaching hospitals for physicians and nurses who specialize in pediatrics.

These East Hollywood medical facilities are major employment centers, providing roughly one-tenth of Hollywood’s jobs. The Hollywood Community Plan incorporates the existing Vermont-Western Station Area Plan, a transit-oriented Specific Plan, to encourage development around the Red Line Metro stations located on Vermont Avenue and Hollywood Boulevard, while preserving nearby residential neighborhoods.

Interlaced between these several districts are many distinctive single-family and multifamily residential neighborhoods. The Hollywood Community Plan seeks to direct growth away from many of these existing residential neighborhoods towards transit-oriented districts and corridors in Mixed-Use Incentive Areas. To improve walkability in these areas and throughout the Plan area, the Plan implements revised street standards, which allow for wider sidewalks and a series of streetscape plans.



Community Vision Statement

To achieve the goal of a sustainable, livable future, the Hollywood Community Plan offers a Vision Statement which describes what the community seeks to become – how it will look, function, and how it might become better or different in the future. The heart of the Community Plan, the Vision Statement, gives the Plan a purpose and provides a basis for its development. The Vision Statement is unique to the Community Plan, and provides a foundation for change that is shared by community members, homeowners, developers, business owners, elected officials, and City departments.

A Vision for Hollywood 2030

The Hollywood Community Plan envisions a compact city that is growing vertically, mixing residential, commercial and industrial uses in new and interesting ways. With core industries in entertainment, tourism and health care, this is a Hollywood which supports a strong local and regional economy. A rich, multimodal transit system, an inviting walking environment, and mixed-use housing along transit corridors enable many Hollywood residents to reduce their use of cars.

The balanced growth of commercial and residential uses provides a jobs-housing balance, enabling an increasing number of residents and visitors to live, work, play and shop in Hollywood. Implementation of mixed-income housing incentives creates opportunities for people who work in Hollywood to find affordable housing nearby.

A successful growth plan must be a sustainable plan. Therefore, the Hollywood Community Plan promotes building, landscape, transportation and land use policies that take the long view towards protecting the environment. Recognizing the value of Hollywood's impressive historic architecture and cultural resources, the Community Plan seeks to protect these assets, as well.

Hollywood is challenged by parking and open space deficits. The Community Plan proposes innovative policies to deal with these challenges.

The Hollywood Community Plan respects the need for established single-family neighborhoods to preserve neighborhood character and presents design guidelines to improve the transition between new, high-density development and low-scale single-family **and multi-family** homes.

Purpose of the Plan



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

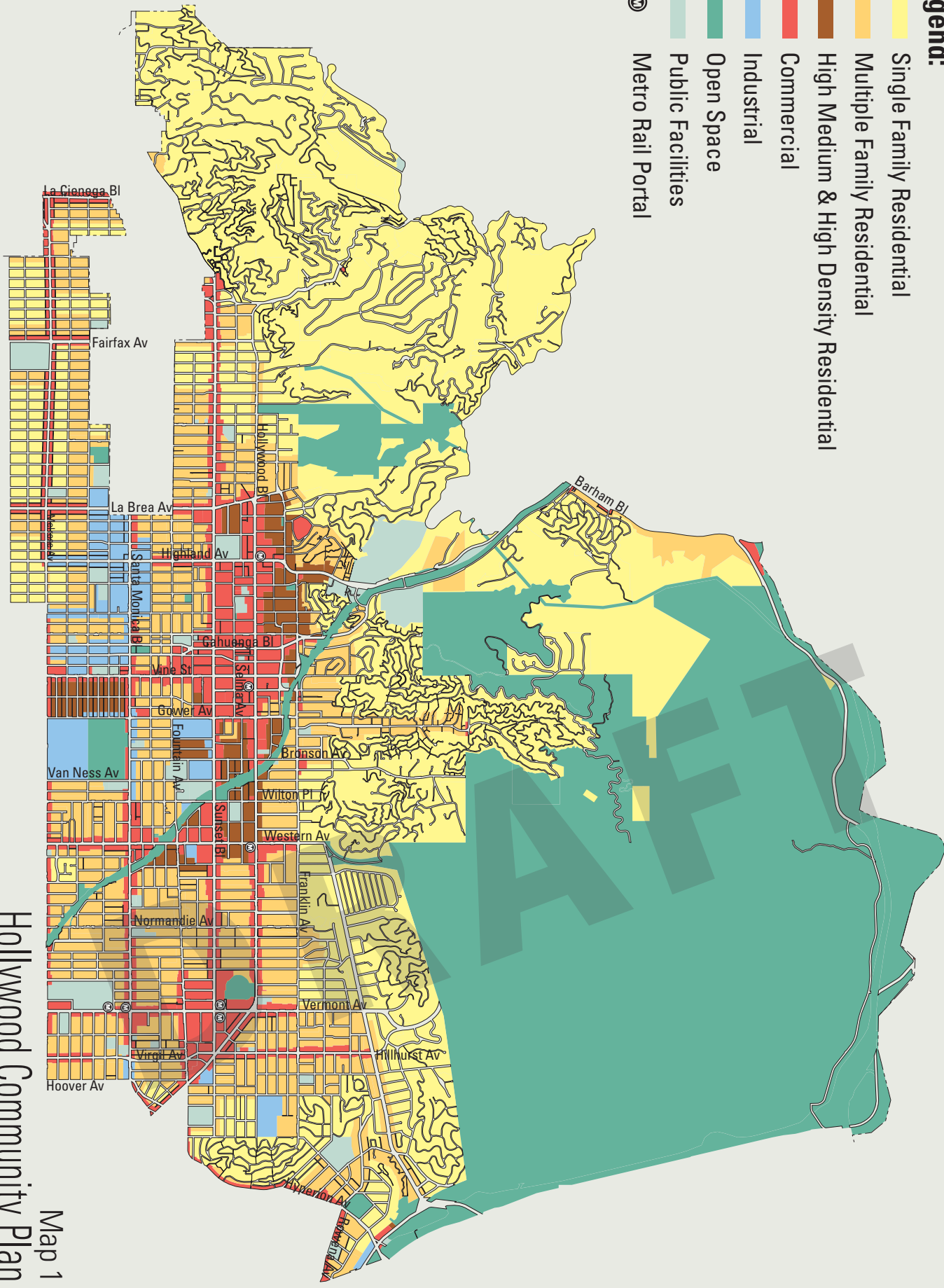
- To outline a vision for Hollywood's long-term physical and economic development and community enhancement;
- To provide strategies and specific implementing actions that will allow this vision to be accomplished;
- To establish a basis for judging whether specific development proposals and public projects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

The Community Plan's importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives.

Map 1 shows how the Community Plan distributes land uses for residential, commercial, and industrial purposes, as well as the distribution of open space and public facilities.

Legend:

- Single Family Residential
- Multiple Family Residential
- High Medium & High Density Residential
- Commercial
- Industrial
- Open Space
- Public Facilities
- Metro Rail Portal



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

Map 1
Hollywood Community Plan
PROPOSED GENERALIZED LAND USE
Los Angeles City Planning Department • Graphic Services Section • December 2007 | Not to Scale

How to Use the Plan

The Hollywood Community Plan is intended for use by all members of the community. For example:

For residents and neighborhood councils, the Community Plan identifies the general type of land uses permitted, describes plans and changes that may affect the neighborhood, and explains the policies and implementation standards the City will use to evaluate land use entitlement applications.



For businesses, the Plan identifies the land use measures the City will take to support businesses and encourage future success. The Plan includes policies to guide commercial and industrial development. It also discusses strategies to reverse decline and attract new investment in commercial centers and corridors.

For developers, the Plan introduces the community, provides background information, and outlines development regulations. Developers are encouraged to review all maps, policies, and implementation programs throughout this document to get a better feel for where and what type of development shall occur.

For public officials, the Community Plan is a tool to help decisionmakers, such as Hearing Officers, Zoning Administrators, Area and City Planning Commissions, and the City Council, make land use decisions. Decisionmakers who are writing conditions of approval for individual development projects review policies contained within the Plan. For example, policies contained in the Mobility and Access Chapter can be referenced by decisionmakers as traffic mitigation measures for individual projects.

For public agencies, the Community Plan is intended to help agencies prepare their plans for public services and facilities, such as transportation infrastructure improvements, parks, and schools. The policies located throughout the Plan are interrelated and should be examined comprehensively when making planning decisions.

Plan Organization and Overview

The Hollywood Community Plan consists of seven chapters. Each chapter contains an approach section at the beginning that describes its contents and relationship to the Plan. An overview of each of the Community Plan chapters is provided below.

Chapter 1 ~ Introduction and Orientation: Chapter 1 presents a brief introduction to the Hollywood community; expresses the community's vision for the future; and describes what a community plan is and how to use it. Chapter 1 describes the relationship of the Community Plan to the City's General Plan and other important agencies with development influence; and summarizes the Community Plan content.

Chapter 2 ~ Background: This chapter includes a detailed description of the historical development of the community; the community's relationship to adjoining communities; the environmental setting; existing land uses, development patterns and urban forms; current mobility and access networks; existing community facilities and infrastructure; and trends and future projections.

Chapter 3 ~ Land Use Plan: The land use plan specifies overarching goals, policies, and implementation standards that support citywide goals and policies while addressing issues unique to the Community Plan. The goals and policies address such issues as land use typology, urban design standards, community conservation/protection areas, areas of change (i.e. development infill and intensification), public and quasi-public facilities, environmental issues, and the Land Use Plan's relationship to other General Plan elements.

Chapter 4 ~ Mobility and Access: Chapter 4 defines goals and policies for an integrated multi-modal mobility system that provides accessibility within and outside of the immediate community, linking to citywide and regional networks. Accessibility, street, bikeway and transportation demand management standards are also defined. This chapter also includes an inventory of the existing multi-modal network – streets, highways, transit, sidewalks, crosswalks, bicycle paths and lanes, equestrian paths, airports, harbors, and parking.

Chapter 5 ~ Community Facilities and Infrastructure: Chapter 5 takes a comprehensive look at existing community facilities, providing an inventory of public infrastructure and services in Hollywood.

Chapter 6 ~ Implementation Programs: This section explains the planning tools which are available for implementing the programs which are associated with Plan policies. Community Plan programs are listed as action items along with the public departments and agencies which will be responsible for implementing the programs.

Chapter 7 ~ Urban Design/Public Realm: This chapter defines goals, policies and design standards for public and private spaces, such as streets, sidewalks, plazas, parks, and community entry points.

Relationship of The Community Plan to Other Plans

The Hollywood Community Plan must be consistent with the provisions of the City of Los Angeles' General Plan. In addition to the General Plan and its various elements, a variety of other plans, development regulations, and guidelines shape land use in the community plan area. In many instances, these plans are administered by other agencies, requiring coordination for various development projects. In the following sections, the relationship of community plans to the general plan and other agency plans are further explained.

Relationship to General Plan

California State Law requires that cities prepare and adopt a comprehensive, integrated, long-term general plan to direct future growth and development. The general plan is the fundamental policy document of a city. It defines the framework by which a city's physical and economic resources are to be managed and utilized over time.

Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing housing and provision for new home construction, requirements for supporting infrastructure and public and human services, and protection of residents from natural and man-made hazards are guided by the general plan.

The general plan must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. Cities may also choose to incorporate additional elements to more directly address issues, such as recreation and parks, air quality, capital improvements, historic preservation, community design, and economic development. There must be internal consistency among the elements.

In Los Angeles, the thirty-five community plans comprise the City's land use element. The land use element has the broadest scope of the general plan elements. Since it regulates land use, many of the issues and policies contained in all other general plan elements are influenced and/or influence the land use element.

Each community plan must address issues facing the community in a holistic manner, factoring in housing needs, transportation choices, land use locations and intensities, environmental issues, and other concerns. The community plan also implements citywide policies as they relate to the community.

The General Plan Framework: Guiding Principles

The City's General Plan Framework Element establishes development policy at a citywide level, and each of the thirty-five community plans work within this framework to guide development. Each community plan must take a long-term approach in addressing anticipated growth. In this manner, the community plans balance the needs of current stakeholders with the anticipated development likely to occur in the future.

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

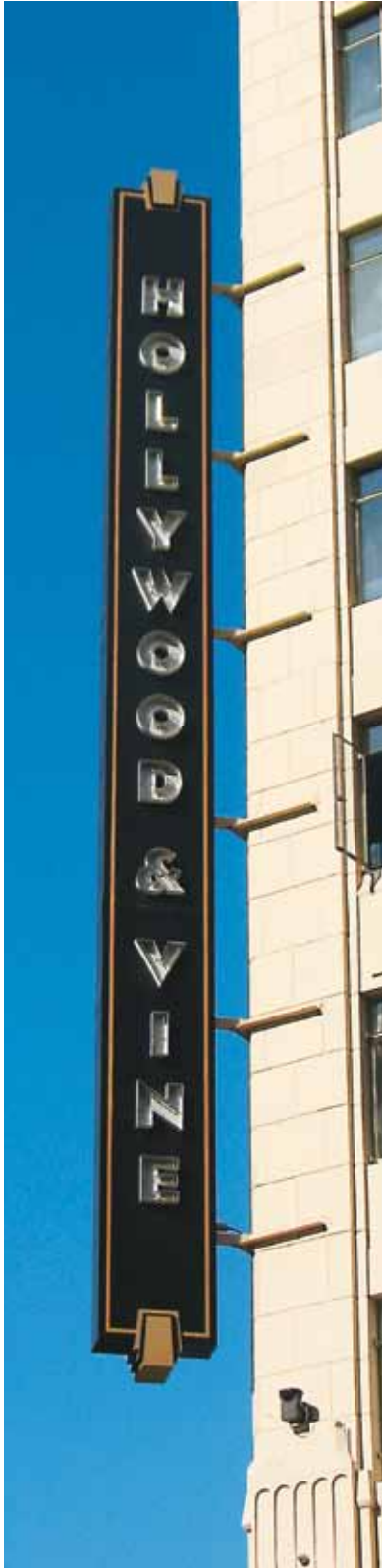
Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different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

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

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

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

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility of all those who live,



work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and changes in land use and travel behavior to reduce vehicle trips. Supporting a variety of travel modes, including walking, bicycling, public transit, and driving is essential to maintaining mobility and access.

Identify a hierarchy of commercial Districts and Centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy helps us better understand the roles that different types of commercial areas play within our communities and better foster their unique characteristics. Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they may contain residential and mixed-use buildings as well.

Relationship to Other Agency Plans

There are a variety of agencies and organizations that influence development in the community plan. Some of these agencies administer plans with specific design guidelines. In varying capacities, these agencies guide and influence land use decision making in the plan area. In each case, the plans and use of property must be consistent with the community plan.

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

The Community Redevelopment Agency (CRA) is a public agency which was established in 1948 pursuant to California State Law (Code Section 33000) to attract private investment into economically depressed communities. Redevelopment is accomplished by the implementation of redevelopment plans which are approved by the City Planning Commission and the City Council.

Because each Redevelopment Plan must be consistent with the General Plan and the Community Plan for that Project area, the City Planning Department and the Community Redevelopment Agency work closely together in developing their respective Plans. Actions taken by the Community Redevelopment Agency may be subject to City Council approval.

Within the Project areas, the increment in tax revenues generated by redevelopment is used to support further investment. CRA programs foster job creation, maintain and increase the supply of housing for low-and- moderate income households, and renovate, remove or replace deteriorated structures.

The CRA plays an important role in preserving and increasing the stock of affordable housing within CRA Project Areas. Twenty percent of the CRA's tax

increment and bond proceeds are dedicated to providing affordable housing. CRA projects which demolish affordable housing units are required to replace these units on a one-to-one basis.

The CRA's work is overseen by seven commissioners who are appointed by the Mayor and confirmed by the City Council. In Los Angeles, the CRA currently manages 32 redevelopment areas. In Hollywood, there are two CRA Project Areas: the Hollywood Redevelopment Project, adopted in 1986, and the East Hollywood/Beverly-Normandie Earthquake Disaster Assistance Project, adopted in 1994 (Map 2).

The Hollywood Redevelopment Project:

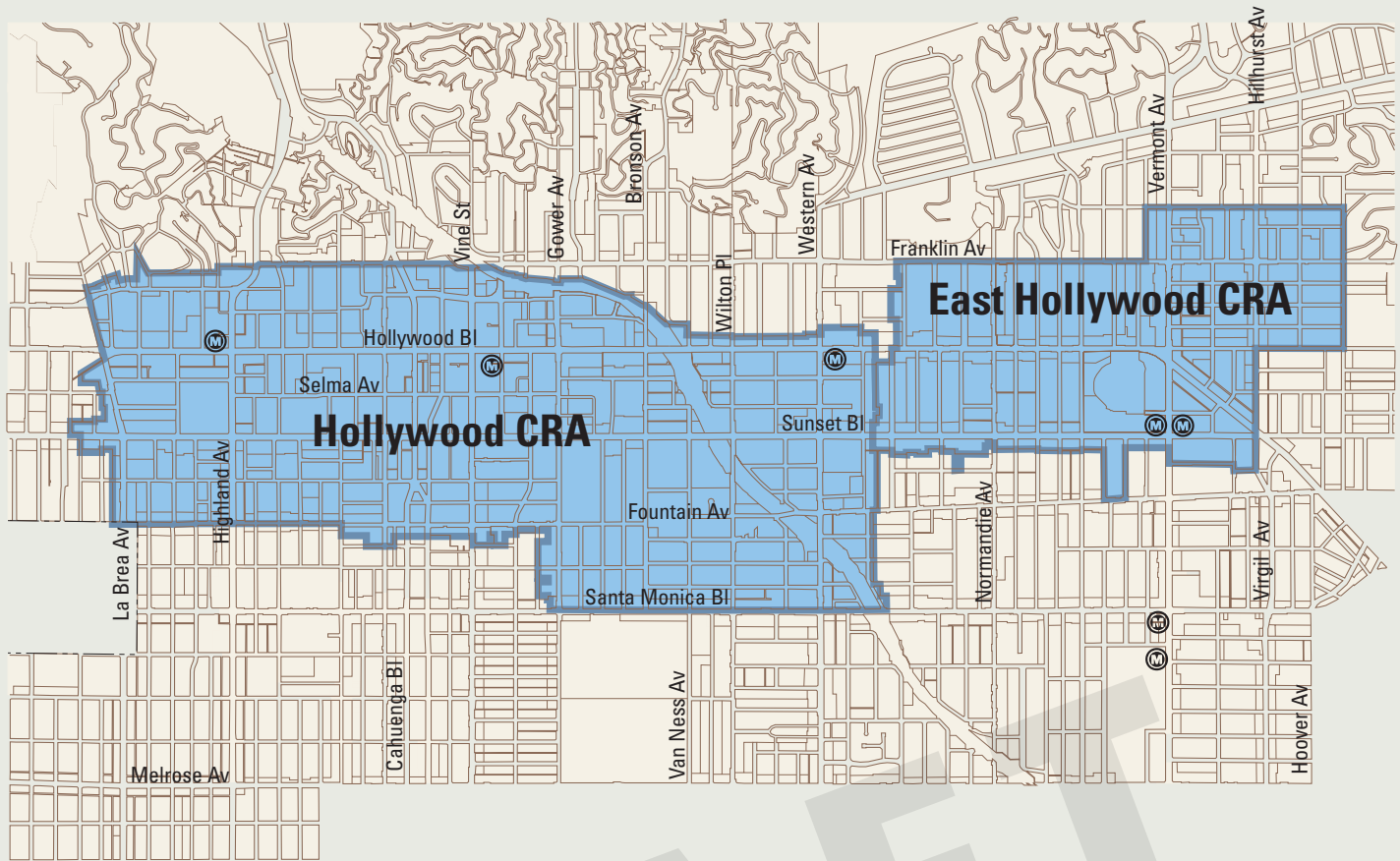
The 1,107-acre Hollywood Redevelopment Project is located approximately six miles northwest of the Los Angeles Civic Center at the foot of the Hollywood Hills. The project is generally bounded by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south and La Brea Avenue on the west.

The Redevelopment Plan attempts 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.

Current priority projects within the Hollywood Redevelopment Area include: housing for low-income and homeless seniors and housing with supportive services for the chronically homeless, addressing the loss of affordable housing caused by condo conversions, developing a motion picture museum and transit-oriented mixed-use projects adjacent to Red Line metro stations, and producing an urban design plan for Sunset Boulevard and Sunset Boulevard adjacent areas.

The East Hollywood/Beverly-Normandie Earthquake Disaster Assistance Project:

The East Hollywood/Beverly-Normandie Earthquake Disaster Assistance Project is located approximately four miles west of Downtown and one block east of the Hollywood Redevelopment Project Area. It consists of two noncontiguous areas totaling 656 acres. The East Hollywood portion is approximately 464 acres bounded by Hobart Boulevard on the west, Franklin Avenue and Finley Avenue. On the north, Talmadge and Hillhurst Streets on the east, and both sides of Sunset Boulevard and Prospect Avenue on the south. The Beverly/Normandie segment, located outside the Community Plan boundary in the adjacent Wilshire Community Plan, is approximately 192 acres in size, bordered by Beverly Boulevard on the north, New Hampshire Avenue on the east, Third Street on the south and Normandie Avenue on the west.



Legend:

- CRA Project Areas
- M Metro Rail Station

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

Map 2 Hollywood Community Plan COMMUNITY REDEVELOPMENT AGENCY PROJECT AREAS

State Enterprise Zones

Enterprise zones (Map 3) are specific geographic areas designated by City Council resolution to receive various economic incentives for the purpose of stimulating local investment and employment, in addition to other state level incentives. Projects which are located within enterprise zones may use a lower parking ratio for commercial office, retail and other uses, thus increasing the buildable area of small parcels.

Relationship to Specific Plans and Overlay Zones

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

The Vermont Western Station Neighborhood Area Plan (SNAP)

The Vermont Western Station Neighborhood Area Plan (SNAP) (Map 4) is a specific plan created to encourage transit-oriented development around the Metro Red Line in East Hollywood. It features different planning rules for three different subareas. SNAP regulations for residential areas (Subarea A) are intended to conserve the scale of existing neighborhoods. In community centers (Subarea C) located around Metro Red Line stations the SNAP provides floor area incentives for commercial, hospital and medical uses. Commercial corridors connecting the community centers are designated as mixed-use boulevards (Subarea B).

Hollywoodland and Mulholland Scenic Parkway Specific Plans

The Hollywoodland and Mulholland Scenic Parkway Specific Plans were enacted to protect the scenic features and residential character of several hillside communities (Map 5). The Hollywoodland Specific Plan also protects the unique architectural styles of this neighborhood – traditional cottages and villas which create a European village flavor.

Hollywood Signage Supplemental Use District

The Hollywood Signage Supplemental Use District (Map 5) was established to promote signage which complements the historic architecture and signage of Hollywood Boulevard and allows new sign technologies which are well designed and carefully located.

Legend:

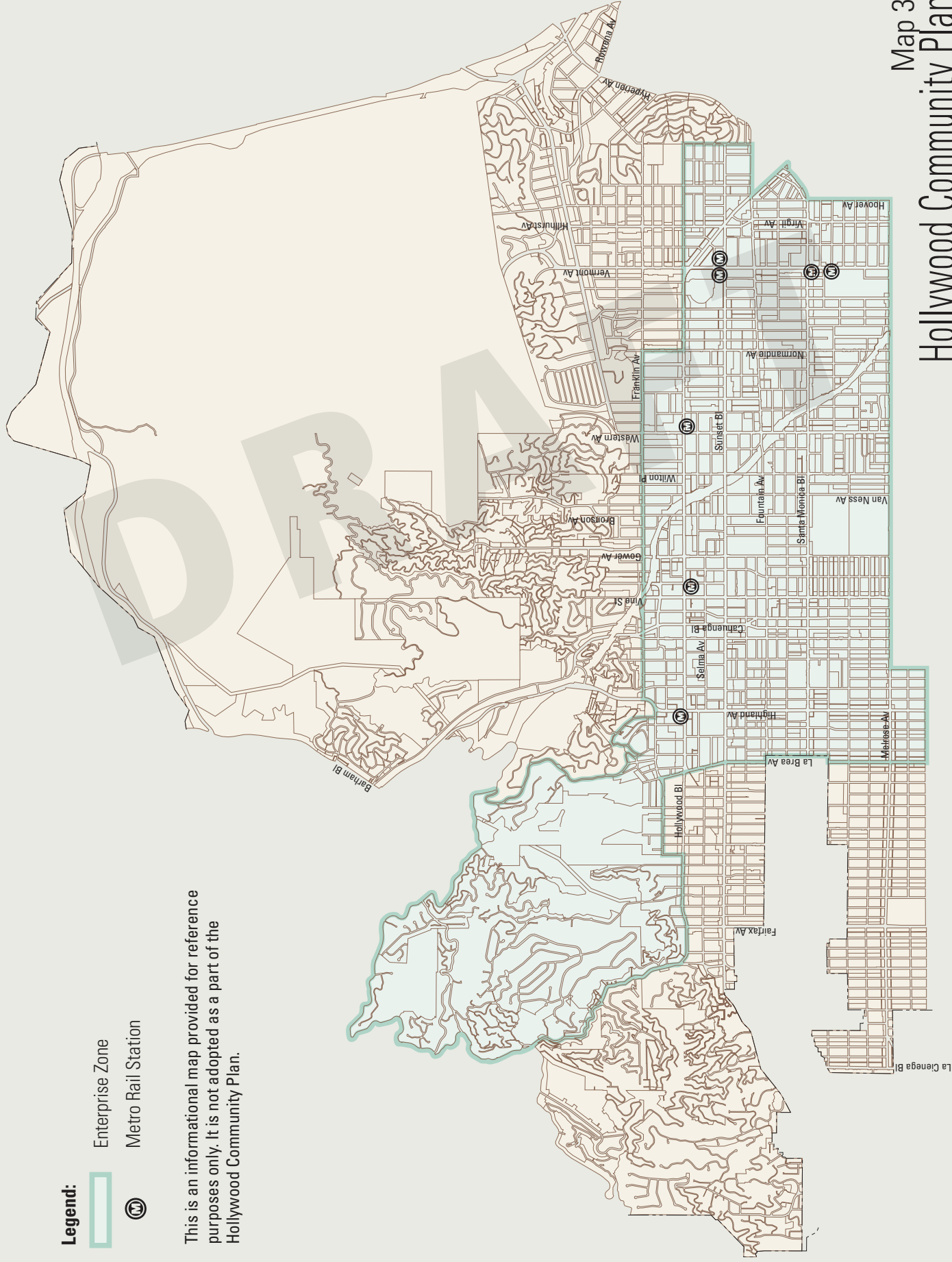


Enterprise Zone



Metro Rail Station

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Map 3
Hollywood Community Plan
STATE ENTERPRISE ZONES

Los Angeles City Planning Department • Graphic Services Section • January 2008 | Not to Scale

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

Subarea A: Neighborhood Conservation

Maintain the current prevailing scale and character of these blocks;
Improve the pedestrian environment

Subarea B: Mixed Use Boulevards

Locate mostly around subway stations
Allow live/work and low impact manufacturing workshops
Maximum Height 50 feet - Except for hospital uses
Maximum Floor Area Ratio: 2.0/1

Subarea C: Community Center

Locate along Major Commercial Corridors
Allow live/work and low impact manufacturing workshops
Maximum height 75 ft
Maximum FAR: 3.0/1 (4.5/1 for hospitals only)
Only hospitals by right may go to 3.0/1 FAR & 100 ft
Hospitals may go to 4.5/1 FAR & 200 ft with special project approval

Subarea E: Community Facilities

Current School sites, City owned land and the Caltrans right of way

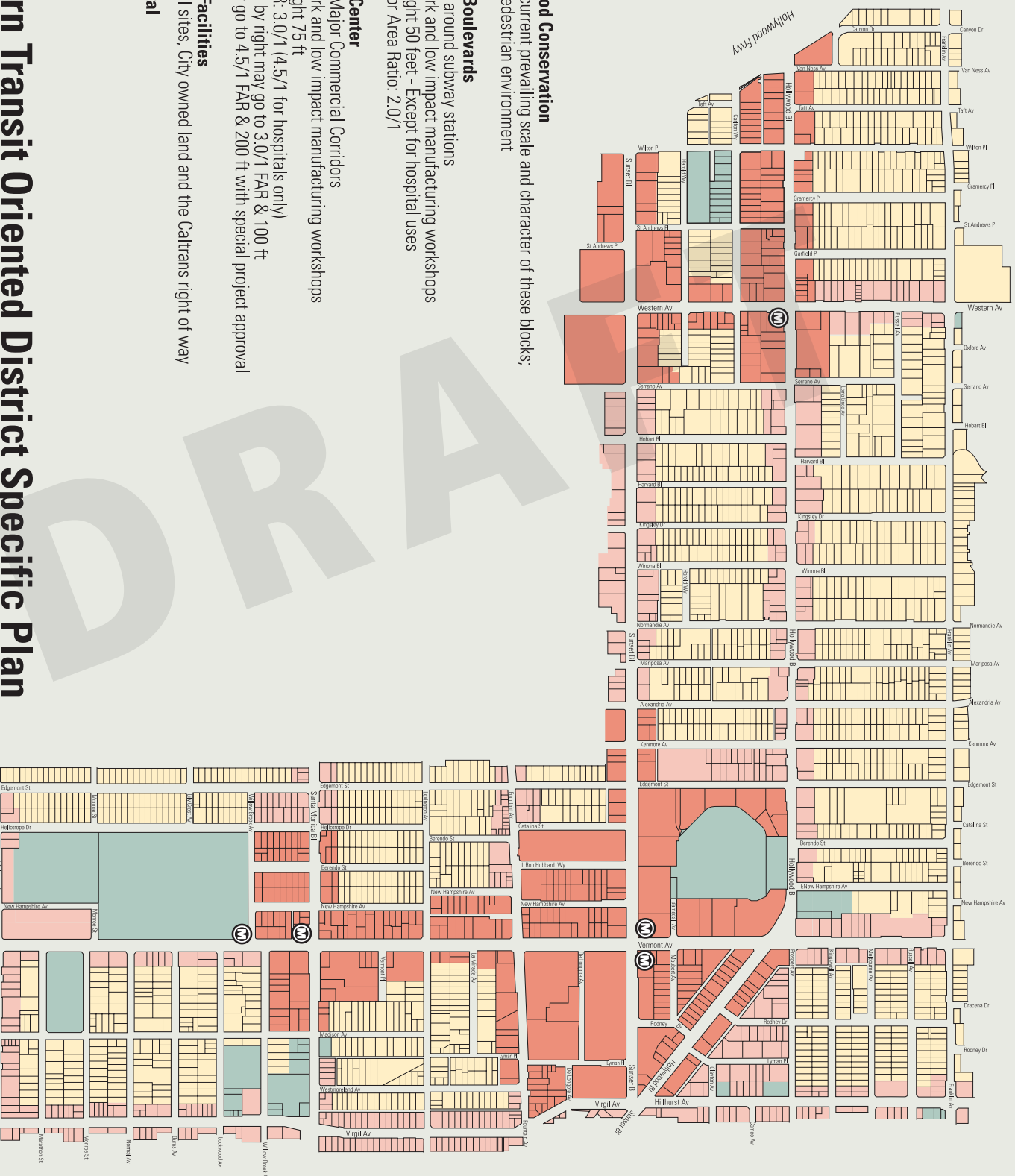
Subway Portal

Map 4

Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan)

CPC 00-1976

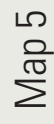
Los Angeles Department of City Planning • Citywide Division • Graphics Section • as adopted by the City Council January 23, 2001



Not to scale

Legend:

- 
- Metro Rail Portal



Hollywood Community Plan

OVERLAY ZONES, SPECIFIC PLANS & SUPPLEMENTAL USE DISTRICTS



Historic Preservation Overlay Zones

There are four Historic Preservation Overlay Zones (Map 5) in the Hollywood Community Plan area: Spaulding Square, Whitley Heights, Melrose Hill and a portion of Hancock Park. The regulations of historic preservation overlay zones ensure that the rehabilitation of historic houses is performed in a manner which respects the historic integrity of the structures and the neighborhood. New development is also reviewed to assure that the character of the historic neighborhood is maintained.

Planning Process

The Community Plan incorporated community input in the process of revising the goals, objectives and policies of the Plan. Input for the Hollywood Community Plan was initially gathered through small group meetings with stakeholder organizations such as neighborhood councils, homeowner and neighborhood associations, business improvement districts and the Chamber of Commerce. The planning staff then developed proposals for land use policy based on this input.

Land use proposals were presented at various community meetings, including a scoping meeting to gather input on potential environmental impacts. A series of community meetings culminated in two public workshops, followed by an open house and several public hearings.

Multiple stakeholder organizations have provided input for this Hollywood Community Plan Update. The ten neighborhood councils of Hollywood include Greater Griffith Park, Silver Lake, Hollywood United, Central Hollywood, Hollywood Studio District, Hollywood Hills West, MidCity West, BelAir-Beverly Crest, and Greater Wilshire. Map 6 shows the location of Hollywood's neighborhood councils.

Hollywood's five business improvement districts¹ (BIDs) include the Hollywood Entertainment District, Hollywood Media District, Los Feliz, and two newly formed districts, Sunset and Vine and East Hollywood (Map 7).



¹Business improvement districts are districts in which commercial property owners vote to impose a self-tax to fund improvements such as streets and sidewalk maintenance, public safety officers, park and open space maintenance, marketing and other capital improvements.

Legend:

Council Districts

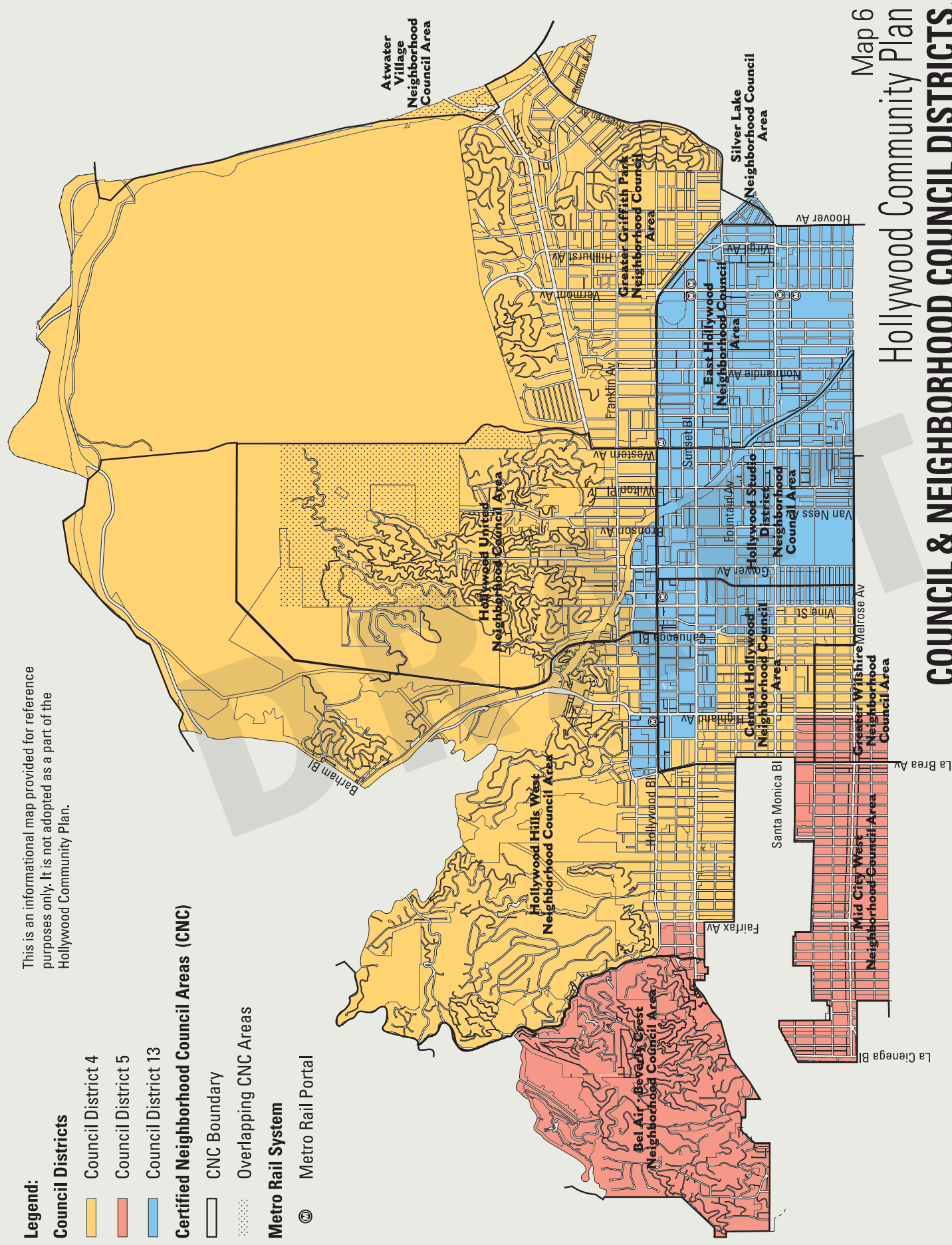
- Council District 4
- Council District 5
- Council District 13

Certified Neighborhood Council Areas (CNC)

-  CNC Boundary
 Overlapping CNC Areas

Metro Rail System

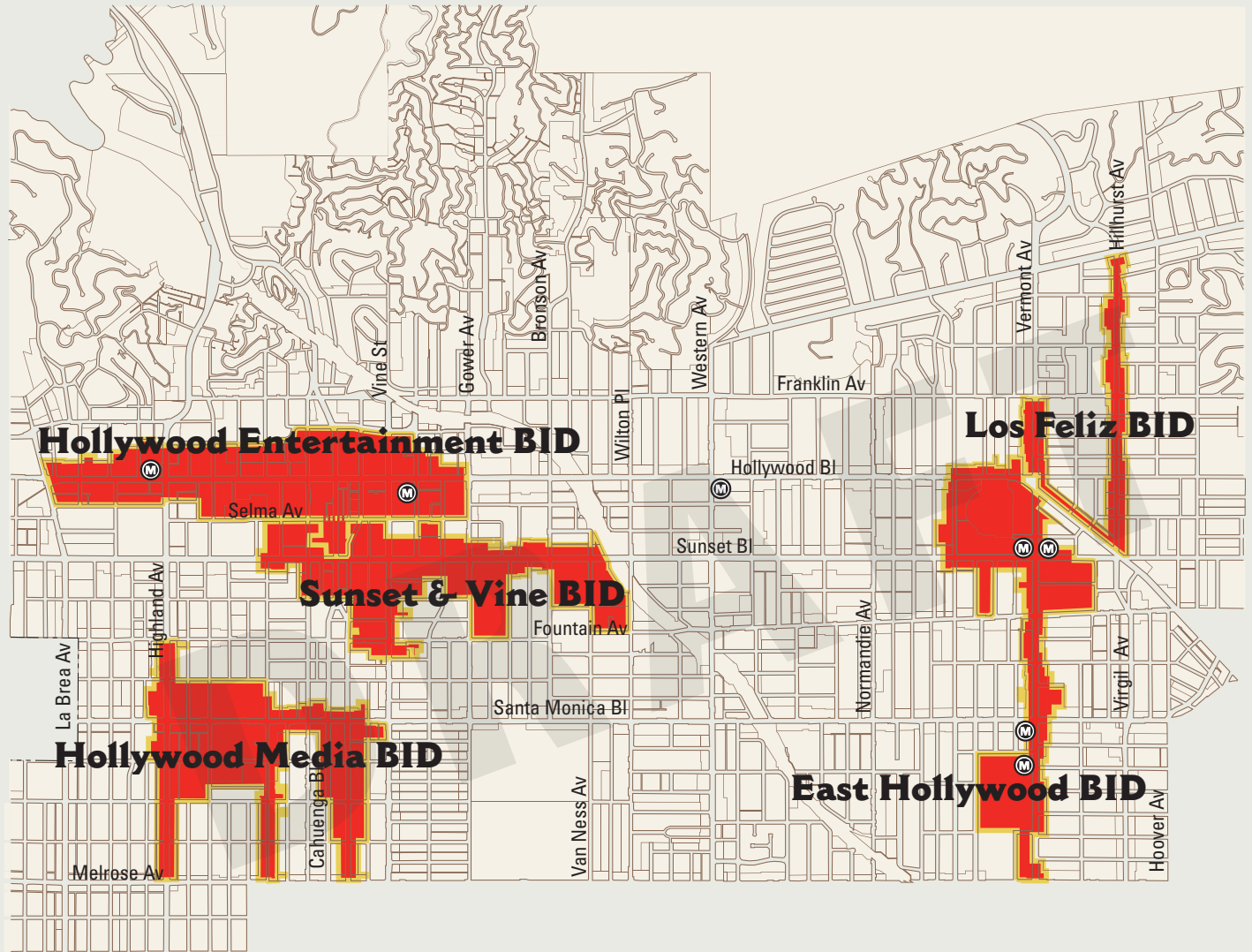
- 
- Metro Rail Portal



Hollywood Community Plan

Map 6

COUNCIL & NEIGHBORHOOD COUNCIL DISTRICTS



Legend:



Business Improvement Districts



Metro Rail Station

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

Map 7 Hollywood Community Plan **BUSINESS IMPROVEMENT DISTRICTS**

New Features of the Hollywood Community Plan

This community plan differs from past community planning processes in many distinct ways. The Land Use Plan (Chapter 3) includes sections on walkable streets and sustainability. The Mobility and Access Plan (Chapter 4), previously known as the Transportation Section, addresses issues of mobility and accessibility in expanded detail. Additionally, with the adoption of the Hollywood Community Plan, all related zone changes and General Plan amendments will be enacted simultaneously. This step will allow the City to begin implementing the adopted Plan immediately, whereas previously a time lag often occurred between adoption and implementation of community plans.

The Plan also takes a more comprehensive look at existing community facilities, providing an inventory of public infrastructure and services in Hollywood (Chapter 5), and includes detailed Urban Design Guidelines (Chapter 7).





Background

Historic Overview²

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

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

In the 1880's the Ranchos were subdivided, and in 1886, Harvey Henderson Wilcox moved from Topeka, Kansas, with his wife and bought 160 acres of the former Rancho La Brea. That same year, Hollywood was given its name by Hobart Johnstone Whitley. Legend has it that Whitley and his wife Gigi coined the name after viewing the abundant natural plantings of Toyon in the foothills. Toyon, or California Holly, is a large, native shrub that grows clusters of red berries in the fall and winter. Wilcox created a grid map of his new town, which was submitted to the county recorders office in 1887. He laid out Prospect Avenue to serve as the main street for the town; later he renamed this street Hollywood Boulevard.

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

Hollywood's history as a motion-picture production center started slowly. Most major production companies were originally located in New York and New Jersey due to the close proximity to Thomas Edison, who held most of the patents related to motion pictures. The center of the film industry gradually moved west, drawn by the warm weather and natural beauty of Los Angeles.

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



²This overview was drawn from "A Short History of Hollywood", by the Historic Resources Group.

dominance in the industry. The first Academy Award ceremony, recognized as the biggest evening for the industry, was held at the Roosevelt Hotel in 1929.

Hollywood also serves as a major center for television and music. In 1947, KTLA began broadcasting in Hollywood, becoming the first commercial television station west of the Mississippi. In the 1950's, music recording studios and offices were established in Hollywood, the most famous, Capitol Records, built in 1956.

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







Hollywood Today

In 1999, the opening of the Metro Red Line subway facilitated the revitalization of Hollywood. In 2001, the massive Hollywood and Highland complex took advantage of this transit hub and created stores and restaurants that could be served by multiple transportation alternatives. Public transportation corridors will be key components of future development, supporting the growth of Hollywood as a place of residence, entertainment, and tourism.

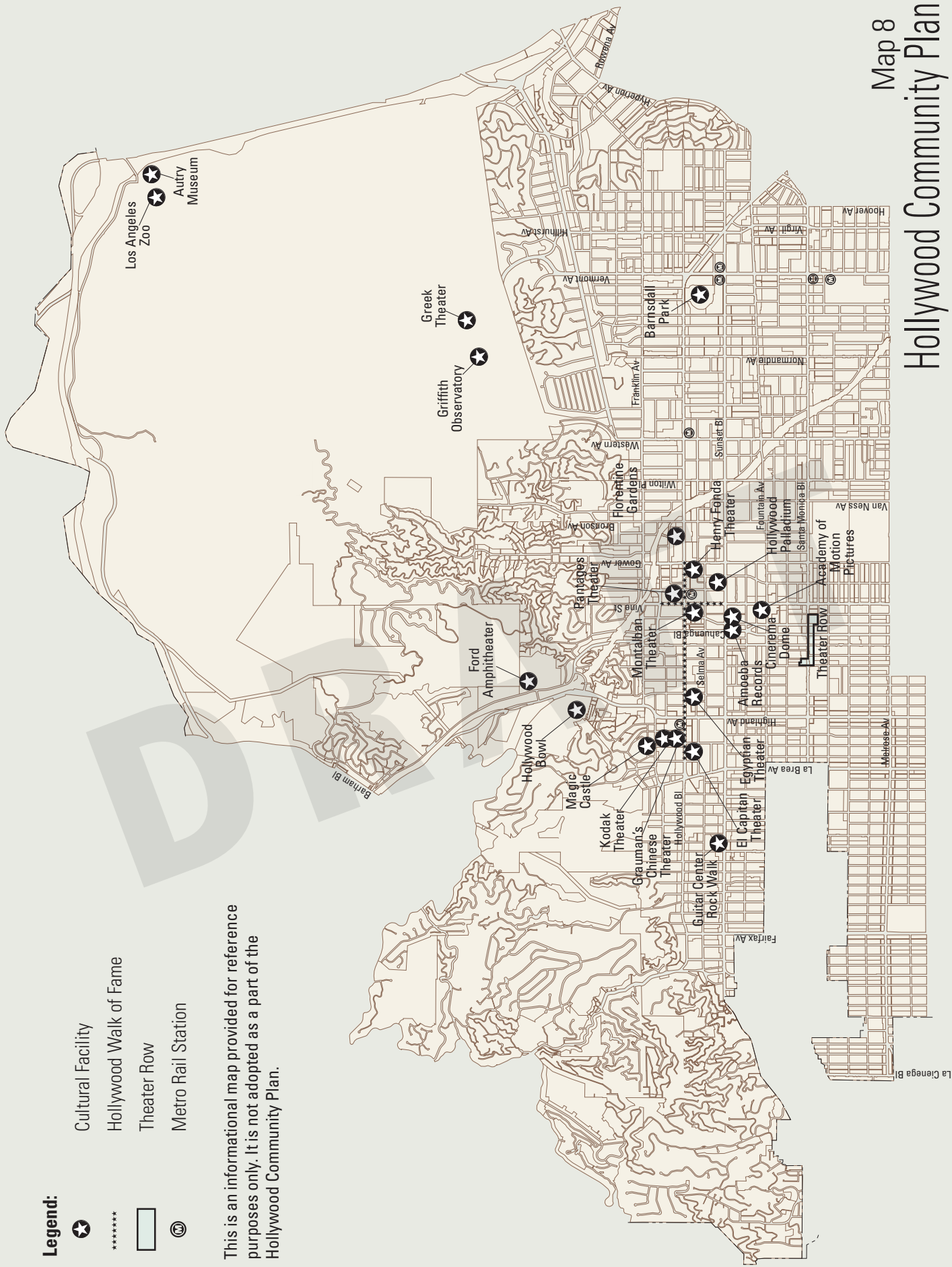
At the corner of Hollywood Boulevard and Vine Street, the location of another Metro Red Line portal, the W Hotel showcases the potential of joint public-private mixed-use, mixed-income development. This four-star 300- room hotel combines retail/restaurant space with 150 residential condos and 375 apartment units - 80 of which are affordable to lower-income tenants. The W Hotel also provides 250 living-wage jobs, making it possible for lower-income community members to live and work in Hollywood.

The community of Hollywood accommodates the needs of many visitors as well as residents. On any given day or night in any given month, the number of persons visiting Hollywood fluctuates widely, depending on the hour or season. Hundreds, sometimes thousands, of persons come to Hollywood to work, shop, tour, seek entertainment in a nightclub, theater or concert venue, or spend the night in a hotel. Map 8 shows the location of well-known cultural and entertainment-related facilities which attract visitors to Hollywood.

Legend:

-  Cultural Facility
-  Hollywood Walk of Fame
-  Theater Row
-  Metro Rail Station

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



Map 8 Hollywood Community Plan MAJOR CULTURAL FACILITIES

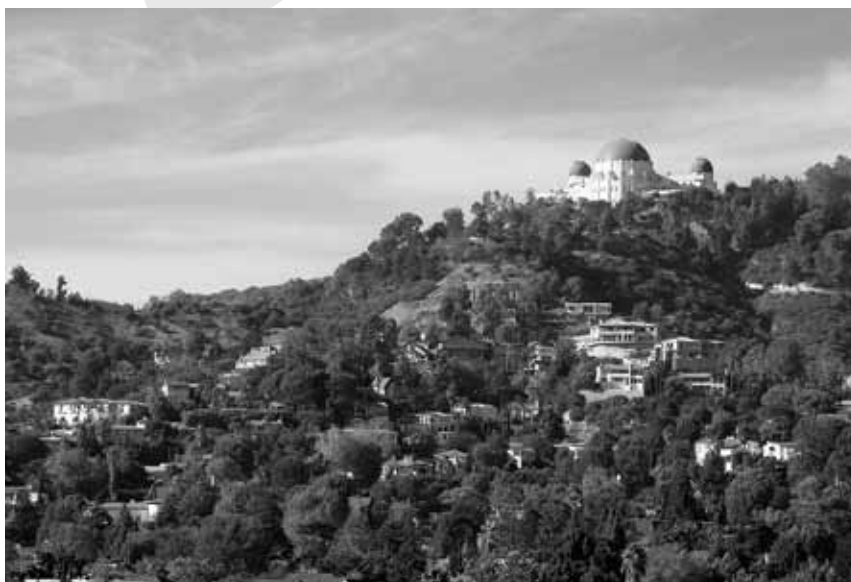
The Hollywood Community Plan recognizes the role that visitors to Hollywood play in the local and regional economy. Policies within the Plan address the needs of Hollywood's visitors as well as the needs of current and future residents.

The many small neighborhoods of Hollywood are as noteworthy as the glamorous downtown core. Hollywood has emerged in the 21st century as an extraordinarily diverse community made up of a mosaic of neighborhoods which are culturally, architecturally and topographically distinct. These neighborhoods include those which have sought formal recognition from the City of Los Angeles, such as Thai Town and Little Armenia in East Hollywood, Spaulding Square, Whitley Heights, Hancock Park and Melrose Hills Historic Preservation Overlay Zones, Hollywoodland and Mulholland Parkway Specific Plans, and a number of historic districts scattered throughout Hollywood.

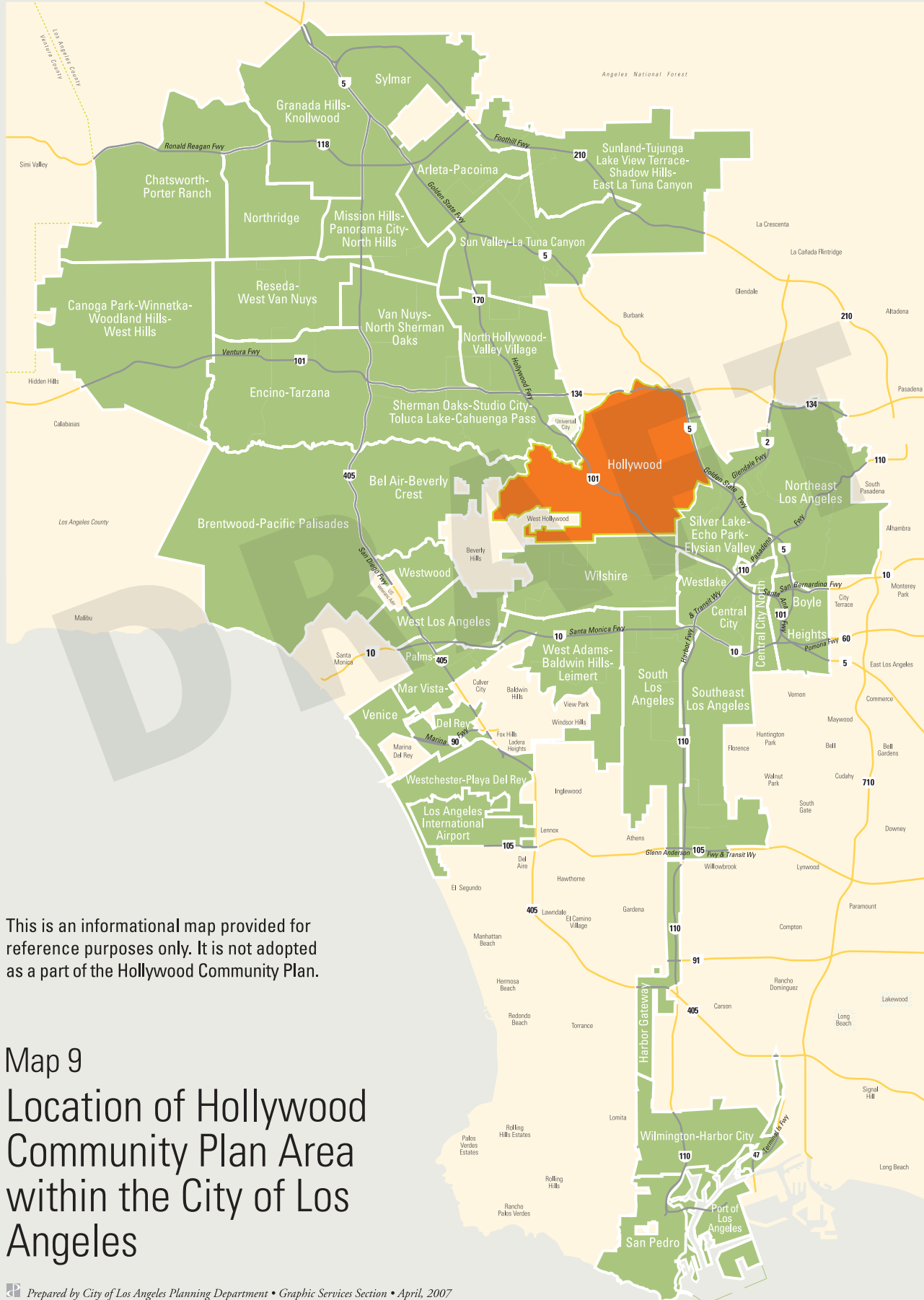
Distinguishing Features: Relationship to Adjacent Communities

The Hollywood Community Plan covers 25 square miles, extending roughly south of the Cities of Burbank and Glendale and the Ventura Freeway, west of the Golden State Freeway, north of Melrose Avenue and east of Mulholland Drive and the Cities of West Hollywood and Beverly Hills, including a strip of land south of the City of West Hollywood and north of Rosewood Avenue, between La Cienega Boulevard and La Brea Avenue.

As illustrated in Map 9, adjoining community plan areas include Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the north, Bel Air-Beverly Crest to the west, Wilshire to the south, and Silverlake-Echo Park and Northeast Los Angeles to the east.



Los Angeles Department of City Planning Planning Areas



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

Map 9 Location of Hollywood Community Plan Area within the City of Los Angeles

The Geography of Hollywood

The geography of Hollywood is diverse. The Community Plan area is bisected by the Santa Monica Mountain Range, which extends from the Plan's northern border to Franklin Boulevard. Elevations of the Santa Monica Mountain Range in Griffith Park vary from 384 to 1,625 feet above sea level. The flatlands stretch south from Franklin Boulevard to Melrose Avenue in the east and to Rosewood Avenue in the west. The Los Angeles River defines the northeastern edge of the Plan area.

The Hills

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

The Flatlands

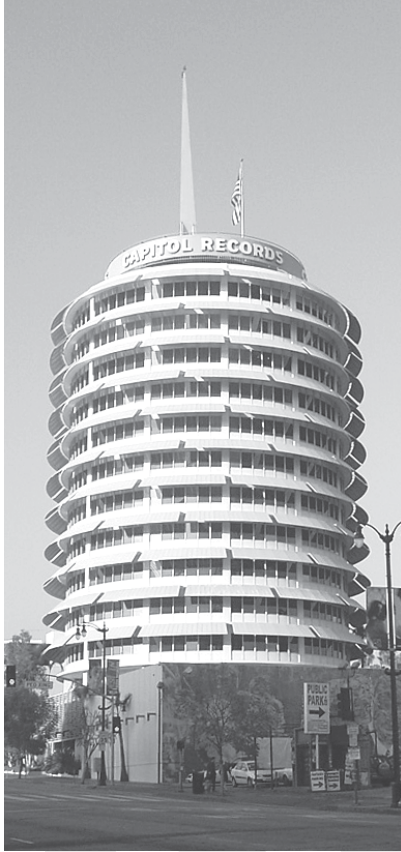
The grid of streets south of Franklin Boulevard is lined with commercial centers and corridors. These flatlands are densely populated with multifamily residential neighborhoods. They also include a few low-density neighborhoods around the western, southern and eastern edges of the Plan area, which are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

Existing Land Uses and Physical Development Patterns

In addition to diverse land forms, the Hollywood Community Plan area has one of the most diversified and densely populated land use patterns in the City of Los Angeles. Hollywood contains multiple centers of commercial and industrial activity, as well as large single-family and multifamily residential neighborhoods.

The Regional Center

The heart of Hollywood, or the regional center, is located south of Franklin Avenue, east of La Brea Avenue, north of Fountain Avenue, east of Gower Street. This area includes a mixture of low-to-high rise buildings, both historic and modern, occupied primarily by tourist and entertainment-related commercial uses and multifamily residential development. Prior to 1988, planners envisioned that the center of Hollywood would become a center of high-rise office activity, allowing floor area ratios of 10:1 to 13:1 in some locations. Because this high-rise vision was never achieved, the landscape of the regional center today reflects a wide range of building heights.



Today, the regional center is a highly urbanized area with considerable pedestrian activity. Population density in this part of Hollywood exceeds 21,000 persons per square mile. Some of the historic office buildings in the regional center, such as the Taft Building and the Broadway Building at the intersection of Hollywood and Vine are being adaptively reused for residential and commercial purposes.

The construction of new, mixed-use development has occurred at other major intersections, such as Sunset Boulevard and Vine Street. Resurging growth in the regional center is supported by the Metro Red Line which runs down Hollywood Boulevard, stopping at Hollywood Boulevard and Vine Street, and Hollywood Boulevard and Highland Avenue.

Major Commercial Corridors

The commercial corridor along Western Avenue between Hollywood Boulevard and Melrose Avenue is a focus area of commercial and residential development activity. Two significant mixed-use projects have been built on Western Avenue between Hollywood and Sunset Boulevards. One rises above the Metro Red Line station at the southeast corner of Hollywood Boulevard and Western Avenue. The other sits at the northeast corner of the intersection of Sunset Boulevard and Western Avenue.

In East Hollywood, the concentration of hospital and adjoining medical facilities continues to expand along Sunset Boulevard. This medical complex is supported by the Metro Red Line station at Sunset Boulevard and Vermont Avenue and the Vermont-Western Station Area Plan (SNAP).



Industrial Districts

There are several clusters of low-intensity industrial uses scattered throughout the Plan area. The largest is the entertainment industry's Media District south of Santa Monica Boulevard between La Brea and Gower Avenues. The Media District is the center of pre- and post-production, such as set construction, still photography, film and tape editing, film archiving and storage, studio equipment manufacture, rental and storage, sound recording, film projection and screening, prop houses, lumber yards, rehearsal and broadcast studios and production offices.

Residential Neighborhoods

Almost half of the acreage in Hollywood is planned for residential uses. Single-family uses are located primarily in the hills, while duplexes and multifamily uses are concentrated south of the hills in the flatland. In 1988, many of Hollywood's multifamily neighborhoods were downzoned to lower-density land use designations and zones. Because of this rezoning, the built form in these neighborhoods often reflects a more urban development pattern that the current plan designation allows.

Streets in the flatlands are laid out in a grid pattern, often oriented on primary compass points, while the street pattern in the hills is generally circuitous and narrow.

Hollywood's Historic Resources

The Hollywood Community Plan area has a rich built history, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of the community. The preservation of historic resources protects this built legacy, ensuring continuity and the retention of the community's collective memory. Historic preservation also offers economic benefits, as communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.

The Hollywood Community Plan Area boasts one of the highest concentrations of significant historic buildings in the City of Los Angeles. The Hollywood Boulevard Commercial and Entertainment District includes 63 contributing properties, and was listed in the National Register of Historic Places in 1984. The Plan area includes more than 140 City Historic-Cultural Monuments, representing nearly 15% of the total designated Monuments in the entire city.

Hollywood's renaissance over the past decade has been spurred by the rehabilitation and adaptive reuse of its remarkable historic resources. From the revitalization of Hollywood's historic theaters to the conversion of historic commercial buildings to new housing opportunities, historic preservation and rehabilitation has enhanced Hollywood's authenticity and economic vitality.

Citywide historic preservation policies have been established through a Cultural Heritage Master Plan, the Conservation Element of the General Plan, and the work plan of the Department of City Planning's Office of Historic Resources. In addition to these policies, the City of Los Angeles has launched SurveyLA - an ambitious citywide survey to document historic resources across Los Angeles. Results of SurveyLA will inform the development of policies to preserve historically and architecturally significant buildings that have not yet achieved official historic designation. SurveyLA is coordinated by the Department of City Planning's Office of Historic Resources (OHR).



Existing Mobility and Access

Hollywood's transportation infrastructure is multimodal, serving motorists, transit riders, bicyclists and pedestrians alike. This infrastructure includes a circulation network of freeways, highways and surface roadways (Map 10), a public transit system (Map 11), bicycle routes (Map 12) and a pedestrian circulation system of sidewalks and crosswalks.

Freeways



Two freeways define the northeastern boundary of the Hollywood Community Plan Area. The Golden State Freeway (Interstate 5) running south from Burbank to Hyperion Avenue in Silver Lake defines the major portion of the eastern boundary, while the Ventura Freeway (State Highway 134) extending west from its intersection with the Golden State Freeway to the City Border of Burbank by the Disney Studio marks the northeastern portion of the northern boundary of the Plan area.

A third freeway, the Hollywood Freeway (US Highway 101), cuts across Hollywood diagonally from Melrose and Normandie Avenues in the south to Barham Boulevard in the Hollywood Hills.

Much of the traffic in Hollywood is regional pass-through traffic. Regional traffic is traffic which either starts, ends or starts and ends at a destination outside of the Plan area. In the Hollywood Redevelopment Project Area, roughly 70% of traffic consists of regional traffic. Heavy regional and freeway traffic is a major source of spillover congestion on local streets.

Surface Roadways

Hollywood's local street grid is composed of major Class II highways, secondary highways, collectors and local streets. Each of these street designations is regulated by standards set forth in the Transportation Element of the General Plan. These standards determine the width of streets, the width of sidewalks and parkways, the number of full-time through lanes, and the use of parking lanes.

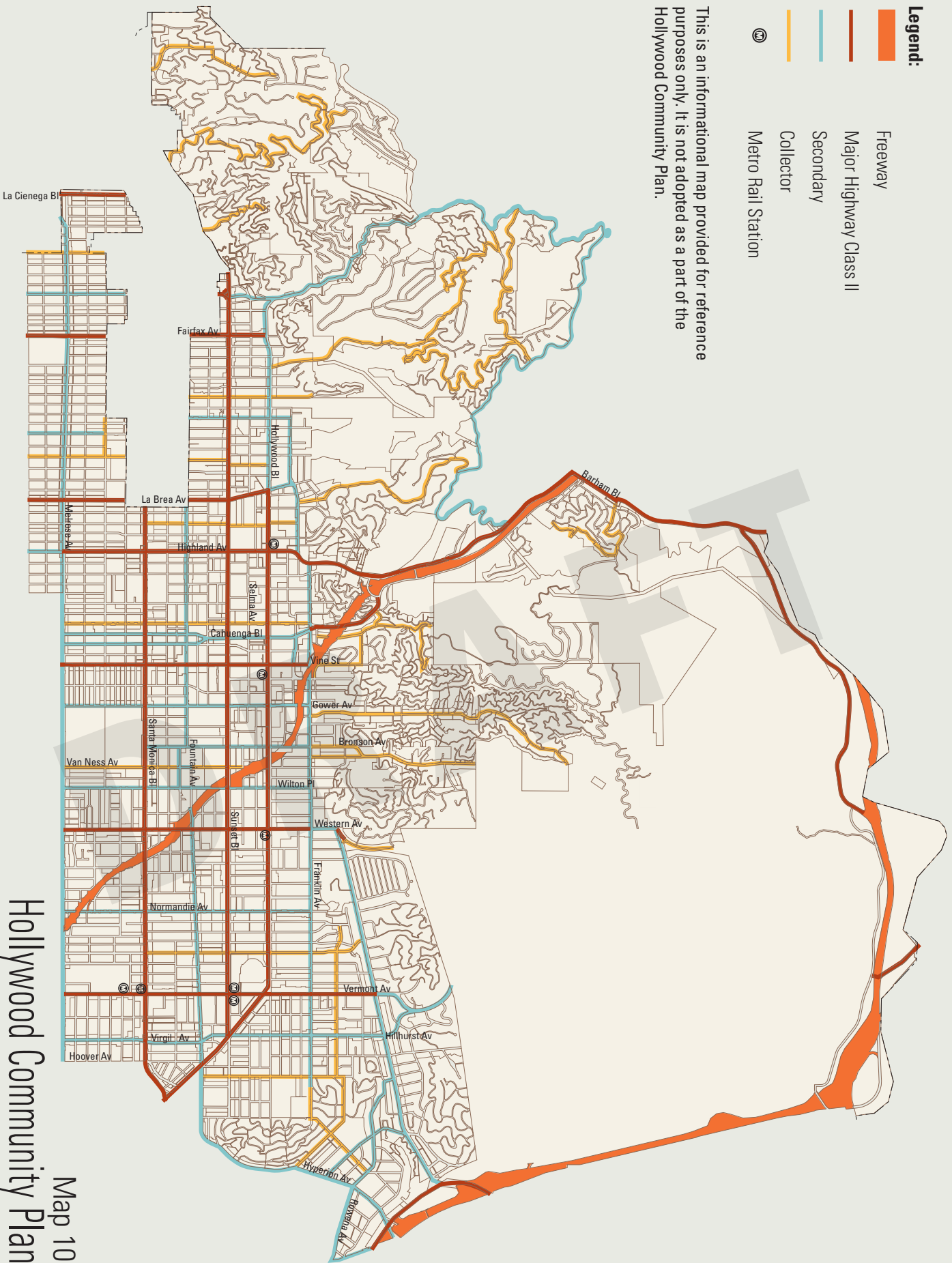
Major Class II Highways typically have a 100-to-104 foot public right-of-ways with two to three lanes in each direction. Major Class II Highways in Hollywood include Sunset, Hollywood, Santa Monica, La Cienega and Cahuenga Boulevards, and Fairfax, Highland, La Brea, Vermont, Vine and Western Avenues.

Secondary highways have an 80-to-90 foot rights-of-way with two lanes in each direction. Collector streets have a 50-to-64 foot right of ways with one lane in each direction that collect traffic from the local residential streets and direct it to the highways.

Many highways in Hollywood have modified standards which more accurately reflect their intended function and existing built conditions.

- Legend:**
- Freeway
 - Major Highway Class II
 - Secondary
 - Collector
 - Metro Rail Station

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



Map 10
Hollywood Community Plan
GENERALIZED CIRCULATION



Public Transit: Regional and Local³

Hollywood's transit system (Map 11) includes the Red Line metro rail, Metro Rapid Bus lines, one Commuter Express Bus and numerous local bus lines, including both regular and 24-hour lines and neighborhood DASH lines.

Metro Rail

The Metro Red Line is a subway line which travels between Union Station in downtown Los Angeles and North Hollywood, making five stops in Hollywood, including Vermont/Santa Monica, Vermont/Sunset, Hollywood/Western, Hollywood/Vine and Hollywood/Highland.

Metro Rapid Bus Service

Metro Rapid buses are buses which provide more frequent service, make fewer stops, and have signal priority. They are located on major transit corridors such as Vermont and Western Avenues, and Hollywood and Santa Monica Boulevards.

Local Bus Service

There are over 20 local buses which service Hollywood on fixed routes and stop at all stops on the bus line upon passenger request.

Commuter Express Bus

A Commuter Express Bus line provides transit service to the San Fernando Valley/Thousand Oaks area from a bus stop at Western Avenue and the 101 Freeway.

DASH Service

DASH buses are small buses which circulate around one neighborhood or center and make many stops. The original DASH service in Los Angeles served the downtown area and was called the Downtown Area Short Hop. DASH service areas in Hollywood include the Fairfax, Hollywood/West Hollywood, Fairfax, Hollywood, Beachwood Canyon and Los Feliz lines.

Bicycle Mobility

Expanding the planned network of safe, efficient bicycle routes will play an important role in the multimodal circulation system of Hollywood. Transit-friendly bicycle amenities, such as bicycle racks on buses and bicycle-parking structures at Metro stations, can extend the range of transit service, encouraging the use of bicycles for daily commutes and recreation and fitness.

Policies which encourage bicycle mobility are listed in Chapter 5 of the Mobility and Access Plan.

Hollywood has a number of officially designated bicycle routes (Map 12), including those identified in the City of Los Angeles' Bicycle Plan and those routes which are added to the Bicycle Plan upon adoption of the Plan. These include:

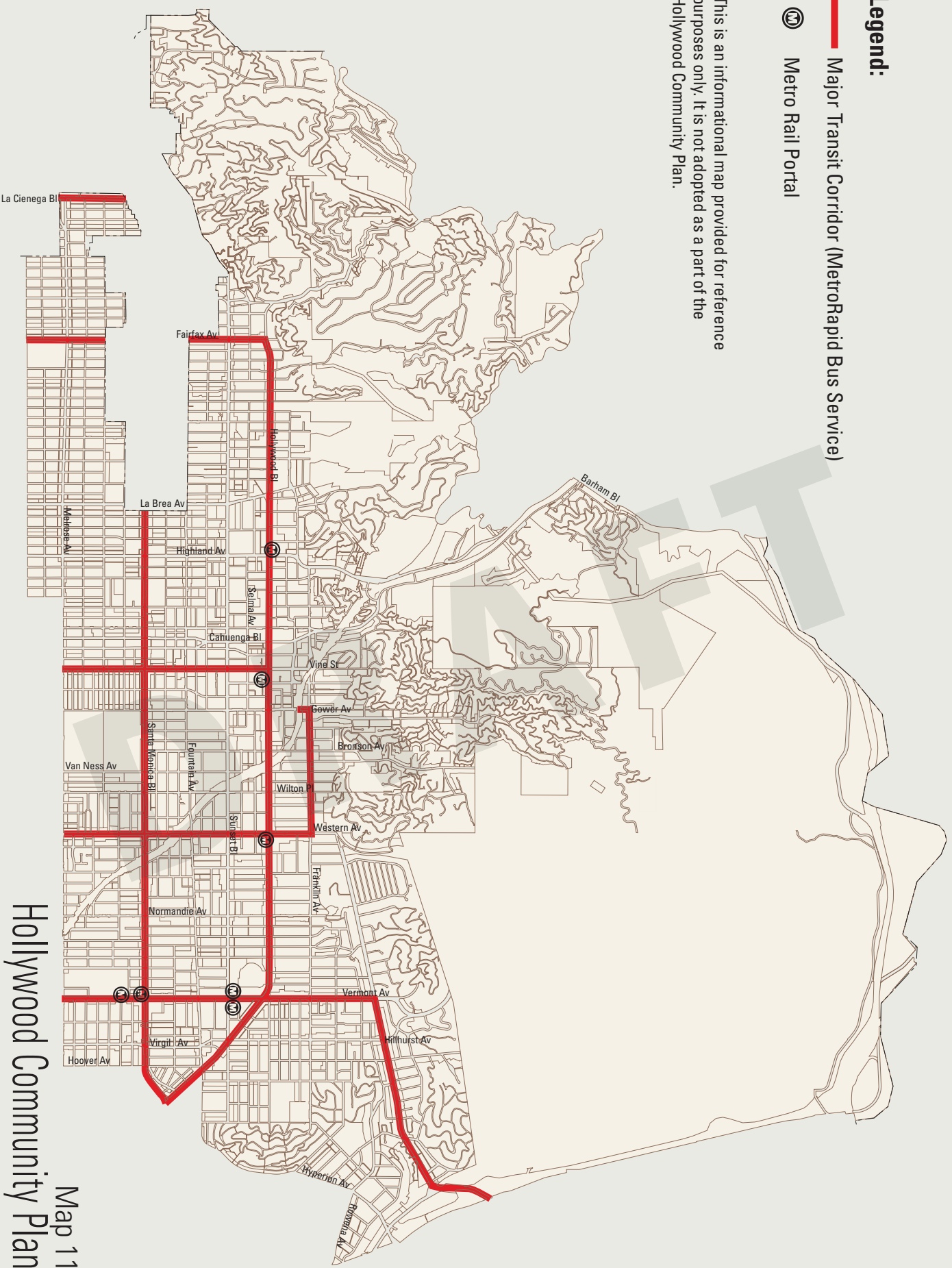
³This overview of public transit service in Hollywood is provided for informational purposes only and is not adopted as part of the Plan.

Legend:

 Major Transit Corridor (MetroRapid Bus Service)

 Metro Rail Portal

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



Map 11

Hollywood Community Plan

MAJOR PUBLIC TRANSIT CORRIDORS



Class I Bike Paths

Class I Bike Paths (pathways separated from motor vehicles by a space or barrier):
Los Angeles River Bike Path

Class II Bike Lanes

Class II Bike Lanes (a special lane for bicycles identified by pavement markings)

- Forest Lawn Drive between Barham Boulevard and Zoo Drive
- Los Feliz Boulevard between Crystal Springs Drive and Griffith Park Blvd.
- Sunset Boulevard between Hillhurst Avenue and Santa Monica Boulevard
- Mulholland Drive between Laurel Canyon Boulevard and the 101 Freeway
- Griffith Park Boulevard between Los Feliz Boulevard and Hyperion Avenue

Class III Signed Bike Routes

Class III Signed Bike Routes (bike corridors identified by special signs)

- Zoo Drive between Forest Lawn Boulevard and Crystal Springs Drive
- Crystal Springs Drive between Zoo Drive and Los Feliz Boulevard
- Fountain Avenue between La Brea and Sunset Boulevard*
- Fairfax Avenue between Hollywood Boulevard and Fountain Avenue*
- Fairfax Avenue between Willoughby Avenue and Melrose Avenue*

**These street segments are designated as Class III bike routes upon adoption of the Hollywood Community Plan, and will be designated as Class II bike lanes when full improvement is achieved.*

Study Corridors

- Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue
- Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue
- Fairfax Avenue between Melrose Avenue and Rosewood Avenue
- Highland Avenue between Barham Boulevard and Rosewood Avenue
- Bronson Avenue between Franklin Avenue and Santa Monica Boulevard
- Wilton Place between Franklin Avenue and Melrose Avenue
- Edgemont Street between Los Feliz Boulevard and Melrose Avenue
- Virgil Avenue between Los Feliz Avenue and Melrose Avenue
- US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard
- Virgil Avenue between Los Feliz and Sunset Boulevard
- Hillhurst Avenue between Sunset Boulevard and Melrose Avenue
- Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard
- Vine Street between Melrose Avenue and Franklin Avenue
- La Brea Avenue between Franklin Avenue and Rosewood Avenue

Legend:

Non-motorized Transit

- Existing Class I Bike Path
- Existing Class II Bike Lane
- Existing Class III Bike Route
- Proposed Class II/III Bike Lane
- Study Corridor
- Metro Rail Portal



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

- Orange Drive between Rosewood Avenue and Franklin Avenue
- Las Palmas Avenue between Waring Avenue and Selma Avenue
- June Street between Waring Avenue and Rosewood Avenue
- Gower Avenue between Melrose Avenue and Fountain Avenue
- Van Ness Avenue between Sunset Boulevard and Melrose Avenue
- Oxford Street between Melrose Avenue and Romaine Street
- Heliotrope Drive between Rosewood Avenue and Loz Feliz Boulevard
- Hoover Street between Santa Monica Boulevard and Melrose Avenue
- Santa Monica between Sunset Boulevard and La Brea Avenue
- Franklin Avenue between La Brea Avenue and Vermont Avenue
- Los Feliz Boulevard between Western Avenue and Riverside Drive
- Cahuenga Boulevard between Burham Boulevard and Highland Avenue
- Burham Boulevard between Cahuenga Boulevard and Forest Lawn Drive
- Waring Avenue between La Cienega and Gower Avenue
- Rosewood between La Cienega Boulevard and June Street
- Rowena Avenue between Hyperion Avenue and Glendale Boulevard
- Finley Avenue between Edgemont Street and Talmadge Street
- Tracy Street between Talmadge Street and Hyperion Avenue
- Rowena Avenue between Hyperion Avenue and St. George Street
- St. George Street between Rowena Avenue and Franklin Avenue
- Franklin Avenue between St. George Street and Edgemont Street
- Finley Avenue between Talmadge Street and Edgemont Street

Trends and Projections

The State of California requires that cities plan for changes in population, housing, and employment levels; if growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are provided to the City of Los Angeles by the Southern California Association of Governments (SCAG). The City must then demonstrate that it has accommodated, or created the "capacity" for, these projected levels of population, housing, and employment through its Community Plans. This section describes the Hollywood Community Plan's population, housing, and employment projections and capacity estimates.

TABLE 2-1

Adjusted Projected Population, Housing, and Employment

	2005 Estimate	2030 Projection
Population	224,426	244,602
Employment	100,980	119,013
Dwelling Units	100,600	113,729

Source: SCAG, City of Los Angeles DCP

Projected Population, Housing, and Employment

SCAG's 2030 forecasts for Los Angeles are based on historic and recent growth trends and are allocated to each of the thirty-five Community Plan areas in this way. The Planning Department further refines the allocations so that projected growth is directed in a fashion that is consistent with the Framework Element and other City policies. For example, the Framework Element directs development to certain areas, such as regional and commercial centers, and protects or directs development away from other areas, such as single-family and other residential neighborhoods. The projected adjusted population and housing for 2030 in the Hollywood is shown in Table 2-1. SCAG's 2030 employment projection for Hollywood is also shown in Table 2-1

Plan Capacity

The estimated capacity of the Hollywood Community Plan to accommodate population, housing, and employment is based on assumptions about the level of development that can reasonably be expected to occur during the life of the plan, given the plan's land use designations and policies.

Methodology

The plan capacity estimates are based on an average level of development that is near the middle of the density and intensity range that could be accommodated in a given land use designation. This assumption for average levels of development is based on a number of factors. The Hollywood Community Plan contains parcels that are either undeveloped or developed with less intensity than is allowed by existing zoning; many of these parcels will not be developed at the maximum densities allowed during the life of the plan. Additionally, economic conditions and market trends can impact development. Financial lending practices and construction and land acquisition costs all vary over time. Finally, past building data demonstrates that not all developed sites will be built to the maximum densities permitted because of other General Plan policies, zoning requirements, physical site constraints, market forces and local conditions.



TABLE 2-2

Reasonable Expected Plan Population Capacity and Dwelling Units (2030)

	Reasonable Expected Plan Population Capacity (2030)	Dwelling Units (2030)
Residential Designations	223,125	102,804
Commercial Designations	24,313	11,309
Industrial Designations	1,624	755
Total	249,062	114,868

Estimating Population and Housing

Table 2-2 shows the reasonable expected population and housing (in dwelling units), or "capacity," for Hollywood. The reasonable expected population capacity was derived by taking the average number of dwelling units that can be developed for each land use designation and multiplying that number by an average household size, which is provided by SCAG. Included in the calculation are assumptions about the amount of commercial land that can feasibly be developed with residential uses in designated mixed-use boulevards and centers.

Estimating Employment

To determine employment estimates for each job-generating land use, industry standard ratios of average square feet per employee were used. For example, retail and office jobs account for less square footage of work space per employee than industrial, research and development or warehouse jobs. The land use capacity for employment-generating uses in Hollywood was determined to sufficiently accommodate the 119,013 jobs projected for 2030.

A more detailed discussion of employment, housing, and employment projections and capacity is included in the EIR for this Community Plan.

Other Factors Which Influence Future Trends

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, land area for future development, transportation demand, community facilities and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community level. The capacity of the Plan is also affected by the rate at which population, jobs and housing may grow, which may be faster or slower than anticipated due to a variety of factors.

Many of the factors that influence community development are beyond local control. These external factors include birthrates, average life expectancy and household size, rates of marriage and divorce, trends in domestic and international migration, and other demographic, environmental and economic factors which influence the growth of population, dwelling units, and employment. For example, environmental changes, like global warming, may increase times of drought and constrain or alter development patterns.

Finally, it is important to note that the Plan area is part of a larger macroeconomic system, extending beyond the city and the region to the world economy. Nationwide changes to a region's "share" of employment growth, or worldwide changes to employment patterns could represent an opportunity or threat to the Plan area. These factors are difficult to quantify and are often beyond the control of local jurisdictions, but are important considerations as future trends are anticipated, predicted, and forecast.



Land Use Plan

The Land Use Plan provides guidance regarding the ultimate pattern of development for the Hollywood Community at build-out. Based on Elements of the City of Los Angeles' General Plan, the Land Use Plan formulates a coherent set of developments policies to guide growth. These land use policies serve as the central organizing element for the Community Plan, providing strategies for accomplishing the Plan's vision.

The pattern of land uses presented by the Plan is linked to the Plan's objectives for economic development and jobs generation, as well as the type of urban form and character that is envisioned. The Plan establishes the community's capacity for housing and jobs, based on growth projections, and sets forth policies to ensure the provision of infrastructure to support future growth. The Land Use Plan reflects an understanding that Hollywood is a community which includes persons who work in Hollywood and persons who visit Hollywood, as well as those who live in Hollywood.

Implicitly, the Land Use Plan serves as the final arbiter on how the Hollywood Community will evolve and mature over the next 20 years. Policies set forth in this chapter establish a basis for evaluating whether specific development proposals and project proposals are consistent with the intent of the Plan. These land use policies lay the groundwork for a liveable, sustainable community made up of vibrant neighborhoods, districts, corridors and open spaces.

Community Plan Goals and Policies

The goals of the Community Plan are presented in this chapter, along with policies and programs to implement the goals. Goals are desired outcomes. Policies lay out the forward direction to accomplish the Plan's goals. These policies may be referenced by decisionmakers, such as zoning administrators, hearing officers, commissioners, and councilmembers, as well as community members, to help them decide if the projects they are reviewing conform with the vision of the Community Plan.

Programs outline a course of future action. The ideas contained within community plan programs are either implemented by adoption of the Community Plan, or will become ready for implementation, pending further action by other City departments, the City Council, government agencies, future studies or ordinances. Chapter 6, Implementation Programs, introduces strategies for implementing the programs contained in Chapters 3 and 4.

Goals, policies and programs are numbered and identified with the initials "LU".

The vision of the Hollywood Community Plan can be summarized by the following goals:

- Conserve viable neighborhoods, districts, historic/cultural resources and public right of way
- Provide a range of employment and housing opportunities
- Make streets walkable
- Improve open space, parks and public spaces
- Encourage sustainable land use
- Expand mobility options
- Provide adequate public infrastructure
- Provide adequate public services
- Ensure that buildings and neighborhoods are well-designed

The following section introduces the goals of the Community Plan along with policies and programs that will be used to achieve these goals.



Land Use Goals, Policies and Programs**Goal LU.1**

Conserve viable neighborhoods, industrial districts, pedestrian-oriented districts, historic/cultural resources and alleys.



Many areas of the Hollywood Community Plan are well-planned and effectively serve the needs of the community. The Hollywood Community Plan identifies those areas where the existing uses or features are desirable and appropriate and where infill development should reinforce this existing context.

These areas include regionally significant employment districts (Map 13), areas with distinctive cultural resources (Map 14), historic neighborhoods (Maps 15-16), neighborhoods planned for single family uses, areas with distinctive topography, such as hillside areas (Map 23), existing transit-oriented districts (Map 4), the existing alley system (Map 20,) and existing pedestrian-oriented districts (Maps 21 and 22). The Hollywood Community Plan also protects identified historic resources, including resources which may or may not be located in change areas.

Policies to conserve industrial jobs:

Policy LU.1.1: Preserve the core of the Media District south of Santa Monica Boulevard for industrial uses (Map 13). Protect the Media District from encroachment by residential uses.

Policy LU.1.2: Prohibit all residential uses in the MR1 zones, except for accessory residential uses.

Policies to conserve cultural resources:

Policy LU.1.3: Preserve and promote Theater Row. Maintain existing land use controls to protect the cluster of small equity-waiver theaters on Santa Monica Boulevard between Seward and Lillian Way (Map 14).

Policies to maintain transit-oriented districts:

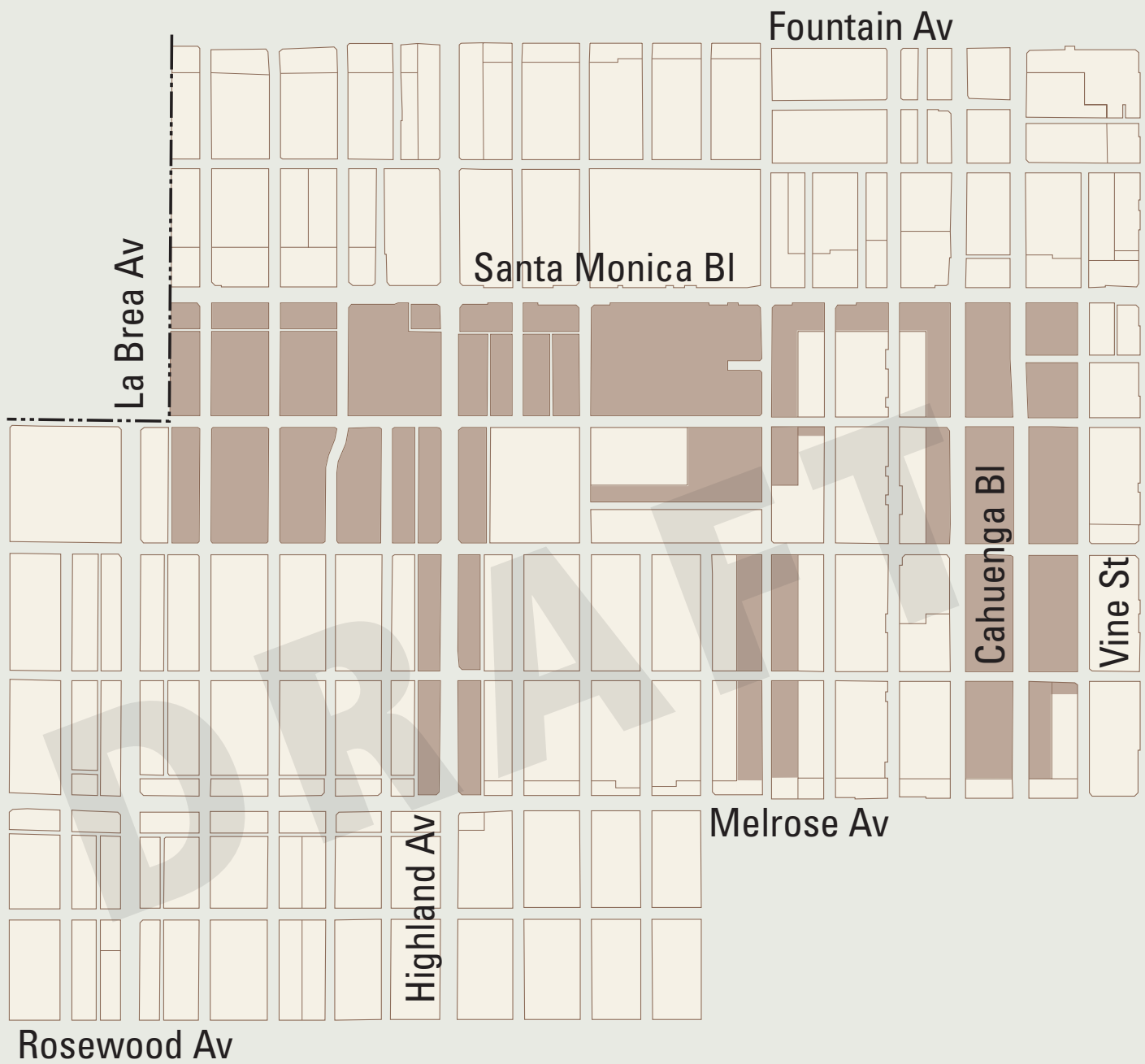
Policy LU.1.4: Maintain the Vermont-Western Station Neighborhood Area Plan (SNAP - Map 6), a transit-oriented plan in East Hollywood which encourages growth around metro rail stations and protects residential neighborhoods.

Policies and Programs to protect historic neighborhoods:

Policy LU.1.5: Protect historic neighborhoods.

Program LU.1.5.1: Develop a historic preservation district or districts in Los Feliz, including the Hollywood Grove neighborhood, with community involvement and support (Map 15).





Legend:

Industry Retention Area

The Media District Industry Retention Area consists of industrially designated land which is zoned MR1. Residential and commercial uses are allowed only as accessory uses in MR1 zones.

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

Map 13

Hollywood Community Plan

MEDIA DISTRICT INDUSTRY RETENTION AREA

Program LU.1.5.2: Develop a historic preservation district in Sunset Square (Map 15) with community involvement and support.

Program LU.1.5.3: Study the historic resources in neighborhoods surrounding the Melrose Hill HPOZ (Map 15).

Program LU.1.5.4: Study the garden apartments in the block bounded by Prospect Avenue on the north, Rodney Drive on the west, Lyman Place on the east, and the alley north of Hollywood Boulevard on the south for potential historic significance.

Policy LU.1.6: Maintain appropriate General Plan Land Use and zoning in existing historic districts which are either listed in, or are eligible to be listed in the National Register of Historic Resources (Map 16). Promote infill development that matches the scale of historic resources within each district, including the following:



- **Afton Square Historic District:** Eastern half of block between Leland Way on the north, El Centro to the east, De Longpre to the south and Vine to the West.
- **Selma-Labaig Historic District:** Both sides of Labaig roughly between Gower and Gordon, including the north side of Harold Way.
- **Serrano Historic District:** East side of Serrano roughly between Hollywood Boulevard and Sunset/west side of Serrano generally between Carlton Way and Sunset.

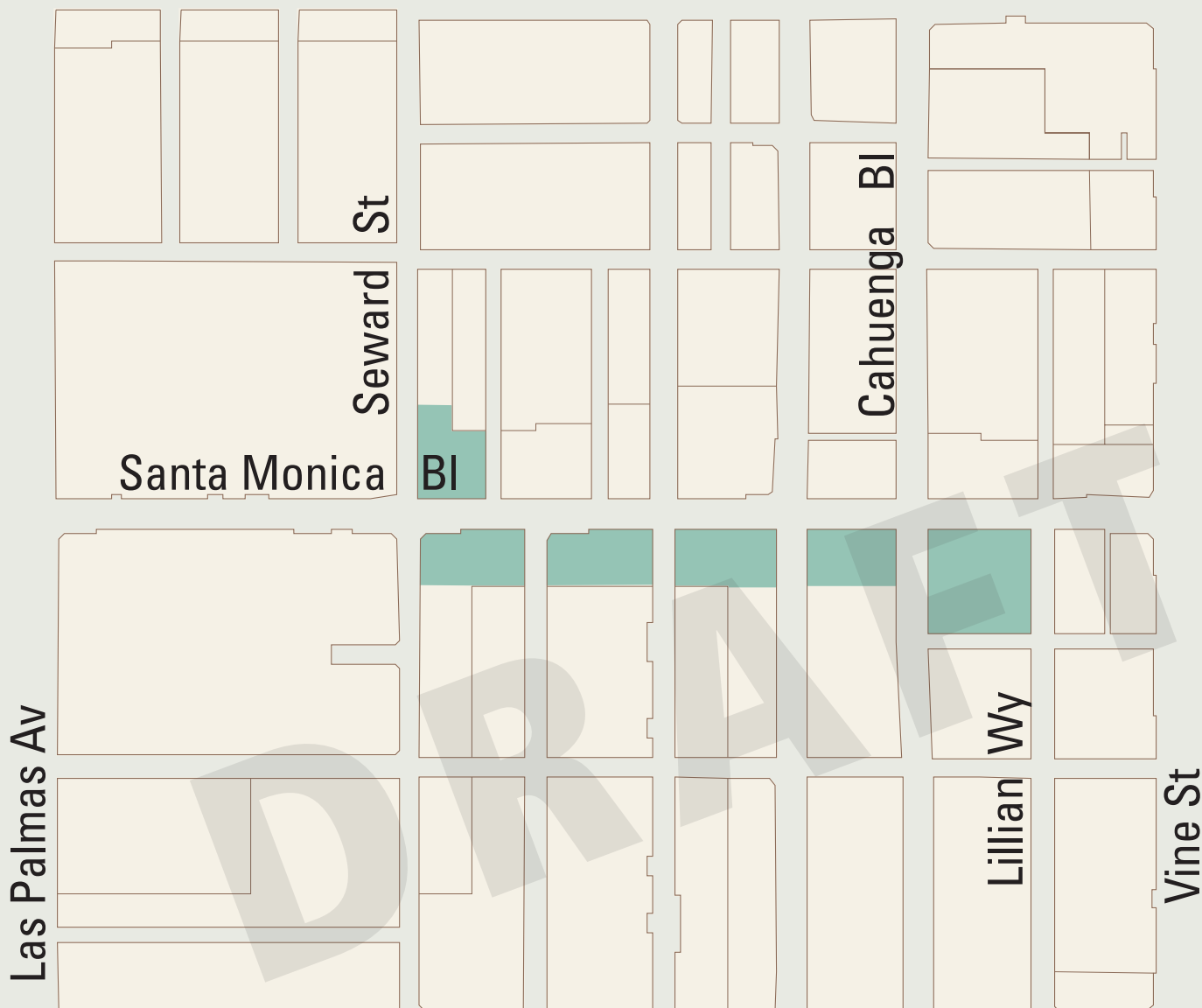
Policy LU.1.7: Maintain height limitations on commercial zones which border recognized historic neighborhoods (Map 17). Encourage the design of new buildings that respect and complement the character of adjacent historic neighborhoods.

Policy LU.1.8: Support the study of Residential Floor Area (RFA) Special Districts or Community Design Overlays (CDOs) for neighborhoods that retain a cohesive character but are not eligible to become Historic Preservation Overlay Zones.

Policy LU.1.9: Partner with preservation organizations and certified neighborhood councils to create new interpretive programs, tours and signage highlighting the community's history and architectural legacy.

Policies and Programs to protect identified Historic-Cultural Resources:

Policy LU.1.10: Protect Identified Historic-Cultural Resources.



Legend:

Theater Row

Theater Row refers to a district of equity-waiver theaters located on industrially zoned parcels along Santa Monica Boulevard.

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Map 14
Hollywood Community Plan
THEATER ROW

Los Angeles City Planning Department • Graphic Services Section • December 2008 Not to Scale

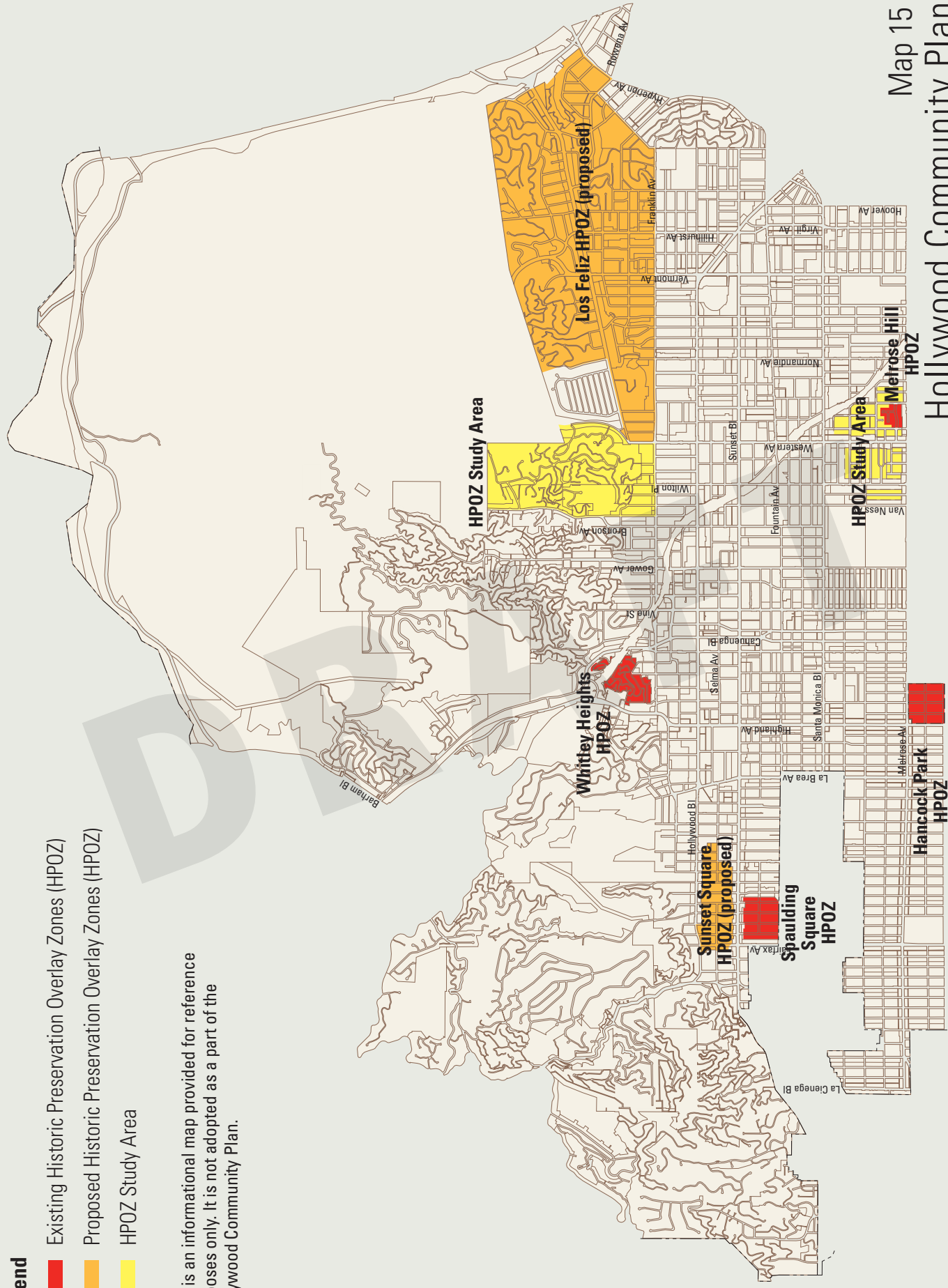
Legend

■ Existing Historic Preservation Overlay Zones (HPOZ)

■ Proposed Historic Preservation Overlay Zones (HPOZ)

■ HPOZ Study Area

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



Map 15

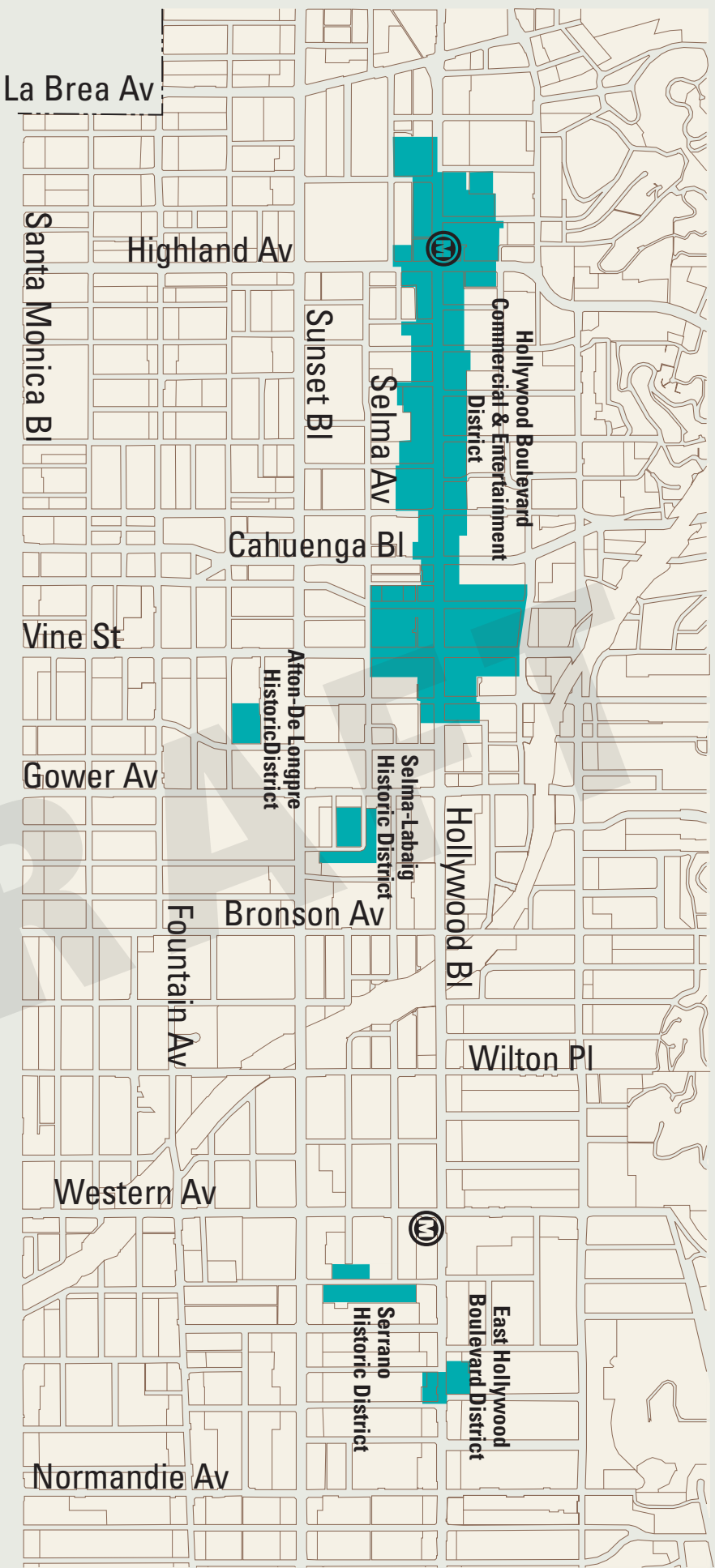
Hollywood Community Plan

EXISTING & PROPOSED HISTORIC PRESERVATION OVERLAY ZONES IN HOLLYWOOD

Los Angeles City Planning Department • Graphic Services Section • December 2008

Not to Scale

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Legend:

Registered Historic Districts*

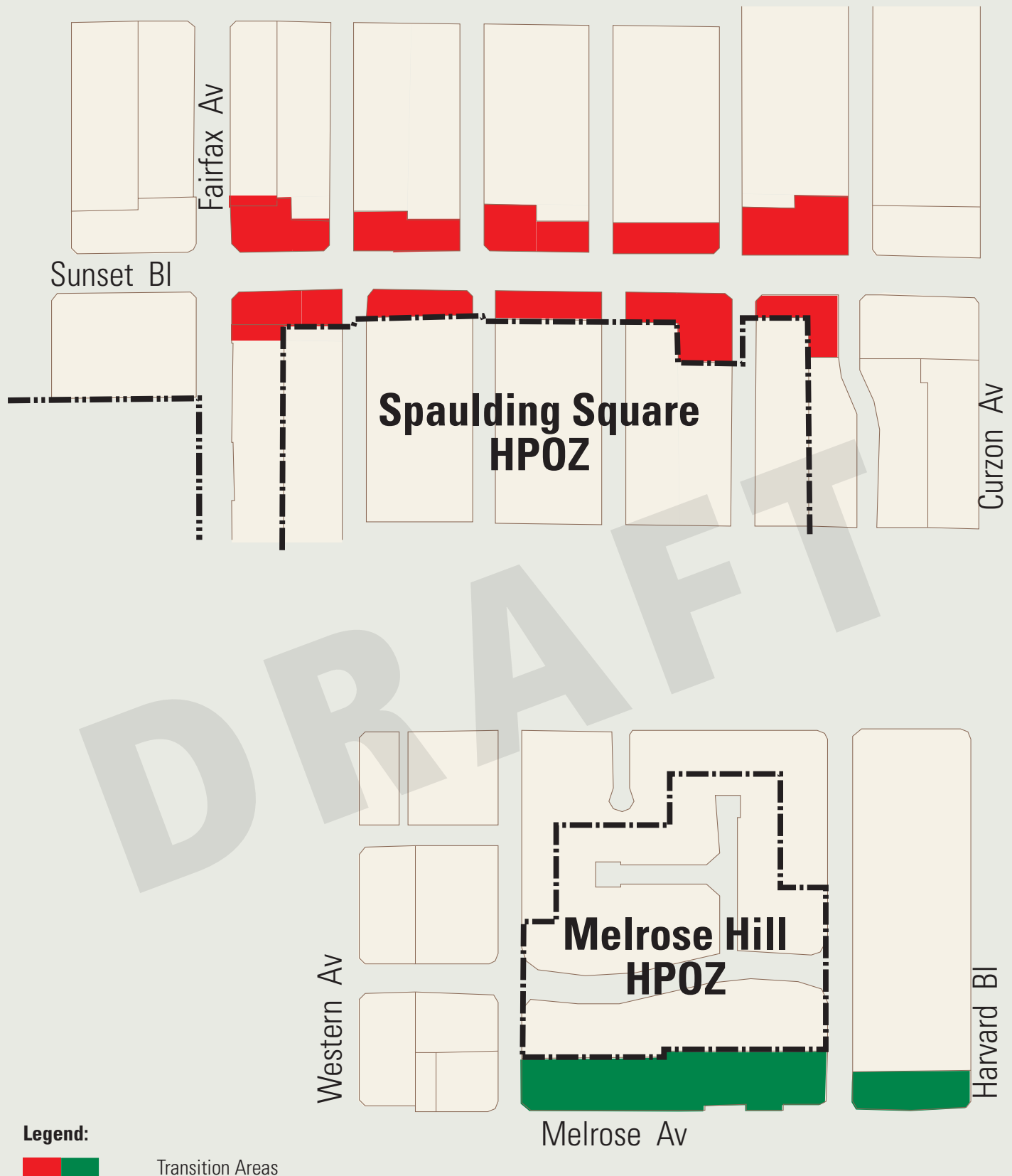


Metro Rail Station

*These historic districts are either listed in the National Register of Historic Resources or are determined to be eligible for listing in the National Register of Historic Resources.

Map 16

Hollywood Community Plan REGISTERED HISTORIC DISTRICTS IN HOLLYWOOD



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It is not adopted as a part of the Hollywood Community Plan.

Map 17 Hollywood Community Plan **TRANSITION AREAS ADJACENT TO HISTORIC NEIGHBORHOODS**

Policy LU.1.11: Protect identified historic buildings which are located within Floor Area Ratio (FAR) Incentive Areas. Establish zoning which conditions utilization of Floor Area Ratio Incentives upon conformance with the Secretary of the Interior Standards for Rehabilitation.

Policy LU.1.12: Any development project which involves designated historic resources, including City of Los Angeles Historic-Cultural Monuments (Appendix – Table 1) shall conform with the Secretary of Interior’s Standards for Rehabilitation.

Policy LU.1.13: Protect distinctive features of prominent streets in Hollywood, such as the Walk of Fame, a recognized Historic-Cultural Monument of the City of Los Angeles (Map 18). Maintain existing street dimensions along the Walk of Fame.

Program LU.1.13.1: Work with the Bureau of Engineering to establish a Treatment Plan to guide future rehabilitation work affecting the Hollywood Walk of Fame.

Policy LU.1.14: Encourage the design of new buildings that respect and complement the character of adjacent historic resources.



Policies to identify undesignated historic resources which may be eligible for protection:

Policy LU.1.15: Support the completion of SurveyLA within the Hollywood Community Plan area. Ensure careful review under the California Environmental Quality Act (CEQA) of project proposals affecting resources identified in the Survey as eligible for historic designation.

Policies to promote existing historic preservation incentive programs:

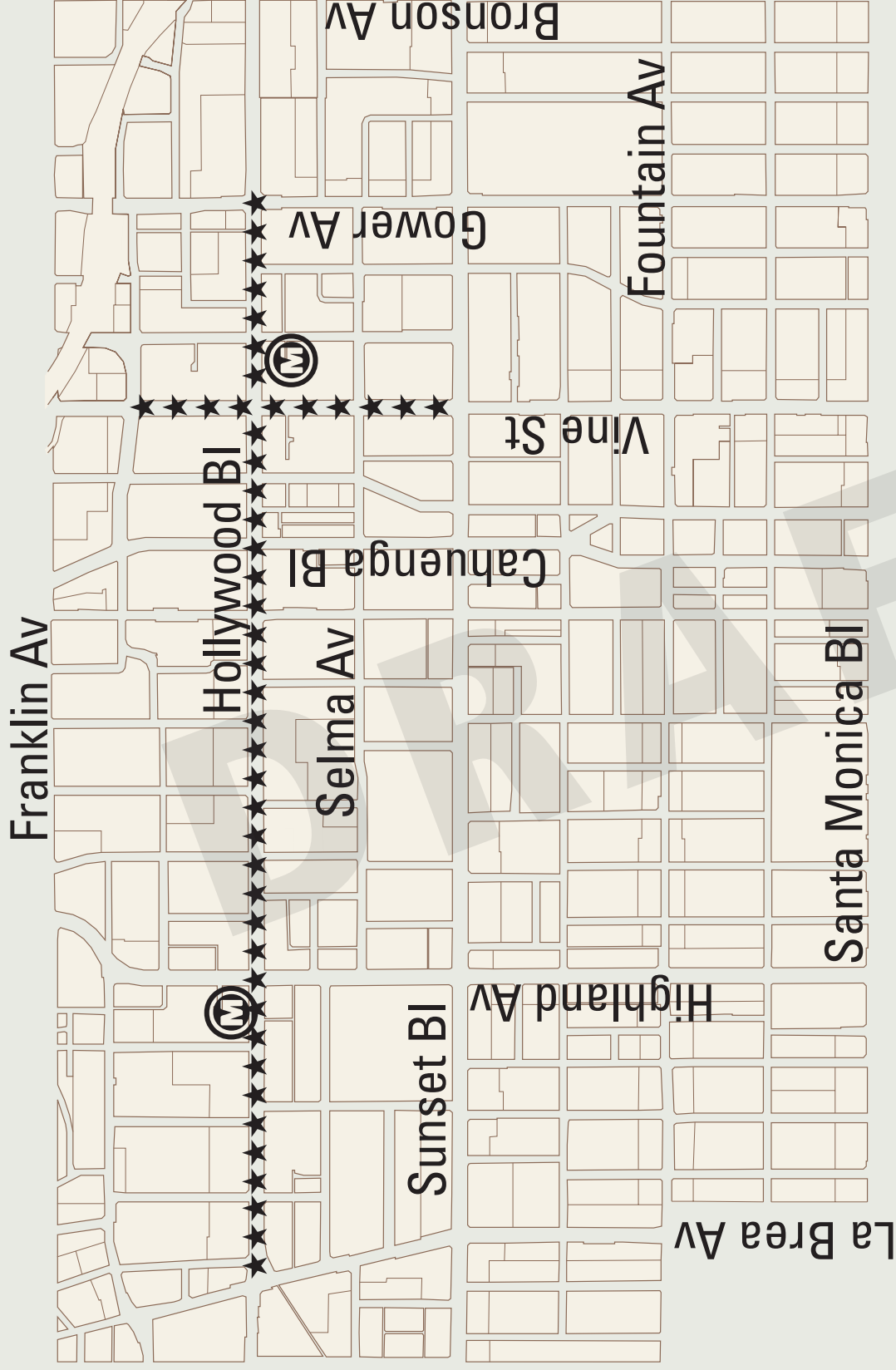
Policy LU.1.16: Promote the use of the City’s Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code.

Policy LU.1.17: Partner with the Community Redevelopment Agency, the Los Angeles Housing Department, and other agencies to identify new financial resources for rehabilitation grants and loans to low- and moderate-income owners of historic homes.

Policies to preserve stable single-family residential neighborhoods:

Policy LU.1.18: Preserve stable single-family zoned residential neighborhoods: Ensure that the character and scale of stable single-family residential neighborhoods is maintained.

Policy LU.1.19: Support design standards to achieve transition in scale where neighborhoods planned for multifamily residential uses abut neighborhoods planned for single family residential uses (Map 19).



Legend:



Walk of Fame



Metro Rail Station

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

Map 18

Hollywood Community Plan

HOLLYWOOD WALK OF FAME

Los Angeles City Planning Department • Graphic Services Section • December 2008

Not to Scale

Policy LU.1.20: Allow infill development in single-family zoned residential neighborhoods that is compatible with the scale and character of existing development.

Policies to protect the character of front yard landscapes in residential neighborhoods:

Policy LU.1.21: Protect the open garden character of front yards. Discourage parking between the street and the front of the structure, on surfaces that are not part of required driveways.

Program LU.1.21.1: Develop an implementing ordinance to limit paving in the front of residential structures to the paving required by LAMC driveway regulations only.

Policies and Programs to maintain, improve, and protect the public use of existing public rights of way:

Policy LU.1.22: Keep existing streets open for public use. Protect existing streets from closure to prevent the creation of “superblocks”, improve circulation, keep streets publicly accessible, and support walkable and bikeable neighborhoods.

Policy LU.1.23: Protect existing alleys from closure. Maintain alleys to provide commercial uses with opportunities for off-street loading and unloading and provide pedestrians, bicyclists and motorists with alternative routes of travel.

Policy LU.1.24: Maintain alleys for public uses. Protect streets, walkways and alleys from closure, vacation and gating for private use.

Program LU.1.24.1: Conduct a study of the alleys in the Regional Center (Map 20) as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.

Policy LU.1.25: Maintain alleys which are located between commercial uses and residential uses to mitigate impacts of alley traffic on adjacent dwelling units.

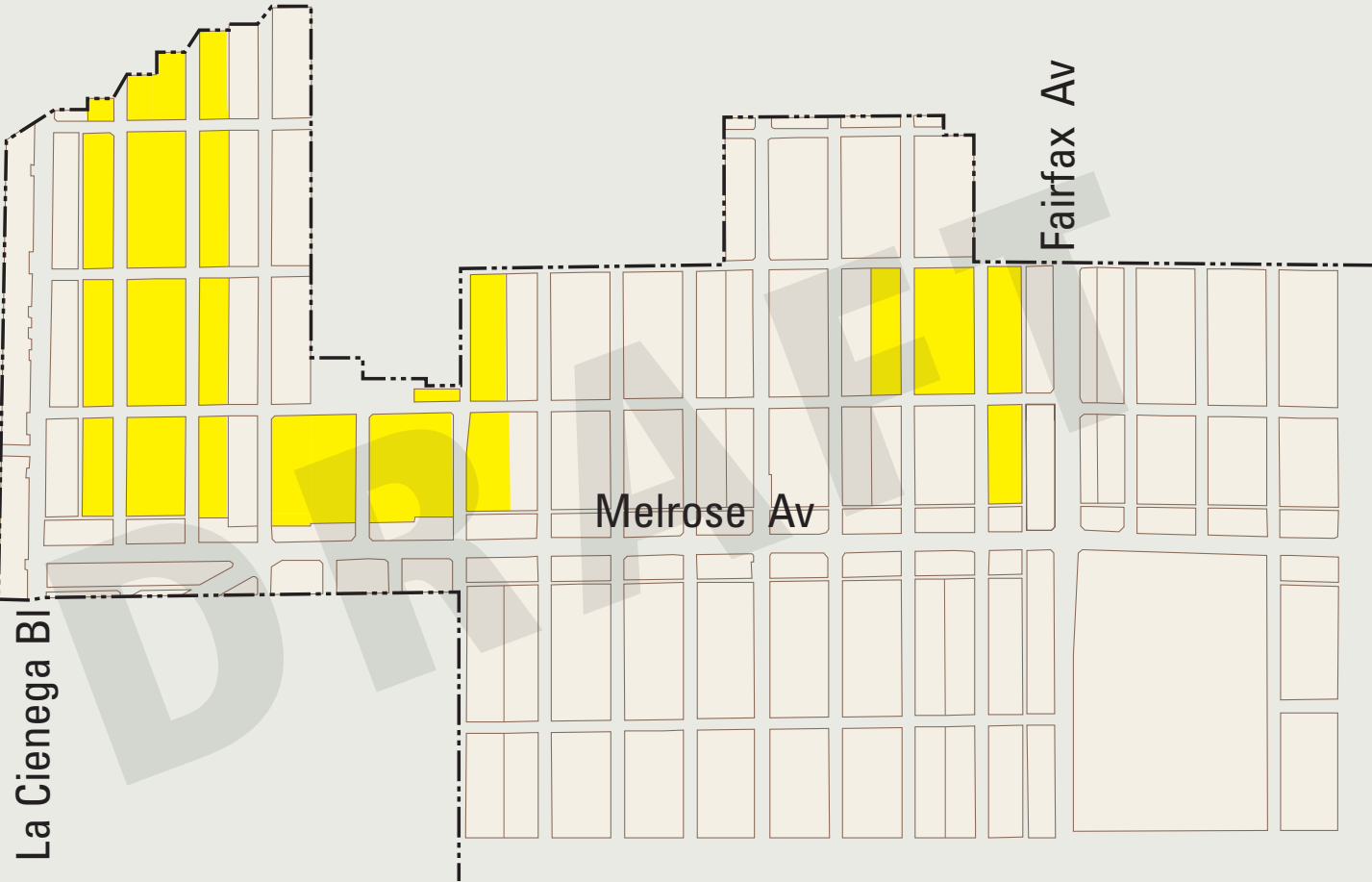
Program LU.1.25.1: Prepare an Alley Maintenance Plan for the alleys located behind the commercial uses along Melrose Avenue between Fairfax and La Brea Avenues.




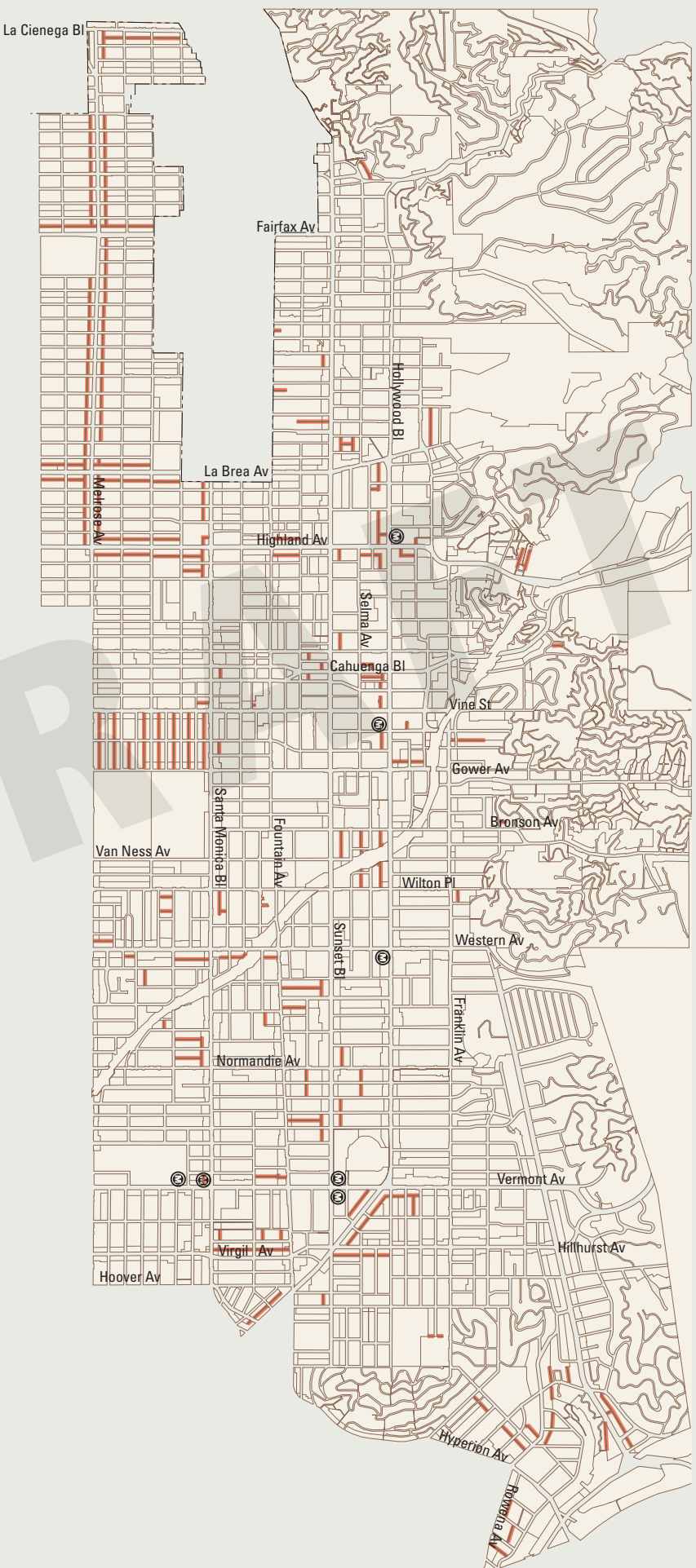
Policies and Programs to Maintain Existing Pedestrian-Oriented Districts

Policy LU.1.26: Establish Community Design Overlay Districts to maintain and improve the pedestrian-oriented scale and character of districts which are pedestrian-oriented.

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



Legend:
 Transition Area



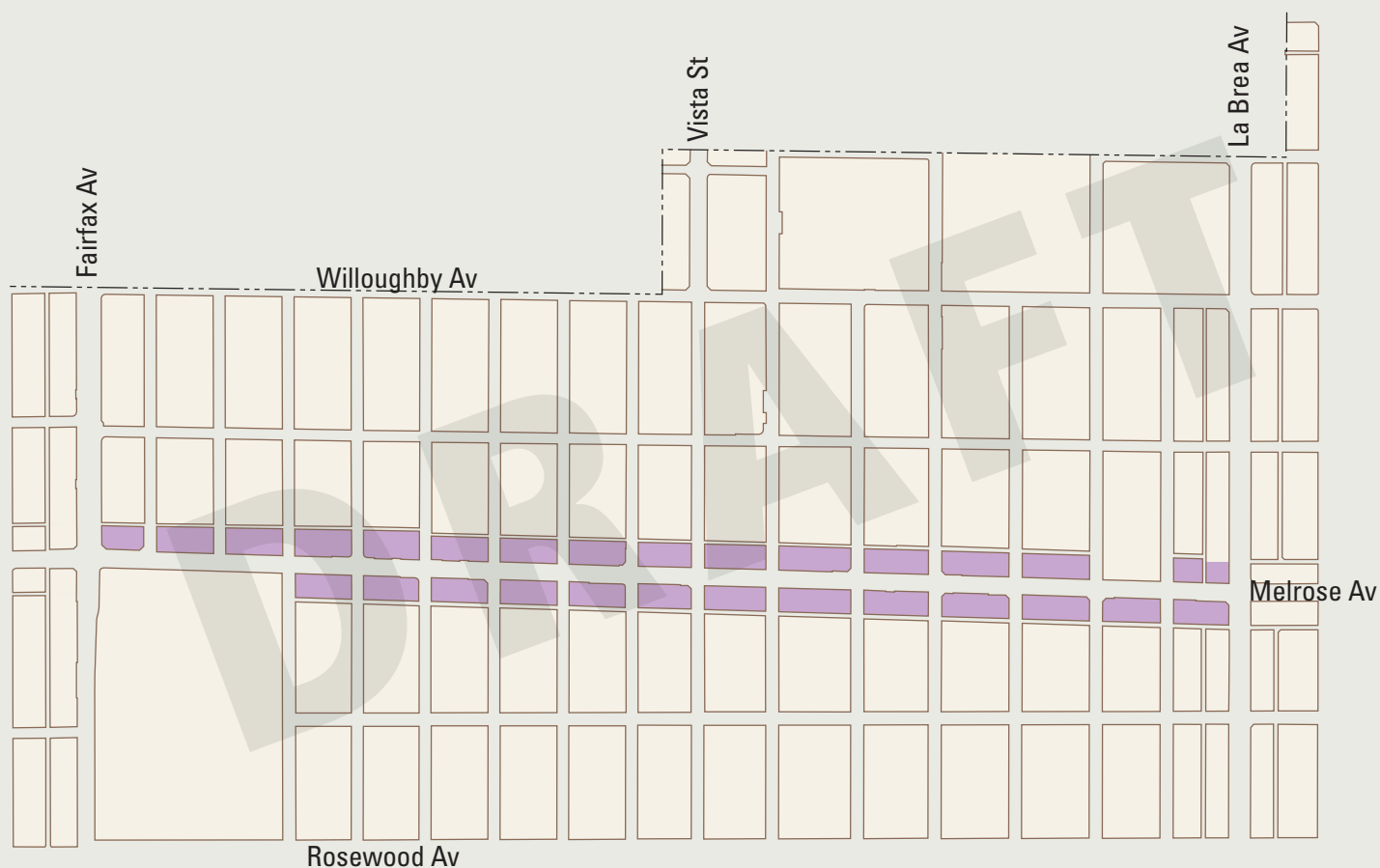
Legend:

Alley

Metro Rail Station

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Map 20
Hollywood Community Plan
EXISTING ALLEYS



Legend:

Melrose CDO Area

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Map 21 Hollywood Community Plan **MELROSE AVE COMMUNITY DESIGN OVERLAY**

Program LU.1.26.1: Create design guidelines for commercial uses along Melrose Avenue between Fairfax and La Brea Avenues (Map 21) to maintain and improve the pedestrian-oriented scale and character.

Policy LU.1.27: Establish design guidelines for commercial uses in pedestrian-oriented districts.

Program LU.1.27.1: Establish design guidelines for commercial uses on Hillhurst Avenue between Franklin and Los Feliz Avenues (Map 22) to complement design guidelines of the adjacent Vermont-Western Station Neighborhood Area Specific Plan.

Policies to protect hillside neighborhoods:

Policy LU.1.28: Develop design standards to protect hillside neighborhoods from over-sized development.

Policy LU.1.29: Support hillside mansionization regulations to protect single family neighborhoods from out-of-scale development in neighborhoods such as The Oaks of East Hollywood (Map 23) and other neighborhoods as appropriate.

Program LU.1.29.1: Study hillside neighborhoods, including the Laurel Canyon Neighborhoods, to protect single family neighborhoods in the hillsides from out-of-scale "mansionized" development.

Policy LU.1.30: Limit density in areas with an average slope of 15 percent to that of minimum density land use regulation (equivalent to RE 40 zone).

Policy LU.1.31.: Condition new development in the hills to protect public views from public roadways and parklands.

Policy LU.1.32: Encourage clustering of single family homes as allowed in the RD5 and RD6 zones.

Policy LU.1.33: Consider the existing built character of distinctive hillside neighborhoods, including Outpost Estates and Hollywood Knolls, when reviewing discretionary development proposals.

Policy LU.1.34: Investigate and consider feasible secondary access connections as part of hillside subdivisions. Require extensions, completions, and connections of existing street networks where feasible to promote secondary access to hillside development.

Program LU.1.34.1: Consider the possible extension of Granito Drive westward to Prospect Drive and Laurel Canyon Boulevard as part of future relevant subdivision requests.

Los Feliz Bl

Vermont Av

Hillhurst Av

Franklin Av

Prospect Av

Legend:

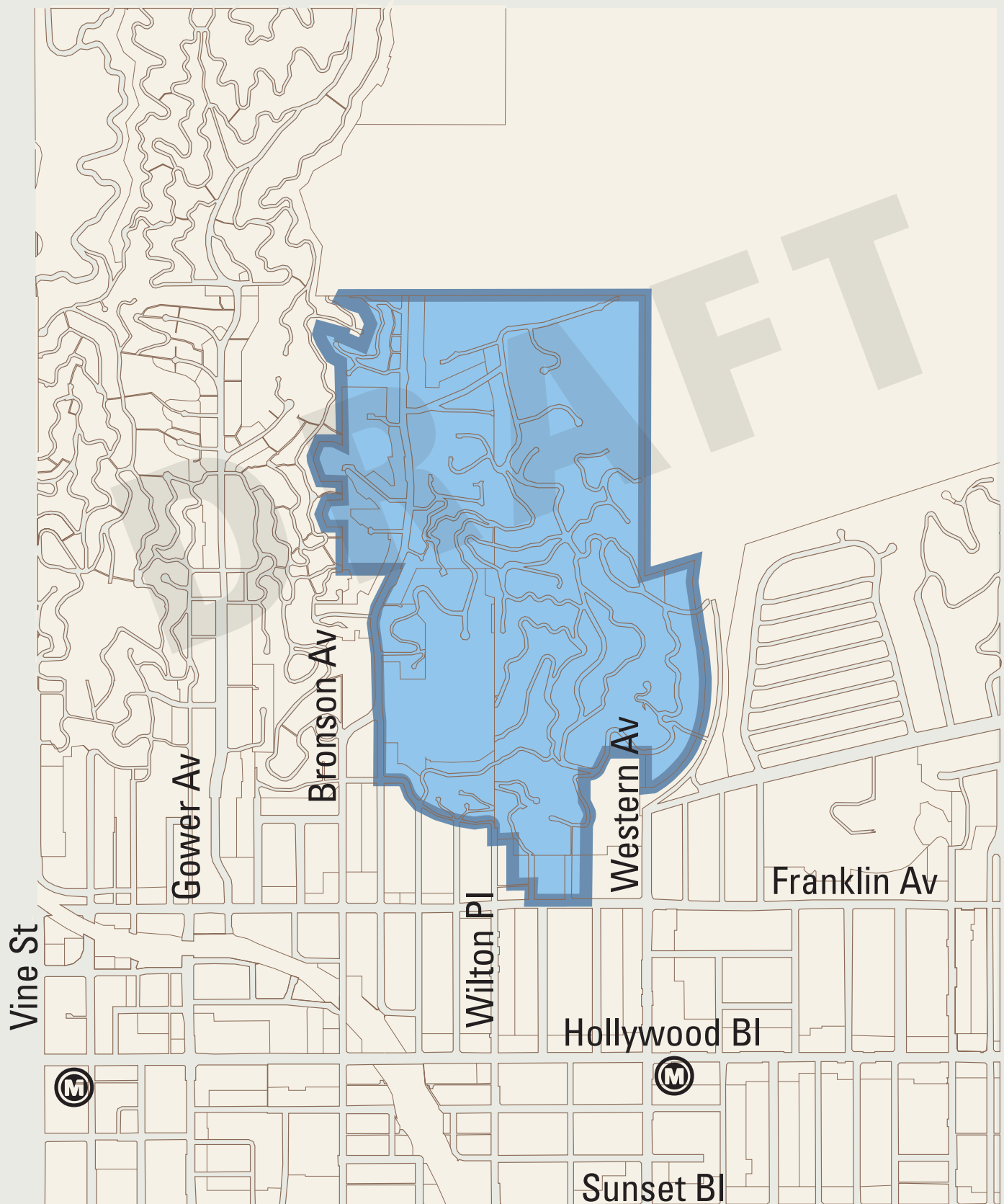


Hillhurst Avenue Design District

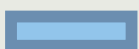
This is an informational map provided for reference purposes only.
It is not adopted as a part of the Hollywood Community Plan.

Map 22 Hollywood Community Plan HILLHURST AVENUE DESIGN DISTRICT

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Legend:



Study Area



Metro Rail Station

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Map 23
Hollywood Community Plan
THE OAKS HILLSIDE STUDY AREA

Los Angeles City Planning Department • Graphic Services Section • December 2008

Not to Scale

Goal LU.2. Provide a range of employment and housing opportunities.



The Hollywood Community Plan encourages a balance of jobs and housing growth in specific locations which have supportive infrastructure and under-utilized capacity. Incentives for new development, including commercial office and mixed-use commercial/residential development are established in the Regional Center (Map 24) and along transit corridors (Map 28).

By directing residential and commercial development to districts, centers and boulevards which are adjacent to transit infrastructure and improving the accessibility of the transit system, the Hollywood Community Plan attempts to provide the Hollywood community with a variety of mobility options. Mobility options make it possible for Hollywood's residents and visitors to reduce their dependence on automobiles.

Hybrid industrial zones (Map 30) allow a mixture of industrial uses with residential or commercial uses along the borders of the Media District, to provide a transition between industrial uses and surrounding neighborhoods. The Plan restores citywide standards of housing density in High Medium Residential Land Use designations (Map 29) and reinstates citywide standards for commercial intensity along commercial corridors.

The Plan supports existing citywide measures, and efforts of the Community Redevelopment Agency, to increase the supply of housing. The Plan also supports providing a range of housing opportunities for residents who have a wide range of incomes.

Policies and Programs

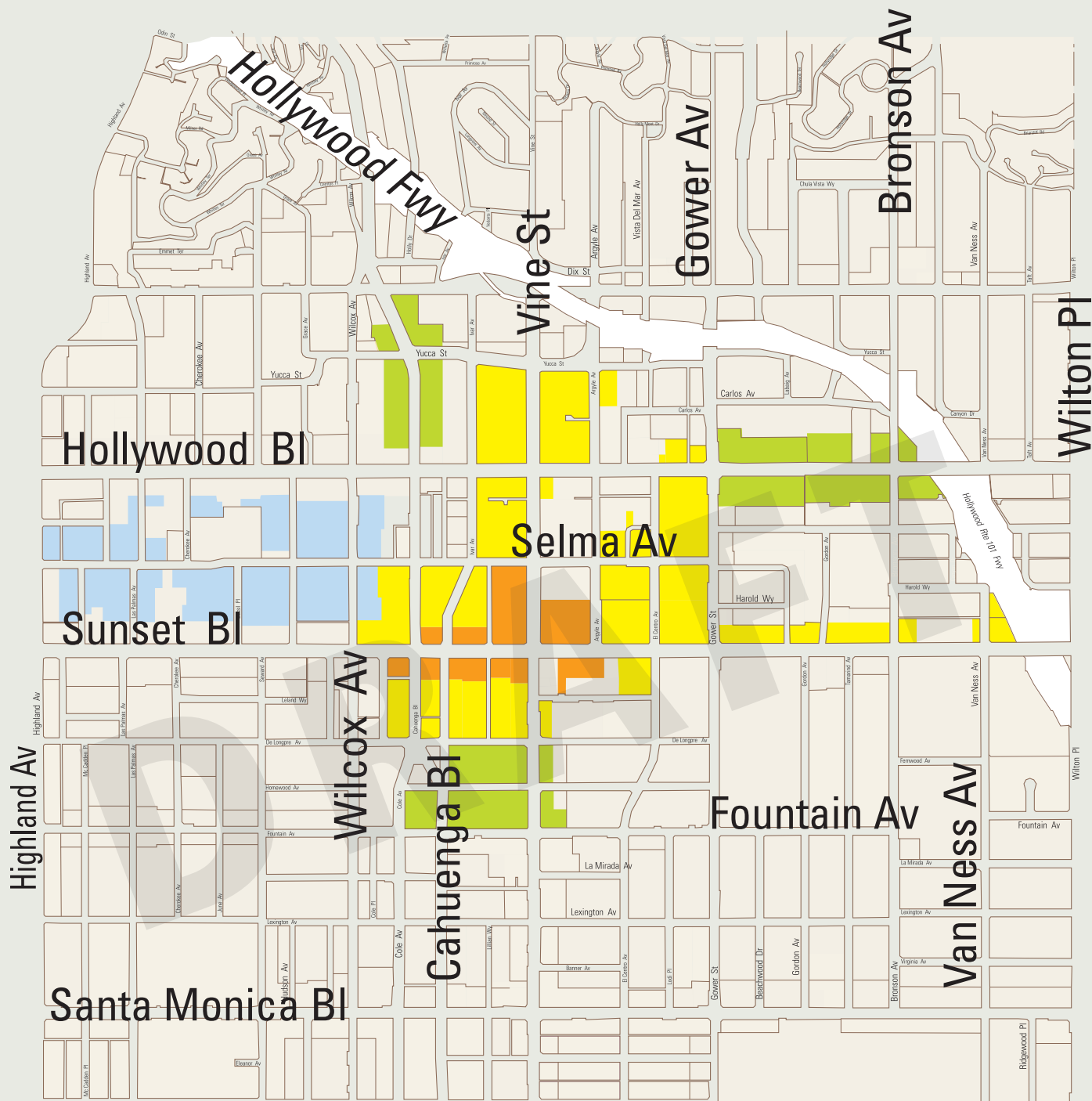
Policies to promote jobs and housing growth in the Regional Center:

Policy LU.2.1: Use planning tools to encourage jobs and housing growth in the Regional Center.

Policy LU.2.2: Utilize Floor Area Ratio bonuses to incentivize commercial and residential growth in the Regional Center (Map 24).

Policy LU.2.3: Provide opportunities for commercial office and residential development within downtown Hollywood by extending the Regional Center land use designation to include Hollywood Boulevard and Sunset Boulevards, between Gower and the 101 Freeway (Map 24).

Policy LU.2.4: Support land uses in the Regional Center which address the needs of visitors who come to Hollywood for business, conventions, trade show, entertainment and tourism.



Legend:

- FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1.5:1 for Commercial Uses
- FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1:1 for Commercial Uses
- FAR 3:1* for Mixed-Use
- FAR 3:1* for Residential, Commercial, or Mixed-Use

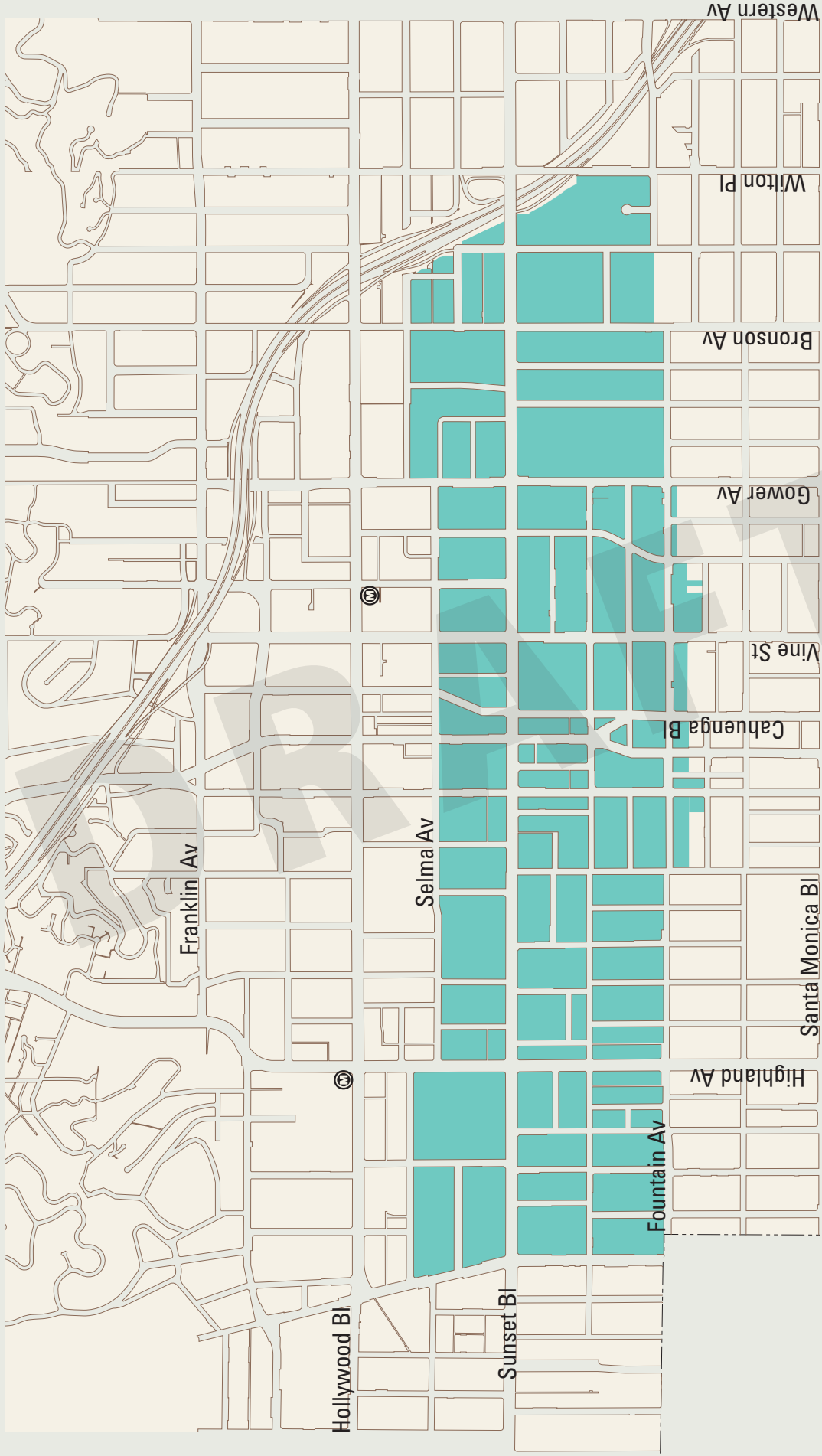
* In the Regional Center FAR 6:1 may be considered on a case by case basis.

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

Map 24

Hollywood Community Plan

PROPOSED FLOOR AREA RATIOS IN REGIONAL CENTER



Legend:

 Sunset Boulevard CD0 Area

 Metro Rail Portal

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It is not adopted as a part of the Hollywood Community Plan.

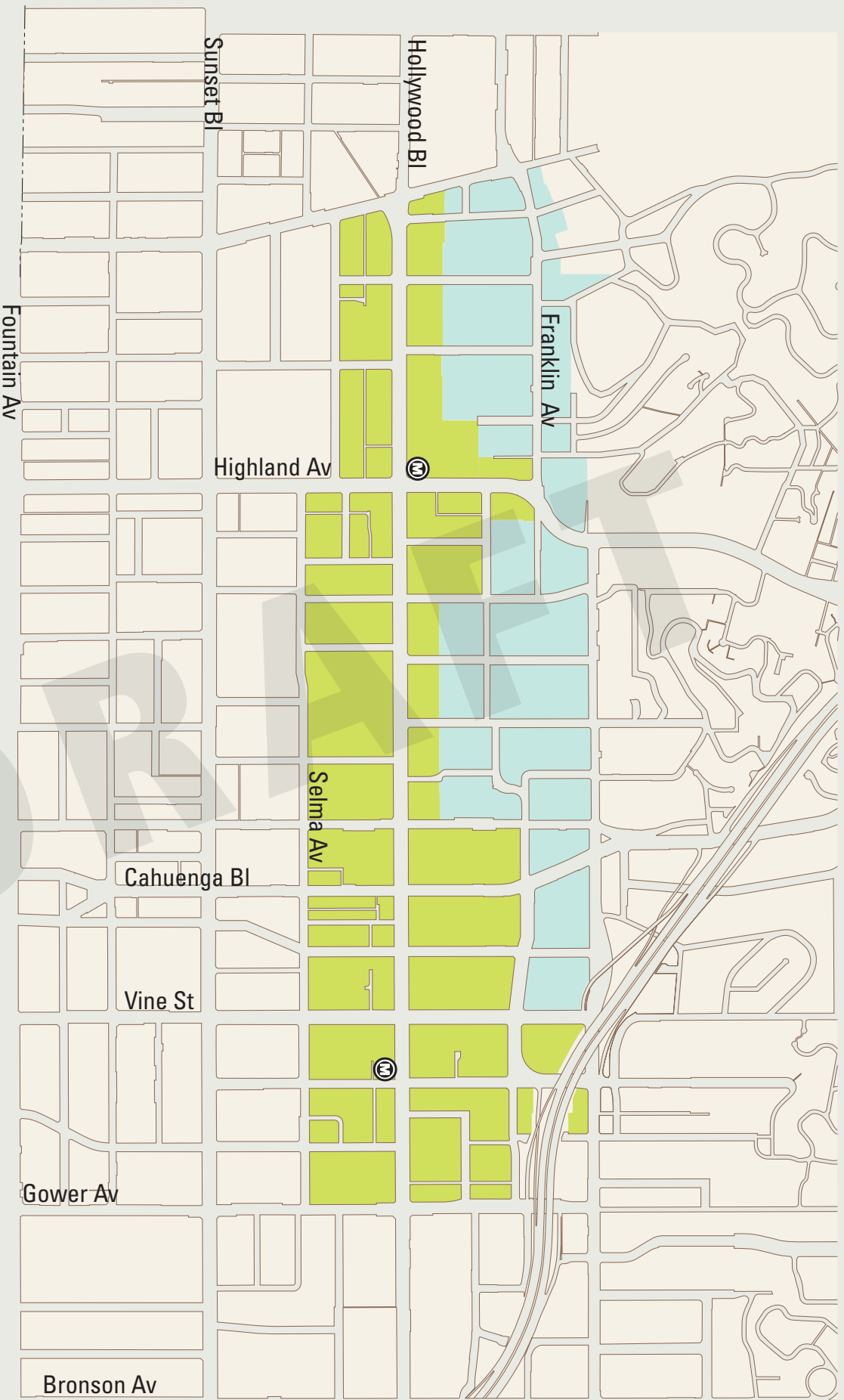
Map 25

Hollywood Community Plan




SUNSET BOULEVARD COMMUNITY DESIGN OVERLAY

Los Angeles City Planning Department • Graphic Services Section • March 2008

Not to Scale



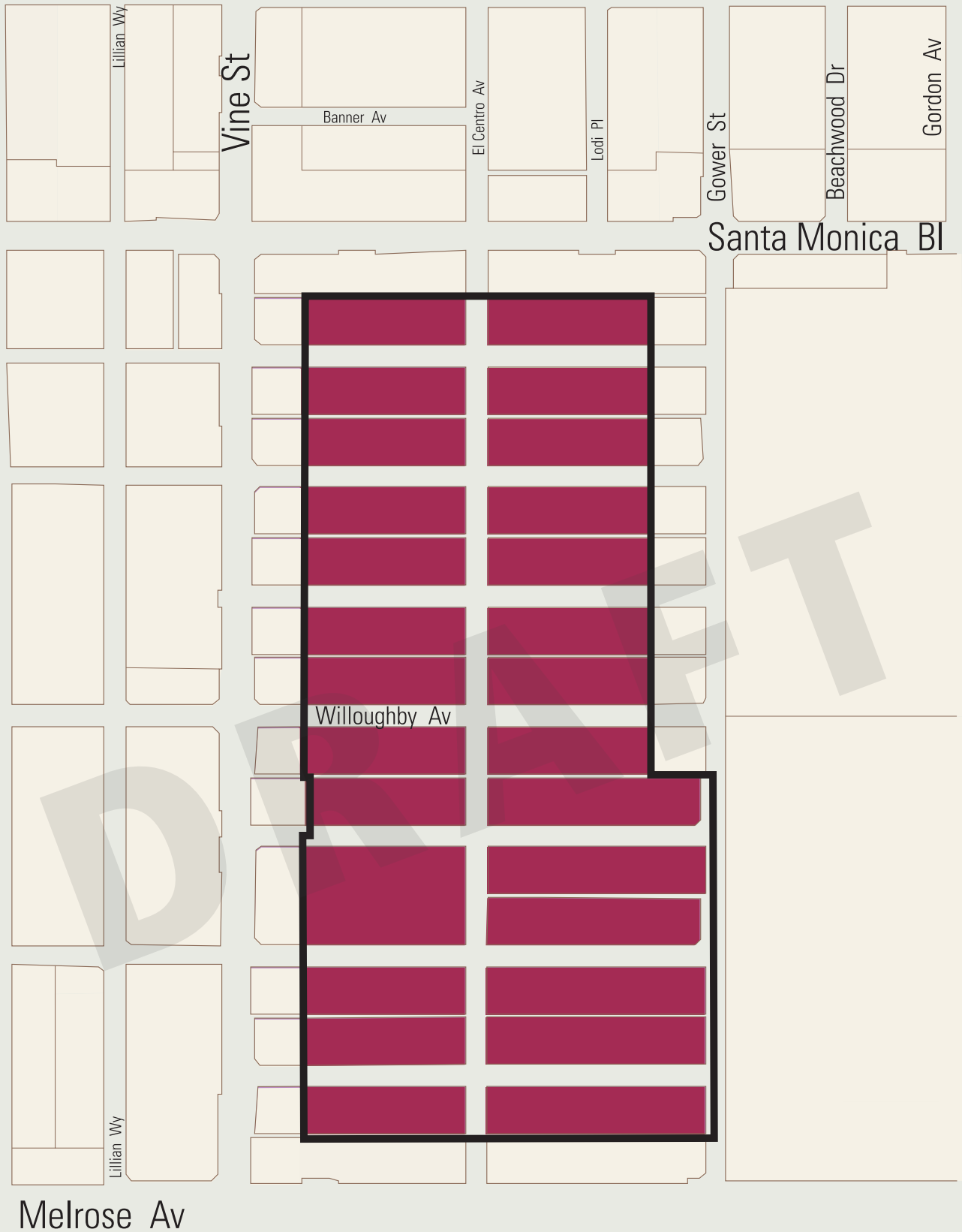
Legend:

-  Hollywood Boulevard CDO Area
-  Franklin Corridor Area
-  Metro Rail Portal

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

HOLLYWOOD BOULEVARD COMMUNITY DESIGN OVERLAY

Map 26
Hollywood Community Plan



Legend:



Design Standards Area

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It is not adopted as a part of the Hollywood Community Plan.

Map 27
Hollywood Community Plan
DESIGN STANDARD AREA

Policies to ensure that infill development is well-designed:

Policy LU.2.5: Support the implementation of a Sunset Boulevard Community Design Overlay District (Map 25) and a Hollywood Boulevard Community Design Overlay District (Map 26) to ensure that infill development in the Regional Center complements existing neighborhood character.

Policy LU.2.6: Maintain and improve existing elements of neighborhood design which create well-designed residential development in higher density, multifamily neighborhoods.

Policy LU.2.7: Utilize existing alleys to reinforce pedestrian character, walkability, and bikeability.

Policy LU.2.8: Support design standards that utilize existing alleys to reinforce pedestrian character, walkability and bikeability in multifamily residential neighborhoods (Map 27). Encourage use of rear alleys for access to parking areas.

Policy LU.2.9: Infill development throughout the Hollywood Community Plan area should conform with the general urban design standards contained in Chapter 7.

Policies to promote jobs-housing balance:

Policy LU.2.10: Use planning tools to encourage a balance of jobs and housing growth in the Regional Center. Limit stand-alone residential development in Floor Area Ratio (FAR) Incentive Areas (Map 24).

Policy LU.2.11: Support provision of minimum Floor Area Ratios in Mixed-Use Incentive Areas consistent with Map 24.

Policies to focus jobs and housing growth in areas with supportive transit infrastructure:

Policy LU.2.12: Incentivize jobs and housing growth around transit nodes and along transit corridors.

Policy LU.2.13: Utilize higher Floor Area Ratios to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid bus or 24-hour buslines (Map 28) .

Policy LU.2.14: Encourage projects which utilize Floor Area Ratio (FAR) incentives to incorporate uses and amenities which make it easier for residents to use alternative modes of transportation and minimize automobile trips.

Policy LU.2.15: Encourage mixed-use and multifamily residential projects to provide bicycle parking and/or bicycle lockers.

Policy LU.2.16: Encourage large mixed-use projects to consider neighborhood-serving tenants such as grocery stores and shared car or rental car options.

Legend:



FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1.5:1 for Commercial Uses

FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1:1 for Commercial Uses

FAR 3:1* for Mixed-Use

FAR 3:1* for Residential, Commercial, or Mixed-Use

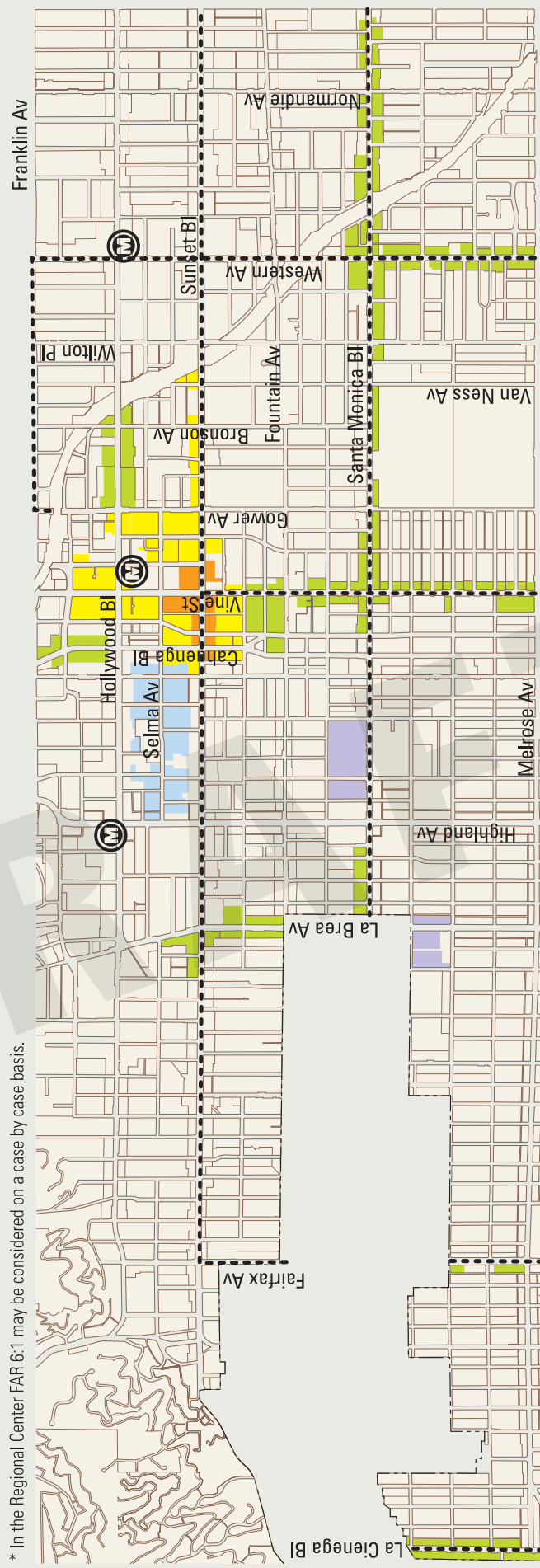
FAR 3:1, minimum FAR 0.7:1 for targeted Industrial Uses

Metro Rapid Bus Line



Metro Rail Portal

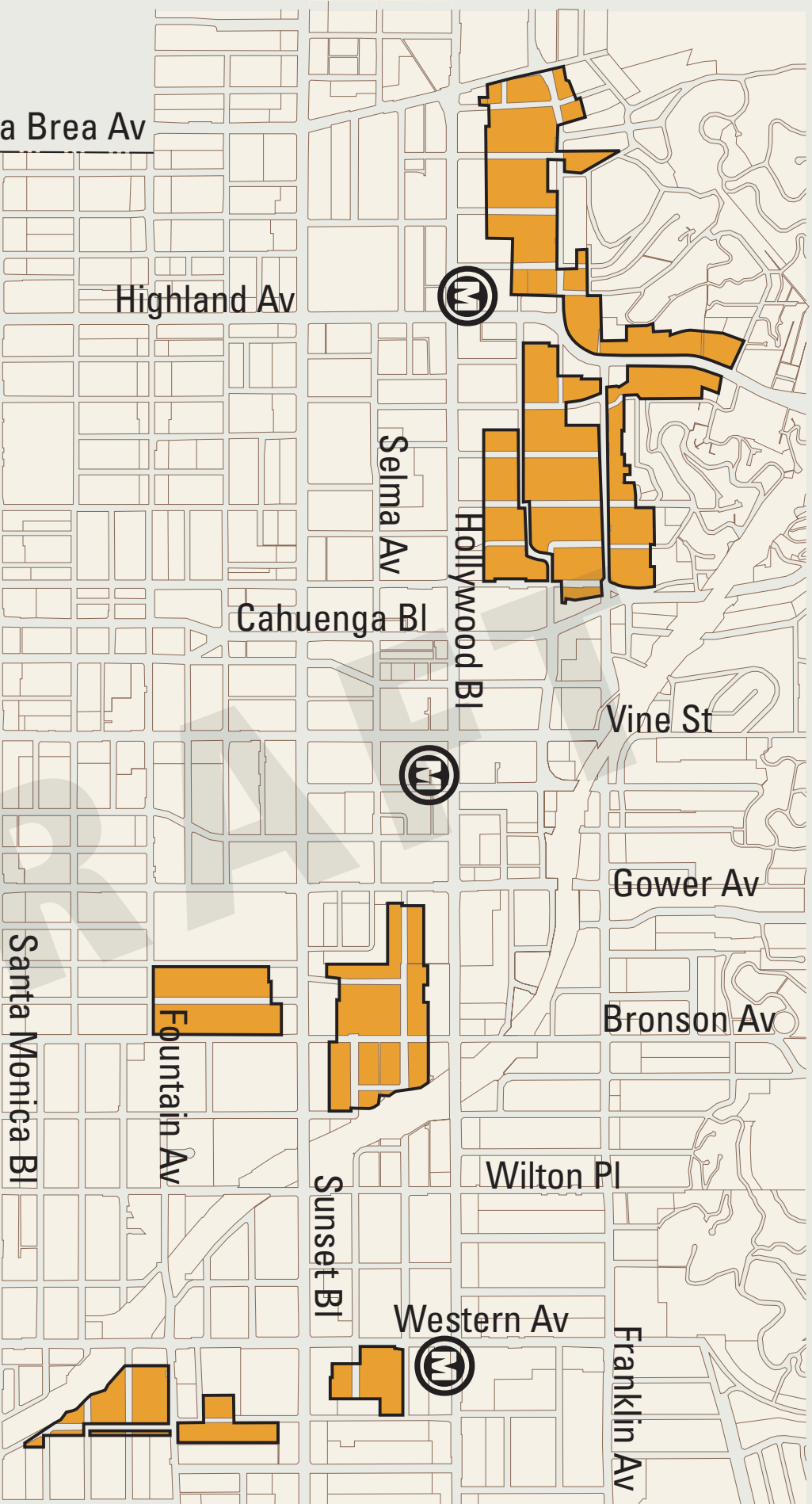
* In the Regional Center FAR 6:1 may be considered on a case by case basis.



Map 28 Hollywood Community Plan FAR INCENTIVE AREAS

Los Angeles City Planning Department • Graphic Services Section • January 2008 [Not to Scale]

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This is an informational map provided for reference purposes only.
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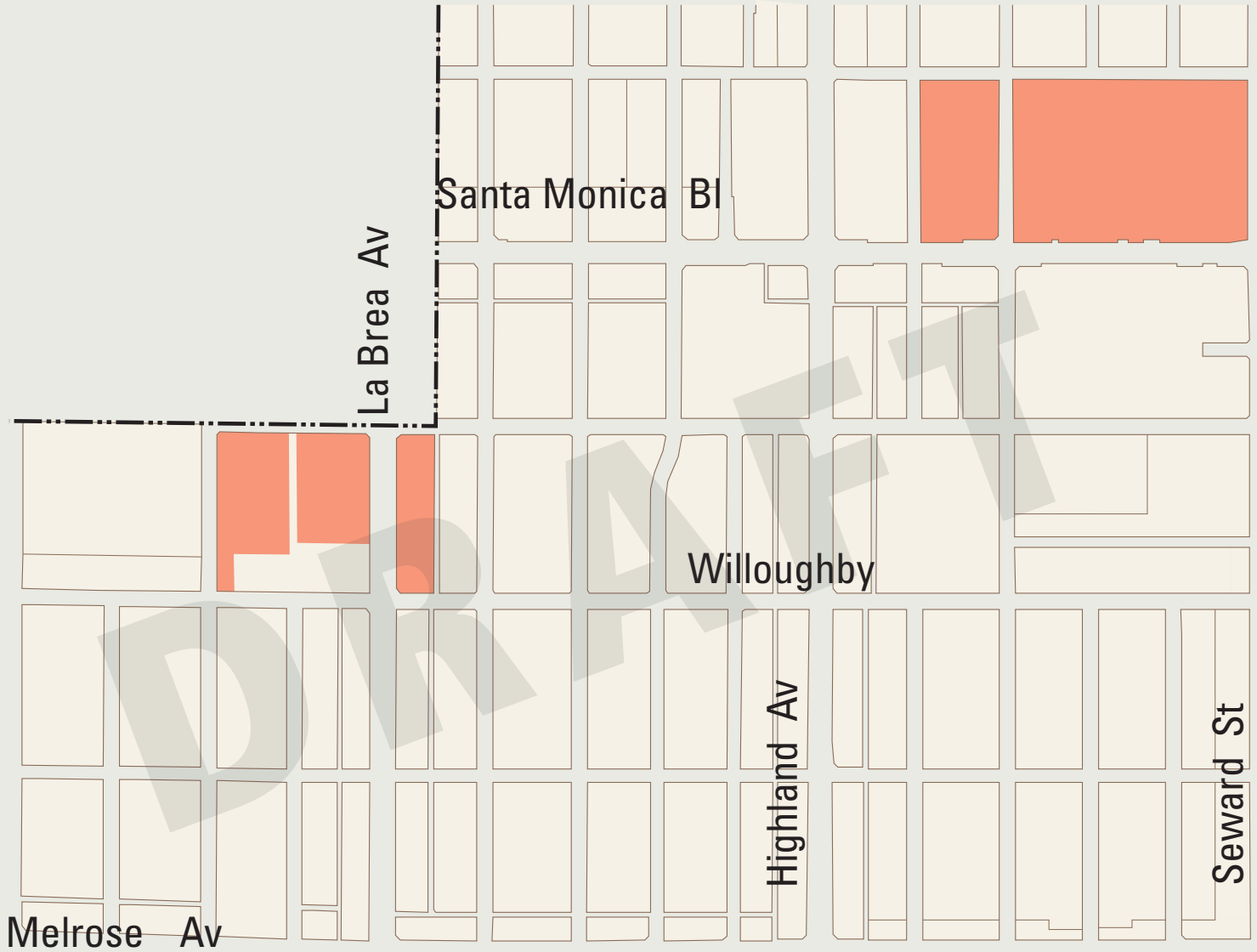
 High Medium Density Area

 Metro Rail Station

Map 29

Hollywood Community Plan

MULTI-FAMILY RESIDENTIAL AREAS IN CENTRAL HOLLYWOOD: HIGH MEDIUM DENSITY



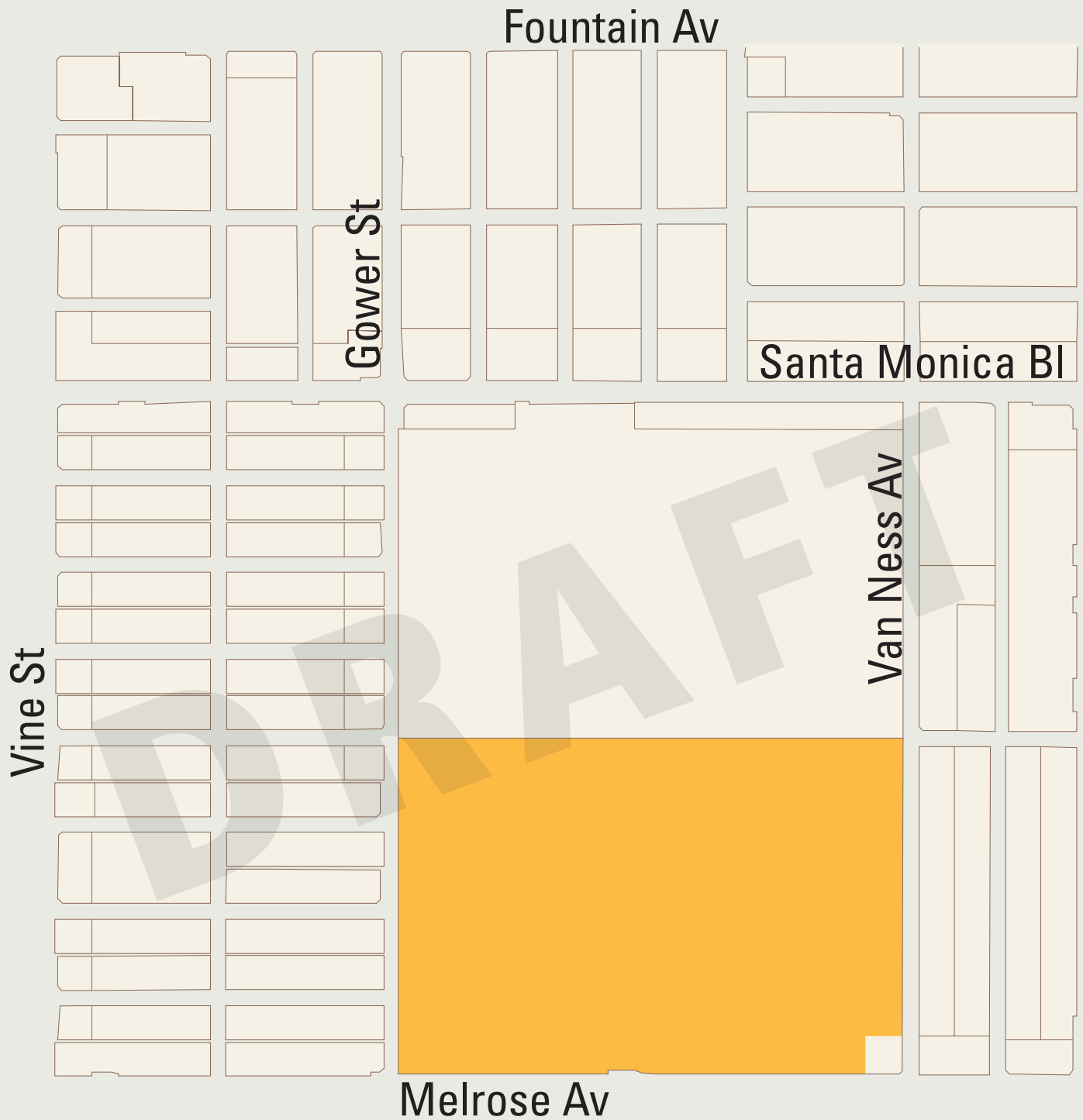
Legend:



Hybrid Industrial Area

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It is not adopted as a part of the Hollywood Community Plan.

Map 30
Hollywood Community Plan
HYBRID INDUSTRIAL AREAS



Legend:

 Media / Entertainment Industry Opportunity Area

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It is not adopted as a part of the Hollywood Community Plan.

Map 31
Hollywood Community Plan
MEDIA / ENTERTAINMENT INDUSTRY OPPORTUNITY AREA



Policies to provide an adequate range of housing opportunities:

Policy LU.2.17: Provide an adequate supply of rental and ownership housing opportunities for households of all income levels and needs.

Policy LU.2.18: Promote the use of existing citywide programs to increase rental and housing ownership opportunities, such as small lot subdivisions, adaptive reuse of office buildings, when appropriate, and density bonuses in exchange for affordable housing set asides.

Policy LU.2.19: Promote the distribution of mixed-income housing opportunities throughout the Plan area to avoid the over concentration of low-income housing.

Policy LU.2.20: Encourage use of Los Angeles Housing Department (LAHD) housing development programs which provide financing for the construction of new multifamily housing and the acquisition and rehabilitation of existing multifamily housing.

Policy LU.2.21: Encourage the construction of permanent supportive housing for the homeless through the master leasing of private apartment blocks, the purchase of for-profit single room occupancy hotels, and the conversion of short-term emergency shelter facilities.

Policy LU.2.22: Minimize the loss of good quality affordable housing. Encourage the replacement of demolished quality affordable housing stock with new affordable housing opportunities.

Policy LU.2.23: Direct multifamily housing growth to neighborhoods designated as High Medium Residential (Map 29). Restore citywide standards for High Medium Residential density in areas which are designated as High Medium Residential.



Policies to encourage the growth of retail and office commercial uses along commercial corridors:

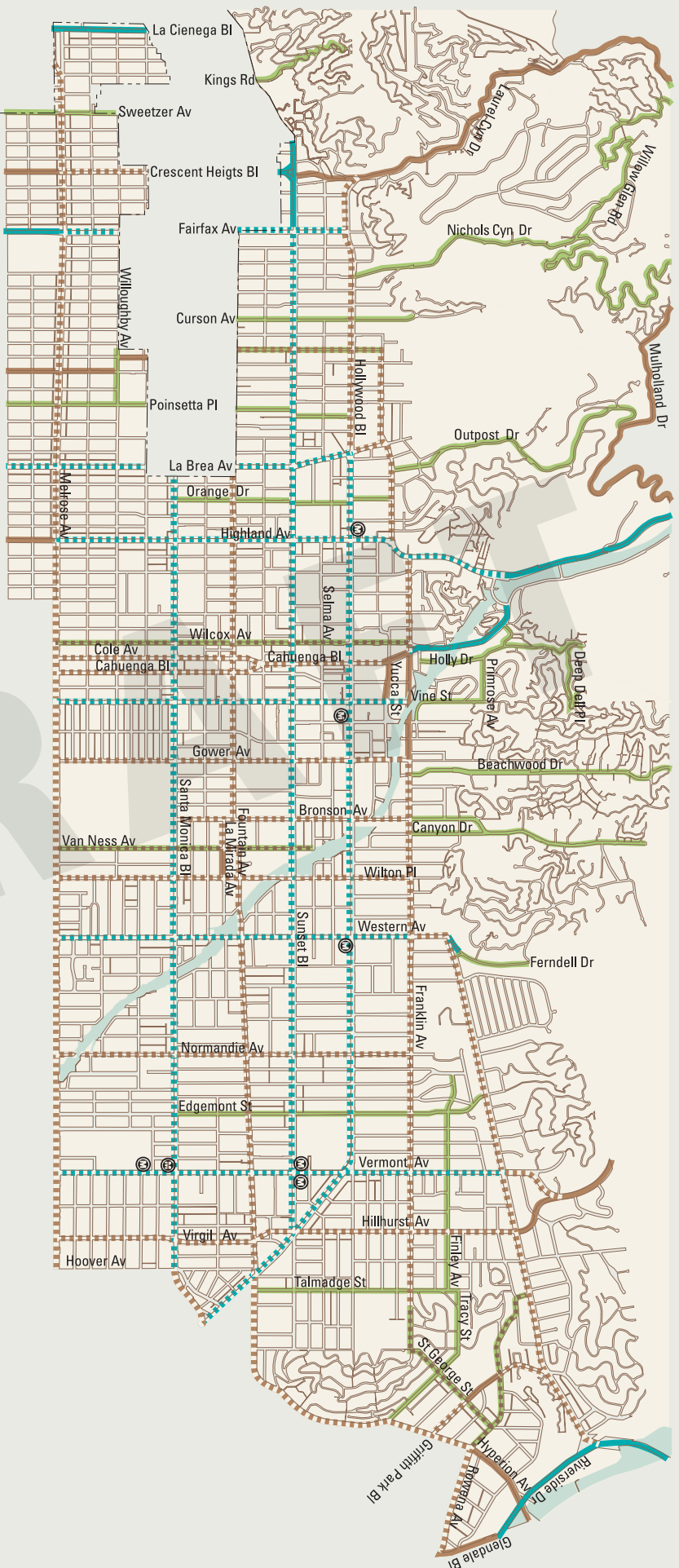
Policy LU.2.24: Provide incentives for development of retail and office commercial uses along commercial corridors. Restore citywide standards for Floor Area Ratio in Height District 1 along commercial corridors.

Policies to encourage well-designed and appropriately located commercial signage:

Policy LU.2.25: Promote aesthetically pleasing commercial signage, limiting the use of billboards, pole signs, and cabinet signs.

Policy LU.2.26: Limit the number of sign districts allowed in Hollywood to the Hollywood Signage District only.

Policy LU.2.27: Discourage digital or electronic signage outside of the Hollywood Signage District. Ensure that the lighting of digital or electronic signage is not overly bright.



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- Legend:**
- Freeway
 - Major Highway Class II
 - Modified Major Highway Class II
 - Secondary
 - Modified Secondary
 - Collector
 - Modified Collector
 - Metro Rail Portal

Map 32 Hollywood Community Plan **MODIFIED STREET STANDARDS: CENTRAL HOLLYWOOD**



Program LU.2.27.1: Establish standards to regulate lighting intensity and brightness for all digital or electronic signage in Hollywood.

Policies and Programs to encourage the growth of media-related industrial uses in and around the Media District:

Policy LU.2.28: Provide incentives for mixed-use development which incorporates and maintains targeted industrial uses in specific hybrid industrial zones and industrial opportunity areas.

Program LU.2.28.1: Establish new zoning districts that encourage a mix of industrial uses with commercial or residential uses around the perimeter of industrial districts, where appropriate (Map 30).

Policy LU.2.29: The Plan supports consideration of Floor Area Ratios up to 3:1 in the Media District on a discretionary, case by case basis for well-planned, media-related industrial uses (Map 30).

Policy LU.2.30: Within the Media/Entertainment industry Opportunity Area (Map 31) encourage the retention of the studio industry by exploring a mix of uses, which may include industrial and non-industrial uses.

Goal LU.3. Make streets walkable.

Walkable streets are important for all pedestrians, including transit-users. The Hollywood Community Plan employs several strategies to make the streets of Hollywood more walkable. A number of street segments are assigned Modified Street Designations (Map 32) in order to widen the sidewalk to 15 feet. Detailed descriptions of Hollywood's Modified Street Designations may be found in the Hollywood Community Plan's Environmental Impact Report (EIR).

The Plan encourages street design features and pedestrian-friendly land uses to create streets that are interesting and inviting for walkers. Pedestrian comfort and safety is highlighted.

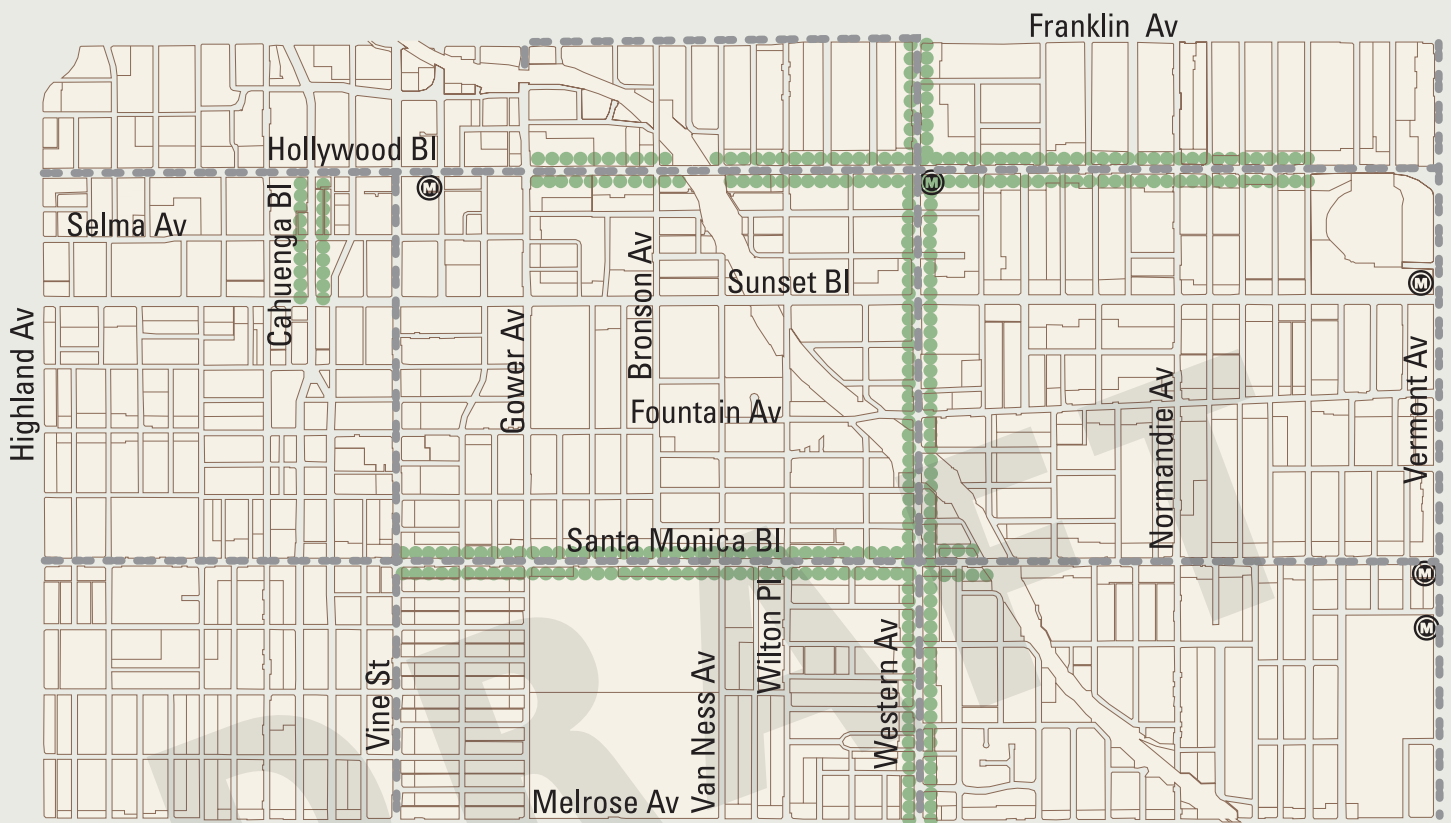
Streetscape plans are proposed for several street segments which have high volumes of pedestrian traffic, including segments of Cahuenga, Western, Hollywood and Santa Monica Boulevards, and La Brea Avenue.

Policies and Programs:

Policies to maintain and create wide, walkable sidewalks:

Policy LU.3.1: Widen sidewalks to a minimum of 15 feet, or maintain existing sidewalk widths of 15 feet, along major and secondary highways with high levels of pedestrian traffic. Support the adoption of Modified Street Standards (Map 32) for the sake of preserving sidewalks which are already wide (15 feet or wider) and widening sidewalks which are narrow (less than 15 feet).





Legend:

- Proposed Streetscape
- Major Transit Corridor (MetroRapid)
- M Metro Rail Portal




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Map 33

Hollywood Community Plan

PROPOSED STREETScape PLANS: CENTRAL & EAST HOLLYWOOD

Legend:

-  Proposed Streetscape
-  Major Transit Corridor (MetroRapid)
-  Metro Rail Portal



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Policy LU.3.2: Evaluate existing street standards and develop Modified Street Standards, where desirable, to preserve and reinforce existing pedestrian-friendly areas and widen sidewalks, **taking into consideration the impact on bicyclists.**

Policy LU.3.3: Encourage the use of sidewalk pavement materials which maintain flat, walkable surfaces.

Policies to direct the flow of vehicular traffic away from pedestrian traffic, where possible:

Policy LU.3.4: Design sidewalks that make pedestrians feel welcome and safe by minimizing the conflict between cars, buses and pedestrians.

Policy LU.3.5: Discourage curb-cuts next to sidewalks on streets with a high level of pedestrian traffic, when alternative access exists.

Policy LU.3.6: Discourage the siting of parking lots next to sidewalks which carry high volumes of pedestrian traffic.

Policy LU.3.7: Preserve and maintain existing alleys at the rear of lots which front a major or secondary highway to encourage rear access.

Policies to provide pedestrian amenities that make walking comfortable, safe and convenient:

Policy LU.3.8: Provide pedestrian amenities to invite walking.

Policy LU.3.9: Encourage the planting of street trees for shade.



Legend:

Open Space, Public/Quasi-Public

Existing Open Space

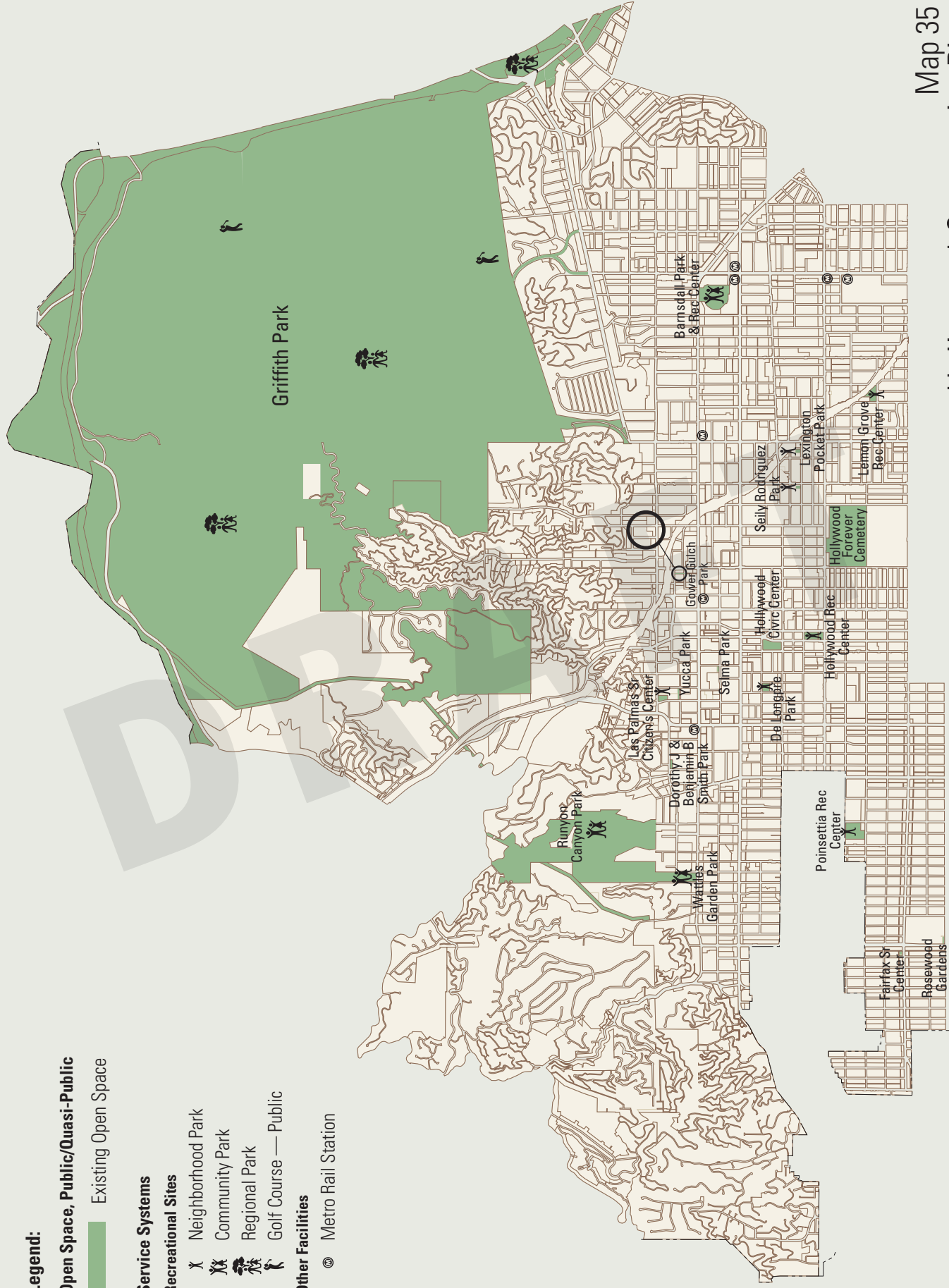
Service Systems

Recreational Sites

- Neighborhood Park
- Community Park
- Regional Park
- Golf Course — Public

Other Facilities

- Metro Rail Station



Map 35 Hollywood Community Plan EXISTING OPEN SPACE

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Policy LU.3.10: Promote tree wells that provide sufficient space for tree roots to grow.

Policy LU.3.11: Encourage street benches for resting.

Policy LU.3.12: Develop pedestrian paths to activity centers that make walking convenient, safe and practical.

Policy LU.3.13: Support improved pedestrian access to large entertainment venues, such as the Hollywood Bowl.

Policy LU.3.14: Support alternative pedestrian crossing system, such as diagonal crossing to expedite pedestrian crossing at intersections.

Policy LU.3.15: Maintain streets which are well-lighted and clean with safe, clearly marked street crossings.

Policy LU.3.16: Encourage landscaped medians, where feasible, in consultation with the Department of Transportation.

Policies and Programs to make streets attractive:

Policy LU.3.17: Encourage public art, landscaping, street furniture and plazas which encourage pedestrians to linger in designated spaces.

Policy LU.3.18: Design streets that are attractive: Establish Streetscape Plans for selected streets segments.

Program LU.3.18.1: Develop Streetscape Plans (Maps 33 and 34) for the following streets segments:

- Hollywood Boulevard between **Gower Avenue** and the 101 Freeway
- Western Avenue between **Franklin Avenue** and Melrose Avenue
- Santa Monica Boulevard between Vine Street and the 101 Freeway
- Cahuenga Boulevard between Hollywood and Sunset Boulevards
- La Brea Avenue between Franklin and Rosewood Avenues

Policy LU.3.19: Preserve distinctive street features such as wide landscaped parkways, landscaped medians, special paving and street lights, when feasible, to enhance walkability.

Policy LU.3.20: Support the establishment of street lighting districts to restore character street lights and fixtures.

Policies to encourage building designs which consider the pedestrian experience:

Policy LU.3.21: Encourage building designs which create interesting, attractive walking environments on streets with high pedestrian activity.





Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the Urban Design Chapter, Chapter 7.

Policy LU.3.23: Encourage large commercial projects to consider designs which break up the floor plate, providing pedestrian connections, and human scale design features, such as plazas, greenspace or a public focal point. Discourage “superblocks”.

Policies to promote streets with pedestrian-friendly land uses:

Policy LU.3.24: Promote pedestrian-friendly land uses along streets with high pedestrian activity.

Policy LU.3.25: Protect small, neighborhood-serving retail in residential districts with high pedestrian activity.

Policy LU.3.26: Retain desirable, viable uses such as live theaters and restaurants which support pedestrian activity in residential or industrial districts with high pedestrian activity.

Policy LU.3.27: Encourage extended hour active commercial uses and discourage concentrations of commercial uses which have limited operating hours in areas with high pedestrian activity.

Policy LU.3.28: Promote 24/7 or other extended hour active commercial uses, such as street vendors or farmers’ markets, adjacent to Metro stations and major transit stops to create safe waiting environments for transit commuters.



Goal LU.4

Improve open space, parks and public spaces

More than one third of the total acreage of the Hollywood Community Plan area is designated as Open Space (Map 35), however, this Open Space is highly concentrated in one Regional Park, Griffith Park, the largest municipally-owned park in the nation. Recognized as a Historic-Cultural Monument, Griffith Park contains several of the City's most outstanding educational, cultural and recreational amenities, including: Griffith Observatory, the Los Angeles Zoo, the Greek Theater, the Los Angeles Equestrian Center and the Autry National Center.

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

Policies and Programs

Policies and Programs to create new open space:

Policy LU 4.1: Develop new public green spaces and public plazas where possible.

Program LU.4.1.1: Conduct a nexus study to determine the impact of future commercial and multifamily residential development on the need for open space in Hollywood, and develop community-wide mitigations funded by impact fees.

Policies to convert sites containing underutilized uses to open space:

Policy LU.4.2: Encourage the conversion of sites with low development potential to Open Space.

Policy LU.4.3: Clean up brownfield sites for use as Open Space.

Policy LU.4.4: Support the consolidation of the Virgil Avenue Street Lighting Yard to allow for a possible pocket park or community garden, if feasible. Convert and upgrade underutilized publicly-owned property for Open Space uses.



Policies to improve the public right-of-way as open space:

Policy LU.4.5: Improve available rights-of-way throughout the Plan Area with landscaping, benches, and walkways and bikeways for low-intensity recreational uses.





Legend:

-  River Improvement Overlay Zone (RIO)
-  LA River Revitalization Master Plan Study Area

Service Systems

Recreational Sites

-  Regional Park
-  Golf Course — Public

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Map 36

Hollywood Community Plan

PROPOSED RIVER IMPROVEMENT OVERLAY ZONE (RIO) AND STUDY AREAS OF THE L.A. RIVER REVITALIZATION MASTER PLAN

Policy LU.4.6: Support the conversion of powerline rights-of-way into Open Space.

Policy LU.4.7: Work with CalTrans to develop landscape plans for freeway rights-of-way that will reduce exposure to air pollutants for people using the rights-of-way as outdoor recreational areas.

Policies to improve open space around rivers and streams:

Policy LU.4.8: Maintain and expand public green space around rivers and streams.

Policy LU.4.9: Support recommendations of the Los Angeles River Revitalization Master Plan (Map 36) for establishing parks, walking paths, bicycle trails, gathering spaces, and public art along the Los Angeles River.

Policy LU.4.10: Observe guidelines for mobility, watershed management and urban design as established by the Los Angeles River Improvement Overlay Zone (Map 36).

Policy LU.4.11: Consider the selective daylighting of buried streams, when feasible.



Policies to improve access to open space:

Policy LU.4.12: Maintain and improve access to existing open space and new open space which is developed in the Plan area, including walking, hiking, and equestrian trails. **Maintain and improve bicycle access to open space.**

Policy LU.4.13: Support the connection of existing walking, hiking and equestrian trail segments (Map 37) in the Plan Area, where feasible. **Encourage the connection of Griffith Park trails with Elysian Park trails, when possible.**

Policy LU.4.14: Improve pedestrian access to Barnsdall Park in East Hollywood. Encourage access from Vermont Avenue.

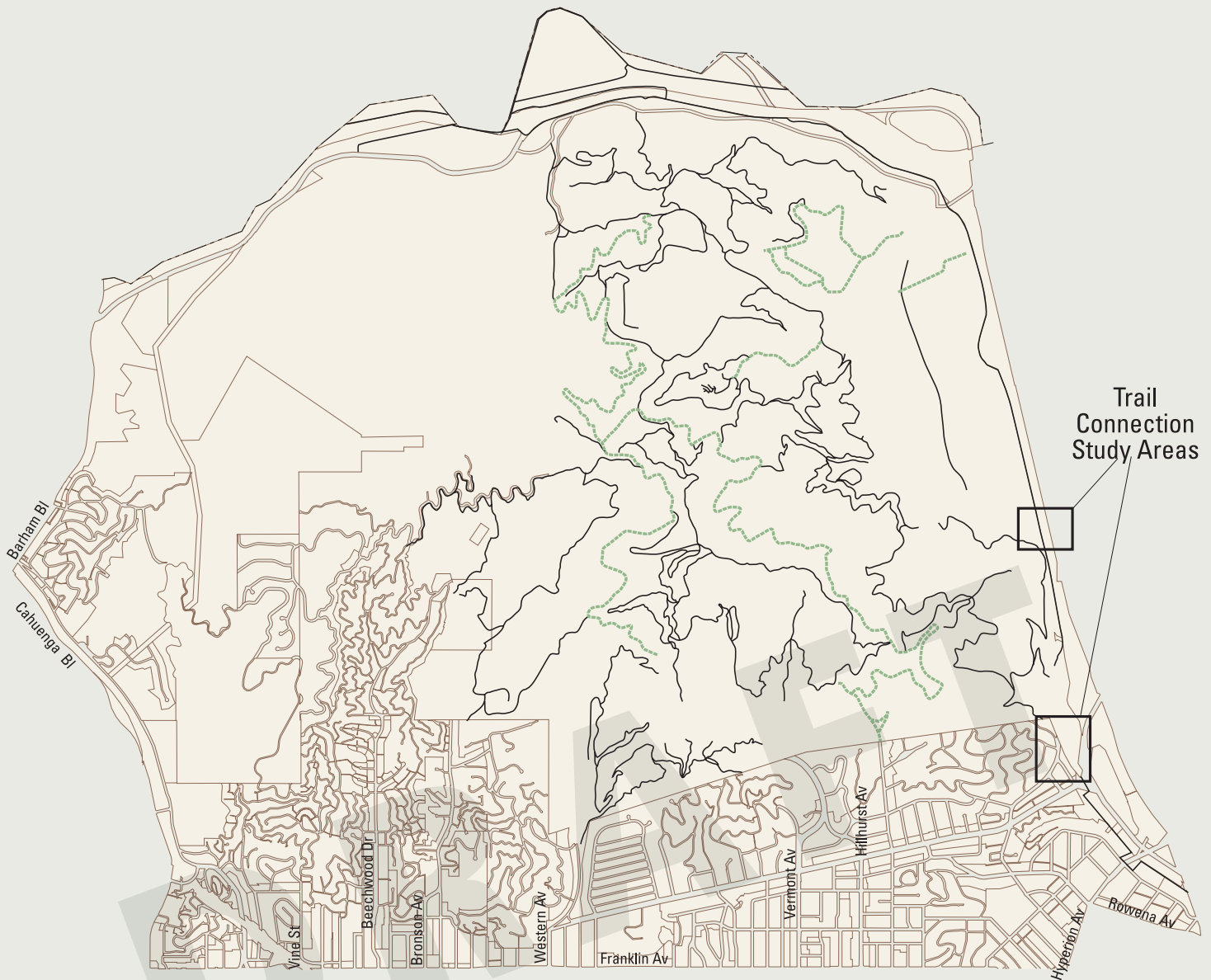
Policies to encourage street trees:

Policy LU 4.15: Recognize street trees as an important feature which improves the quality of open space in Hollywood.

Policy LU.4.16: Work with other City departments, neighborhood associations, business improvement districts and private developers to promote trees in parkways, landscaped medians, community gateways and throughout the Plan Area.

Policies to promote green roofs:

Policy LU.4.17: The Plan supports the use of rooftops for Open Space, where public safety permits.



Legend:

- Equestrian Trails
- Connecting Park Road
(Limited Motorized Access)

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Map 37 Hollywood Community Plan **EQUESTRIAN TRAILS**

Policy LU.4.18: The Plan supports the use of rooftops for running tracks, gardens and other recreational purposes.

Policies to promote public plazas:

Policy LU.4.19: Encourage the construction of public plazas, in addition to greenspaces.

Policy LU.4.20: The Plan supports granting a Floor Area Bonus through a discretionary process in exchange for the provision of a public plaza.

Policy LU.4.21: The Plan supports the consideration of limited and selective street closings for public plazas, when circulation is not adversely impacted.

Policy LU.4.22: The Plan supports the closure of Hudson Avenue, between Hollywood Boulevard and Yucca Street, to create a public plaza.

Policy LU.4.23: Maintain existing pedestrian access to alleys, plazas and other public spaces.

Policies to support community facilities:

Policy LU.4.24: Encourage the provision of community facilities and open space within private discretionary projects.

Policy LU.4.25: The Plan supports the provision of community facilities to be used for classes, bicycle amenities, adult and child daycare, community meetings and other community purposes.

Policy LU.4.26: The Plan supports allowing community centers to utilize alternative means of providing required parking.

Goal LU.5

Encourage sustainable land use and building design.

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

Reducing air pollution improves air quality and visibility, reduces greenhouse gas emissions, while promoting public health and liveability. Improving energy efficiency reduces energy costs as well as protects the environment. The consumption of fresh produce which is locally grown strengthens the local

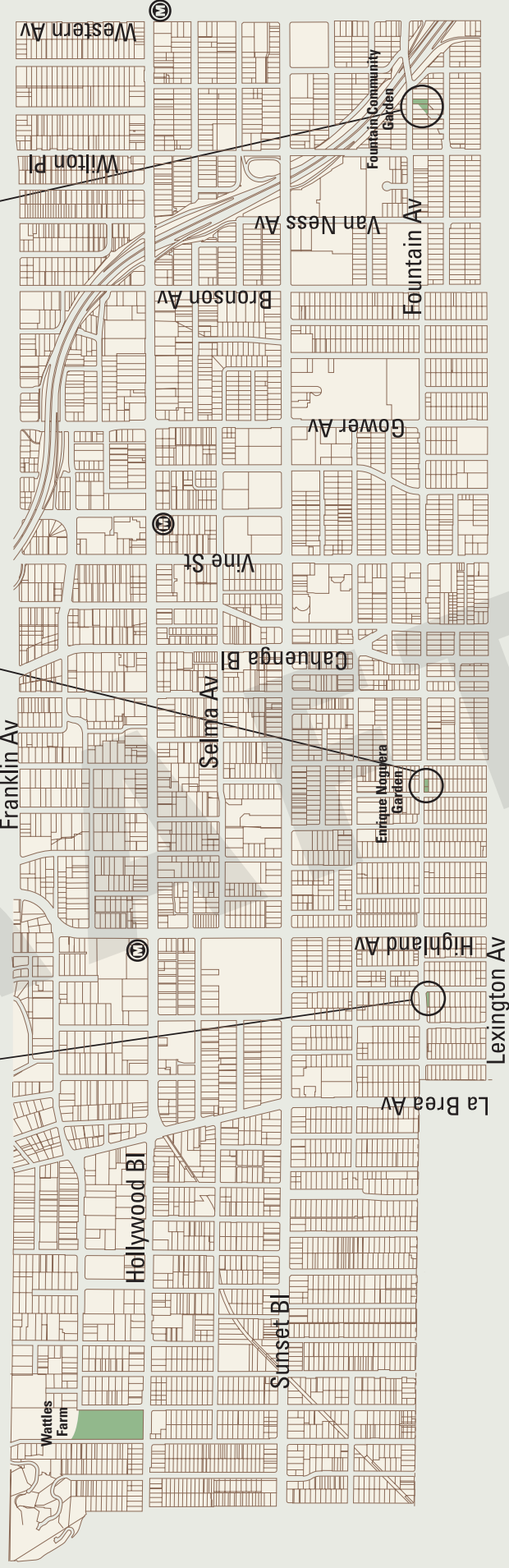
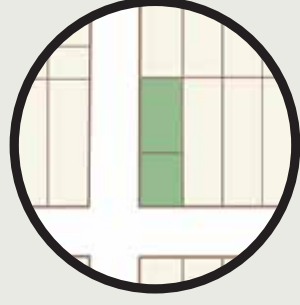


Legend:

Open Space, Public/Quasi-Public

Community Garden

Metro Rail Station



Map 38
Hollywood Community Plan
COMMUNITY GARDENS

Los Angeles City Planning Department • Graphic Services Section • December 2008

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economy while promoting public health and reducing the environmental and financial costs of long distance shipping.

The Hollywood Community Plan promotes land use policies which foster a quality of city life that is liveable and sustainable.

Policies

Policy LU.5.1: Promote sustainable land use, streetscape and building policies to protect the environment and public health. Require large projects to address sustainable development.

Policy LU.5.2: Promote land use policies which support mobility options to reduce auto dependence. Promote the General Plan Framework's transit-oriented development policies which encourage compact, mixed-use development near transit to reduce vehicle trips and improve air quality.

Policy LU.5.3: Promote building policies which minimize use of toxic chemicals, minimize waste through use of recycled materials and support the use of clean, efficient, renewable energy. Implement City policies to promote Green Building practices for new construction of residential, commercial and industrial structures, and public facilities.

Policy LU.5.4: Encourage green space, landscaping and street management policies which reduce the energy costs of cooling, support the pedestrian environment, and improve the public realm.

Policy LU.5.5: Promote the planting of street trees to provide comfortable, shady walking environments, cooling, and absorption of carbon dioxide.

Legend:

Public Facility

Schools:

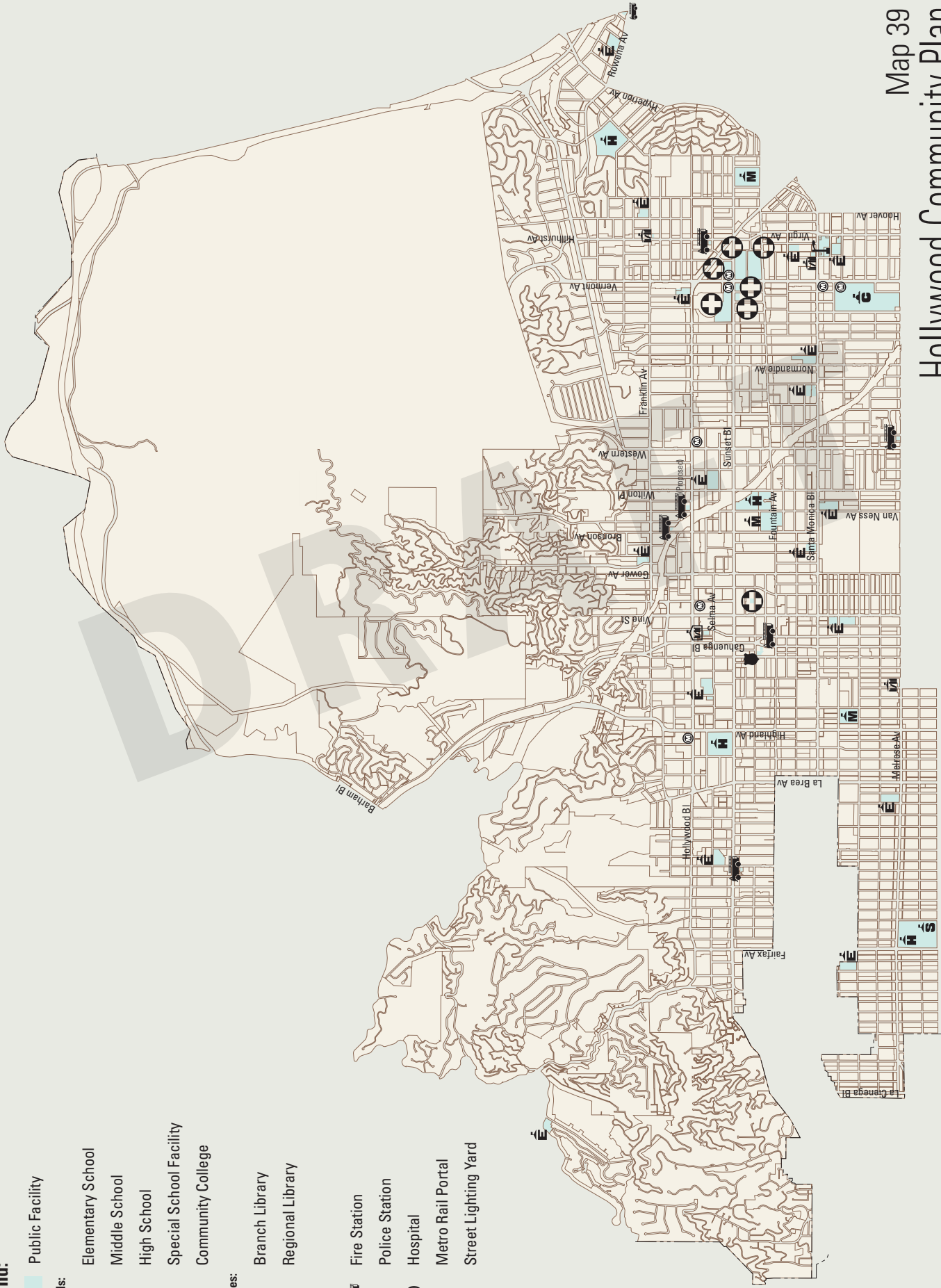
- É Elementary School
- Ĥ Middle School
- Ĥ High School
- Š Special School Facility
- Ĉ Community College

Libraries:

- Ĥ Branch Library
- Ĥ Regional Library

Other:

- Fire Station
- Police Station
- Hospital
- Metro Rail Portal
- Street Lighting Yard



Map 39 Hollywood Community Plan PUBLIC FACILITIES

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Legend:



Under Study



Metro Rail Station

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Map 40 Hollywood Community Plan **PROPOSED OPEN SPACE**



Policy LU.5.6: Support policies which conserve water, recharge local groundwater aquifers and reduce the pollution of water resources. Meet increases in the demand for water through conservation and recycling.

Policy LU.5.7: Maximize the use of recycled water, including the capture and reuse of stormwater.

Policy LU.5.8: Encourage the daylighting of buried streams and other policies which promote stormwater infiltration.

Policy LU.5.9: Encourage the use of permeable materials for the paving of sidewalks and driveways, when feasible.

Policy LU.5.10: Discourage the paving over of yard surfaces in residential neighborhoods. Encourage the use of natural, permeable materials and surfaces to allow infiltration of water.

Policy LU.5.11: Promote watershed management policies which integrate flood protection with water conservation, improvement in the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

Policy LU.5.12: Promote recycling and waste reduction. Support recycling centers which transform waste disposal into resource recovery and economic development opportunities.

Policy LU.5.13: Support facilities which convert wastewater into electricity, such as the Hyperion Treatment Plant.

Policy LU.5.14: Encourage recycling of construction material, both during construction and building operation, including composting of food waste. Encourage dismantling and reuse of materials rather than demolition and dumping.

Policy LU.5.15: Support food policies which promote healthy eating, strengthen regional agriculture and food security and reduce the environmental and financial costs of long distance shipping. Encourage the cultivation and sale of locally sourced produce.

Policy LU.5.16: Encourage the temporary closure of local and collector streets for the purpose of providing space for Farmers' Markets, where appropriate.

Policy LU.5.17: Encourage the temporary use of vacant or underutilized land for community gardens.

Policy LU.5.18: Encourage the use of vacant publicly-owned parcels for community gardens.

Policy LU.5.19: Encourage the provision of space for a community garden as a public benefit (Map 38).

Policy LU.5.20: Encourage the joint use of public facilities for the purpose of promoting the efficient use of space, energy and public resources. Support the

plans of LADWP to provide parkland on top of the proposed Headworks Reservoir in Griffith Park between Ventura Freeway and Forest Lawn Drive and in future infrastructure projects, where appropriate.

Policy LU.5.21: Promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases and increase reliability of power supply.

Policy LU.5.22: Support the use of wind energy, hydropower, geothermal energy, biomass energy and solar power. Encourage passive and active solar energy systems, particularly photo voltaic.

Policy LU.5.23: Promote energy efficiency in the production and delivery of electricity. Encourage local generation of clean, renewable power at or near the point of use to improve reliability of service, reduce energy costs and protect the environment.

Policy LU.5.24: Encourage flexibility in building designs of residential, commercial, and industrial uses, and public facilities to accommodate solar panels.

Policy LU.5.25: Promote the preservation and reuse of existing buildings, when feasible.

Policy LU.5.25: Improve preparedness for disasters, including those related to climate change. Coordinate with other City departments to assess preparedness for increased frequency of extreme weather events, such as heat waves, drought, wildfires, flooding, and sea level rise.

Policy LU.5.26: Support adaptation to climate change through the preparation of land use plans, building codes and zoning codes which mitigate impacts.





Program LU.5.26.1: Review current zoning and building codes to minimize climate change impact.

Policy LU.5.27: Encourage the use of fire-resistant building design, materials and siting.

Policy LU.5.28: Coordinate with other City departments to assess preparedness for public health emergencies, earthquakes and other disruptions of civic life.

Policy LU.5.29: Encourage mixed-use projects to include a green business tenant.

Summary

The Land Use Plan introduces the goals of the Community Plan, followed by policies and programs to achieve these goals. Policies are broad statements which point out the direction of the Plan's vision. Plan policies are referenced by decisionmakers and community members to make sure that land use decisions are consistent with the vision of the Community Plan. Plan programs are focused policy statements which are ready for implementation when funding becomes available.

Chapter 4 introduces the Mobility Plan. The Mobility Plan outlines policies and programs recommended to mitigate traffic impacts of new development allowed by the Hollywood Community Plan.



To Union St



Mobility Plan

It is the challenge of the Mobility Plan to provide Hollywood's residents and visitors with as many mobility options as possible so that their trip choices contribute minimally to the traffic congestion that already exists in this community. Much of Hollywood's traffic is regional traffic, a flow composed of trips which neither begin or end in Hollywood. This pass-through traffic can only be mitigated by regional policies.

The Mobility Plan focuses on policies to mitigate locally-generated traffic, that is, trips which either begin or end in Hollywood. It is anticipated that many of the trips generated by the expanding residential and commercial uses in Hollywood's downtown regional center will be short local trips and can be addressed by such policies. The Mobility Plan also addresses the issues of "cut-through" traffic in residential neighborhoods and the demand for parking resources.

The proximity of residential neighborhoods to vibrant commercial districts, congested freeways, street closures due to special events, and congestion caused by big shows at entertainment venues, all contribute to overflow of traffic into residential neighborhoods. The Mobility Plan recommends the preparation of neighborhood traffic management plans for impacted neighborhoods and the adoption of designated routes for valet parkers.

Policies are outlined to improve the utilization of existing parking resources, such as electronic information on the location and current availability of parking, shared parking within parking management districts, and a district valet program. The Mobility Plan also supports the construction of new public parking facilities in areas of high parking demand.

What is Mobility?

Whether walking, riding a bike, taking public transit or driving a car, community members want efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to comfortably travel within the community and region using one or several modes of transit. Mobility is enhanced when community members have a variety of travel options ranging in feasibility and cost.

Goals and Policies

The Mobility Plan guides the land use and transportation policies of the Community Plan so that citywide transportation policies established in the Framework and the Transportation Element are carried out in the Hollywood Community Plan. The overarching goal of the City's transportation policies is to create a healthy, sustainable and economically prosperous city in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the city's unique communities and neighborhoods, and which is supported by a first-class, multi-modal transportation system.

The Hollywood Community Plan addresses the issues of mobility and access with a series of policies. Some of these policies reference the General Plan Framework and the Transportation Element of the City's General Plan. Other policies are proposed in coordination with the Hollywood Transportation Improvement and Mitigation Program (TIMP).

Street Designations: Standard and Modified

The City's official standard street dimensions are depicted in the Department of Public Works Standard Plan S-470-0, which reflects street standards adopted by the City Planning Commission. These generalized cross sections represent fully dedicated and improved streets by designation and type.

Modified Street Designations

The City Council may by ordinance adopt specific standards for individual streets which differ from these generalized cross sections, which are termed "Modified" streets. The Hollywood Community Plan implements a series of Modified Street Standards (Figure 1), based on a comprehensive study which was conducted of Major Class II Highways and Secondary Highways in Hollywood.

Factors considered in this analysis included the presence of historic buildings, development potential as reflected by lot depths, existing and proposed land use, and volumes of vehicular and pedestrian traffic. In Hollywood these customized street standards take the place of the dimensions outlined previously as Priority Street Treatments.

Much of Hollywood's streetgrid is not built out to current standards and is unlikely to ever achieve these standards due to the historic architecture of buildings along the street or other development-restricting factors. In these cases it may be impractical to require street dedications from new development. However, the Hollywood Community Plan recognizes that many of Hollywood's roadways and sidewalks are not currently constructed to a width that can easily accommodate the expected increase in vehicular and pedestrian traffic and should be widened accordingly.

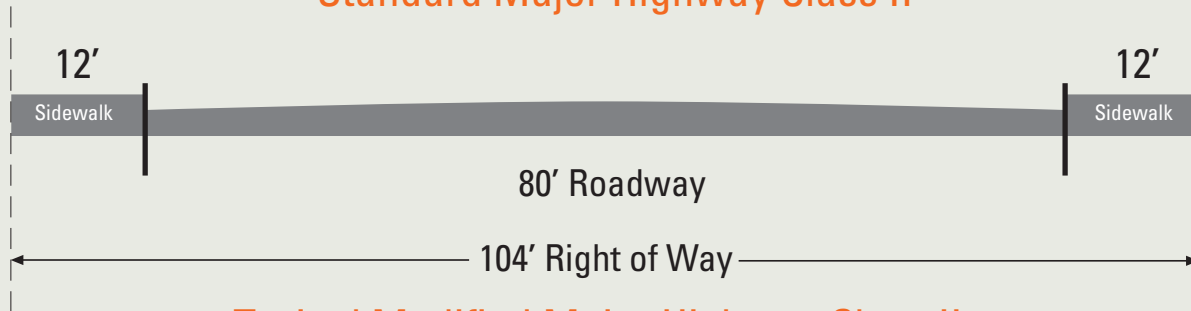
Modified Street Standards are established to reconcile existing street designations with the reality of the existing built environment and the development potential of Hollywood's busiest streets. Detailed descriptions of Hollywood's Modified Street Standards can be found in the Hollywood Community Plan's Environmental Impact Report (EIR).

The Community Plan's Traffic Improvement and Mitigation Program (TIMP)

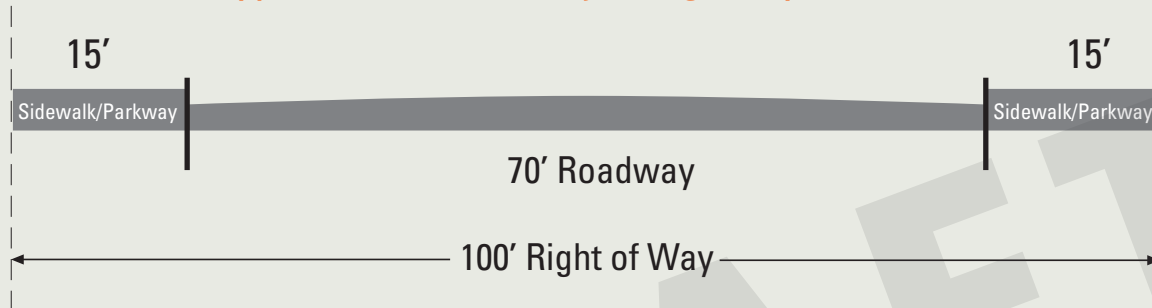
A study, referred to as the Traffic Improvement and Mitigation Program (TIMP), was conducted on the traffic impact of new development allowed by the Hollywood Community Plan. The TIMP takes into account a travel demand forecast model which estimates and compares total vehicle miles travelled, total vehicle hours travelled, and the percentage of congested street segments for several different land use scenarios.

Major Highway- Class II Street Designation Standards

Standard Major Highway Class II

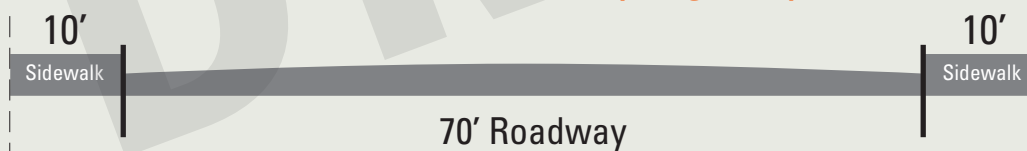


Typical Modified Major Highway Class II



Secondary Highway Street Designation Standards

Standard Secondary Highway



Typical Modified Secondary Highway

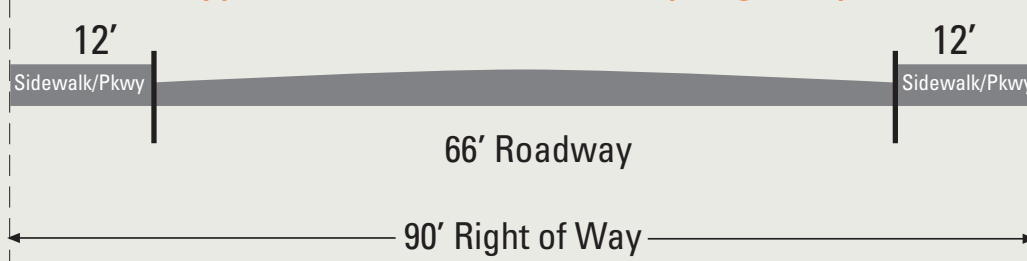


Figure 1
Hollywood Community Plan
STANDARD AND MODIFIED STREET STANDARDS

Included in the TIMP are recommendations for mitigating the volume and pattern of traffic which is associated with these respective land use scenarios. Traffic mitigation measures include Transportation System Management (TSM) Strategies, Transit Improvements, Transit Access and Connectivity Policies, Non-Motorized Transportation Policies, Transportation Demand Management (TDM) Strategies, recommended Capital Improvements and Neighborhood Traffic Management Plans, and Parking Policies.

The Mobility Plan incorporates TIMP mitigation measures into a series of recommended policies to improve mobility and access in Hollywood.

Goal M.1: Expand mobility and access options with transportation system management strategies, transit improvements, transit access and connectivity policies, non-motorized transportation policies, transportation demand management strategies, capital improvements, neighborhood traffic management plans and parking policies.

Policies to manage transportation systems:

Transportation Systems Management (TSM) strategies increase the efficiency of existing transportation infrastructure through traffic engineering and traffic operation control, by monitoring and synchronizing traffic signals, imposing peak period parking restrictions, and making improvements to intersections. The Mobility Plan recommends TSM strategies to apply throughout the Hollywood Community Plan area, with several locations highlighted for attention.

Policy M.1.1: Support the adoption of an impact fee to fund transportation systems management strategies.

Program M.1.1.1: Conduct a nexus study to determine the impact of future development on traffic in Hollywood, and develop community-wide mitigations funded by impact fees.

Policy M.1.2: Implement transportation systems management strategies to use the existing transportation system more efficiently.

Policy M.1.3: Implement signalization improvements to facilitate traffic flow.

Policy M.1.4: Install Automated Traffic Surveillance and Control (ATSAC) at all signalized intersections and all intersections along Major Class II and Secondary Highways in Hollywood.

Policy M.1.5: Implement or enhance "Smart Corridors" to coordinate CalTrans' freeway traffic management system with the ATSAC/Adaptive Traffic Control System (ATCS) highway and street traffic signal management system to enhance incident management and motorist information to reduce traffic delays.

Policy M.1.6: Utilize traffic operations techniques to increase the capacity of the roadway network in response to changing traffic volumes.

Policy M.1.7: Continue the use of movable cones and traffic control officers to create dedicated turn lanes and bus zones on Highland Avenue to manage

Hollywood Bowl traffic. Review the applicability of these techniques to other congested street segments.

Policy M.1.8: Implement parking restrictions to provide additional capacity in periods of peak traffic, where appropriate. Discourage peak hour parking restrictions on streets with high volumes of bicyclists and older residential neighborhoods which have deficits of off-street parking.

Policy M.1.9: Improve the enforcement of all parking restrictions in the Hollywood Community Plan Area, including tow-away response.

Policy M.1.10: Identify and implement intersection improvements on all Major Class II and Secondary Highways, and along some Collector streets, throughout the Hollywood Community Plan Area.

Policy M.1.11: Identify intersections where congestion related to left turns can be improved by either the provision of a left turn lane or the prohibition of left turns, such as intersections along Hollywood Boulevard in East Hollywood, and implement improvements, taking into consideration impacts on pedestrians and bicyclists.

Policy M.1.12: Study the use of one-way streets to ease traffic congestion.

Policy M.1.13: Use electronic media to provide motorists current traffic information.

Policy M.1.14: Install a upgraded Traveller Information System to alert motorists to impending street closures and other events which block traffic.

Policy M.1.15: Maintain the street system to facilitate the movement of current and future traffic volumes, as well as emergency services: Support the maintenance and rehabilitation of all Highways and Streets.

Policy M.1.16: Continue to operate the City's pavement management system to develop optimum street maintenance strategies, with an emphasis on full-width resurfacing.

Policy M.1.17: Implement on-street maintenance work during non-peak days and hours. Park street maintenance vehicles, equipment, materials, supplies, etc. away from Major Class II and Secondary Highways during weekdays.

Policies to improve transit:

Public transit ridership in Hollywood already exceeds the citywide average. According to the 2000 Census 13% of employed persons in Hollywood commuted by transit, compared to 10.2% citywide. The Mobility Plan recommends a number of transit improvement policies to support and increase the percentage of commuters choosing transit over the solo driver trip, including preferential bus lanes, street improvements to facilitate bus movement and transit commuter amenities at transit stops.

Policy M.1.18: Implement Transit Improvements to increase transit ridership.

Policy M.1.19: Coordinate with Metro and the Department of Transportation to improve local, Metro Rapid and community-level bus service.

Policy M.1.20: Support increased bus service along high travel demand routes.

Policy M.1.21: Periodically Review DASH routes to ensure maximum ridership and optimal bus stop locations.

Policy M.1.22: Support the development of coordinated intermodal public transit plans to implement linkages to future public transit services

Policy M.1.23: Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms, **shade trees, bicycle access and self-cleaning restrooms.**

Policy M.1.24: Support preferential bus lanes on appropriate surface streets and freeways.

Policy M.1.25: Support street improvements which are needed to facilitate the movement of buses, such as jog eliminations, street widening, bus bays or turnouts, street signage, striping, colored pavement.

Policies to improve transit access and connectivity:

Improving access to transit is accomplished by land use policies which direct growth to Plan areas accessible by transit, and other policies which make transit use more attractive. Acknowledging that a transit trip often involves more than one segment and more than one mode of travel, the Mobility Plan puts forward policies and programs to facilitate transfer from one mode of travel to another, such as the transfer from bus to bicycle, Metro to taxi, Metro to DASH, or Metro Rapid to a local bus.

Policy M.1.26: Implement strategies to improve transit access and connectivity.

Policy M.1.27: Improve the ease and convenience of using transit by making improvements to transit waiting areas and pedestrian **and bicycle routes** leading to transit waiting areas.

Policy M.1.28: Encourage projects located at intersections served by different transit modes, or intersections which Metro identifies as major transfer nodes, to provide transit amenities such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers and stamped crosswalks.

Policy M.1.29: Support Metro's plans to construct multimodal transit centers at locations served by various types of transit. Multimodal transit centers typically include such passenger amenities as information kiosks, telephones, restrooms, information systems with real time vehicle arrival times, passenger drop-off spaces, park-and-rides, security and lighting.

Policy M.1.30: Extend the hours of service and reduce headways of DASH routes which directly serve Metro Rail Stations, as funding permits.



Policy M.1.31: Encourage large commercial, residential and mixed-use projects to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around Hollywood.

Policy M.1.32: Encourage commercial, residential and mixed-use projects which are located within walking distance of a Metro Station to offer monthly parking leases to Metro commuters.

Policy M.1.33: Support the location of taxi layover and pick up zones near Metro stations and major pedestrian destinations.

Policy M.1.34: Support the implementation of bike-transit centers to provide metro commuters a place to store their bicycles and purchase bicycle repair tools, accessories, and drinking water.

Policy M.1.35: Improve on-street bicycle access to bicycle commuter facilities at Metro Red Line Stations.

Policy M.1.36: Encourage residential, commercial and mixed-use projects located near a Metro station to provide exclusive parking areas for shared cars.

Policy M.1.37: Support the dedication of onstreet parking spaces for shared cars near Metro stations.

Policy M.1.38: Expand the existing LADOT City Ride Program, as funding permits.

Policy M.1.39: Provide vehicle ingress and egress to project sites that minimize interference with bus traffic. Minimize driveways along streets served by articulated buses.

Policy M.1.40: Encourage projects located adjacent to Metro stations to activate direct connections between the projects and the Metro Subway Station Platform/ Mezzanine, whenever feasible, in consultation with LA Metro, LA Department of Transportation and the Planning Department.

Policies to improve bicycle mobility:

Bicycles can be an important and growing part of the mobility system in Hollywood. Bicycles are used for short trips or for segments of trip chains. Metro policies enable bicyclists to store their bicycles at Metro Stations, take bicycles on board the Metro subway and load their bicycles onto the front of buses. The Hollywood Community Plan contains additional policies which support the needs of bicyclists for safe bikeways and convenient bike storage, bicycle accessories and amenities.

Policy M.1.41: Encourage the use of bicycles.



Policy M.1.42: Encourage funding and construction of safe, convenient and attractive bicycle routes to connect residential neighborhoods to schools, open space areas, neighboring cities and employment centers and promote bicycling as a mobility option

Policy M.1.43: Maintain existing planned bicycle routes (Map 12):

Class I Bike Path: the Los Angeles River Bike Path

Class II Bike Lanes:

- Forest Lawn Drive between Barham Boulevard and Zoo Drive
- Los Feliz Boulevard between Crystal Springs Drive and Griffith Park Boulevard
- Sunset Boulevard between Hillhurst Avenue and Santa Monica Boulevard
- Mulholland Drive between Laurel Canyon Boulevard and the 101 Freeway
- Griffith Park Boulevard between Los Feliz Boulevard and Hyperion Avenue

Class III Signed Bike Routes:

- Zoo Drive between Forest Lawn Boulevard and Crystal Springs Drive
- Crystal Springs Drive between Zoo Drive and Los Feliz Boulevard

Policy M.1.44: Amend the Bicycle Plan to designate the following street segments as Class III bike routes upon adoption of the Hollywood Community Plan and Class II bike lanes when full improvement is achieved (Map 12):

- Fountain Avenue between La Brea Avenue and Sunset Boulevard.
- Fairfax Avenue between Hollywood Boulevard and Fountain Avenue
- Fairfax Avenue between Willoughby Avenue and Melrose Avenue.

Policy M.1.45: Connect existing and proposed bike paths, bike lanes and bike routes, in the Hollywood Community Plan area to bike paths, bike lanes and bike routes in other communities, where possible. Connect bike paths, bike lanes and bike routes by the Los Angeles River to bike paths, bike lanes and bike routes in central Hollywood.

Policy M.1.46: Implement public right of way improvements on Fairfax Avenue between Willoughby Avenue and Melrose Avenue to complement bikeway improvements in the City of West Hollywood north of Willoughby Avenue on Fairfax Avenue. Restripe this segment of Fairfax Avenue to allow for bike lanes, northbound and southbound.

Policy M.1.47: Amend the Bicycle Plan to include the following routes as study corridors for potential bike lanes, bike routes or bicycle boulevards:

- Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue
- Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue
- Fairfax Avenue between Melrose Avenue and Rosewood Avenue
- Highland Avenue between Barham Boulevard and Rosewood Avenue
- Bronson Avenue between Franklin Avenue and Santa Monica Boulevard
- Edgemont Street between Franklin Avenue and Melrose Avenue
- Virgil Avenue between Los Feliz Avenue and Melrose Avenue
- US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard
- Virgil Avenue between Los Feliz and Sunset Boulevard
- Hillhurst Avenue between Sunset Boulevard and Melrose Avenue
- Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard
- Wilton Place between Franklin Avenue and Melrose Avenue
- Vine Street between Melrose Avenue and Franklin Avenue
- La Brea Avenue between Franklin Avenue and Rosewood Avenue
- Orange Drive between Rosewood Avenue and Franklin Avenue
- Las Palmas Avenue between Waring Avenue and Selma Avenue
- June Street between Waring Avenue and Rosewood Avenue
- Gower Avenue between Melrose Avenue and Fountain Avenue
- Van Ness Avenue between Sunset Boulevard and Melrose Avenue
- Oxford Street between Melrose Avenue and Romaine Street
- Heliotrope Drive between Rosewood Avenue and Los Feliz Boulevard
- Hoover Street between Santa Monica Boulevard and Melrose Avenue
- Santa Monica between Sunset Boulevard and La Brea Avenue
- Franklin Avenue between La Brea Avenue and Vermont Avenue
- Los Feliz Boulevard between Western Avenue and Riverside Drive
- Cahuenga Boulevard between Burham Boulevard and Highland Avenue
- Burham Boulevard between Cahuenga Boulevard and Forest Lawn Drive
- Waring Avenue between La Cienega and Gower Avenue
- Rosewood between La Cienega Boulevard and June Street
- Rowena Avenue between Hyperion Avenue and Glendale Boulevard
- Finley Avenue between Edgemont Street and Talmadge Street
- Tracy Street between Talmadge Street and Hyperion Avenue
- Rowena Avenue between Hyperion Avenue and St. George Street
- St. George Street between Rowena Avenue and Franklin Avenue

- Franklin Avenue between St. George Street and Vermont
- Finley Avenue between Talmadge Street and Edgemont Street

Policy M.1.48: Coordinate with the Department of Transportation to identify opportunities for providing the following bicycle amenities and improvements.

- expanded bicycle lanes, **bicycle routes and bicycle friendly streets**
- Share the Road bike icons painted on right lanes
- bicycle friendly drainage grates
- directional/wayfinding signage
- bicycle signals and/or push buttons
- bicycle loop detectors
- wide outside curb lanes

Policy M.1.49: Support the provision of bicycle parking and shower facilities in new non-residential development and municipal buildings, as required by LAMC 12.21 A 16.

Policy M.1.50: Support bikeway improvements proposed by Metro at rail stations to facilitate the use of Metro Rail by bicyclists.

Policy M.1.51: Promote efforts to improve the safety of bicycling.

Policy M.1.52: Work with Metro and the Department of Transportation in securing state and federal funding for bikeway construction, bikeway maintenance and bicycle safety education.

Policy M.1.53: Support the provision of bicycle amenities at markets and shopping centers.

Policy M.1.54: Support improved bicycle access to large entertainment venues, such as the Hollywood Bowl.

Policies to improve pedestrian mobility:

Successful pedestrian mobility requires well-designed infrastructure. The Mobility Plan supports wide sidewalks, street amenities and pedestrian-friendly building design and uses to foster walking. Maintaining a network of wide, well-maintained sidewalks, alleys and passageways to connect with popular destinations is key.

Street amenities such as street trees, landscaping, benches, street lights, outdoor dining, public art and directional signage are important. Transparent street frontages activated by neighborhood-oriented retail uses welcome pedestrians. Pedestrian safety is optimized by locating vehicular access from alleys to the rear of buildings.

The Mobility Plan's pedestrian mobility policies are the same policies included in the Land Use Plan under Goal LU.3 – Make Streets Walkable.

Policies to manage transportation demand:

Transportation Demand Management (TDM) Strategies are strategies which decrease the load of vehicles on the transportation system by providing incentives for the use of shared vehicles or alternative mobility options. The Mobility Plan proposes policies to facilitate the use of transit and shared car options, which include taxis, rental cars, shared cars, van pools, and shuttles. The Plan also recommends a nexus study as a first step towards a traffic impact fee, and the study of other financing mechanisms to support mobility options.

Goal M.1.55: Implement transportation demand management strategies to minimize vehicle trips.

Policy M.1.56: Develop a financing mechanism to fund transportation programs which offer alternatives to the drive alone motorist.

Program M.1.56.1: Initiate a study of ways to fund transportation demand management programs, such as a Traffic Impact Fee, tax increments, bonds, grants, benefit assessment districts, and other financing measures.

Program M.1.56.2: Develop grant-writing capacity within the Department of City Planning to seek funding sources for mobility options contained within the Mobility Plan.

Policy M.1.57: Work with Business Improvement Districts to promote the establishment of Benefit Assessment Districts that can fund capital improvements for transit and shared car options.

Policy M.1.58: Encourage mobility alternatives. Support transportation options for persons who do not have cars or want to use their cars less.

Policy M.1.59: Promote the use of taxis, rental cars, shared cars, van pools and shuttles.

Policy M.1.60: Support the expansion of taxi layover and stopping zones near Metro Stations and other areas with high levels of pedestrian activity. Encourage location of rental car service near Metro Stations and major transit nodes.

Policy M.1.61: Promote the use of shared cars and carpools or vanpools. Encourage residential, commercial and mixed-use projects to provide exclusive parking areas for shared cars, and/or exclusive parking areas/waiting areas for carpools/vanpools.

Policy M.1.62: Support the dedication of onstreet parking spaces for shared cars in locations with high demand for shared cars.

Policy M.1.63: Encourage owners of multifamily residential and mixed-use projects to offer tenants incentives for using transit.

Policy M.1.64: Promote the provision of subsidized Metro monthly passes to tenants and/or employees.

Policy M.1.65: Encourage employers to provide employees with incentives for using transit.

Policy M.1.66: Promote the offer of merchant incentives to customers for using transit.

Policy M.1.67: Promote the operation of a shuttle service which circulates between public parking facilities, and major residential, commercial and transit locations in Hollywood.

Policy M.1.68: Maintain and expand existing shuttle services which provide transportation to and from satellite parking lots for significant trip generators such as the Hollywood Bowl and major employers, such as the hospitals in East Hollywood.

Policy M.1.69: Encourage large residential, commercial, industrial and mixed-use projects to provide shuttle services for their tenants or employees to Metro stations.

Policy M.1.70: Promote Transportation Demand Management (TDM) Plans for large projects. TDM Plans should establish vehicle trip caps, a program for monitoring vehicle trips, and a system of incentives and penalties for meeting, or failing to meet, vehicle trip reduction goals.

Policy M.1.71: Encourage all non-residential developments to provide employees with the option of flexible work schedules and onsite telecommuting facilities to minimize peak hour traffic congestion.



Capital improvement policies:

Investment in capital improvements is necessary to maintain the transportation infrastructure. The Mobility Plan proposes capital improvements to apply throughout the Hollywood Community Plan area. Incorporated in the Mobility Plan are TIMP recommendations for targeted capital investments in specific locations.

Policy M.1.72: Support investment in capital improvements of the transportation system.

Policy M.1.73: Implement Intelligent Transportation Systems (ITS) Improvements to improve the accessibility of traffic information.

Policy M.1.74: Support the use of Variable Message Signs along key arterials to

inform motorists of approaching congestion, associated with street closures and special events, and alternate routes.

Policy M.1.75: Support the construction of Transit Information Kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time information about transit services and the time at which the next bus will arrive.

Policy M.1.76: Support the development of online Real Time Traveler Information which can be accessed by cell phone or handheld devices, to provide information about parking access, street closures, construction traffic impacts, bus route changes, traffic conditions, taxi stand locations, valet parking, etc.

Policy M.1.77: Support the addition of a second southbound right-turn lane on Highland Avenue at the intersection of Highland Avenue and Franklin Avenue.

Policy M.1.78: Evaluate and improve the complex five-way intersection at Sunset Boulevard, Hollywood Boulevard, Hillhurst Avenue and Virgil Avenue.

Policy M.1.79: Implement a double left-turn lane, eastbound and westbound, on Sunset Boulevard at Western Avenue.

Policy M.1.80: Support the construction of a new multi-lane roadway to extend from the intersection of Barham Boulevard/Forest Lawn Drive through the NBC/Universal site to Coral Drive adjacent to the 101 Freeway.

Policy M.1.81: Restripe Barham Boulevard to allow three southbound lanes and two eastbound lanes within the existing roadway.

Policy M.1.82: Restripe Cahuenga East south to the 101 Freeway on-ramp near Pilgrim Bridge to provide two lanes on Cahuenga East between the 101 on-ramp and the 101 Barham Boulevard off-ramp and from there, three lanes northbound.

Policy 1.83: Work with CalTrans and other regional agencies to improve the connection between the 101 Freeway and the 134 Freeway. Pursue the addition of connector ramps to connect the 101 Freeway south of this interchange with the 134 Freeway east of this interchange, to relieve the overflow of regional traffic through local streets, such as Forest Lawn Boulevard, Barham Boulevard and Lankershim Boulevard.

Policy 1.84: Support the following recommendations of the Highway 101 Citizens Advisory Committee Report:

Add and eastbound right-turn lane on Sunset Boulevard from Virgil Avenue to Vermont Avenue.

Widen the southbound 101 off-ramp at Van Ness Avenue to add a right-turn only lane.

Widen eastbound Santa Monica Boulevard to provide a right-turn lane onto the 101 southbound on-ramp.

Widen the 101 northbound on-ramp from Normandie Avenue to two lanes.

Policy M.1.85: Support the construction of pedestrian pathways, bicycle paths and facilities, and the reconnection of Van Ness Avenue, as part of any park space built over the 101 Freeway.

Policies to manage neighborhood traffic:

Neighborhood traffic management plans are plans which are developed and implemented by the Department of Transportation to reduce traffic speeds and volumes on the streets of neighborhoods which are affected by cut-through traffic. The Mobility Plan recommends several areas in Hollywood where neighborhood traffic management plans should be considered.

Policy M.1.86: Minimize cut-through traffic with neighborhood traffic management plans which are bicycle-friendly.

Policy M.1.87: Continue to implement traffic calming measures in residential neighborhoods which are impacted by regional and arterial street traffic, while maintaining pedestrian and bicycle circulation.

Program M.1.87.1: Study cut-through traffic in the area bounded by Hollywood Boulevard on the north, La Brea Avenue on the east, Fountain Avenue on the south, Fairfax Avenue on the west, and the area bounded by Hollywood Boulevard on the north, Fairfax Avenue on the east, Sunset Boulevard on the south, Laurel Canyon Boulevard on the west, and prepare a neighborhood traffic management plan, pending results of study.

Program M.1.87.2: Consider the implementation of Neighborhood Traffic Management Plans along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets:

- Franklin Avenue and Hollywood Boulevard
- Sunset and Hollywood Boulevards
- Sunset and Santa Monica Boulevards
- Santa Monica Boulevard and Melrose Avenue
- Franklin Avenue and Mulholland Drive

Policy M.1.88: Consider the establishment of a neighborhood traffic management plan upon approving a major development project.

Program M.1.88.1: Work with the Department of Transportation to design routes for valet parkers which minimize traffic impacts on residential neighborhoods.

Policy M.1.89: Monitor “cut-through” traffic patterns and spillover parking from adjacent commercial areas as growth continues over time.

Parking policies:

The Mobility Plan recognizes that there is a strong demand for parking resources in Hollywood, but that at any given moment many available parking spaces remain unoccupied. Acknowledging that existing parking resources are underutilized, the Mobility Plan supports parking policies which allow flexibility in the application of existing parking requirements to improve the utilization of the existing parking supply and land in Hollywood.

The Mobility Plan recommends the creation of a parking management district in the Regional Center to allow evening parking uses for bank parking facilities and other parking resources. Vehicle Parking Assessment Districts are proposed to finance the improvement of existing public parking structures and fund the construction of new public/private parking structures, where needed.

Policy M.1.90: Use parking resources efficiently.

Policy M.1.91: Improve utilization of existing public parking structures and lots.

Policy M.1.92: Support the study of an Intelligent Parking System which uses electronic technology to provide information on the location and pricing of available parking in current time. Consider the use of Intelligent Parking Systems to vary the price of parking minute-by-minute in response to changes in supply and demand.

Policy M.1.93: Support the creation of a parking management district or districts in areas of high parking demand which would allow motorists to park wherever vacant parking spaces exist within a group of shared parking facilities.

Policy M.1.94: Encourage projects located within the Regional Center to participate in a District Valet Program or Programs to mitigate any project-generated parking impacts. Participation in a District Valet Program should be considered as a traffic mitigation measure.

Policy M.1.95: Consider allowing nightclub and other entertainment venues in the Regional Center, to submit a private parking plan utilizing underused private commercial parking areas for certification by the Department of Transportation in lieu of providing required on-site parking spaces.

Policy M.1.96: Support the shared use of public agency parking facilities.

Policy M.1.97: Encourage flexibility in parking requirements within parking management districts or when a public parking facility is located within walking distance of a proposed development. For example, encourage the 24 hour use of offsite parking spaces.

Policy M.1.98: Support the maintenance of the existing number of publicly available parking resources in the Regional Center of Hollywood.

Policy M.1.99: Encourage projects located within the Regional Center to replace publicly available parking spaces which are lost to new development by any of the following means:

- on-site spaces
- off-site spaces obtained through private leasing arrangements
- off-site spaces obtained through alternative parking programs such as a parking management district.

Policy M.100: Encourage the sharing of parking resources provided by new development.

Policy M.101: Require applicants for residential, mixed-use or commercial projects who request parking spaces which exceed the maximum to make the additional spaces requested available for use by the general public.

Policy M.102: Consider reductions in parking requirements for projects which are located within 1500 feet of a Metro rail station.

Policy M.103: Encourage owners of existing parking resources with excess parking, whose parking facilities are located within walking distance of a Metro station to offer monthly leases to Metro commuters to park onsite.

Policy M.104: Maximize the use of onstreet parking spaces in commercial areas.

Policy M.105: Develop new off-street public parking resources, including parking structures and underground parking, in accordance with design standards.

Policy M.106: Support proposals to build parking structures which can be used by multiple customer groups in areas of high parking demand.

Policy M.107: Support construction of parking structures in a manner which can be converted to other uses in the long term.

Policy M.108: Require ground-floor commercial uses in offstreet parking facilities which are located in commercial areas.

Policy M.109: Encourage the screening and landscaping of parking lots. Promote use of permeable paving material on new and existing parking lots.

Policy M.110: Promote the use of assessment districts and other financing tools as a means of constructing new parking structures in areas with parking deficits.

Policy M.111: Support the establishment of Vehicle Parking Assessment Districts to pay for the improvement of existing public parking structures and the construction of joint public-private parking structures in the Regional Center and the Media District.

Summary

The Mobility Plan outlines the policies and programs recommended by the Hollywood Community Plan to mitigate the traffic impact of new development allowed by the Plan. Modified Street Designations are introduced to reconcile existing street designations with the reality of the existing built environment and the development potential of Hollywood's busiest streets.

Mitigation measures contained in the Traffic Improvement and Mitigation Program (TIMP) are incorporated into a series of policies to improve mobility and access in Hollywood. These mitigation measures include transportation system management strategies, transit improvements, transit access and connectivity policies, non-motorized transportation policies – bicycling and pedestrian mobility, transportation demand management strategies, capital improvements, neighborhood traffic management plans and parking policies.

The Mobility Plan recommends several programs to finance transportation demand management, such as a nexus study for a development impact fee.

Chapter 5, Community Facilities and Infrastructure, reviews the level-of-service standards, required improvements, issues, funding responsibility and goals and policies for public facility and service providers in Hollywood.





Community Facilities and Infrastructure

Community facilities and infrastructure play a vital role in maintaining and improving a high quality of life for all residents in the Hollywood Community Plan area. Police and fire stations, libraries, parks and schools deliver essential community services. Water and sewer systems, solid waste treatment systems, drainage facilities and public utilities are also a vital part of necessary urban infrastructure.

The intent of the Community Facilities and Infrastructure Plan is to ensure that growth is supported by adequate, well-maintained infrastructure and services. Other goals of the Community Facilities and Infrastructure Plan include the following:

- Develop and locate public facilities that provide the greatest benefits to the greatest number of people at the least cost and with the least environmental impact.
- Encourage facility-providing departments and agencies to carry out long-range capital facility planning and construction that is compatible with land use planning goals and policies.
- Fully coordinate public and private development in order to avoid expensive duplication and to assure a balance among needs, services and costs.
- Require large scale projects to plan for the siting of necessary public facilities and to provide or fund their fair share of all public facility needs created by the development.
- Require discretionary development projects to provide or contribute toward the provision of public facilities necessary to serve the development, concurrent with need.
- Achieve economy, efficiency and equitable distribution in the provision of services and facilities consistent with standards for environmental quality.

The policies in this chapter are organized into three areas:

- General Community Facilities Policies
- Public Services Policies - Police, Fire, Libraries, Schools and Parks
- Infrastructure Policies - Water, Wastewater, Solid Waste, Stormwater, Energy, and Street Lighting

Relationship to General Plan Framework

Chapter 9: Infrastructure and Public Services of the City's General Plan Framework Element provides an integrated framework of public facility goals, objectives, policies and implementation measures incorporating the City's expectations and requirements to ensure the effective and efficient provision of public facilities and services concurrent with need. Addressing public facilities at the Community Plan level helps to ensure the Framework's linkage between facility planning and land use by addressing the types of infrastructure required to support the physical development of a specific portion of the City.

Overview: The New Hollywood Community Plan

The Hollywood Community Plan allocates land to accommodate the range of public facilities and open space that the community will need through the life of the Plan. This acreage falls within the Public Facilities and Open Space land use classifications. Public facilities, such as police stations, fire stations, libraries, schools and government buildings may be constructed on land designated and zoned for public facilities. In addition, support infrastructure for water, wastewater, stormwater, solid waste and utilities, such as treatment or storage facilities, may also be constructed on land designated for public facilities with certain conditions. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities Classification, as well as in all Residential and Commercial zones and selected Industrial classifications.

There have been several new facilities and capital improvements within the Hollywood Community Plan Area since the last plan update in 1988. Numerous parks and recreation facilities have been upgraded, including the restoration of the Griffith Park Observatory, and extensive renovations and improvements to the Los Angeles Zoo. Several improvements to wastewater and stormwater infrastructure were also made, including sewer replacement, and the installation of new storm drains and catch basins.

Development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities. Further, the intent

is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality. Cost and distribution are major issues in the provision of public facilities. It is essential that priorities be established and new and different sources of revenue be identified. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to ensure a balance among needs, services and cost.

Public Facilities and Services

This section discusses those public facilities that support municipal operations, such as police and fire, as well as those that provide community services, such as parks, libraries, and schools. The need for the facilities that support these services is driven by the increase in population over time, and the resulting staff and equipment (i.e. fire equipment, patrol cars) necessary to provide the service.



Police

Law enforcement services are provided by the City of Los Angeles Police Department (LAPD). The LAPD operates 18 stations within four bureaus (Central, South, Valley and West). The Hollywood Community Plan Area is served by the West Bureau's Hollywood Community Police Station facility (Map 39). This station is located at 1358 N. Wilcox Avenue in Hollywood. The LAPD uses a work load computer model (Patrol Plan) to deploy patrol officers to the various geographic areas in the City. This model includes several factors, such as response time, service calls, and traffic conditions.

Police facilities are added in response to particular growth demands. Aside from additional personnel and space to house them, the most identifiable increase in capital facility requirements related to urban growth is the proportional growth in need for additional patrol cars. Any increase in police officers may also require corresponding increased support staff, facilities and equipment.

The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD to some extent. The LAPD's operational statistics are generally reported and analyzed in terms of response times and crime rates within the specific districts.

Issues

There is potential for the growth in the Community Plan Area to impact the service levels of the LAPD. The high concentration of nightclub entertainment activity and tourist-related uses in Hollywood stretches the demand for police services in this community. Another feature of life in Hollywood which poses a challenge to policing is the proximity of residential and nightclub uses. In order to maintain



adequate service levels, additional personnel, facilities and/or equipment would likely be needed to keep pace with an increase in the number of calls for service and patrol caused by additional development.

The actual ability to provide these services is dependent on several factors, including police personnel hiring policies and funding considerations at the citywide level. Thus, policies in this section are aimed at crime prevention through design and working with the Police department to review development projects.



Fire and Emergency Services

Fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles are provided by the Los Angeles Fire Department (LAFD). The LAFD operates 106 neighborhood fire stations located throughout the Department's 470-square-mile jurisdiction. The Hollywood Community Plan Area is served by seven fire stations (Map 39). The LAFD is responsible for fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service.

Standard criteria for evaluating acceptable service levels and determining the need for expansion of existing fire stations is based primarily on the ability to meet response time goals and not exceed maximum distances between fire stations. The standards are expressed in terms of service radii (1.5 miles), equipment and response time.

Issues

Fire Department services are based on the community's needs, as determined by ongoing evaluations. When an evaluation indicates increased response time, the acquisition of equipment, personnel, and/or new stations is considered. As development occurs, the Fire Department reviews environmental impact reports

and subdivision applications for needed facilities. Development is subject to the standard conditions of the LAFD with regard to station construction, fire suppression systems and emergency medical services. Where appropriate, construction of new facilities is required as a condition of development.

There is potential for growth in the Community Plan Area to impact the service levels of the LAFD. As new growth and development occurs, the number of people and structures that must be protected increases, and consequently the volume of emergency calls also increase. This demand for additional service could create the need for expansion of fire facilities and equipment. The policies in this section are aimed at coordination with the Fire department to review significant projects and assist in finding sites for future facilities.

Libraries



The Los Angeles Public Library (LAPL) system provides library services at the Central Library in Downtown, eight regional branch libraries, and 63 community branches. The total City of Los Angeles library branches have a cumulative 940,900 square feet of building area. The Hollywood Community Plan Area is served by five branch libraries (Map 39). The libraries have a combined area of 60,303 square feet and over 281,390 catalogued volumes.

A new LAPL Branch Facilities Plan was adopted in February 2007, which proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying amounts of residential population. In general, the recommended sizes are 12,500 square foot facilities for communities with less than 45,000 population and 14,500 square foot facilities for communities with more than 45,000. In addition, this plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area. The State of California also has a standard that requires 0.5 square feet of library space per resident.

The 2007 Branch Facilities Plan's Proposed Project List includes a total of 19 projects, none which are located in the Hollywood Community Plan Area. These projects include library improvements and new libraries in communities adjacent to Hollywood, including Eagle Rock, Echo Park, and Atwater areas.

The library services available to the Community Plan Area are enhanced by the availability of existing branch libraries outside of Hollywood, as well as the proposed library improvements and new construction in these surrounding communities. In addition, on-line services and virtual library with computer workstations that provide access to the library's on-line catalog, extensive information databases, multi-media software and free Internet searching for the public may enhance the capacity of available library resources in the Hollywood Community Plan Area.

Issues

A community library should serve patrons in an approximate two mile radius. Since the location of a library is based on distance and the concentration of population in a given area, the implementation of the proposed plan may create more demand for libraries in some parts of the Community Plan Area.

An increase in population may require the construction of new libraries or improvements to existing library facilities in the Plan area.



Schools

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. School districts are subject to the overview of the State Legislature and are entirely independent of City of Los Angeles government.

The Hollywood Community Plan Area is located within LAUSD's Local District 4. The student population of the plan area is served by 22 regular public schools, including: 15 elementary schools, 3 middle schools, and 4 high schools (Map 39). There are also other LAUSD schools located outside the plan area that are attended by students who reside within the plan area, as well as some private schools located within and serving the Community Plan Area.

The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each District school to accommodate the projected future population and the analysis of school-by-school enrollment trends. This determination of need is based on several assumptions tied to current school Board policies and planning guidelines. The measurement most often used as a level of service standard is the ratio of students per classroom. The LAUSD

also utilizes student generation rates by type of household in order to estimate the impact on enrollment.

In 2000, the LAUSD began a \$20 billion building and modernization program that is expected to be completed by 2012. By 2008 the school district had completed 180 new schools and additions with 79 more still pending. Four new schools with a total of just under 3,300 seats have been completed since 2001 in Hollywood, as part of this district-wide school construction program to relieve overcrowding. Also, three existing schools have had additional space constructed as part of the program, providing another 550 seats. Based on LAUSD standards and recent construction, the operating capacity of the public schools can likely accommodate the student population in 2030.

Issues

Anticipated population growth may result in the need for expanded school facilities. Although current estimates indicate that the operating capacity of the public schools can accommodate expected enrollment, population growth which exceeds current estimates may cause an increase in the demand for public schools.

Multiple users of school facilities maximize the community benefits of public schools. Shared-use programs enable members of the community to use both indoor and outdoor non-classroom spaces of public schools for recreational purposes. Shared-use programs require adequate supervision. Design features can facilitate shared-uses.

Parks



Parks and open space are a vital part of a livable, sustainable community. While they are essential in any city, they become even more important in areas of high population density and development intensity. Where homes may not include yard space, and landscaping is scarce, green spaces and public open space provide opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community.

Recreation and park services are primarily provided by the City's Recreation and Parks Department (RAP). The City owns approximately 16,000 acres of parkland and open space, the majority of which are large urban parks or regional parks, but also include beaches, lakes, horticulture centers, museums, and historic sites.

There are four types of parks; mini, neighborhood, community, and regional parks. Mini parks, sometimes referred to as pocket parks, provide space of less than an acre to an immediate neighborhood. Neighborhood Parks provide space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park. The community parks serve a much wider interest range than those of a neighborhood site, and satisfy the need of the nearby community as well as other service areas. A regional park provides



specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles Area.

The Hollywood Community Plan Area has a total of eighteen parks, including: two regional parks, nine neighborhood and community parks, and seven mini/pocket parks. As shown in Table 5.1, these eighteen parks have a total land area of approximately 4,400 acres. The two regional parks serving the Community Plan Area are Griffith Park, which has a total land area of 4,215 acres, and Runyon Canyon Park, which has a total land area of 134 acres.

Griffith Park is one of the largest urban parks in the United States and contains a wide range of recreational facilities, ranging from museums and event venues to hiking and equestrian trails. These facilities include:

- The Griffith Observatory, Autry Museum of Western Heritage, Travel Town Museum, and the Greek Theatre
- Harding, Roosevelt and Wilson Golf Courses
- Bird sanctuary
- Tennis courts and soccer fields
- Picnic areas
- Hiking and equestrian trails.

The Los Angeles Zoo and the Los Angeles Equestrian Center, while managed separately from Griffith Park itself, sit within the park's boundaries. The Zoo has numerous animal exhibits, as well as a botanical garden. The Equestrian Center is a show venue and stabling facility on 75 acres that enables riders to access trails along the Los Angeles River and through Griffith Park. Runyon Canyon Park has hiking and equestrian trails, as well as a children's play area, and a large dog park of 90 off-leash acres.

Densely populated areas increase the need for parks and recreation programs. Planning and implementation of parks, recreation assets and amenities is based on a universal standard of population density to ensure that resources be allocated with the goal of providing the same level of facilities and services to all citizens. To assess the level of service, a ratio of parkland acreage per 1,000 persons is used. The City's Public Recreation Element of the General Plan establishes the following criteria for parkland acreage: (1) six acres of regional parkland per 1,000 residents; (2) two acres of community parkland per 1,000 residents; and (3) two acres of neighborhood parkland per 1,000 residents. These acres correspond to a total of 10 acres of parkland per 1,000 residents.

Open space in Hollywood includes land owned by the Santa Monica Mountains Conservancy, as well as the Los Angeles River, which runs along the northern and eastern edges of the Plan area. The River currently has a bicycle and walking trail alongside it that runs through Hollywood. The City's Los Angeles River Revitalization Master Plan identifies numerous opportunities to protect and restore the River's ecosystem, improve access to the River, and maximize its value as a resource for the surrounding area.

Issues

TABLE 5-1

Existing Park Acres in the Hollywood Community Plan Area

Type of Park/Size	Acres
Mini Parks: less than 1 acre	2.8
Neighborhood Parks: 1-10 acres	20.2
Community Parks: 10-50 acres	63.0
Regional Parks: Over 50 acres	4,348.7
Total	4,434.7

Due to the large size of Griffith Park, total parkland acreage in Hollywood is nearly twice the number of acres required to meet the standard established by the City's Public Recreation Element. However, there is a need for more widely distributed parkland at the local level.

Although Hollywood is well-served by regional parks, the community would benefit from more small neighborhood parks. In the Hollywood Community Plan Area, the distribution of mini, neighborhood and community parks occurs primarily in the western portion of the plan area. The eastern portion of the plan area is serviced by three of the sixteen mini, neighborhood and community parks.

Options to acquire undeveloped land for park purposes are few, but present opportunities. When surplus public property is offered for private sale, it reduces land that could be used for public parks. Every effort must be made to work with the Department of Recreation and Parks as well as other integral departments to expand park acreage and recreational amenities in Hollywood.

Traditional open space resources have diminished. Non-traditional open space resources should be considered. It is important to identify areas of open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, planned transit and utility-rights-of-way, pedestrian-oriented streets, pocket parks, public plazas and other public spaces.

Infrastructure

This section addresses physical infrastructure that is provided by the City of Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, stormwater, solid waste management, energy (power) and street lighting. The supporting infrastructure for these systems is of a citywide nature rather than local to a particular Community Plan Area. For example, a wastewater treatment facility may be located in one Community Plan Area, but provide service to several Community Plan Areas. Additionally, this infrastructure may be underground, or located in areas that are not visible to community residents.

Water

The LADWP is responsible for ensuring that water demand in the City is met and that State and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the legal boundary of the City.

The California Urban Water Management Planning Act requires water suppliers to develop water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2005 Urban Water Management Plan (UWMP) is designed to meet the current requirements of the Act, and also serves as the City's master plan for water supply and resources management.

This plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2030. A primary objective of this plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and environmental enhancements. Another key objective is to maintain the operational integrity of the City's water distribution system.

The City obtains its water from the Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD), and recycled wastewater for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply to serve the City's needs. However, expansion of recycled water projects and water conservation measures are planned to fill a larger role in the City's water supply portfolio.

MWD has pledged to plan for emergencies and natural disasters throughout the region. The agency has approximately 1.7 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe



water shortage allocation if required, and keeps the region prepared for a major earthquake or other events.

Water Supply Infrastructure

Water supply infrastructure consists of water storage facilities, transmission and distribution pipelines, booster pumping stations, pressure reducing stations, and other related facilities. The City's water system has 110 tanks and reservoirs with a total capacity of 109 billion gallons and water is distributed through a network of 7,200 miles of water mains. Because of the size and range in elevation, the system is divided into 102 pressure zones, with almost 90 booster pumping stations to provide water service at higher elevations. Regulator stations control the flow that feeds the distribution system.

Demand, or the amount of water used by the City's residents and businesses, is measured in acre-feet. An acre-foot covers one acre of land, one foot deep. One acre-foot is equivalent to 325,821 gallons and is enough water to serve approximately two households per year. The LADWP 2005 UWMP indicates that citywide water demand, based on normal weather conditions, will be about 776,000 acre feet per year by 2030.

In the proposed Hollywood Community Plan, the daily water consumption is projected to reach approximately 38,068 acre feet per year. This estimated consumption amounts to about 5 percent of the LADWP projected 2030 citywide water demand. LADWP's water system takes into consideration current and future consumption, fire protection, multiple supply sources, balance storage and transfer capacities to evaluate the need for future water facilities while at the same time meeting water quality regulations. Through infrastructure projects, LADWP can replace or upgrade major system components that are outdated or malfunctioning, or located in seismic areas.

Water improvements completed since the previous Plan update include the Toyon Tanks and Rowena Reservoir. The Toyon Tanks, completed in 2002, are a pair of 30-million gallon storage tanks buried under the Hollywood Hills and were designed to replace Upper and Lower Hollywood Reservoir. A similar project replaced the Rowena Reservoir with an underground tank.

Future projects include construction of a new water distribution system in Griffith Park, and improvements to the River Supply Conduit, which carries large amounts of water from reservoirs and wells in the San Fernando Valley to distribution facilities in central Los Angeles. A related project is the Silver Lake Reservoir Complex Replacement Project, which will construct the new Headworks Reservoir, a 110 million-gallon underground reservoir, as well as a hydroelectric facility and a flow regulating station on the northern edge of Griffith Park. These new facilities will replace the Silver Lake and Ivanhoe reservoirs.

Issues

Many structural components and facilities are 50 to 90 years old and are no longer meeting the performance and quality standards expected. Long-range replacement

programs will rehabilitate and upgrade these facilities and help reduce costs for maintenance and repairs. The City's extensive water system will require significant capital improvements due to aging infrastructure, scheduled replacements, and anticipated changes in state and federal water quality regulations.

Impacts of water demand on local distribution systems. While existing major water supply facilities in the Community Plan Area may be adequately sized for the anticipated growth and existing facilities may be sufficient to serve most areas in the Community Plan Area, the projected increase in water consumption overall may require the upgrading or expansion of existing local distribution systems within the Community Plan Area.

Commitments to protect and restore the environment. The City's water deliveries from the Los Angeles Aqueduct have been reduced due to reallocation of water for environmental mitigation and enhancement in the Eastern Sierra, including restoration of the Lower Owens River, restoration of the streams feeding Mono Lake and rewatering of Mono Lake, and dust storm mitigation of the Owens Dry Lake bed. Water supplies from the Sacramento-San Joaquin Delta have also been reduced in order to protect several species of endangered fish.

Climate change is already having a profound effect on California's water resources, as evidenced by changes in snowpack, river flows, and sea levels. The State Department of Water Resources projects the impacts of climate change will gradually increase during this century and beyond. These impacts include increased flooding threats from higher flood peaks and sea level rise, reduced water supply due to substantial decreases in Sierra Nevada snowpack, and increased water demands due to higher temperatures.

Lifestyle Impacts of conservation measures. It is anticipated that future increases in water demand will be met by a combination of conservation measures and recycling. By investing in such measures as the installation of low-flow toilets and shower heads the City has already succeeded in stabilizing water demand despite increases in population. Maintaining water demand at the current level will depend on continued progress in the adoption of water-saving technology, such as self-regulating sprinklers that adjust watering based on the weather, and the adoption of water-saving behaviors, such as installing drought tolerant landscaping and capturing rainwater runoff for reuse.

Maintaining high water quality standards. Changes in state and federal water quality regulations impact how water is stored and treated. To increase the safety and quality of water LADWP is reducing dependence on large in-city open reservoirs and implementing comprehensive monitoring programs.

Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides sewer conveyance infrastructure and wastewater treatment services

to the City of Los Angeles. The primary responsibility of the LABS is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users. The Bureau manages and administers three primary programs: 1) wastewater collection, conveyance, treatment, and disposal; 2) solid waste resources collection, recycling and disposal; and 3) watershed protection. The solid waste resources and watershed protection functions are addressed in the following two sections of this chapter, Solid Waste and Stormwater.

To comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) was prepared for each of the City's sanitary sewer systems to control and mitigate all sanitary sewer overflows (SSOs). The City's wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers approximately 515 square miles and serves the majority of Los Angeles. The TISA is approximately 18 square miles and serves the Los Angeles Harbor area.

The wastewater system comprises more than 6,500 miles of sewer pipelines, four wastewater treatment and water reclamation plants, and 47 pumping plants that can process over 550 million gallons of flow each day citywide. Table 5.2 shows the collection and treatment facilities currently operated by the LABS.

TABLE 5-2

Wastewater Treatment Facilities and Existing Capacity

Millions of Gallons per Day (mgd)

Wastewater Treatment Facilities	Location	Capacity
Hyperion Treatment Plant (HTP)	Playa del Rey	450 mgd
Terminal Island Treatment Plant (TITP)	San Pedro	30 mgd
Community Parks: 10-50 acres	Sepulveda Basin	64 mgd
Regional Parks: Over 50 acres	Griffith Park	15 mgd
Total Capacity		559 mgd

Source: City of Los Angeles, Department of Public Works Bureau of Sanitation, 2009

Wastewater Treatment Facilities: The Hyperion Treatment Plant in Playa del Rey, the City's largest facility, serves more than two-thirds of Los Angeles, including Hollywood. The plant treats approximately 96 percent of the total wastewater flow generated by the City and its contract agencies. The Terminal Island Treatment Plant in San Pedro serves Los Angeles Harbor area communities, while the Donald C. Tillman Water Reclamation Plant in the Sepulveda Basin serves the San Fernando Valley.

The Los Angeles-Glendale Water Reclamation Plant across the freeway from Griffith Park serves the eastern San Fernando Valley communities. Sewage sludge removed from wastewater at these reclamation plants is returned to the sewer system and treated at the Hyperion and Terminal Island treatment plants.

Wastewater Collection System – the Sewers: The wastewater collection system's physical structure includes over 6,500 miles of sewers that are connected to the City's four wastewater and water reclamation plants. The sewer system is grouped into primary sewers and secondary sewers. The primary sewers represent the trunk, interceptor, and outfall portion of the system and convey wastewater received from the secondary sewers to the treatment plants. The average age of the primary sewer system is over 50 years old.

Wastewater generation is a function of population and employment within the wastewater service area. According to the LABS, projected wastewater flows to the City treatment facilities will total 531 million gallons per day citywide by the year 2020. The treatment facilities have a total capacity of about 550 millions of gallons per day (mgd).

The City of Los Angeles December 2006 Integrated Resources Plan (IRP), prepared for the LABS and LADWP, is an integrated approach to address the City's wastewater, stormwater management and recycled water needs. The IRP identifies the "gaps" between the projected flows and the current system capacities and proposes options to address the identified gaps. The IRP indicates that more treatment capacity is needed due to increased flows and runoff, but rather than adding a brand new treatment plant, it is more cost effective and less disruptive to add treatment capacity at the existing plants.

Future projects for the Hollywood Community Plan Area include replacement and repair of minor sewer pipes, and the construction of major regional-serving sewers. The Northeast Interceptor Sewer will be located mainly along the eastern edge of Griffith Park. The Burbank Glendale Interceptor Sewer is the northern extension of this project and will be built along the northern edge of Griffith Park. Interceptor sewer lines collect the flows from main and trunk sewers and carry them to treatment points.

Issues

Many of the City's sewers are older than 50 years, with a normal life expectancy of 50-100 years. A large portion of the primary sewers are currently flowing

above their design capacity during normal dry weather conditions. These volumes often double during a rainstorm, leading to periodic overflows from the system to the Santa Monica Bay and other receiving water bodies. More treatment capacity will likely be needed due to increased flows and runoff. Rather than adding a brand new treatment plant, it may be more cost effective and less disruptive to add treatment capacity at the existing plants.

Maximizing wastewater recycling to meet future water demand. Water recycling is one of the least expensive and most feasible means of increasing water supply. Recycled water is currently used for irrigation, industrial purposes, habitat development and as a barrier against seawater intrusion into local groundwater. Recycling water for household uses will require upgrading the Tillman Water Plant with advanced treatment capability and extensive public outreach to educate and engage the public regarding the importance of recycling water.

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the long-range solid waste management policy plan for the City.

The City's Solid Resources program includes the collection, recycling, and disposal of solid waste, green waste, bulky items, and other special solid resources materials for residences city-wide, and management of contracted recycling programs for apartments and commercial and industrial businesses. This includes the recycling and disposal of household hazardous waste and the development of long-term alternatives to landfill disposal and for clean fuel programs related to solid waste.

The Bureau of Sanitation collects, disposes, and recycles over 1.7 million tons per year of solid waste, collecting refuse, recyclables, yard trimmings, and bulky items (Bureau of Sanitation, 2008). Solid waste facilities include: refuse collection yards; mulching/composting facilities; permanent Solvents, Automotives, Flammables and Electronics (SAFE) centers for household hazardous waste; regional transfer stations and landfills, and waste-to-energy facilities.

The Central Los Angeles Recycling and Transfer Station (CLARTS) provides the City with an important tool for managing its waste. Trash collected at CLARTS is sorted, recycled and hauled to various landfills throughout the region. A list of existing solid waste facilities in the City is shown in Table 5.3.

The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations. The City of Los Angeles owns and maintains six inactive landfill sites, including Toyon Canyon in Griffith Park.

TABLE 5.3

Existing Citywide Solid Waste Facilities

Facility Name	Location	Facility Name	Location
<u>Landfills</u> Sunshine Canyon Bradley Landfill	Sylmar Sun Valley	<u>Transfer Stations</u> BFI-Falcon Central L.A. Recycling	Wilmington Central Los Angeles
<u>District Yards</u> East Valley South Central North Central Western Harbor West Valley	Sun Valley South Los Angeles North Los Angeles West Los Angeles San Pedro Northridge	<u>Material Recovery Fac.</u> City Fibers West Valley Sun Valley Paperstock Bestway Recycling - Rodeo City Fibers Bestway Recycling Potential Industries	North Hills Sun Valley E. Washington Bl., L.A. Firestone Blvd., L.A.
<u>SAFE Centers</u> E. San Fern. Valley Westwood UCLA East Los Angeles Hyperion Plant Harbor Area Los Angeles-Glendale	Sun Valley West Los Angeles East Los Angeles Playa del Rey San Pedro Eagle Rock	<u>Yard Trimming Processing</u> Lopez Canyon Landfill Griffith Park Composting	Lake View Terrace Hollywood

Source: City of Los Angeles, Bureau of Sanitation, 2007

Issues

Finding appropriate sites for solid waste treatment facilities: Solid waste accumulations and official solid waste dumping facilities raise public concerns because of odors, insects, rodents, gaseous emissions and water pollution that might result. To successfully develop new and improved solid waste disposal facilities requires strong commitment to public outreach. To a lesser extent, transfer and treatment facilities also trigger public concerns, often about truck traffic.

Stormwater



The primary agencies that share flood control responsibilities within the City of Los Angeles are the City of Los Angeles Department of Public Works, the U.S. Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and Caltrans. Each agency exercises jurisdiction over the flood control facilities they own and operate. The Watershed Protection Division of the City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) manages the stormwater program for the City. The stormwater program has two major elements — pollution abatement and flood control. Pollution abatement involves compliance with federal regulations, while flood control is essential for the protection of life and property.

Approximately 100 million gallons of water flow through the storm drain system on an average dry day. When it rains, the amount of water flowing through the channels can increase to 10 billion gallons. The City currently diverts approximately 6 million gallons per day (mgd) of dry weather urban runoff into the wastewater collection system for eventual treatment at the Hyperion Treatment Plant. During the dry season, the treatment plant effluent makes up much of the flow in the main channels of the storm drain. The dry weather season in the Los Angeles area typically runs from May through September.

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and managed by the Los Angeles County Department of Public Works. The LACFCD constructs the major storm drains and open flood control channels, and the City constructs local interconnecting tributary drains.

The collection, transport and disposal of stormwater is accomplished through a system of City-owned natural and constructed channels, debris basins, pump plants, storm drain pipes and catch basins. Runoff drains from the street, into the gutter, and enters the system through a catch basin. Catch basins serve as the neighborhood entry point to the ocean. The storm drain system receives no treatment or filtering process and is completely separate from Los Angeles' sewer system. Existing flood control facilities in the City are shown in Table 5.4.

The Watershed Protection Division develops and formulates pollution abatement projects to comply with the City's federal permit that is designed to eliminate polluted discharges to the storm drain system and local waters. Under the Federal Clean Water Act, each county and municipality throughout the nation is issued a National Pollutant Discharge Elimination System (NPDES) Permit.

The goal of the permit is to stop polluted discharges from entering the storm drain system and local coastal waters. The overall approach to managing runoff includes source control as a method of reducing pollutant loading to receiving waters. Solutions include both neighborhood and regional solutions.

TABLE 5.4

Flood Control Facilities in Los Angeles

Facility	Quantity within the City of Los Angeles	Description	Quantity owned by the City of Los Angeles
Open Channel	220 miles	Larger visible concrete-lined drainage system	31 miles
Storm Drain Pipe	1,900 miles	Underground pipe or box	1,200 miles
Debris Basin	150	Basin that collects debris (sand, mud, rock, vegetation)	86
Catch Basin	62,660	Curb inlet structure for directing runoff into the storm drain system	33,800
Pump Plant	11	Collects runoff in low-lying areas and pumps it to a discharge location	11
Culvert	3,270	Open channel crossing at bridge or other locations where a short pipe or box structure conveys runoff	2,350
Metal Pipe	n/a	Storm drains constructed of corrugated metal pipe. Typically, less desirable due to excessive maintenance	30 miles
Low-Flow Drain	1,315	Conveys low or nuisance runoff short distances to alleviate minor problem areas	1,250

Source: City of Los Angeles Integrated Resources Plan, Facilities Plan Volume 3: Runoff Management, 2006.

Issues

The need to protect an area from flooding often conflicts with the protection of environmental resources in a floodplain. Historically, development has occurred in and along rivers and other natural channels in what may now be recognized as floodplains. Consequently, floodplains often contain historical and archaeological resources, as well as sensitive biological habitats such as riparian woodlands, wetlands, and other concentrations of plants and animals. If the natural watercourses are shifted in these floodplains, the sensitive habitats and resources can be seriously affected.

In urban areas barren of trees, rainfall runoff builds up more quickly, requiring more expensive drainage systems to prevent local flooding and soil erosion. In neighborhoods where trees are well established, this process can be slowed, thereby allowing the stormwater a greater chance to soak into the soil, replenishing both surface moisture levels and underground water tables, and potentially reducing the flood hazard caused by the rapid flow of runoff into the stormwater catch basins and channels.

Capturing stormwater to increase groundwater resources. Los Angeles relies upon local groundwater for about 11 percent of the City's total water supply. Improvements in the capture of stormwater can strengthen local water supplies, helping to reduce dependence on more expensive and energy-intensive sources of water.

Regional facilities involved in stormwater capture are operated by the Los Angeles County Flood Control District (LACFCD), the U.S. Army Corps of Engineers, and LADWP. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Stormwater runoff can be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins.

Energy



The Los Angeles Department of Water and Power (LADWP) provides electric service to the City of Los Angeles. To ensure a reliable supply of power, the Department maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power, such as wind, biomass, solar and cogeneration. The Department draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest.

Business and industry consume about 70 percent of the electricity in Los Angeles, but residents constitute the largest number of customers. In addition to serving these consumers, the LADWP lights public streets and highways, powers the city's water system and sells electricity to other utilities.

The LADWP 2007 Power System Integrated Resource Plan (IRP) is the energy resource planning document that provides a framework for addressing the future energy needs of the City's residents and businesses. This plan focuses on Renewable Power, Greenhouse Gas Reduction, and Energy Efficiency.

One of the key policy areas in this plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. A Power Reliability Program initiated in 2007 will improve maintenance practices, address the aging power system infrastructure, increase capital programs necessary to support load growth, and increase staffing levels to support reliability related work.

Existing Facilities

Electricity is distributed through an extensive network of receiving stations, distributing stations, overhead lines, and underground lines. LADWP has a total generating capacity of about 7,000 megawatts to serve a peak Los Angeles demand of about 5,600 megawatts (One megawatt equals one million watts.). The Department maintains more than 6,000 miles of overhead distribution lines and 4,200 miles of underground distribution lines.

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a “belt line” extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide. Table 5.5 shows a list of the City’s power generation resources.

LADWP prepares an annual load forecast for all of its electrical stations and circuits, as well as a continuous review of the loading of electrical stations. If the loading at any one station is exceeding its limit, the load may be shifted to

TABLE 5.5
LADWP Generation Resources

Type of Resource	Facility Name	Location
Basin Thermal Generation-natural gas-fueled generation stations	Harbor Haynes Scattergood Valley	Wilmington, CA Long Beach, CA Playa del Rey, CA Sun Valley, CA
Coal-Fired Thermal Generation	Navajo Intermountain	Page, Arizona Delta, Utah
Nuclear-Fueled Thermal Generation	Palo Verde Nuclear Generation Station	Phoenix, Arizona
Large Hydroelectric Generation	Castaic Power Plant Hoover Power Plant	Castaic, CA Hoover Dam, Nevada
Small Hydroelectric plants	Owens Gorge Owens Valley Los Angeles Aqueduct	California California California

Source: City of Los Angeles Integrated Resources Plan, Facilities Plan Volume 3: Runoff Management, 2006.

neighboring stations, or a new station could be built to redistribute the load among the neighboring stations. Overall, LADWP supplies nearly 22 billion kilowatt (kW) hours of electricity a year for the City's 1.4 million electric customers (LADWP, 2009). The average resident uses about 5,300 kilowatt-hours of electricity per year.

LADWP continues to expand its portfolio of renewable energy. The benefits of increasing renewable energy supply include: reducing greenhouse gas emissions, improving air quality, providing a sustainable energy resource, providing a hedge against market fluctuations of fuel costs, and reducing dependence on foreign sources of fuel.

Issues

Many elements of the City's electrical infrastructure were installed between 1920 and 1970. Ensuring that the power generation, transmission and distribution infrastructure continues to operate in a reliable and efficient manner may require improved maintenance practices and the replacement of aging assets, including circuits, poles, cables, and transformers. The cumulative effect of increased electrical service demands from additional development and increasing population may require the installation of additional electrical distribution facilities.

Increasing the City's supply of renewable energy resources. Reducing the City's dependence on fossil fuels to mitigate impacts of global climate change is a challenge that will require coordination of public and private investments. LADWP's renewable energy generation projects include projects which are publicly owned and projects which involve long-term purchase agreements.

Transmitting power from distant renewable energy plants into the City. Facilities which generate renewable energy must be located at the site of available renewable energy resources. Many of these facilities are located in the desert far from existing transmission lines. LADWP is studying options for new or expanded transmission projects to deliver renewable power into Los Angeles.

Goals and Policies

Goal CF.5: Provide well-maintained community facilities, infrastructure and services that can adequately accommodate existing and projected needs.

General Community Facilities Policies

Policy CF.5.1: Coordinate with other City department and agencies to locate available and appropriate sites for public facilities and infrastructure (Map 39).

Policy CF.5.2: Encourage the joint use of public facilities for the purpose of promoting the efficient use of space, energy and public resources.

Policy CF.5.3: Support public/private ventures, and other forms of collaboration between government, developers and residents to consider new ideas for funding infrastructure and services.

Policy CF.5.4: Promote community education about various public finance tools which are available to pay for local infrastructure, such as Assessment Districts.

Policy CF.5.5: Encourage infrastructure projects to provide amenities for the community, such as open space.

Policy CF.5.6: Encourage efforts to incorporate technological improvements and environmentally sustainable design for more energy-efficient infrastructure and reduced demand on the citywide infrastructure system.

Policy CF.5.7: Support infrastructure projects that incorporate multiple uses to maximize efficient use of resources.

Policy CF.5.8: Support infrastructure projects which utilize the waste products of one infrastructure system to produce energy for other infrastructure systems.

Policy CF.5.9: Promote infrastructure projects that are resilient to natural disasters, extreme weather events, and other emergencies.

Public Services Policies

Police Protection Policies

Policy CF.5.10: Maintain sufficient police facilities and personnel to protect the Hollywood community from criminal activity and reduce the incidence of crime.

Policy CF.5.11: Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.

Policy CF.5.12: Promote the establishment of police facilities that provide police protection at a neighborhood level. Support community-based crime prevention efforts, such as Neighborhood Watch, other community watch programs, and foot and bicycle patrols.

Policy CF.5.13: Encourage Business Improvement Districts to supplement patrol services with private security services through training and coordination programs administered by the LAPD.

Policy CF.5.14: Provide adequate lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.

Policy CF.5.15: Ensure that landscaping around buildings does not impede visibility and provide hidden places, which could foster criminal activity. Implement principles of the City of Los Angeles Crime Prevention through Environmental Design (CPTED) Guidelines.

Policy CF.5.16: Provide for adequate public safety in emergency situations. Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard, to provide for public safety in the event of emergency situations.



Fire Protection and Emergency Medical Services Policies

Policy CF.5.17: Maintain fire protection services and emergency medical services which are sufficient to ensure the safety of Hollywood residents, visitors and businesses.

Policy CF.5.18: Coordinate with the City of Los Angeles Fire Department during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service demands.

Policy CF.5.19: Promote continued mutual assistance agreements with neighboring cities, the County of Los Angeles, and other applicable agencies, for the provision of fire protection services to the residents of the Hollywood Community Plan Area.

Library Policies

Policy CF.5.20: Maintain adequate library facilities and services that meet the needs of residents and businesses.

Policy CF.5.21: Implement the Los Angeles Public Library Strategic Plan.

Policy CF.5.22: Support construction of new libraries and the retention, rehabilitation and expansion of existing library sites as required to meet the changing needs of the community.

Policy CF.5.23: Study the development of a funding system to finance the construction of new branch libraries or the expansion and maintenance of existing facilities, the acquisition of equipment, books and other material.

Policy CF.5.24: Encourage flexibility in siting libraries in commercial centers, office buildings, pedestrian-oriented areas, community and regional centers, transit stations, on mixed-use boulevards, and similarly accessible facilities.

Policy CF.5.25: Continue to support joint-use opportunities when the City of Los Angeles Library Department and decision-makers review and approve new library sites.

Policy CF.5.26: Establish a volunteer program in the operation and maintenance of branch libraries.

Policy CF.5.27: Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.

Policy CF.5.28: Encourage Wi-Fi networks as an alternative means of providing public access to information.

Policy CF.5.29: Encourage safe and well-maintained pedestrian and bicycle access to library facilities.

School Policies

Policy CF.5.30: Foster schools which can provide quality education for children and adults in every neighborhood of Hollywood (Map 38).

Policy CF.5.31: Continue to work constructively with the LAUSD to monitor and forecast school service demand based upon actual and predicted growth. Develop and share demographic information about population estimates.

Policy CF.5.32: Continue to work constructively with the LAUSD to promote the siting and construction of public school facilities which are phased to accommodate anticipated population growth.

Policy CF.5.33: Work with LAUSD to ensure that school facilities and programs are expanded commensurate with the City's population growth.

Policy CF.5.34: Create community school parks at older elementary schools in neighborhoods with few parks. Maximize the use of public schools for neighborhood use and the use of local open space, public facilities and parks for school use.

Policy CF.5.35: Support the supervised use of indoor and outdoor non-classroom spaces of schools by the general public for recreational activities. Ensure that design features of new schools provide the community with opportunities for direct supervised access to non-classroom areas during non-school hours and on holidays.

Policy CF.5.36: Support the school-specific agreements with LAUSD which will enable communities to jointly use schools for recreational purposes.

Policy CF.5.37: Encourage the provision of alternative schools, such as charter schools as a method of delivering quality public education at the neighborhood level.

Policy CF.5.38: Encourage partnerships between elementary schools, middle schools and high schools to facilitate the development of shared educational opportunities.

Policy CF.5.39: Locate new schools in areas with complimentary land uses, access to transit, and recreational opportunities. Encourage the siting of schools in locations which can utilize topography and landscaping, as well as building design, to provide noise and air quality buffering, when necessary.



Policy CF.5.40: Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character.

Policy CF.5.41: Encourage public school design that buffers classrooms from negative noise and air quality sources. Utilize dense landscaping of trees and shrubs to filter particulate air contaminants from nearby freeways.

Policy CF.5.42: Encourage siting of public middle schools and high schools within or adjacent to transit stations, Centers, Mixed-Use Boulevards or Mixed-Use Incentive Areas, to maximize accessibility.

Policy CF.5.43: Support safe and well-maintained pedestrian and bicycle access to school facilities.

Policy CF.5.44: Encourage LAUSD and the Department of Recreation and Parks to continue the shared-use program to facilitate the shared use of schools and recreational facilities in Hollywood. Encourage public schools to site jointly with other community facilities, such as libraries, parks, and auditoriums and work with other community stakeholders, such as Business Improvement Districts and other public/private partnerships.

Park Policies

Policy CF.5.51: Provide adequate park and recreation facilities that meet the recreational needs of existing and new residents for all age-groups in the community.

Policy CF.5.52: Conserve, maintain and better utilize recreational facilities and park spaces.

Policy CF.5.53: Maintain all open space designations within the Hollywood Community Plan Area. Designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.

Policy CF.5.54: Support school-specific agreements with LAUSD, which will enable communities to jointly use schools for recreational purposes.

Policy CF.5.55: Support the establishment of joint-use agreements with other public and private entities to increase recreational opportunities in Hollywood, including shared use of land owned by public agencies and private property owners.

Policy CF.5.56: Promote safe, well-maintained pedestrian and bicycle access to neighborhood and regional parks.

Policy CF.5.57: Support the connection of neighborhoods to regional parks with public transit.

Policy CF.5.58: Promote the provision of security and patrols of public parks and recreational facilities by the LAPD and the Department of Recreation and Parks. Ensure the safety of families with children and senior citizens who use parks.

Policy CF.5.59: Promote the management, design, construction and maintenance of public parks by the Department of Recreation and Parks to ensure that parks are adequately monitored, maintained and illuminated at night.

Policy CF.5.60: Support initiatives to develop vacant publicly owned parcels as parks.

Policy CF.5.61: Utilize community input to assist the Department of Recreation and Parks in locating development opportunities for new parks. Prioritize recommendations of the Community-Wide Needs Assessment prepared by the Department of Recreation and Parks.

Policy CF.5.62: Support the creation of new parks and park expansions within public right-of-ways, such as DWP power line right-of-ways, and on unused and underutilized public properties.

Policy CF.5.63: Support the proposal to cap subterranean portions of the 101 Freeway for the purposes of creating parkland.

Policy CF.5.64: Support the plans of LADWP to provide parkland on top of the proposed enclosed Headworks Reservoir in Griffith Park between Ventura Freeway and Forest Lawn Drive and in future infrastructure projects, where appropriate.

Policy CF.5.65: Require new large scale commercial and mixed-use development in the Regional Center to provide green spaces, a public plaza, community garden space or other community amenities onsite.

Policy CF.5.66: Maintain, improve, connect and expand existing equestrian trails and hiking trails. Implement standards for trails as outlined by the Department of Recreation and Parks.

Policy CF.5.67: Coordinate with the Department of Recreation and Parks and Department of General Services to review and evaluate surplus property as potential sites for parks and recreational facilities.



Health Services and Social Services Policies

Policy CF.5.68: Facilitate the provision of adequate, accessible health services and social services (Map 38) to meet the needs of Hollywood residents. Promote the provision of diverse, easily accessible health care and social service facilities to meet the needs of all sectors of the population in Hollywood.

Policy CF.5.69: Locate health care facilities and social services facilities with compatible uses. Promote the joint location of health services and social services facilities in schools, community centers, senior centers and other public facilities.

Policy CF.5.70: Encourage the location of health services, social services, community centers and senior centers near transit.

Policy CF.5.71: Coordinate with large Hollywood hospitals, such as Kaiser, Children’s Hospital and Hollywood Presbyterian Medical Center to pursue transit-oriented development goals.

Infrastructure Policies

Water Supply Policies

Policy CF.5.72: Provide an adequate, high-quality and reliable supply of water to existing and future residents of the Hollywood community.

Policy CF.5.73: Support the appropriate expansion, upgrade and/or improvement of the local water distribution system.

Policy CF.5.74: Continue to require water conservation measures, as recommended by LADWP.

Policy CF.5.75: Support the development of reliable and cost-effective sources or alternative water supplies, including opportunities for groundwater recharge, water reclamation and exchanges and transfers.

Policy CF.5.76: Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized.

Wastewater Policies

Policy CF.5.77: Provide an adequate and reliable wastewater collection and treatment system that supports existing and planned development

Policy CF.5.78: Require that development be connected to the City’s sewer system and ensure that adequate capacity is available for the treatment of generated wastewater flows and the safe disposal of generated sludge.

Policy CF.5.79: Support strict water conservation measures.

Policy CF.5.80: Encourage development projects to incorporate features that reduce on-site wastewater output.

Stormwater Policies

Policy CF.5.81: Provide a storm drainage system that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.



Policy CF.5.82: Encourage the use of permeable materials for the paving of sidewalks and driveways, when feasible.

Policy CF.5.83: Promote watershed management policies that integrate flood protection with water conservation, improvement in the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

Solid Waste Policies

Policy CF.5.84: Provide a cost-effective and environmentally sound solid waste management system that protects public health, safety, and natural resources.

Policy CF.5.85: Promote recycling and waste reduction. Support recycling centers that transform waste disposal into resource recovery and economic development opportunities.

Policy CF.5.86: Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping.

Energy (Power) Policies

Policy CF.5.87: Provide an adequate, reliable and safe supply of electrical energy to support existing and future land uses within the City.

Policy CF.5.88: Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to encourage energy-efficient practices and technology.

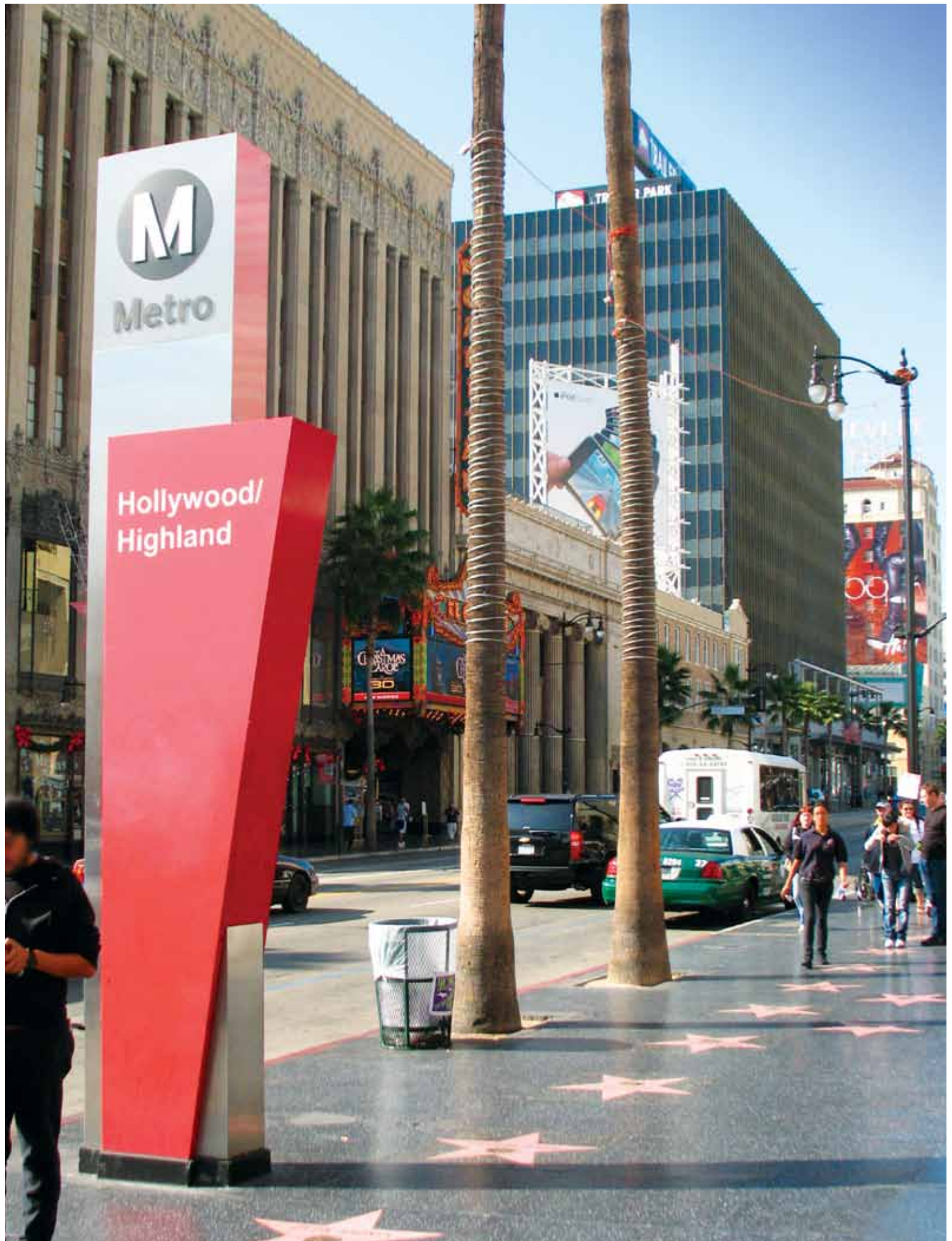
Policy CF.5.89: Work with LADWP to expand, upgrade or improve local distribution lines within the community plan area, where necessary, to accommodate demand for energy.

Policy CF.5.90: Support the construction of well-designed power system facilities, including receiving and distributing stations, so that they are compatible with their surroundings.

Policy CF.5.91: Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases, and increase the reliability of the power supply.

Policy CF.5.92: Support the offering of incentives to property owners and developers for the use of building designs and/or energy-efficient systems in new residential, commercial and industrial developments that exceed existing State of California Energy Code standards.

DRAFT



Implementing, Monitoring and Amending the Community Plan

The Hollywood Community Plan is a comprehensive and long-range document adopted to express a vision for the future and to guide how that vision is implemented through private and public development. The Community Plan defines policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts. In addition, implementation of many of the policies may require joint actions with external governmental agencies, such as the California Department of Transportation, the school districts, water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), and others.

A variety of ordinances, programs, and decisions made by the City with regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decision makers, such as hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when writing findings on land use decisions.

Contents of the Community Plan

The key components of the Community Plan are a land use map and the Plan text. The Land Use Map's legend displays the range of zones which are permitted within each category and sub-category of Planned Land Use or Land Use Designation. The categories of Planned Land Use include: Residential, Commercial, Industrial, Open Space and Public Facilities. Zones which are more permissive than the ones listed within each sub-category of Planned Land Use are not allowed, however, zones which are more restrictive than those listed within each sub-category of Planned Land Use are permitted.

Restrictions on allowed densities, building envelopes and building intensities are recorded in the Community Plan text, Plan footnotes, Zones, Qualifying (Q) Conditions, Development (D) Restrictions, adopted Specific Plans and Overlays, and other implementation tools for certain subareas within the Community Plan area. The Plan text also contains policy language, such as traffic mitigation measures or design standards, which is used by decisionmakers to guide the writing of findings.

Implementation

The land use policy set forth within the Community Plan is implemented through decisions made by the City with regard to discretionary and non-discretionary building projects. City actions on discretionary projects which involve land use require a finding that the action is consistent or in conformance with the Land Use Element of the General Plan or the Community Plan. City decisionmakers, such as hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when writing findings on land use decisions.

Implementation tools include the following:

Zones establish permitted uses and how many dwelling units may be constructed on a lot and within a geographic area. Allowed density is calculated by requirements for Minimum Area Per Lot and Minimum Area Per Dwelling Unit. Residential densities range from a minimum density of 40,000 sq. ft. of lot area per dwelling unit to a maximum density of 200 sq. ft. of lot area per dwelling unit.

Land Use Designations are categories of permitted zones which express the Plan's vision for permitted uses and densities.

Height Districts, measured by allowed Floor Area Ratio (FAR), specify the size of the allowed building envelope or the ratio of allowed square footage to buildable lot. This measure of building intensity ranges from a low of FAR 1.5:1 in Height District 1 to a high of FAR 13:1 in Height District 4.

Qualifying Conditions (Qs) are conditions attached to zones on certain parcels which limit the uses or density normally permitted within the zone.

Development Limitations (Ds) are restrictions attached to height districts which typically limit permitted height or Floor Area Ratio.

Community Design Overlay Districts (CDO)

A CDO is a tool used for a geographically distinct commercial area to improve and/or preserve the quality of building and site design through the application of Design Guidelines and Standards. Design Guidelines and Standards, developed for each CDO, provide guidance in the design of buildings by offering standards for physical elements such as color, materials, landscape, façade, and wall treatments and site orientation.

Historic Preservation Overlay Zones (HPOZ)

A HPOZ is a zoning ordinance for a specified geographic area containing structures, landscape, natural features, or sites with historic, architectural cultural or aesthetic significance. The intent of an HPOZ is to protect and enhance the use of structures, features, site and areas that are reminders of the City's history or which are unique and irreplaceable assets to the City and its neighborhoods or which are worthy examples of past architectural styles.

Hollywood's HPOZs include: Melrose Hills, Whitley Heights, Spaulding Square and a portion of Hancock Park.

Streetscape Plans

A streetscape plan is a policy document for a specified area which provides guidance for public improvement projects in the public right-of-way. The intent of a streetscape plan is to create a pedestrian-friendly environment and enhance the identity of an area through the application of standards which address streetscape elements such landscape, street lighting, public art, street furniture, infrastructure, and signage.

Specific Plans, Supplemental Use Districts and Overlay Districts

Specific Plans, Supplemental Use Districts and Overlays are zoning ordinances which regulate uses as well as design. They tailor the Los Angeles Municipal Code provisions to the specific needs of a geographic area.

Hollywood contains three specific plans (Map 5) – Mulholland Scenic Parkway Specific Plan, Hollywoodland Specific Plan, and the Vermont-Western Station Area Neighborhood Plan. Signage in central Hollywood is regulated by the Hollywood Signage Supplemental Use District.

Updating the Plan: A Process

The State requires that the Community Plan be periodically revised to reflect new conditions, community input and technological advances. It is recommended, but not required, that the City initiate a Community Plan Update every five years.

The publicly-initiated process of updating the Community Plan is informed by the General Plan Framework, one of the General Plan's elements which outlines the growth strategy for the entire City, the expressed opinions of members of the community, coordination with other City departments and the professional recommendations of Planning staff. The Community Plan is also revised through on-going Periodic Plan Review which occurs throughout the year in response to privately-initiated requests.

Amendments

Although the vision remains constant, the means of its achievement are more subject to changing demographics, technologies, economics, and federal and state laws. As such, the Hollywood Community Plan must be a flexible document, allowing for changes that ultimately assist in enhancing and implementing the

vision. Too many, too frequent, or inappropriate changes, however, can diminish the expressed vision, and sidetrack its implementation. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur. This process will ensure that all proposed amendments are reviewed for internal consistency with the vision, values and goals of the Hollywood Community Plan.

Most amendments propose a change in the land use designation for a particular property. Policy and text amendments also may occur. The process to amend the Community Plan requires Planning Director, City Planning Commission, or City Council initiation before the plan amendment process and accompanying project may actually proceed. The Planning Department completes an analysis and develops a staff report and recommendation on all proposed amendments.

The staff report and recommendation are presented to the City Planning Commission at a public hearing. In addition, the staff report and recommendation are given to the Mayor. The City Planning Commission and Mayor make a recommendation.

After receiving recommendations from the City Planning Commission and Mayor, the City Council conducts a public meeting before taking action on the proposed amendment. When approving an amendment the City Council shall make findings showing that the action is consistent with the General Plan.

Although applicants have the right to submit amendment requests to the City, not all requests merit study and consideration by City staff and the decision-makers. The amendment process allows for the City to deny a proposed amendment if it is clearly inconsistent with the major goals and policies of the Community Plan.

Implementation Programs

Some recommendations of the Hollywood Community Plan are enacted concurrently with adoption of the Plan. These include modified street standards, plan amendments and footnotes, zone changes (including the removal of, addition to or change in qualifying conditions), and height district changes (including the removal of, addition to or change in development limitations). A summary of these recommendations is presented in Table 6-1.

Detailed information on recommendations enacted concurrent with Plan adoption can be found in the following documents:

Matrix of Existing, Planned and Proposed Land Use for the Hollywood Community Plan Update "Q" Condition and "D" Development Limitation Appendix

Land Use and Zone Change Map

Modified Street Standards

The Matrix of Existing, Planned and Proposed Land Use, the “Q” Condition and “D” Development Limitation Appendix, and the Land Use and Zone Change Map, along with a Staff Report, can be found in Case File CPC-1997-43-CPU. Detailed information on the Modified Street Standards can be found in the case file.

Long range programs are programs which will be adopted incrementally as funding sources become available. They are listed in Table 6-2, Long Range Implementation Programs.

TABLE 6.1

Plan Recommendations Enacted Concurrently with Plan Adoption

Policy	Action Item	Responsible Parties
LU.1.2	Prohibit all residential uses in the MR1 zones, except for accessory residential uses.	DCP
LU.1.4	Maintain the Vermont-Western Station Neighborhood Area Plan (SNAP – Map 4), a transit-oriented plan in East Hollywood which encourages growth around Metro Rail stations and protects residential neighborhoods.	DCP
LU.1.6	Maintain appropriate General Plan Land Use and zoning in existing historic districts which are either listed in, or are eligible to be listed in the National Register of Historic Resources (Map 16). Promote infill development that matches the scale of historic resources with each district, including the following: Afton Square, Selma-Labaig and Serrano Historic Districts (Map 16).	DCP
LU.1.7	Maintain height limitation on commercial zones which border recognized historic neighborhoods (Map 17). Encourage the design of new buildings that respect and complement the character of adjacent historic neighborhoods.	DCP
LU.1.11	Protect identified historic buildings which are located within Floor Area Ratio (FAR) Incentive Areas. Establish zoning which conditions utilization of Floor Area Ratio Incentives upon conformance with the Secretary of the Interior Standards for Rehabilitation.	DCP
LU.1.19	Support design standards to achieve transition in scale where neighborhoods planned for multifamily residential uses abut neighborhoods planned for single family residential uses (Map 19).	DCP
LU.2.2	Utilize floor area ratio bonuses to incentivize commercial and residential growth in the Regional Center (Map 24).	DCP

TABLE 6.1

Plan Recommendations Enacted Concurrently with Plan Adoption

Policy	Action Item	Responsible Parties
LU.2.3	Provide opportunities for commercial office and residential development within downtown Hollywood by extending the Regional Center land use designation to include Hollywood Boulevard and Sunset Boulevards, between Gower and the 101 Freeway (Map 24).	DCP
LU.2.8	Support design standards that utilize existing alleys to reinforce pedestrian character, walkability, and bikeability in multifamily residential neighborhoods (Map 27). Encourage use of rear alleys for access to parking areas.	DCP
LU.2.10	Use planning tools to encourage a balance of jobs and housing growth in the Regional Center. Limit stand-alone residential development in Floor Area Ratio (FAR) Incentive Areas (Map 24).	DCP
LU.2.11	Support provision of minimum Floor Area Ratios in Mixed-Use Incentive Areas consistent with Map 24.	DCP
LU.2.13	Utilize higher Floor Area Ratios to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid bus or 24-hour buslines (Map 28).	DCP
LU.2.23	Direct multifamily housing growth to neighborhoods designated as High Medium Residential (Map 29). Restore citywide standards for High Medium Residential density in areas which are designated as High Medium Residential.	DCP
LU.2.24	Provide incentives for development of retail and office commercial uses along commercial corridors. Restore citywide standards for Floor Area Ratio in Height District 1 along commercial corridors.	DCP
LU.2.28	Provide incentives for mixed-use development which incorporates and maintains targeted industrial uses in specific hybrid industrial zones and industrial opportunity areas.	DCP
LU.2.29	The Plan supports consideration of Floor Area Ratios up to 3:1 in the Media District on a discretionary, case by case basis for well-planned, media-related industrial uses (Map 31).	DCP
LU.3.1	Widen sidewalks to a minimum of 15 feet, or maintain existing sidewalk widths of 15 feet, along major and secondary highways with high levels of pedestrian traffic. Support the adoption of Modified Street Standards (Map 32) for the sake of preserving sidewalks which are already wide (15 feet or wider) and widening sidewalks which are narrow (less than 15 feet).	DCP

TABLE 6.1

Plan Recommendations Enacted Concurrently with Plan Adoption

Policy	Action Item	Responsible Parties
M.1.44	<p>Amend the Bicycle Plan to designate the following street segments as Class III bike routes upon adoption of the Hollywood Community Plan and Class II bike lanes when full improvement is achieved (Map 12):</p> <ul style="list-style-type: none"> • Fountain Avenue between La Brea Avenue and Sunset Boulevard • Fairfax Avenue between Hollywood Boulevard and Fountain Avenue • Fairfax Avenue between Willoughby Avenue and Melrose Avenue 	DCP, Department of Transportation
M.1.47	<p>Identify and study identified potential bike corridors.</p> <ul style="list-style-type: none"> • Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue • Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue • Fairfax Avenue between Melrose Avenue and Rosewood Avenue • Highland Avenue between Barham Boulevard and Rosewood Avenue • Bronson Avenue between Franklin Avenue and Santa Monica Boulevard • Edgemont Street between Franklin Avenue and Melrose Avenue • Virgil Avenue between Los Feliz Avenue and Melrose Avenue • US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard • Virgil Avenue between Los Feliz and Sunset Boulevard • Hillhurst Avenue between Sunset Boulevard and Melrose Avenue • Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard • Wilton Place between Franklin Avenue and Melrose Avenue • Vine Street between Melrose Avenue and Franklin Avenue • La Brea Avenue between Franklin Avenue and Rosewood Avenue • Orange Drive between Rosewood Avenue and Franklin Avenue • Las Palmas Avenue between Waring Avenue and Selma Avenue • June Street between Waring Avenue and Rosewood Avenue • Gower Avenue between Melrose Avenue and Fountain Avenue • Van Ness Avenue between Sunset Boulevard and Melrose Avenue • Oxford Street between Melrose Avenue and Romaine Street • Heliotrope Drive between Rosewood Avenue and Los Feliz Boulevard • Hoover Street between Santa Monica Boulevard and Melrose Avenue • Santa Monica between Sunset Boulevard and La Brea Avenue • Franklin Avenue between La Brea Avenue and Vermont Avenue • Los Feliz Boulevard between Western Avenue and Riverside Drive • Cahuenga Boulevard between Burham Boulevard and Highland Avenue • Burham Boulevard between Cahuenga Boulevard and Forest Lawn Drive • Waring Avenue between La Cienega and Gower Avenue • Rosewood between La Cienega Boulevard and June Street • Rowena Avenue between Hyperion Avenue and Glendale Boulevard • Finley Avenue between Edgemont Street and Talmadge Street • Tracy Street between Talmadge Street and Hyperion Avenue • Rowena Avenue between Hyperion Avenue and St. George Street • St. George Street between Rowena Avenue and Franklin Avenue • Franklin Avenue between St. George Street and Vermont • Finley Avenue between Talmadge Street and Edgemont Street 	DCP, Department of Transportation

TABLE 6.2

Long Range Implementation Programs

Policy	Action Item	Responsible Parties
LU.1.5.1	Develop a historic preservation district or districts in Los Feliz, including the Hollywood Grove neighborhood, with community involvement and support (Map 15).	DCP
LU.1.5.2	Develop a historic preservation district in Sunset Square (Map 15) with community involvement and support.	DCP
LU.1.5.3	Study the historic resources in neighborhoods surrounding the Melrose Hill HPOZ (Map 15).	DCP
LU.1.5.4	Study the garden apartments in the block bounded by Prospect Avenue on the north, Rodney Drive on the west, Lyman Place on the east, and the alley north of Hollywood Boulevard on the south for potential historic significance.	DCP
LU.1.13.1	Work with the Bureau of Engineering to establish a Treatment Plan to guide future rehabilitation work affecting the Hollywood Walk of Fame (Map 18).	DCP, Dept. of Public Works
LU.1.21.1	Develop an implementing ordinance to limit paving in the front of residential structures to the paving required by LAMC driveway regulations only.	DCP
LU.1.24.1	Conduct a study of the alleys in the Regional Center (Map 20) as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	DCP
LU.1.25.1	Prepare an Alley Maintenance Plan for the alleys located behind the commercial uses along Melrose Avenue between Fairfax and La Brea Avenues.	DCP
LU.1.26.1	Create design guidelines for commercial uses along Melrose Avenue between Fairfax and La Brea Avenues (Map 21) to maintain and improve the pedestrian-oriented scale and character.	DCP
LU.1.27.1	Establish design guidelines for commercial uses on Hillhurst Avenue between Franklin and Los Feliz Avenues (Map 22) to complement design guidelines of the adjacent Vermont-Western Station Neighborhood Area Specific Plan (SNAP).	DCP

TABLE 6.2

Long Range Implementation Programs

Policy	Action Item	Responsible Parties
LU.1.29.1	Study hillside neighborhoods, including the Laurel Canyon Neighborhood, to protect single family neighborhoods in the hillsides from out-of-scale “mansionized” development.	DCP
LU.1.34.1	Consider the possible extension of Granito Drive westward to Prospect Drive and Laurel Canyon Boulevard as part of future relevant subdivision requests.	DCP
LU.2.27.1	Establish standards to regulate lighting intensity and brightness for all digital or electronic signage in Hollywood.	DCP
LU.2.28.1	Establish new zoning districts that encourage a mix of industrial uses with commercial or residential uses around the perimeter of industrial districts, where appropriate (Map 30).	DCP
LU.3.18.1	Develop Streetscape Plans (Maps 33 and 34) for the following streets segments: Hollywood Boulevard between Gower Avenue and the 101 Freeway, Western Avenue between Franklin Avenue and Melrose Avenue, Santa Monica Boulevard between Vine Street and the 101 Freeway, Cahuenga Boulevard between Hollywood and Sunset Boulevards, and La Brea Avenue between Franklin and Rosewood Avenues.	DCP, Dept. of Public Works
LU.4.1.1	Conduct a nexus study to determine the impact of future commercial and multifamily residential development on the need for open space in Hollywood, and develop community-wide mitigations funded by impact fees.	DCP
LU.5.26.1	Review current zoning and building codes to minimize climate change impact.	DCP
M.1.1.1	Conduct a nexus study to determine the impact of future development on traffic in Hollywood, and develop community-wide mitigations funded by impact fees.	DCP
M.1.56.1	Initiate a study of ways to fund transportation demand management programs, such as a Traffic Impact Fee, tax increments, bonds, grants, benefit assessment districts, and other financing measures.	DCP
M.1.56.2	Develop grant-writing capacity within the Department of City Planning to seek funding sources for mobility options contained within the Mobility Plan.	DCP

TABLE 6.2

Long Range Implementation Programs

Policy	Action Item	Responsible Parties
M.1.87.1	Study cut-through traffic in the area bounded by Hollywood Boulevard on the north, La Brea Avenue on the east, Fountain Avenue on the south, Fairfax Avenue on the west, and the area bounded by Hollywood Boulevard on the north, Fairfax Avenue on the east, Sunset Boulevard on the south, Laurel Canyon Boulevard on the west and prepare a neighborhood traffic management plan, pending results of study.	DCP, Dept. of Transportation
M.1.87.2	Consider the implementation of Neighborhood Traffic Management Plans along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets: <ul style="list-style-type: none"> • Franklin Avenue and Hollywood Boulevard • Sunset and Hollywood Boulevards • Sunset and Santa Monica Boulevards • Santa Monica Boulevard and Melrose Avenue • Franklin Avenue and Mulholland Drive 	DCP, Dept. of Transportation
M.1.88.1	Work with the Department of Transportation to design routes for valet parkers which minimize traffic impacts on residential neighborhoods.	DCP, Dept. of Transportation

Potential Funding Sources for Long Range Implementation Programs

Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Each one of these most likely funding sources are discussed in detail below.

Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
Quimby Fees Development Impact Fees Permit and Application Fees Regulatory Fees Property Assessments <ul style="list-style-type: none"> • Benefit Assessment District • Business Improvement District • Vehicle Parking District 	Special taxes such as Mello-Roos Community Facilities Districts Taxes for mobility improvements which are allocated by Metro's Call for Projects: <ul style="list-style-type: none"> • Proposition A sales tax • Proposition C sales tax • State retail sales tax • State motor vehicle fuel tax • Federal gas tax
Bonds	Public Revenue Funds
Tax allocation bonds issued by the Community Redevelopment Agency Proposition 1B state bonds	City's General Fund LADOT Operating Budget City Capital Improvement Program Caltrans Capital Improvement Fund Special Parking Revenue Fund
User Fees	Other Federal and State Funds

Development Impact Fee

A development impact fee is a fee charged to a developer to recover that portion of the cost of added infrastructure and public facilities that will be required by the developer's project. Impact fees can only be used for infrastructure and public facilities, no maintenance or operations, and cannot pay for existing deficiencies. The adoption of a development impact fee requires a needs assessment study to provide the foundation and rational nexus for assessing and collecting the fee. Collection of impact fees occurs as a one-time charge to the developer.

In the City of Los Angeles development impact fees are typically imposed through the adoption of a Specific Plan which defines the geography of fee collection and the purposes for which the fee will be spent. For example, the West Los Angeles Transportation Improvement and Mitigation Specific Plan was implemented to provide a mechanism to fund specific transportation improvements to address transportation impacts generated by projected new development within the West Los Angeles Transportation Improvement and Mitigation Specific Plan Area.

Tax Allocation Bonds

Tax allocation bonds are bonds issued by the Community Redevelopment Agency against future property tax "increments" generated within defined redevelopment areas. In Redevelopment Project Areas, the tax base is frozen at the time the Redevelopment Plan is adopted and the increment of taxes above this base level is allocated for capital improvements and other programs to achieve the goals of the Redevelopment Plan. Also known as "tax increment financing", this method of public finance enables cities to divert property tax revenues to finance various projects within Redevelopment Areas.

The theory behind tax increment financing is that without redevelopment activities property revenues would not increase, therefore the redevelopment agency is entitled to receive the tax increment. The Community Redevelopment Agency uses tax increments to finance a wide variety of projects, including low-income and market-rate housing, historic preservation, urban design guidelines, streetscapes and mobility improvements.

Metro's Call for Projects

The Los Angeles County Metropolitan Transportation Authority (Metro) is the designated Regional Transportation Planning Agency (RTPA) for Los Angeles County. As the Regional Transportation Planning Agency Metro is authorized to program to itself and other agencies regional transportation funds for specific projects or functions within a given timeframe. Regional transportation funds include a variety of federal, state and local revenues. The primary sources of Countywide transportation funds are local sales taxes, a portion of the 18-cents per gallon state gasoline tax, a portion of the 18.4-cents per gallon federal gasoline tax, and the California sales tax on motor vehicle fuel.

Every two years Metro initiates a competitive grant process, referred to as the Call for Projects, for programming, or allocating, regional transportation funds. The four project categories which are considered by the Call for Projects include: Regional Surface Transportation Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management and Transit Enhancements. City of Los Angeles submittals are coordinated by the Los Angeles Department of Transportation.

Assessment Districts and Business Improvement Districts

Assessment Districts

Assessment Districts are used by local government to pay the costs of providing a service to a particular community. Unlike property taxes, benefit assessments are not based on property value. Instead, each parcel in the service area is assessed according to a benefit formula and to the specific benefit it receives. The charge is calculated based on the formula and placed on the county property tax bill.

Assessment Districts are approved by a majority vote of property owners within the Districts. Ballots are weighted according to the proportional financial obligation of the affected property. Once an Assessment District is created it may be repealed by popular initiative.

One type of Assessment District is a Vehicle Parking District. This type of Assessment District is used by local government to finance the costs of building and operating public parking facilities. Many of the public parking facilities operated by Los Angeles Department of Transportation were originally funded by Vehicle Parking District assessments.

Business Improvement Districts (BIDs)

Business Improvement Districts (BIDs) are Assessment Districts composed of property owners who own businesses within defined areas. A Business Improvement District assesses businesses within the District to pay for such programs as security patrols and streetscape improvements which benefit all businesses within the District.



Sprint ahead

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Urban Design Guidelines



The purpose of this chapter is to implement policies and urban design guidelines for Hollywood. Hollywood has a rich cultural and architectural history with many world-famous icons. This physical image is a reflection of the region's history, climate, prosperity, and culture. In addition, the Plan Area contains diverse neighborhoods and districts, a mix of land uses and a range of densities and development: hillside neighborhoods, historic neighborhoods and buildings, small commercial areas, large and complex commercial, mixed use and entertainment centers; film and media studios and institutional districts that serve an equally diverse population.

Hollywood is linked to the Central City and the region by subway, affording greater mobility, access and an alternative to the car. The districts surrounding the Red Line stations are most intensely planned and zoned, reflecting a closer link between fixed rail and land use. These urban design guidelines will further the Hollywood legacy by guiding future development with consistent standards applied throughout the Plan Area.

Relationship to Other Plans in Hollywood



The policies found within this chapter establish baseline design guidelines for Hollywood. They don't replace standards adopted by City Council for specific neighborhoods in Hollywood: Transit Oriented Districts (TODs), Station Area Neighborhood Plans (SNAPs), Community Design Overlay Districts (CDOs), Historic Preservation Overlay Zones (HPOZs) and Specific Plans.

Depending on the lead agency, some of these Plans and Programs may be adopted and implemented within the Hollywood Community Plan but must remain consistent with the Plan policies contained herein. The Department of City Planning exercises discretionary review for projects located within the adopted boundaries of each plan. Specific design districts are a useful planning tool in areas with specific planning issues. However, these planning tools are not suitable for the entire Hollywood community plan area due to the size and diversity of the neighborhoods within the plan area. Therefore, baseline design standards are needed for the whole of the plan area, based on land uses by utilizing special districts as key examples that will illustrate proposed design principles.

Hollywood Community Urban Design Goals

The goal of urban design guidelines is to guide the physical development of the Hollywood Plan effectively to enhance the experience of all individuals who live, work, or visit by:

1. Implementing the General Plan and the Citywide General Plan Framework.
2. Providing guidance and information on development to decision makers, elected officials, developers, designers, and the general public.
3. Seamlessly integrating a mixture of land uses to create positive visual experiences that attract diverse demographics to the Hollywood Plan area.
4. Creating neighborhoods that promote movement for pedestrians and bicyclists and that place less emphasis on the car.
5. Creating a unique and easily identifiable neighborhood through design concepts, landscaping, and signage.
6. Promote design standards that encourage economic development and tourism.
7. Properly mandate spatial and landscape guidelines to foster safe and inviting neighborhoods.
8. Designing and maintaining landscape standards to create an urban forest, reduce the heat island effect, and promote pedestrian comfort.
9. Promoting tourism and economic vitality.

A walkable community that is safe, aesthetically pleasing, and promotes social and economic vitality may create a community that people can enjoy for years into the future.



Citywide Urban Design Principles

Compact growth and sustainability are the basis for these guidelines, which set forth in greater detail the following Citywide Principles:

1. Create usable and accessible transit.
2. Reinforce walkability and well-being.
3. Bridge the past to the future.
4. Nurture neighborhood character.
5. Accentuate visual interest.
6. Develop streetscape furnishings.
7. Stimulate sustainability and innovation.
8. Improve equity and opportunity.
9. Generate public open space.
10. Connect neighborhoods, enhance navigation and provide transitions.

Early consultation with Planning staff, including consideration of long-term development maintenance, is one essential way of assuring implementation of these Principles through the urban design guidelines for Hollywood.



Urban Design Guidelines

How to Use These Guidelines

The Urban Design Checklist that follows is organized by main topics. Each topic includes a statement of objectives followed by a list of implementation strategies to be considered for incorporation into the proposed project. Each subsequent guideline has a checklist, which is attached to a type of land use. The general land use categories in this checklist are comprised of single family, industrial, mixed-use, commercial, multi-family, and campus. If a guideline does not have a check box under a specific land use, it is because that guideline does not necessarily apply to that respective land use.

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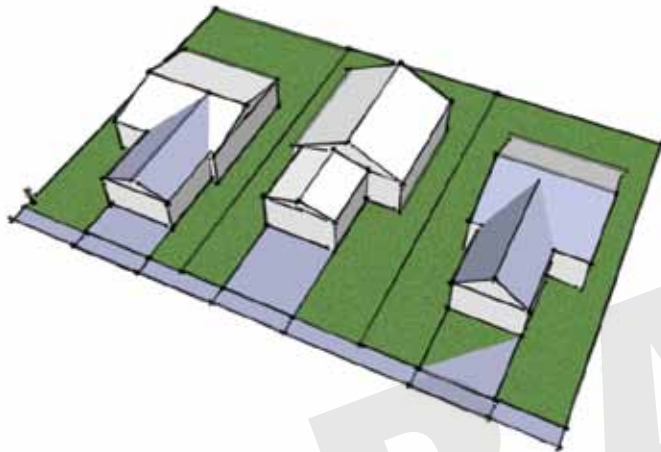
BUILDING ORIENTATION CHECKLIST

OBJECTIVE: Support a quality streetscape by providing cohesive relationships between a building's orientation, site layout, and the public right-of-way.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	The variation of front yard setbacks is encouraged so as to avoid a formal tract home appearance.						
2	A collection of buildings should be placed to frame outdoor places, or arranged to focus on a central public meeting area. Buildings contributing to such a space should be grouped together based on their type of use.						
3	Buildings should be compatible with the existing circulation system in order to create strong edges and transition spaces.						
4	In detached condominiums or small lot subdivisions, the unit closest to the primary street should be oriented towards that street.						
The following guidelines apply to parcels designated a commercial land use and/or front a street designated Major Highway, Secondary Highway, or Collector Street.							
5	Building setback should be consistent with the prevailing front and side yard setbacks, or at the front property line (where possible). Exceptions for public areas include plazas, courtyards, outdoor dining areas, arcades, or other covered walkways.						
6	On corner lots, the primary building entrance should be located at the corner and directly accessible to adjacent sidewalks.						
7	Mixed-use buildings should have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. The residential component of a mixed-used building should have a ground floor pedestrian entrance to the commercial street. A pedestrian entrance to the commercial component should be directly accessible from a public street, and open during the posted normal business hours.						
8	Buildings should be oriented to provide breaks for pedestrian thoroughways where appropriate. Ideally, clear lines of sight from the front to the rear of the parcel should be placed every 200 linear feet of building frontage.						
9	Project components shall be oriented to place actively and passively utilized outdoor areas as far from the roadway as possible.						

BUILDING ORIENTATION

- 1 The variation of front yard setbacks is encouraged so as to avoid a formal tract home appearance.



Single family neighborhoods should feature a variety of front yard setbacks that slightly deviate to provide an interesting, diverse experience.

- 2 A collection of buildings should be placed to frame outdoor places, or arranged to focus on a central public meeting area. Buildings contributing to such a space should be grouped together based on their type of use.



Creative site planning and building design can frame outdoor places, creating a plaza area and a sense of being welcomed into a built environment.

3

Buildings should be compatible with the existing circulation system in order to create strong edges and transition spaces.



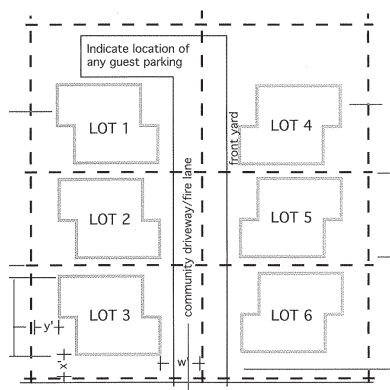
This pocket park fronts a commercial strip even as the street bends, maintaining a consistent store frontage and placing focus on the park.



These buildings surrounding this roundabout form a strong edge to this street.

4

In detached condominiums or small lot subdivisions, the unit closest to the primary street should be oriented towards that street.



A typical plan for a small lot subdivision features the side of at least one unit facing the street.

Though the primary entrance does not face the street, street-facing windows and doors give the impression of a single-family residence.

BUILDING ORIENTATION

- 5** Building setback should be consistent with the prevailing front and side yard setbacks, or at the front property line (where possible). Exceptions for public areas include plazas, courtyards, outdoor dining areas, arcades, or other covered walkways.



The commercial strip in the middle is flanked on the left and right by buildings fronting the sidewalk. An inconsistent street frontage is discouraged because the pedestrian store frontage is jagged and interrupted.



Consistent setbacks provide for a coherent, uninterrupted street wall in mixed-use and commercial neighborhoods.



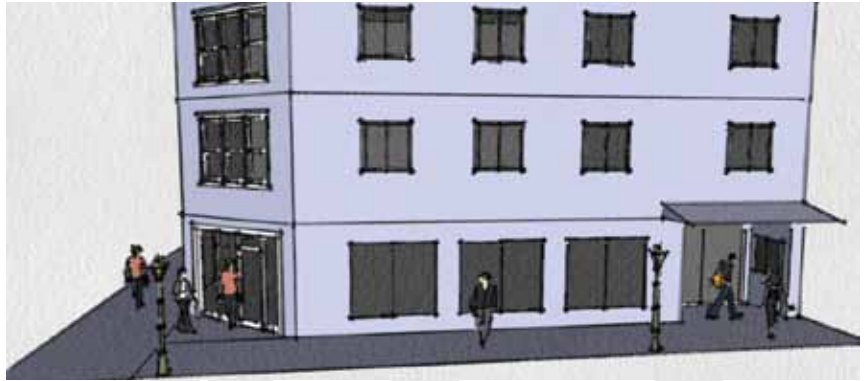
If deviating from prevailing setback, provide open space such as a courtyard or plaza.

- 6** On corner lots, the primary building entrance should be located at the corner and directly accessible to adjacent sidewalks.



Angled entries at intersections are the optimal use for street corners, and maximize visibility by capturing views from multiple directions.

- 7** Mixed-use buildings should have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. A pedestrian entrance to the commercial component should be directly accessible from a public street, and open during the posted normal business hours.



A separate residential entry in mixed-use buildings provides safety for residents and efficient circulation for shoppers.

An entry focused solely on the residential units creates a clear delineation of uses, and therefore the proper amenities for each user.

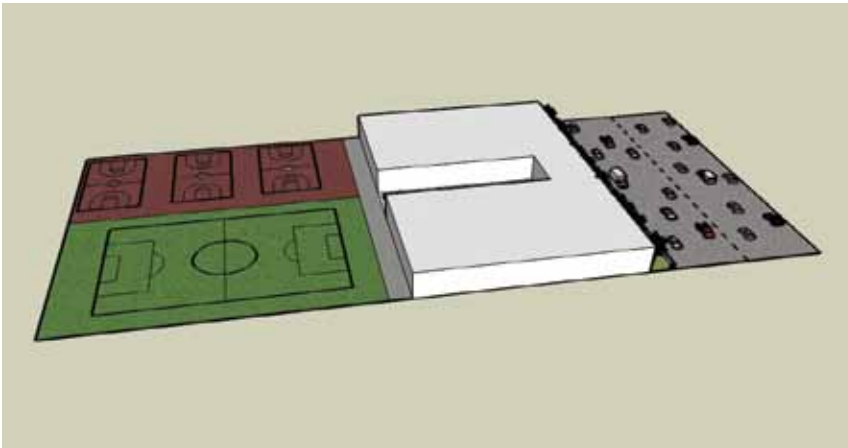
- 8** Buildings should be oriented to provide breaks for pedestrian thoroughways where appropriate. Ideally, clear lines of sight from the front to the rear of the parcel should be placed every 200 linear feet of building frontage.



A well placed pedestrian building break provides a respite from a continual store frontage that is an alternative to a vehicular street. These breaks can be crafted into plazas that have the potential to bring people together.

BUILDING ORIENTATION

- 9 Project components shall be oriented to place actively and passively utilized outdoor areas as far from the roadway as possible.



Active and passive recreation areas should be located as far as possible from nearby freeways.

SCALE, HEIGHT AND MASSING CHECKLIST

OBJECTIVE: Enhance neighborhood character through understanding the importance of a structure's physical form, and by complementing the existing built environment.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Height transitions should be utilized when buildings with different heights are adjacent to each other.						
2	Second floor or higher stepbacks should be consistent with prevailing or adjacent buildings.						
3	The terracing of the building, as appropriate to transition from (a) higher intensity uses to lower intensity uses and (b) higher to lower building heights, is encouraged.						
4	To break massing, utilize multiple planes, stepbacks and architectural treatments such as recessed windows, columns, moldings and projections.						

SCALE, HEIGHT AND MASSING

- 1 Height transitions should be utilized when buildings with different heights are adjacent to each other.



Here, the massing and height are of these multi-family buildings are inconsistent, creating a jagged appearance to the neighborhood.



The heights of these multi-family buildings are consistent with each other.

- 2 Second floor or higher stepbacks should be consistent with prevailing or adjacent buildings.



The height of the stepback on the LA Fitness building does not overpower the historic Cineramadome, to the right.



The bulk and stepback of the new home on the left does not match the older home on the right.

- 3** The terracing of the building, as appropriate to transition from a) higher intensity uses to lower intensity uses and b) higher to lower building heights, is encouraged.



The two-story portion of this building faces a major street, while the one-story section faces a smaller side-street.



Gradual building transitions are encouraged over abrupt building transitions. Buildings adjacent to each other, but of differing heights should be stepped back to soften the transition.

- 4** To break massing, utilize multiple planes, setbacks, and architectural treatments such as recessed windows, columns, moldings, and projections.



Creative massing and use of recessed windows is encouraged.



Use of multiple planes and projecting windows provide visual interest.

CIRCULATION, PARKING AND LOADING CHECKLIST

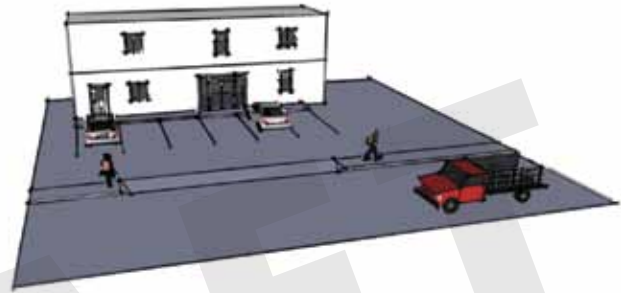
		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Excessively wide driveways should be avoided.						
2	Cars and delivery/service trucks should be provided separate entrances to facilitate circulation.						
3	Detached garages should be placed at the rear of the lot. Utilization of an attached mid-recessed or swing-in garage is acceptable if not visible from the public right-of-way. If an alley is available, a garage shall be accessible from the alley.						
4	Parking structures should be screened from public view, using planted materials or design features. Encourage wrapping parking structures with other uses such as ground floor retail or placing parking underground.						
The following guidelines apply to parcels designated a commercial land use and/or front a street designated Major Highway, Secondary Highway, or Collector Street.							
5	Required parking and loading areas should be located away from primary streets, so as to maintain the street wall for pedestrians. Alley-loading areas are encouraged.						
6	Curb cuts less than 150 feet apart are not encouraged.						
7	Driveways are not encouraged along the primary frontage unless they cannot be practically placed elsewhere.						
8	When necessary, decorative bollards or portable planters should be used to restrict vehicle traffic from the sidewalk.						

CIRCULATION, PARKING AND LOADING

- 1** Excessively wide driveways should be avoided.



Wide driveways are discouraged because they break the flow of the sidewalk for pedestrians.



Wide driveways also create more potential for people/vehicle conflicts.

- 2** Cars and delivery/service trucks should be provided separate entrances to facilitate circulation.



Loading areas to the rear save the front and side façades for an attractive store frontage and prevents any interruption to the pedestrian experience.

CIRCULATION, PARKING AND LOADING

- 3** Detached garages should be placed at the rear of the lot. Utilization of an attached mid-recessed or swing-in garage is acceptable if not visible from the public right-of-way. If an alley is available, a garage shall be accessible from the alley.



A recessed garage places the focus on the architecture of the house itself.

- 4** Required parking and loading areas should be located away from primary streets, so as to maintain the street wall for pedestrians. Alley-loading areas are encouraged.



Parking for this mixed-use building is accessed from a smaller side-street, allowing the primary street wall to be maintained.



Maintaining the primary frontage for pedestrians promotes a free, steady flow of foot traffic on the sidewalk without any interruption by vehicles.

- 5** Curb cuts less than 150 feet apart are not encouraged.



Driveways should also be spaced at a distance far apart enough so that it does not impede or interrupt the flow of pedestrians. At a minimum, driveways should not be spaced less than 150' apart to ensure an interrupted flow of pedestrian traffic.

- 6** Driveways are not encouraged along the primary frontage unless they cannot be practically placed elsewhere.



CIRCULATION, PARKING AND LOADING

7

When necessary, decorative bollards or portable planters should be used to restrict vehicle traffic from the sidewalk.



PEDESTRIAN AMENITIES CHECKLIST

OBJECTIVE: Provide a sense of accessibility and safety to all pedestrians by providing clear connections between origin and destination.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Walkways should be provided from entry to sidewalk; paving materials and color should be consistent with the surrounding neighborhood.						
2	Encourage clear and exclusive pedestrian, public transit, and bicycle linkages between separate land uses.						
3	Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.						
4	Street furniture should be consistent with the Bureau of Street Services Coordinated Street Furniture Program. Street furniture, light fixtures, awnings, tables, and umbrellas should be attractive, well-kept, and compatible with the architecture of the building.						
5	Ground floor façades should enhance the experience of pedestrians, bicyclists, and public transit riders through utilization of transparent elements, details, and landscaped features. Transparent display windows are encouraged						

PEDESTRIAN AMENITIES

- 1 Walkways should be provided from entry to sidewalk; paving materials and color should be consistent with the surrounding neighborhood.



Well-designed walkways creates a sense of organization and ease of navigation that enhance a built environment.

- 2 Encourage clear and exclusive pedestrian, public transit, and bicycle linkages between separate land uses.



Public spaces should be built to be multi-user and be friendly to a multitude of transit alternatives. Bicycle routes should be designed to be compatible with pedestrian needs. Rail stations should have open plazas to transition between their role as a public facility and adjacent private property.

- 3** Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.



In large settings, grade changes should be minimized.

- 4** Street furniture should be consistent with the Bureau of Street Services Coordinated Street Furniture Program. Street furniture, light fixtures, awnings, tables, and umbrellas should be attractive, well-kept, and compatible with the architecture of the building.



Benches, awnings and trees create a place to people-watch as patrons wait for their tables.



Awnings, planters, and recessed entries and windows create an attractive streetscape.

PEDESTRIAN AMENITIES

5

Ground floor façades should enhance the experience of pedestrians, bicyclists, and public transit riders through utilization of transparent elements, details, and landscaped features.



Large, sidewalk-facing windows, overhangs, and attractive landscape create a positive experience for the pedestrian.



Small windows and blank walls do not provide an interesting experience for the pedestrian and are not encouraged.

SUSTAINABILITY CHECKLIST

OBJECTIVE: Highlight the need for conservation efforts by maximizing the use of sustainable treatments.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Drought tolerant or California native species shall be used for water conservation.						
2	Sustainable technology and design practices are encouraged and should promote efficiency and conservation while respecting and not interfering with the neighborhood character.						
3	Native and old growth trees shall be preserved.						
4	Trees should be deciduous, for increased winter and decreased summer solar exposure.						
5	The planting of fire-prone trees such as eucalyptus is not recommended.						
6	Buildings should be oriented to minimize direct sun exposure and maximize wind patterns.						

SUSTAINABILITY

- 1** Drought tolerant or California native species shall be used for water conservation.
Drip irrigation for trees and shrubs is encouraged.
Drip irrigation for trees and shrubs is encouraged.



Drought tolerant or California native species consume less water than exotic plants and are encouraged.

- 2** Sustainable technology and design practices are encouraged and should promote efficiency and conservation while respecting and not interfering with the neighborhood character.



The pairing of solar panels and a community garden promotes energy efficiency while reducing the emission of greenhouse gases by potentially reducing the need to drive to the local supermarket.



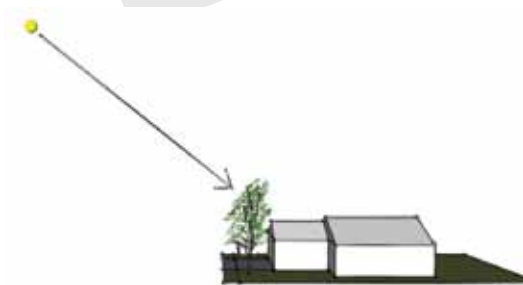
The use of solar panels is encouraged but should be as unobtrusive as possible.

3 Native and old growth trees shall be preserved.

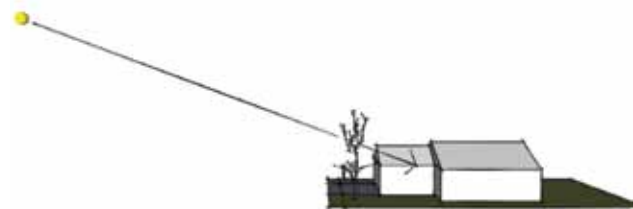


Native trees such as the Coast Live Oak shall be preserved per applicable Tree Ordinances. Careful site planning and grading techniques should be used to ensure the survival of these trees.

4 Trees should be deciduous, for increased winter and decreased summer solar exposure.



Summer exposure



Winter exposure

Proper tree selection can promote energy efficiency. Deciduous trees should be planted on the southern portions of a building, as they should have a full canopy in the summer, when large amounts of energy are needed to cool the building. In the northern hemisphere, a tree with a full canopy can screen the building from the sun, which has the most sun exposure from the south, potentially saving energy on cooling costs. These trees shed their leaves in the winter, when energy is needed to heat the building. The tree is barren, allowing sunlight to penetrate into the building, potentially saving on heating costs.

SUSTAINABILITY

- 5** The planting of fire-prone trees such as eucalyptus is not recommended.



Eucalyptus trees naturally contain large amounts of oils and highly flammable. Therefore, they are not recommended, especially in the hillside areas.

- 6** Buildings should be oriented to minimize direct sun exposure and maximize wind patterns.



Building designs with large glass atriums or facades should not point south, as they receive the most direct sun exposure. Rather, these glass portions should face north.



This school takes advantage of wind patterns by utilizing an open staircase to cool students as they change classrooms. Decorative awnings shield the windows from the southern exposure of the sun.

ON-SITE OPEN SPACE CHECKLIST

OBJECTIVE: Strengthen the pedestrian experience and neighborhood environment by providing accessible, diverse forms of on-site open space.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Incorporate courtyards, plazas, and paseos to create public space.						
2	Courtyards, plazas, and paseos should feature landscaped areas. Street level fencing, when necessary, should be transparent. Courtyards should be at the same grade as the sidewalk, and should not be more than 3' above sidewalk grade.						
3	Courtyards, plazas, and paseos should utilize focal points for ease of navigation.						
4	On-site open space should link to a larger pedestrian network.						

ON-SITE OPEN SPACE

- 1 Incorporate courtyards, plazas, and paseos to create public space.



This paseo provides a shaded area for outdoor dining, and allows for easy transition space to parking, other buildings, or surrounding amenities.



The courtyard at the popular Hollywood and Highland plaza serves as a meeting point for shoppers and tourists.

- 2 Courtyards, plazas, and paseos should feature landscaped areas. Street level fencing, when necessary, should be transparent. Courtyards should be at the same grade as the sidewalk, and should not be more than 3' above sidewalk grade.



Attractive fencing separates a residential courtyard from a sidewalk.



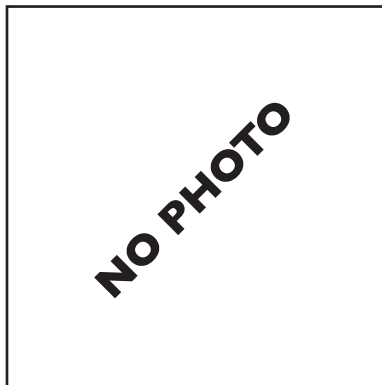
This bungalow courtyard contains a common lawn, as well as landscaping at each unit entryway.

- 3** Courtyards, plazas, and paseos should utilize focal points for ease of navigation.



A fountain and shrubbery provide a focal point for this residential courtyard.

- 4** On-site open space should link to a larger pedestrian network.



LANDSCAPING CHECKLIST

OBJECTIVE: Soften a building's edge and provide visual relief to the street by utilizing landscaped elements, while understanding their maintenance needs.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	A 2-3 ft. landscaped buffer between the sidewalk and building, blank wall or other inactive use, is encouraged. Landscaped buffer should consist of drought tolerant ground cover. The use of grass is not encouraged.						
2	Grading should be kept to a minimum.						
3	Landscaping should soften the visual impact of a development by screening equipment, providing shaded areas, and creating natural fences and neighborhood character. The use of clinging vines, pergolas, trellises, shrubs, hedges, and water features is strongly encouraged.						
4	Tree species shall be an appropriate height and provide sufficient shade for their intended use.						
5	Landscaping or the introduction of permeable paving in urban spaces is strongly encouraged, provided public access is maintained.						
6	Street trees should be selected considering the width of the street. Wide streets should have taller trees with taller canopies.						
7	Landscaped parkways between sidewalks and streets are encouraged. Parkway shall contain at least one 36" box tree every 25 linear feet, on center. Tree must be selected from the Street Tree List from the Bureau of Street Services. Drought tolerant ground covers are encouraged.						
8	Street trees shall be selected to be in scale with the primary street. Tree height in parkway should be in scale with the respective buildings. Tree should not exceed 1.5 times the height of a two story building or exceed the height of a 3 story or higher building.						
9	Street trees should provide sufficient shade and shall ensure visibility of store signage. Trees and shrubs shall be pruned to maintain visibility and sightlines at all times or should not require frequent pruning.						
10	Trees that produce fruit should be located away from walkways and plazas.						
11	Trees should be planted away from underground utilities. Measures should be taken to avoid lifting of sidewalks.						
12	The property perimeter nearest the freeway(s) shall be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants.						

LANDSCAPING

- 1** A 2-3 ft. landscaped buffer between the sidewalk and building is encouraged. Landscaped buffer should consist of drought tolerant ground cover. The use of grass is not encouraged.



A landscape buffer serves to soften the transition space between the sidewalk and the building edge.

- 2** Grading should be kept to a minimum.



Grade changes should be addressed through a gradual, gentle, slope to accommodate the physically challenged.

LANDSCAPING

- 3** Landscaping should soften the visual impact of a development by screening equipment, providing shaded areas, and creating natural fences and neighborhood character. The use of clinging vines, pergolas, trellises, shrubs, hedges, and water features is strongly encouraged.



Vines can be used to soften building facades.



Vines and shrubs should be used to screen walls or other large, blank surfaces.

- 4** Tree species shall be an appropriate height and provide sufficient shade for their intended use.



Size and placement of trees on this central courtyard allow students to sit in the sun or the shade.



Trees provide ample shade for a picnic table in a park.

5

Landscaping or the introduction of permeable paving in urban spaces is strongly encouraged, provided public access is maintained.



This under-utilized alley was turned into a greenbelt for local residents.



Wood chips can convert a normal plaza into a permeable surface. This maintains the utility of this space while allowing water to percolate, decreasing the amount of runoff.

6

Street trees should be selected considering the width of the street. Wide streets should have taller trees with taller canopies.



Appropriately-sized street trees create a canopy, providing a sense of enclosure.



The image of soaring palm trees over wide boulevards is an icon of the S. California built environment, but provides little shade and pedestrian benefits. Therefore, these out of scale trees are not encouraged on pedestrian-focused streets.

LANDSCAPING

7

Landscaped parkways between sidewalks and streets are encouraged. Parkway shall contain at least one 36" box tree every 25 linear feet, on center. Tree must be selected from the Street Tree List from the Bureau of Street Services. Drought tolerant ground covers are encouraged.



Parkways with trees provide a buffer between pedestrians and cars.



Street trees and properly landscaped parkways enhance the appearance of the streetscape. However, the use of drought-tolerant landscaping instead of grass is strongly encouraged.

8

Street trees shall be selected to be in scale with the primary street. Tree height in parkway should be in scale with the respective buildings. Tree should not exceed 1.5 times the height of a two story building or exceed the height of a 3 story or higher building.



Properly sized trees optimize shade for the building, sidewalks, and streets while enhancing neighborhood character and are encouraged.



Out of scale trees cause the visitor's eye to emphasize the tree rather than the building, creating a sense of missed priority. These are discouraged because they also offer reduced shade benefits compared to a properly sized tree.

9

Street trees should provide sufficient shade and shall ensure visibility of store signage. Trees and shrubs shall be pruned to maintain visibility and sightlines at all times or should not require frequent pruning.



Properly selected and maintained trees should not block store signage.



Landscaping should enhance and not hinder the built environment.

10

Trees that produce fruit should be located away from walkways and plazas.



Fruit that shed from trees can stain pavement and be a nuisance.



Fruit that is shed on grass can make it difficult to use the grass for passive or active recreation.

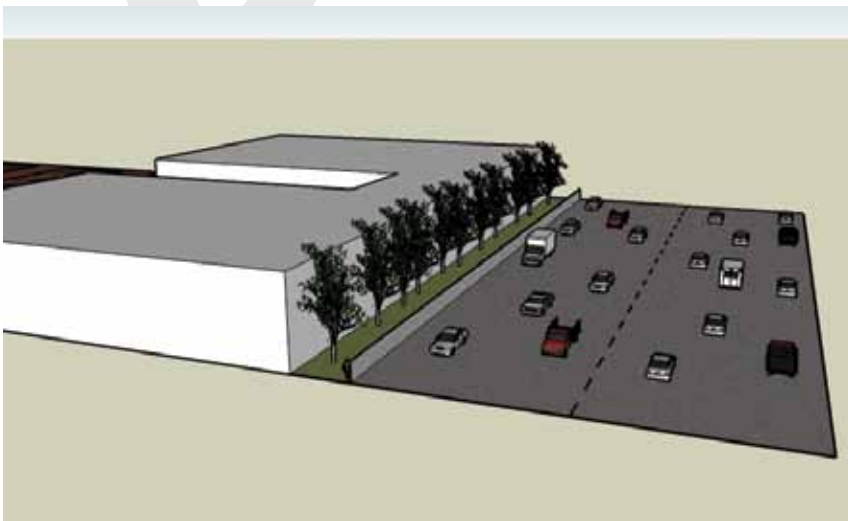
LANDSCAPING

- 11** Trees should be planted away from underground utilities. Measures should be taken to avoid lifting of sidewalks.



Trees that lift sidewalks are costly to fix and difficult to navigate.

- 12** The property perimeter nearest the freeway(s) shall be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants.



A buffer of trees and shrubs may mitigate the impacts of vehicle air pollution to adjacent buildings.

BUILDING FAÇADE CHECKLIST

OBJECTIVE: Contribute to a richer pedestrian and neighborhood environment through distinctive design elements on all visible building façades.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.						
2	The front façades of buildings should emphasize large quantities of transparent elements to provide an interesting storefront. These include windows, doors, and shutters.						
3	Encourage porches on façades facing the street, courtyards or plazas to create a clear transition, an outdoor living space, and a variation of the front yard.						
4	Recessed windows and doors are encouraged.						
5	Structures such as arcades, awnings, and trellises are encouraged in order to create shaded transitions from interior and exterior spaces.						

BUILDING FAÇADE

1

Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.



Balconies, projections, and diverse massing, along with lush landscaping, gives this multi-family residential building visual interest.



This light industrial building features attractive massing and building forms.



This historic mixed-use building utilizes recessed entrances, projections, moldings, and Art Deco details to break the massing of this building.

2

The front façades of buildings should emphasize large quantities of transparent elements to provide an interesting storefront. These include windows, doors, and shutters.



Both the front and side facade feature ample and consistent transparent elements.



Large windows and signage that advertises the goods or services available inside are encouraged.



Here, the ground floor retail space as well as the office space above have large, transparent windows.

3

Encourage porches on façades facing the street, courtyards or plazas to create a clear transition, an outdoor living space, and a variation of the front yard.



A portico creates a clear transition space between indoor and outdoor.



Front porches are a transition between semi-public and semi-private space.



A well-landscaped courtyard acts as a semi-private space and creates an opportunity for casual meetings between neighbors.

4

Recessed windows and doors are encouraged.



Recessed entries and windows break the massing and create an aesthetically pleasing store facade.



Recessed windows and doors on residential buildings are used as secondary building planes to prevent long distances of blank, barren walls.



This recessed garage door creates a contrast of shade and shadow, thereby providing an interesting front facade.

BUILDING FAÇADE

5

Structures such as arcades, awnings, and trellises are encouraged in order to create shaded transitions from interior and exterior spaces.



Awnings serve as shade structures, transitions, and signage.



The combination of awnings and outdoor eating areas create usable space for patrons to dine comfortably.

OTHER BUILDING ELEMENTS CHECKLIST

OBJECTIVE: Account for other elements of good urban design by providing intelligent specifications.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Windows and doors should be offset from those of existing neighboring residences to ensure privacy. Residential units should not look directly below onto street level private patios or backyards.						
2	Utility equipment, disposal areas, maintenance doors, and storage areas shall be screened from public right of way.						
3	Walls should be well-maintained and kept free from graffiti.						
4	Recessed entries with a raised stoop are strongly encouraged.						
5	Signage should be tastefully integrated into the building, and match the building's style, scale, materials, and colors.						
6	Roof forms should be consistent with those in the surrounding neighborhood.						
7	Materials and colors of a structure should compliment existing neighbors.						
8	Entry treatments shall be proportional to the size of the project.						
9	The use of highly reflective or deeply tinted glass is discouraged.						
	NATURAL SURVEILLANCE GUIDELINES						
10	Fences should be transparent and use traditional materials. Chain link fences are discouraged.						
11	Large, blank, single plane walls shall be avoided.						
12	Clearly define transition zones.						
13	Locate gathering and entry areas in places that can be easily seen.						

OTHER BUILDING ELEMENTS

- 1 Windows and doors should be offset from those of existing neighboring residences to ensure privacy. Residential units should not look directly below onto street level private patios or backyards.



Improperly placed transparent features between adjacent buildings can create unwanted views into neighbors living spaces.

- 2 Utility equipment, disposal areas, maintenance doors, and storage areas shall be screened from public right of way.



Dumpsters visible from the public right of way are discouraged.



A wall can effectively screen dumpsters from the primary public right of way, improving the streetscape.

- 3** Walls should be well-maintained and kept free from graffiti.



Well-maintained walls present a clean, well groomed street facade.

- 4** Recessed entries with a raised stoop are strongly encouraged.



The steps and walkway create a sense of anticipation that draws people in.

OTHER BUILDING ELEMENTS

- 5** Signage should be tastefully integrated into the building, and match the building's style, scale, materials, and colors.



Signage should enhance and not adversely affect the streetscape by being overly distracting. Rather, it should serve its purpose without being the main focus of a building.

- 6** Roof forms should be consistent with those in the surrounding neighborhood. Flat roofs cannot exceed 30% of a building's roof form.



Roof forms should vary but should not deviate from the neighborhood character.

7

Materials and colors of a structure should compliment existing neighbors.



Though these multi-family units have different color schemes, they compliment each other through their use of materials.



Diverse yet complimentary massing, signs, and details are encouraged to make an interesting streetscape.

8

Entries should have defined treatments and shall be proportional to the size of the project.



This portico helps to clearly identify the front entrance to the building.



Clearly communicating an entrance to visitors with architecture is encouraged. This multi-family building utilizes a separate building mass to welcome guests.

OTHER BUILDING ELEMENTS

- 9 The use of highly reflective or deeply tinted glass is discouraged.



Building facades facing south should not be comprised of mostly glass, as this requires using tinted or reflective glass. Tinted glass prevents pedestrians from viewing interiors of buildings, thereby reducing the transparency of the street frontage.

OTHER BUILDING ELEMENTS: NATURAL SURVEILLANCE

- 1** Fences should be transparent and use traditional materials. Chain link fences are discouraged.



Attractive fencing provides a boundary between public right-of-way and private property, while remaining transparent and allowing for interaction.



Transparent fencing at industrial sites is a strong alternative to the tall masonry walls that are more frequent.



For surveillance, transparent fencing around schools and parks is a key safety element.

- 2** Large, blank, single plane walls shall be avoided. Transparent elements like windows and doors should be included on all street-facing façades.



Blank walls with no transparent elements do not allow for natural surveillance and can alienate pedestrians.



What may otherwise be a blank side façade is enlivened by windows, allowing for a good visual connection between the building interior and the street.



Creative strategies to avoid blank walls are encouraged. This self-storage facility uses false windows and lattice work to break the monotony of the exterior.

OTHER BUILDING ELEMENTS: NATURAL SURVEILLANCE

3 Clearly define transition zones



The bright shade structure and signage at the entrance to this school clearly communicates that the school's main entrance is located here.



The large awning defines the entrance to the store, as well as the transition from the end of a public space to the beginning of a private commercial space.

4 Locate gathering and entry areas in places that can be easily seen.



Ease of navigation should be a priority for schools for safety and mobility. The main entrance utilizes steps, a flagpole, and location on a main thoroughfare to stand apart from the secondary entrances.



Landscaping, the walkway, and a decorative front porch create a clear primary entry for this multi-family unit.

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Appendix: Table 1

Designated Historic-Cultural Monuments

Monument Name	Address
Hollyhock House	4800 Hollywood Boulevard
Two Stone Gates (Inter. Beachwood & Westshire Drives)	Westshire Drive & Belden Drive
Barnsdall Art Park & Arts Center (Residence A)	4800 Hollywood Boulevard
Grauman's (Now Mann's) Chinese Theater	6915-6927 Hollywood Boulevard
A & M Records Studio (Formerly Charlie Chaplin Studio)	1416 N. La Brea Avenue
Cedar Trees (Between Riverside Dr. and Western Ave.)	Los Feliz Boulevard
Palm Trees (Queen & Washingtonia Robusta) and the Median Strip	Highland Avenue
Storer House	8161 Hollywood Boulevard
Hollywood Sign & land underneath (Griffith Park perimeter)	Mount Lee
Gabrielino Indian Site	Fern Dell (Griffith Park)
Lovell House	4616 Dundee Drive
Franklin Avenue Bridge (Shakespeare Bridge)	Franklin Avenue
Samuel - Novarro House	5609 Valley Oak Drive
Crossroads of the World	6671-6679 Sunset Boulevard
Saint Mary of the Angels	4510 Finley Avenue
Ennis - Brown House	2607 Glendower Avenue
Chateau Marmont	8225 Marmont Lane
William Mulholland Memorial Fountain	Los Feliz Boulevard & Riverside Drive
Site of First Walt Disney Studio	2701-2739 Hyperion Avenue/2710-2746 Griffith Park Boulevard

Monument Name	Address
Fire Station No. 27	1355 N. Cahuenga Boulevard & 1333 Cole Place
Griffith Observatory	2500 E. Observatory Road
YWCA Hollywood Studio Club	1215-1233 Lodi Place
Site of the Filming of First Talking Film	1424-1456 Bronson Avenue/5800-5858 Sunset Boulevard
Site of Burial Place of J. B. Lankershim (North End)	Nichols Canyon Road
Site of Franklin Garden Apartments (demolished)	6915-6933 Franklin Avenue - Demolished: 07-01-1978
Pantages Theater	6225-6249 Hollywood Boulevard
Hollywood Walk of Fame (Between Gower & Sycamore)	Hollywood Boulevard
KCET Studios	4391-4421 Sunset Boulevard
Masquers Club Building (site of)	1765 N. Sycamore Avenue
Janes House	6541 Hollywood Boulevard
El Greco Apartments	817-823 N. Hayworth Avenue
Sunset Plaza Apartments (site of)	1216-1220 Sunset Plaza Drive - Demolished: 07-01-1987
Taft House (site of)	7771-7791 Sunset Boulevard - Demolished: 06-01-1982
Bollman House	1530-1534 N. Ogden Drive
Garden Court Apartment (demolished)	7021 Hollywood Boulevard
Residence	1443-1447 N. Martel Avenue
Freeman House	1962 Glencoe Way
First United Methodist Church of Hollywood	6817 Franklin Avenue

Appendix: Table 1

Designated Historic-Cultural Monuments (continued)

Monument Name	Address
Edward's House	5642 Holly Oak Drive
Hollywood Masonic Temple	6840 Hollywood Boulevard
C. E. Toberman Estate	1847 Camino Palmero
Highland - Camrose Bungalow Village	2103-2115 1/2 N. Highland Avenue
Arzner / Morgan Residence	2249 Mountain Oak Drive
John C. Fremont Branch Library	6121 Melrose Avenue
Cahuenga Branch Library	4591 W. Santa Monica Boulevard
Villa Carlotta	1913-1915 Tamarind Avenue/5959 Franklin Avenue
William Stromberg Clock	6439 Hollywood Boulevard
Shulman House	7875-7877 Woodrow Wilson Drive
Chateau Elysee	5925-5939 Yucca Street/5930-5936 Franklin Avenue
Security Trust and Savings Building	6367-6385 Hollywood Boulevard/1708 Cahuenga Boulevard
Hollywood Western Building	5500-5510 Hollywood Boulevard
Avocado Trees (Entire Block)	4400 Avocado Street
Monterey Apartments	4600-4604 Los Feliz Boulevard
Falcon Studios (demolished)	5524 Hollywood Boulevard
Jardinette Apartments	5128 Marathon Street
Roman Gardens	2000 N. Highland Avenue
Feliz Adobe	4730 Crystal Springs Drive

Monument Name	Address
Magic Castle	7001 Franklin Avenue
Lake Hollywood Reservoir (including Mulholland Dam)	2460 Lake Hollywood Drive
Andalusia Apartments	1471-1475 Havenhurst Drive
Dunning House	1606-1616 Saint Andrews Pl & 5552 Carlton Wy
Courtney Desmond Estate	1801-1811 Courtney Avenue
Whitley Court	1720-1728 Whitley Avenue
Artisan's Patio Complex	6727-6733 Hollywood Boulevard
Hollywood American Legion Post #43	2035 N. Highland Avenue
Afton Arms Apartment	6141 Afton Place
Little Nugget (Travel Town - Griffith Park)	5200 Zoo Drive
Highland Towers Apartments	1920-1928 N. Highland Avenue
El Capitan Theater Building	6834-6838 Hollywood Boulevard
Gilmore Gasoline Service Station	6800 Willoughby Ave & 853-859 N Highland Ave
Taggart House	2150-2158 Live Oak Drive & 5423 Black Oak Dr
Residence	1437 N. Martel Avenue
Hollywoodland's Historic Granite Retaining Walls and Stairs	Hollywoodland
Hollywood Roosevelt Hotel and Pool	7000-7034 Hollywood Boulevard
Midtown School (site plus four John Lautner Buildings)	4155 Russel Avenue
Thirteenth Church of Christ Scientist	1748-1780 N. Edgemont Street

Appendix: Table 1

Designated Historic-Cultural Monuments (continued)

Monument Name	Address
Little Country Church of Hollywood	1750 N. Argyle Avenue & 6151-61 Carlos Ave.
Warner Brothers Hollywood Theater Building	6423-6445 Hollywood Blvd & 1700-1718 Wilcox
Wattles Park (Mansion and Garden)	1824-1850 N. Curson Avenue/7561 Hollywood Blvd/1701-1755 Sierra Bonita
Egyptian Theater and Forecourt Storefronts	6706-6712 Hollywood/1650-1654 McCadden Place
Philosophical Research Society	3341-3351 Griffith Pk/3910-3918 Los Feliz
Max Factor Make-Up Salon	1666 N. Highland Avenue
Raymond Chandler Square	Cahuenga Ave & Hollywood Blvd Intersection
Villa Vallambrosa	2074 Watsonia Terrace
Hollywood School for Girls (Womens Club of Hollywood)	1741-1751 N. La Brea Avenue
The Trianon and Neon Roof Sign	1750-1754 N. Serrano Ave
Hollywood Pilgrimage Memorial Monument	2580 Cahuenga Blvd
Pierson Residence	3124 Belden Drive
Withers Residence	2731 Woodshire Drive
Los Feliz Heights Steps	Cromwell Ave & Bonvue Ave
Pacifics Cinerama Dome Theatre and Marquee	6360 Sunset Boulevard
Broadway Department Store and Neon Sign	6300 W.Hollywood Boulevard
Hollywood Plaza Hotel and Neon Sign	1633 Vine Street
Taft Building and Neon Sign	6280 W. Hollywood Boulevard
Hillside House by Carl Maston	8707 St. Ives Drive

Monument Name	Address
Stahl House - Case Study House #22	1635 Woods Drive
The Outpost 11	1851 Outpost Drive
Jacobson House	4520 Dundee Drive
Villa Elaine	1241-1249 N. Vine Street
S.H. Woodruff Residence	3185 N. Durand Drive
Tornborg House	1918 N. Tamarind Avenue
Philip Chandler House	2531 N. Catalina Street
Elliot House	4237 Newdale Drive
Hewitt Residence	1543 N. Curson Avenue
Don Carlos Apartments	5226 Hollywood Blvd.
Lehman House	2720 Belden Drive
The Garrick	539 N Sycamore Ave
Vista Del Mar Steps	Vista Del Mar Ave & Holly Mount Dr
Sowden house	5121 Franklin Ave
Toberman House	1749 Harvard Blvd
El Cabrillo Apartments	1832 - 1850 Grace Ave
El Cadiz Apartments	1721 N Sycamore Ave
Covert Cottages Bungalow Court	938 - 944 1/2 N Martel Ave
Paul Lauritz House	3955 Clayton Ave

Appendix: Table 1

Designated Historic-Cultural Monuments (continued)

Monument Name	Address
Chemosphere House	7776 Torreyson Drive
Chateau Des Fleurs	6626 Franklin Ave
The Courtyard Apartments	1570 LaBaig Ave
Wirin House	2622 Glendower Ave
Nirvana Apartments	1775-1781 N Orange Dr
La Leyenda Apartments	1735-1737 N Whitley Ave
Las Orchidas	1903 N Orchid Ave
Hellman House	1845 N Courtney Ave
Casa Laguna	1885-1883 S Kingsley Dr/5200 W Franklin Ave
Grier House	2690 Hollyridge Dr
Amsalem A. Ernst House	5670 Holly Oak Dr
Ojai Apartments	1929-1933 N Whitley Ave
Los Feliz Brown Derby	4500 W Los Feliz Blvd
B. A. G. Fuller House	6887 West Alta Loma Terrace
Wolff Residence	8530 W Hedges Place
Capitol Tower and Rooftop Sign	6236 W Yucca Street/1740 - 1750 N Vine St
Orchard Gabels Cottage	1277 North Wilcox Avenue/6516 West Fountain Avenue
Mayfair Apartments and Rooftop Neon Sign	1760 North Wilcox Avenue
Garber House	6060 Scenic Avenue (6058 original address)

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EXHIBIT D: Proposed Land Use and Zone Change Map

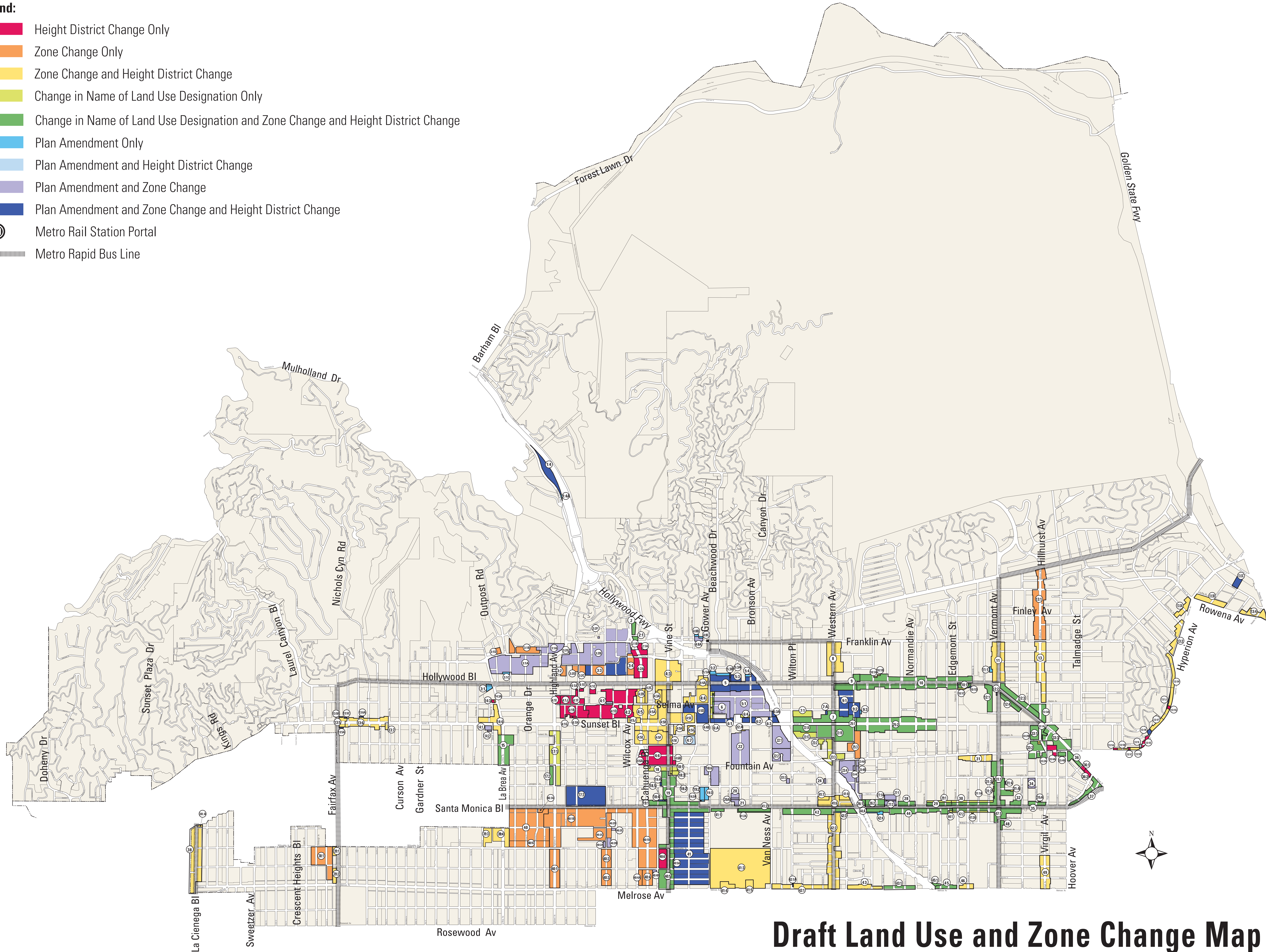
CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission

November 23, 2011

Legend:

- Height District Change Only
- Zone Change Only
- Zone Change and Height District Change
- Change in Name of Land Use Designation Only
- Change in Name of Land Use Designation and Zone Change and Height District Change
- Plan Amendment Only
- Plan Amendment and Height District Change
- Plan Amendment and Zone Change
- Plan Amendment and Zone Change and Height District Change
- Metro Rail Station Portal
- Metro Rapid Bus Line



Draft Land Use and Zone Change Map

Hollywood Community Plan Area

Community Plan Update

EXHIBIT E:

Proposed Land Use and Zone Change Matrix

CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission

November 23, 2011

Hollywood Draft Matrix November 23, 2011

SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 1:1	Limited-Commercial	C1-1D FAR 0.5:1	Retail Commercial	Limited-Commercial	CR,C1,C1.5,P, RAS3,R3	C1-1- FAR 1.5:1	East corner of Hollycrest and Barham	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 1:2	Limited-Commercial	C1-1D FAR 0.5:1	Office Commercial	Limited-Commercial	CR,C1,C1.5,P, RAS3,R3	C1-1- FAR 1.5:1	Northeast and southeast sides of Barham and Lake Hollywood intersection	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 1:3	Limited-Commercial	C1-1D FAR 0.5:1	Office Commercial	Limited-Commercial	CR,C1,C1.5,P, RAS3,R3	C1-1- FAR 1.5:1	Northeast corner of Forest Lawn and Lake Hollywood	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 1:4	Limited Commercial	RE15-1-H FAR 1.5:1	Maintenance Vehicle Yard	Public Facilities	PF	PF-1XL FAR 3:1	Island between Cahuenga Bl. W. and 101 Fwy, s. of Mulholland	Amend Plan and Change Zone and Height District	Reflect Existing Use
SA 1:4A	Limited Commercial	PF-1XL	Maintenance Vehicle Yard	Public Facilities	PF	PF-1XL FAR 3:1	Southern tip of Island between Cahuenga Bl. W. and 101 Fwy, s. of Mulholland	Amend Plan	Maintain consistency between Land Use Designation and Zone
SA 2	Highway Oriented Commercial	[Q]C2-1D-SN FAR 0.5:1	Office Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-1-SN FAR 1.5:1	East side of Cahuenga between Dix and the Hollywood Freeway	Change Name of Land Use Designation and Height District	Nomenclature change/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 2:1	Highway Oriented Commercial	[Q]C2-1D-SN FAR 0.5:1	Retail Commercial, auto-related	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-1-SN FAR 1.5:1	East side of Cahuenga between Dix and Franklin	Change Name of Land Use Designation and Height District	Change land use designation to General Plan Framework (GPF) category/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1
SA 2:1A	Regional Center Commercial	C4-2D-SN FAR 2:1	Retail Commercial, Multifamily Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 for mixed-use, FAR 2:1 for commercial component of mixed-use or commercial only. Hgt. Limit 150	Generally both sides of Cahuenga, north of Yucca, and SE corner of Franklin and Cahuenga	Change Height District	Provide incentive for housing production and promote mixed-use development with design standards. Provide transition betw, Vine St. corridor and adjacent residential zones. Protect identified historic resources.
SA 2:1B	High Density Residential	C4-2D-SN	Retail Commercial, Multifamily Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN	Midblock portion of lot south of Franklin betw. Wilcox and Cahuenga	Amend Plan	Maintain consistency between land use designation and zone.
SA 3:1	Medium Residential	R3-1 FAR 3:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4 ,CR,RAS3,RAS4,P	C4-1VL FAR 1.5:1	Southwest corner of La Brea and Hollywood	Amend Plan and Change Zone and Height District	Reflect existing use.

Hollywood Draft Matrix November 23, 2011

SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 3:1A	High Medium Residential	[Q]R4-1VL FAR 3:1	Multiple and Single Family Residential, Retail Commercial, Institutional	High Medium Residential	R4	<u>[Q] R4-1VL FAR 3:1</u>	<u>North and south sides of Franklin between Highland and La Brea.</u>	Amend Plan and Change Zone by Removing Plan Footnote on R4	Increase housing capacity and make land use legend range of zones consistent with other community plans. Protect identified historic resources.
SA 3:1B	High Medium Residential	[Q]R5-1VL FAR 3:1	Private club	High Medium Residential	R4	[Q]R5-1VL FAR 3:1	North of Franklin, south of Sycamore, west of Orchid, east of Fitch	Change Zone	Increase housing capacity. Q condition allows private club while limiting other uses to those permitted by R4.
SA 3:1 C	High Medium Residential	C4-2D-SN FAR 3:1	Multifamily Residential, Institutional	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1	Midblock parcel north of Hollywood, west of Sycamore, east of El Cerrito and south of Franklin	Amend Plan	Maintain consistency between Land Use Designation and Zone
<u>SA 3:1D</u>	<u>High Medium Residential</u>	<u>[Q] R4-1VL FAR 3:1</u>	<u>Multifamily Residential</u>	<u>High Medium Residential</u>	<u>R4</u>	<u>[Q] R4-1XL FAR 3:1 Hgt. Limit 30 ft.</u>	<u>Northeast corner of El Cerrito and Franklin</u>	<u>Change Zone</u>	<u>Limit height to 30 ft. to provide transition between hotel uses and single family residential uses.</u>
<u>SA 3:1E</u>	<u>High Medium Residential</u>	<u>[Q] R4-1VL FAR 3:1</u>	<u>Hotel</u>	<u>High Medium Residential</u>	<u>R4</u>	<u>[Q] R4-1XL FAR 3:1 Hgt. Limit 30 ft.</u>	<u>West side of Sycamore between Franklin and Fitch</u>	<u>Change Zone</u>	<u>Limit height to 30 ft. to provide transition between hotel uses and single family residential uses.</u>
SA 3:2	Regional Center Commercial	C4-2D-SN FAR 3:1	Parking	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 Hgt. Limit 60 ft.	South of Yucca generally between alley west of McCadden and McCadden, north of Hollywood Blvd. Commercial/Entertainment Historic District	Change Zone by Adding Height Limit	Maintain height compatible with scale of adjacent historic district and adjacent residential area.
SA 3:2A	High Medium Residential	[Q]R4-1VL FAR 3:1	Multiple Family Residential, Retail Commercial	High Medium Residential	R4	R4-1VL FAR 3:1	North side of Franklin betw. Highland & Wilcox, East side of Highland betw. Highland and Cherokee	Amend Plan and Change Zone by Removing Plan Footnote	Increase housing capacity and make land use legend range of zones consistent with other community plans.
SA 3:2B	High Residential	[Q]R4-2 FAR 6:1 Hgt. Limit 60 ft.	Multifamily Residential, Retail Commercial, Institutional	High Medium Residential	R4	[Q]R4-2 FAR 6:1 Hgt. Limit 60 ft.	South of Franklin and north of Yucca roughly betw. Highland and east side of Wilcox	Amend Plan and Change Zone by Removing Plan Footnote on R4	Increase housing capacity and make land use legend range of zones consistent with other community plans. Protect identified historic resources.
SA 3:2C	Regional Center Commercial	C4-2D-SN FAR 2:1 Hgt. Limit 45 ft.	Retail Commercial, Parking	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 2:1, Hgt. Limit 60 ft.	Southeast corner of Yucca and Las Palmas	Change Zone by Changing Height Limit	Maintain height compatible with scale of adjacent historic district and adjacent residential area.
SA 3:2D	Regional Center Commercial	C4-2D-SN FAR 3:1	Multifamily Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 Hgt. Limit 60 ft.	Southwest corner of Yucca and Las Palmas	Change Zone by Adding Height Limit	Maintain height compatible with scale of adjacent historic district and adjacent residential area.

Hollywood Draft Matrix November 23, 2011

SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 3:2E	High Medium Residential	[Q]R4-1VL FAR 3:1	Retail Commercial, Multifamily Residential	High Medium Residential	R4	R4-1VL FAR 3:1	Southern half of area north of Franklin, east of Whitley, west of Cherokee, south of Grace and Cerritos and Padre Terrace	Amend Plan and Change Zone by Removing Plan Footnote on R4	Increase housing capacity and make land use legend range of zones compatible with other community plans.
<i>SA 3:2F</i>	<i>Low Medium / Residential</i>	<i>[Q]R4-1VL FAR 3:1</i>	<i>Multiple Family Residential</i>	<i>High Medium Residential</i>	<i>R4</i>	<i>[Q]R4-1VL FAR 3:1</i>	<i>Portion of midblock parcel north of Franklin, west of Whitley, south of Padre Terrace and east of Cherokee</i>	<i>Amend Plan</i>	<i>Maintain consistency between land use designation and zone.</i>
SA 3:2G	High Residential	[Q]R4-2-SN FAR 6:1, Hgt. Limit 60 ft.	Office Commercial, Parking	High Medium Residential	R4	[Q]R4-2-SN FAR 6:1 Hgt. Limit 60 ft.	Two parcels north of Franklin Place, south of Franklin Avenue, east of Highland and west of Las Palmas	Amend Plan and Change Zone by Removing Plan Footnote on R4	Increase housing capacity at a scale of development compatible with existing or adjacent residential uses.
SA 3:3	High Residential	[Q]R5-2 FAR 6:1	Multiple Family and Single Family Residential, Parking	High Medium Residential	R4	[Q]R5-2 <i>R4-2D</i> FAR 6:1 Hgt. Limit 60 ft.	South of Yucca roughly betw. west side of Cherokee & Wilcox north of Hollywood	Amend Plan and Change Zone and Height District	Maintain scale of development compatible with adjacent historic district and adjacent residential areas. Protect identified historic resources.
SA 3:4	Regional Center Commercial	C4-2D-SN FAR 2:1	Multiple Family Residential, Parking	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 2:1 Height Limit 60 ft.	East side of Wilcox roughly south of Yucca and north of Hollywood	Change Zone by Adding Height Limit	Maintain height compatible with scale of adjacent historic district and adjacent residential area.
SA 4:1	Regional Center Commercial	C4-2D FAR 2:1 Hgt. Limit 45	Selma Park	Open Space	OS	OS	Northwest corner of Selma and Schrader	Amend Plan and Change Zone	Reflect existing and/or proposed use.
SA 4:1A	Regional Center Commercial	C4-2D-SN FAR 3:1	Retail Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 for mixed/use, residential or commercial uses. Height Lmt. 75 ft.	Single lot on west side of Las Palmas south of Hollywood	Change Height District	Maintain height compatible with scale of adjacent historic resources. Protect identified historic resources.
SA 4:1B	Regional Center Commercial	C4-2D FAR 2:1	Office Commercial, Institutional, Multiple Family Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D FAR 3:1 for mixed-use, commercial or residential uses. Height Lmt. 75 ft.	South side of Selma betw. west side of McCadden and east side of Las Palmas	Change Zone and Height District	Increase housing capacity, promote commercial and mixed-use development with design standards. Protect identified historic resources. Maintain height compatible with scale of adjacent historic resources.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 4:1C	Regional Center Commercial	C4-2D-SN FAR 2:1	Office and Retail Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 for mixed-use, commercial or residential uses. Height Lmt. 75 ft.	Several lots on east side of Cherokee between Hollywood and Cherokee Court	Change Height District	Increase housing capacity, promote commercial and mixed-use development with design standards. Maintain height compatible with scale of adjacent historic resources. Protect identified historic resources.
SA 4:1D	Regional Center Commercial	C4-2D FAR 2:1	Office and Retail Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D FAR 3:1 for mixed-use, commercial or residential uses. Height Lmt. 75 ft.	Generally south side of Selma betw. Cherokee and west side of Wilcox & north side of Selma betw. Cassil & east side of Wilcox	Change Height District	Increase housing capacity, promote commercial and mixed-use development with design standards. Maintain height compatible with scale of adjacent historic resources. Protect identified historic resources.
SA 4:1E	Regional Center Commercial	C4-2D-SN FAR 2:1	Retail Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 for mixed-use, commercial or residential uses. Height Lmt. 75 ft.	East side of Las Palmas generally south of Hollywood and north of parking lot	Change Height District	Increase housing capacity, promote commercial and mixed-use development with design standards. Maintain height compatible with scale of adjacent historic resources. Protect identified historic resources.
SA 4:1F	Regional Center Commercial	C4-2D FAR 2:1	Office and Retail Commercial, Multifamily Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D FAR 3:1 for mixed-use, commercial or residential uses.	Generally north of Selma, s. of Hollywood, w. of Las Palmas, e. of McCadden, including the NE corner of Selma and Las Palmas.	Change Height District	Increase housing capacity, promote commercial and mixed-use development with design standards. Protect identified historic resources.
SA 4:1G	Regional Center Commercial	C4-2D-SN FAR 2:1	Parking	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 for mixed-use, commercial or residential uses.	Lot on eastern frontage of McCadden at northern edge of Hollywood Signage District north of Sunset.	Change Height District	Increase housing capacity, promote commercial and mixed-use development with design standards. Protect identified historic resources.
SA 4:1H	Regional Center Commercial	C4-2D-SN FAR 2:1	Parking	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 for mixed-use, commercial or residential uses.	Lot on western frontage of Las Palmas at northern edge of Hollywood Signage District north of Sunset.	Change Height District	Increase housing capacity, promote commercial and mixed-use development with design standards. Protect identified historic resources.
SA 4:1I	Regional Center Commercial	C4-2D-SN FAR 2:1	Retail and Office Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 for mixed-use, commercial or residential uses.	Eastern frontage of Highland betw. Hawthorn and Selma	Change Height District	Increase housing capacity, promote commercial and mixed-use development with design standards. Protect identified historic resources.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 4:1J	Regional Center Commercial	C4-2D FAR 2:1	Office Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D FAR 3:1 for mixed-use, commercial or residential uses.	South of Hawthorn, west of McCadden, north of Selma, east of an alley.	Change Height District	Increase housing capacity, promote commercial and mixed-use development with design standards. Protect identified historic resources.
SA 4:2	Regional Center Commercial	C4-2D FAR 3:1	Retail Commercial, Institutional, Hotels	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D FAR 3:1 for mixed-use, residential or commercial uses. Height Lmt. 75 ft.	East side of Wilcox generally between Selma and Sunset	Change Height District	Maintain height compatible with scale of adjacent historic resources. Protect identified historic resources.
SA 4:2A	Regional Center Commercial	C4-2D-SN FAR 2:1	Office and Retail Commercial, Multiple Family Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 for mixed-use, FAR 2:1 for commercial component of mixed-use or commercial only. Height Lmt. 150 ft.	Both sides of Cahuenga south of Yucca, roughly north of Hollywood	Change Height District	Provide incentive for housing production and promote mixed-use development. Limit height to provide transition between Vine St. corridor and adjacent residential zones. Protect identified historic resources.
SA 4:2B	Regional Center Commercial	C4-2D-SN FAR 2:1	Office and Retail Commercial, Live-Work	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q] C4-2D-SN FAR 2:1 Height Lmt. 36 ft.	Both sides of Cahuenga north of Selma, roughly south of Hollywood	Change Height District	Maintain existing scale. Protect identified historic resources.
SA 4:2C	Regional Center Commercial	C4-2D FAR 2:1	Office Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q] C4-2D FAR 2:1 Height Lmt. 36 ft.	Strip of land mid-block betw. Cosmo and alley east of Cahuenga, north of Selma, generally south of Hollywood.	Change Height District	Maintain existing scale. Protect identified historic resources.
SA 4:3	Regional Center Commercial	C4-2D-SN FAR 3:1	Retail and Office Commercial, Institutional, Entertainment	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	South of Yucca, east of Ivar, west of Argyle, north of Hollywood; including the southeast corner of Hollywood and Vine, the south frontage of Hollywood betw. Ivar and east side of Vine and the west frontage of Vine betw. Hollywood and Selma.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 4:3A	Regional Center Commercial	C4-2D FAR 3:1	Multiple Family Residential	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C4-2D FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	East side of Ivar north of Selma and south of the alley extending west from Vine.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.
SA 4:3B	Regional Center Commercial	C4-2D-SN FAR 2:1	Multiple Family Residential	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C4-2D-SN FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential, height limit 75 ft.	Southeast corner of Yucca and Argyle	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.
SA 4:4	Regional Center Commercial	C4-2D FAR 2:1	Commercial	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C4-2D FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	North frontage of Selma betw. Argyle and Gower, extending n. to border of Hollywood Signage District betw. El Centro and Gower.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.
SA 4:4A	Regional Center Commercial	C4-2D-SN FAR 2:1	Theater, Auto-Related Uses	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C4-2D-SN FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	Northern and southern frontages of Hollywood bet. Gower and El Centro.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.
SA 4:4B	Highway Oriented Commercial	C4-1 FAR 3:1	Retail and Office Commercial	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	C4-1 FAR 3:1	East side of Gower generally betw. Hollywood and Sunset	Change Name of Land Use Designation	Change name of land use designation to General Plan Framework (GPF) category

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 4:5	Regional Center Commercial	C4-2D-SN FAR 3:1	Retail Commercial, Multifamily Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential. Height Lmt. 75 ft.	Roughly both sides of Cahuenga betw. Sunset and the northwest corner of Wilcox and Sunset.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.
SA 4:5A	Regional Center Commercial	C4-2D FAR 3:1	Office and Retail Commercial, Institutional, Entertainment	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	South of Selma, west of Morningside Court, n. of the Hollywood Signage District on Sunset, including the western frontage of Ivar.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.
SA 4:5B	Regional Center Commercial	C4-2D-SN FAR 3:1	Office and Retail Commercial, Institutional, Entertainment	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN FAR 4.5:1 for commercial only or mixed-use, minimum FAR 1:1 for commercial component, no 100% residential	Roughly north and south of Sunset betw. Cole and Argyle; including the block south of Selma, e. of Morningside, w. of Vine and n. of Sunset.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.
SA 4:5C	Regional Center Commercial	C4-2D-SN FAR 3:1	Entertainment-Related	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	Southern half of the block east of Argyle, south of Selma, west of El Centro, north of Sunset	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 4:5D	Commercial Mfg.	[Q]C4-1VL-SN FAR 1.5:1	Office and Retail Commercial, Entertainment-Related Use	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C4-2D-SN FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	South of Selma,west of Gower, north of Sunset, east of Argyle, excl. southern half of block south of Selma, west of El Centro, north of Sunset, east of Argyle.	Amend Plan and Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.
SA 4:5E	Regional Center Commercial	C4-2D FAR 3:1	Parking	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C4-2D FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	North of De Longpre, west of Ivar, east of Cole Place and south of the Hollywood Signage District on Sunset.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.
SA 4:5F	Regional Center Commercial	C4-2D-SN FAR 3:1	Office and Retail Commercial, Parking, Entertainment	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C4-2D-SN FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	South of the southern frontage of Sunset, east of Ivar, north of De Longpre, west of Vine, including the eastern frontage of Vine betw. Leland Way and De Longpre.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.
SA 4:5G	Regional Center Commercial	C4-2D-SN FAR 2:1	Retail Commercial	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C4-2D-SN FAR 4.5:1 max. for commercial only or mixed-use, FAR 0.5:1 minimum commercial component, no 100% residential	Southwest corner of Sunset and El Centro	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 4:5H	Regional Center Commercial	C4-2D-SN FAR 2:1	Retail Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN 4.5:1 for commercial only or mixed-use, minimum FAR 1:1 for commercial component, no 100% residential	Midblock parcels on southern side of Sunset roughly betw. Vine and Argyle.	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.
SA 4:5I	Regional Center Commercial	C4-2D-SN FAR 2:1	Retail Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN 4.5:1 for commercial only or mixed-use, minimum FAR 0.5:1 for commercial component, no 100% residential	Eastern side of Vine betw. DeLongpre and Leland Way	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.
SA 4:5J	Regional Center Commercial	C4-2D-SN FAR 3:1	Retail Commercial, Multifamily Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN FAR 4.5:1 max. for commercial only or mixed-use, FAR 1:1 minimum commercial component, no 100% residential.	Northern frontage of Sunset Blvd. Between Wilcox and Cahuenga	Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards. Protect identified historic resources.
SA 4:6	Regional Center Commercial	C4-2D-SN FAR 2:1	Retail Commercial, Institutional	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D-SN FAR 3:1 for mixed-use, FAR 2:1 for commercial component of mixed-use or commercial only.	Roughly s. of DeLongpre, e. of Cahuenga, w. of Vine, n. of Fountain, including the eastern frontage of Vine	Change Height District	Provide incentive for housing production and promote mixed-use development with design standards. Protect identified historic resources.
SA 4:6A	Regional Center Commercial	C4-2D FAR 2:1	Multifamily Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D FAR 3:1 for mixed-use, FAR 2:1 for commercial component of mixed-use or commercial only.	East of Cole, north of Fountain, west of Cahuenga, south of Homewood, <u>including the northern frontage of Homewood between Cahuenga and Cole</u>	Change Height District	Provide incentive for housing production and promote mixed-use development with design standards. Protect identified historic resources.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 4:6B	Regional Center Commercial	C4-2D FAR 2:1	Multifamily Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	C4-2D FAR 3:1 for mixed-use, FAR 2:1 for commercial component of mixed-use or commercial only.	Two lots on northern frontage of Fountain, adjacent to the Hollywood Signage District on eastern frontage of Vine	Change Height District	Provide incentive for housing production and promote mixed-use development with design standards. Protect identified historic resources.
SA 4:7	Regional Center Commercial	R4-2D FAR 2:1	Multiple Family Residential	High Medium Residential	R4	R4-1D FAR 2:1	Eastern half of block between Leland Way on the north, El Centro to the east, De Longpre to the south and Vine to the west	Amend Plan and Change Height District	Preserve historic architecture.
SA 4:8	Limited-Commercial	C1-1D FAR 0.5:1	Retail Commercial	Limited Commercial	CR,C1,C1.5,P, RAS3, R3	C1-1 FAR 1.5:1	North side of Franklin betw. Argyle and Vista Del Mar south of Dix.	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 4:8A	Medium Residential	R3-1 FAR 3:1	Hotel	Neighborhood Commercial	C1,C1.5,C2,C4 ,CR,RAS3,RAS 4,P	RAS4-1 FAR 3:1	North side of Franklin betw. Vista del Mar and Carmen	Amend Plan and Change Zone	Make land use designation and zone consistent with existing and proposed use.
SA 4:8B	Low Medium Residential II	RD 1.5-1XL FAR 3:1	Parking	Neighborhood Commercial	C1,C1.5,C2,C4 ,CR,RAS3,RAS 4,P	RD 1.5-1XL FAR 3:1	One parcel north of Best Western Hotel on Vista del Mar	Amend Plan	Make land use designation consistent with existing and proposed use.
SA 4:8C	Medium Residential	R3-1 FAR 3:1	Multifamily Residential	Neighborhood Commercial	C1,C1.5,C2,C4 ,CR,RAS3,RAS 4,P	R3-1 FAR 3:1	One parcel north of Best Western Hotel on Carmen	Amend Plan	Make land use designation consistent with existing and proposed use.
SA 4:9	Limited-Commercial	C1-1D FAR 0.5:1	Retail and Office Commercial, Single Family Residential	Limited Commercial	CR,C1,C1.5,P, RAS3, R3	C1-1 FAR 1.5:1	Northern frontage of Franklin betw. Tamarind and Bronson including a third of western Frontage of Bronson betw. Franklin and Chula Vista.	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 4:10	Limited-Commercial	C1-1D FAR 0.5:1	Retail Commercial	Limited Commercial	CR,C1,C1.5,P, RAS3, R3	C1-1 FAR 1.5:1	Commercially designated lot in middle of parking designated area n. of Franklin roughly betw. Canyon and Bronson	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 4:11	Limited-Commercial	C1-1D FAR 0.5:1	Retail Commercial	Limited Commercial	CR,C1,C1.5,P, RAS3, R3	C1-1 FAR 1.5:1	NW and NE corners of Franklin and Canyon	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 5	Highway Oriented Commercial	C4-1-SN FAR 1.5:1	Public Facility, Multiple Family Residential, Retail Commercial, Institutional, Office Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN FAR 3:1 for mixed-use or commercial uses, max. FAR 1.5:1 for commercial component or commercial uses.	North and south sides of Hollywood between Gower and the 101 Fwy.	Amend Plan and Change Zone and Height District	Amend Plan to allow higher commercial intensity and residential density. Provide incentive for housing production and promote mixed-use development with design standards. Protect identified historic resources.
SA 5:1	High Medium Residential	[Q]R4-1VL FAR 3:1	Multiple and Single Family Residential	High Medium Residential	R4	R4-1VL FAR 3:1	West of 101 Fwy, roughly south of Hollywood, east of Gower & north of Sunset	Amend Plan and Change Zone by Removing Plan Footnote on R4	Increase housing capacity and make land use legend range of zones consistent with other community plans. Protect identified historic resources.
SA 5:1A	Highway Oriented Commercial	[Q]R4-1VL FAR 3:1	Office Commercial	General Commercial	R4	R4-1VL FAR 3:1	Two midblock parcels on north and south sides of Carlton Way, east of Gower and west of the 101 Freeway	Change Name of Land Use Designation and Change Zone	Change land use designation to General Plan Framework (GPF) category, increase housing capacity and make land use legend range of zones consistent with other community plans. Protect identified historic resources.
SA 5:2	Highway Oriented Commercial	R4-2 FAR 6:1	Multi Family Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	R4-2 FAR 6:1	Residentially zoned lots abutting northern edge of commercially zoned lots on northern frontage of Hollywood at NE corner of Gower and Hollywood	Amend Plan	Amend Plan to allow higher commercial intensity and residential density.
SA 5:3	High Residential	C4-1-SN FAR 1.5:1	Institutional, Entertainment-Related Use	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN FAR 3:1 for mixed-use or commercial uses, max. FAR 1.5:1 for commercial component or commercial uses.	Two midblock lots on northern frontage of Hollywood betw. Gower and Bronson	Amend Plan and Change Zone and Height District	Amend Plan to allow higher commercial intensity and residential density. Provide incentive for housing production and promote mixed-use development with design standards. Protect identified historic resources.
SA 5:3A	Highway Oriented Commercial	C4-1-SN FAR 1.5:1	Parking	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN FAR 3:1 for mixed-use or commercial uses, max. FAR 1.5:1 for commercial component or commercial uses, no residential only.	Portion of midblock lot on northern frontage of Hollywood betw. Gower and Bronson	Amend Plan and Change Zone and Height District	Amend Plan to allow higher commercial intensity and residential density. Provide incentive for housing production and promote mixed-use development with design standards. Protect identified historic resources.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 5:3B	Highway Oriented Commercial	R4-2 FAR 6:1	Parking	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D FAR 3:1 for mixed-use or commercial uses, max. FAR 1.5:1 for commercial component or commercial uses, no residential only.	Portion of midblock lot on northern frontage of Hollywood betw. Gower and Bronson	Amend Plan and Change Zone and Height District	Amend Plan to allow higher commercial intensity and residential density. Provide incentive for housing production and promote mixed-use development with design standards. Protect identified historic resources.
SA 5:4	Highway Oriented Commercial	R4-2 FAR 6:1	Multi Family Residential	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	R4-2 FAR 6:1	Midblock parcel fronting Bronson betw. Hollywood and Carlos	Amend Plan	Amend Plan to allow higher commercial intensity and residential density.
SA 6	High Medium Residential	[Q]R4-1VL FAR 3:1	Single and Multiple Family Residential	Low Medium II Residential	RD1.5,RD2	RD2-1XL FAR 3:1	Both sides of Labaig roughly betw. Gower and Gordon, including n. side of Harold Way	Amend Plan and Change Zone	Reflect existing use and preserve historic architecture.
SA 6:A	Highway Oriented Commercial	[Q]R4-1VL FAR 3:1	Retail Commercial, Multifamily Residential	General Commercial	C1.5,C2.C4.CR ,RAS3,RAS4,P	RD2-1XL FAR 3:1	Three midblock parcels north of Harold Way, south of Carlton Way, east of Gower and west of Gordon	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF), reflect existing scale and preserve historic architecture.
SA 6:1	Highway Oriented Commercial	C4-1-SN FAR 1.5:1	Retail and Office Commercial	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C4-2D-SN FAR 4.5:1 commercial only or mixed-use, minimum FAR 0.5:1 commercial component, no 100% residential.	N. side of Sunset betw. Gower and Bronson	Amend Plan and Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.
SA 6:2	Highway Oriented Commercial	C2-1-SN FAR 1.5:1	Hotel, Gas Station	Regional Center Commercial	C1.5,CR,C2,C4 ,RAS4,R4,R5,P ,PB	[Q]C2-2D-SN FAR 4.5:1 commercial only or mixed-use, minimum FAR 0.5:1 commercial component, no 100% residential.	Northeast corner of Bronson and Sunset	Amend Plan and Change Zone and Change Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 6:3	Highway Oriented Commercial	C2-1-SN FAR 1.5:1	Retail and Auto-Related Commercial	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C2-2D-SN FAR 4.5:1 commercial only or mixed-use, minimum FAR 0.5:1 commercial component, no 100% residential.	Northeast and northwest corners of Sunset and Van Ness	Amend Plan and Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.
SA 6:3A	High Medium Residential	C2-1-SN FAR 1.5:1	Parking	Regional Center Commercial	C1.5,CR,C2,C4,RAS4,R4,R5,P,PB	[Q]C2-2D- SN FAR 3:1 commercial only or mixed-use, minimum FAR 0.5:1 commercial component, no 100% residential.	Southeast corner of Harold Way and Van Ness west of the 101 Freeway	Amend Plan and Change Zone and Height District	Provide incentive for construction of commercial office uses and mixed-use development with design standards.
SA 6:4	Highway Oriented Commercial	P-1	Parking	Regional Center Commercial General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	P-1	Two parcels zoned for parking fronting Bronson betw. Sunset and Carlton Way	Change Name of Land Use Designation Amend Plan	Change name of land use designation to General Plan Framework (GPF) category. Provide incentive for housing production and promote mixed use development with design standards.
SA 7	Highway Oriented Commercial	C2-1 FAR 1.5:1	Retail and Office Commercial	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Generally north side of Sunset betw. Wilton and Serrano	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 7:A	High Density Residential	C2-1 FAR 1.5:1	Retail Commercial, Multifamily Residential	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Mid-block parcel south of Harold Way west of Western and east of St. Andrews Place	Amend Plan and Change Zone and Height District. Amend Plan for consistency with zone.	Maintain consistency between land use designation and zone. Change Zone and Height District to enforce compliance with Station Neighborhood Area Plan (SNAP).
SA 7:1	Highway Oriented Commercial	R4-2 FAR 6:1	Institutional	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	R4-2 FAR 6:1	Southern frontage of Harold Way betw. Wilton Place and St. Andrews Place	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF) category
SA 8	Neighborhood Commercial	C4-1D FAR 1:1	Retail and Office Commercial, Multiple Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q] C4 -2D FAR per Station Neighborhood Area Plan (SNAP)	East and west sides of Western, south of Franklin, roughly north of Hollywood	Change Zone and Height District	Change Zone to enforce compliance with Station Neighborhood Area Plan (SNAP)/Change Height District (HD) to full Floor Area Ratio (FAR) allowed by SNAP.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 9	Highway Oriented Commercial	C2-1 FAR 1.5:1	Mixed Use Residential, Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	South side of Hollywood betw. Western and Serrano including NE and SE corner of Serrano and Hollywood	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 9:1	High Residential	[Q]R4-2 FAR 6:1	Multiple Family Residential	High Medium Residential	R4	[Q]R4-2 FAR per Station Neighborhood Area Plan (SNAP)	Both sides of Carlton Way west of Serrano, roughly east of Western, both sides of Harold roughly betw. Western and Serrano	Amend Plan and Change Zone by Removing Plan Footnote on R4 and Changing Height District	Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP). Amend Plan for consistency with zone.
SA 9:2	High Residential	[Q]R4-2 FAR 6:1	Multiple Family Residential	Low Medium II Residential	RD1.5,RD2	RD1.5-1VL FAR 3:1	East and side of Serrano roughly betw. Hollywood & Sunset west side of Serrano generally betw. Carlton Way and Sunset	Amend Plan and Change Zone and Height District	Rescale density and height district to protect historic bungalow courts and apartments
SA 9:3	High Residential	R3-1XL FAR 3:1	Multiple Family Residential	Medium Residential	R3	R3-1XL FAR 3:1	Three midblock parcels located in the southern half of the block north of Sunset, east of Serrano, south of Hollywood and west of Hobart	Amend Plan	Amend Plan to make land use designation of three parcels consistent with surrounding land use designations
SA 10	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail and Office Commercial, Open Space, Mixed Use Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Both sides of Hollywood roughly betw Serrano and Berendo	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 10:1	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail and Office Commercial, Open Space, Mixed Use Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Southeast corner of Hollywood and Edgemont	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 10:1A	Highway Oriented Commercial	R3-1 FAR 3:1	Multifamily Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R3-1 FAR 3:1	Residentially zoned parcel on eastern frontage of Harvard abutting commercially zoned parcels north of Hollywood	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF)
SA 10:1B	Highway Oriented Commercial	R3-1 FAR 3:1	Parking	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R3-1 FAR 3:1	Residentially zoned midblock parcel in block north of Hollywood, east of Harvard, south of Franklin and west of Kingsley.	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF)
SA 10:1C	Highway Oriented Commercial	RD 1.5-1XL FAR 3:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	RD 1.5-1XL FAR 3:1	Residentially zoned parcel on eastern frontage of Edgemont abutting commercially zoned parcels on southern frontage of	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF)

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SA 10:1D	Low Medium II Residential	C2-1D FAR 0.5:1	Park	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Commercially zoned midblock parcel abutting Barnsdall Park south of Hollywood betw. Edgemont and Vermont	Amend Plan and Change Zone and Height District	Maintain consistency between Land Use Designation and Zone/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 11	Neighborhood Commercial	C4-1D FAR 1:1	Mixed Use Residential, Commercial Retail, Public Facility, Multiple Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4 ,CR,RAS3,RAS4,P	[Q]C4-2D FAR per Station Neighborhood Plan (SNAP)	East and west sides of Vermont, south of Franklin and north of Hollywood	Change Zone and Height District	Change Zone to enforce compliance with Station Neighborhood Area Plan (SNAP)/Change Height District (HD) to full Floor Area Ratio (FAR) allowed by SNAP.
SA 11:1	Neighborhood Commercial	PF	School	Public Facilities	PF FAR 3:1	PF-1 FAR 3:1	Two midblock parcels located north of Hollywood, west of Vermont, south of Franklin, east of New Hampshire	Amend Plan	Amend Plan to make land use designation consistent with zone
SA 12:1	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	South of Hollywood, east of Barnsdall Park & roughly west of Vermont, north of Barnsdall Ave.	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 12:2	Highway Oriented Commercial	[Q]C2-1 FAR 1.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Commercially zoned lot in the middle of parking zone on west side of Vermont bet Hollywood & Barnsdall	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 12:3	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Northeast side of Hollywood betw. Vermont and Hillhurst	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 12:3A	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail and Office Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Generally both sides of Hillhurst betw. Clayton and Sunset	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 12:4	Highway Oriented Commercial	C2-1 FAR 1.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Southwest side of Hollywood bet. Vermont and Rodney	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).

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SA 13	Neighborhood Commercial	C4-1D FAR 1:1	Retail and Office Commercial, Public Facilities, Multiple Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-2D FAR per Station Neighborhood Plan (SNAP)	Both sides of Hillhurst betw. Prospect & Franklin, e. side of Hillhurst betw. Prospect & Clayton	Change Zone and Height District	Change Zone to enforce compliance with Station Neighborhood Area Plan (SNAP)/Change Height District (HD) to full Floor Area Ratio (FAR) allowed by SNAP.
SA 13:1	Neighborhood Commercial	C4-1D FAR 1:1	Retail and Office Commercial, Multiple Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1 FAR 1.5:1 <u>Ht. Limit 36 ft.</u>	Both sides of Hillhurst betw. Los Feliz and Franklin	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth. Establish pedestrian-oriented design standards. <u>Limit height to 36 ft. to maintain compatibility with neighborhood scale.</u>
SA 13:1A	Limited Commercial	C1-1D FAR 0.5:1	Residential, Auto-Related Uses	Limited Commercial	CR,C1,C1.5,P,RAS3, R3	C1-1XL FAR 1.5:1	Western half of northern frontage of Fountain bet. Manzanita and Sanborn	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth at a scale compatible with adjacent uses.
SA 13:1B	Limited Commercial	C1-1D FAR 0.5:1	Residential and Commercial	Limited Commercial	CR,C1,C1.5,P,RAS3, R3	[Q]C1-1XL FAR 1.5:1	Northern frontage of Fountain extending east betw. NW corner of Sanborn & Fountain and portion of northern frontage which faces Sanborn going south.	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.
SA 13:1C	Limited Commercial	C1-1D FAR 0.5:1	Auto-Related Uses	Limited Commercial	CR,C1,C1.5,P,RAS3, R3	C1-1XL FAR 1.5:1	Midblock parcel on northern frontage of Fountain facing southern frontage of Fountain bet. Sanborn and Hyperion going south.	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth/Add height limit of 30 ft. compatible with adjoining SilverLake Plan Area..
SA 13:1D	Limited Commercial	C1-1D FAR 0.5:1	Residential and Commercial	Limited Commercial	CR,C1,C1.5,P,RAS3, R3	[Q]C1-1XL FAR 1.5:1	Portion of northern frontage of Fountain extending east from parcel facing midblock alley on southern frontage of Fountain bet. Sanborn and Hyperion to Hyperion going south.	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.
SA 13:1E	Limited Commercial	C1-1D FAR 0.5:1	Residential, Retail Commercial and Auto-Related Uses	Limited Commercial	CR,C1,C1.5,P,RAS3, R3	C1-1XL FAR 1.5:1	Northwestern frontage of Hyperion between Fountain and DeLongpre	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth/Add height limit of 30 ft. compatible with adjoining SilverLake Plan Area..
SA 13:1F	Limited Commercial	C1-1D FAR 0.5:1	Residential and Office Commercial	Limited Commercial	CR,C1,C1.5,P,RAS3,R3	[Q]C1-1XL FAR 1.5:1	Northwestern frontage of Hyperion extending north of DeLongpre past corner of Lyric and Hyperion	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.

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SA 13:1G	Limited Commercial	C1-1D FAR 0.5:1	Auto-Related Uses	Limited Commercial	CR,C1,C1.5,P, RAS3,R3	C1-1XL FAR 1.5:1	Three parcels on western frontage of Hyperion midblock bet. Lyric and Tracy	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. compatible with adjoining SilverLake Plan Area..
SA 13:1H	Limited Commercial	C1-1D FAR 0.5:1	Residential and Retail Commercial	Limited Commercial	CR,C1,C1.5,P, RAS3,R3	[Q]C1-1XL FAR 1.5:1	Western frontage of Hyperion extending north from midblock bet. Lyric and Tracy to Tracy	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.
SA 13:1I	Low II Residential	C1-1D FAR 0.5:1	Residential and Auto-Related Uses	Limited Commercial	CR,C1,C1.5,P, RAS3,R3	C1-1XL FAR 1.5:1	Two midblock parcels on the south side of Fernwood north of Fountain and west of Hyperion	Amend Plan and Change Height District	Maintain consistency between land use designation and zone. Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth/Add height limit of 30 ft. compatible with adjoining SilverLake Plan Area..
SA 13:1J	Low Medium I Residential	C1-1D FAR 0.5:1	Residential and Auto-Related Uses	Limited Commercial	CR,C1,C1.5,P, RAS3,R3	[Q]C1-1XL FAR 1.5:1	Contiguous portions of midblock parcels west of Hyperion, north and east of Lyric and south of Tracy Terrace	Amend Plan and Change Zone and Height District	Maintain consistency between land use designation and zone. Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.
SA 13:1K	Low II Residential	C1-1D FAR 0.5:1	Auto-Related Uses	Limited Commercial	CR,C1,C1.5,P, RAS3,R3	[Q]C1-1XL FAR 1.5:1	Northwest corner of DeLongpre/ Hyperion intersection, south of Udel Court	Amend Plan and Change Zone and Height District	Maintain consistency between Land Use Designation and Zone. Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.
SA 13:2	Neighborhood Commercial	C4-1D FAR 1:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1XL FAR 1.5:1	West side of Hyperion betw. Tracy and north side of Griffith Park Blvd.	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.
SA 13:3A	Neighborhood Commercial	C4-1D FAR 1:1	Retail and Office Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1XL FAR 1.5:1	West side of Hyperion betw. Rowena and Monon extending south to Griffith Park Blvd. West of parking lot on Hyperion	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 13:3B	Neighborhood Commercial	C4-1D FAR 1:1	Retail and Office Commercial, Multiple Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1XL FAR 1.5:1	North side of Rowena between Hyperion and Herkimer	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.
SA 13:3C	Low I Residential	RE9-1 FAR 3:1	Single Family, Multiple Family Residential	Low Medium II Residential	RD1.5,RD2	RD1.5-1XL FAR 3:1	North side of Waverly Drive, roughly between Avenal and Herkimer	Amend Plan and Change Zone and Height District	Amend Plan to reflect existing use.
SA 13:4	Neighborhood Commercial	C4-1D FAR 1:1	Retail Commercial, Multiple Family Residential, Public Facility	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1XL FAR 1.5:1	N. side of Rowena betw. Auburn and Glendale	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth/Add height limit of 30 ft. and prohibit auto and recycling uses for compatibility with adjoining SilverLake Plan Area.
SA 13:5	Neighborhood Commercial	C4-1VL FAR 1.5:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1XL FAR 1.5:1	Northeast and southeast corners of Fairfax and Sunset	Change Zone and Height District	Establish height district compatible with scale of adjacent historic neighborhoods. Establish pedestrian-oriented design standards.
SA 13:5A	Low Medium II Residential	C4-1VL FAR 1.5:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1XL FAR 1.5:1	Commercially zoned lot on east side of Fairfax abutting residentially zoned lots north of Sunset	Amend Plan and Change Zone and Height District	Amend Plan to make land use designation compatible with zone and establish height district compatible with scale of adjacent historic neighborhoods. Establish pedestrian-oriented design standards.
SA 13:5B	Low Medium II Residential	C4-1VL FAR 1.5:1	Single Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1XL FAR 1.5:1	Commercially zoned lot on east side of Fairfax abutting residentially zoned lots south of Sunset	Amend Plan and Change Zone and Height District	Amend Plan to make land use designation compatible with zone and establish height district compatible with scale of adjacent historic neighborhoods. Establish pedestrian-oriented design standards.
SA 13:5C	Low II Residential	C4-1VL FAR 1.5:1	Retail Commercial and Residential Uses	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1XL FAR 1.5:1	Portion of midblock parcel on west side of Orange, north of Sunset, east side of Genessee, south of Selma	Amend Plan and Change Zone and Height District	Amend Plan to make land use designation compatible with zone and establish height district compatible with scale of adjacent historic neighborhoods. Establish pedestrian-oriented design standards.
SA 13:6	Neighborhood Commercial	C1-1VL FAR 1.5:1	Retail and Office Commercial, Multiple Family Residential, Institutional	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C1-1XL FAR 1.5:1	North and south sides of Sunset roughly between Orange Grove and Stanley	Change Zone and Height District	Establish height district compatible with scale of adjacent historic neighborhoods. Establish pedestrian-oriented design standards.

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SA 13:6A	Low II Residential	C1-1VL FAR 1.5:1	Retail Commercial and Residential Uses	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C1-1XL FAR 1.5:1	Midblock parcel east of Ogden, north of Sunset, south of Selma and west of Genessee	Amend Plan and Change Zone and Height District	Amend Plan to make land use designation compatible with zone and establish height district compatible with scale of adjacent historic neighborhoods. Establish pedestrian-oriented design standards.
SA 13:7	Neighborhood Commercial	C4-1VL FAR 1.5:1	Office Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1XL FAR 1.5:1	Southwest corner of Fairfax and Stanley	Change Zone and Height District	Establish height district compatible with scale of adjacent historic neighborhoods. Establish pedestrian-oriented design standards.
14:1	Neighborhood Commercial	C4-1VL FAR 1.5:1	New Branch Library	Public Facilities	PF	PF-1 FAR 3:1	South side of Sunset betw. Detroit and Formosa	Amend Plan and Change Zone	Reflect existing and/or proposed use.
14:2	Medium Residential	R3-1 FAR 3:1	New Branch Library	Public Facilities	PF	PF-1 FAR 3:1	A residentially designated lot on w. side of Detroit south of commercially designated lots on south side of Sunset	Amend Plan and Change Zone	Reflect existing and/or proposed use.
14:3	Neighborhood Commercial	C4-4 FAR 13:1	Retail Commercial	Neighborhood Commercial	C2,C4,RAS3,RAS4,RAS5,R3,R4,R5,P,PB	C4-2D FAR 3:1	Northwest corner of Hawthorn and La Brea	Change Height District	Rescale Height District for compliance with Regional Center and Community Plan standards
14:3A	Neighborhood Commercial	C4-1VL-SN FAR 1.5:1	Parking	Neighborhood Commercial	C2,C4,RAS3,RAS4,RAS5,R3,R4,R5,P,PB	[Q]C4-2D-SN FAR 3:1	Northwest corner of Hawthorn and La Brea	Change Zone and Height District	Rescale Height District for consistency with adjacent lots. Establish pedestrian-oriented design standards.
SA 14:4	Neighborhood Commercial	C4-1VL-SN FAR 1.5:1	Retail and Office Commercial, Institutional	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-2D-SN FAR 3:1 for mixed-use, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	West side of La Brea betw. Hawthorn and s. side of Sunset/n. side of Sunset betw. Formosa and La Brea	Change Zone and Height District.	Provide incentive for housing production and promote mixed-use development with design standards.
SA 15	Highway Oriented Commercial	C2-1-SN FAR 1.5:1	Retail and Office Commercial, Single Family Residential, Institutional	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-2D-SN FAR 3:1 for mixed-use, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	East and west sides of La Brea extending north of Fountain, roughly halfway between DeLongpre and Sunset	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards. Protect identified historic resources.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 16	<i>Highway-Oriented-Commercial</i>	<i>C2-1D-FAR 0.5:1</i>	<i>Retail and Office-Commercial,-Vacant Property</i>	<i>General-Commercial</i>	<i>C1.5,C2,C4,C,R,RAS3,RAS4,P</i>	<i>[Q]C2-2D-FAR 3:1 for mixed-use, max-FAR 0.5:1 for commercial component of mixed-use or commercial only.</i>	<i>North side of Santa Monica roughly betw. The City of West Hollywood and Citrus</i>	<i>Change Name of Land-Use Designation and-Zone and Height District</i>	<i>Change land use designation to General Plan-Framework (GPF) category/Provide incentive for-housing production and promote mixed-use-development with design standards.</i>
SA 17:1	Highway Oriented Commercial	C2-1-SN FAR 1.5:1	Multiple Family Residential, Light Industrial, Institutional	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	C2-1-SN FAR 1.5:1	East and west sides of Highland north of Fountain roughly south of Sunset, east side of Highland betw. Fountain and Lexington	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF) category.
SA 17:2	Highway Oriented Commercial	C2-1D-SN FAR 0.5:1	Retail Commercial, Light Industrial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	C2-1-SN FAR 1.5:1	West side of Highland south of Fountain, north of Lexington	Change Name of Land Use Designation and Height District	Change land use designation to General Plan Framework (GPF) category/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 17:3	Limited Industrial	[Q]M1-1VL-SN FAR 1.5:1	Retail Commercial, Industrial	Commercial Manufacturing	CM,CMX,P	[Q]CM-2D-SN FAR 3:1	South of Lexington, east of McCadden, north of Santa Monica, west of Seward	Amend Plan and Change Zone and Height District	Provide incentive for maintaining targeted media-related industrial uses and increase housing production.
SA 18	Highway Oriented Commercial	C2-1-SN FAR 1.5:1	Mixed-Use, Retail Commercial, Institutional	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	C2-1-SN FAR 1.5:1	South side of Fountain betw. Cahuenga and east side of Vine	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF) category.
SA 18:1	Highway Oriented Commercial	C2-1 FAR 1.5:1	Office Commercial and Multifamily Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	C2-1 FAR 1.5:1	Three lots on south side of Fountain betw. Vine and El Centro	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF) category.
SA 18:2	Highway Oriented Commercial	[Q]C2-1-SN	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-1-SN	Northeast corner of Vine and La Mirada	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF) category.
SA 18:3	Highway Oriented Commercial	[Q]C2-1 FAR 1.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-1 FAR 1.5:1	Four lots on northern frontage of La Mirada betw. Vine and El Centro	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF) category.

SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 18:4	Medium Residential	C2-1D FAR 0.5:1	Multifamily Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 0.5:1 for commercial component of mixed-use or commercial only.	Commercially zoned lot on eastern frontage of Lillian Way which abuts commercially zoned frontage of Santa Monica betw. Lillian Way and Vine	Amend Plan and Change Zone and Height District	Make land use designation consistent with zone/Provide incentive for housing production and promote mixed-use development with design standards.
SA 18:5	Neighborhood Commercial	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 0.5:1 for commercial component of mixed-use or commercial only.	Commercially zoned lot on western frontage of Vine which abuts commercially zoned frontage of Santa Monica betw. Lillian Way and Vine	Amend Plan and Change Zone and Height District	Make land use designation consistent with that of adjacent parcels/Provide incentive for housing production and mixed-use development with design standards.
<u>SA 18:6</u>	<u>Medium Residential</u>	<u>R3-1XL</u>	<u>Multifamily and single family Residential</u>	<u>Low Medium II Residential</u>	<u>RD1.5, RD2</u>	<u>RD 1.5-1XL</u>	<u>Area generally bound by Fountain, Beachwood, Lexington and El Centro</u>	<u>Amend Plan and Change Zone</u>	<u>Reflect existing use and scale.</u>
SA 19	Highway Oriented Commercial	C2-1D FAR 0.5:1	Mixed Use, Light Industrial, Retail Commercial and Institutional	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 0.5:1 for commercial component of mixed-use or commercial only.	Both sides of Vine roughly betw. La Mirada and Eleanor, both sides of Sta. Monica betw. Vine and Lodi on northern frontage of Sta. Monica, extending to Gower on southern frontage of Santa Monica	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 19:A	Low Medium II Residential	C2-1D FAR 0.5:1	Parking	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 0.5:1 for commercial component of mixed-use or commercial only.	Portion of a midblock parcel on the north side of Lexington west of Vine	Amend Plan and Zone and Height District	Maintain consistency between land use designation and zone. Provide incentive for housing production and promote mixed-use development with design standards.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 19:1	Highway Oriented Commercial	C2-1D-SN FAR 0.5:1	Office Commercial, Car Wash	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2 2D-SN FAR 3:1 for mixed-use, max. FAR 0.5:1 for commercial component of mixed-use or commercial only.	Northern frontage of Santa Monica betw. Cahuenga and Vine, and southwest corner of Vine and Santa Monica	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 19:2	Medium Residential	R3-1XL FAR 3:1	Parking	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R3-1XL FAR 3:1	Western half of block south of Lexington, east of Lodi Place, generally north of Santa Monica, west of Gower	Amend Plan	Make land use designation consistent with existing and/or proposed use.
SA 19:2A	Commercial Manufacturing	R3-1XL FAR 3:1	Parking	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R3-1XL FAR 3:1	Portion of lot on Lodi Place north of Santa Monica west of Gower and south of Lexington	Amend Plan	Maintain consistency between land use designation and zone.
SA 19:3	Medium Residential	R3-1 FAR 3:1	Studio	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R3-1 FAR 3:1	Eastern half of block south of Lexington, east of Lodi Place, generally north of Santa Monica, west of Gower	Amend Plan	Make land use designation consistent with existing and/or proposed use.
SA 20	Medium Residential	R3-1 FAR 3:1	Santa Monica Primary Center	Public Facilities	PF	PF-1 FAR 3:1	Residentially designated lots betw. Gordon & Tamarind, n. of commercially designated lots on n. side of Sta. Monica	Amend Plan and Change Zone	Reflect existing and/or proposed use.
SA 20:A	Commercial Manufacturing	R3-1 FAR 3:1	Santa Monica Primary Center	Public Facilities	PF	PF-1 FAR 3:1	Residentially designated lots betw. Gordon & Tamarind, n. of commercially designated lots on n. side of Sta. Monica	Amend Plan and Change Zone	Reflect existing and/or proposed use and maintain consistency between land use designation and zone.
SA 21	Commercial Manufacturing	CM-1VL FAR 1.5:1	Santa Monica Primary Center	Public Facilities	PF	PF-1 FAR 3:1	North side of Sta. Monica betw. Tamarind and Gordon, excluding the NE corner of Gordon and Sta. Monica	Amend Plan and Change Zone	Reflect existing use.
SA 22	High Medium Residential	[Q]R4-2 FAR 3:1 Height Limit 45 ft.	Retail Commercial, Multifamily Residential	High Medium Residential	R4	[Q]R4-2 FAR 3:1 Height Limit 45 ft.	East of Gordon, roughly south of Sunset, west of Bronson, north of Fountain	Amend Plan and Change Zone by Removing Plan Footnote on R4	Restore allowed density to Increase housing capacity at a scale compatible with planned residential land use for adjacent residential parcels. Protect identified historic resources.
SA 22:A	High Medium Residential	R4-2 FAR 3:1, Height Limit 45 ft.	Retail Commercial, Multifamily Residential	High Medium Residential	R4	[Q]R4-2 FAR 3:1 Height Limit 45 ft.	Portion of parcel on east side of Tamarind south of Sunset, west of Bronson and north of Fountain	Change Zone and Height District	Allow density and scale of development which is compatible with planned residential land use for adjacent residential parcels.
SA 22:1	Limited Industrial	[Q]CM-1 FAR 1.5:1	Central LA New HS/Hollywood New Contin. HS	Public Facilities	PF	PF-1 FAR 3:1	South of Sunset betw. Van Ness and 101 Fwy, n. of residentially designated lots on n. side of Fountain	Amend Plan and Change Zone	Reflect existing and/or proposed use.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 22:2	Medium Residential	R3-1 FAR 3:1	Central LA New HS/Hollywood New Contin. HS	Public Facilities	PF	PF-1 FAR 3:1	North side of Fountain betw. Van Ness and Wilton	Amend Plan and Change Zone	Reflect existing and/or proposed use.
SA 23:1A	Highway Oriented Commercial	[Q]C2-1 FAR 1.5:1	Home Depot	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	South side of Sunset between Wilton and St. Andrews Place	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 23:1B	Highway Oriented Commercial	C2-1 FAR 1.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	South side of Sunset between St. Andrews and Serrano, generally n. of De Longpre.	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 23:1C	Highway Oriented Commercial	C2-1 FAR 1.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	C2-1 FAR 1.5:1	North side of De Longpre between the 101 Fwy. And St. Andrews	Change Name of Land Use Designation	Change Name of Land Use Designation to General Plan Framework (GPF) category
SA 23:2	Highway Oriented Commercial	C2-1 FAR 1.5:1	Institutional	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	C2-1 FAR 1.5:1	Northwest corner of De Longpre and St. Andrews, including narrow strip extending south to Fernwood	Change Name of Land Use Designation	Change Name of Land Use Designation to General Plan Framework (GPF) category
SA 23:3	Highway Oriented Commercial	C2-1 FAR 1.5:1	Retail Commercial, Public Facility, Parking	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	C2-1 FAR 1.5:1	West side of Western, s. of De Longpre, n. of 101 Fwy., including western half of block s. of Fernwood, e. of Western, north of Fountain, w. of Serrano	Change Name of Land Use Designation	Change Name of Land Use Designation to General Plan Framework (GPF) category
SA 23:4	High Medium Residential	[Q]R4-1VL FAR 3:1	Multiple Family Residential, Office Commercial	High Medium Residential	R4	[Q] R4-1VL FAR 3:1	South of Fountain, north of 101 Fwy., roughly bet. Western and Serrano	Amend Plan and Change Zone by Removing Plan Footnote on R4	Increase housing capacity and make land use legend range of zones consistent with other community plans.
SA 23:4A	High Medium Residential	[Q]R4-1VL FAR 3:1	Multiple Family Residential, Office Commercial	Medium Residential	R3	R3-1 FAR 3:1	Southeast corner of Serrano and Fountain	Amend Plan and Change Zone	Rescale zoning for compatibility with rest of block.
SA 23:4B	High Medium Residential	[Q]R4-1VL FAR 3:1	Multiple Family Residential, Office Commercial	Low Medium II Residential	RD2,RD1.5	RD1.5-1XL FAR 3:1	Northeast corner of Serrano and La Mirada and eastern frontage of Serrano roughly betw. La Mirada and Lexington	Amend Plan and Change Zone	Rescale zoning for compatibility with rest of block.
SA 24	Medium Residential	R3-1 FAR 3:1	Lexington Pocket Park	Open Space	OS	OS	One lot west of 101 Fwy., north of Lexington	Amend Plan and Change Zone	Reflect existing and/or proposed use.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 25:1	Highway Oriented Commercial	C2-1 FAR 1.5:1	Commercial, Retail	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	NE and SE corners of Sunset and Serrano	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 25:2	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail and Office Commercial, Institutional	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	North and south sides of Sunset roughly betw. Serrano and Alexandria	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 25:3	High Residential	[Q]R4-2 FAR 6:1	Multiple Family Residential	High Medium Residential	R4	[Q] R4-2D FAR 6:1 Ht. Lmt. 75 ft.	Eastern half of block generally s. of Sunset, w. of Hobart, n. of Fountain, e. of Serrano, incl. NW corner of Fernwood and Serrano	Amend Plan and Change Zone by Removing Plan Footnote on R4 and Changing Change Height District	Increase housing capacity and make land use legend range of zones consistent with other community plans. Limit height to maintain compatibility with existing buildings. Amend Plan for consistency with zone.
SA 26:1	Highway Oriented Commercial	C2-1 FAR 1.5:1	Retail and Office Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR 2.5:1 3:1 for mixed-use or residential only, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	NE corner of Serrano and Sta. Monica	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 26:2	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR 2.5:1 3:1 for mixed-use or residential only, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	North side of Sta. Monica roughly betw. Serrano and Hobart, incl. The western half of the block s. of Virginia, e. of Hobart, n. of Sta. Monica and w. of Kingsley	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 27:1	Low Medium II Residential	RD 1.5-1XL FAR 3:1	Ramona New E. School	Public Facilities	PF	PF-1 FAR 3:1	Northeast quadrant of block s. of Virginia, w. of Kingsley, n. of Sta. Monica, e. of Hobart	Amend Plan and Change Zone	Reflect existing and/or proposed use.
SA 27:1A	Highway Oriented Commercial	RD 1.5-1XL FAR 3:1	Ramona New E. School	Public Facilities	PF	PF-1 FAR 3:1	Portion of midblock parcel north of Santa Monica, west of Kingsley, south of Virginia and east of Hobart	Amend Plan and Change Zone	Reflect existing and/or proposed use.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 27:2	Highway Oriented Commercial	C2-1D FAR 0.5:1	Ramona New E. School	Public Facilities	PF	PF-1 FAR 3:1	Southeast quadrant of block s. of Virginia, w. of Kingsley, n. of Sta. Monica, e. of Hobart	Amend Plan and Change Zone	Reflect existing and/or proposed use.
SA 28	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR 3:1 <u>2.5:1</u> for mixed-use or residential only, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	North side of Santa Monica bet. Kingsley and Normandie	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 29	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR 3:1 <u>2.5:1</u> for mixed-use or residential only, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	North side of Santa Monica east of Mariposa, extending east halfway bet. Kenmore and Edgemont	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 29:1	Highway Oriented Commercial	R4-1D FAR 0.5:1	Single Family and Multi Family Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R4-1D FAR 0.5:1	Residentially zoned lots abutting commercially designated northern frontage on Santa Monica, from Mariposa to midblock bet. Kenmore and Edgemont.	Change Name of Lane Use Designation	Change land use designation to General Plan Framework (GPF) category.
SA 30	Highway Oriented Commercial	R4-1D FAR 0.5:1	Multi Family Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R4-1D FAR 0.5:1	Residentially zoned lots abutting commercially designated northern frontage on Santa Monica, extending east from midblock bet. Kenmore and Edgemont to midblock bet. New Hampshire and Vermont.	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF) category.
SA 31	Neighborhood Commercial	C4-1D FAR 0.5:1	Multiple Family Residential, Retail and Office Commercial	Neighborhood Commercial	C1,C1.5C4,C2, P, RAS3,RAS4	[Q]C4-2D FAR per Station Neighborhood Plan (SNAP)	South side of Fountain east of Edgemont, extending east halfway between Vermont and New Hampshire	Change Zone and Height District	Change Zone to enforce compliance with Station Neighborhood Area Plan (SNAP)/Change Height District (HD) to full Floor Area Ratio (FAR) allowed by SNAP.
SA 31:1	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail and Office Commercial, Light Industrial, Institutional	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Both sides of Vermont roughly betw. Fountain & Sta. Monica, n. side of Sta. Monica roughly betw. E. side of Vermont and midblock betw. Kenmore and Edgemont.	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 31:A	Highway Oriented Commercial	P-1	Parking	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	P-1	Portion of two parcels on south side of Vermont Place east of Vermont Avenue.	Change Name of Land Use Designation	Change Name of Land Use Designation to General Plan Framework (GPF) category
SA 31:1A	Low Medium II Residential	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area	Portion of midblock parcel west of Vermont, north of Santa Monica, east of New Hampshire and south of Lexington	Amend Plan and Change Zone and Height District	Maintain consistency between land use designation and zone/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 31:2	Highway Oriented Commercial	RD1.5-1XL FAR 3:1	Parking	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	RD1.5-1XL FAR 3:1	Two midblock residentially zoned parcels in block south of Lexington, west of Vermont, north of Santa Monica, east of New Hampshire.	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF)
SA 31:3	Highway Oriented Commercial	RD1.5-1XL FAR 3:1	Multifamily Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	RD 1.5-1XL FAR 3:1	Three midblock residentially zoned parcels in block south of Lexington, west of Vermont, north of Santa Monica, east of New Hampshire.	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF)
SA 31:4	Low Medium II Residential	C2-1D FAR 0.5:1	Hotel	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Two midblock commercially zoned parcels in block south of Lexington, east of Vermont, north of Vermont Place, west of Madison.	Amend Plan and Change Zone and Height District	Amend Plan to make land use designation consistent with zone and existing use and enforce compliance with Station Neighborhood Plan (SNAP).
SA 32	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Northwest corner of Santa Monica and Madison, extending west halfway down the block	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 33:1	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail, Commercial, Multiple Family Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	South of Sunset, east of Lyman, north of De Longpre and west of Virgil	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 33:1A	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail, Commercial, Multiple Family Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	East side of Virgil betw. Sunset and De Longpre, following eastern boundary of SNAP	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 33:2	Highway Oriented Commercial	C4-1D FAR 1:1	Retail, Commercial, Multiple Family Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C4-2D FAR per Station Neighborhood Area Plan (SNAP)	E. of Lyman, s. of DeLongpre, w. of Virgil, n. of Fountain/s. of Fountain, e. of Lyman, w. of Westmoreland, n. of alley	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 33:2A	Highway Oriented Commercial	C4-1D FAR 1:1	Retail, Commercial, Multiple Family Residential	General Commercial	C1.5,C2,C4,CR, RAS3,RAS4,P	[Q]C4-2D FAR per Station Neighborhood Area Plan (SNAP)	S. of DeLongpre, e. of Virgil Ave., w. of Virgil Pl., & s. side of Fountain generally betw. Westmoreland & Virgil Pl.	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 33:2B	Neighborhood Commercial	[T][Q]C2-1 FAR 1.5:1	Retail, Commercial, Multiple Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Area Plan (SNAP)	Southwest corner of Virgil and DeLongpre	Change Zone and Height District	Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 33:3	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail and Office Commercial, Mixed Use Residential	General Commercial	C1.5,C2,C4,CR, RAS3,RAS4,P	C2-1 FAR 1.5:1	Generally both sides of Sunset Blvd. Betw. Sunset Drive & Fountain, e. of Hoover	Change Name of Land Use Designation and Height District	Change land use designation to General Plan Framework (GPF) category/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 33:4A	Neighborhood Commercial	C4-1D FAR 1:1	Retail, Commercial, Multiple Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	C4-1 FAR 1.5:1	North side of Fountain extending east halfway down the block to Sunset, incl. SW corner of Fountain & Commonwealth	Change Height District	Change Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1.
SA 33:4B	Highway Oriented Commercial	C4-1D FAR 1:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR, RAS3,RAS4,P	C4-1 FAR 1.5:1	South side of Fountain betw. Commonwealth and Hoover	Change Name of Land Use Designation and Height District	Change land use designation to General Plan Framework (GPF) category/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 34	Low Medium II Residential	RD 1.5-1XL FAR 3:1	Marshall New PC	Public Facilities	PF	PF-1 FAR 3:1	Southwest corner of Lexington and Westmoreland, extending w. to alley & one-third of the distance s. to Sta. Monica	Amend Plan and Change Zone	Reflect existing and/or proposed use.
SA 35	Highway Oriented Commercial	[Q]C2-1D FAR 0.5:1	Retail Commercial, Public Facility	General Commercial	C1.5,C2,C4,CR, RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Plan (SNAP)	North side of Santa Monica between Lyman and Virgil	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 35:A	Highway Oriented Commercial	RD1.5-XL	Retail Commercial, Multifamily Residential	General Commercial	C1.5,C2,C4,CR, RAS3,RAS4,P	RD1.5-XL	Portion of midblock parcel north of Santa Monica, east of Westmoreland, west of Virgil and south of Lexington	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF)
SA 36	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR, RAS3,RAS4,P	C2-1 FAR 1.5:1	South side of Sunset between Fountain and Myra	Change Name of Land Use Designation and Height District	Change land use designation to General Plan Framework (GPF) category/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 36:1	Neighborhood Commercial	[Q]C2-1D FAR 0.5:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-1 FAR 1.5:1	The southwest corner of Bates and Sunset	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 36:2	Neighborhood Commercial	[T][Q]C2-1D FAR 0.5:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-1 FAR 1.5:1	Generally the southern frontage of Sunset betw. Bates and Sunset, excluding the southwest corner of Bates and Sunset	Change Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 37	Highway Oriented Commercial	C2-1D FAR 0.5:1	Multiple Family Residential	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	C2-1 FAR 1.5:1	Generally the triangle betw. Myra, Sunset and Sta. Monica	Change Name of Land Use Designation and Height District	Change land use designation to General Plan Framework (GPF) category/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 38	Neighborhood Commercial	C4-1VL FAR 1.5:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-2D FAR 3:1 for mixed-use, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	East and west sides of La Cienega betw. Sta. Monica and Melrose Place generally	Change Zone and Height District	Provide incentive for housing production and mixed-use development with design standards to provide transition between single family and multifamily uses.
SA 38:A	Neighborhood Commercial	C2-1 FAR 1.5:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q] C2 -2D FAR 3:1 for mixed-use, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	East and west sides of La Cienega betw. Sta. Monica and Melrose Place generally	Change Zone and Height District	Provide incentive for housing production and mixed-use development with design standards.
SA 38:1	Medium Residential	R3-1 FAR 3:1	Multifamily Residential	Medium Residential	R3	[Q]R3-1 FAR 3:1	S. of Willoughby, n. of Waring, w. of alley betw. Hayworth and Fairfax, e. of R3 zone boundary betw. Edinburgh and Laurel; incl. Block s. of Waring, e. of Hayworth, n. of alley n. of Melrose, w. of alley betw. Hayworth and Fairfax.	Zone Change	Implement design standards to preserve neighborhood character.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 39:1	Neighborhood Commercial	C2-1VL FAR 1.5:1	Institutional	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	Southwest corner of Willoughby and Fairfax	Change Zone and Height District	Provide incentive for housing production and mixed-use development with design standards.
SA 39:2	Neighborhood Commercial	C2-1VL FAR 1.5:1	Retail and Office Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	West side of Fairfax between Waring and Melrose Ave.	Change Zone and Height District	Provide incentive for housing production and promote mixed-use development
SA 39:3	Limited Industrial	MR1-1 FAR 1.5:1	Industrial, Retail Commercial	<u>Limited Industrial</u> Commercial Manufacturg.	CM,CMX,P	[Q] <u>MR1</u> CM -2D FAR 3:1	Eastern half of block generally south of Romaine, east of Formosa, north of Wiloughby, west of La Brea	Amend Plan and Change Zone and Height District	<u>Increase FAR from 1.5:1 to 3:1 to promote industrial uses. Limit height on the Willoughby frontage to provide a transition between industrial uses and low scale residential uses.</u> Provide incentive for maintaining targeted-media-related industrial-uses and increase housing production.
SA 39:4	Limited Industrial	MR1-1 FAR 1.5:1	Industrial, Retail Commercial	<u>Limited Industrial</u> Commercial Manufacturg.	CM,CMX,P	[Q] <u>MR1</u> CM -2D FAR 3:1	Both sides of La Brea, generally between Romaine and Willoughby, extending west to include most of the eastern half of the block s. of Romaine, e. of Formosa, n. of Willoughby, w. of La Brea	Amend Plan and Change Zone and Height District	<u>Increase FAR from 1.5:1 to 3:1 to promote industrial uses.</u> Provide incentive for maintaining targeted-media-related industrial-uses and increase housing production.
SA 40	Limited Industrial	MR1-1 FAR 1.5:1	Industrial, Retail Commercial, Institutional, Single Family & Multiple Family Residential	Limited Industrial	M1,MR1,P	[Q]MR1-1 FAR 1.5:1	South of Santa Monica, east of La Brea, north of Willoughby, west of the Hollywood Signage District along west side of Highland	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by MR zone.
SA 40:1	Commercial Manufacturg.	[Q]C2-1VL-SN FAR 1.5:1	Retail Commercial, Industrial, Institutional	Commercial Manufacturg.	CM,CMX,P	[Q]C2-1VL-SN FAR 1.5:1	Both sides of Highland between Willoughby and Melrose	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 40:1A	Commercial Manufacturg.	[Q]M1-1 FAR 1.5:1	Storage	Commercial Manufacturg.	CM,CMX,P	[Q]M1-1 FAR 1.5:1	Southeast corner of Mansfield and Santa Monica	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion.
SA 40:1B	Limited Industrial	MR1-1-SN FAR 1.5:1	Industrial	Limited Industrial	M1,MR1,P	[Q]MR1-1-SN FAR 1.5:1	Southern frontage of Santa Monica betw. W. side of Highland and w. side of Lillian Way, extending s. to Willoughby on Highland, s. to Waring betw. Cole and Lillian Way and s. to Romaine betw e. side of Highland and e. side of Seward	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by MR zone.
<u>SA 40:1C</u>	<u>Limited Industrial</u>	<u>MR-1 FAR 1.5:1</u>	<u>Industrial</u>	<u>Limited Industrial</u>	<u>M1,MR1,P</u>	<u>[Q]MR-1 FAR 1.5:1</u>	<u>Northern frontage of Willoughby generally between Highland and midblock between La Brea and Sycamore</u>	<u>Zone Change</u>	<u>Limit height along Willoughby to provide a transition between industrial uses and low scale residential uses.</u>
SA 40:2	Limited Industrial	MR1-1 FAR 1.5:1	Industrial	Limited Industrial	M1,MR1,P	[Q]MR1-1 FAR 1.5:1	Both sides of Steward between Willoughby and Waring	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by MR zone.
SA 40:2A	Low Medium I Residential	R2-1XL FAR 1.5:1	Commercial	Commercial Manufacturg.	CM,CMX,P	C4-1XL FAR 1.5:1	West side of Seward south of Barton and north of Willoughby	Amend Plan and Change Zone	Reflect existing use.
SA 40:2B	Medium Residential	R3-1 FAR 1.5:1	Commercial	Commercial Manufacturg.	CM,CMX,P	C4-1 FAR 1.5:1	East side of Seward, north of Willoughby and south of industrial zone	Amend Plan and Change Zone	Reflect existing use.
SA 40:2C	Limited Industrial	MR1-1 FAR 1.5:1	Vacant Lot	Limited Industrial	M1,MR1,P	[Q]MR1-1 FAR 1.5:1	East half of block bounded by Romaine to the north, Seward to the east, Las Palmas to the west, Barton to the south, including entire northern frontage of Barton from Seward to Las Palmas	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by MR zone.
SA 40:2D	Limited Industrial	MR1-1 FAR 1.5:1	Industrial	Limited Industrial	M1,MR1,P	[Q]MR1-1 FAR 1.5:1	Eastern frontage of Seward betw. Romaine and Hollywood Signage District along southern frontage of Santa Monica	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by MR zone.
SA 40:2E	Medium Residential	MR1-1 FAR 1.5:1	Vacant Lot	Limited Industrial	M1,MR1,P	[Q]MR1-1 FAR 1.5:1	Southwest corner of Romaine and Hudson	Amend Plan and Change Zone	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by MR zone.
SA 40:3	Commercial Manufacturing	CM-1VL FAR 1.5:1	Industrial, Institutional	Commercial Manufacturing	M1,MR1,P, CM,CMX,P	[Q]CM-1VL FAR 1.5:1	Both sides of Steward between Melrose and Waring	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 40:4	Commercial Manufacturg.	CM-1VL-SN FAR 1.5:1	Industrial, Retail Commercial, Single Family & Multiple Family Residential	Commercial Manufacturg.	CM,CMX,P	[Q]CM-1VL-SN FAR 1.5:1	Both sides of Cahuenga, generally betw. Melrose and Waring	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion.
SA 40:4A	Commercial Manufacturg.	CM-1VL FAR 1.5:1	Office Commercial, Multifamily Residential	Commercial Manufacturg.	CM,CMX,P	[Q]CM-1VL FAR 1.5:1	Eastern frontage of Cole generally betw. Melrose and Waring	Zone Change	Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion.
SA 40:4B	Medium Residential	CM-1VL FAR 1.5:1	Industrial	Commercial Manufacturg.	CM,CMX,P	[Q]CM-1VL FAR 1.5:1	Southwest corner of Waring and Lillian Way	Amend Plan and Change Zone	Maintain consistency between Land Use Designation and Zone. Preserve industrial land, prohibit all residential uses, including artist-in-residence or live-work conversion.
SA 40:5	Highway Oriented Commercial	C2-1D FAR 0.5:1	Public Facility, Retail Commercial, Institutional	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 0.5:1 for commercial component of mixed-use or commercial only.	Generally the east side of Vine betw. Eleanor and Melrose, incl. Block s. of Waring, e. of Lillian Way, n. of Melrose, w. of Vine & n. side of Willoughby betw. Lillian Way & Vine	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 40:5A	Highway Oriented Commercial	R3-1XL FAR 3:1	Institutional	General Commercial	C1.5,C2.C4.CR ,RAS3,RAS4,P	[Q] R4-1VL FAR 3:1	Portion of parcel south of Gregory, north of Waring, east of Vine and west of El Centro.	Change Name of Land Use Designation and Zone Change and Height District Change	Change land use designation to General Plan Framework (GPF) category. Increase housing capacity in multiple family area trending toward higher density and implement design standards
<u>SA 40:6</u>	<u>Limited Industrial</u>	<u>[Q]C2-1VL FAR 1.5:1</u>	<u>Retail Commercial, Institutional</u>	<u>Limited Industrial</u>	<u>M1, MR1, P</u>	<u>[Q]C2-2D FAR 3:1</u>	<u>Area generally bound by Vine, Willoughby, Lillian Way and Waring</u>	<u>Change Zone and Height District</u>	<u>Promote industrial and commercial uses.</u>
SA 41	Medium Residential	R3-1XL FAR 3:1	Multiple Family Residential, Single Family Residential	High Medium Residential	R4	[Q]R4-1VL FAR 3:1	Generally west of Gower, south of Sta. Monica, east of Vine, and north of Melrose	Amend Plan and Change Zone and Height District	Increase housing capacity in multiple-family area trending toward higher density and implement design standards.

SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 41:1	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial (Strip Mall)	General Commercial	C1.5,C2,C4,CR, RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 0.5:1 for commercial component of mixed-use or commercial only.	SE corner of Sta. Monica and Gower, extending east past Beachwood	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 41:2	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial (Strip Mall)	General Commercial	C1.5,C2,C4,CR, RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 0.5:1 for commercial component of mixed-use or commercial only.	South side of Sta. Monica between Tamarind and Van Ness	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 41:2A	Highway Oriented Commercial	A1-1XL	Retail Commercial, Cemetery	General Commercial	C1.5,C2,C4,CR, RAS3,RAS4,P	[Q]C2-2D FAR 3:1 for mixed-use, max. FAR 0.5:1 for commercial component of mixed-use or commercial only.	Portions of lots abutting commercially zoned lots on the south side of Santa Monica, extending from Van Ness to Tamarind	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Maintain consistency between land use designation and zone/Provide incentive for housing production and promote mixed-use development with design standards.
SA 41:3	Limited Industrial.	[Q]M1-2D FAR 1.5:1	Industrial	Limited Industrial	M1,MR1,P	[Q]M1-2D FAR 1.5:1	Generally the southern half of the block s. of Sta. Monica, e. of Gower, n. of Melrose, w. of Van Ness	Zone Change and Height District Change	Provide opportunity for the retention and expansion of studio-related industrial uses.
SA 41:4	Limited Industrial.	[Q]M1-1 FAR 1.5:1	Industrial	Limited Industrial	M1,MR1,P	[Q]M1-2D FAR 1.5:1	Northern side of Melrose directly across from Plymouth Blvd.	Zone Change and Height District Change	Provide opportunity for the retention and expansion of studio-related industrial uses.
SA 41:5	Limited Industrial.	[Q]M1-1 FAR 1.5:1	Industrial	Limited Industrial	M1,MR1,P	[Q]M1-2D FAR 1.5:1	Northern side of Melrose betw. Irving and Bronson	Zone Change and Height District Change	Provide opportunity for the retention and expansion of studio-related industrial uses.
SA 41:6	Neighborhood Commercial	C4-1VL FAR 1.5:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-2D FAR 3:1 2.5:1 for mixed-use, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	Northern frontage of Santa Monica generally betw. St. Andrews Place and Oxford, including the northern frontage of Flemish Lane, extending north to Virginia along both sides of Western	Change Zone and Height District	Provide incentive for housing production and promote mixed-use development with design standards.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 41:7	Neighborhood Commercial	R4-1VL FAR 3:1	Parking	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-2D FAR 3:1 for mixed-use or residential only, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	Southeast corner of Virginia and St. Andrews Place	Change Zone and Height District	Provide incentive for housing production and promote mixed-use development with design standards.
SA 41:8	Neighborhood Commercial	R4-1VL FAR 3:1	Multifamily Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-2D FAR 3:1 for mixed-use or residential only, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	South and west of Oxford, north of Flemish Lane	Change Zone and Height District	Provide incentive for housing production and promote mixed-use development with design standards.
SA 42	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial, Mixed Used Residential	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-2D FAR 3:1 2.5:1 for mixed-use, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	South side of Sta. Monica bet. Ridgewood and 101 Fwy.	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 42:1	Neighborhood Commercial	C4-1D FAR 1:1	Retail and Office Commercial, Institutional, Multiple Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1 FAR 1.5:1	North side of Melrose from Van Ness extending east roughly halfway betw. Manhattan and Western	Change Zone and Height District	Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth. Establish pedestrian-oriented design standards.
SA 42:1A	Low Medium I Residential	C4-1D FAR 1:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-1 FAR 1.5:1	Portion of two parcels on east side of Wilton north of Melrose	Amend Plan and Change Zone and Height District	Maintain consistency between land use designation and zone. Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth. Establish pedestrian-oriented design standards.

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SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 42:2	Neighborhood Commercial	C4-1D FAR 1:1	Retail and Office Commercial, Institutional, Multiple Family Residential	Neighborhood Commercial	C1,C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C4-2D FAR <u>2.5:1</u> 3:1 for mixed-use, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	Both sides of Western roughly between Sta. Monica and Melrose	Change Zone and Height District	Provide incentive for housing production and promote mixed-use development with design standards.
SA 42:3	Neighborhood Commercial	C2-1D FAR 0.5:1	Retail Commercial	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	C2-1D FAR 0.5:1	Midblock commercially zoned parcel south of Sta. Monica, e. of Western, n. of Romaine, w. of alley	Amend Plan	Make land use designation and zone consistent with that of adjoining parcels.
SA 42:4	Medium Residential	[T][Q]C2-1D FAR 0.5:1	Institutional, Multiple Family Residential	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	[T][Q]C2-1D FAR 0.5:1	Midblock commercially zoned parcel south of Sta. Monica, w. of Kingsley, n. of Romaine, e. of 101 Fwy	Amend Plan	Make land use designation consistent with zone.
SA 43	Limited Commercial	C1-1D FAR 0.5:1	Retail Commercial, Single and Multiple Family Residential	Limited Commercial	CR,C1,C1.5,P,RAS3, R3	[Q]C1-1XL FAR 1.5:1	North side of Melrose betw. Oxford and Harvard	Change Zone and Height District	Increase Height District (HD) to accommodate economic growth. Maintain scale compatible with adjacent historic neighborhood. Establish pedestrian-oriented design standards.
SA 43:1	Highway Oriented Commercial	C2-1D FAR 0.5:1	Multiple Family Residential, Retail and Office Commercial	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-1 FAR 1.5:1	North side of Melrose betw. Harvard and Normandie	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth. Establish pedestrian-oriented design standards.
SA 44	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail and Office Commercial, Public Facility, Institutional	General Commercial	C1.5,C2,C4,CR,RAS3,RAS4,P	[Q]C2-2D FAR <u>2.5:1</u> 3:1 for mixed-use or residential only, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	South side of Sta. Monica, extending east from 101 Fwy roughly halfway betw. Kenmore and Edgemont	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.

Hollywood Draft Matrix November 23, 2011

SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 44:A	Highway Oriented Commercial	[T][Q]C2-1D FAR 0.5:1	Retail and Office Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR <u>2.5:1</u> 3:1 for mixed-use or residential only, max. FAR 1.5:1 for commercial component of mixed-use or commercial only.	South side of Sta. Monica, extending east from the 101 Freeway to Kingsley	Change Name of Land Use Designation and Zone and Height District	Change land use designation to General Plan Framework (GPF) category/Provide incentive for housing production and promote mixed-use development with design standards.
SA 44:1	Highway Oriented Commercial	R4-1D FAR 0.5:1	Single Family Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R4-1D FAR 0.5:1	Residentially zoned parcel on east side of Kenmore abutting commercially designated southern frontage on Santa Monica.	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF) category.
SA 45	Highway Oriented Commercial	C2-1D FAR 0.5:1	Single Family Residential, Institutional	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	C2-1 FAR 1.5:1	North side of Melrose bet. The 101 Fwy. And Edgemont	Change Name of Land Use Designation and Height District	Change land use designation to General Plan Framework (GPF) category/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 45:1	Highway Oriented Commercial	C4-1D FAR 0.5:1	Retail Commercial, Auto-Related Uses	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	C4-1 FAR 1.5:1	Southern frontage of Marathon between Mariposa and Alexandria	Change Name of Land Use Designation and Height District	Change land use designation to General Plan Framework (GPF) category/Restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth.
SA 46	Neighborhood Commercial	C4-1D FAR 1:1	Retail Commercial	Neighborhood Commercial	C1,C1.5,C2,C4 ,CR,RAS3,RAS4,P	[Q]C4-2D FAR per Station Neighborhood Plan (SNAP)	N. side of Melrose betw. Edgemont and e. side of Heliotrope	Change Zone and Height District	Change Zone to enforce compliance with Station Neighborhood Area Plan (SNAP)/Change Height District (HD) to full Floor Area Ratio (FAR) allowed by SNAP.
SA 47:1	Highway Oriented Commercial	C2-1D FAR 0.5:1	Retail Commercial, Auto-Related Uses	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C2-2D FAR per Station Neighborhood Plan (SNAP)	South side of Sta. Monica roughly betw. Western and Madison, e. side of Western betw. Sta. Monica and Willowbrook	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 47:2	Highway Oriented Commercial	R4-1D FAR 0.5:1	Single Family and Multi Family Residential	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R4-1D FAR 0.5:1	Residentially zoned parcels abutting commercially designated southern frontage on Santa Monica extending east from midblock of Kenmore and Edgemont to New Hampshire.	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF).
SA 47:2A	Highway Oriented Commercial	R4-2D	Retail Commercial, Multifamily Residential, and Auto-Related Uses	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	R4-2D	Portion of midblock parcel west of Heliotrope, south of Santa Monica, east of Edgemont, north of Willow Brook	Change Name of Land Use Designation	Change land use designation to General Plan Framework (GPF).

SA #	EXISTING LAND USE DESIG.	EXISTING ZONING	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	RANGE OF ZONES	PROPOSED ZONING	SUBAREA LOCATION BOUNDARIES	TYPE OF CHANGE	REASON FOR CHANGE
SA 48	Highway Oriented Commercial	C4-1D FAR 1:1	Retail and Office Commercial	General Commercial	C1.5,C2,C4,CR ,RAS3,RAS4,P	[Q]C4-2D FAR per Station Neighborhood Plan (SNAP)	East side of Vermont bet. Willowbrook and Lockwood	Change Name of Land Use Designation and Change Zone and Height District	Change land use designation to General Plan Framework (GPF)/Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).
SA 49	Limited Commercial	C1-1D FAR 0.5:1	Retail Commercial, Mixed Use Residential, Institutional	Limited Commercial	CR,C1,C1.5,P, RAS3,R3	[Q]C1-2D FAR per Station Neighborhood Plan (SNAP)	East and west sides of Virgil bet. Normal and Melrose	Change Zone and Height District	Change Zone and Height District to enforce compliance with Station Neighborhood Plan (SNAP).

EXHIBIT F:

Proposed [Q] Qualified Condition and [D] Development Limitation Change Matrix

CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission

November 23, 2011

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
1:1 (C1-1D FAR 0.5:1) 1:2 (C1-1D FAR 0.5:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation Condition imposed by Ordinance 164728: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	C1-1 FAR 1.5:1 Delete existing “D” Development Limitation Condition. Restore FAR for Height District 1 in commercially designated areas to 1.5:1.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
1:3 (C1 -1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 165242: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	C1-1 FAR 1.5:1 Delete existing “D” Development Limitation Condition. Restore FAR for Height District 1 in commercially designated areas to 1.5:1.	Restore Height District 1 FAR to 1.5:1 - consistent with the citywide standard for commercial designations to accommodate economic growth.
2 ([Q]C2-1D-SN FAR 0.5:1)	Existing “Q” Qualified Condition imposed by Ordinance 161856: Hollywood Park Place Tracts 24-30: C2 permitting auto servicing, otherwise limited to C1 uses, except hotels and motels not permitted Existing “D” Development Limitation Condition imposed by Ordinance 164720: Total FAR contained in all bldgs on a lot shall not exceed 0.5:1.	[Q]C2-1-SN FAR 1.5:1 Retain existing “Q” Qualified Condition. Delete existing “D” Development Limitation Condition. Restore FAR for Height District 1 in commercially designated areas to 1.5:1.	Restore Height District 1 FAR to 1.5:1 - consistent with the citywide standard for commercial designations to accommodate economic growth.
2:1 ([Q]C2-1D-SN FAR 0.5:1)	Existing “Q” Qualified Condition imposed by Ordinance 161856: Hollywood Park Place Tract Lots 31-33: C2 with uses limited to those of C1 zone except hotel or motel uses shall not be permitted. Existing “D” Development Limitation Condition imposed by Ordinance 164720: Total FAR contained in all bldgs on a lot shall not exceed 0.5:1.	[Q]C2-1-SN FAR 1.5:1 Retain existing “Q” Qualified Condition. Delete existing “D” Development Limitation Condition. Restore FAR for Height District 1 in commercially designated areas to 1.5:1.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
2:1A (C4-2D-SN FAR 2:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165659: Total FAR contained in all bldgs.on a lot shall not exceed FAR 2:1. A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D-SN FAR 3:1 for mixed-use, FAR 2:1 for commercial uses. Height Lmt. of 150 ft.</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <ol style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 2:1. 3. FAR for a commercial only or residential only structure shall not exceed 2:1. 4. No building or structure shall exceed a height of 150 ft. above grade. 5. A project may exceed the 3:1 FAR provided that: <ol style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. 	<p>Increase FAR from 2:1 to 3:1 to provide incentive for mixed-use development and allow more housing. Limit height to 150 feet to provide a transition between the Vine Corridor and residential neighborhood west of Vine. Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
2:1A cont. (C4-2D-SN FAR 2:1)		6. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.	
3:1A ([Q]R4-1VL FAR 3:1)	Existing “Q” Qualified Condition imposed by Ordinances 164720, 165653, and 165656: Residential density is limited to 1 dwelling unit per 600 sq. ft. of lot area No existing “D” Development Limitation Condition	<u>[Q]R4-1VL FAR 3:1</u> Delete existing “Q” Qualified Condition. <u>Q: Development subject to historic review shall require approval by the Office of Historic Resources in order to exceed a density of 600 sq. ft. of lot area per dwelling unit.</u>	Increase R4 density from one unit for every 600 sq. ft. of lot area to one unit for every 400 sq. ft. of lot area consistent with Los Angeles Municipal Code. <u>Protect historic resources.</u>
3:1B ([Q]R5-1VL FAR 3:1)	Existing “Q” Qualified Condition imposed by Ordinance 165653: a. Uses shall be limited to private clubs and all other uses permitted in the R4 zone. b. Residential density shall be limited to a maximum of one dwelling unit for each six hundred (600) sq. ft. of lot. No existing “D” Development Limitation Condition	<u>[Q]R5-1VL FAR 3:1</u> Retain “a”. b. Delete existing limitation on residential density. Restore allowed residential density to a maximum of one dwelling unit for each four hundred (400) sq. ft. of lot.	Allow R4 density to increase housing capacity.
3:1D <u>[Q]R4-1VL FAR 3:1</u>	<u>Existing “Q” Qualified Condition imposed by Ordinance 165653:</u> <u>a: Residential density is limited to 1 dwelling unit per 600 sq. ft. of lot area.</u> <u>No existing “D” Development Limitation Condition</u>	<u>[Q]R4-1XL FAR 3:1</u> <u>Retain “a”.</u> <u>b. No building or structure shall exceed a height of 30 ft.</u>	<u>Limit height to 30 ft. to provide transition between hotel uses and single family residential uses.</u>
3:1E <u>[Q]R4-1VL FAR 3:1</u>	<u>Existing “Q” Qualified Condition imposed by Ordinance 16563:</u> <u>a: Residential density is limited to 1 dwelling unit per 600 sq. ft. of lot area.</u> <u>No existing “D” Development Limitation Condition</u>	<u>[Q]R4-1XL FAR 3:1</u> <u>Retain “a”.</u> <u>b. No building or structure shall exceed a height of 30 ft.</u>	<u>Limit height to 30 ft. to provide transition between hotel uses and single family residential uses.</u>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
3:2 (C4-2D-SN FAR 3:1) 3:2D (C4-2D-SN FAR 3:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 165657: The total FAR contained in all bldgs. On a lot shall not exceed 3:1. A project may exceed FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.	C4-2D-SN FAR 3:1 Height Lmt. of 60 ft. Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) contained in all buildings on a lot shall not exceed three times the buildable area of the lot. A project may exceed the 3:1 FAR provided that: a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. 4. No building or structure shall exceed a height of 60 ft. above grade.	Limit height to 60 feet to maintain compatibility with existing buildings, the adjoining residential neighborhood to the north and the historic district on Hollywood Boulevard.
3:2A- ([Q]R4-1VL- FAR 3:1) 3:2E- ([Q]R4-1VL- FAR 3:1)	Existing “Q” Qualified Condition imposed by Ordinance 164720: Residential density is limited to 1 dwelling unit per 600 sq. ft. of lot. No existing “D” Development Limitation.	R4-1VL FAR 3:1 Delete existing “Q” Qualified Condition.	Increase R4 density from 600 sq. ft. per dwelling unit to 400 sq. ft. per dwelling unit to be consistent with Los Angeles Municipal Code and increase housing capacity.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
3:2F ([Q]R4-1VL -FAR 3:1_)			
3:2B ([Q]R4-2) FAR 6:1 Hgt. Lmt. 60 ft.	Existing “Q” Qualified Condition imposed by Ordinances 165656 and 165659: a. Residential density shall be limited to a maximum of one dwelling unit for each 600 sq. ft. b. In properties zoned [Q]R4-2 no bldg. Or structure shall exceed a hgt. Of 60 ft. above grade, except for roof structures. No existing “D” Development Limitation	[Q]R4-2 FAR 6:1 Hgt. Limit 60 ft. Delete “a”. Retain “b”. <u>Q: Development subject to historic review shall require approval by the Office of Historic Resources in order to exceed a density of 600 sq. ft. of lot area per dwelling unit.</u>	Increase R4 density from one unit for every 600 sq. ft. of lot area to one unit for every 400 sq. ft. of lot area consistent with Los Angeles Municipal Code. <u>Protect historic resources.</u>
3:2C (C4-2D-SN) FAR 2:1 Hgt. Lmt. 45 ft.	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 165657: No bldg. Or structure shall exceed a hgt. Of 45 ft. above grade. The total FAR contained in all bldgs. On a lot shall not exceed 2:1. A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.	C4-2D-SN FAR 2:1 Hgt. Limit 60 ft. Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) contained in all buildings on a lot shall not exceed two times the buildable area of the lot. A project may exceed the 2:1 FAR provided that: a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community	Limit height to 60 feet to maintain compatibility with existing buildings, the adjoining residential neighborhood to the north and the historic district on Hollywood Boulevard.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
3:2C cont. (C4-2D-SN FAR 2:1 Hgt. Lmt. 45 ft.)		Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. 4. No building or structure shall exceed a height of 60 ft. above grade.	
3:2G ([Q]R4-2-SN FAR 6:1, Hgt. Limit 60 ft.)	Existing “Q” Qualified Condition imposed by Ordinance 165656: a. Residential density shall be limited to a maximum of one dwelling unit for each 600 sq. ft. of lot. b. No building or structure shall exceed a height of 60 ft. above grade. Roof structures are exempt pursuant to Section 12.21.B.3 of the Municipal Code. <u>No existing “D” Development Limitation Condition.</u>	[Q]R4-2-SN FAR 6:1, Hgt. Limit 60 feet. Delete existing “Q” Qualified Condition. Q: <u>Delete “a”.</u> <u>Retain “b”.</u> <u>c. Development subject to historic review shall require approval by the Office of Historic Resources in order to exceed a density of 600 sq. ft. of lot are per dwelling unit.</u>	Increase R4 density from one unit for every 600 sq. ft. of lot area to one unit for every 400 sq. ft. of lot area consistent with Los Angeles Municipal Code.. <u>Protect historic resources.</u>
3:3 ([Q]R5-2 FAR 6:1)	Existing ‘Q’ Qualified Condition imposed by Ordinance 165657 and 165659: a. R4 residential uses permitted with Max. density 600 sq. ft. per dwelling unit, b. hotels and motels permitted, c. subject to Zoning Administrator approval, C1 uses permitted not exceeding FAR 1:1 when part of mixed-use project with minimum FAR 2:1 with at least 12 dwelling units. Zoning Administrator may impose conditions to secure conformance with Community Plan and Redevelopment Plan. No existing “D” Development Limitation Condition.	<u>[Q]R4-R5-2D FAR 6:1 Hgt. Limit 60 ft.</u> <u>Q:</u> <u>a. -R4 residential uses permitted.</u> <u>Retain “b”.</u> <u>Retain “c”.</u> <u>Db. No building or structure shall exceed a height of 60 ft.</u> <u>Delete “a”-</u> <u>Delete “b”-</u> <u>Delete “c”-</u>	Increase R4 density from one unit for every 600 sq. ft. of lot area to one unit for every 400 sq. ft. of lot area consistent with Los Angeles Municipal Code.. Hotels and motels are permitted in R4 zone under certain conditions. Existing hotels/motels would not be made non-conforming Q “c” applies to R5 zone only, not the proposed R4 zone. <u>Limit height to 60 ft. to maintain compatible scale with historic district to the south and multifamily residential to the north.</u>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
3:4 (C4-2D-SN FAR 2:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165659: FAR shall not exceed 2:1. A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D-SN FAR 2:1 Hgt. Limit 60 ft.</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) contained in all buildings on a lot shall not exceed two times the buildable area of the lot. A project may exceed the 2:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>2. No building or structure shall exceed a height of 60 ft. above grade.</p>	<p>Limit height to 60 feet to maintain compatibility with existing buildings, the adjoining residential neighborhood to the north and the historic district on Hollywood Boulevard.</p>
4:1 (C4-2D FAR 2:1 Hgt. Lmt. 45 ft.)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165657: FAR shall not exceed 2:1.</p> <p>A project may exceed FAR 2:1 if it conforms to the following CRA</p>	<p>OS</p> <p>Delete existing “D” Development Limitation.</p>	<p>The CPU proposes to redesignate this parcel as Open Space for use as a pocket park. D Limitations are not applicable.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:1 cont. (C4-2D FAR 2:1 Hgt. Lmt. 45 ft.)	requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.		
4:1A (C4-2D-SN FAR 3:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165657: FAR shall not exceed 3:1.</p> <p>A project may exceed FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D-SN FAR 3:1 Hgt. Limit 75 feet.</p> <p>D:</p> <ol style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) 3:1 shall be permitted for commercial, residential or mixed-use developments. 2. A project may exceed the 3:1 FAR provided that: <ol style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. 3. No building or structure shall exceed a height of 75 ft. above grade. 4. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources. 	Limit height to 75 feet to maintain compatibility with existing buildings and the historic district on Hollywood Boulevard.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:1B (C4-2D FAR 2:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165657: FAR shall not exceed 2:1.</p> <p>A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC</p>	<p>C4-2D FAR 3:1</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) 3:1 with a height limit of 75 ft. shall be permitted for commercial, residential or mixed-use developments. A project may exceed a height of 75 ft. per discretion of the Zoning Administrator.</p> <p>2. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>4. Development subject to historic preservation review - which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	<p>Increase FAR from 2:1 to 3:1 to encourage residential, commercial and mixed-use development. Add height limit of 75 ft. to maintain scale that is compatible with that of existing neighborhood.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
<p>4:1B (C4-2D FAR 2:1)</p> <p>4:1F (C4-2D FAR 2:1)</p> <p>4:1J (C4-2D FAR 2:1)</p>	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165657: FAR shall not exceed 2:1.</p> <p>A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D FAR 3:1</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) shall be permitted for commercial, residential or mixed-use developments.</p> <p>2. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>4. Development subject to historic preservation review - which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	<p>Increase FAR from 2:1 to 3:1 to encourage residential, commercial and mixed-use development.</p>
<p>4:1C (C4-2D-SN FAR 2:1)</p> <p>4:1E (C4-2D-SN FAR 2:1)</p>	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165657: FAR shall not exceed 2:1.</p> <p>A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement,</p>	<p>C4-2D-SN FAR 3:1 Hgt. Limit 75 feet.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) shall be permitted for commercial, residential or mixed-use developments.</p> <p>2. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the</p>	<p>Increase FAR from 2:1 to 3:1 to encourage residential, commercial and mixed-use development. Limit height to 75 feet to maintain compatibility with existing buildings and the historic district on Hollywood Boulevard.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:1C cont. (C4-2D-SN FAR 2:1) 4:1E cont. (C4-2D-SN FAR 2:1)	and is approved by the CPC.	<p>procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>3. No building or structure shall exceed a height of 75 ft. above grade.</p> <p>4. Development subject to historic preservation review - which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
4:1D (C4-2D FAR 2:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165657 and 165660: FAR shall not exceed 2:1. A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D-SN FAR 3:1 Hgt. Limit 75 feet.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) 3:1 with a height limit of 75 ft. shall be permitted for commercial, residential or mixed-use developments. A project may exceed a height of 75 ft. per discretion of the Zoning Administrator.</p> <p>2. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p>	Increase FAR from 2:1 to 3:1 to encourage residential, commercial and mixed-use development. Limit height to 75 feet to maintain compatibility with existing buildings and the historic district on Hollywood Boulevard.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:1D cont. (C4-2D FAR 2:1)		<p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>3. No building or structure shall exceed a height of 75 ft. above grade.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
<p>4:1G (C4-2D-SN FAR 2:1)</p> <p>4:1H (C4-2D-SN FAR 2:1)</p> <p>4:1I (C4-2D-SN FAR 2:1)</p>	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165657: FAR shall not exceed 2:1.</p> <p>A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D-SN FAR 3:1</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) shall be permitted for commercial, residential or mixed-use developments.</p> <p>2. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p>	<p>Increase FAR from 2:1 to 3:1 to encourage residential, commercial and mixed-use development.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
<p>4:1G cont. (C4-2D-SN FAR 2:1)</p> <p>4:1H cont. (C4-2D-SN FAR 2:1)</p> <p>4:1I cont. (C4-2D-SN FAR 2:1)</p>		<p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>3. Development subject to historic preservation review - which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.</p>	
<p>4:2 (C4-2D FAR 3:1)</p>	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165660: FAR shall not exceed 3:1. A project may exceed FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D FAR 3:1 for mixed-use, residential or commercial uses. Height Lmt. 75 feet.</p> <p>Delete existing “D” Development Limitation.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) contained in all buildings on a lot shall not exceed three times the buildable area of the lot.</p> <p>2. No building or structure shall exceed a height of 75 feet.</p> <p>3. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p>	<p>Limit height to 75 feet to maintain compatibility with existing buildings and the historic district on Hollywood Boulevard. Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:2 cont. (C4-2D FAR 3:1)		<p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.</p>	
4:2A (C4-2D-SN FAR 2:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165659: FAR shall not exceed 2:1. A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D-SN FAR 3:1 for mixed-use, FAR 2:1 for commercial uses. Height Lmt. of 150 ft.</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 2:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 2:1.</p> <p>4. No building or structure shall exceed a height of 150 ft. above grade.</p> <p>5. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the</p>	<p>Increase FAR from 2:1 to 3:1 to provide incentive for mixed-use development and allow more housing. Limit height to 150 feet to provide a transition between the Vine Corridor and residential neighborhood west of Vine. Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:2A cont. (C4-2D-SN FAR 2:1)		<p>procedures set forth in LAMC 12.32-D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>6. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
4:2B (C4-2D-SN FAR 2:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165660: FAR shall not exceed 2:1. A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D-SN FAR 2:1, Height Lmt. Of 36 ft.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. A project may exceed the 2:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community</p>	<p>Limit height to 36 ft. to maintain compatibility with existing buildings and the historic district on Hollywood Boulevard.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:2B cont. (C4-2D-SN FAR 2:1)		<p>Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>2. No building or structure shall exceed a height of 36 ft. above grade.</p>	
4:2C (C4-2D FAR 2:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165660: FAR shall not exceed 2:1. A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D-SN FAR 2:1 Height Lmt. of 36 ft.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. A project may exceed the 2:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community</p>	<p>Limit height to 36 ft. to maintain compatibility with existing buildings and the historic district on Hollywood Boulevard.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:2C cont. (C4-2D FAR 2:1)		<p>Redevelopment Agency Board.</p> <p>2. No building or structure shall exceed a height of 36 ft. above grade.</p>	
4:3 (C4-2D-SN FAR 3:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinances 165659 and 165660: FAR shall not exceed 3:1. A project may exceed the FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use. Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p> <p>3. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p>	<p>Increase FAR from 3:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:3 cont. (C4-2D-SN FAR 3:1)		5. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.	
4:3A (C4-2D FAR 3:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165660: FAR shall not exceed 3:1. A project may exceed the FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p> <p>3. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner</p>	<p>Increase FAR from 3:1 to 4.5:1 to encourage commercial and mixed-use development.</p> <p>Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:3A cont. (C4-2D FAR 3:1)		Participation Agreement executed by the Community Redevelopment Agency Board. 5. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.	
4:3B (C4-2D SN-FAR 2:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165662: FAR shall not exceed 2:1. A project may exceed the FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D SN-FAR 4.5:1 for commercial uses or mixed use. Height limit of 75 ft.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed use and commercial developments.—</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.—</p> <p>3. No building or structure shall exceed a height of 75 ft. above grade.</p> <p>4. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>-</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the</p>	<p>Increase FAR from 2:1 to 4.5:1 to encourage commercial and mixed use development.—</p> <p>Limit height to 75 ft. as transition to adjacent residential neighborhood.—Protect identified historic resources.—</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:3B-cont- (C4-2D-SN-FAR 2:1)		Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. 5. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.	
4:4 (C4-2D FAR 2:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 165662: FAR shall not exceed 2:1. A project may exceed the FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.	[Q]C4-2D FAR 4.5:1 for commercial uses or mixed-use. Q: No Residential Only Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments. 2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses. 3. A project may exceed the 4.5:1 FAR provided that: a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the	Increase FAR from 2:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:4 cont. (C4-2D FAR 2:1)		<p>Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>5. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
4:4A (C4-2D-SN FAR 2:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165662: FAR shall not exceed 2:1. A project may exceed the FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p> <p>3. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment</p>	<p>Increase FAR from 2:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:4A cont. (C4-2D-SN FAR 2:1)		<p>Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>5. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
<p>4:5 (C4-2D-SN FAR 3:1)</p>	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165662: FAR shall not exceed 3:1. A project may exceed the FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use. Height limit of 75 ft.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <ol style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments. 2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses. 3. No building or structure shall exceed a height of 75 ft. above grade. 4. A project may exceed the 4.5:1 FAR provided that: <ol style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. 	<p>Increase FAR from 3:1 to 4.5:1 to encourage commercial and mixed-use development. Limit height to 75 ft. for compatibility with existing scale and adjacent neighborhoods to north and west. Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5 cont. (C4-2D-SN FAR 3:1)		<p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>5. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.</p>	
4:5A (C4-2D FAR 3:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinances 165660 and 165661: FAR shall not exceed 3:1. A project may exceed the FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p> <p>3. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p>	<p>Increase FAR from 3:1 to 4.5:1 to encourage commercial and mixed-use development.</p> <p>Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5A cont. (C4-2D FAR 3:1)		<p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.</p>	
4:5B (C4-2D-SN FAR 3:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165660 and 165661: The total FAR contained in all bldgs. On a lot shall not exceed 3:1. A project may exceed FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use. Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Any development shall be a minimum FAR of 1:1.</p> <p>3. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 1:1 commercial uses.</p> <p>4. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning</p>	<p>Increase FAR from 3:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

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November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5B cont. (C4-2D-SN FAR 3:1)		<p>Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>5. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.</p>	
4:5C (C4-2D-SN FAR 3:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation imposed by Ordinance 165662.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use. Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p> <p>3. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning</p>	<p>Increase FAR from 3:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5C cont. (C4-2D-SN FAR 3:1)		<p>Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.</p>	
4:5D [Q]C4-1VL-SN FAR 1.5:1)	<p>Existing “Q” Qualified Condition imposed by Ordinances 165657 and 165660.</p> <p>Residential uses shall be prohibited, except as otherwise permitted in the industrial zones.</p> <p>No existing “D” Development Limitation.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p>	<p>Increase FAR from 1.5:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5D cont. [Q]C4-1VL-SN FAR 1.5:1)		<p>3. A project may exceed the 4.5:1 FAR provided that:</p> <ul style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. <p>4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	
4:5E (C4-2D FAR 3:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165660 and 165661: The total FAR contained in all bldgs. On a lot shall not exceed 3:1. A project may exceed FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <ul style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments. 2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses. 	<p>Increase FAR from 3:1 to 4.5:1 to encourage commercial and mixed-use development.</p> <p>Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5E cont. (C4-2D FAR 3:1)		<p>3. A project may exceed the 4.5:1 FAR provided that:</p> <ul style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. <p>4. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.</p>	
<p>4:5F (C4-2D-SN FAR 3:1)</p>	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165661: The total FAR contained in all bldgs. On a lot shall not exceed 3:1. A project may exceed FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <ul style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments. 2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses. 	<p>Increase FAR from 3:1 to 4.5:1 to encourage commercial and mixed-use development.</p> <p>Protect identified historic resources.</p>

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November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5F cont. (C4-2D-SN FAR 3:1)		<p>3. A project may exceed the 4.5:1 FAR provided that:</p> <ul style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. <p>4. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.</p>	
4:5G (C4-2D-SN FAR 2:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165652: FAR shall not exceed 2:1. A project may exceed the FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <ul style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments. 2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses. 	<p>Increase FAR from 2:1 to 4.5:1 to encourage commercial and mixed-use development.</p> <p>Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5G cont. (C4-2D-SN FAR 2:1)		<p>3. A project may exceed the 4.5:1 FAR provided that:</p> <ul style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. <p>4. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
4:5H (C4-2D-SN FAR 2:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165652: The total FAR contained in all bldgs. On a lot shall not exceed 2:1. A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use. Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <ul style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments. 2. Any development shall be a minimum FAR of 1:1. 3. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 	<p>Increase FAR from 2:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5H cont. (C4-2D-SN FAR 2:1)		<p>1:1 commercial uses.</p> <p>4. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>5. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
4:5I (C4-2D-SN FAR 2:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165660 and 165661: The total FAR contained in all bldgs. On a lot shall not exceed 2:1. A project may exceed FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Residential uses, with the exception of hotels, shall only</p>	<p>Increase FAR from 2:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5I cont. (C4-2D-SN FAR 2:1)	and Development Agreement or Owner Participation Agreement, and is approved by the CPC.	<p>be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p> <p>3. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
4:5J (C4-2D-SN FAR 3:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 165662: FAR shall not exceed 3:1. A project may exceed the FAR 3:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p>	<p>Increase FAR from 3:1 to 4.5:1 to encourage commercial and mixed-use development.</p> <p>Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:5J cont. (C4-2D-SN FAR 3:1)	Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.	<p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p> <p>3. A project may exceed the 4.5:1 FAR provided that:</p> <ul style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. <p>5. Development subject to historic preservation review which exceeds an FAR of 3:1 shall require approval by the Office of Historic Resources.</p>	
4:6 (C4-2D-SN FAR 2:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165661: FAR shall not exceed 2:1. A project may exceed the FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D-SN FAR 3:1 for commercial uses or mixed-use.</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p>	<p>Increase FAR from 2:1 to 3:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

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4:6 cont. (C4-2D-SN FAR 2:1)		<p>2. FAR for the commercial portion of a mixed-use building shall not exceed 2:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 2:1.</p> <p>4. A project may exceed the 3:1 FAR provided that:</p> <ul style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. <p>5. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
<p>4:6A (C4-2D FAR 2:1)</p> <p>4:6B (C4-2D FAR 2:1)</p>	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 165661: FAR shall not exceed 2:1. A project may exceed the FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>C4-2D FAR 3:1 for commercial uses or mixed-use.</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <ul style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building 	<p>Increase FAR from 2:1 to 3:1 to encourage commercial and mixed-use development.</p> <p>Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
<p>4:6A cont. (C4-2D FAR 2:1)</p> <p>4:6B cont. (C4-2D FAR 2:1)</p>		<p>shall not exceed 2:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 2:1.</p> <p>4. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>5. Development subject to historic preservation review which exceeds an FAR of 2:1 shall require approval by the Office of Historic Resources.</p>	
<p>4:7 (R4-2D FAR 2:1)</p>	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation imposed by Ordinance 165652: FAR shall not exceed 2:1. A project may exceed the FAR 2:1 if it conforms to the following CRA requirements: the Hollywood Redevelopment Plan, a Transportation Program, any applicable Design Plan, a Disposition and Development Agreement or Owner Participation Agreement, and is approved by the CPC.</p>	<p>R4-1D FAR 2:1</p> <p>Delete existing “D” Development Limitation</p> <p>D: The total FAR contained in all bldgs on a lot shall not exceed 2:1.</p>	<p>Change Height District to preserve historic architecture.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
4:8 (C1-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164705: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1	C1-1 FAR 1.5:1 Remove existing “D” Development Limitation. Restore FAR for Height District 1 in commercially designated area to 1.5:1.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
4:9 (C1-1D FAR 0.5:1) 4:10 (C1-1D FAR 0.5:1) 4:11 (C1-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164705: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	C1-1D FAR 1.0.5:1 Remove existing “D” Development Limitation. Restore FAR for Height District 1 in commercially designated area to 1.5:1.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
5 (C4-1-SN FAR 1.5:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation.	[Q]C4-2D-SN FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses.. Q: Pedestrian Design Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 1.5:1. 4. A project may exceed the 3:1 FAR provided that:	Establish design standards for commercial and mixed-use development. Increase FAR from 1.5:1 to 3:1 to encourage commercial and mixed-use development. Protect identified historic resources.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
5 cont. (C4-1-SN FAR 1.5:1)		<p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>5. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	
5:1 ([Q]R4-1VL FAR 3:1)	<p>Existing “Q” Qualified Condition imposed by Ordinances 165662 and 165664: Residential density is limited to 1 dwelling per 600 sq. ft. of lot.</p> <p>No existing “D” Development Limitation.</p>	<p><u>[Q]R4-1VL FAR 3:1</u></p> <p>Delete existing “Q” Qualified Condition-.</p> <p><u>Q: Development subject to historic review shall require approval by the Office of Historic Resources in order to exceed a density of 600 sq. ft. of lot area per dwelling unit.</u></p>	<p>Increase R4 density from 600 sq. ft. per dwelling unit to 400 sq. ft. per dwelling unit, to be consistent with the Los Angeles Municipal Code..<u>Protect historic resources.</u></p>
5:1A ([Q]R4-1VL FAR 3:1)	<p>Existing “Q” Qualified Condition imposed by Ordinance 165662: Residential density is limited to 1 dwelling per 600 sq. ft. of lot.</p> <p>No existing “D” Development Limitation</p>	<p><u>[Q]R4-1VL FAR 3:1</u></p> <p>Delete existing “Q” Qualified Condition.</p> <p><u>Q: Development subject to historic review shall require approval by the Office of Historic Resources in order to</u></p>	<p>Increase R4 density from 600 sq. ft. per dwelling unit to 400 sq. ft. per dwelling unit, to be consistent with the Los Angeles Municipal Code..<u>Protect historic resources.</u></p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
5:1A cont. ([Q]R4-1VL FAR 3:1)		<u>exceed a density of 600 sq. ft. of lot area per dwelling unit</u>	
5:3 C4-1-SN FAR 1.5:1	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation</p>	<p>[Q]C4-2D-SN FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses..</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <ol style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 1.5:1. 4. A project may exceed the 3:1 FAR provided that: <ol style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community 	<p>Establish design standards for commercial and mixed-use development. Increase FAR from 1.5:1 to 3:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
5:3 cont. C4-1-SN FAR 1.5:1		<p>Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>5. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	
5:3A (C4-1-SN FAR 1.5:1)	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation</p>	<p>[Q]C4-2D-SN FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses..</p> <p>Q: Pedestrian Design Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 1.5:1.</p> <p>4. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community</p>	<p>Establish design standards for commercial and mixed-use development. Increase FAR from 1.5:1 to 3:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
5:3A cont. (C4-1-SN FAR 1.5:1)		<p>Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>5. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	
5:3B (R4-2 FAR 6:1)	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation</p>	<p>[Q]C4-2D FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses..</p> <p>Q: Pedestrian Design</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 1.5:1.</p> <p>4. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D.</p>	Establish zoning and design standards for commercial and mixed-use development.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
5:3B cont. (R4-2 FAR 6:1)		<p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p>	
<p>6 ([Q]R4-1V FAR 3:1)</p> <p>6:A ([Q]R4-1V FAR 3:1)</p>	<p>Existing “Q” Qualified Condition imposed by Ordinance 165,662: Residential density limited to maximum of one dwelling unit for each 600 sq. ft. of lot.</p> <p>No existing “D” Development Limitation.</p>	<p>RD2-1XL FAR 3:1</p> <p>Delete existing “Q” Qualified Condition.</p>	<p>Existing Q applies to R4 zone. Propose downzoning from R4 to RD2 to preserve historic architecture.</p>
6:1 (C4-1-SN FAR 1.5:1)	<p>No existing “Q” Qualified Condition.</p> <p>No existing “D” Development Limitation Condition.</p>	<p>[Q]C4-2D-SN FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p>	<p>Establish design standards for commercial and mixed-use development. Increase FAR from 1.5:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
6:1 cont. (C4-1-SN FAR 1.5:1)		<p>3. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	
6:2 (C2-1-SN FAR 1.5:1)	<p>No existing “Q” Qualified Condition.</p> <p>No existing “D” Development Limitation Condition.</p>	<p>[Q]C2-2D-SN FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of</p>	Establish design standards for commercial and mixed-use development. Increase FAR from 1.5:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
6:2 cont. (C2-1-SN FAR 1.5:1)		<p>0.5:1 commercial uses.</p> <p>3. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	
6:3 (C2-1-SN FAR 1.5:1)	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation</p>	<p>[Q]C2-2D-SN FAR 4.5:1 for commercial uses or mixed-use.</p> <p>Q: No Residential Only</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 4.5:1 shall be permitted for mixed-use and commercial developments.</p>	Establish design standards for commercial and mixed-use development. Increase FAR from 1.5:1 to 4.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.

Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
6:3 cont. (C2-1-SN FAR 1.5:1)		<p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p> <p>3. A project may exceed the 4.5:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32.D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	
6:3A (C2-1-SN FAR 1.5:1)	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation</p>	<p>[Q]C2-2D-SN FAR 3:1 for commercial uses or mixed-use.</p> <p>Q: Pedestrian Design Q: No Residential Only</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p>	Establish design standards for commercial and mixed-use development. Increase FAR from 1.5:1 to 3:1 to encourage commercial and mixed-use development. Protect identified historic resources.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
6:3A cont. (C2-1-SN FAR 1.5:1)		<p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for commercial or mixed-use developments.</p> <p>2. Residential uses, with the exception of hotels, shall only be permitted if a project incorporates a minimum FAR of 0.5:1 commercial uses.</p> <p>3. A project may exceed the 3:1 FAR provided that:</p> <ul style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. <p>4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	
7 (C2-1 FAR 1.5:1)	<p>No existing “Q” Qualified Condition.</p> <p>No existing “D” Development Limitation Condition</p>	<p>[Q]C2-2D FAR per SNAP</p> <p>Q: Vermont-Western Station Neighborhood Area Plan Consistency</p>	Consistency with Vermont-Western Station Neighborhood Area Plan.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
7 cont. (C2-1 FAR 1.5:1)		D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	
7:A (C2-1 FAR 1.5:1)	No existing “Q” Qualified Condition No existing “D” Development Limitation	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.
8 (C4-1D FAR 1:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164701: Total FAR contained in all buildings on a lot shall not exceed 1:1.	[Q]C4-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.
9 (C2-1 FAR 1.5:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation.	[Q]C4-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency D: A maximum FAR of 3:1 is permitted west of Serrano and maximum FAR of 2:1 is permitted east of Serrano in compliance with the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.
9:1 ([Q]R4-2 FAR 6:1)	Existing “Q” Qualified Condition imposed by Ordinance 165668: a. Residential density shall be limited to a maximum of one dwelling unit for each 800 sq. ft. of lot.	[Q]R4-2 FAR per SNAP Delete existing “Q” Qualified Condition.	Consistency with Vermont-Western Station Neighborhood Area Plan.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
9:1 cont. ([Q]R4-2 FAR 6:1)	b. No bldg. Shall exceed a height of 45 ft. above grade. Roof structures are exempt. No existing “D” Development Limitation.	Q: Vermont-Western Station Neighborhood Area Plan Consistency	
9:2 ([Q]R4-2 FAR 6:1)	Existing “Q” Qualified Condition imposed by Ordinance 165668: a. Residential density shall be limited to a maximum of one dwelling unit for each 800 sq. ft. of lot. b. No bldg. Shall exceed a height of 45 ft. above grade. Roof structures are exempt. No existing “D” Development Limitation.	RD1.5-1VL FAR 3:1 Delete “a”. Existing “Q” applies to R4 zoning. Retain “b”.	Rescale allowed density to protect historic bungalows courts and apartments.
10 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinances 164699, 164701, and 169695: Total FAR contained in all bldgs on a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.
10:1 (C2-1D FAR 0.5:1) 10:1D (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164695: Total FAR contained in all bldgs on a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.
11 (C4-1D FAR 1:1)	No existing “Q” Qualified Condition.	[Q]C4-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
11 cont. (C4-1D FAR 1:1)	Existing “D” Development Limitation Condition imposed by Ordinance 164699: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.	Consistency Delete existing “D” Development Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	
12:1 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164695: Total FAR contained in all buildings on a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.
12:2 ((Q)C2-1 FAR 1.5:1)	Existing “Q” Qualified Condition undetermined.. No existing “D” Development Limitation Condition.	[Q]C2-2D FAR per SNAP Delete existing “Q” Qualified Condition. Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.
12:3 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164695: Total FAR contained in all bldgs. On a lot shall	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Condition.	Consistency with Vermont-Western Station Neighborhood Area Plan.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
12:3 cont. (C2-1D FAR 0.5:1)	not exceed 0.5:1.	D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	
12:3A (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164695: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.
12:4 (C2-1 FAR 1.5:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation Condition.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
13 (C4-1D FAR 1:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinances 164694, 164696, and 164699: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.	[Q]C4-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
13:1 (C4-1D FAR 1:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation Condition imposed by	[Q]C4-1 FAR 1.5:1 Q: <u>No building or structure shall exceed a height of 36 ft.</u>	Restore Height District 1 FAR to 1.5:1- consistent with the citywide standard for commercial designations to accommodate

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
13:1 cont. (C4-1D FAR 1:1)	Ordinances 164696, 164699 and 165244. FAR shall not exceed 1:1.	<u>Q.</u> Pedestrian Design Delete existing “D” Development Limitation Condition	economic growth. Establish pedestrian-oriented design standards. <u>Limit height to 36 ft. to Maintain compatibility with neighborhood scale.</u>
13:1A (C1-1D FAR 0.5:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation Condition imposed by Ordinance 164694: FAR shall not exceed 0.5:1.	C1-1XL FAR 1.5:1 Delete existing “D” Development Limitation Condition	Restore Height District 1 FAR to 1.5:1 - consistent with the citywide standard for commercial designations to accommodate economic growth.
13:1B (C1-1D FAR 0.5:1) 13:1D (C1-1D FAR 0.5:1) 13:1F (C1-1D FAR 0.5:1) 13:1H (C1-1D FAR 0.5:1) 13:1J (C1-1D FAR 0.5:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation Condition imposed by Ordinance 164694: FAR shall not exceed 0.5:1.	[Q]C1-1XL FAR 1.5:1 Q: No Auto-Related Uses Delete existing “D” Development Limitation Condition	Implement zoning compatible with adjacent SilverLake Community Plan area. Encourage pedestrian orientation by prohibiting auto-related uses and limiting height. Restore Height District 1 FAR to 1.5:1 - consistent with the citywide standard for commercial designations to accommodate economic growth.
13:1C (C1-1D FAR 0.5:1) 13:1E (C1-1D FAR 0.5:1) 13:1G (C1-1D FAR 0.5:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation Condition imposed by Ordinance 164694: FAR shall not exceed 0.5:1.	C1-1XL FAR 1.5:1 Delete existing “D” Development Limitation Condition	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
13:1I (C1-1D FAR 0.5:1)			
13:1K (C1-1D FAR 0.5:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation imposed by Ordinance 169525	[Q]C1-1XL FAR 1.5:1 Q: No Auto-Related Uses Delete existing “D” Development Limitation Condition	Implement zoning compatible with adjacent SilverLake Community Plan area. Encourage pedestrian orientation by prohibiting auto-related uses and limiting height. Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
13:2 (C4-1D FAR 1:1) 13:3A cont. (C4-1D FAR 1:1) 13:3B (C4-1D FAR 1:1) 13:4 (C4-1D FAR 1:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation Condition imposed by Ordinances 164696 and 164697: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.	[Q]C4-1XL FAR 1.5:1 Q: No Auto-Related Uses Delete existing “D” Development Limitation Condition	Implement zoning compatible with adjacent SilverLake Community Plan area. Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
13:5 (C4-1VL FAR 1.5:1) 13:5A (C4-1VL)	No existing “Q” Qualified Condition No existing “D” Development Limitation Condition.	[Q]C4-1XL FAR 1.5:1 Q: Pedestrian Design	Establish pedestrian-oriented design standards.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
FAR 1.5:1) 13:5B (C4-1VL FAR 1.5:1) 13:5C (C4-1VL FAR 1.5:1) 13:7 (C4-1VL FAR 1.5:1)			
13:6 (C1-1VL FAR 1.5:1) 13:6A (C1-1VL FAR 1.5:1)	No existing “Q” Qualified Condition No existing “D” Development Limitation Condition.	[Q]C1-1XL FAR 1.5:1 Q: Pedestrian Design	Establish pedestrian-oriented design standards.
14:3 (C4-4 FAR 13:1)	No existing “Q” Qualified Condition No existing “D” Development Limitation	C4-2D FAR 3:1 Delete existing “D” Development Limitation D: 1. The total FAR contained in all bldgs. on a lot shall not exceed 3:1. 2. A project may exceed the 3:1 FAR provided that: a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D. b. the project conforms with Hollywood Community Plan	Rescale Height District for compliance with Regional Center and Community Plan standards.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
14:3 cont. (C4-4 FAR 13:1)		<p>policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p>	
14:3A (C4-1VL-SN FAR 1.5:1)	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation Condition</p>	<p>[Q]C4-2D-SN FAR 3:1 Q: Pedestrian Design</p> <p>D:</p> <p>1. The total FAR contained in all bldgs. on a lot shall not exceed 3:1.</p> <p>2. A project may exceed the 3:1 FAR provided that:</p> <p>a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D.</p> <p>b. the project conforms with Hollywood Community Plan policies.</p> <p>c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.</p>	<p>Establish pedestrian-oriented design standards. Rescale height for consistency with adjacent lots.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
14:4 (C4-1VL-SN FAR 1.5:1)	<p>No existing “Q” Qualified Condition.</p> <p>No existing “D” Development Limitation Condition.</p>	<p>[Q]C4-2D-SN FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses.</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <ol style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 1.5:1. 4. A project may exceed the 3:1 FAR provided that: <ol style="list-style-type: none"> a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board. 	<p>Establish design standards for commercial and mixed-use development. Increase FAR from 1.5:1 to 3:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
14:4 cont. (C4-1VL-SN FAR 1.5:1)		4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.	
15 (C2-1-SN FAR 1.5:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation Condition.	[Q]C2-2D-SN FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses. Q: Pedestrian Design Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 1.5:1. 4. A project may exceed the 3:1 FAR provided that: a. the project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in LAMC 12.32-D. b. the project conforms with Hollywood Community Plan policies. c. during the life of the Hollywood Community Redevelopment Plan, the Community Redevelopment Agency Board finds that the project conforms to: 1) the Hollywood Redevelopment Plan, 2) a Transportation or Mobility Program adopted by the Community Redevelopment Agency Board, and, if applicable, any Design for Development, 3) the project complies with a Disposition and Development Agreement or Owner Participation Agreement executed by the Community Redevelopment Agency Board.	Establish design standards for commercial and mixed-use development. Increase FAR from 1.5:1 to 3:1 to encourage commercial and mixed-use development. Protect identified historic resources.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
15 cont. (C2-1-SN FAR 1.5:1)		4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.	
16 (C2-1D-FAR-0.5:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 164708: Total FAR of all buildings on a lot shall not exceed 0.5:1.</p>	<p>[Q]C2-2D-FAR 3:1 for mixed use, FAR 0.5:1 for commercial uses.</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition. D:-</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed use building shall not exceed 0.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.</p>	<p>Establish design standards for mixed use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed use development and increase housing. Protect identified historic resources.</p>
17:2 (C2-1D-SN FAR 0.5:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation imposed by Ordinance 164708: Total FAR of all buildings on a lot shall not exceed 0.5:1.</p>	<p>C2-1-SN FAR 1.5:1</p> <p>Delete existing “D” Development Limitation. Restore Height District 1 in commercially designated area to FAR 1.5:1.</p>	<p>Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.</p>
17:3 ([Q]M1-1VL-SN FAR 1.5:1)	<p>Existing “Q” Qualified Condition imposed by Ordinance 164704: Commercial uses shall be limited to those permitted in C4 zone.</p>	<p>[Q]CM-2D-SN FAR 3:1</p> <p>Delete existing “Q” Qualified Condition.</p> <p>Q: No Residential Only</p>	<p>Increase FAR from 1.5:1 to 3:1 to promote targeted industrial uses and increase housing capacity and employment. Encourage mixed-use around the border of the Media District.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
17:3 cont. ([Q]M1-1VL-SN FAR 1.5:1)	No existing “D” Development Limitation.	<p>Q: Hybrid Industrial Incentive</p> <p>D:</p> <p>1. A maximum FAR of 3:1 shall be permitted for developments which incorporate a minimum FAR 0.7:1 for the following targeted media-related industrial uses: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services.</p> <p>2. A maximum FAR of 1.5:1 shall be permitted for developments which do not incorporate 0.7:1 FAR of the targeted media-related industrial uses mentioned above in Section 1 of this Development Limitation..</p>	
18:4 (C2-1D FAR 0.5:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 164704: Total FAR of all buildings On a lot shall not exceed 0.5:1.</p>	<p>[Q]C2-2D FAR 3:1 for mixed-use, FAR 0.5:1 for commercial uses.</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p>	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
18:4 cont. (C2-1D FAR 0.5:1)		4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.	
18:5 (C2-1D FAR 0.5:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 164704: Total FAR of all buildings On a lot shall not exceed 0.5:1.</p>	<p>[Q]C2-2D FAR 3:1 for mixed-use, FAR 0.5:1 for commercial uses. Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.</p>	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.
19 (C2-1D FAR 0.5:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation Conditions 164692 and 164704: Total FAR contained in all buildings on a lot shall not exceed 0.5:1.</p>	<p>[Q]C2-2D FAR 3:1 for mixed-use, FAR 0.5:1 for commercial uses. Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1.</p>	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
19 cont. (C2-1D FAR 0.5:1)		<p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.</p>	
19:A (C2-1D FAR 0.5:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation imposed by Ordinance 164704: Total FAR contained in all buildings on a lot shall not exceed 0.5:1.</p>	<p>[Q]C2-2D FAR 3:1 for mixed-use, FAR 0.5:1 for commercial uses. Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.</p>	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.
19:1 (C2-1D-SN FAR 0.5:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation Conditions 164704: Total FAR contained in all buildings on a lot shall not exceed 0.5:1.</p>	<p>[Q]C2-2D-SN FAR 3:1 for mixed-use, FAR 0.5:1 for commercial uses. Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition. D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for</p>	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
19:1 cont. (C2-1D-SN FAR 0.5:1)		<p>mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.</p>	
22 ([Q]R4-2 FAR 3:1 Height Lmt. 45 ft.)	<p>Existing “Q” Qualified Condition imposed by Ordinance 169525: Q:</p> <p>1. All permits for the property must file a covenant.</p> <p>2. Density within the area shall be limited to one unit for every 600 sq. ft. of lot area.</p> <p>3. FAR shall be limited to 3:1.</p> <p>4. a. No building or structure shall exceed 45 feet. b. Any structure on the roof, such as air conditioning units and other equipment, shall be fully screened from the view of any nearby single family residential properties.</p> <p>No existing “D” Development Limitation</p>	<p>[Q]R4-2 FAR 3:1 Height Lmt. 45 ft.</p> <p>Delete existing “Q” Qualified Condition.</p> <p>Q:</p> <p>1. a. No building or structure shall exceed a height of 45 feet. b. Any structure on the roof, such as air conditioning units and other equipment, shall be fully screened from the view of any nearby single family residential properties.</p> <p>c. Development subject to historic review shall require approval by the Office of Historic Resources in order to exceed a density of 600 sq. ft. of lot area per dwelling unit.</p>	<p>Increase R4 density from 600 sq. ft. per dwelling unit to 400 sq. ft. per dwelling unit to be consistent with Los Angeles Municipal Code. Maintain FAR as allowed by Height District 2. Protect historic resources.</p>
22:A (R4-2 FAR 3:1, Height Limit 45 ft.)	<p>No existing “Q” Qualified Condition.</p> <p>No existing “D” Development Limitation</p>	<p>[Q]R4-2 FAR 3:1, Height Limit 45 ft.</p> <p>Q: 1. a. No building or structure shall exceed a height of 45 feet. b. Any structure on the roof, such as air conditioning units and other equipment, shall be fully screened from the view of any nearby single family residential properties.</p>	<p>Allow density and scale of development which is consistent with planned residential land use for adjacent residential parcels.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
22:1 ([Q]CM-1 FAR 1.5:1)	Existing “Q” Qualified Condition imposed by Ordinance 165665: Residential uses shall be prohibited, except as otherwise permitted in the industrial zones. No existing “D” Development Limitation	PF-1 FAR:1.5:1 Delete existing “Q” Qualifying Condition.	Q prohibiting residential uses is unnecessary because proposed PF zone prohibits residential uses.
23:1A ([Q]C2-1 FAR 1.5:1)	“Q” Qualified Condition imposed by Ordinance 170426. No existing “D” Development Limitation Condition.	[Q]C2-2D FAR per SNAP Delete existing “Q” Qualified Condition Q: Vermont-Western Station Neighborhood Area Plan Consistency D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
23:1B (C2-1 FAR 1.5:1)	No existing “Q” Qualifying Condition. No existing “D” Development Limitation Condition.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
23:4 ([Q]R4-1VL) FAR 3:1	Existing “Q” Qualifying Condition imposed by Ordinance 165666: Residential density shall be limited to a maximum of one dwelling unit for each 600 sq. ft. of lot. No existing “D” Development Limitation.	[Q]R4-1VL FAR 3:1 Delete existing “Q” Qualifying Condition.	Increase R4 density from one unit for every 600 sq. ft. of lot area to one unit for every 400 sq. ft. of lot area consistent with Los Angeles Municipal Code.
23:4A ([Q]R4-1VL FAR 3:1)	Existing “Q” Qualifying Condition imposed by Ordinance 165666: Residential density shall be limited to a maximum of one dwelling unit for each 800 sq. ft. of lot. No existing “D” Development Limitation.	R3-1 FAR 3:1 Delete existing “Q” Qualifying Condition.	Rescale zoning for compatibility with rest of block.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
23:4B ([Q]R4-1VL FAR 3:1)	Existing “Q” Qualifying Condition imposed by Ordinance 165666: Residential density shall be limited to a maximum of one dwelling unit for each 800 sq. ft. of lot. No existing “D” Development Limitation.	RD1.5-1XL FAR 3:1 Delete existing “Q” Qualifying Condition.	Rescale zoning for compatibility with rest of block.
25:1 (C2-1 FAR 1.5:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation Condition.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
25:2 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinances 164695 and 164701: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
25:3 ([Q]R4-2 FAR 6:1)	Existing “Q” Qualifying Condition imposed by Ordinance 165667: Residential density shall be limited to a maximum of one dwelling unit for each 800 sq. ft. No existing “D” Development Limitation.	<u>[Q]R4-2D FAR 6:1, Height Lmt. 75 ft.</u> Delete existing “Q” Qualifying Condition. D: No building or structure shall exceed a height of 75 feet.	Increase R4 density from 800 sq. ft. per dwelling unit to 400 sq. ft. per dwelling unit, to be consistent with Los Angeles Municipal Code.. Limit height to 75 feet to maintain compatibility with existing buildings.
26:1 (C2-1 FAR 1.5:1)	No existing “Q” Qualified Condition	[Q]C2-2D FAR 3-2.5 :1 for mixed-use, FAR 1.5:1 for commercial uses. Q: Pedestrian Design	Establish design standards for mixed-use development. Increase FAR from 1.5:1 to 3-2.5 :1 to encourage mixed-use development and increase housing. Protect identified

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
26:1 cont. (C2-1 FAR 1.5:1)	No existing “D” Development Limitation Condition.	Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of <u>3-2.5</u> :1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 1.5:1. 4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.	historic resources.
26:2 (C2-1D FAR 0.5:1) 28 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation Condition imposed by Ordinance 164690: The total FAR of all buildings on a lot shall not exceed 0.5:1.	[Q]C2-2D FAR <u>3-2.5</u> :1 for mixed-use, FAR 0.5:1 for commercial uses. Q: Pedestrian Design Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of <u>3-2.5</u> :1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 0.5:1. 4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to <u>3-2.5</u> :1 to encourage mixed-use development and increase housing. Protect identified historic resources.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
27:2 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164690: The total FAR of all buildings on a lot shall not exceed 0.5:1.	PF-1 FAR 1.5:1 Delete existing “D” Development Limitation.	Increase FAR to allow construction of school.
29 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation imposed by Ordinance 164687: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	[Q]C2-2D FAR 3-2.5 :1 for mixed-use, FAR 0.5:1 for commercial uses. Q: Pedestrian Design Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of 3-2.5 :1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 0.5:1. 4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3- <u>2.5</u> :1 to encourage mixed-use development and increase housing. Protect identified historic resources.
31 (C4-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164687: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	[Q]C4-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
31:1 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164687: total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
31:1A (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation imposed by Ordinance 164687: Total FAR contained in all bldgs. on a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
31:4 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation imposed by Ordinance 164687: Total FAR contained in all bldgs. on a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
32 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition.	Consistency with Vermont-Western Station Neighborhood Area Plan.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
32 cont. (C2-1D FAR 0.5:1)	Ordinance 164687: The total FAR contained in all bldgs. On a lot shall not exceed FAR 0.5:1.	D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	
33:1 C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164695: The total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
33:1A (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164694: The total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
33:2 (C4-1D FAR 1:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinances 164687 and 164695: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.	[Q]C4-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
33:2A (C4-1D FAR 1:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinances 164687, 164693 and 164694: Total FAR contained in all bldgs. On a lot shall not exceed 1:1	[Q]C4-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
33:2B ([T][Q] C2-1 FAR 1.5:1)	Existing “Q” Qualified Condition imposed by Ordinance 164695: The (T) and (Q) conditions described in CPC No. 86-1054 ZC and as published in Ordinance No. 162,441 are hereby made permanent: Use of the subject property shall be limited to those uses permitted in the C1.5 zone. No existing “D” Development Limitation.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
33:3 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164694: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1	C2-1 FAR 1.5:1 Delete existing “D” Development Condition.	Increase FAR from 0.5:1 to 1.5:1 to make Height District 1 consistent with that of commercially designated areas in other community plans to accommodate economic growth..
33:4A (C4-1D FAR 1:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinances 164693 and 164694: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.	C4-1 FAR 1.5:1 Delete existing “D” Development Limitation.	Increase FAR for Height District 1 from 1:1 to 1.5:1 consistent with that of commercially designated areas in other community plans to accommodate economic growth..
33:4B (C4-1D FAR 1:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164693: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.	C4-1 FAR 1.5:1 Delete existing “D” Development Limitation.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.

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35 ([Q]C2-1D FAR 0.5:1)	Existing “Q” Qualified Condition imposed by Ordinance 164693. City Boundary Block E, lots 1,2,33,34. R4 density residential uses shall be prohibited. Existing “D” Development Limitation Condition imposed by Ordinances 164687 and 164693: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Retain existing “Q” Qualified Condition. Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
36 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164693: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	C2-1 FAR 1.5:1 Delete existing “D” Development Limitation.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
36:1 ([Q]C2-1D FAR 0.5:1)	Existing “Q” Qualified Condition imposed by Ordinance 162793. Existing “D” Development Limitation imposed by Ordinance 164693: Total FAR contained in all bldgs. on a lot shall not exceed 0.5:1.	[Q]C2-1 FAR 1.5:1 Retain existing “Q” Qualified Condition Delete existing “D” Development Condition.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
36:2 ([T][Q]C2-1D FAR 0.5:1)	Existing “Q” Condition imposed by Ordinance 162793. Existing “D” Development Limitation imposed by Ordinance 164693: Total FAR contained in all bldgs. on a lot shall not exceed 0.5:1.	[Q]C2-1 FAR 1.5:1 Retain existing “Q” Qualified Condition. Delete existing “D” Development Limitation.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
37 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation imposed by Ordinance 164693: FAR shall be limited to 0.5:1.	C2-1 FAR 1.5:1 Delete existing “D” Development Limitation	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
38 (C4-1VL FAR 1.5:1)	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation</p>	<p>[Q]C4-2D FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses.</p> <p>Q: <u>Ground floor uses shall be restricted to commercial uses.</u></p> <p><u>Q. Pedestrian Design</u></p> <p><u>Q. Stepback and Design</u></p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 1.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	<p>Establish design standards for mixed-use development. Increase FAR from 1.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.</p>
38:A (C2-1 FAR 1.5:1)	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation</p>	<p>[Q]C2-2D FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses.</p> <p>Q: <u>Ground floor uses shall be restricted to commercial uses.</u></p> <p><u>Q. Pedestrian Design</u></p> <p><u>Q. Stepback and Design</u></p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for</p>	<p>Establish design standards for mixed-use development. Increase FAR from 1.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.</p>

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38:A cont. (C2-1 FAR 1.5:1)		<p>mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 1.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	
38:1 (R3-1 FAR 3:1)	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation</p>	<p>[Q]R3-1 FAR 3:1</p> <p>Q: Stepbacks and Design</p>	Implement design standards to preserve neighborhood character.
<p>39:1 (C2-1VL FAR 1.5:1)</p> <p>39:2 (C2-1VL FAR 1.5:1)</p>	<p>No existing “Q” Qualified Condition</p> <p>No existing “D” Development Limitation</p>	<p>[Q]C2-2D FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses.</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 1.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.</p>	Establish design standards for mixed-use development. Increase FAR from 1.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.

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39:3 (MR1-1 FAR 1.5:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation	<u>[Q]-MR1-2D FAR 3:1</u> <u>Q: That portion of a building or structure which fronts on Willoughby shall be restricted to a height of 36 feet for a depth of 50 ft.</u>	Increase FAR from 1.5:1 to 3:1 to promote <u>industrial uses targeted industrial uses and increase housing capacity and employment.</u> Encourage mixed-use around the border of the Media District. <u>Limit height on the Willoughby frontage to provide a transition between industrial uses and low scale residential uses.</u>
39:3 (MR1-1 FAR 1.5:1) 39:4 (MR1-1 FAR 1.5:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation	<u>[Q]CM-MR1-2D-SN FAR 3:1</u> Delete existing “Q” Qualified Condition. <u>Q: That portion of a building or structure which fronts on Willoughby shall be restricted to a height of 36 feet for a depth of 50 ft.</u> Q: No Residential Only. Q: Hybrid Industrial Incentive. D: <u>1. A maximum FAR of 3:1 shall be permitted for developments which incorporate a minimum FAR 0.7:1 for the following targeted media-related industrial uses: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services.</u> <u>2. A maximum FAR of 1.5:1 shall be permitted for developments which do not incorporate 0.7:1 FAR of the targeted media-related industrial uses mentioned above in Section 1 of this Development Limitation.</u>	Increase FAR from 1.5:1 to 3:1 to promote <u>industrial uses targeted industrial uses and increase housing capacity and employment.</u> Encourage mixed-use around the border of the Media District. <u>Limit height on the Willoughby frontage to provide a transition between industrial uses and low scale residential uses.</u>

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40 (MR1-1 FAR 1.5:1) 40:2 (MR1-1 FAR 1.5:1) 40:2C (MR1-1 FAR 1.5:1) 40:2D (MR1-1 FAR 1.5:1) 40:2E (MR1-1 FAR 1.5:1)	No existing “Q” Qualified Condition No existing “D” Development Limitation Condition	[Q]MR1-1 FAR 1.5:1 Q: Industrial Retention	Preserve industrial land for industrial uses.
40:1 ([Q]C2-1VL-SN FAR 1.5:1)	Existing “Q” Qualified Condition imposed by Ordinance 164706: R4 density residential use is prohibited. No existing “D” Development Limitation Condition	[Q]C2-1VL-SN FAR 1.5:1 Delete existing Q condition. Q: Industrial Retention.	Preserve industrial land for industrial uses.
40:1A ([Q]M1-1 FAR 1.5:1)	Existing “Q” Qualified Condition imposed by Ordinance 161687: Commercial uses shall be limited to those permitted in the C4 zone, except for the following uses, which will also be permitted: storage building for household goods and laundry, steam or wet wash.	[Q]M1-1 FAR 1.5:1 Retain existing “Q” Qualified Condition. Q: Industrial Retention	Preserve industrial land for industrial uses.
40:1B (MR1-1-SN FAR 1.5:1)	b. Ground floor uses shall be restricted to commercial uses. No existing “Q” Qualified Condition No existing “D” Development Limitation Condition	[Q]MR1-1-SN FAR 1.5:1 Q: Industrial Retention	Preserve industrial land for industrial uses.

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40:1C (MR-1 FAR 1.5:1)	b. Ground floor uses shall be restricted to commercial uses.	[Q]MR-1 FAR 1.5:1 Q: That portion of a building or structure fronting Willoughby shall be restricted to a height of 36 ft. for a depth of 50 ft.	Limit height to provide a transition between industrial uses and low scale residential uses.
40:2 (MR1-1 FAR 1.5:1) 40:2C (MR1-1 FAR 1.5:1)	No existing “Q” Qualified Condition No existing “D” Development Limitation Condition	[Q]MR1-1 FAR 1.5:1 Q: Industrial Retention	Preserve industrial land for industrial uses.
40:3 (CM-1VL FAR 1.5:1) 40:4A (CM-1VL FAR 1.5:1) 40:4B (CM-1VL FAR 1.5:1)	CM-1VL FAR 1.5:1 No existing “Q” Qualified Condition No existing “D” Development Limitation Condition	[Q]CM-1VL FAR 1.5:1 Q: Industrial Retention	Preserve industrial land for industrial uses.
40:4 (CM-1VL-SN FAR 1.5:1)	No existing “Q” Qualified Condition No existing “D” Development Limitation Condition	[Q]CM-1VL- SN FAR 1.5:1 Q: Industrial Retention	Preserve industrial land for industrial uses.
40:5 (C2-1D FAR 0.5:1)	C2-1D FAR 0.5:1 No existing “Q” Qualified Condition. Existing “D” Development Limitation imposed by Ordinances	[Q]C2-2D FAR 3:1 for mixed-use, FAR 0.5:1 for commercial uses. Q: Pedestrian Design Delete existing “D” Development Limitation Condition.	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
40:5 cont. (C2-1D FAR 0.5:1)	161687, 164691, 164692, 164704 and 164706: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	D: 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 0.5:1. 4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.	
40:5A (R3-1XL FAR 3:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation	[Q]R4-1VL FAR 3:1 Q: Alley Maintenance	Increase housing capacity and apply design standards.
<u>40:6</u> <u>[Q]C2-2D</u> <u>FAR 3:1</u>	<u>Existing Q -XXXXXXXX</u>	<u>Q:</u> <u>a. Retain existing “Q” Qualified Condition</u> <u>b. No residential uses.</u>	<u>Promote industrial and commercial uses.</u>
41 (R3-1XL FAR 3:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation	[Q]R4-1VL FAR 3:1 Q: Alley Maintenance	Increase housing capacity and apply design standards.
41:1 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation imposed by Ordinance 164692: FAR shall be limited to 0.5:1.	[Q]C2-2D FAR 3:1 for mixed-use, FAR 0.5:1 for commercial uses. Q: Pedestrian Design Delete existing “D” Development Limitation Condition.	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.

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41:1 cont. (C2-1D FAR 0.5:1)		<p>D:</p> <ol style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 0.5:1. 4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources. 	
41:2 (C2-1D FAR 0.5:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation imposed by Ordinance 164692: FAR shall be limited to 0.5:1.</p>	<p>[Q]C2-2D FAR 3:1 for mixed-use, FAR 0.5:1 for commercial uses.</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <ol style="list-style-type: none"> 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 0.5:1. 4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources. 	<p>Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.</p>

**Hollywood Community Plan - Draft “Q” Qualified Condition and “D” Development Limitation Appendix
November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
41:2A (A1-1XL)	<p>No existing “Q” Qualified Condition.</p> <p>No existing “D” Development Limitation.</p>	<p>[Q]C2-2D FAR 3:1 for mixed-use, FAR 0.5:1 for commercial uses.</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.</p>	<p>Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3:1 to encourage mixed-use development and increase housing. Protect identified historic resources.</p>
41:3 ([Q]M1-2D FAR 1.5:1)	<p>Existing “Q” Qualified Condition imposed by Ordinance 164731: No building or structure shall exceed sixty feet in height above grade or five stories. Roof structures are exempted pursuant to Section 12.21.1B3 of LAMC. Motion picture studio stages, scenes or sky-backings, temporary towers and the like shall not exceed 75 feet in height above grade.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 164731: The total floor area contained in all buildings on a lot shall not exceed one and one-half times the buildable area of the lot.</p>	<p>[Q]M1-2D FAR 1.5:1</p> <p>Delete existing “Q” Qualified Condition.</p> <p>Q: Industrial Retention</p> <p>Delete existing “D” Development Limitation.</p> <p>D:</p> <p>1. The total floor area contained in all buildings zoned [Q]M1-2D located south of Santa Monica, west of Van Ness, north of Melrose, and east of Gower, shall not exceed one and one-half times the buildable area of the</p>	<p>Provide opportunity for the retention and expansion of studio-related industrial uses.</p>

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November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
41:3 cont. ([Q]M1-2D FAR 1.5:1)		<p>lot(s). A project may exceed a total floor area ratio of 1.5:1, up to total floor area ratio of 3:1, provided that:</p> <p>a. the project is authorized by a development agreement or other discretionary action approved by the City Council or City Planning Commission, and addresses height of buildings, setbacks, landscaping, and building design.</p> <p>2. No building or structure shall exceed sixty (60) feet in height above grade or five (5) stories. Roof structures are exempted pursuant to Section 12.21.1 B 3 of the LAMC. Motion picture studio stages, studio production and post-production facilities, screens or sky-backing, temporary towers and the like shall not exceed seventy-five (75) feet in height above grade. A building or structure may exceed the forementioned height limits, up to a height limit of one hundred and fifty (150) feet above grade, provided that:</p> <p>a. the project is authorized by a development agreement or other discretionary action approved by the City Council or City Planning Commission, and addresses setbacks, landscaping, and building design.</p>	
<p>41:4 ([Q]M1-1 FAR 1.5:1)</p> <p>41:5 ([Q]M1-1 FAR 1.5:1)</p>	<p><u>Existing “Q” Qualified Condition imposed by Ordinance 164731: No building or structure shall exceed sixty feet in height above grade or five stories. Roof structures are exempted pursuant to Section 12.21.1B3 of LAMC. Motion picture studio stages, scenes or sky-backings, temporary towers and the like shall not exceed 75 feet in height above grade.</u></p> <p><u>No existing “D” Development Limitation Condition.</u></p>	<p>[Q]M1-2D FAR 1.5:1</p> <p>Delete existing “Q” Qualified Condition.</p> <p>Q: Industrial Retention</p> <p>D:</p> <p>1. The total floor area contained in all buildings zoned [Q]M1-2D located south of Santa Monica, west of Van Ness, north of Melrose, and east of Gower, shall not exceed one and one-half times the buildable area of the lot(s). A project may exceed a total floor area ratio of 1.5:1, up to total floor area ratio of 3:1, if:</p>	<p>Provide opportunity for the retention and expansion of studio-related industrial uses.</p>

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
<p>41:4 cont. ([Q]M1-1 FAR 1.5:1)</p> <p>41:5 cont. ([Q]M1-1 FAR 1.5:1)</p>		<p>a. the project is authorized by a development agreement or other discretionary action approved by the City Council or City Planning Commission, and addresses height of buildings, setbacks, landscaping, and building design.</p> <p>2. No building or structure shall exceed sixty (60) feet in height above grade or five (5) stories. Roof structures are exempted pursuant to Section 12.21.1 B 3 of the LAMC. Motion picture studio stages, studio production and post-production facilities, screens or sky-backing, temporary towers and the like shall not exceed seventy-five (75) feet in height above grade. A building or structure may exceed the forementioned height limits, up to a height limit of one hundred and fifty (150) feet above grade if:</p> <p>a. the project is authorized by a development agreement or other discretionary action approved by the City Council or City Planning Commission, and addresses setbacks, landscaping, and building design.</p>	
<p>41:6 (C4-1VL FAR 1.5:1)</p>	<p>No existing “Q” Qualified Condition.</p> <p>No existing “D” Development Limitation.</p>	<p>[Q]C4-2D FAR 3-2.5:1 for mixed-use, FAR 1.5:1 for commercial uses.</p> <p>Q: Pedestrian Design Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3-2.5:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 1.5:1.</p>	<p>Establish design standards for mixed-use development. Increase FAR from 1.5:1 to 3-2.5:1 to encourage mixed-use development and increase housing. Protect identified historic resources.</p>

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November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
41:6 cont. (C4-1VL FAR 1.5:1)		4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.	
41:7 (R4-1VL FAR 3:1) 41:8 (R4-1VL FAR 3:1) 41:7 cont. (R4-1VL FAR 3:1) 41:8 (R4-1VL FAR 3:1)	No existing “Q” Qualified Condition. No existing “D” Development Limitation.	[Q]C4-2D FAR 3:1 for mixed-use, FAR 1.5:1 for commercial uses. Q: Pedestrian Design Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of 3:1 shall be permitted for mixed-use developments which contain commercial and residential uses. 2. FAR for the commercial portion of a mixed-use building shall not exceed 1.5:1. 3. FAR for a commercial only or residential only structure shall not exceed 1.5:1. 4. Development subject to historic preservation review which exceeds an FAR of 1.5:1 shall require approval by the Office of Historic Resources.	Establish design standards and zoning to encourage mixed-use development and increase housing. Protect identified historic resources.
42 (C2C4-1D FAR 0.5:1)	No existing “Q” Qualified Condition Existing “D” Development Limitation Condition imposed by Ordinances 164690 and 164692: Total FAR of all bldgs. On a lot shall not exceed 0.5:1.	[Q] C2C4 -2D FAR 3-2.5 :1 for mixed-use, FAR 0.5:1 for commercial uses. Q: Pedestrian Design Delete existing “D” Development Limitation Condition. D: 1. Total Floor Area Ratio (FAR) of 3-2.5 :1 shall be permitted for mixed-use developments which contain commercial and residential uses.	Establish design standards for mixed-use development. Increase FAR from 0.5:1 to 3- <u>2.5</u> :1 to encourage mixed-use development and increase housing. Protect identified historic resources.

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November 23, 2011**

Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
42 cont. (C2C4 -1D FAR 0.5:1)		<p>2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.</p>	
42:1 (C4-1D FAR 1:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinances 164691 and 164689: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.</p>	<p>[Q]C4-1 FAR 1.5:1</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation.</p>	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
42:1A (C4-1D FAR 1:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation Condition imposed by Ordinances 164689: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.</p>	<p>[Q]C4-1 FAR 1.5:1</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation.</p>	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
42:2 (C4-1D FAR 1:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinances 164689 and 164690: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.</p>	<p>[Q]C4-2D FAR 3-2.5:1 for mixed-use, FAR 1:1 for commercial uses.</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3-2.5:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p>	Establish design standards for mixed-use development. Increase FAR from 1:1 to 3- <u>2.5</u> :1 to encourage mixed-use development and increase housing. Protect identified historic resources.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
42:2 cont. (C4-1D FAR 1:1)		<p>2. FAR for the commercial portion of a mixed-use building shall not exceed 1:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 1:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 1:1 shall require approval by the Office of Historic Resources.</p>	
43 (C1-1D FAR 0.5:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 164689: Total FAR contained in all bldgs on a lot shall not exceed 0.5:1.</p>	<p>[Q]C1-1XL FAR 1.5:1</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation. Restore Height District 1 to FAR 1.5:1.</p>	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth. Establish pedestrian-oriented design standards.
43:1 (C2-1D FAR 0.5:1)	<p>No existing “Q” Qualified Condition.</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 164689: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.</p>	<p>[Q]C2-1 FAR 1.5:1</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation.</p>	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth. Establish pedestrian-oriented design standards.
44 (C2-1D FAR 0.5:1)	<p>No existing “Q” Qualified Condition</p> <p>Existing “D” Development Limitation Condition imposed by Ordinance 164686 and 164690.</p>	<p>[Q]C2-2D FAR 3-2.5:1 for mixed-use, FAR 0.5:1 for commercial uses.</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3-2.5:1 shall be permitted for mixed-use developments which contain</p>	Establish design standards for commercial and mixed-use development. Increase FAR from 0.5:1 to 3-2.5 :1 to encourage commercial and mixed-use development. Protect identified historic resources.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
44 cont. (C2-1D FAR 0.5:1)		<p>commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.</p>	
44:A ([T][Q]C2-1D FAR 0.5:1)	<p>Existing “Q” Qualified Condition imposed by Ordinance 162792.</p> <p>Existing “D” Development Limitation imposed by Ordinance 164690: Total FAR contained in all bldgs. on a lot shall not exceed 0.5:1.</p>	<p>[Q]C2-2D FAR 3-2.5:1 for mixed-use, FAR 0.5:1 for commercial uses.</p> <p>Delete existing “Q” Qualified Condition</p> <p>Q: Pedestrian Design</p> <p>Delete existing “D” Development Limitation Condition.</p> <p>D:</p> <p>1. Total Floor Area Ratio (FAR) of 3-2.5:1 shall be permitted for mixed-use developments which contain commercial and residential uses.</p> <p>2. FAR for the commercial portion of a mixed-use building shall not exceed 0.5:1.</p> <p>3. FAR for a commercial only or residential only structure shall not exceed 0.5:1.</p> <p>4. Development subject to historic preservation review which exceeds an FAR of 0.5:1 shall require approval by the Office of Historic Resources.</p>	<p>Establish design standards for commercial and mixed-use development. Increase FAR from 0.5:1 to 3-2.5:1 to encourage commercial and mixed-use development. Protect identified historic resources.</p>

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45 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164688: Total FAR of all bldgs. On lot shall not exceed 0.5:1.	C2-1 FAR 1.5:1 Delete existing “D” Development Limitation.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
45:1 (C4-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164688: Total FAR of all bldgs. On lot shall not exceed 0.5:1	C4-1 FAR 1.5:1 Delete existing “D” Development Limitation.	Restore Height District 1 FAR to 1.5:1 consistent with the citywide standard for commercial designations to accommodate economic growth.
46 (C4-1D FAR 1:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164686: Total FAR contained in al bldgs. On a lot shall not exceed 1:1	[Q]C4-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
47 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164686: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
47:1 (C2-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164686: Total FAR contained in all bldgs. On a lot shall	[Q]C2-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency	Consistency with Vermont-Western Station Neighborhood Area Plan.

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Subarea Numbers and Existing Zones	Existing “Q” Qualified Condition and/or “D” Development Limitation Condition	Proposed “Q” Qualified Condition and/or “D” Development Limitation Condition	Reason for Change
47:1 cont. (C2-1D FAR 0.5:1)	not exceed 0.5:1.	Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	
48 (C4-1D FAR 1:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164686: Total FAR contained in all bldgs. On a lot shall not exceed 1:1.	[Q]C4-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan	Consistency with Vermont-Western Station Neighborhood Area Plan.
49 (C1-1D FAR 0.5:1)	No existing “Q” Qualified Condition. Existing “D” Development Limitation Condition imposed by Ordinance 164686: Total FAR contained in all bldgs. On a lot shall not exceed 0.5:1.	(Q)C1-2D FAR per SNAP Q: Vermont-Western Station Neighborhood Area Plan Consistency Delete existing “D” Development Limitation Condition. D: Maximum FAR shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.	Consistency with Vermont-Western Station Neighborhood Area Plan.

EXHIBIT G: Additional Proposed [Q] Qualified Conditions and [D] Development Limitations

CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission

November 23, 2011

DRAFT 9/28/09 – ALLEY MAINTENANCE Q

[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL

Pursuant to Section 12.32.G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

A. Site Planning & Building Orientation.

1. No surface or above-grade parking shall be allowed between a building and any street. Surface parking shall be located at the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade. Below grade parking structures can occupy the entire footprint of a lot.
2. Underground parking areas shall be designed so that the upper surface of the finished floor of the first level above the uppermost parking level at all exterior walls facing a public street does not extend more than six feet above sidewalk elevation.
3. No driveways shall be permitted for access to developments from local or collector streets, unless permitted by Subsection C of this ordinance.

B. Alleys.

1. Projects shall incorporate the use of existing alleys into the design of site access and circulation plans. The use of existing alleys shall be used for vehicular access, loading and service.
2. Lighting fixtures fronting an alley shall be part of the design of all new construction, and shall be placed a minimum of every 30 linear feet.
3. Dumpsters and trash enclosures shall be served from alleys, and enclosed or screened from view.

C. Mid-Block Access.

1. This sub-section applies to any development, on a lot which is greater than 250 feet from the centerline of Vine Street, El Centro Avenue or Gower Street, whichever of these streets is closest to the development.
2. For projects that meet the requirements above, one development per block face shall be permitted to construct an additional north-south oriented alley which shall provide access to its parking, as well as access to adjacent developments and public alleys.

- D. Height.** No building or structure located on the subject property shall exceed 35 feet in height. However, a maximum building height of 45 feet shall be permitted provided that the following conditions are met:

1. for buildings with less than 70 linear feet of street frontage, any additional height above 35 feet shall be stepped back one foot for each additional foot of height above 35 feet from any exterior facade that fronts a street, as well as the rear exterior facade.
2. for buildings with 70 linear feet of street frontage or greater, any additional height above 35 feet shall be stepped back one foot for each additional foot of height above 35 feet from all exterior facades of the structure.

E. Rooftop Structures. All structures on the roof, including air conditioning units, mechanical equipment, vents, and parapets, shall be fully screened from view from any adjacent residential zoned properties.

F. Landscaping. All open areas not used for buildings, driveways, surface parking areas, recreational facilities, or walks shall be attractively landscaped, including an automatic irrigation system, in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or landscape contractor to the satisfaction of the Planning Department.

G. Street Trees. Street trees 20 feet on center (24 inch box), with root collars to prevent uplifting of sidewalks, shall be provided. Street tree type shall match the prevailing street tree of the street provided that the tree species is an approved species per the current LAMC.

H. Open Space.

1. Open space shall be provided per LAMC. Required terraces and courtyards may count as common open space provided minimum dimensions per LAMC are met.
2. A minimum of 50 percent of common usable open space areas shall be planted in ground cover, shrubs or trees. Trees shall be planted on the property, including street trees, at a ratio of one tree for every 1,000 square feet of lot area. Trees may not be less than 24-inch box in size, and shall be planted within open space areas. An automatic irrigation system shall be provided for all required landscaped areas. Landscaped areas located on top of a parking garage or deck shall include permanent planters at least 30 inches in depth (12 inches for lawn/ground cover) and be properly drained.

I. Parking Level Screening. Any portion of a parking level, the height of which exceeds grade, shall be screened from the view of the public right-of-way by landscape features including trees, shrubbery, planter boxes or berms at least three (3) feet in height. Any planter box or berm shall not be considered in calculating additional height of a structure.

1. **Massing.** For a building between 150-190 linear feet in width or depth, one of the following two options shall be met:

- option 1: A front courtyard shall be provided adjacent to the front yard setback at ground level, with a minimum width and depth of 20

linear feet and a minimum total area of 700 square feet. A required front courtyard shall be open to the sky. A required front courtyard shall not be located within 40 linear feet of a side property line. Any front courtyard fencing shall be predominantly open or transparent in design, using wrought iron or similar material combining limited solid portions and open or transparent spaces. A required front courtyard shall be located no more than three (3) vertical feet from sidewalk grade. A minimum of 20 percent of a required front courtyard shall consist of planted ground cover, shrubs, trees, water features, or permanent planter boxes.

- option 2: Terraces. Terraces shall be provided along the front facade of a building to provide articulation and open space. Each residential unit located on the second floor or above, with exposure to the front facade, shall provide a minimum of one terrace. Required terraces shall be located along the front facade of the building and shall have a minimum area of 100 square feet each. Each terrace shall have a minimum width and depth of 8 linear feet. Required terraces need not be open to the sky but shall not be enclosed. For those portions of a building above 35 feet, a building stepback of 8 linear feet or greater shall satisfy this requirement.

For a building greater than 190 linear feet in width or depth, no portion of a building above grade level shall exceed 190 linear feet in either width or depth excluding those portions of the building used for parking. If a building exceeds 190 linear feet in width or depth below grade level, then any two portions of the building above grade level that would together exceed 190 linear feet shall be considered separate buildings with an assumed common lot line between them, and each portion shall be set back from such assumed common lot 5 feet, excluding those portions of the building used for parking.

DRAFT 9/28/09 – Q: HYBRID INDUSTRIAL INCENTIVE

(Q) QUALIFIED CONDITIONS OF PERMANENT APPROVAL

Pursuant to Section 12.32.L of the Los Angeles Municipal Code, the following limitation is hereby imposed upon the use of the property shown in Section 1 hereof which is subject to the “D” Development Limitation.

1. Residential uses shall only be permitted if a project incorporates a minimum FAR of 0.7:1 targeted media-related industrial uses, including: film, tape,, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services.

DRAFT 09/28/09 – Q: MAINTENANCE OF INDUSTRIAL USES

[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL

Pursuant to Section 12.32.G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the MR zone.

DRAFT 09/28/09 – Q: NO RESIDENTIAL ONLY

[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL

Pursuant to Section 12.32.G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. No 100% residential development shall be permitted.

DRAFT 09/28/09 – Q: NO AUTO-RELATED USES

[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL

Pursuant to Section 12.32.G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. The following uses shall be prohibited: Automotive Display Room, Automotive Exhaust Test Station, Automotive Painting, Automotive Parts and Accessories Sales (new and used), Automotive Rental, Automotive Repairing, Automotive Sales (new and used), Automotive Service Station, Automotive Storage Area, Automotive Storage Garage, Automotive Upholstering, Car Wash, Compressed Natural Gas Automobile Refueling Station, Gasoline Station, Recyclable Material Deposit and drive-through windows.

DRAFT 09/28/09 – Q: PEDESTRIAN DESIGN

[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL

Pursuant to Section 12.32.G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

- A. Application.** The provisions of this condition shall apply to Projects within all zones that contain the [Q] Qualified Condition, except when these provisions conflict with the provisions of a Specific Plan, wherein the provisions of the specific plan shall prevail. Additionally, the provisions of Subsection 2 of Paragraph D shall not apply to Projects consisting of one hundred percent residential uses. For corner or other lots with multiple street frontages, design regulations delineated in Section D.1 and D.2 shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. Where the regulations contained within this section conflict with those contained within 12.22 A.23, the conditions contained herein shall prevail.
- B. Definitions.** For purposes of this [Q] Qualified Condition, the following words and phrases are defined:
- 1. Pedestrian Amenities.** Pedestrian amenities include outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located at the ground level.
 - 2. Project.** The erection, construction, addition to, or exterior structural alteration of any building or structure. A project does not include any change of use, or construction that consists solely of (1) interior remodeling, interior rehabilitation or repair work; (2) alterations of, including structural repairs, or additions to, any existing building or structure in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building or structure’s replacement value before the alterations or additions, as determined by the Department of Building and Safety, unless the alterations or additions are to any building facade facing a public street.
 - 3. Primary Lot Line** be limited to one of the property lines adjacent to or abutting a public street. On lots with fronting more than one public street, the Director of Planning shall determine the Primary Lot Line.
 - 4. Primary Frontage** shall be the exterior building walls facing the Primary Lot Line. For the purposes of this provision, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered to be facing the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the primary lot line intersect shall be used.
- C. Prohibition.** No building permit shall be issued for any project located in whole or in part within a legal parcel with a [Q] Qualified Condition that does not comply

with the regulations or intent specified under Section D - Development Regulations.

- D. Development Regulations.** Wherever this [Q] Qualified Condition contains provisions more restrictive than those contained in L.A.M.C. Chapter 1, the regulations stipulated within the [Q] Qualified Condition shall prevail and supersede the other applicable provisions.

1. Building Location.

- a) Each Project shall have a ground floor, as defined in L.A.M.C. Section 12.03.
- b) Structures shall be designed and sited so that the Primary Frontage occupies 100 percent of the length of a Primary Lot Line abutting a public street, exclusive of required driveways per Subdivision 5 and of walkways as outlined in this section. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage.
- c) The ground floor of any exterior building wall (façade), up to a height of not less than 12 feet, measured from adjacent sidewalk grade, must be located within 5 feet of the primary lot line for the entire length of the Primary Frontage. However, buildings may be set back from the primary lot line more than the maximum 5 feet when the Primary Frontage is used for Pedestrian Amenities, as defined in this condition.

2. Transparency.

- a) A minimum of 50% of the exterior wall of the Primary Frontage building wall, which is comprised of the area between 2 feet to 8 feet above sidewalk grade, must be comprised of clear, untinted, unfrosted, non-reflective windows to allow maximum visibility from sidewalk areas into the interior of commercial uses.
- b) The above regulations shall not apply to projects containing 100 percent residential uses.

3. Pedestrian Access.

- a) A primary building entrance to each ground floor use shall be located within the Primary Frontage or pedestrian amenity space and shall provide direct access from the sidewalk without crossing a parking lot or driveway. Entrances shall be no more than 3 feet above or below the adjacent sidewalk grade.
- b) Street-oriented entrance(s) along the Primary Frontage shall remain open during normal business hours.

- 4. Parking.** No surface or above-grade parking shall be allowed between the building and any street. Surface parking shall be located at the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade. Below grade parking structures can occupy the entire footprint of a lot.

- 5. Driveways and Vehicular Access.** Vehicular access to off-street parking and loading areas shall be provided from any frontages other than the

Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located on the same project shall be a minimum of 200 feet apart from each other.

DRAFT 09/28/09 – Q: VERMONT-WESTERN STATION NEIGHBORHOOD AREA PLAN (SNAP) CONSISTENCY

[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL

Pursuant to Section 12.32.G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. All developments shall comply with the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749) and its guidelines except where a Specific Plan Exception is granted.

DRAFT 09/28/09 – Q: STEPBACKS AND DESIGN

[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL

Pursuant to Section 12.32.G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. Plans. Prior to issuance of building permits, detailed development plans, including a complete landscape plan and irrigation plan shall be submitted to the satisfaction of the Planning Department in consultation with the council office.
2. Approval Verification. Copies of any approvals, guarantees or verification of consultations, review or approval as may be required by the following conditions of approval shall be provided to the Planning Department for attachment to the subject file.
3. Definition. Any agencies or public officials referenced in these conditions shall mean those agencies or public officials or their successors or designees.
4. Height. No building or structure located on the subject property shall exceed 35 feet in height. However, a maximum building height of 45 feet shall be permitted provided that the following conditions are met:
 - a. for buildings with less than 70 linear feet of street frontage, any additional height above 35 feet shall be stepped back one foot for each additional foot of height above 35 feet from any exterior facade that fronts a street, as well as the rear exterior facade.
 - b. for buildings with 70 linear feet of street frontage or greater, any additional height above 35 feet shall be stepped back one foot for each additional foot of height above 35 feet from all exterior facades of the structure.
5. Height. In addition to the above, for those building frontages facing R1 zoned lots, a maximum building height of 45 feet shall be permitted provided that one of the two following options are met along the building facade fronting the R1 zoned lot:
 - option 1: any height between 25 and 35 feet shall be stepped back ½ foot for each additional foot of height between 25 and 35 feet, and any additional height above 35 feet shall be stepped back one foot for each additional foot of height above 35 feet from that portion of the building below.
 - option 2: any additional height above 35 feet shall be stepped back 20 feet from the exterior wall of the structure.
6. All structures on the roof, including air conditioning units, mechanical equipment, vents, and parapets, shall be fully screened from view from any adjacent residential zoned properties. Roof projections shall be located a minimum of 5 linear feet from the roof edge and limited to a height of 5 feet.

7. Setbacks. A 15-foot setback shall be required on any side of a building that is abutting any R1 zoned lot.
8. Landscaping. All open areas not used for buildings, driveways, surface parking areas, recreational facilities, or walks shall be attractively landscaped, including an automatic irrigation system, in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or landscape contractor to the satisfaction of the Planning Department.
9. Rear yard setback areas shall not be used for surface parking, and shall be landscaped as a greenbelt area with a maximum of 20 percent hardscape. Vegetative landscape screening shall be incorporated into the landscape plan to minimize views across rear property lines. Trees shall be planted in the rear yard setback area at a ratio of one tree per every 300 square feet of rear yard provided. Trees may not be less than 24-inch box in size.
10. Street Trees. Street trees 20 feet on center (24 inch box), with root collars to prevent uplifting of sidewalks, shall be provided. Street tree type shall match the prevailing street tree of the street provided that the tree species is an approved species per the current LAMC.
11. Open Space. Open space shall be provided per LAMC. Required terraces and courtyards may count as common open space provided minimum dimensions per LAMC are met.
12. A minimum of 50 percent of common usable open space areas shall be planted in ground cover, shrubs or trees. Trees shall be planted on the property, including street trees, at a ratio of one tree for every 1,000 square feet of lot area. Trees may not be less than 24-inch box in size, and shall be planted within open space areas. An automatic irrigation system shall be provided for all required landscaped areas. Landscaped areas located on top of a parking garage or deck shall include permanent planters at least 30 inches in depth (12 inches for lawn/ground cover) and be properly drained.
13. Parking Level Screening. Any portion of a parking level, the height of which exceeds grade, shall be screened from the view of the public right-of-way by landscape features including trees, shrubbery, planter boxes or berms at least three (3) feet in height. Any planter box or berm shall not be considered in calculating additional height of a structure.
14. Articulation. Articulation on all facades of the building shall be applied with equal rigor.
15. Balconies. Balcony protrusions into required yard setbacks shall be limited to 24 inches. The horizontal dimension of each protruding balcony shall be limited to 75 percent of the width of the residential unit it serves.
16. Massing. For a building between 150-190 linear feet in width or depth, one of the following two options shall be met:
 - option 1: A front courtyard shall be provided adjacent to the front yard setback at ground level, with a minimum width and depth of 20

linear feet and a minimum total area of 700 square feet. A required front courtyard shall be open to the sky. A required front courtyard shall not be located within 40 linear feet of a side property line. Any front courtyard fencing shall be predominantly open or transparent in design, using wrought iron or similar material combining limited solid portions and open or transparent spaces. A required front courtyard shall be located no more than three (3) vertical feet from sidewalk grade. A minimum of 20 percent of a required front courtyard shall consist of planted ground cover, shrubs, trees, water features, or permanent planter boxes.

- option 2: Terraces. Terraces shall be provided along the front facade of a building to provide articulation and open space. Each residential unit located on the second floor or above, with exposure to the front facade, shall provide a minimum of one terrace. Required terraces shall be located along the front facade of the building and shall have a minimum area of 100 square feet each. Each terrace shall have a minimum width and depth of 8 linear feet. Required terraces need not be open to the sky but shall not be enclosed. For those portions of a building above 35 feet, a building setback of 8 linear feet or greater shall satisfy this requirement.

For a building greater than 190 linear feet in width or depth, no portion of a building above grade level shall exceed 190 linear feet in either width or depth excluding those portions of the building used for parking. If a building exceeds 190 linear feet in width or depth below grade level, then any two portions of the building above grade level that would together exceed 190 linear feet shall be considered separate buildings with an assumed common lot line between them, and each portion shall be set back from such assumed common lot 5 feet, excluding those portions of the building used for parking.

EXHIBIT H: Proposed Street Redesignation Matrix

Contents:

East/West Street Dimensions and Designations

East/West Street Standards

North/South Street Dimensions and Designations

North/South Street Standards

CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission

November 23, 2011

HOLLYWOOD COMMUNITY PLAN PROPOSED STREET STANDARDS 11/23/11 - EAST/WEST STREETS

Sub Area	Street Name	Western Boundary	Eastern Boundary	Current Dimensions				Existing Planned			Existing Designation	Proposed Dimensions				Proposed Designation
				s'wlk	pkwy	road	ROW	s'wlk	road	ROW		s'wlk	pkwy	road	ROW	
100	Fountain Ave	La Brea Ave	Seward Ave	5'	3's/5'n	34'	52'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
100:1	Fountain Ave	Seward Svc	Wilcox Ave	5'	15's/6'n	25'	56'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
100:2	Fountain Ave	Wilcox Ave	Vine St	5's/8'n	4's	40'	57'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
100:3	Fountain Ave	Vine St	Bronson Ave	10's/8'n		40'	58'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
100:4	Fountain Ave	Van Ness Ave	Wilton Pl	15'		40'	70'	10'	70'	90'	local	5'	5'	56'	76'	modified secondary
100:5	Fountain Ave	Wilton Pl	Harvard Blvd	10'		40'	60'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
100:6	Fountain Ave	Harvard Blvd	Edgemont St	10'		40'	60'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
100:7	Fountain Ave	Edgemont St	New Hampshire Ave	10'		40'	60'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
100:8	Fountain Ave	New Hampshire Ave	Sunset Blvd	10'		45'-56'	65'-76'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
100:9	Fountain Ave	Sunset Blvd	Hyperion Ave	10'		60'	80'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
100:10	Fountain Ave	St. Andrews Pl	Wilton Pl	PROPOSED CONNECTION						N/A		ELIMINATED				ELIMINATED
100:11	La Mirada Ave	Bronson Ave	Van Ness Ave	10'		40'	60'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
101	Franklin Ave	Sierra Bonita Ave	Vista St	8's/5'n	3'n	34'	50'	10'	70'	90'	local		local			local
101:1	Franklin Ave	Vista St	W of Camino Palmero	8'		34'	50'	10'	70'	90'	secondary	5'	3'	34'	50'	modified collector
101:2	Franklin Ave	Camino Palmero	Fuller St	10's/8'n		50'	68'	10'	70'	90'	secondary	5'	5's 3'n	50'	68'	modified collector
101:3	Franklin Ave	Fuller St	La Brea Ave	10'		40'	60'	10'	70'	90'	secondary	5'	5'	40'	60'	modified collector
101:4	Franklin Ave	La Brea Ave	Highland Ave	8'		44'-60'	60'-76'	10'	70'	90'	secondary	5'	6'	54'	76'	modified secondary
101:5	Franklin Ave	Highland Ave	Las Palmas Ave	12's/10'n		36'	58'	10'	70'	90'	secondary	10'		40'	60'	modified secondary
101:6	Franklin Ave	Las Palmas Ave	Wilcox Ave	10'	5'	36'	66'	10'	70'	90'	secondary	10'		40'	60'	modified secondary
101:7	Franklin Ave	Wilcox Ave	Vine St	5'-10'		60'-64'	70'-84'	10'	70'	90'	secondary	10'		70'	90'	secondary highway
101:8	Franklin Ave	Vine St	Argyle Ave	5'		78'	88'	10'	70'	90'	secondary	10'		70'	90'	secondary highway
101:9	Franklin Ave	Argyle Ave	Gower St	10's/7'n		56'	73'	10'	70'	90'	secondary	10'		70'	90'	secondary highway
101:10	Franklin Ave	Gower St	Canyon Dr	10'	5'	56'	86'	10'	70'	90'	secondary	5's/12'n	7's	61'	85'	modified secondary
101:11	Franklin Ave	Canyon Dr	Western Ave	5'-10'	5'	56'	76'-86'	10'	70'	90'	secondary	5's/12'n	7's	61'	85'	modified secondary
101:12	Franklin Ave	Western Ave	Normandie Ave	8'		56'	72'	10'	70'	90'	secondary	5'	5'	56'	76'	modified secondary
101:13	Franklin Ave	Normandie Ave	Edgemont St	6'	5's/7'n	40'	64'	10'	70'	90'	secondary	6'	5's/7'n	40'	64'	modified secondary
101:14	Franklin Ave	Edgemont St	Talmadge Ave	5'	5'	40'	60'	10'	70'	90'	secondary	5'	5'	40'	60'	modified secondary
101:15	Franklin Ave	Talmadge Ave	Holly Knoll Dr	5'	5'	40'	60'	10'	70'	90'	secondary	5'	5'	40'	60'	modified secondary
101:16	Franklin Ave	Holly Knoll Dr	Shakespeare Bridge	5's	5's	49'	59'	10'	70'	90'	secondary	5's/1'n	5's	49'	60'	modified collector
101:17	Franklin Ave	at Shakespeare Bridge		6's/4'n		22'	32'	10'	70'	90'	secondary	6's/4'n		22'	32'	modified collector
102	Griffith Park Blvd	Los Feliz Blvd	Rowena Ave	5'-10'	5'	50'	70'-80'	10'	70'	90'	secondary	5'	5'	50'	70'	modified secondary
102:1	Griffith Park Blvd	at Rowena Ave		5'	5'	50'	70'	10'	70'	90'	secondary	5'	5'	50'	70'	modified secondary
102:2	Griffith Park Blvd	at Monon St		15's/5'n		50'	70'	10'	70'	90'	secondary	15's/5'n		50'	70'	modified secondary
102:3	Griffith Park Blvd	St. George St	Hyperion Ave	5'	5'	50'	70'	10'	70'	90'	secondary	5'	5'	50'	70'	modified secondary
103	Hollywood Blvd	Laurel Canyon Blvd	La Brea Ave	5'	5'	50'-65'	70'-85'	12'	80'	104'	major highway	5'	5'	60'	80'	modified secondary
103:1	Hollywood Blvd	La Brea Ave	Gower St	15'		70'	100'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:2	Hollywood Blvd	Gower St	101 Fwy	15'		60'	90'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:3	Hollywood Blvd	101 Freeway	Van Ness Ave	8'		71'-75'	87'-91'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:4	Hollywood Blvd	Van Ness Ave	Taft Ave	15'		60'	90'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:5	Hollywood Blvd	Taft Ave	Wilton Pl	15'		60'-65'	90'-95'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:6	Hollywood Blvd	Wilton Pl	Western Ave	15'		60'	90'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:7	Hollywood Blvd	Western Ave	Serrano Ave	12's/10'n		70'-80'	92'-102'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:8	Hollywood Blvd	Serrano Ave	Edgemont St	10'		60'	80'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:9	Hollywood Blvd	Edgemont St	New Hampshire Ave	8's/5'n	10's/5'n	60'	88'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:10	Hollywood Blvd	New Hampshire Ave	Vermont Ave	10'		60'-75'	80'-95'	12'	80'	104'	major highway	15'		70'	100'	modified major
103:11	Hollywood Blvd	Vermont Ave	Virgil Ave	15'		70'	100'	12'	80'	104'	major highway	15'		70'	100'	modified major
104	Los Feliz Blvd	Oxford St	Serrano Ave	5'	35's	70'	115'	10'	70'	90'	secondary	5'	35's	70'	115'	modified secondary
104:1	Los Feliz Blvd	Serrano Ave	Vermont Ave	5'	35'	40'	120'	10'	70'	90'	secondary	5'	35'	40'	120'	modified secondary
104:2	Los Feliz Blvd	Vermont Ave	Riverside Dr	5'	18'	74'	120'	12'	80'	104'	major highway	5'	18'	74'	120'	modified secondary
105	Melrose Ave	La Cienega Blvd	Fairfax Ave	7'		66'	80'	10'	70'	90'	secondary	7'		66'	80'	modified secondary
105:1	Melrose Ave	Fairfax Ave	Highland Ave	12'		56'	80'	10'	70'	90'	secondary	12'		56'	80'	modified secondary
105:2	Melrose Ave	Highland Ave	Vermont Ave	5'-17'		50'-60'	60'-90'	10'	70'	90'	secondary	12'		66'	90'	modified secondary
105:3	Melrose Ave	Vermont Ave	Virgil Ave	12'-15'		40'	64'-70'	10'	70'	90'	secondary	10'		44'	64'	modified secondary

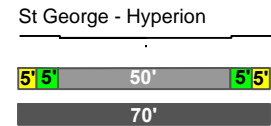
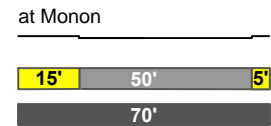
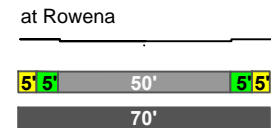
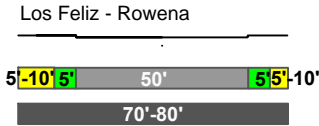
HOLLYWOOD COMMUNITY PLAN PROPOSED STREET STANDARDS 11/23/11 - EAST/WEST STREETS

Sub Area	Street Name	Western Boundary	Eastern Boundary	Current Dimensions				Existing Planned			Existing Designation	Proposed Dimensions				Proposed Designation
				s'wlk	pkwy	road	ROW	s'wlk	road	ROW		s'wlk	pkwy	road	ROW	
106	Rowena Ave	Los Feliz Blvd	Hyperion Ave	5'	13'	40'	76'	10'	70'	90'	secondary	5'	13'	40'	76'	modified collector
106:1	Rowena Ave	Hyperion Ave	Glendale Blvd	10'		60'	80'	10'	70'	90'	secondary	12'		66'	90'	modified secondary
107	Santa Monica Blvd	La Brea Ave	Las Palmas Ave	12'		56'	80'	12'	80'	104'	major highway	15'		74'	104'	modified major
107:1	Santa Monica Blvd	Las Palmas Ave	Cahuenga Blvd	10'		56'-60'	76'-80'	12'	80'	104'	major highway	15'		74'	104'	modified major
107:2	Santa Monica Blvd	Cahuenga Ave	Gower St	12'		56'	80'	12'	80'	104'	major highway	15'		74'	104'	modified major
107:3	Santa Monica Blvd	Gower St	Wilton Pl	10'		60'	80'	12'	80'	104'	major highway	15'		74'	104'	modified major
107:4	Santa Monica Blvd	Wilton Pl	Oxford St	10'		60'	80'	12'	80'	104'	major highway	15'		74'	104'	modified major
107:5	Santa Monica Blvd	Oxford St	New Hampshire Ave	10'		60'	80'	12'	80'	104'	major highway	15'		74'	104'	modified major
107:6	Santa Monica Blvd	New Hampshire Ave	Madison	10'		80'	100'	12'	80'	104'	major highway	15'		74'	104'	modified major
107:7	Santa Monica Blvd	Madison	Hoover Street	10'		50'-60'	70'-80'	12'	80'	104'	major highway	15'		60'	90'	modified secondary
107:8	Santa Monica Blvd	Hoover Street	Sunset Blvd	10'		50'	70'	12'	80'	104'	major highway	15'		60'	90'	modified secondary
108	Sunset Blvd	Fairfax Avenue	Orange Grove Ave	10'		80'	100'	12'	80'	104'	major highway	9'	6'	80'	110'	modified major
108:1	Sunset Blvd	Orange Grove Ave	Ogden Dr	15'		70'	100'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:2	Sunset Blvd	Ogden Drive	Orange Drive	15'		70'	100'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:3	Sunset Blvd	Orange Drive	Mansfield Ave	6'	9'	70'	100'	12'	80'	104'	major highway	6'	9'	70'	100'	modified major
108:4	Sunset Blvd	Mansfield Ave	Highland Ave	6'	9'	70'	100'	12'	80'	104'	major highway	6'	9'	85'	115'	modified major
108:5	Sunset Blvd	Highland Ave	McCadden Pl	15'		70'	100'	12'	80'	104'	major highway	9'	6'	85'	115'	modified major
108:6	Sunset Blvd	McCadden Pl	Las Palmas Ave	15'		70'	100'	12'	80'	104'	major highway	15'		70'	100'	modified major
108:7	Sunset Blvd	Las Palmas Ave	Schrader Blvd	15'		70'	100'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:8	Sunset Blvd	Schrader Blvd	Wilcox Ave	6'	9'	70'	100'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:9	Sunset Blvd	Wilcox Ave	Cahuenga Blvd	15'		70'	100'	12'	80'	104'	major highway	15'		70'	100'	modified major
108:10	Sunset Blvd	Cahuenga Ave	Gower St	10'-15'		70'-75'	100'-105'	12'	80'	104'	major highway	15'		70'	100'	modified major
108:11	Sunset Blvd	Gower St	Van Ness Ave	15'		70'	100'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:12	Sunset Blvd	Van Ness Ave	101 Fwy	15's/10'n		75'	100'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:13	Sunset Blvd	101 Fwy	St. Andrews Pl	10's/15'n		75'	100'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:14	Sunset Blvd	St. Andrews Pl	Serrano Ave	10's/15'n		70'-75'	95'-100'	12'	80'	104'	major highway	9'	6'	80'	110'	modified major
108:15	Sunset Blvd	Serrano Ave	Alexandria Ave	10'	5'	70'	100'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:16	Sunset Blvd	Alexandria Ave	Vermont Ave	10'		70'-80'	90'-100'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:17	Sunset Blvd	Vermont Ave	Hillhurst Ave	10'-20'		60'-70'	80'-110'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major
108:18	Sunset Blvd	Hillhurst Ave	Santa Monica Blvd	15'		70'-76'	100'-106'	12'	80'	104'	major highway	9'	6'	70'	100'	modified major

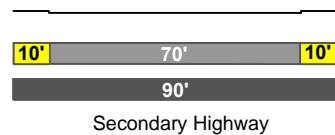
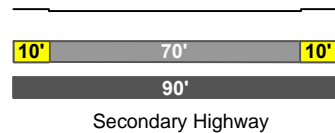
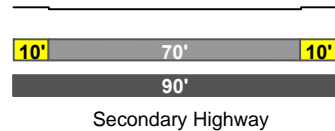
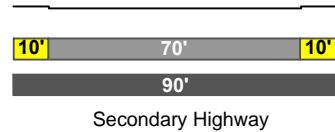
HOLLYWOOD COMMUNITY PLAN PRPOPOSED STREET STANDARDS 11/23/11 - EAST/WEST STREETS

GRIFFITH PARK BOULEVARD LOOKING WEST

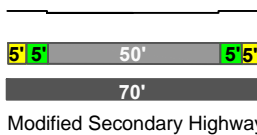
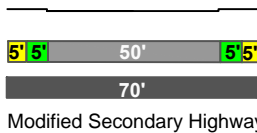
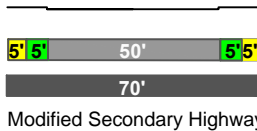
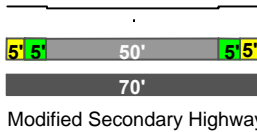
CURRENT DIMENSIONS



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS

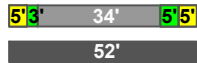


FOUNTAIN AVENUE (1)

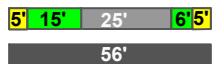
LOOKING WEST

CURRENT DIMENSIONS

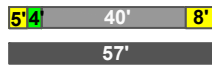
La Brea - Seward



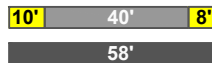
Seward - Wilcox



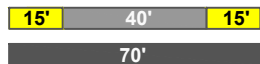
Wilcox - Vine



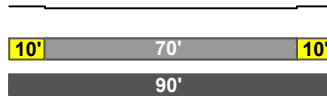
Vine - Bronson



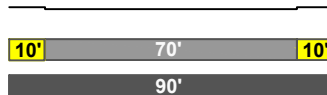
Van Ness - Wilton



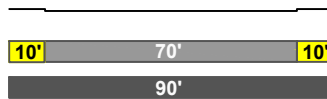
EXISTING PLANNED DIMENSIONS



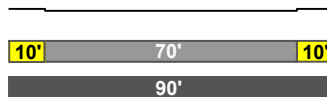
Secondary Highway



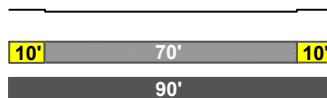
Secondary Highway



Secondary Highway

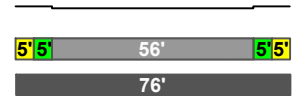


Secondary Highway

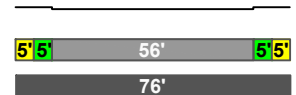


Secondary Highway

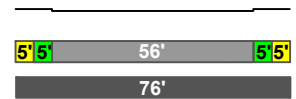
PROPOSED PLANNED DIMENSIONS



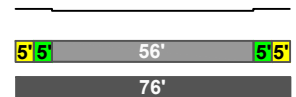
Modified Secondary Highway



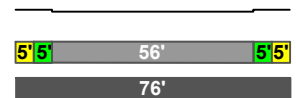
Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway



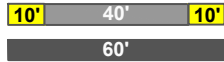
Modified Secondary Highway

FOUNTAIN AVENUE (2)

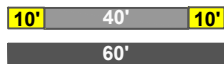
LOOKING WEST

CURRENT DIMENSIONS

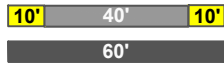
Wilton - Harvard



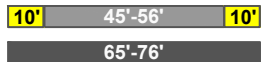
Harvard - Edgemont



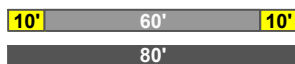
Edgemont - New Hampshire



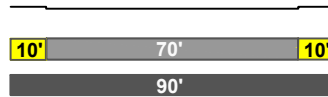
New Hampshire - Sunset



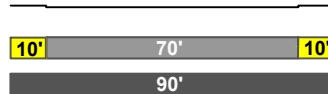
Sunset - Hyperion



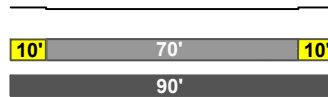
EXISTING PLANNED DIMENSIONS



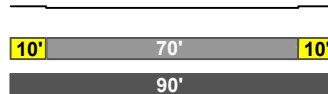
Secondary Highway



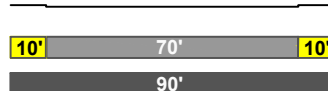
Secondary Highway



Secondary Highway

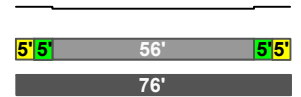


Secondary Highway

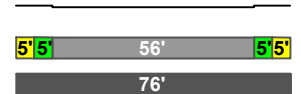


Secondary Highway

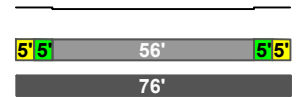
PROPOSED PLANNED DIMENSIONS



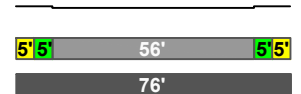
Modified Secondary Highway



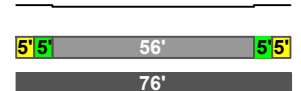
Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway

FRANKLIN AVENUE (1)

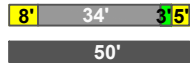
LOOKING WEST

CURRENT DIMENSIONS

EXISTING PLANNED DIMENSIONS

PROPOSED PLANNED DIMENSIONS

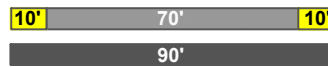
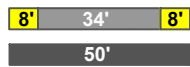
Sierra Bonita - Vista



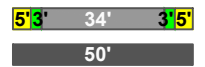
Local Street

Local Street

Vista - W of Camino Palermo

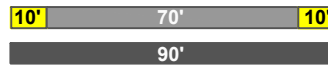
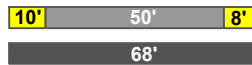


Secondary Highway

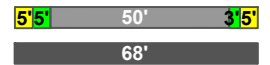


Modified Collector

W. of Camino Palermo - Fuller

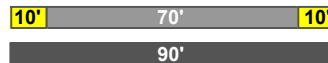
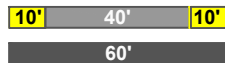


Secondary Highway

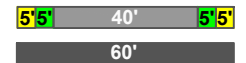


Modified Collector

Fuller - La Brea

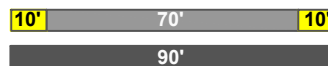
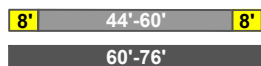


Secondary Highway

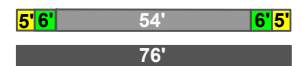


Modified Collector

La Brea - Highland



Secondary Highway



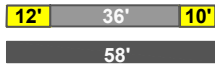
Modified Secondary Highway

FRANKLIN AVENUE (2)

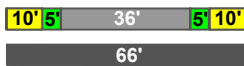
LOOKING WEST

CURRENT DIMENSIONS

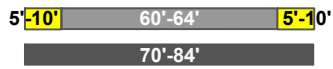
Highland - Las Palmas



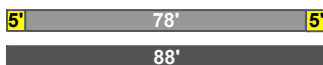
Las Palmas - Wilcox



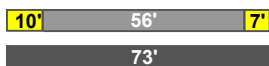
Wilcox - Vine



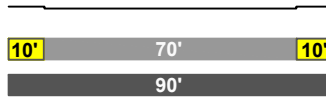
Vine - Argyle



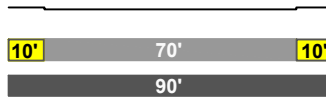
Argyle - Gower



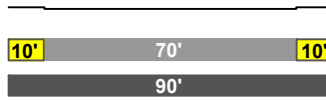
EXISTING PLANNED DIMENSIONS



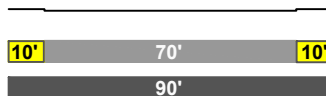
Secondary Highway



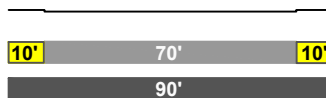
Secondary Highway



Secondary Highway

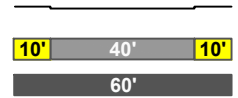


Secondary Highway

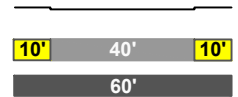


Secondary Highway

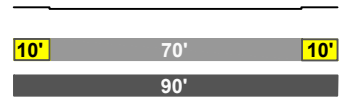
PROPOSED PLANNED DIMENSIONS



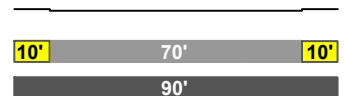
Modified Secondary Highway



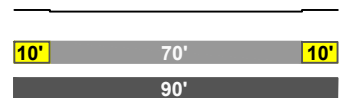
Modified Secondary Highway



Secondary Highway



Secondary Highway



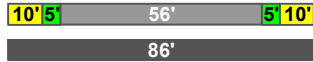
Secondary Highway

FRANKLIN AVENUE (3)

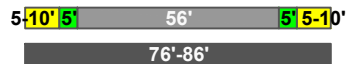
LOOKING WEST

CURRENT DIMENSIONS

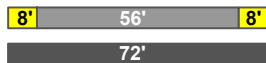
Gower - Canyon



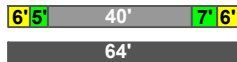
Canyon - Western



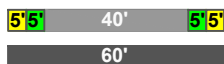
Western - Normandie



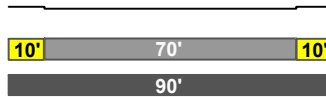
Normandie - Edgemont



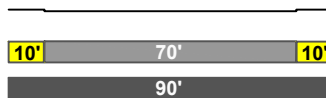
Edgemont - Talmadge



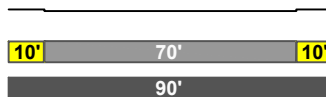
EXISTING PLANNED DIMENSIONS



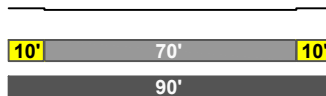
Secondary Highway



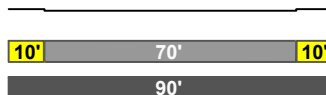
Secondary Highway



Secondary Highway

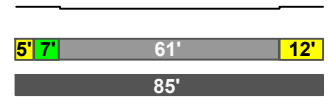


Secondary Highway

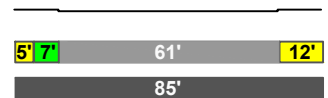


Secondary Highway

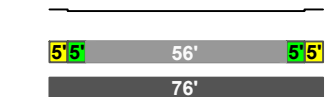
PROPOSED PLANNED DIMENSIONS



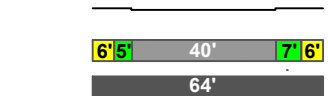
Modified Secondary Highway



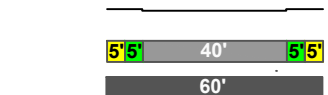
Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway



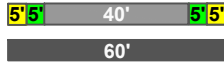
Modified Secondary Highway

FRANKLIN AVENUE (4)

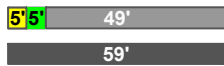
LOOKING WEST

CURRENT DIMENSIONS

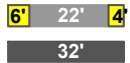
Talmadge - Holly Knoll



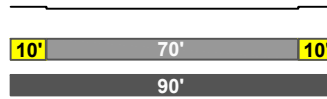
Holly Knoll - Shakespeare



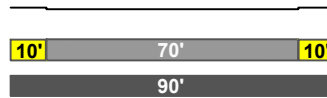
at Shakespeare Bridge



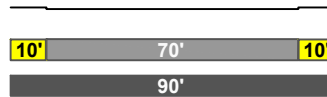
EXISTING PLANNED DIMENSIONS



Secondary Highway

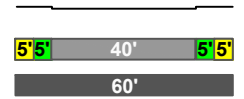


Secondary Highway

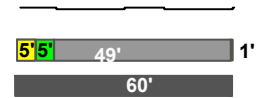


Secondary Highway

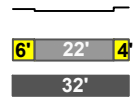
PROPOSED PLANNED DIMENSIONS



Modified Secondary Highway



Modified Collector

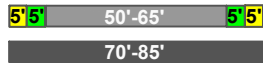


Modified Collector

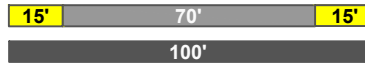
HOLLYWOOD BOULEVARD (1) LOOKING WEST

CURRENT DIMENSIONS

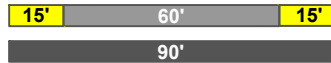
Laurel Canyon - La Brea



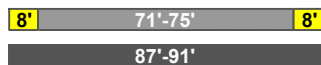
La Brea - Gower



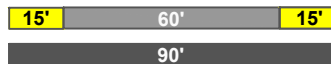
Gower - 101 FWY



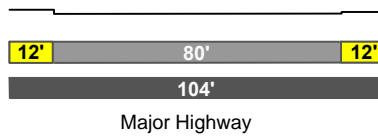
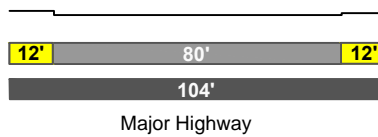
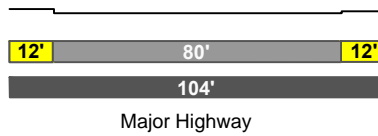
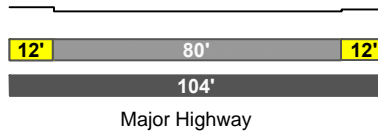
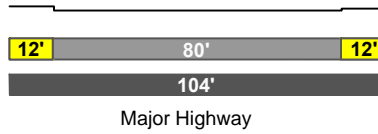
101 FWY - Van Ness



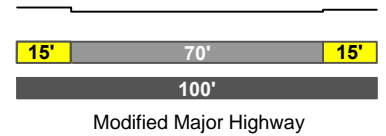
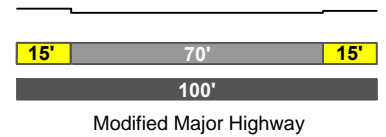
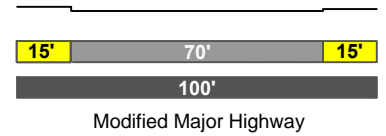
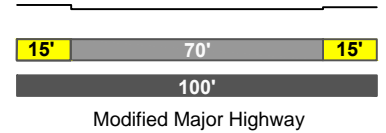
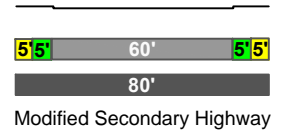
Van Ness - Taft



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS



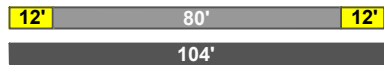
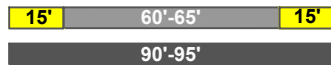
HOLLYWOOD BOULEVARD (2) LOOKING WEST

CURRENT DIMENSIONS

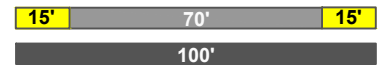
EXISTING PLANNED DIMENSIONS

PROPOSED PLANNED DIMENSIONS

Taft - Wilton

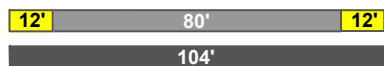
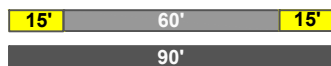


Major Highway

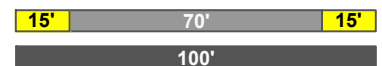


Modified Major Highway

Wilton - Western

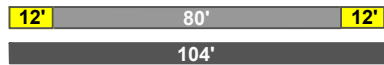
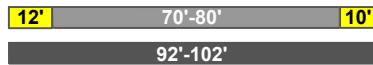


Major Highway

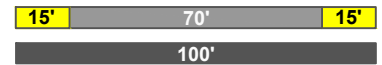


Modified Major Highway

Western - Serrano

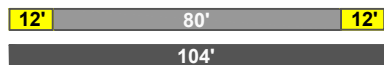
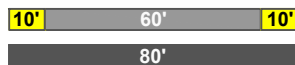


Major Highway

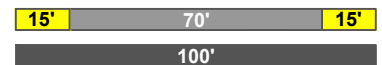


Modified Major Highway

Serrano - Edgemont

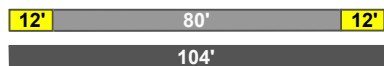
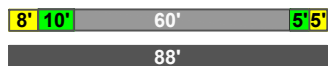


Major Highway

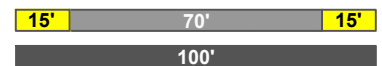


Modified Major Highway

Edgemont - New Hampshire



Major Highway



Modified Major Highway

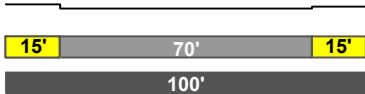
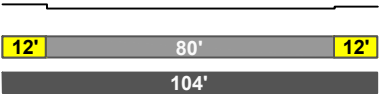
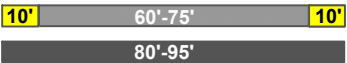
HOLLYWOOD
BOULEVARD (3)
LOOKING WEST

CURRENT
DIMENSIONS

EXISTING PLANNED
DIMENSIONS

PROPOSED PLANNED
DIMENSIONS

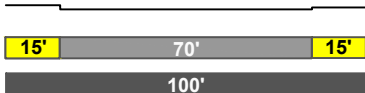
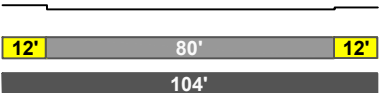
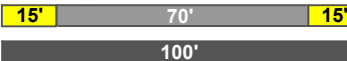
New Hampshire - Vermont



Major Highway

Modified Major Highway

Vermont - Virgil



Major Highway

Modified Major Highway

LOS FELIZ BOULEVARD

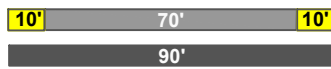
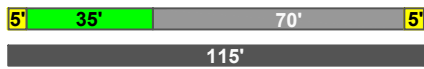
LOOKING WEST

CURRENT DIMENSIONS

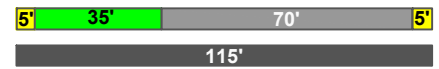
EXISTING PLANNED DIMENSIONS

PROPOSED PLANNED DIMENSIONS

Oxford - Serrano

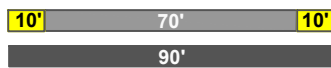
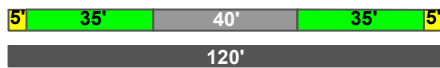


Secondary Highway

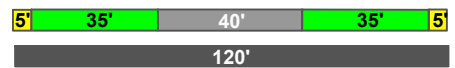


Modified Secondary Highway

Serrano - Vermont

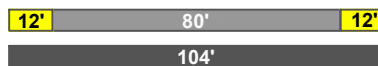
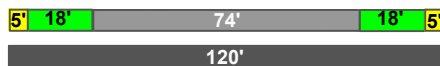


Secondary Highway

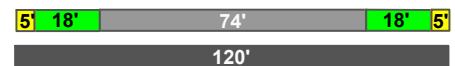


Modified Secondary Highway

Vermont - Riverside



Major Highway



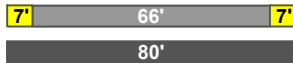
Modified Secondary Highway

MELROSE AVE

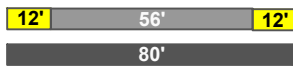
LOOKING WEST

CURRENT DIMENSIONS

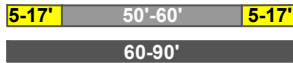
La Cienega - Fairfax



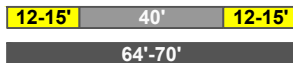
Fairfax - Highland



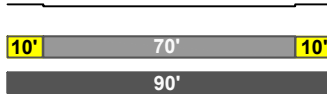
Highland - Vermont



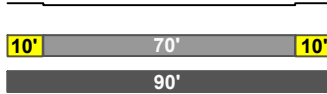
Vermont - Virgil



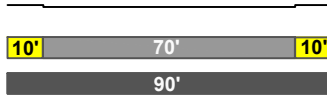
EXISTING PLANNED DIMENSIONS



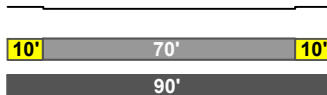
Secondary Highway



Secondary Highway

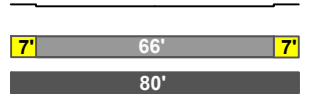


Secondary Highway

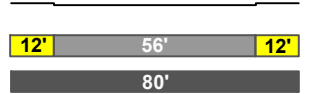


Secondary Highway

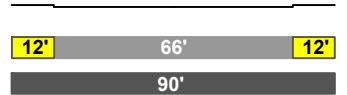
PROPOSED PLANNED DIMENSIONS



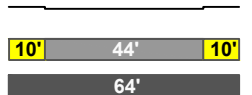
Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway



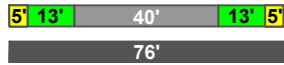
Modified Secondary Highway

ROWENA AVENUE

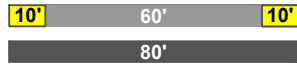
LOOKING WEST

CURRENT DIMENSIONS

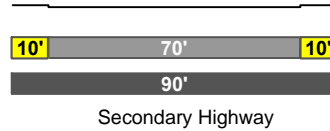
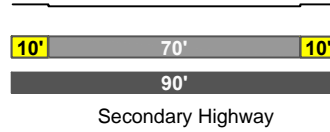
Los Feliz - Hyperion



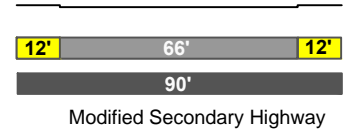
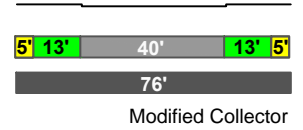
Hyperion - Glendale



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS

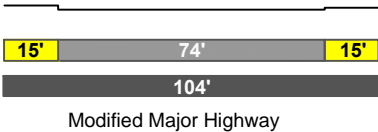
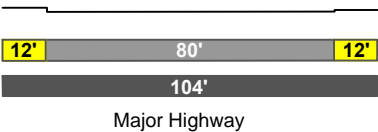
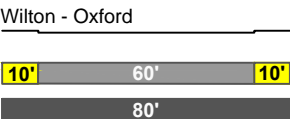
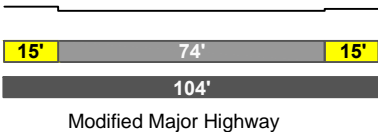
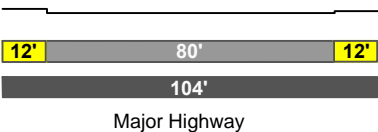
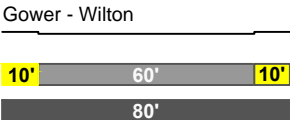
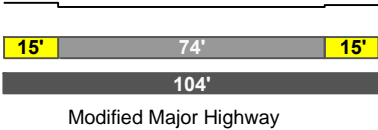
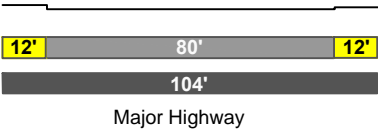
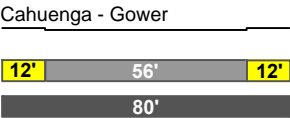
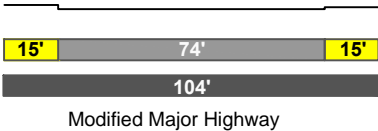
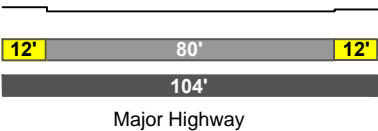
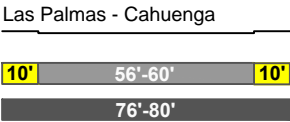
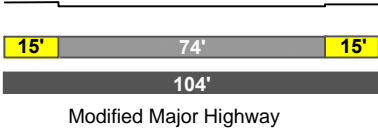
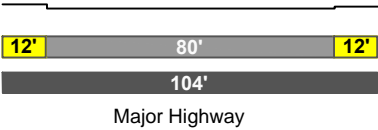
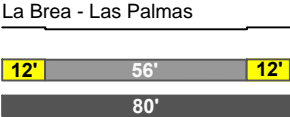


SANTA MONICA
BOULEVARD (1)
LOOKING WEST

CURRENT
DIMENSIONS

EXISTING PLANNED
DIMENSIONS

PROPOSED PLANNED
DIMENSIONS



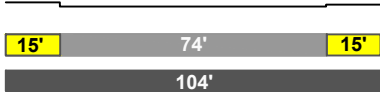
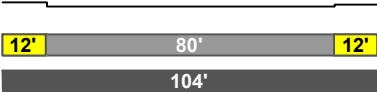
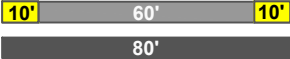
SANTA MONICA
BOULEVARD (2)
LOOKING WEST

CURRENT
DIMENSIONS

EXISTING PLANNED
DIMENSIONS

PROPOSED PLANNED
DIMENSIONS

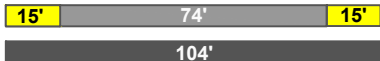
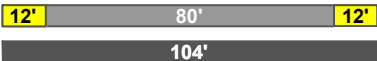
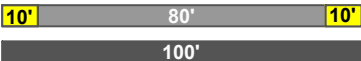
Oxford - New Hampshire



Major Highway

Modified Major Highway

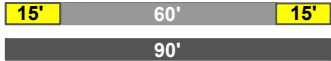
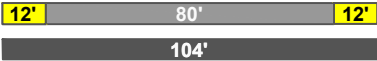
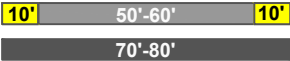
New Hampshire - Madison



Major Highway

Modified Major Highway

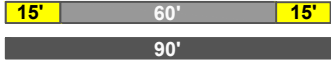
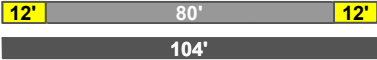
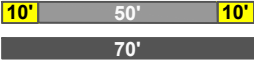
Madison - Hoover



Major Highway

Modified Secondary Highway

Hoover - Sunset



Major Highway

Modified Secondary Highway

SUNSET BOULEVARD (1)

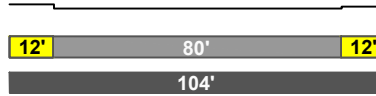
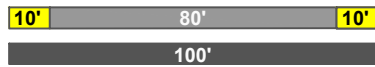
LOOKING WEST

CURRENT DIMENSIONS

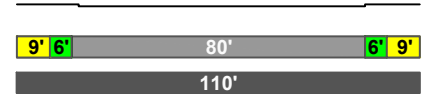
EXISTING PLANNED DIMENSIONS

PROPOSED PLANNED DIMENSIONS

Fairfax - Orange Grove

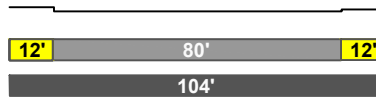
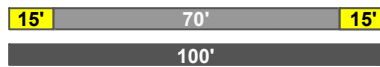


Major Highway

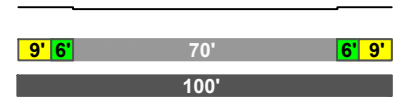


Modified Major Highway

Orange Grove - Ogden

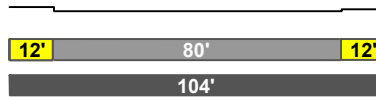
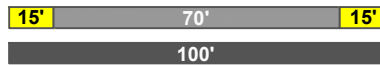


Major Highway

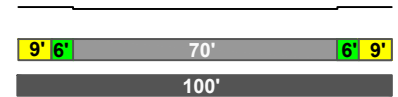


Modified Major Highway

Ogden - Orange

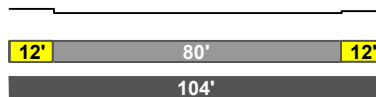
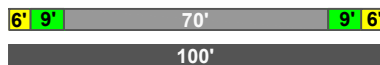


Major Highway

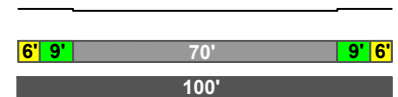


Modified Major Highway

Orange - Mansfield

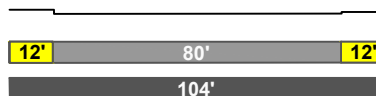
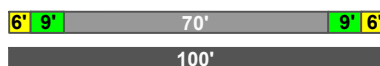


Major Highway

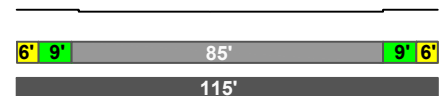


Modified Major Highway

Mansfield - Highland



Major Highway



Modified Major Highway

SUNSET BOULEVARD (2)

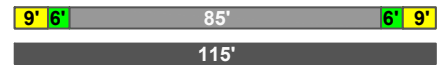
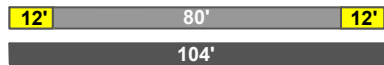
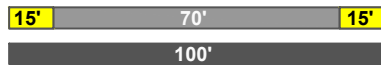
LOOKING WEST

CURRENT DIMENSIONS

EXISTING PLANNED DIMENSIONS

PROPOSED PLANNED DIMENSIONS

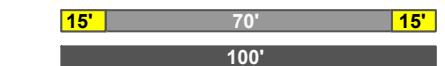
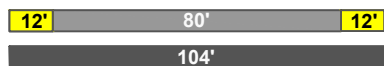
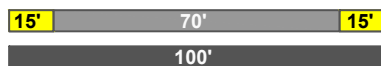
Highland - McCadden



Major Highway

Modified Major Highway

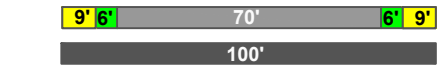
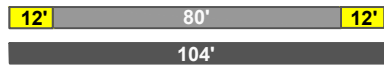
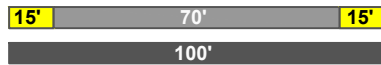
McCadden - Las Palmas



Major Highway

Modified Major Highway

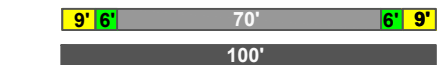
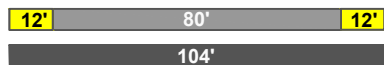
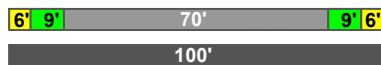
Las Palmas - Schrader



Major Highway

Modified Major Highway

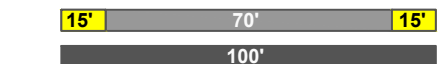
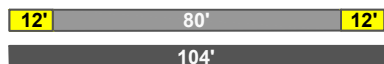
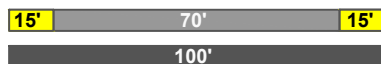
Schrader - Wilcox



Major Highway

Modified Major Highway

Wilcox - Cahuenga



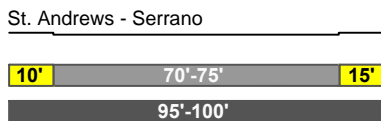
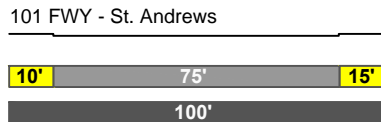
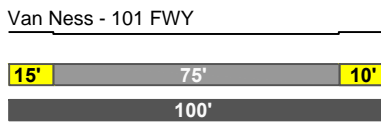
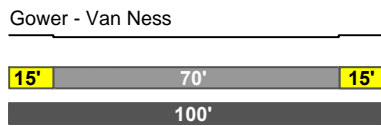
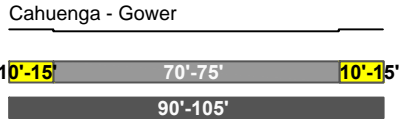
Major Highway

Modified Major Highway

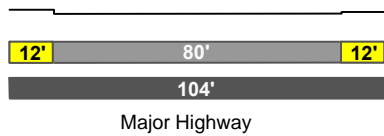
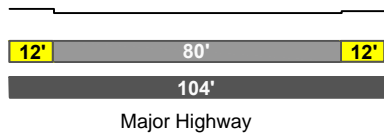
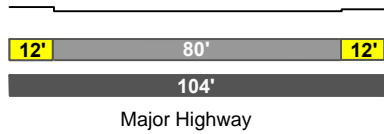
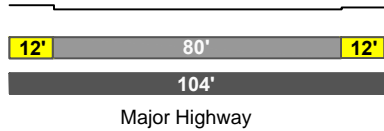
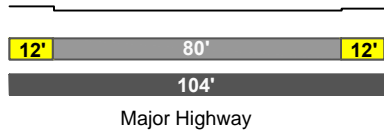
SUNSET BOULEVARD (3)

LOOKING WEST

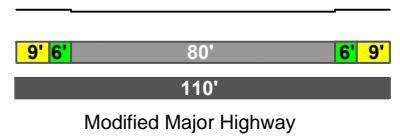
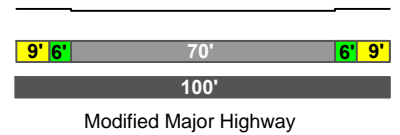
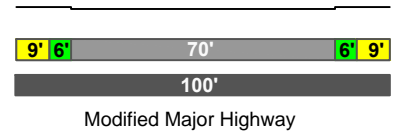
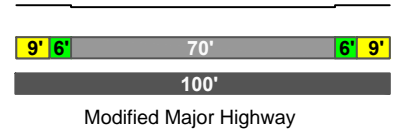
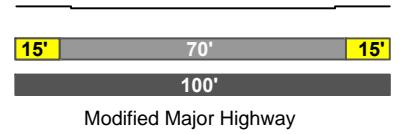
CURRENT DIMENSIONS



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS



SUNSET BOULEVARD (4)

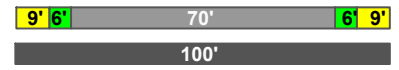
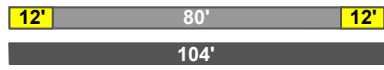
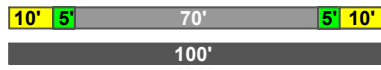
LOOKING WEST

CURRENT DIMENSIONS

EXISTING PLANNED DIMENSIONS

PROPOSED PLANNED DIMENSIONS

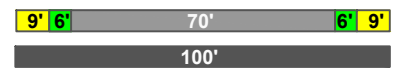
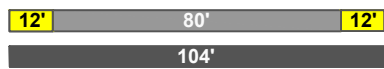
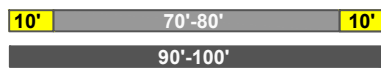
Serrano - Alexandria



Major Highway

Modified Major Highway

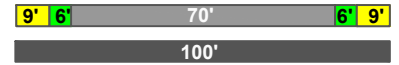
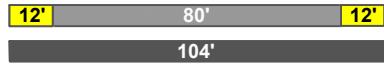
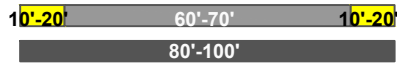
Alexandria - Vermont



Major Highway

Modified Major Highway

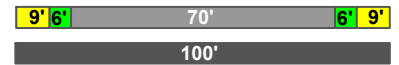
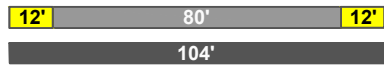
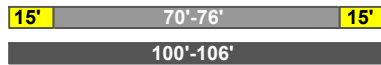
Vermont - Hillhurst



Major Highway

Modified Major Highway

Hillhurst - Santa Monica



Major Highway

Modified Major Highway

HOLLYWOOD COMMUNITY PLAN PRPOSED STREET STANDARDS 11/23/11 - NORTH/SOUTH STREETS

Sub Area	Street Name	Southern Boundary	Northern Boundary	Current Dimensions				Existing Planned			Existing Designation	Proposed Dimensions				Proposed Designation
				s'wlk	pkwy	road	ROW	s'wlk	road	ROW		s'wlk	pkwy	road	ROW	
200	Bronson Ave	Santa Monica Blvd	La Mirada Ave	5'	4'	60'	78'	10'	70'	90'	secondary	5'	4'	60'	78'	modified secondary
200:1	Bronson Ave	La Mirada Ave	Fountain Ave	5'	4'	60'	78'	10'	70'	90'	secondary	5'	4'	60'	78'	modified secondary
200:2	Bronson Ave	Fountain Ave	Sunset Blvd	9.5'		50'	69'	10'	70'	90'	secondary	5'	4'	60'	78'	modified secondary
200:3	Bronson Ave	Sunset Blvd	Hollywood Blvd.	5.5'		49'	60'	10'	70'	90'	secondary	5'	4'	60'	78'	modified secondary
200:4	Bronson Ave	Hollywood Blvd	Franklin Ave	5.5'	5.5'	39'	61'	10'	70'	90'	secondary	5'	4'	60'	78'	modified secondary
201	Cahuenga Blvd	Melrose Ave	Sunset Blvd	12'		56'	80'	10'	70'	90'	secondary	12'		56'	80'	modified secondary
201:1	Cahuenga Blvd	Sunset Blvd	Hollywood Blvd	9.5'		56'	75'	10'	70'	90'	secondary	12'		56'	80'	modified secondary
201:2	Cahuenga Blvd	Hollywood Blvd	Yucca St	12'		56'	80'	10'	70'	90'	secondary	12'		56'	80'	modified secondary
201:3	Cahuenga Blvd	Yucca Street	Franklin Ave	10'		74'	94'	10'	70'	90'	secondary	10'		70'	90'	secondary highway
202	Cole Ave	Melrose Ave	Santa Monica Blvd	12'		56'	80'	10'	70'	90'	secondary	12'		56'	80'	modified secondary
202:1	Cole Ave	Santa Monica Blvd	Fountain Ave	12'		56'	80'	10'	70'	90'	secondary	12'		56'	80'	modified secondary
202:2	Cole Ave	Fountain Ave	Delongpre Ave	12'		56'	80'	10'	70'	90'	secondary	12'		56'	80'	modified secondary
203	Crescent Heights Bl	Melrose Ave	Willoughby Ave	5'	6'	43'-56'	65'-78'	10'	70'	90'	secondary	5'	6'	44'	66'	modified secondary
203:1	Crescent Heights Bl	Willoughby Ave	Romaine St	8'	3'	44'	66'	10'	70'	90'	secondary	5'	6'	44'	66'	modified secondary
204	Fairfax Ave	Melrose Ave	Willoughby Ave	10'		94'	114'	12'	80'	104'	major highway	10'		84'	104'	modified major
204:1	Fairfax Ave	Fountain Ave	Hollywood Blvd	7'		74'	88-94'	12'	80'	104'	major highway	12'		80'	104'	modified major
205	Gardner St	Fountain Ave	Sunset Blvd	8'w/6'e	5'w/7'e	40'	66'	10'	70'	90'	secondary	8'w/6'e	5'w/7'e	40'	66'	modified collector
205:1	Gardner St	Sunset Blvd	Hawthorn Ave	8'		34'	50'	10'	70'	90'	secondary	8'		34'	50'	modified collector
205:2	Gardner St	Hawthorn Ave	Franklin Ave	5'	3'	34'	50'	10'	70'	90'	secondary	5'	3'	34'	50'	modified collector
206	Gower St	Melrose Avenue	Willoughby Ave	10'w/5'e		46'	61'	10'	70'	90'	secondary	5'	7'	48'	72'	modified secondary
206:1	Gower St	Willoughby Ave	Santa Monica Blvd	6'		46'	58'	10'	70'	90'	secondary	5'	7'	48'	72'	modified secondary
206:2	Gower St	Santa Monica Blvd	Fountain Ave	11'	6'	48'	82'	10'	70'	90'	secondary	5'	7'	48'	72'	modified secondary
206:3	Gower St	Fountain Ave	Hollywood Blvd	11'	6'	48'	82'	10'	70'	90'	secondary	12'		48'	72'	modified secondary
206:4	Gower St	Hollywood Blvd	Carlos Ave	10'w/20'e		60'	90'	10'	70'	90'	secondary	12'		60'	84'	modified secondary
206:5	Gower St	Carlos Avenue	Franklin Ave	10'w/12'e		78'	100'	10'	70'	90'	secondary	10'w/12'e		78'	100'	modified secondary
207	Highland Ave	Rosewood Ave	Melrose Ave	10'w /15'e		70	95'	12'	80'	104'	major highway	15'		70'	100'	modified major
207:1	Highland Ave	Melrose Ave	Waring Ave	10'w /15'e		70'	95'	12'	80'	104'	major highway	15'		70'	100'	modified major
207:2	Highland Ave	Waring Ave	Santa Monica Blvd	10'		70'	90'	12'	80'	104'	major highway	15'		70'	100'	modified major
207:3	Highland Ave	Santa Monica Blvd	Sunset Blvd	15'		70'	100'	12'	80'	104'	major highway	15'		70'	100'	modified major
207:4	Highland Ave	Sunset Blvd	Hollywood Blvd	12'w/15'e		70'	97'	12'	80'	104'	major highway	15'		70'	100'	modified major
207:5	Highland Ave	Hollywood Blvd	Franklin Ave		variable			12'	80'	104'	major highway	15'		70'	100'	modified major
207:6	Highland Ave	Franklin Ave	Hollywood Bowl	15'		70'	100'	12'	80'	104'	major highway	15'		74'	104'	modified major
208	Hillhurst Ave	Sunset Blvd	Clayton Ave	10'		60'	80'	10'	70'	90'	secondary	15'		60'	90'	modified secondary
208:1	Hillhurst Ave	Clayton Ave	Los Feliz Blvd	10'		60'	80'	10'	70'	90'	secondary	15'		60'	90'	modified secondary
209	Hyperion Ave	Fountain Ave	Lyric Avenue	5'	5'	60'	80'	10'	70'	90'	secondary	5'	5'	60'	80'	modified secondary
209:1	Hyperion Ave	Lyric Ave	Tracy St	10'		60'	80'	10'	70'	90'	secondary	5'	5'	60'	80'	modified secondary
209:2	Hyperion Ave	Tracy St	Evans St	10'	5'w	60'	85'	10'	70'	90'	secondary	12'		66'	90'	modified secondary
209:3	Hyperion Ave	Evans St	Rowena Ave	10'		60'-63'	80'-83'	10'	70'	90'	secondary	12'		66'	90'	modified secondary
210	La Brea Ave	Rosewood Ave	Romaine St	15'		70'	100'	12'	80'	104'	major highway	15'		74'	104'	modified major
210:1	La Brea Ave	Fountain Ave	Sunset Blvd	10'		70'	90'	12'	80'	104'	major highway	15'		74'	104'	modified major
210:2	La Brea Ave	Sunset Blvd	Hollywood Blvd	18'w/10'e		60'	88'	12'	80'	104'	major highway	15'		74'	104'	modified major
210:3	La Brea Ave	Hollywood Blvd	Franklin Ave	8'		54'	70'	12'	80'	104'	secondary	8'		54'	70'	modified secondary
211	Martel Ave	Rosewood Ave	Willoughby Ave	10'	5'	30'	60'	10'	70'	90'	secondary	5'	5'	44'	64'	collector
212	Normandie Ave	Melrose Ave	Fountain Ave	5'	5'	40'	60'	10'	70'	90'	secondary	7'	5'	66'	90'	modified secondary
212:1	Normandie Ave	Fountain Ave	Delongpre Ave	10'		40'	60'	10'	70'	90'	secondary	7'	5'	66'	90'	modified secondary
212:2	Normandie Ave	Delongpre Ave	Sunset Blvd	10'	3'w	55'	78'	10'	70'	90'	secondary	7'	5'	66'	90'	modified secondary
212:3	Normandie Ave	Sunset Blvd	Hollywood Blvd	10'	5'	40'	70'	10'	70'	90'	secondary	7'	5'	66'	90'	modified secondary
212:4	Normandie Ave	Hollywood Blvd	Franklin Ave	6'w/5'e	19'w/5'e	40'	75'	10'	70'	90'	secondary	7'	5'	66'	90'	modified secondary
213	St. George St	Franklin Ave	Rowena Ave	6'	4'	40'	60'	10'	70'	90'	secondary	6'	4'	40'	60	modified collector
214	Van Ness Ave	Melrose Ave	La Mirada Ave	10'		40'	60'	8'	48'	64'	collector	10'		40'	60'	modified collector
214:1	Van Ness Ave	La Mirada Ave	Fountain Ave	10'w/5'e	5'e	40'	60'	8'	48'	64'	collector	10'		40'	60'	modified secondary
214:2	Van Ness Ave	Fountain Ave	Sunset Blvd	10'		40'	60'	8'	48'	64'	collector	10'		40'	60'	modified collector

HOLLYWOOD COMMUNITY PLAN PROPOSED STREET STANDARDS 11/23/11 - NORTH/SOUTH STREETS

Sub Area	Street Name	Southern Boundary	Northern Boundary	Current Dimensions				Existing Planned			Existing Designation	Proposed Dimensions				Proposed Designation
				s'wlk	pkwy	road	ROW	s'wlk	road	ROW		s'wlk	pkwy	road	ROW	
214:3	Van Ness Ave	Sunset Blvd	101 Fwy	10'		40'	60'	8'	48'	64'	collector	10'		40'	60'	modified collector
215	Vermont Ave	Melrose Ave	Santa Monica Blvd	10'-15'		70'-75'	100'-105'	12'	80'	104'	major highway	15'		70'	100'	modified major
215:1	Vermont Ave	Santa Monica Blvd	Hollywood Blvd	15'		70'	100'	12'	80'	104'	major highway	15'		70'	100'	modified major
215:2	Vermont Ave	Hollywood Blvd	Finley Ave	12'		56'	80'	12'	80'	104'	major highway	12'		56'	80'	modified major
215:3	Vermont Ave	Finley Avenue	Los Feliz Blvd	12'		56'	80'	12'	80'	104'	major highway	12'		56'	80'	modified major
215:4	Vermont Ave	Los Feliz Blvd.	Griffith Park entry	5'	12'	84'	118'	12'	80'	104'	secondary	5'	12'	84'	118'	modified secondary
216	Vine St	Melrose Ave	Willoughby Ave	5'-10'		75'	85'-95'	10'	80'	104'	major highway	15'		70'	100'	modified major
216:1	Vine St	Willoughby Ave	Santa Monica Blvd	5'w/15'e		70'	90'	10'	80'	104'	major highway	15'		70'	100'	modified major
216:2	Vine St	Santa Monica Blvd	Delongpre Ave	15'		70'	100'	10'	80'	104'	major highway	15'		70'	100'	modified major
216:3	Vine St	Delongpre Ave	s. of Sunset Blvd	15'		70'	100'	10'	80'	104'	major highway	15'		70'	100'	modified major
216:4	Vine St	Sunset Blvd	Yucca St	15'		70'	100'	10'	80'	104'	major highway	15'		70'	100'	modified major
216:5	Vine St	Yucca Street	Franklin Ave	15'w/10'e		75'	100'	10'	80'	104'	major highway	15'		70'	100'	modified major
216A	Vista	Willoughby Ave	Romaine St					10'	70'	90'	secondary	10'		44'	64'	collector
217	Virgil Ave	Melrose Ave	Delongpre Ave	12'		56'	80'	10'	70'	90'	secondary	12'		56'	80'	modified secondary
217:1	Virgil Ave	Delongpre Ave	Sunset Blvd	15'w/12'e		56'	83'	10'	70'	90'	secondary	12'		56'	80'	modified secondary
218	Western Ave	Melrose Ave	Virginia Ave	10'		70'-80'	90'-100'	12'	80'	104'	major highway	15'		74'	104'	modified major
218:1	Western Ave	Virginia Ave	Delongpre Ave	10'		60'	80'	12'	80'	104'	major highway	15'		74'	104'	modified major
218:2	Western Ave	Delongpre Ave	Harold Way	20'w/10'e		70'	100'	12'	80'	104'	major highway	15'		74'	104'	modified major
218:3	Western Ave	Harold Way	Hollywood Blvd	10'w/13'e		60'	83'	12'	80'	104'	major highway	15'		74'	104'	modified major
218:4	Western Ave	Hollywood Blvd	Franklin Ave	10'		60'	80'	12'	80'	104'	major highway	15'		74'	104'	modified major
218:5	Western Ave	Franklin Ave	Los Feliz Blvd	5'	5'e	60'	75'	12'	80'	104'	secondary	8'	7'	50'	80'	modified secondary
219	Wilcox Ave	Melrose Ave	Santa Monica Blvd	10'		40'	60'	10'	70'	90'	secondary	15'		40'	70'	modified collector
219:1	Wilcox Ave	Santa Monica Blvd	Sunset Blvd	12'		46'	70'	10'	70'	90'	secondary	15'		40'	70'	modified collector
219:2	Wilcox Ave	Sunset Blvd	Hollywood Blvd	5'-10'		49'	59'-69'	10'	70'	90'	secondary	15'		40'	70'	modified collector
219:3	Wilcox Ave	Hollywood Blvd	Franklin Ave	5'	7'w/5'e	36'	58'	10'	70'	90'	secondary	8'	7'	40'	70'	modified collector
220	Wilton Pl	Melrose Ave	Santa Monica Blvd	6'	4'	40'	60'	10'	70'	90'	secondary	8'	5'	50'	76'	modified secondary
220:1	Wilton Pl	Santa Monica Blvd	Delongpre Ave	10'		40'	60'	10'	70'	90'	secondary	8'	5'	50'	76'	modified secondary
220:2	Wilton Pl	Delongpre Ave	Sunset Blvd	10'		53'	73'	10'	70'	90'	secondary	8'	5'	50'	76'	modified secondary
220:3	Wilton Pl	Sunset Blvd	Franklin Ave	10'		40'	60'	10'	70'	90'	secondary	8'	5'	50'	76'	modified secondary

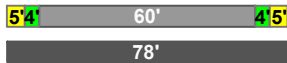
HOLLYWOOD COMMUNITY PLAN PROPOSED STREET STANDARDS 11/23/11 - NORTH/SOUTH STREETS

BRONSON AVENUE

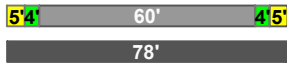
LOOKING NORTH

CURRENT DIMENSIONS

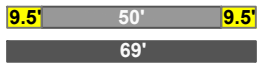
Santa Monica - La Mirada



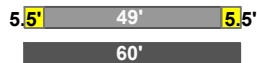
La Mirada - Fountain



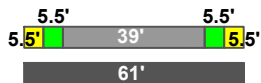
Fountain - Sunset



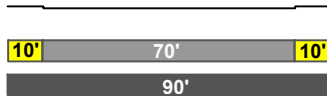
Sunset - Hollywood



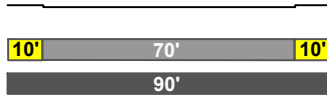
Hollywood - Franklin



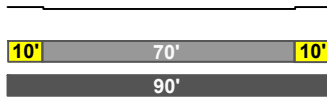
EXISTING PLANNED DIMENSIONS



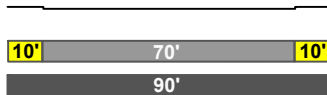
Secondary Highway



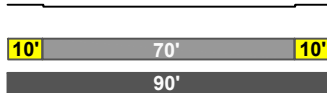
Secondary Highway



Secondary Highway

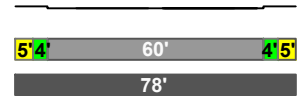


Secondary Highway

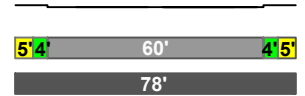


Secondary Highway

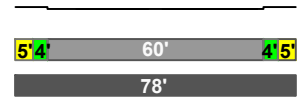
PROPOSED PLANNED DIMENSIONS



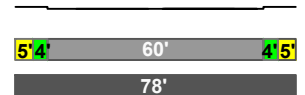
Modified Secondary Highway



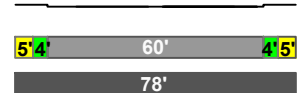
Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway

Hollywood Community Plan

Street Standards

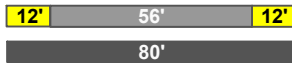
City Planning Commission Recommendation 11.23.2011

CAHUENGA AVENUE

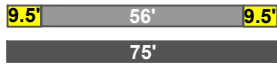
LOOKING NORTH

CURRENT DIMENSIONS

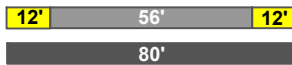
Melrose - Sunset



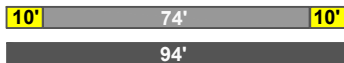
Sunset - Hollywood



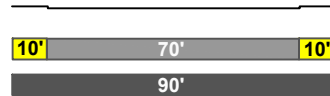
Hollywood - Yucca



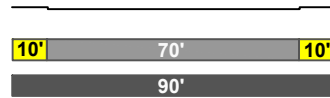
Yucca - Franklin



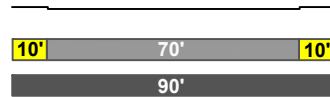
EXISTING PLANNED DIMENSIONS



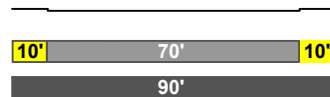
Secondary Highway



Secondary Highway

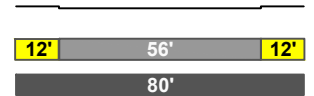


Secondary Highway

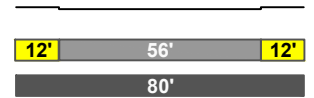


Secondary Highway

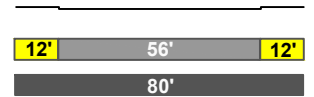
PROPOSED PLANNED DIMENSIONS



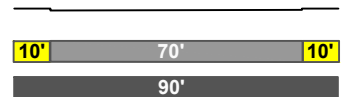
Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway



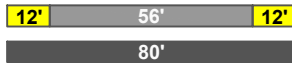
Secondary Highway

COLE AVENUE

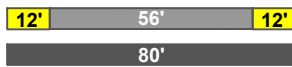
LOOKING NORTH

CURRENT DIMENSIONS

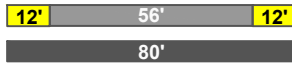
Melrose - Santa Monica



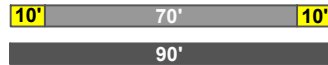
Santa Monica - Fountain



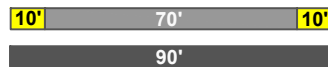
Fountain - Delongpre



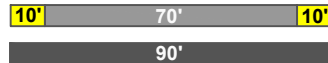
EXISTING PLANNED DIMENSIONS



Secondary Highway

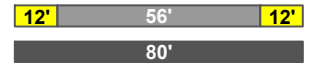


Secondary Highway

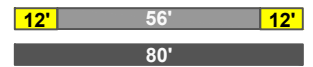


Secondary Highway

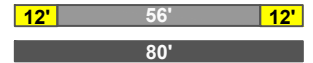
PROPOSED PLANNED DIMENSIONS



Modified Secondary Highway



Modified Secondary Highway

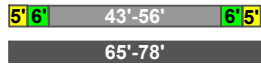


Modified Secondary Highway

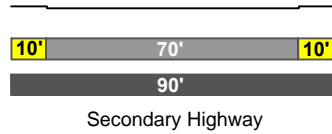
CRESCENT HEIGHTS BOULEVARD LOOKING NORTH

CURRENT DIMENSIONS

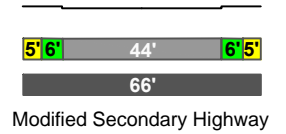
Melrose - Willoughby



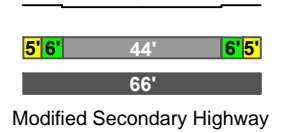
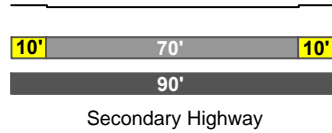
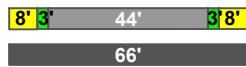
EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS



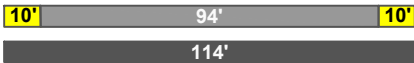
Willoughby - W. Hollywood City Boundary



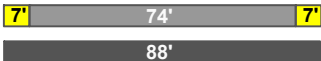
FAIRFAX AVENUE
LOOKING NORTH

CURRENT
DIMENSIONS

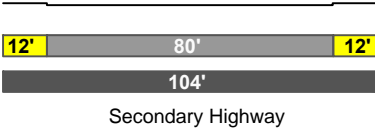
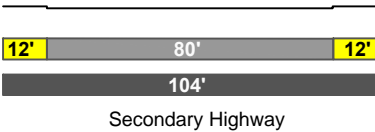
Melrose - Willoughby



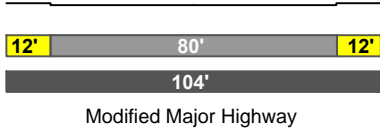
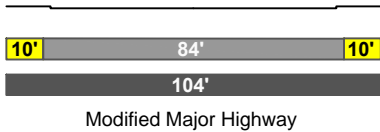
Fountain - Hollywood



EXISTING PLANNED
DIMENSIONS



PROPOSED PLANNED
DIMENSIONS

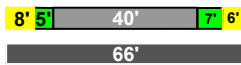


GARDNER AVENUE

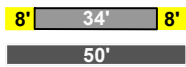
LOOKING NORTH

CURRENT DIMENSIONS

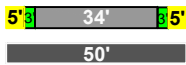
Fountain - Sunset



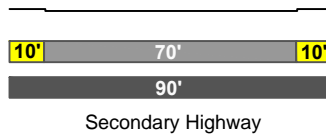
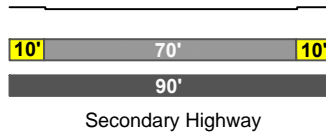
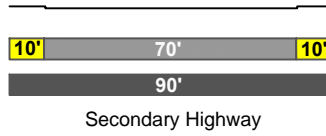
Sunset - Hawthorn



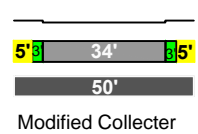
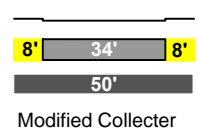
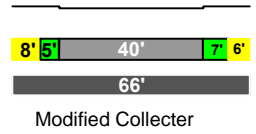
Hawthorn - Franklin



EXISTING PLANNED DIMENSIONS



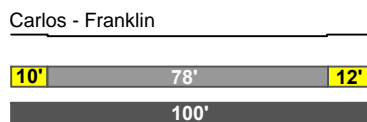
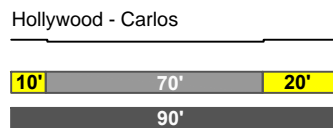
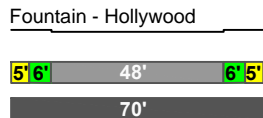
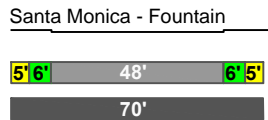
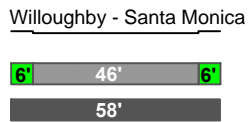
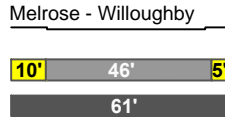
PROPOSED PLANNED DIMENSIONS



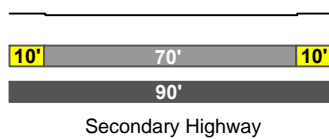
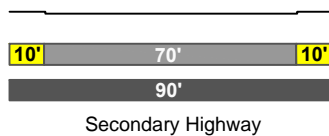
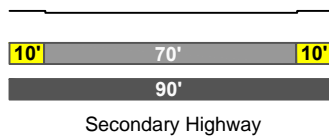
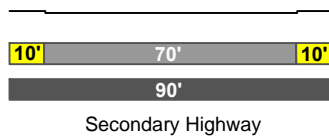
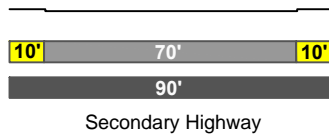
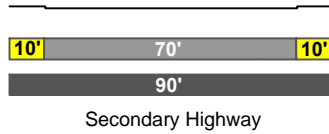
GOWER STREET

LOOKING NORTH

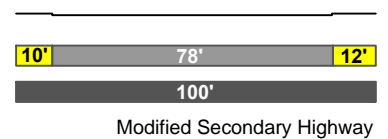
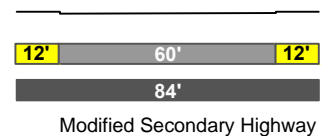
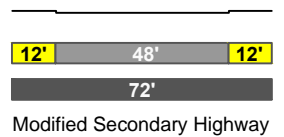
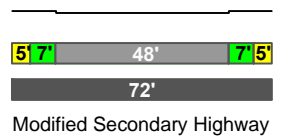
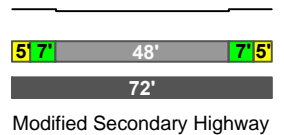
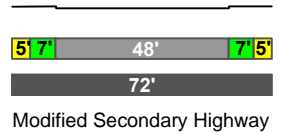
CURRENT DIMENSIONS



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS

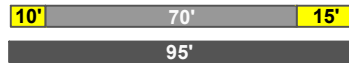


HIGHLAND AVENUE (1)

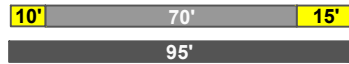
LOOKING NORTH

CURRENT DIMENSIONS

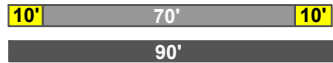
Rosewood - Melrose



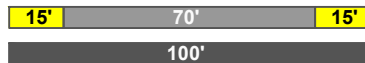
Melrose - Waring



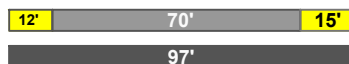
Waring - Santa Monica



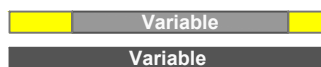
Santa Monica - Sunset



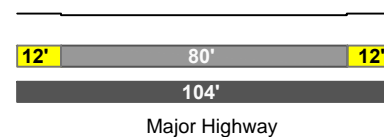
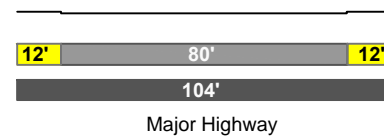
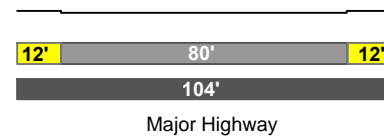
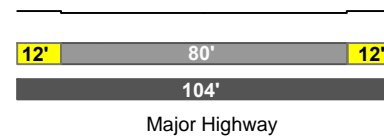
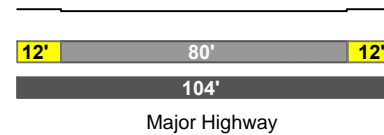
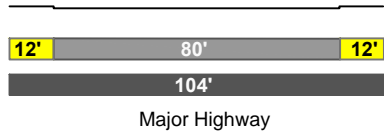
Sunset - Hollywood



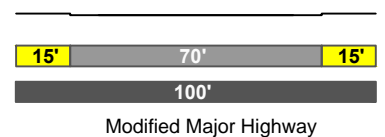
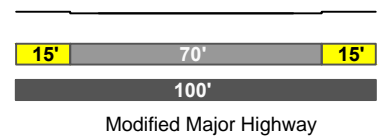
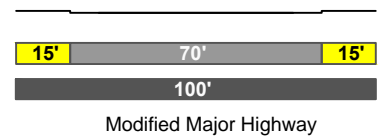
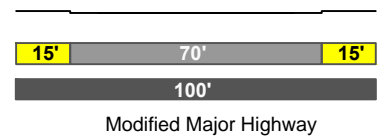
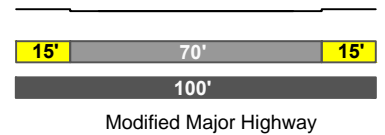
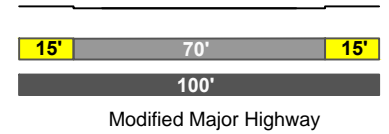
Hollywood - Franklin



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS

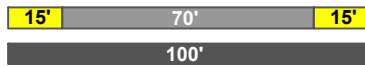


HIGHLAND AVENUE (2)

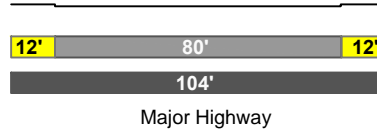
LOOKING NORTH

CURRENT DIMENSIONS

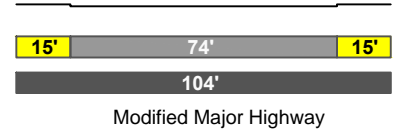
Franklin - Hollywood Bowl



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS

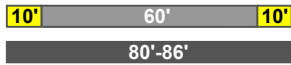


HILLHURST AVENUE

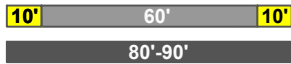
LOOKING NORTH

CURRENT DIMENSIONS

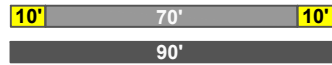
Sunset - Clayton



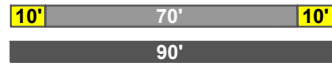
Clayton - Los Feliz



EXISTING PLANNED DIMENSIONS

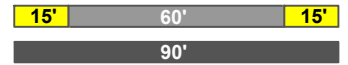


Secondary Highway

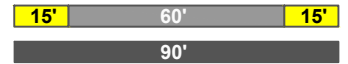


Secondary Highway

PROPOSED PLANNED DIMENSIONS



Modified Secondary Highway



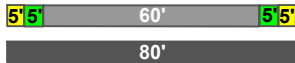
Modified Secondary Highway

HYPERION AVENUE

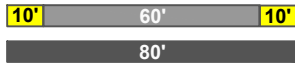
LOOKING NORTH

CURRENT DIMENSIONS

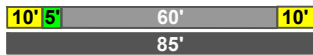
Fountain - Lyric



Lyric - Tracy



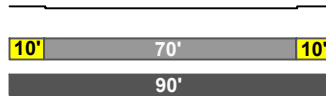
Tracy - Evans



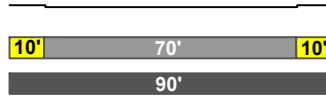
Evans - Rowena



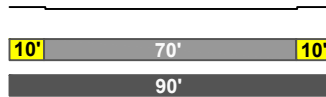
EXISTING PLANNED DIMENSIONS



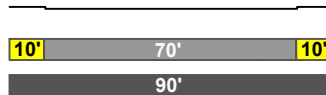
Secondary Highway



Secondary Highway

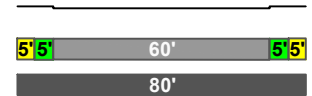


Secondary Highway

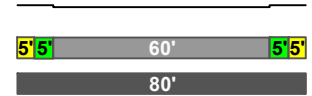


Secondary Highway

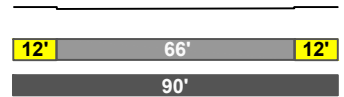
PROPOSED PLANNED DIMENSIONS



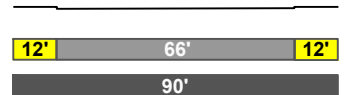
Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway

LA BREA AVENUE

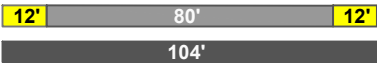
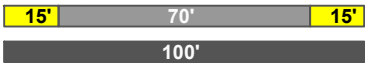
LOOKING NORTH

CURRENT DIMENSIONS

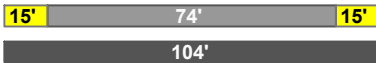
EXISTING PLANNED DIMENSIONS

PROPOSED PLANNED DIMENSIONS

Rosewood - Romaine

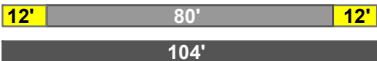
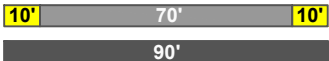


Major Highway

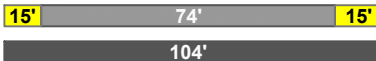


Modified Major Highway

Fountain - Sunset

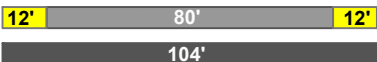
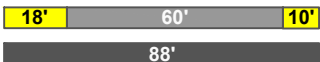


Major Highway

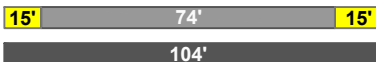


Modified Major Highway

Sunset - Hollywood

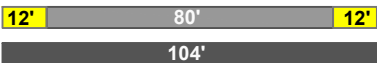
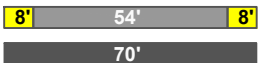


Major Highway

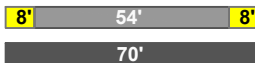


Modified Major Highway

Hollywood - Franklin



Major Highway



Modified Secondary Highway

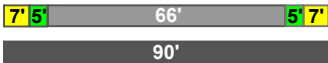
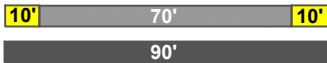
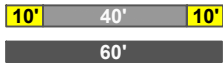
NORMANDIE AVENUE
LOOKING NORTH

CURRENT
DIMENSIONS

EXISTING PLANNED
DIMENSIONS

PROPOSED PLANNED
DIMENSIONS

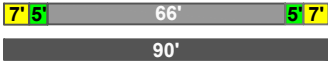
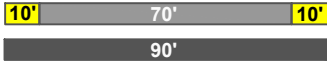
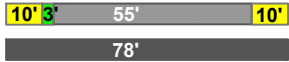
Melrose - Delongpre



Secondary Highway

Modified Secondary Highway

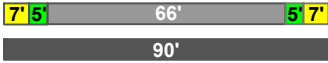
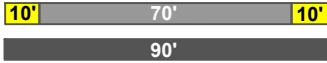
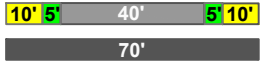
Delongpre - Sunset



Secondary Highway

Modified Secondary Highway

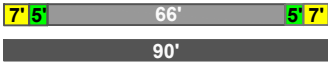
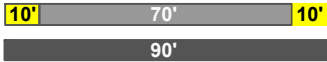
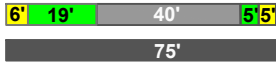
Sunset - Hollywood



Secondary Highway

Modified Secondary Highway

Hollywood - Franklin



Secondary Highway

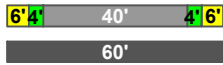
Modified Secondary Highway

ST GEORGE STREET

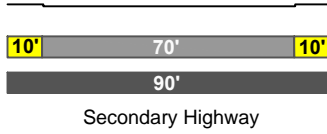
LOOKING NORTH

CURRENT DIMENSIONS

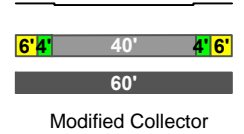
Franklin - Rowena



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS

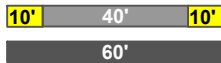


VAN NESS AVENUE

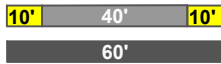
LOOKING NORTH

CURRENT DIMENSIONS

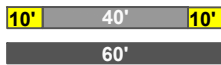
Melrose - La Mirada



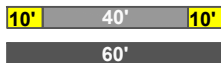
La Mirada - Fountain



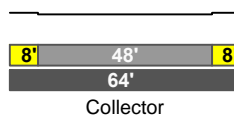
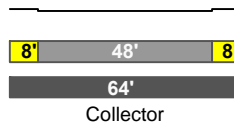
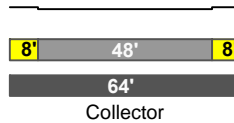
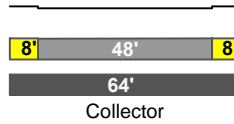
Fountain - Sunset



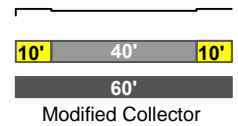
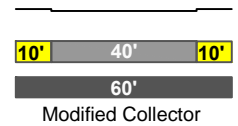
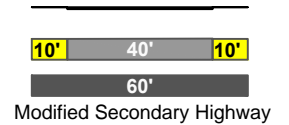
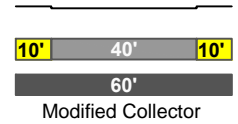
Sunset - 101 fwy



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS



VERMONT AVENUE

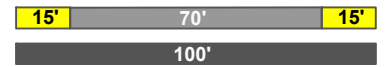
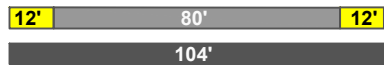
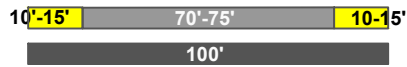
LOOKING NORTH

CURRENT DIMENSIONS

EXISTING PLANNED DIMENSIONS

PROPOSED PLANNED DIMENSIONS

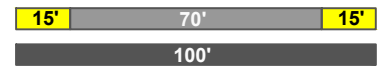
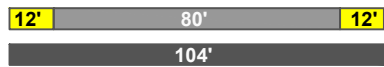
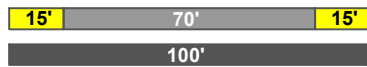
Melrose - Santa Monica



Major Highway

Modified Major Highway

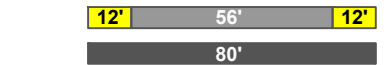
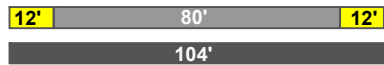
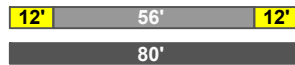
Santa Monica - Hollywood



Major Highway

Modified Major Highway

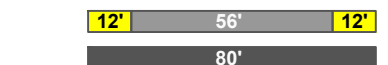
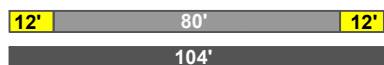
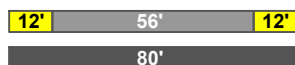
Hollywood - Finley



Major Highway

Modified Major Highway

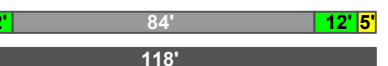
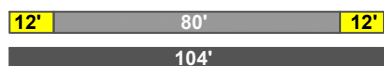
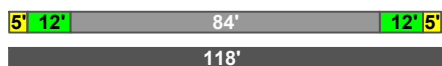
Finley - Los Feliz



Major Highway

Modified Major Highway

Los Feliz - Griffith Park



Secondary Highway

Modified Secondary Highway

VINE STREET

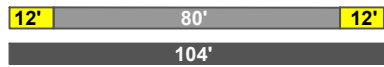
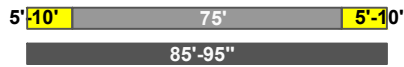
LOOKING NORTH

CURRENT DIMENSIONS

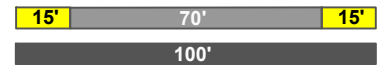
EXISTING PLANNED DIMENSIONS

PROPOSED PLANNED DIMENSIONS

Melrose - Willoughby

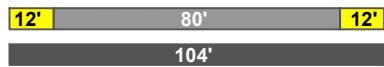
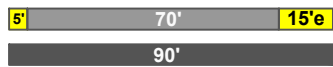


Major Highway

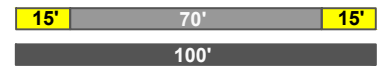


Modified Major Highway

Willoughby - Santa Monica

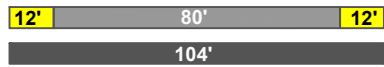
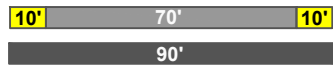


Major Highway

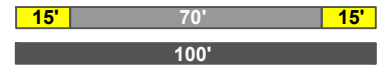


Modified Major Highway

Santa Monica - Delongpre

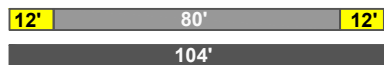
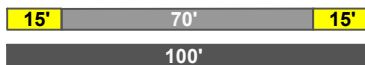


Major Highway

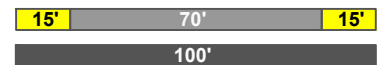


Modified Major Highway

Delongpre - s. of Sunset

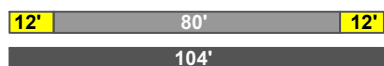
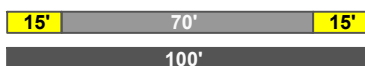


Major Highway

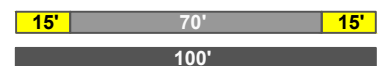


Modified Major Highway

Sunset - Yucca

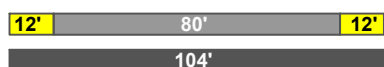
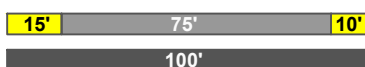


Major Highway

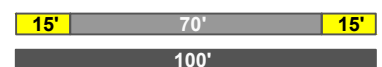


Modified Major Highway

Yucca - Franklin



Major Highway



Modified Major Highway

Hollywood Community Plan

Street Standards

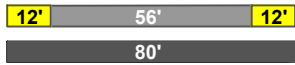
City Planning Commission Recommendation 11.23.2011

VIRGIL AVENUE

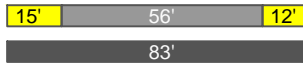
LOOKING NORTH

CURRENT DIMENSIONS

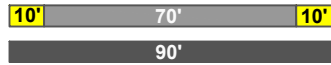
Melrose - Delongpre



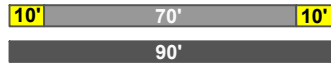
Delongpre - Sunset



EXISTING PLANNED DIMENSIONS

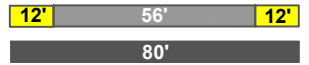


Secondary Highway

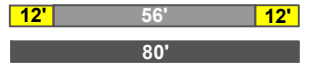


Secondary Highway

PROPOSED PLANNED DIMENSIONS



Modified Secondary Highway



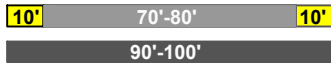
Modified Secondary Highway

WESTERN AVENUE

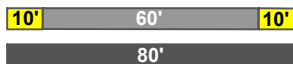
LOOKING NORTH

CURRENT DIMENSIONS

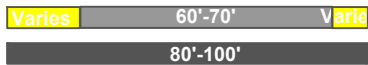
Melrose - Virginia



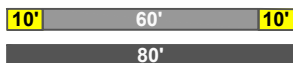
Virginia - DeLongpre



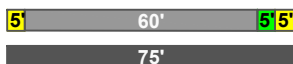
DeLongpre - Harold



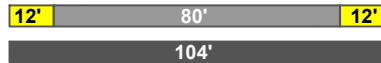
Harold - Franklin



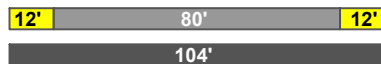
Franklin - Los Feliz



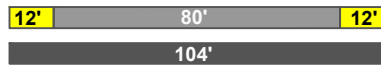
EXISTING PLANNED DIMENSIONS



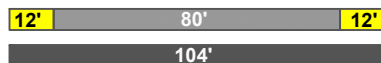
Major Highway



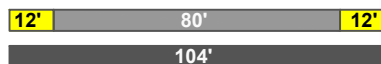
Major Highway



Major Highway

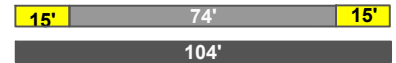


Major Highway

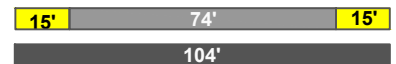


Major Highway

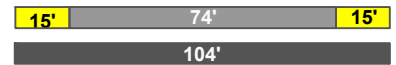
PROPOSED PLANNED DIMENSIONS



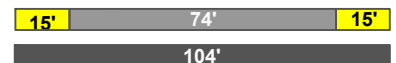
Modified Major Highway



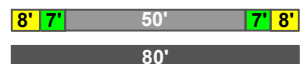
Modified Major Highway



Modified Major Highway



Modified Major Highway



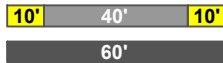
Modified Secondary Highway

WILCOX AVENUE

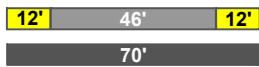
LOOKING NORTH

CURRENT DIMENSIONS

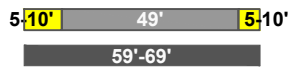
Melrose - Santa Monica



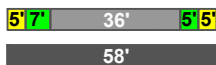
Santa Monica - Sunset



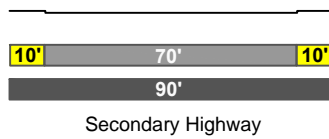
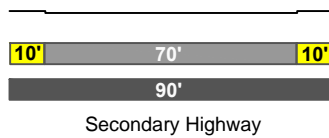
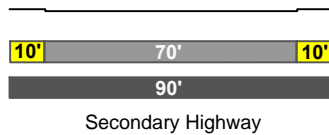
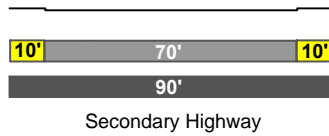
Sunset - Hollywood



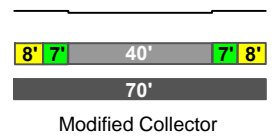
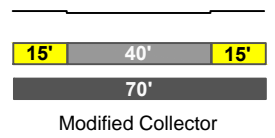
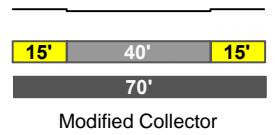
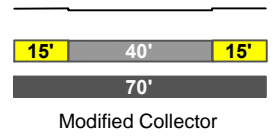
Hollywood - Franklin



EXISTING PLANNED DIMENSIONS



PROPOSED PLANNED DIMENSIONS

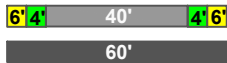


WILTON PLACE

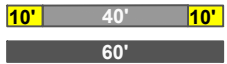
LOOKING NORTH

CURRENT DIMENSIONS

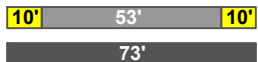
Melrose - Santa Monica



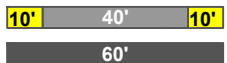
Santa Monica - Delongpre



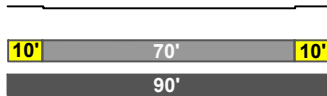
Delongpre - Sunset



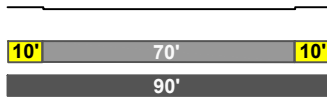
Sunset - Franklin



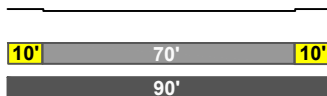
EXISTING PLANNED DIMENSIONS



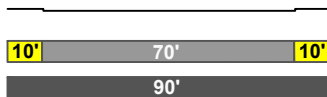
Secondary Highway



Secondary Highway

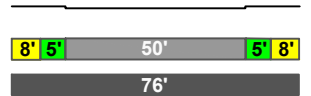


Secondary Highway

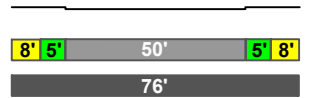


Secondary Highway

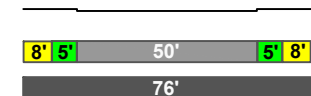
PROPOSED PLANNED DIMENSIONS



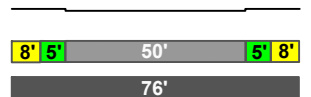
Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway



Modified Secondary Highway

EXHIBIT I:

Additional Plan Map Symbol, Footnote, and Land Use Nomenclature Changes

CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission

November 23, 2011

ADDITIONAL PLAN MAP SYMBOL, FOOTNOTE, CORRESPONDING ZONE, AND LAND USE NOMENCLATURE CHANGES

Land Use and Corresponding Zones:

Residential

<u>Low Density</u>	<u>Corresponding Zones</u>
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Minimum	RE40
Very Low I	RE20
Very Low II	RE15, RE11
Low I	RE9
Low II	RS, R1

<u>Multiple Family</u>	<u>Corresponding Zones</u>
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Low Medium I	R2, RD5, RD4, RD3
Low Medium II	RD2, RD1.5
Medium	R3
High Medium	R4
High	R5

<u>Commercial</u>	<u>Corresponding Zones</u>
-------------------	----------------------------

Limited	C1, C1.5, CR, RAS3, P
Neighborhood	C1, C1.5, CR, C2, C4, RAS3, P
General	C1, C1.5, CR, C2, C4, RAS3, RAS4, P
Community	C1.5, CR, C2, C4, RAS3, RAS4, P, PB
Regional Center	C2, C4, RAS4, R5, P, PB

<u>Industrial</u>	<u>Corresponding Zones</u>
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Commercial Manufacturing	CM, P
Limited	MR1, M1, P, PB

<u>Open Space, Public Facilities</u>	<u>Corresponding Zones</u>
--------------------------------------	----------------------------

Open Space	OS, A1
Public Facilities	PF

Nomenclature Change:

- All land designated Highway Oriented Commercial not otherwise changed in the matrix is redesignated as General Commercial.

Map Symbol Change:

- Remove “Religious Facility” symbols from General Plan Land Use Map and legend

PROPOSED HOLLYWOOD COMMUNITY PLAN MAP FOOTNOTES

1. Low Medium I and Low Medium II is limited to Height District 1XL
2. Regional Center development shall not exceed a floor area ratio of 4.5:1, unless the development receives approval from the City Planning Commission.
3. Commercial uses may be permitted on properties designated as High Density Residential through LAMC 12.24 W.15
4. (Formerly #15, Yamashiro Site) Development of these properties shall be limited to a maximum floor area ratio of 1:1
5. (Formerly #16, Magic Castle Site and parking) – Hotels may be permitted on these properties subject to approval pursuant to LAMC 12.24 W.24
6. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the LAMC as permitted by such zones unless further restricted by adopted specific plans, overlays, specific conditions, and/or limitation of project approval, Plan footnotes, or other Plan map or text notations.
7. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for a sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
8. Local streets and freeways are shown for reference only.
9. A floor area ratio up to 3:1 may be considered on a discretionary basis for property with a MR1 or M1 zone.

EXISTING HOLLYWOOD COMMUNITY PLAN FOOTNOTES FOR REFERENCE PURPOSES

1. Only those zones indicated in the table are recommended in Hollywood.
2. Gross acre includes one-half of abutting street.
3. Height district 1XL.
4. Refer to zoning maps; may be limited to Height District 1XL or to less than maximum R3 zoning density.
5. Height District 1VL; maximum density limited to one dwelling unit per six hundred (600) square feet of lot.
6. For properties with less than one hundred (100) feet of lot depth, the recommended FAR is 1:1.
7. For properties limited to the 1XL and 1VL Height Districts, the recommended FAR is 1 .5:1. This Plan designation emphasizes pedestrian-oriented use and design.
8. This designation is limited to the East Hollywood Center Study Area. FAR up to 3:1 may be permitted through application of the CSA 1 Height District
9. This designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval
10. When the use of property designated as "Public Land" or "Open Space" is to be discontinued, the proposed new use must be approved by the City Planning Commission through the procedure established by LAMC 12.24.1.
11. A maximum FAR of 3:1 may be permitted on sites located within designated centers with the application of the CSA 1 Height District.

12. A floor area ratio (FAR) of 1.5:1 shall be permitted on properties designated Highway Oriented commerce located within the Hollywood Redevelopment Project area.
13. The Plan contemplates that certain commercial uses may be allowed on properties designated as High density through LAMC 12.24.C1.50 (j). Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Whenever possible commercial uses should be located at street level, with residential uses on the upper floors.
14. Development of these properties shall be limited to a maximum floor area ratio of 1.9:1.
15. Development of these properties shall be limited to a maximum floor area ratio of 1:1.
16. Hotels may be permitted on these properties subject to approval pursuant to LAMC 12.24C.1-1(j).
17. For existing mobilehome parks, the existing use and the RNP Zone are consistent with the Plan, and the RMP zone is a corresponding zone for every land use designation in the Plan, including residential, commercial, and industrial Plan designations. The retention or expansion of existing mobilehome parks in the RMP Zone encourages the provision of affordable housing and serves as a viable resource to supplement the City's housing stock. New mobilehome parks shall be consistent with the Plan when developed in the RMP Zone and in a Residential or Commercial Plan designation. The RMP zone is a corresponding zone for every residential and commercial land use designation in the Plan. New mobilehome parks should be established such that their location is: 1) desirable to public convenience and welfare; 2) in harmony with the various elements and objectives of the General Plan; 3) proper in relation to adjacent uses or development; and 4) not materially detrimental to the character of development in the immediate neighborhood.
18. Each Plan category permits all indicated corresponding zones as well as those zoned referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan unless accompanied by a concurrent Plan Amendment.
19. When the use of property designated as "Open Space" (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by all appropriate decision-makers through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan. Property both designated as "Open Space" and zones OS or A1 shall be considered exempt from the aforementioned procedure.
20. When the use of property designated as "Public/Quasi-Public Use" (e.g. school, university, hospital, major institutions) is proposed for a use other than the existing use or that which has been deemed to be approved per LAMC 12.24 F, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.

EXHIBIT J:





Existing General Plan Framework Map

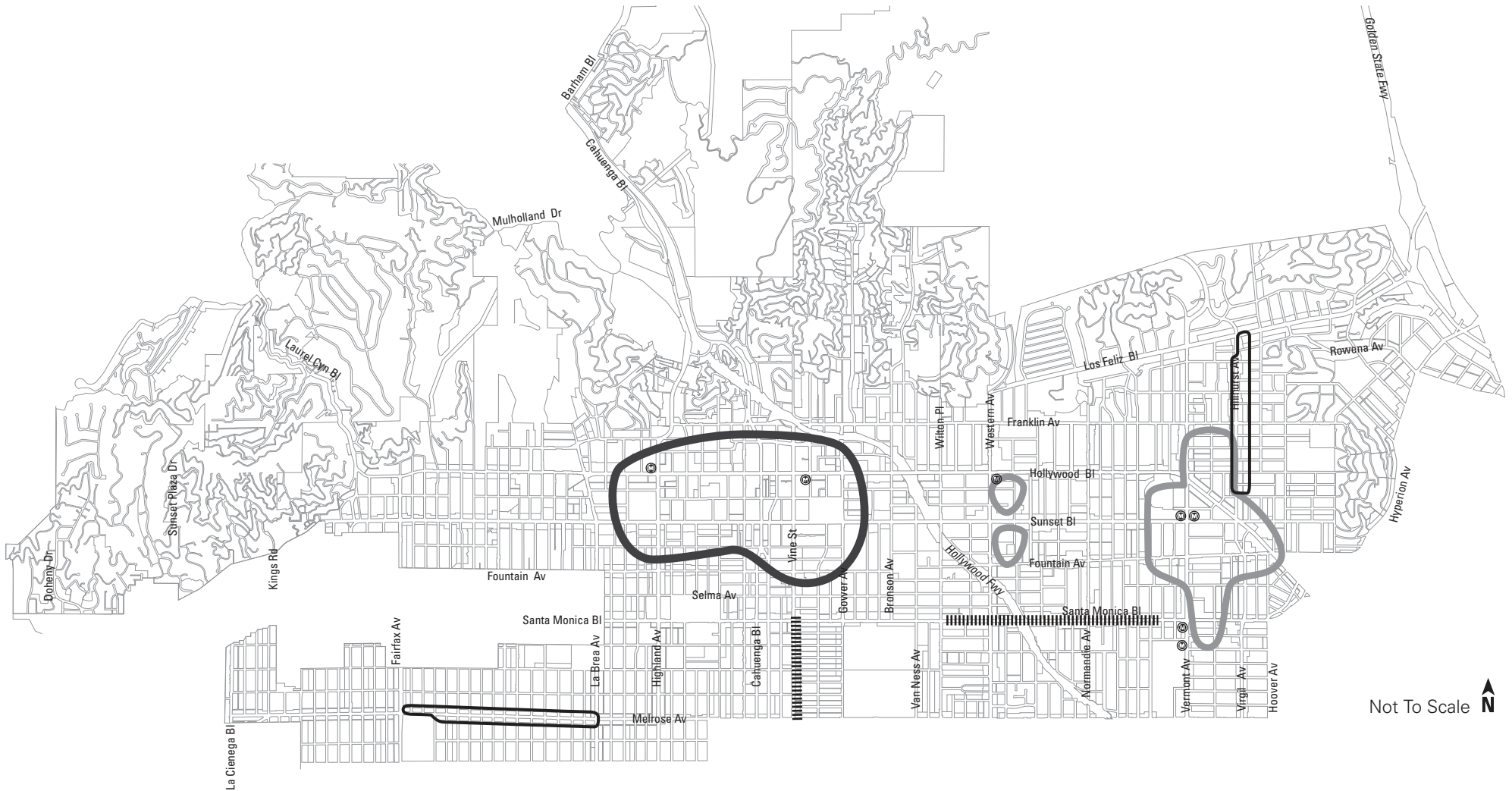
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For consideration by the City Planning Commission

November 23, 2011

Legend:

-  Regional Center
-  Community Center
-  Neighborhood District
-  Mixed-Use Boulevard



Not To Scale 

Existing General Plan Framework Map Hollywood Community Plan

EXHIBIT K:





Proposed General Plan Framework Map

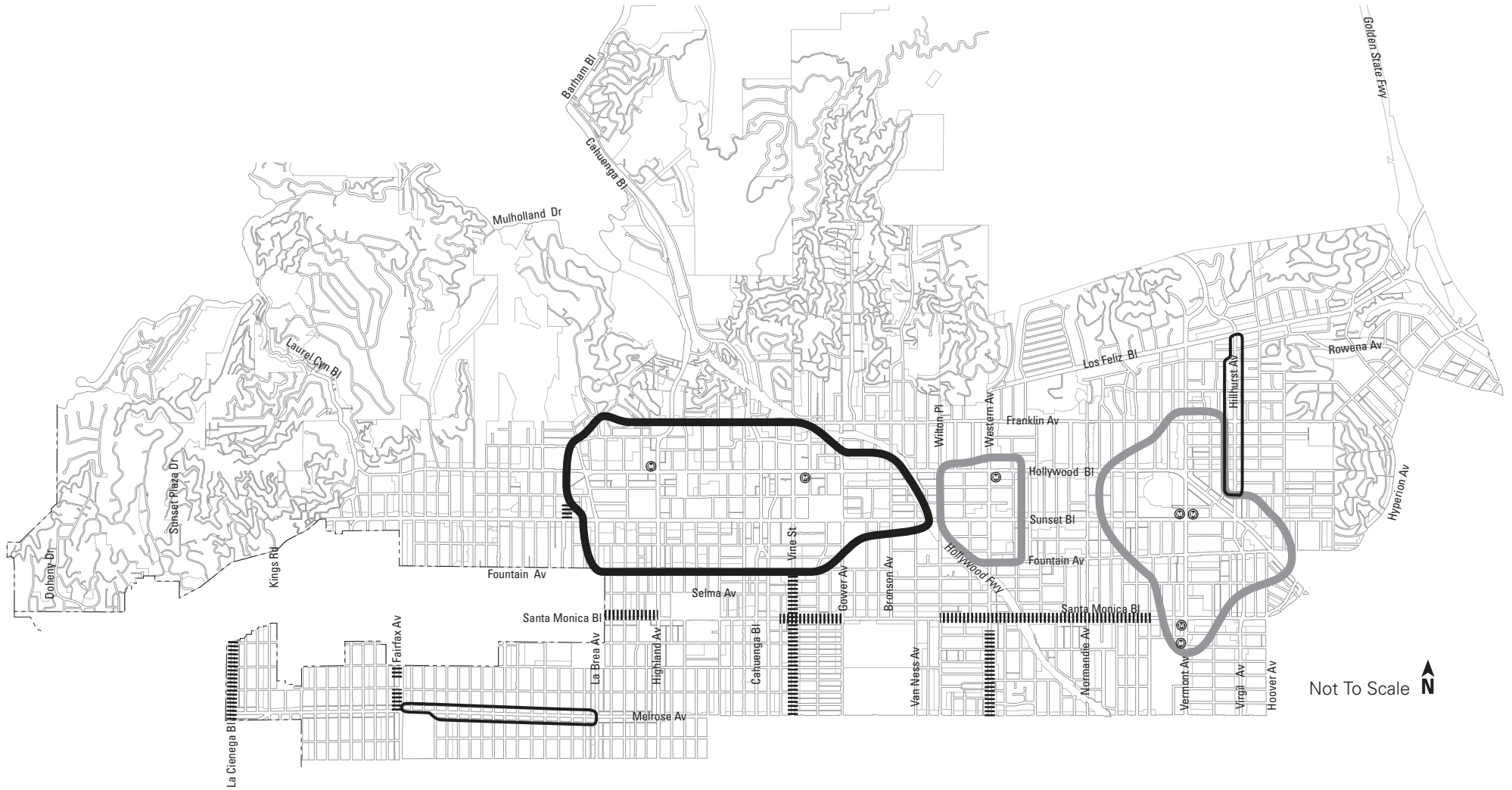
CPC-2005-6082-CPU, CPC-1997-43-CPU

For consideration by the City Planning Commission

November 23, 2011

Legend:

-  Proposed Regional Center
-  Proposed Community Center
-  Neighborhood District
-  Mixed -Use Boulevard or District



Proposed General Plan Framework Map Hollywood Community Plan Update (CPU)

Hollywood Community Plan

Existing Land Use Designation Map

Land Use

Residential

Low Density

Minimum

Very Low I

Low I

Low II

Multiple Family

Low Medium I

Low Medium II

Medium

High Medium

High

Commercial

Limited Commercial

Neighborhood Commercial

Highway Oriented

Community Commercial

Regional Center

Industrial

Commercial Manufacturing

Limited Manufacturing

Open Space ; Public Facilities

Open Space

Public Facilities

Service Systems

Public Elementary School

Public Junior High

Public Senior High

Private Elementary School

Private Senior High

Junior College

Neighborhood Park

Community Park

Regional Park

Public Golf Course

Branch Admin. Center

Fire Station

Police Station

Community Library

Regional Library

Cultural/Historical Site

Maintenance Yard

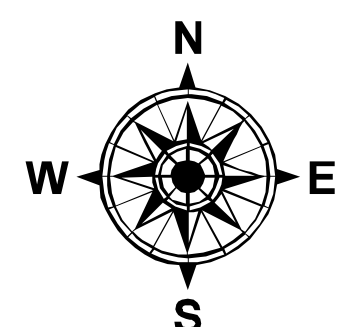
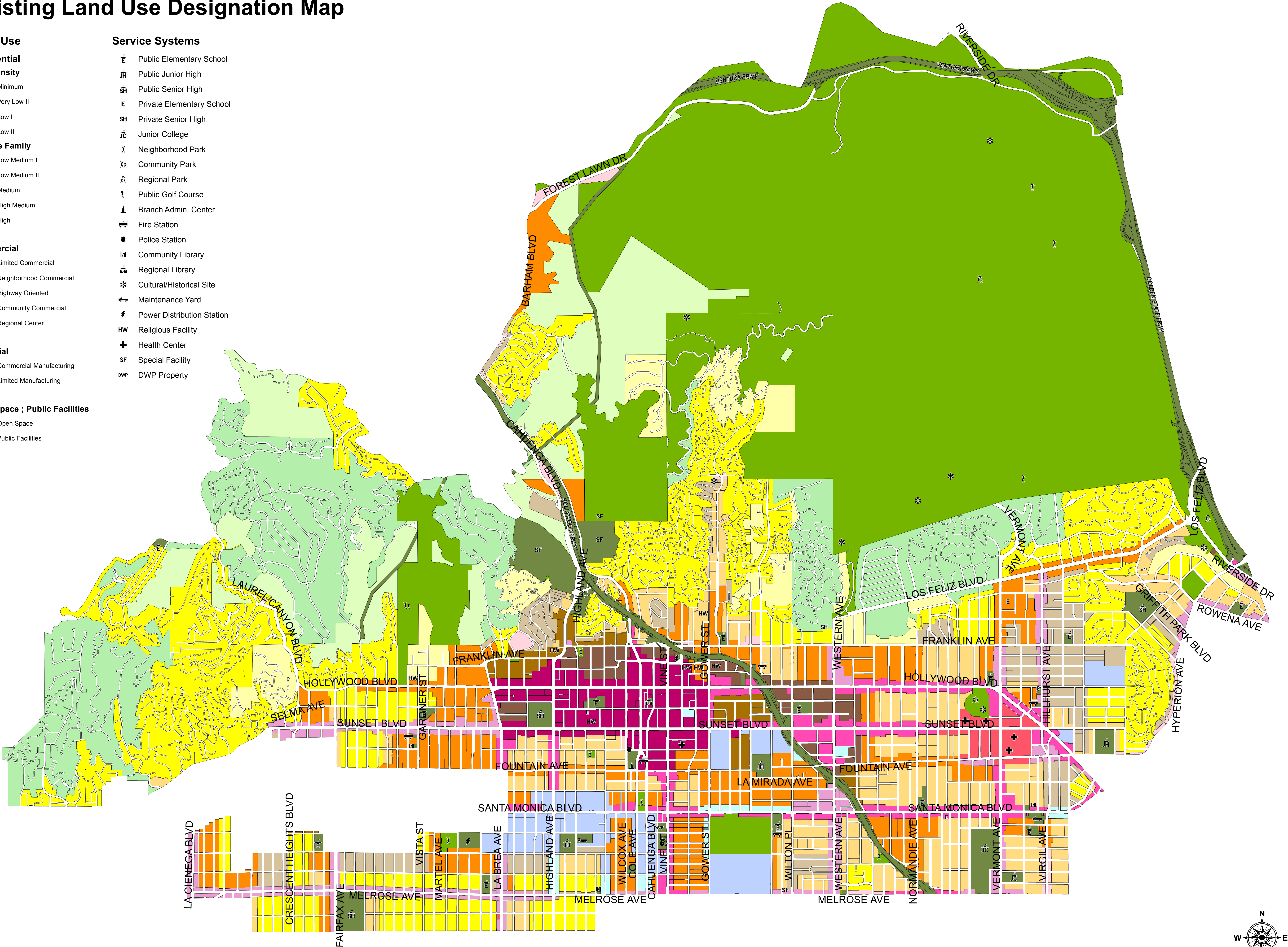
Power Distribution Station

Religious Facility

Health Center

Special Facility

DWP Property

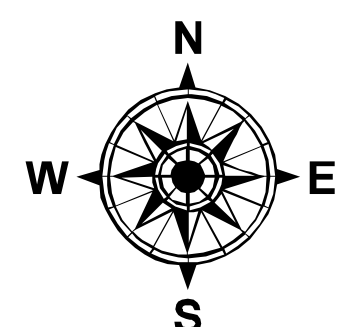
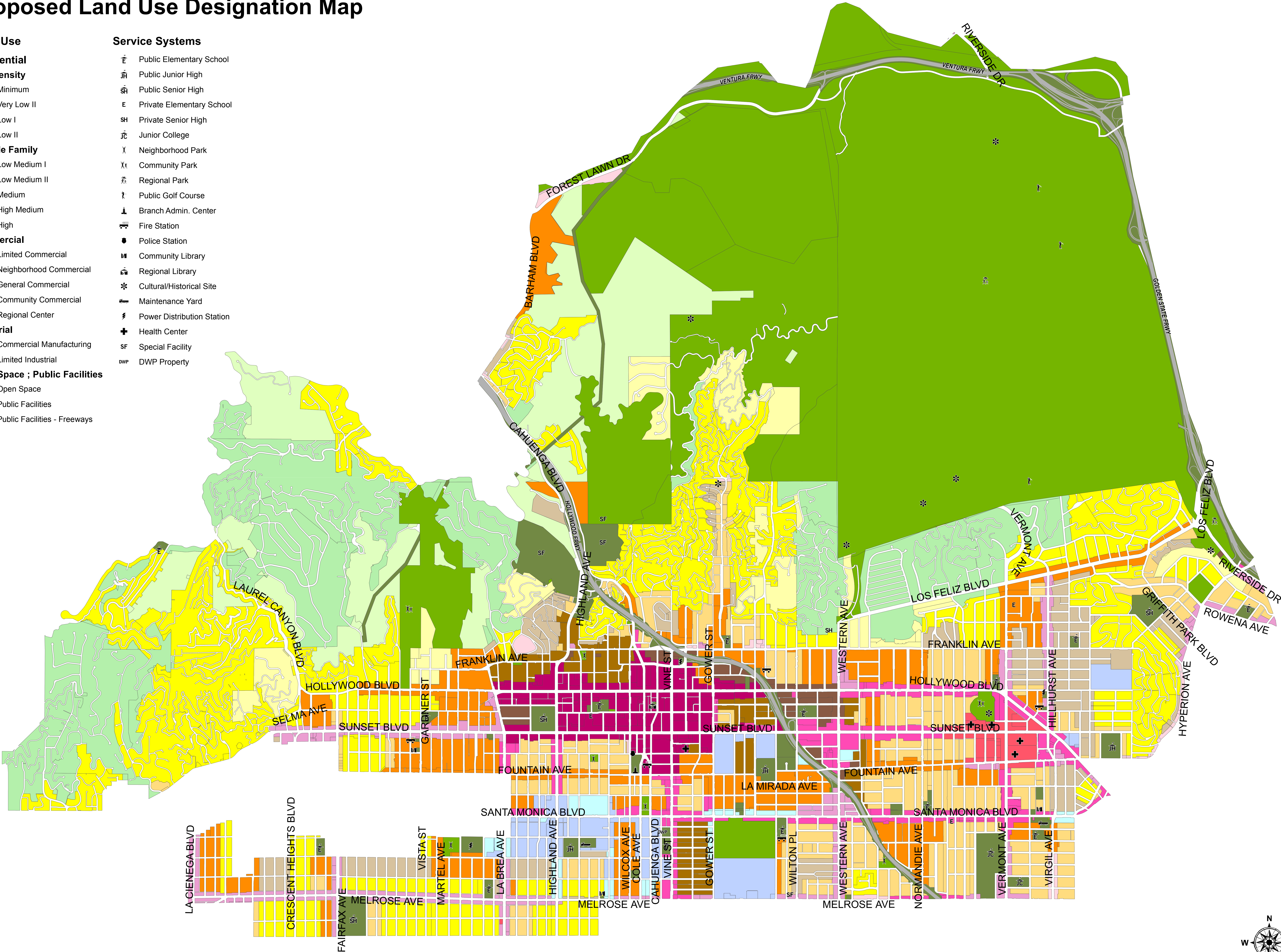


Hollywood Community Plan

Proposed Land Use Designation Map

- Land Use**
- Residential**
- Low Density**
- Minimum
 - Very Low II
 - Low I
 - Low II
- Multiple Family**
- Low Medium I
 - Low Medium II
 - Medium
 - High Medium
 - High
- Commercial**
- Limited Commercial
 - Neighborhood Commercial
 - General Commercial
 - Community Commercial
 - Regional Center
- Industrial**
- Commercial Manufacturing
 - Limited Industrial
- Open Space ; Public Facilities**
- Open Space
 - Public Facilities
 - Public Facilities - Freeways

- Service Systems**
- Public Elementary School
 - Public Junior High
 - Public Senior High
 - Private Elementary School
 - Private Senior High
 - Junior College
 - Neighborhood Park
 - Community Park
 - Regional Park
 - Public Golf Course
 - Branch Admin. Center
 - Fire Station
 - Police Station
 - Community Library
 - Regional Library
 - Cultural/Historical Site
 - Maintenance Yard
 - Power Distribution Station
 - Health Center
 - Special Facility
 - DWP Property



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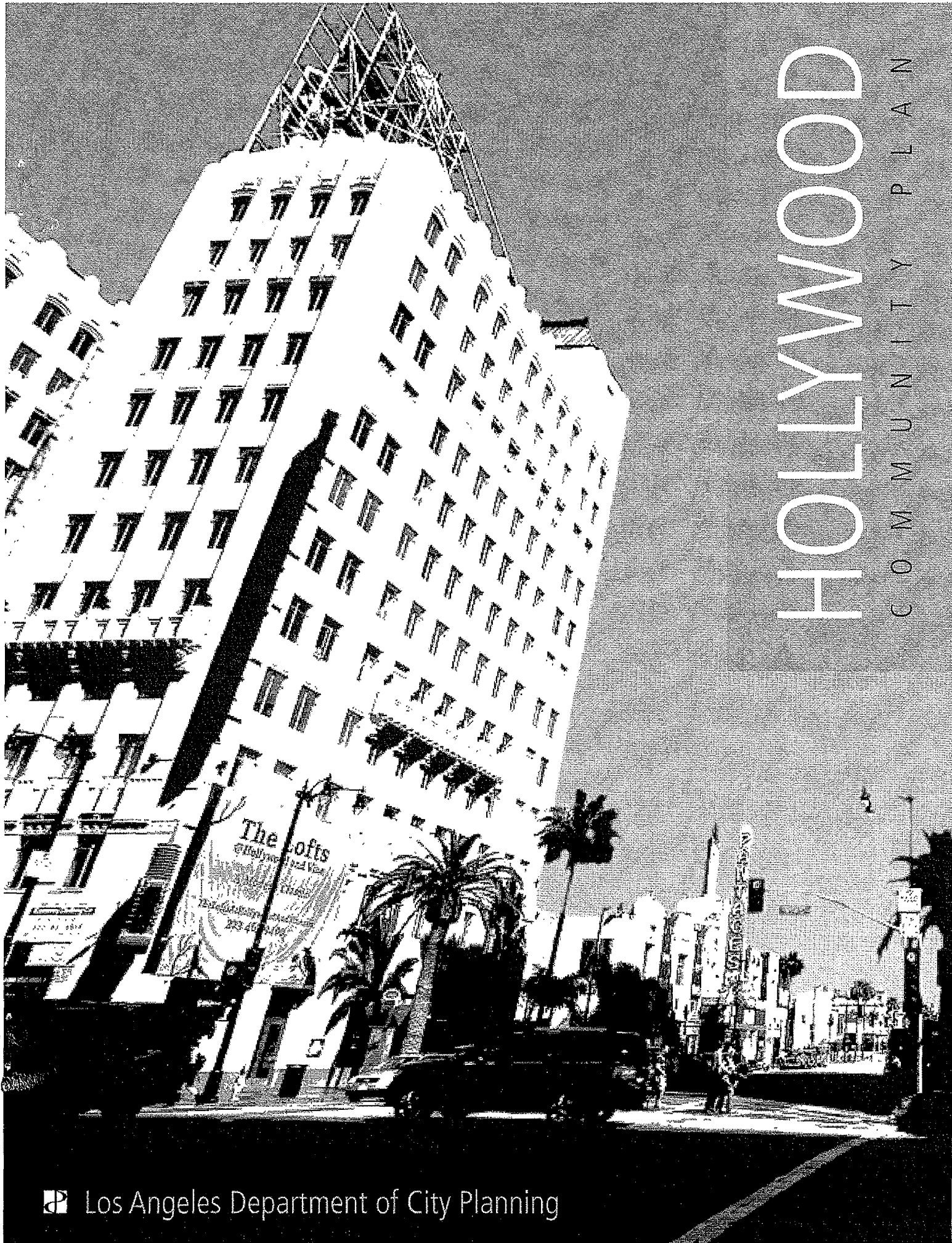
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HOLLYWOOD

COMMUNITY PLAN

DRAFT

LOS ANGELES DEPARTMENT OF CITY PLANNING

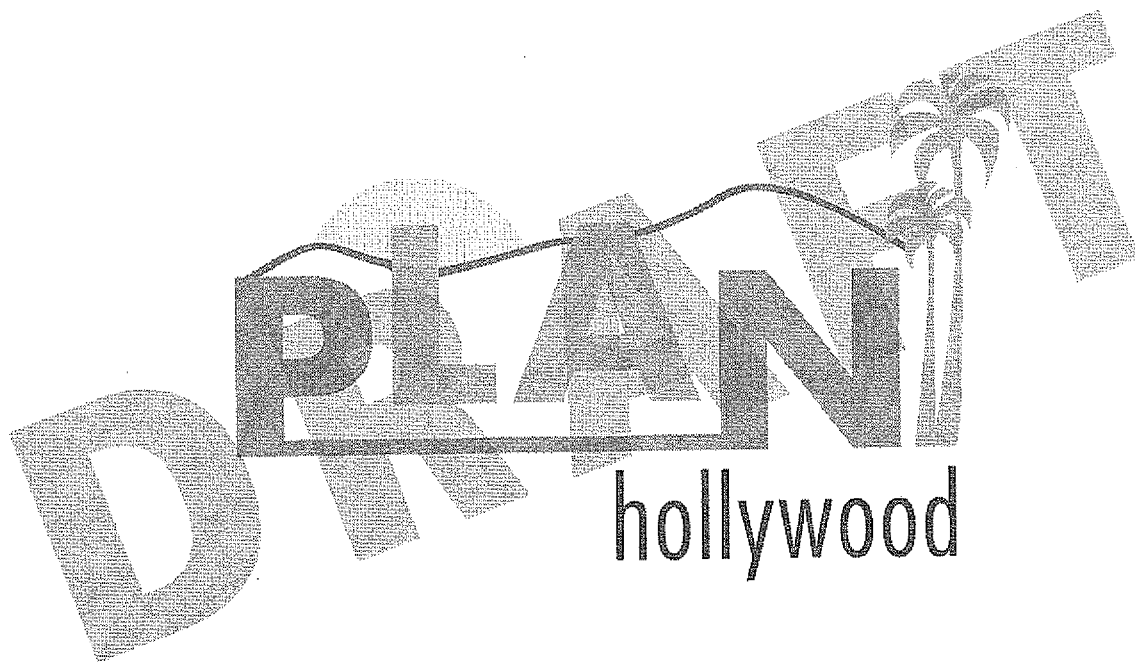




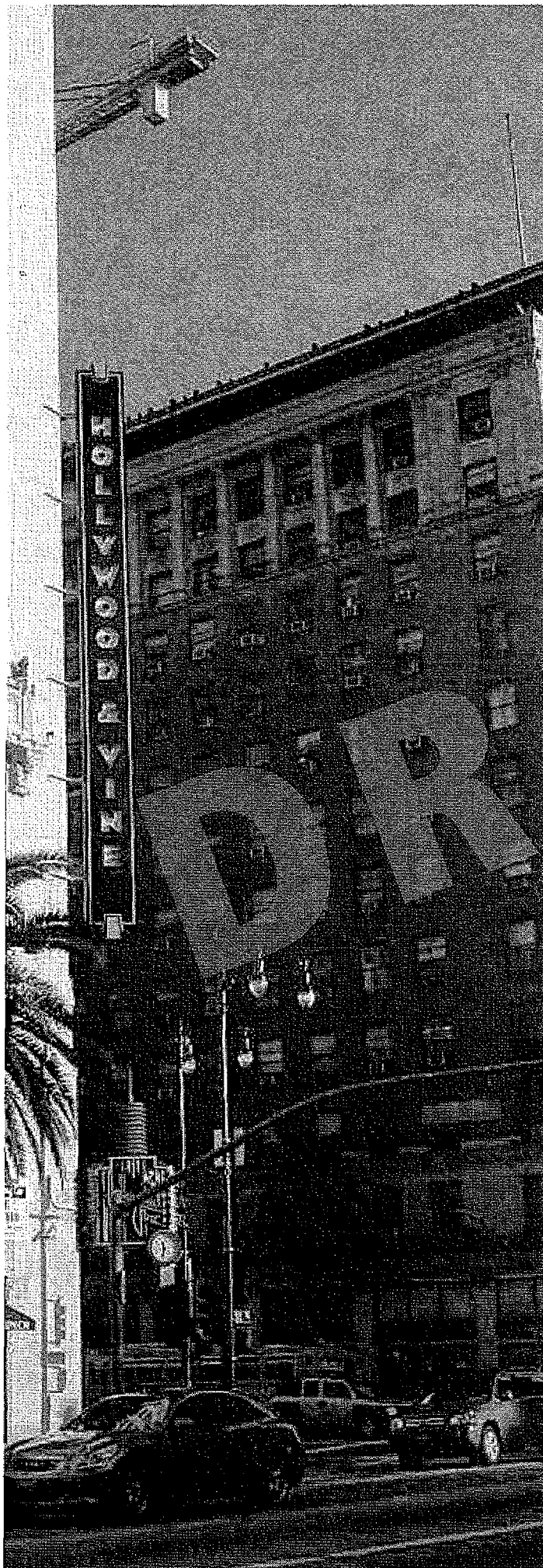


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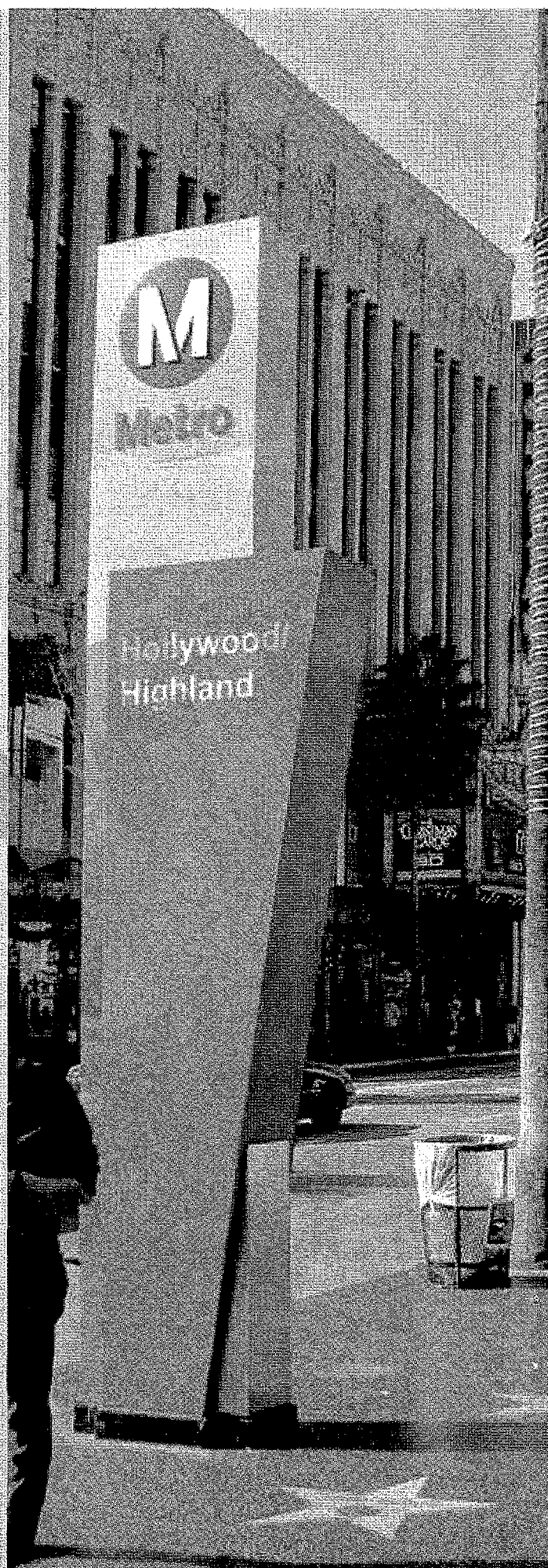
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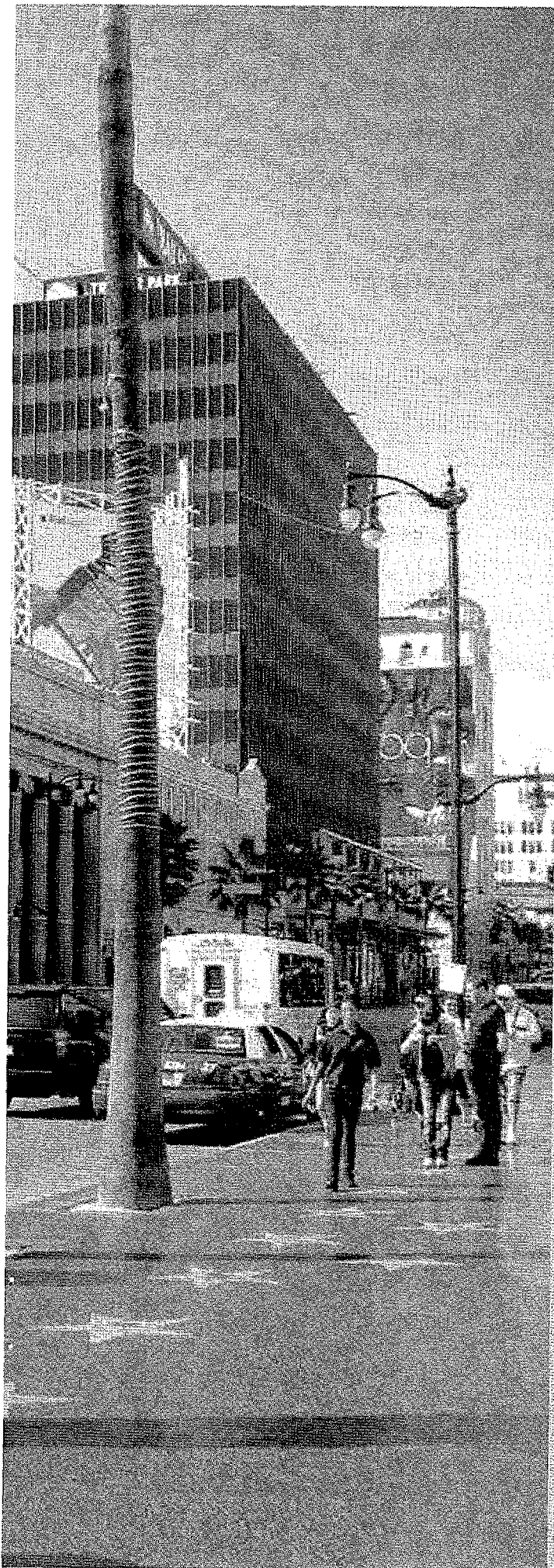
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Introduction & Orientation

Hollywood has emerged in the 21st century as a community that is making a comeback. Located five miles west of downtown Los Angeles and 12 miles from the Pacific coast, Hollywood is a mosaic of districts, including the historic entertainment district on Hollywood Boulevard, the Media District south of Santa Monica Boulevard, the major medical facility cluster in East Hollywood, and many distinctive residential neighborhoods throughout.

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

Drawing crowds of tourists during the day, while bustling with nightclub activity at night, downtown Hollywood is developing into an attractive mixed-use residential center, where residents can live, work, shop and play. An array of historic, boutique, and mixed-use hotels accommodate the needs of visitors who come to Hollywood for business or tourism.

The recent turnaround of this area can be attributed to the successful collaboration of community stakeholders — the Community Redevelopment Agency, the Hollywood Chamber of Commerce, the Hollywood Entertainment Business Improvement District and the neighborhood councils — working together with city planners and developers.

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

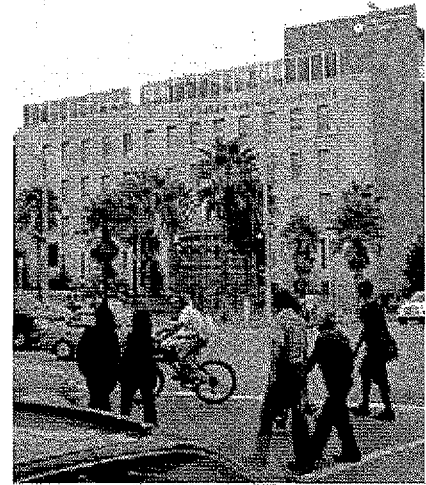
South of Santa Monica Boulevard between La Brea Avenue and Van Ness Avenue, stretches the Media District. This industrial area is home to facilities engaged in film and tape editing, film archiving and storage, studio equipment manufacture, rental and storage, sound recording and many other pre- and post-production uses.

Also located within the Media District is a flourishing equity-waiver theater district, known as Theater Row, where some of the City's most critically-acclaimed live theater companies perform nightly. The Hollywood Community Plan protects the industrial uses of the Media District and the theaters of Theater Row, while allowing for a mixture of uses along the edges of the District on La Brea Avenue and Santa Monica Boulevard.

East Hollywood is home to a cluster of prominent medical facilities, including Kaiser Hospital, Children's Hospital, Hollywood Presbyterian Medical Center, and associated medical offices and research facilities. Located on Sunset Boulevard, adjacent to the Sunset/Vermont Red Line Metro Station, Children's Hospital is one of the nation's leading teaching hospitals for physicians and nurses who specialize in pediatrics.

These East Hollywood medical facilities are major employment centers, providing roughly one-tenth of Hollywood's jobs. The Hollywood Community Plan incorporates the existing Vermont-Western Station Area Plan, a transit-oriented Specific Plan, to encourage development around the Red Line Metro stations located on Vermont Avenue and Hollywood Boulevard, while preserving nearby residential neighborhoods.

Interlaced between these several districts are many distinctive single-family and multifamily residential neighborhoods. The Hollywood Community Plan seeks to direct growth away from many of these existing residential neighborhoods towards transit-oriented districts and corridors in Mixed-Use Incentive Areas. To improve walkability in these areas and throughout the Plan area, the Plan implements revised street standards, which allow for wider sidewalks and a series of streetscape plans.



Community Vision Statement

To achieve the goal of a sustainable, livable future, the Hollywood Community Plan offers a Vision Statement which describes what the community seeks to become — how it will look, function, and how it might become better or different in the future. The heart of the Community Plan, the Vision Statement, gives the Plan a purpose and provides a basis for its development. The Vision Statement is unique to the Community Plan, and provides a foundation for change that is shared by community members, homeowners, developers, business owners, elected officials, and City departments.

A Vision for Hollywood 2030

The Hollywood Community Plan envisions a compact city that is growing vertically, mixing residential, commercial and industrial uses in new and interesting ways. With core industries in entertainment, tourism and health care, this is a Hollywood which supports a strong local and regional economy. A rich, multimodal transit system, an inviting walking environment, and mixed-use housing along transit corridors enable many Hollywood residents to reduce their use of cars.

The balanced growth of commercial and residential uses provides a jobs-housing balance, enabling an increasing number of residents and visitors to live, work, play and shop in Hollywood. Implementation of mixed-income housing incentives creates opportunities for people who work in Hollywood to find affordable housing nearby.

A successful growth plan must be a sustainable plan. Therefore, the Hollywood Community Plan promotes building, landscape, transportation and land use policies that take the long view towards protecting the environment. Recognizing the value of Hollywood's impressive historic architecture and cultural resources, the Community Plan seeks to protect these assets, as well.

Hollywood is challenged by parking and open space deficits. The Community Plan proposes innovative policies to deal with these challenges.

The Hollywood Community Plan respects the need for established single-family neighborhoods to preserve neighborhood character and presents design guidelines to improve the transition between new, high-density development and low-scale single-family and multi-family homes.

Purpose of the Plan



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

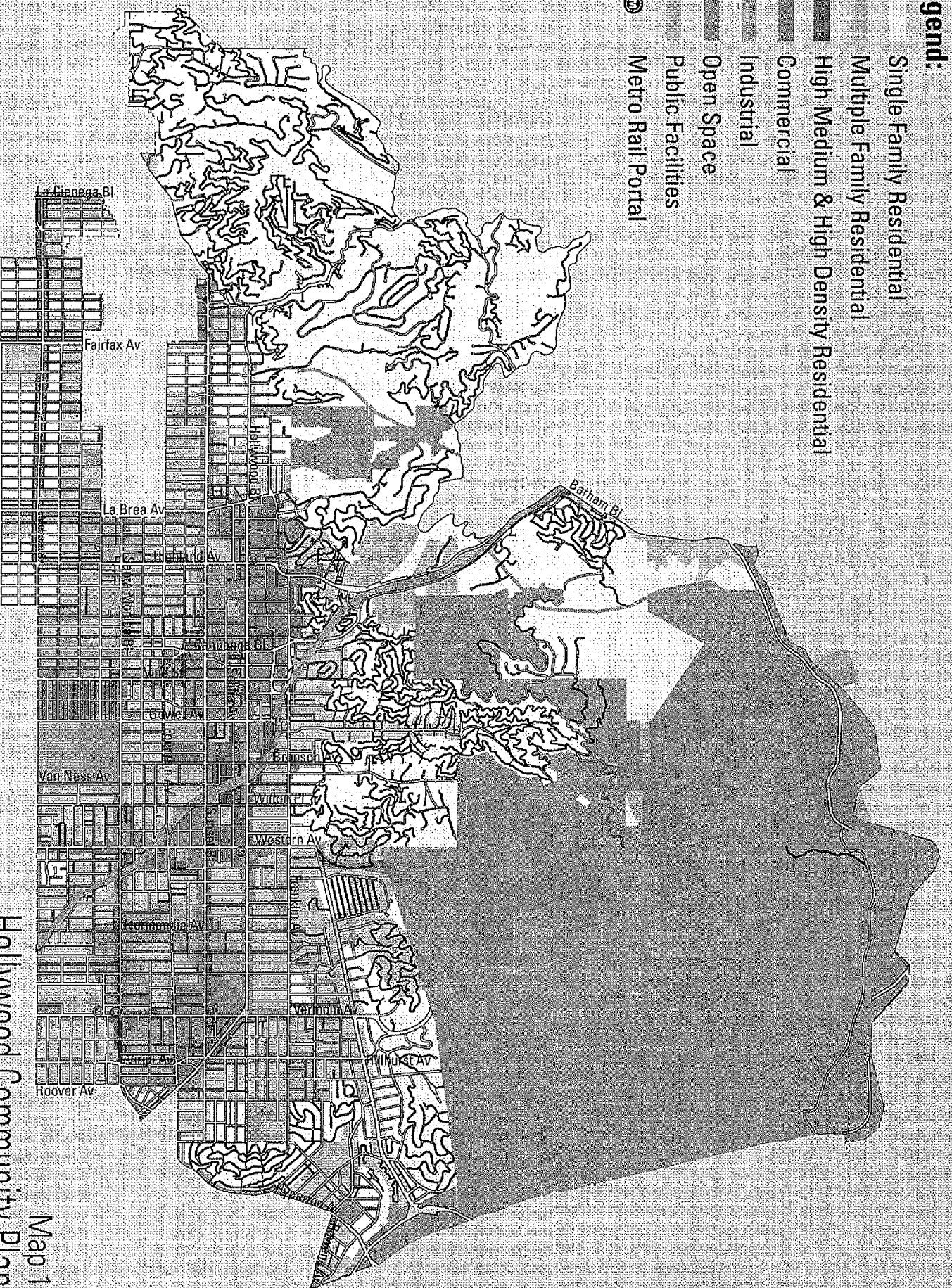
- To outline a vision for Hollywood's long-term physical and economic development and community enhancement;
- To provide strategies and specific implementing actions that will allow this vision to be accomplished;
- To establish a basis for judging whether specific development proposals and public projects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

The Community Plan's importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives.

Map 1 shows how the Community Plan distributes land uses for residential, commercial, and industrial purposes, as well as the distribution of open space and public facilities.

Legend:

- Single Family Residential
- Multiple Family Residential
- High Medium & High Density Residential
- Commercial
- Industrial
- Open Space
- Public Facilities
- Metro Rail Portal



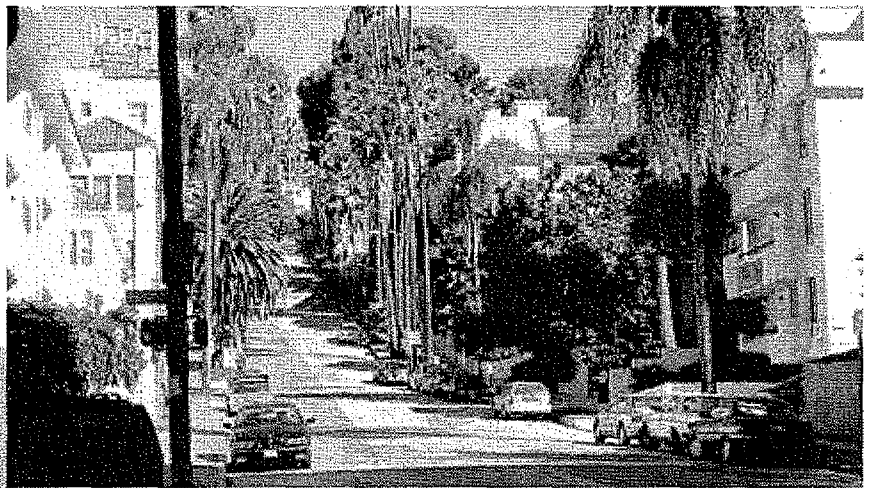
This is an informational map provided for reference purposes only. It is not adopted as a part of the Hollywood Community Plan.

Map 1 Hollywood Community Plan PROPOSED GENERALIZED LAND USE

How to Use the Plan

The Hollywood Community Plan is intended for use by all members of the community. For example:

For residents and neighborhood councils, the Community Plan identifies the general type of land uses permitted, describes plans and changes that may affect the neighborhood, and explains the policies and implementation standards the City will use to evaluate land use entitlement applications.



For businesses, the Plan identifies the land use measures the City will take to support businesses and encourage future success. The Plan includes policies to guide commercial and industrial development. It also discusses strategies to reverse decline and attract new investment in commercial centers and corridors.

For developers, the Plan introduces the community, provides background information, and outlines development regulations. Developers are encouraged to review all maps, policies, and implementation programs throughout this document to get a better feel for where and what type of development shall occur.

For public officials, the Community Plan is a tool to help decisionmakers, such as Hearing Officers, Zoning Administrators, Area and City Planning Commissions, and the City Council, make land use decisions. Decisionmakers who are writing conditions of approval for individual development projects review policies contained within the Plan. For example, policies contained in the Mobility and Access Chapter can be referenced by decisionmakers as traffic mitigation measures for individual projects.

For public agencies, the Community Plan is intended to help agencies prepare their plans for public services and facilities, such as transportation infrastructure improvements, parks, and schools. The policies located throughout the Plan are interrelated and should be examined comprehensively when making planning decisions.

Plan Organization and Overview

The Hollywood Community Plan consists of seven chapters. Each chapter contains an approach section at the beginning that describes its contents and relationship to the Plan. An overview of each of the Community Plan chapters is provided below.

Chapter 1 ~ Introduction and Orientation: Chapter 1 presents a brief introduction to the Hollywood community; expresses the community's vision for the future; and describes what a community plan is and how to use it. Chapter 1 describes the relationship of the Community Plan to the City's General Plan and other important agencies with development influence; and summarizes the Community Plan content.

Chapter 2 ~ Background: This chapter includes a detailed description of the historical development of the community; the community's relationship to adjoining communities; the environmental setting; existing land uses, development patterns and urban forms; current mobility and access networks; existing community facilities and infrastructure; and trends and future projections.

Chapter 3 ~ Land Use Plan: The land use plan specifies overarching goals, policies, and implementation standards that support citywide goals and policies while addressing issues unique to the Community Plan. The goals and policies address such issues as land use typology, urban design standards, community conservation/protection areas, areas of change (i.e. development infill and intensification), public and quasi-public facilities, environmental issues, and the Land Use Plan's relationship to other General Plan elements.

Chapter 4 ~ Mobility and Access: Chapter 4 defines goals and policies for an integrated multi-modal mobility system that provides accessibility within and outside of the immediate community, linking to citywide and regional networks. Accessibility, street, bikeway and transportation demand management standards are also defined. This chapter also includes an inventory of the existing multi-modal network – streets, highways, transit, sidewalks, crosswalks, bicycle paths and lanes, equestrian paths, airports, harbors, and parking.

Chapter 5 ~ Community Facilities and Infrastructure: Chapter 5 takes a comprehensive look at existing community facilities, providing an inventory of public infrastructure and services in Hollywood.

Chapter 6 ~ Implementation Programs: This section explains the planning tools which are available for implementing the programs which are associated with Plan policies. Community Plan programs are listed as action items along with the public departments and agencies which will be responsible for implementing the programs.

Chapter 7 ~ Urban Design/Public Realm: This chapter defines goals, policies and design standards for public and private spaces, such as streets, sidewalks, plazas, parks, and community entry points.

Relationship of The Community Plan to Other Plans

The Hollywood Community Plan must be consistent with the provisions of the City of Los Angeles' General Plan. In addition to the General Plan and its various elements, a variety of other plans, development regulations, and guidelines shape land use in the community plan area. In many instances, these plans are administered by other agencies, requiring coordination for various development projects. In the following sections, the relationship of community plans to the general plan and other agency plans are further explained.

Relationship to General Plan

California State Law requires that cities prepare and adopt a comprehensive, integrated, long-term general plan to direct future growth and development. The general plan is the fundamental policy document of a city. It defines the framework by which a city's physical and economic resources are to be managed and utilized over time.

Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing housing and provision for new home construction, requirements for supporting infrastructure and public and human services, and protection of residents from natural and man-made hazards are guided by the general plan.

The general plan must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. Cities may also choose to incorporate additional elements to more directly address issues, such as recreation and parks, air quality, capital improvements, historic preservation, community design, and economic development. There must be internal consistency among the elements.

In Los Angeles, the thirty-five community plans comprise the City's land use element. The land use element has the broadest scope of the general plan elements. Since it regulates land use, many of the issues and policies contained in all other general plan elements are influenced and/or influence the land use element.

Each community plan must address issues facing the community in a holistic manner, factoring in housing needs, transportation choices, land use locations and intensities, environmental issues, and other concerns. The community plan also implements citywide policies as they relate to the community.

The General Plan Framework: Guiding Principles

The City's General Plan Framework Element establishes development policy at a citywide level, and each of the thirty-five community plans work within this framework to guide development. Each community plan must take a long-term approach in addressing anticipated growth. In this manner, the community plans balance the needs of current stakeholders with the anticipated development likely to occur in the future.

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

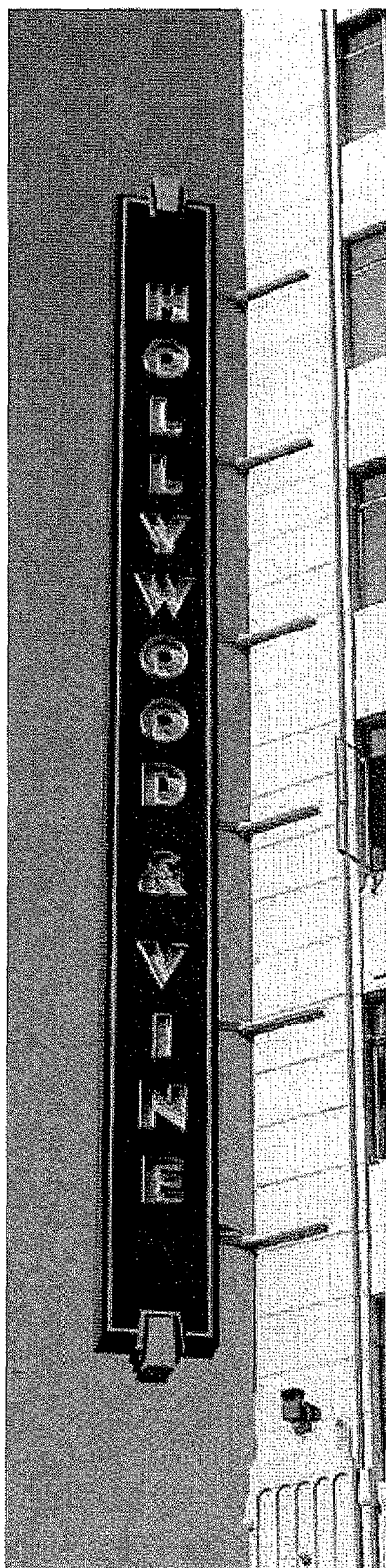
Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different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

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

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

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

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility of all those who live,



work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and changes in land use and travel behavior to reduce vehicle trips. Supporting a variety of travel modes, including walking, bicycling, public transit, and driving is essential to maintaining mobility and access.

Identify a hierarchy of commercial Districts and Centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy helps us better understand the roles that different types of commercial areas play within our communities and better foster their unique characteristics. Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they may contain residential and mixed-use buildings as well.

Relationship to Other Agency Plans

There are a variety of agencies and organizations that influence development in the community plan. Some of these agencies administer plans with specific design guidelines. In varying capacities, these agencies guide and influence land use decision making in the plan area. In each case, the plans and use of property must be consistent with the community plan.

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

The Community Redevelopment Agency (CRA) is a public agency which was established in 1948 pursuant to California State Law (Code Section 33000) to attract private investment into economically depressed communities. Redevelopment is accomplished by the implementation of redevelopment plans which are approved by the City Planning Commission and the City Council.

Because each Redevelopment Plan must be consistent with the General Plan and the Community Plan for that Project area, the City Planning Department and the Community Redevelopment Agency work closely together in developing their respective Plans. Actions taken by the Community Redevelopment Agency may be subject to City Council approval.

Within the Project areas, the increment in tax revenues generated by redevelopment is used to support further investment. CRA programs foster job creation, maintain and increase the supply of housing for low-and- moderate income households, and renovate, remove or replace deteriorated structures.

The CRA plays an important role in preserving and increasing the stock of affordable housing within CRA Project Areas. Twenty percent of the CRA's tax

increment and bond proceeds are dedicated to providing affordable housing. CRA projects which demolish affordable housing units are required to replace these units on a one-to-one basis.

The CRA's work is overseen by seven commissioners who are appointed by the Mayor and confirmed by the City Council. In Los Angeles, the CRA currently manages 32 redevelopment areas. In Hollywood, there are two CRA Project Areas: the Hollywood Redevelopment Project, adopted in 1986, and the East Hollywood/Beverly-Normandie Earthquake Disaster Assistance Project, adopted in 1994 (Map 2).

The Hollywood Redevelopment Project:

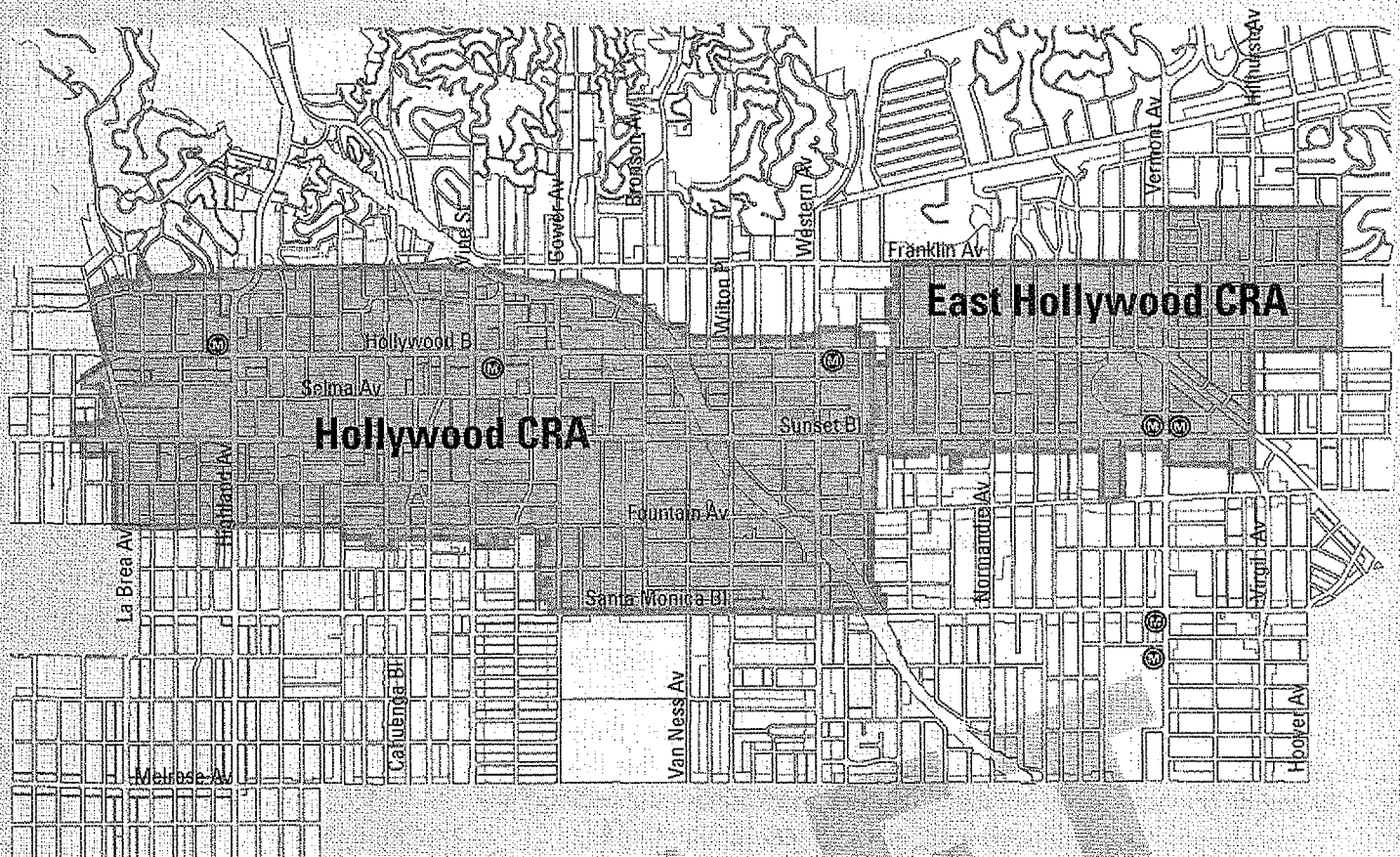
The 1,107-acre Hollywood Redevelopment Project is located approximately six miles northwest of the Los Angeles Civic Center at the foot of the Hollywood Hills. The project is generally bounded by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south and La Brea Avenue on the west.

The Redevelopment Plan attempts 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.

Current priority projects within the Hollywood Redevelopment Area include: housing for low-income and homeless seniors and housing with supportive services for the chronically homeless, addressing the loss of affordable housing caused by condo conversions, developing a motion picture museum and transit-oriented mixed-use projects adjacent to Red Line metro stations, and producing an urban design plan for Sunset Boulevard and Sunset Boulevard adjacent areas.

The East Hollywood/Beverly-Normandie Earthquake Disaster Assistance Project:

The East Hollywood/Beverly-Normandie Earthquake Disaster Assistance Project is located approximately four miles west of Downtown and one block east of the Hollywood Redevelopment Project Area. It consists of two noncontiguous areas totaling 656 acres. The East Hollywood portion is approximately 464 acres bounded by Hobart Boulevard on the west, Franklin Avenue and Finley Avenue. On the north, Talmadge and Hillhurst Streets on the east, and both sides of Sunset Boulevard and Prospect Avenue on the south. The Beverly/Normandie segment, located outside the Community Plan boundary in the adjacent Wilshire Community Plan, is approximately 192 acres in size, bordered by Beverly Boulevard on the north, New Hampshire Avenue on the east, Third Street on the south and Normandie Avenue on the west.



Legend:

-  CRA Project Areas
-  Metro Rail Station

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State Enterprise Zones

Enterprise zones (Map 3) are specific geographic areas designated by City Council resolution to receive various economic incentives for the purpose of stimulating local investment and employment, in addition to other state level incentives. Projects which are located within enterprise zones may use a lower parking ratio for commercial office, retail and other uses, thus increasing the buildable area of small parcels.

Relationship to Specific Plans and Overlay Zones

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

The Vermont Western Station Neighborhood Area Plan (SNAP)

The Vermont Western Station Neighborhood Area Plan (SNAP) (Map 4) is a specific plan created to encourage transit-oriented development around the Metro Red Line in East Hollywood. It features different planning rules for three different subareas. SNAP regulations for residential areas (Subarea A) are intended to conserve the scale of existing neighborhoods. In community centers (Subarea C) located around Metro Red Line stations the SNAP provides floor area incentives for commercial, hospital and medical uses. Commercial corridors connecting the community centers are designated as mixed-use boulevards (Subarea B).

Hollywoodland and Mulholland Scenic Parkway Specific Plans

The Hollywoodland and Mulholland Scenic Parkway Specific Plans were enacted to protect the scenic features and residential character of several hillside communities (Map 5). The Hollywoodland Specific Plan also protects the unique architectural styles of this neighborhood – traditional cottages and villas which create a European village flavor.

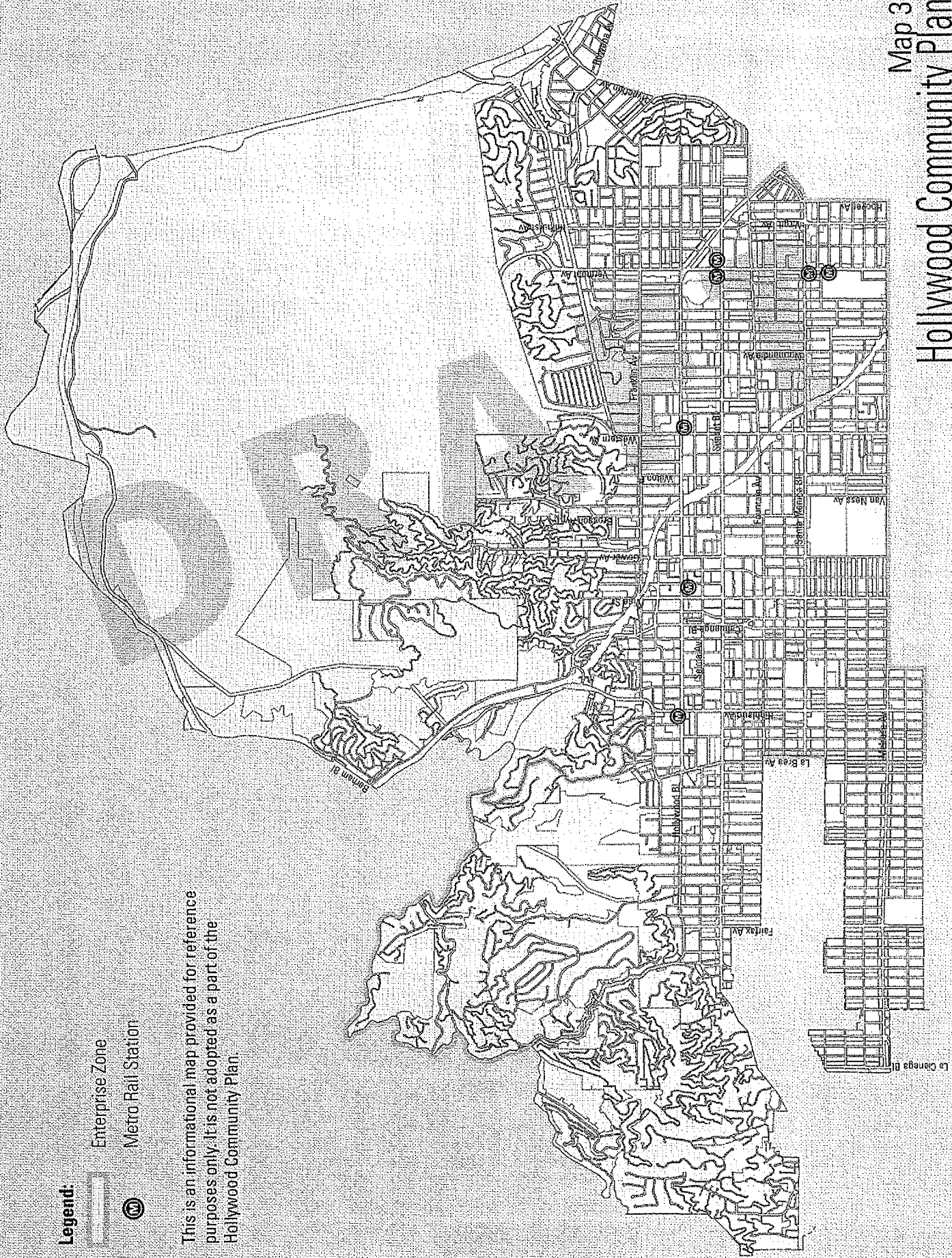
Hollywood Signage Supplemental Use District

The Hollywood Signage Supplemental Use District (Map 5) was established to promote signage which complements the historic architecture and signage of Hollywood Boulevard and allows new sign technologies which are well designed and carefully located.

Legend:

- Enterprise Zone
- Metro Rail Station

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Map 3
Hollywood Community Plan
STATE ENTERPRISE ZONES

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Subarea A: Neighborhood Conservation

Maintain the current prevailing scale and character of these blocks; Improve the pedestrian environment

Subarea B: Mixed Use Boulevards

Locate mostly around subway stations
Allow live/work and low impact manufacturing workshops
Maximum Height 50 feet - Except for hospital uses
Maximum Floor Area Ratio 2.0/1

Subarea C: Community Center

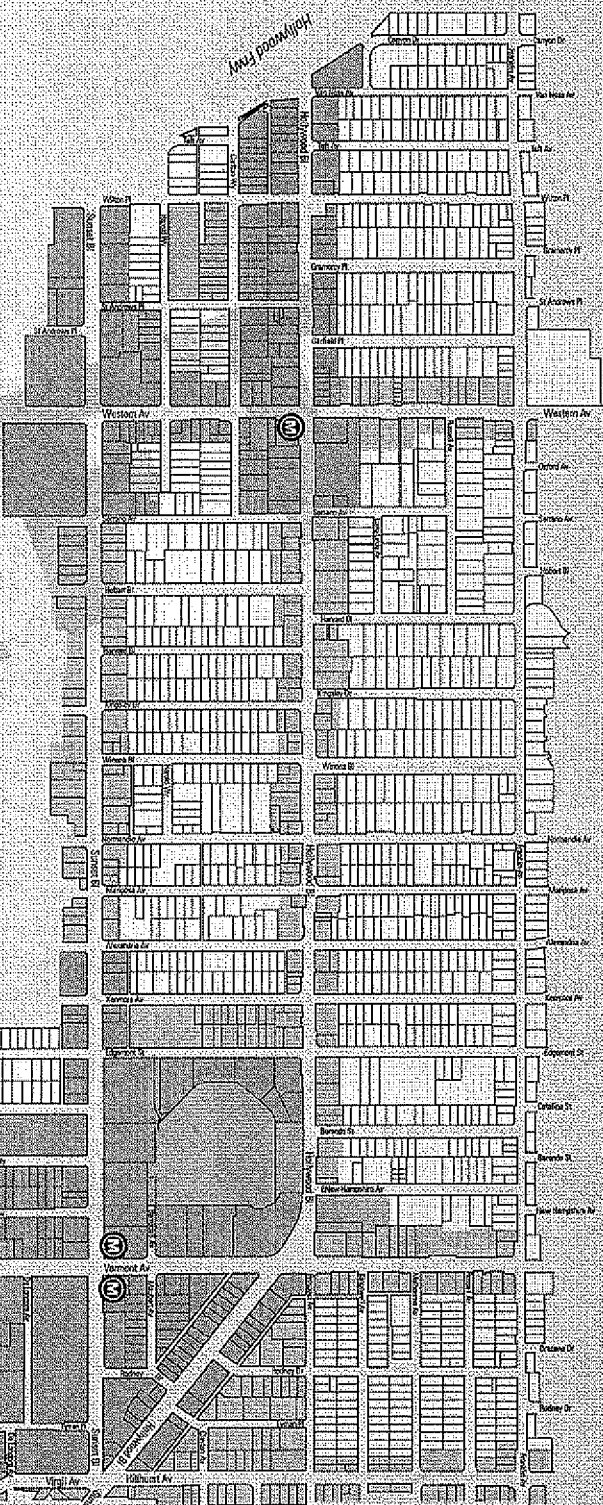
Locate along Major Commercial Corridors
Allow live/work and low impact manufacturing workshops
Maximum height 75 ft
Maximum FAR 3.0/1 (4.5/1 for hospitals only)
Only hospitals by right may go to 3.0/1 FAR & 100 ft
Hospitals may go to 4.5/1 FAR & 200 ft with special project approval

Subarea E: Community Facilities

Current School sites, City owned land and the Caltrans right of way



Subway Portal

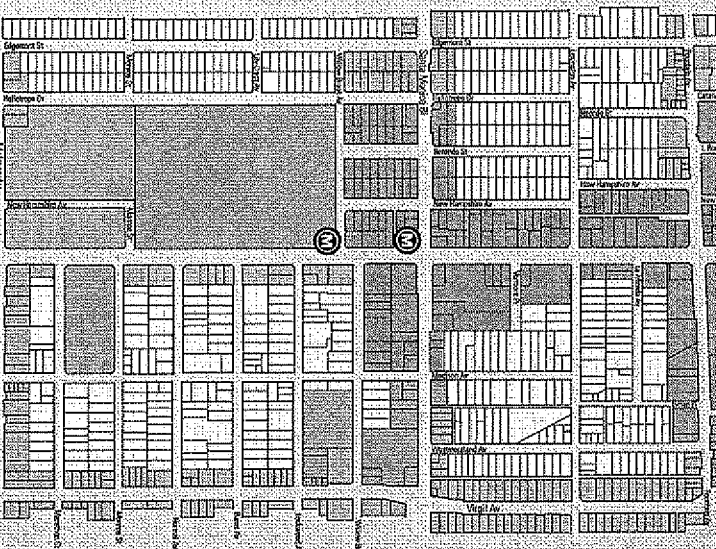


Map 4

Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan)

CPC 00-1976

Los Angeles Department of City Planning • Citywide Division • Graphics Section • as adopted by the City Council January 23, 2001



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Legend:

 Hollywood Signage District Supplemental Use District (SUD)

 Historic Preservation Overlay Zones (HPOZ)

 Specific Plan Areas

 Vermont-Western Station Neighborhood Area Plan (Transit Oriented District)

 Metro Rail Portal

**Mulholland Scenic Parkway
Specific Plan
(Outer Corridor)**

**Hollywoodland
Specific Plan**

**Whitley Heights
HPOZ**

**Spaulding
Square
HPOZ**

**Hollywood Signage
District**

**Vermont-Western
Transit Oriented
District**

**Metrose Hill
HPOZ**

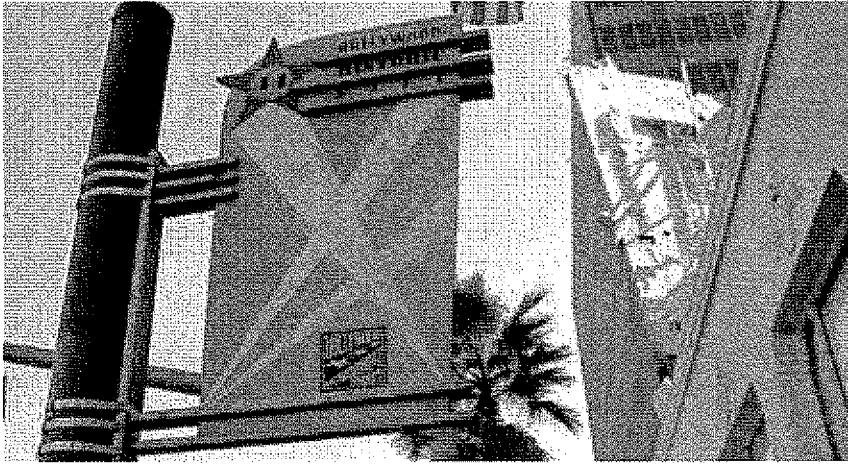
**Hancock Park
HPOZ**

Map 5

Hollywood Community Plan

OVERLAY ZONES, SPECIFIC PLANS & SUPPLEMENTAL USE DISTRICTS

Los Angeles City Planning Department • Graphic Services Section • December 2006 | Not to Scale



Historic Preservation Overlay Zones

There are four Historic Preservation Overlay Zones (Map 5) in the Hollywood Community Plan area: Spaulding Square, Whitley Heights, Melrose Hill and a portion of Hancock Park. The regulations of historic preservation overlay zones ensure that the rehabilitation of historic houses is performed in a manner which respects the historic integrity of the structures and the neighborhood. New development is also reviewed to assure that the character of the historic neighborhood is maintained.

Planning Process

The Community Plan incorporated community input in the process of revising the goals, objectives and policies of the Plan. Input for the Hollywood Community Plan was initially gathered through small group meetings with stakeholder organizations such as neighborhood councils, homeowner and neighborhood associations, business improvement districts and the Chamber of Commerce. The planning staff then developed proposals for land use policy based on this input.

Land use proposals were presented at various community meetings, including a scoping meeting to gather input on potential environmental impacts. A series of community meetings culminated in two public workshops, followed by an open house and several public hearings.

Multiple stakeholder organizations have provided input for this Hollywood Community Plan Update. The ten neighborhood councils of Hollywood include Greater Griffith Park, Silver Lake, Hollywood United, Central Hollywood, Hollywood Studio District, Hollywood Hills West, MidCity West, BelAir-Beverly Crest, and Greater Wilshire. Map 6 shows the location of Hollywood's neighborhood councils.

Hollywood's five business improvement districts¹ (BIDs) include the Hollywood Entertainment District, Hollywood Media District, Los Feliz, and two newly formed districts, Sunset and Vine and East Hollywood (Map 7).

¹Business improvement districts are districts in which commercial property owners vote to impose a self-tax to fund improvements such as streets and sidewalk maintenance, public safety officers, park and open space maintenance, marketing and other capital improvements.

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Legend:

Council Districts

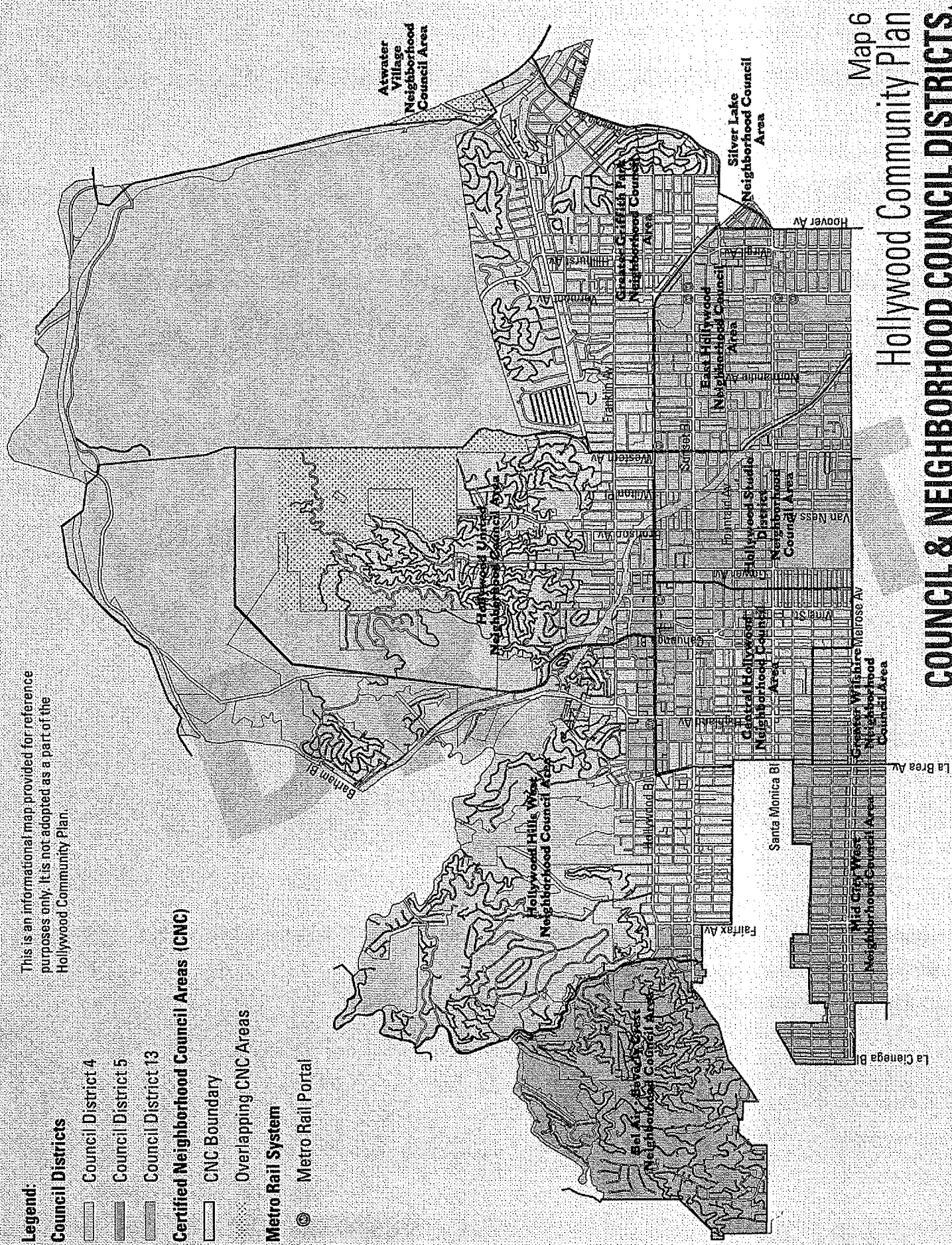
-  Council District 4
-  Council District 5
-  Council District 13

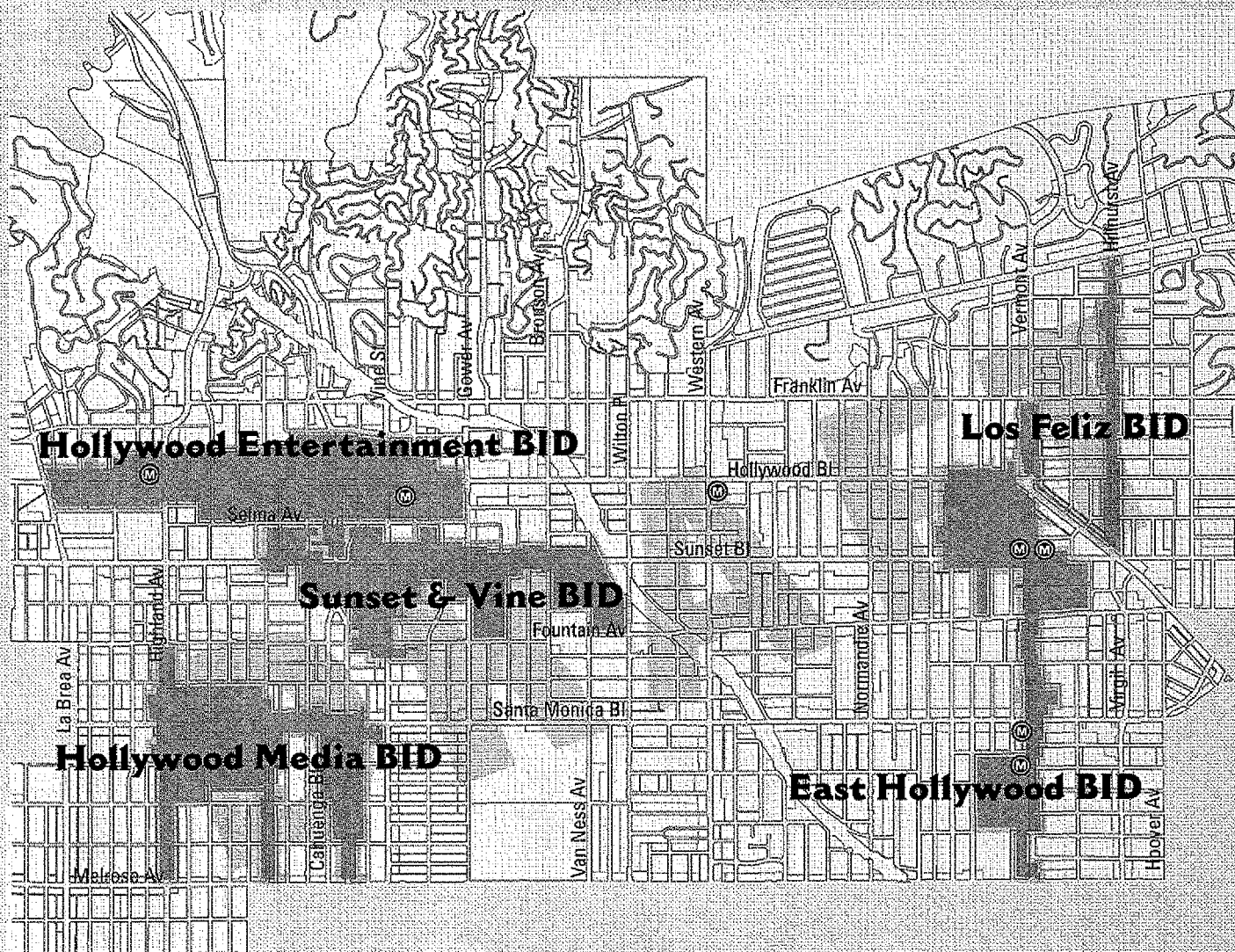
Certified Neighborhood Council Areas (CNC)

-  CNC Boundary
-  Overlapping CNC Areas

Metro Rail System

-  Metro Rail Portal





Legend:



Business Improvement Districts



Metro Rail Station

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Map 7
Hollywood Community Plan
BUSINESS IMPROVEMENT DISTRICTS

Los Angeles City Planning Department • Graphic Services Section • December 2006

Not to Scale

New Features of the Hollywood Community Plan

This community plan differs from past community planning processes in many distinct ways. The Land Use Plan (Chapter 3) includes sections on walkable streets and sustainability. The Mobility and Access Plan (Chapter 4), previously known as the Transportation Section, addresses issues of mobility and accessibility in expanded detail. Additionally, with the adoption of the Hollywood Community Plan, all related zone changes and General Plan amendments will be enacted simultaneously. This step will allow the City to begin implementing the adopted Plan immediately, whereas previously a time lag often occurred between adoption and implementation of community plans.

The Plan also takes a more comprehensive look at existing community facilities, providing an inventory of public infrastructure and services in Hollywood (Chapter 5), and includes detailed Urban Design Guidelines (Chapter 7).





Hollywood Presbyterian
Medical Center

Emergency 5
Main Entrance & Parking 7

Background

Historic Overview²

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

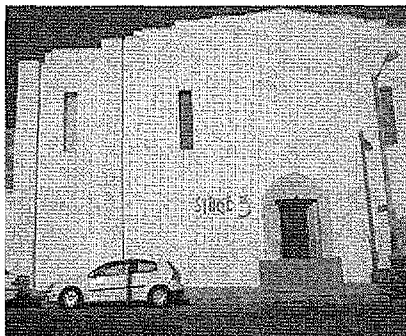
The earliest recorded inhabitants of the Los Angeles Basin were the Tongva Native Americans, or Gabrielenos. Soon after the Spanish explored the area, many of the Tongva were relocated into missions and much of what is now Hollywood was divided in two by the Spanish government. Acreage to the west became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

In the 1880's the Ranchos were subdivided, and in 1886, Harvey Henderson Wilcox moved from Topeka, Kansas, with his wife and bought 160 acres of the former Rancho La Brea. That same year, Hollywood was given its name by Hobart Johnstone Whitley. Legend has it that Whitley and his wife Gigi coined the name after viewing the abundant natural plantings of Toyon in the foothills. Toyon, or California Holly, is a large, native shrub that grows clusters of red berries in the fall and winter. Wilcox created a grid map of his new town, which was submitted to the county recorders office in 1887. He laid out Prospect Avenue to serve as the main street for the town; later he renamed this street Hollywood Boulevard.

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

Hollywood's history as a motion-picture production center started slowly. Most major production companies were originally located in New York and New Jersey due to the close proximity to Thomas Edison, who held most of the patents related to motion pictures. The center of the film industry gradually moved west, drawn by the warm weather and natural beauty of Los Angeles.

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



²This overview was drawn from "A Short History of Hollywood", by the Historic Resources Group.

dominance in the industry. The first Academy Award ceremony, recognized as the biggest evening for the industry, was held at the Roosevelt Hotel in 1929.

Hollywood also serves as a major center for television and music. In 1947, KTLA began broadcasting in Hollywood, becoming the first commercial television station west of the Mississippi. In the 1950's, music recording studios and offices were established in Hollywood, the most famous, Capitol Records, built in 1956.

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







Hollywood Today

In 1999, the opening of the Metro Red Line subway facilitated the revitalization of Hollywood. In 2001, the massive Hollywood and Highland complex took advantage of this transit hub and created stores and restaurants that could be served by multiple transportation alternatives. Public transportation corridors will be key components of future development, supporting the growth of Hollywood as a place of residence, entertainment, and tourism.

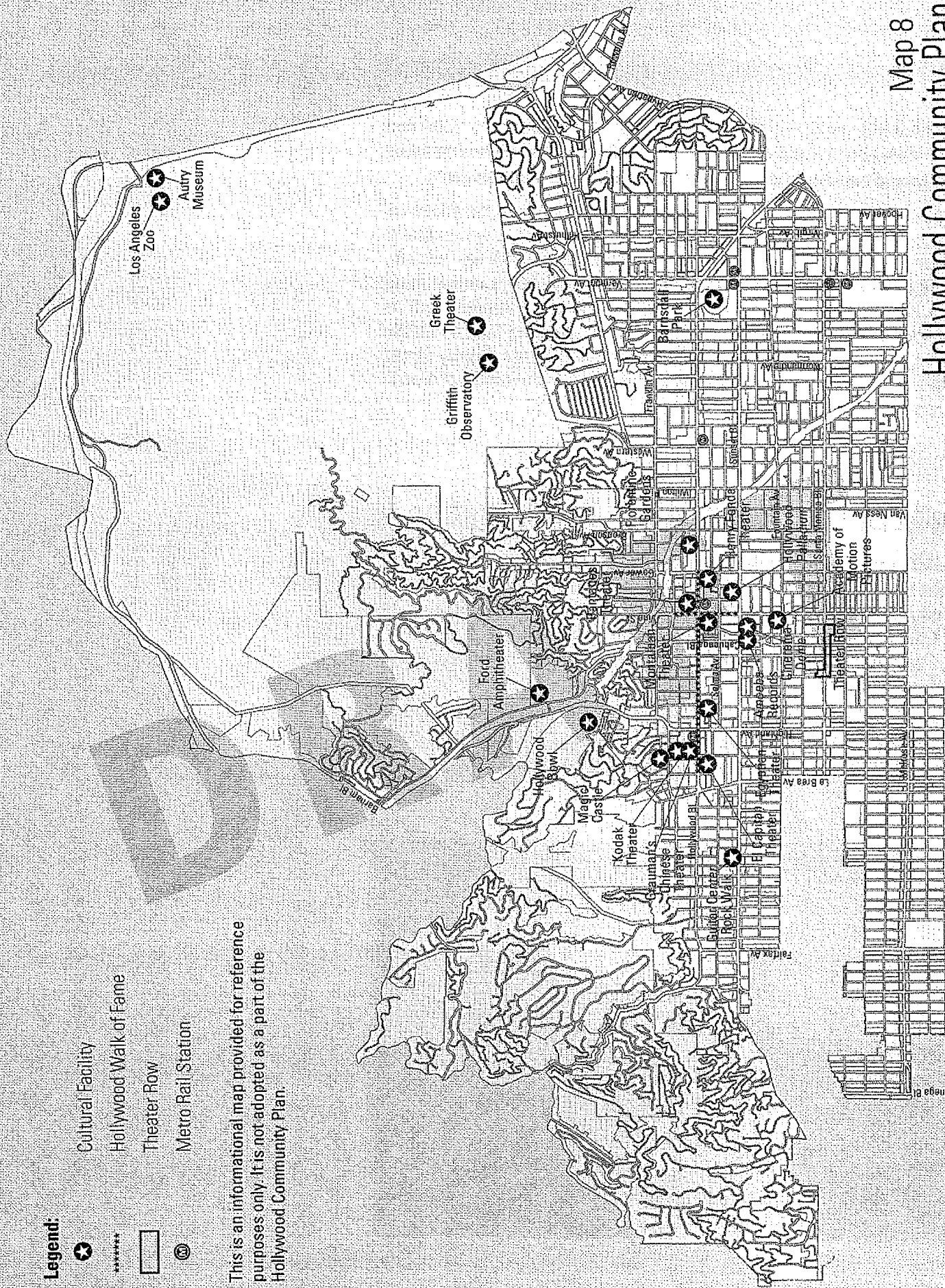
At the corner of Hollywood Boulevard and Vine Street, the location of another Metro Red Line portal, the W Hotel showcases the potential of joint public-private mixed-use, mixed-income development. This four-star 300- room hotel combines retail/restaurant space with 150 residential condos and 375 apartment units - 80 of which are affordable to lower-income tenants. The W Hotel also provides 250 living-wage jobs, making it possible for lower-income community members to live and work in Hollywood.

The community of Hollywood accommodates the needs of many visitors as well as residents. On any given day or night in any given month, the number of persons visiting Hollywood fluctuates widely, depending on the hour or season. Hundreds, sometimes thousands, of persons come to Hollywood to work, shop, tour, seek entertainment in a nightclub, theater or concert venue, or spend the night in a hotel. Map 8 shows the location of well-known cultural and entertainment-related facilities which attract visitors to Hollywood.

Legend:

-  Cultural Facility
-  Hollywood Walk of Fame
-  Theater Row
-  Metro Rail Station

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Map 8
Hollywood Community Plan
MAJOR CULTURAL FACILITIES

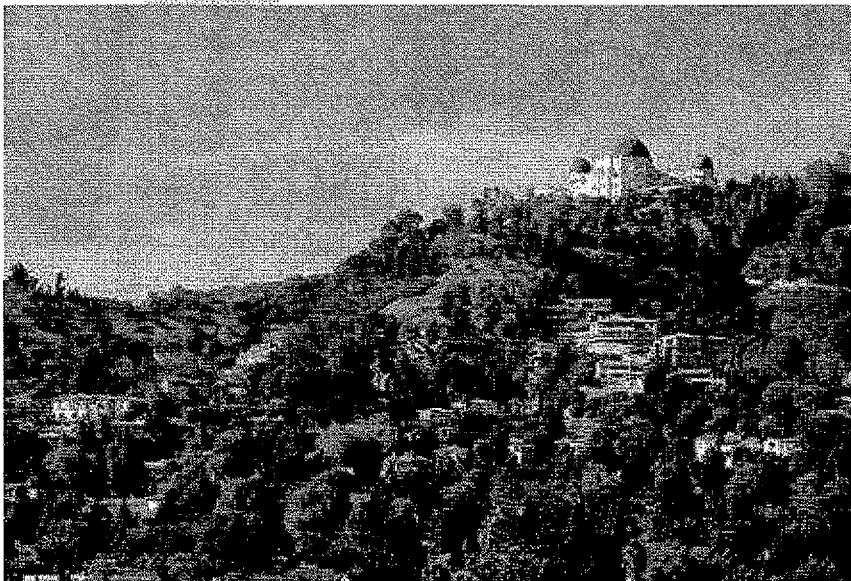
The Hollywood Community Plan recognizes the role that visitors to Hollywood play in the local and regional economy. Policies within the Plan address the needs of Hollywood's visitors as well as the needs of current and future residents.

The many small neighborhoods of Hollywood are as noteworthy as the glamorous downtown core. Hollywood has emerged in the 21st century as an extraordinarily diverse community made up of a mosaic of neighborhoods which are culturally, architecturally and topographically distinct. These neighborhoods include those which have sought formal recognition from the City of Los Angeles, such as Thai Town and Little Armenia in East Hollywood, Spaulding Square, Whitley Heights, Hancock Park and Melrose Hills Historic Preservation Overlay Zones, Hollywoodland and Mulholland Parkway Specific Plans, and a number of historic districts scattered throughout Hollywood.

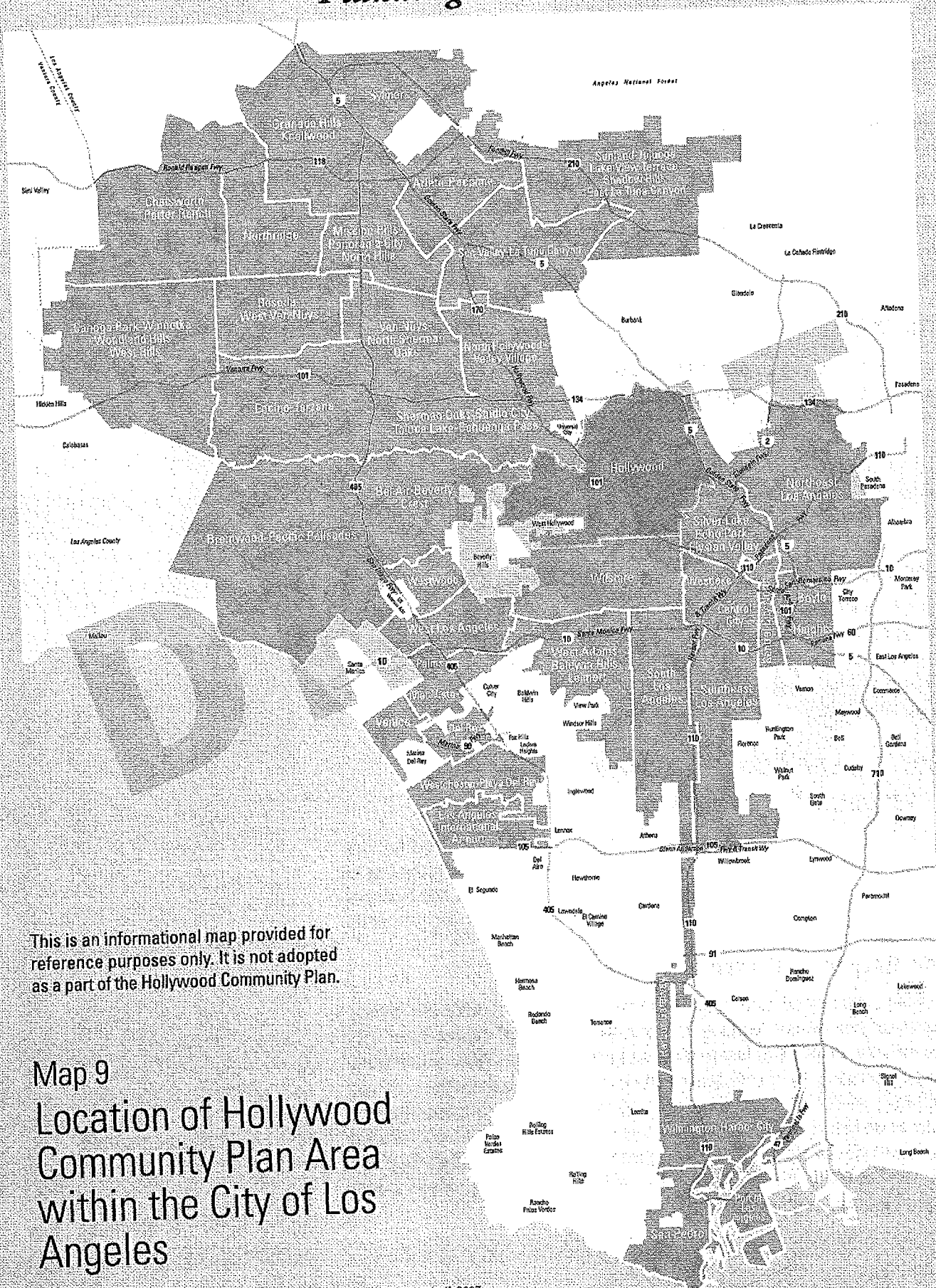
Distinguishing Features: Relationship to Adjacent Communities

The Hollywood Community Plan covers 25 square miles, extending roughly south of the Cities of Burbank and Glendale and the Ventura Freeway, west of the Golden State Freeway, north of Melrose Avenue and east of Mulholland Drive and the Cities of West Hollywood and Beverly Hills, including a strip of land south of the City of West Hollywood and north of Rosewood Avenue, between La Cienega Boulevard and La Brea Avenue.

As illustrated in Map 9, adjoining community plan areas include Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the north, Bel Air-Beverly Crest to the west, Wilshire to the south, and Silverlake-Echo Park and Northeast Los Angeles to the east.



Los Angeles Department of City Planning Planning Areas



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

Map 9 Location of Hollywood Community Plan Area within the City of Los Angeles

The Geography of Hollywood

The geography of Hollywood is diverse. The Community Plan area is bisected by the Santa Monica Mountain Range, which extends from the Plan's northern border to Franklin Boulevard. Elevations of the Santa Monica Mountain Range in Griffith Park vary from 384 to 1,625 feet above sea level. The flatlands stretch south from Franklin Boulevard to Melrose Avenue in the east and to Rosewood Avenue in the west. The Los Angeles River defines the northeastern edge of the Plan area.

The Hills

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

The Flatlands

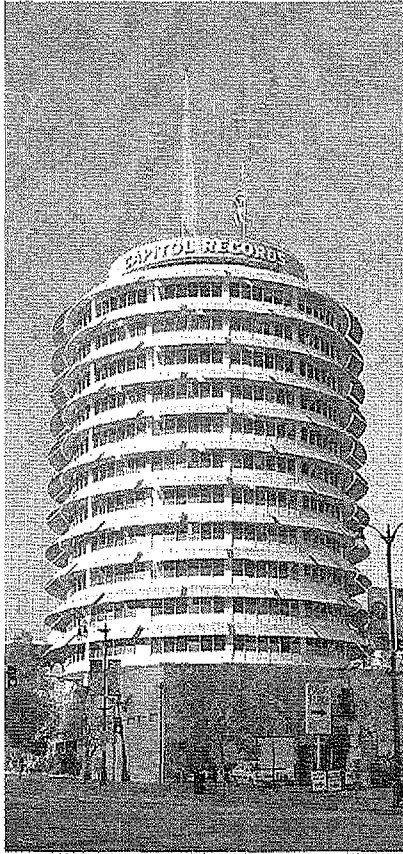
The grid of streets south of Franklin Boulevard is lined with commercial centers and corridors. These flatlands are densely populated with multifamily residential neighborhoods. They also include a few low-density neighborhoods around the western, southern and eastern edges of the Plan area, which are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

Existing Land Uses and Physical Development Patterns

In addition to diverse land forms, the Hollywood Community Plan area has one of the most diversified and densely populated land use patterns in the City of Los Angeles. Hollywood contains multiple centers of commercial and industrial activity, as well as large single-family and multifamily residential neighborhoods.

The Regional Center

The heart of Hollywood, or the regional center, is located south of Franklin Avenue, east of La Brea Avenue, north of Fountain Avenue, east of Gower Street. This area includes a mixture of low-to-high rise buildings, both historic and modern, occupied primarily by tourist and entertainment-related commercial uses and multifamily residential development. Prior to 1988, planners envisioned that the center of Hollywood would become a center of high-rise office activity, allowing floor area ratios of 10:1 to 13:1 in some locations. Because this high-rise vision was never achieved, the landscape of the regional center today reflects a wide range of building heights.



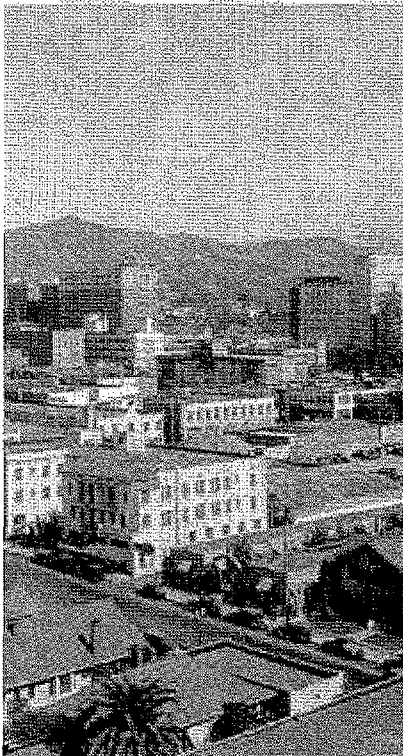
Today, the regional center is a highly urbanized area with considerable pedestrian activity. Population density in this part of Hollywood exceeds 21,000 persons per square mile. Some of the historic office buildings in the regional center, such as the Taft Building and the Broadway Building at the intersection of Hollywood and Vine are being adaptively reused for residential and commercial purposes.

The construction of new, mixed-use development has occurred at other major intersections, such as Sunset Boulevard and Vine Street. Resurging growth in the regional center is supported by the Metro Red Line which runs down Hollywood Boulevard, stopping at Hollywood Boulevard and Vine Street, and Hollywood Boulevard and Highland Avenue.

Major Commercial Corridors

The commercial corridor along Western Avenue between Hollywood Boulevard and Melrose Avenue is a focus area of commercial and residential development activity. Two significant mixed-use projects have been built on Western Avenue between Hollywood and Sunset Boulevards. One rises above the Metro Red Line station at the southeast corner of Hollywood Boulevard and Western Avenue. The other sits at the northeast corner of the intersection of Sunset Boulevard and Western Avenue.

In East Hollywood, the concentration of hospital and adjoining medical facilities continues to expand along Sunset Boulevard. This medical complex is supported by the Metro Red Line station at Sunset Boulevard and Vermont Avenue and the Vermont-Western Station Area Plan (SNAP).



Industrial Districts

There are several clusters of low-intensity industrial uses scattered throughout the Plan area. The largest is the entertainment industry's Media District south of Santa Monica Boulevard between La Brea and Gower Avenues. The Media District is the center of pre- and post-production, such as set construction, still photography, film and tape editing, film archiving and storage, studio equipment manufacture, rental and storage, sound recording, film projection and screening, prop houses, lumber yards, rehearsal and broadcast studios and production offices.

Residential Neighborhoods

Almost half of the acreage in Hollywood is planned for residential uses. Single-family uses are located primarily in the hills, while duplexes and multifamily uses are concentrated south of the hills in the flatland. In 1988, many of Hollywood's multifamily neighborhoods were downzoned to lower-density land use designations and zones. Because of this rezoning, the built form in these neighborhoods often reflects a more urban development pattern that the current plan designation allows.

Streets in the flatlands are laid out in a grid pattern, often oriented on primary compass points, while the street pattern in the hills is generally circuitous and narrow.

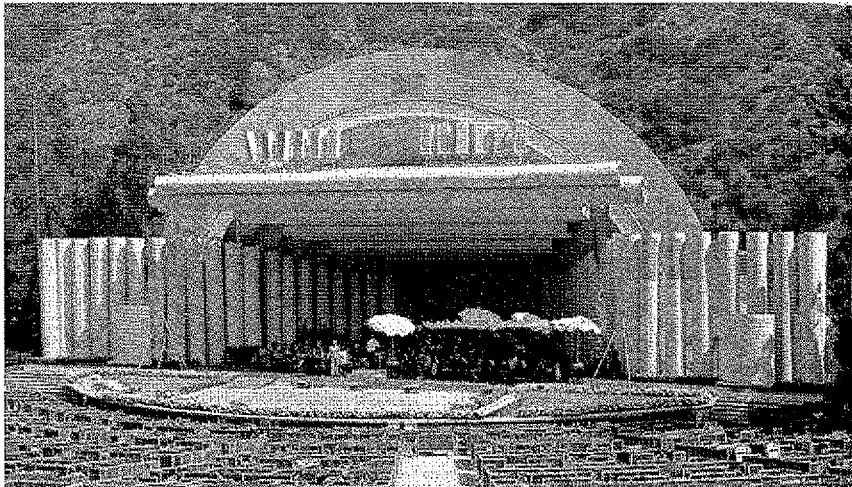
Hollywood's Historic Resources

The Hollywood Community Plan area has a rich built history, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of the community. The preservation of historic resources protects this built legacy, ensuring continuity and the retention of the community's collective memory. Historic preservation also offers economic benefits, as communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.

The Hollywood Community Plan Area boasts one of the highest concentrations of significant historic buildings in the City of Los Angeles. The Hollywood Boulevard Commercial and Entertainment District includes 63 contributing properties, and was listed in the National Register of Historic Places in 1984. The Plan area includes more than 140 City Historic-Cultural Monuments, representing nearly 15% of the total designated Monuments in the entire city.

Hollywood's renaissance over the past decade has been spurred by the rehabilitation and adaptive reuse of its remarkable historic resources. From the revitalization of Hollywood's historic theaters to the conversion of historic commercial buildings to new housing opportunities, historic preservation and rehabilitation has enhanced Hollywood's authenticity and economic vitality.

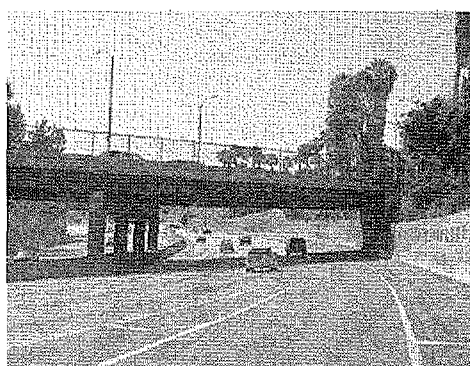
Citywide historic preservation policies have been established through a Cultural Heritage Master Plan, the Conservation Element of the General Plan, and the work plan of the Department of City Planning's Office of Historic Resources. In addition to these policies, the City of Los Angeles has launched SurveyLA - an ambitious citywide survey to document historic resources across Los Angeles. Results of SurveyLA will inform the development of policies to preserve historically and architecturally significant buildings that have not yet achieved official historic designation. SurveyLA is coordinated by the Department of City Planning's Office of Historic Resources (OHR).



Existing Mobility and Access

Hollywood's transportation infrastructure is multimodal, serving motorists, transit riders, bicyclists and pedestrians alike. This infrastructure includes a circulation network of freeways, highways and surface roadways (Map 10), a public transit system (Map 11), bicycle routes (Map 12) and a pedestrian circulation system of sidewalks and crosswalks.

Freeways



Two freeways define the northeastern boundary of the Hollywood Community Plan Area. The Golden State Freeway (Interstate 5) running south from Burbank to Hyperion Avenue in Silver Lake defines the major portion of the eastern boundary, while the Ventura Freeway (State Highway 134) extending west from its intersection with the Golden State Freeway to the City Border of Burbank by the Disney Studio marks the northeastern portion of the northern boundary of the Plan area.

A third freeway, the Hollywood Freeway (US Highway 101), cuts across Hollywood diagonally from Melrose and Normandie Avenues in the south to Barham Boulevard in the Hollywood Hills.

Much of the traffic in Hollywood is regional pass-through traffic. Regional traffic is traffic which either starts, ends or starts and ends at a destination outside of the Plan area. In the Hollywood Redevelopment Project Area, roughly 70% of traffic consists of regional traffic. Heavy regional and freeway traffic is a major source of spillover congestion on local streets.

Surface Roadways

Hollywood's local street grid is composed of major Class II highways, secondary highways, collectors and local streets. Each of these street designations is regulated by standards set forth in the Transportation Element of the General Plan. These standards determine the width of streets, the width of sidewalks and parkways, the number of full-time through lanes, and the use of parking lanes.

Major Class II Highways typically have a 100-to-104 foot public right-of-ways with two to three lanes in each direction. Major Class II Highways in Hollywood include Sunset, Hollywood, Santa Monica, La Cienega and Cahuenga Boulevards, and Fairfax, Highland, La Brea, Vermont, Vine and Western Avenues.

Secondary highways have an 80-to-90 foot rights-of-way with two lanes in each direction. Collector streets have a 50-to-64 foot right of ways with one lane in each direction that collect traffic from the local residential streets and direct it to the highways.

Many highways in Hollywood have modified standards which more accurately reflect their intended function and existing built conditions.

Freeway
Major Highway Class II
Secondary
Collector
Metro Rail Station

Legend:

- Freeway
- Major Highway Class II
- Secondary
- Collector
- Metro Rail Station

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

Map 10
Hollywood Community Plan

Los Angeles City Planning Department • Graphic Services Section • December 2003 **Not to Scale**



Public Transit: Regional and Local³

Hollywood's transit system (Map 11) includes the Red Line metro rail, Metro Rapid Bus lines, one Commuter Express Bus and numerous local bus lines, including both regular and 24-hour lines and neighborhood DASH lines.

Metro Rail

The Metro Red Line is a subway line which travels between Union Station in downtown Los Angeles and North Hollywood, making five stops in Hollywood, including Vermont/Santa Monica, Vermont/Sunset, Hollywood/Western, Hollywood/Vine and Hollywood/Highland.

Metro Rapid Bus Service

Metro Rapid buses are buses which provide more frequent service, make fewer stops, and have signal priority. They are located on major transit corridors such as Vermont and Western Avenues, and Hollywood and Santa Monica Boulevards.

Local Bus Service

There are over 20 local buses which service Hollywood on fixed routes and stop at all stops on the bus line upon passenger request.

Commuter Express Bus

A Commuter Express Bus line provides transit service to the San Fernando Valley/Thousand Oaks area from a bus stop at Western Avenue and the 101 Freeway.

DASH Service

DASH buses are small buses which circulate around one neighborhood or center and make many stops. The original DASH service in Los Angeles served the downtown area and was called the Downtown Area Short Hop. DASH service areas in Hollywood include the Fairfax, Hollywood/West Hollywood, Fairfax, Hollywood, Beachwood Canyon and Los Feliz lines.

Bicycle Mobility

Expanding the planned network of safe, efficient bicycle routes will play an important role in the multimodal circulation system of Hollywood. Transit-friendly bicycle amenities, such as bicycle racks on buses and bicycle-parking structures at Metro stations, can extend the range of transit service, encouraging the use of bicycles for daily commutes and recreation and fitness.

Policies which encourage bicycle mobility are listed in Chapter 5 of the Mobility and Access Plan.

Hollywood has a number of officially designated bicycle routes (Map 12), including those identified in the City of Los Angeles' Bicycle Plan and those routes which are added to the Bicycle Plan upon adoption of the Plan. These include:

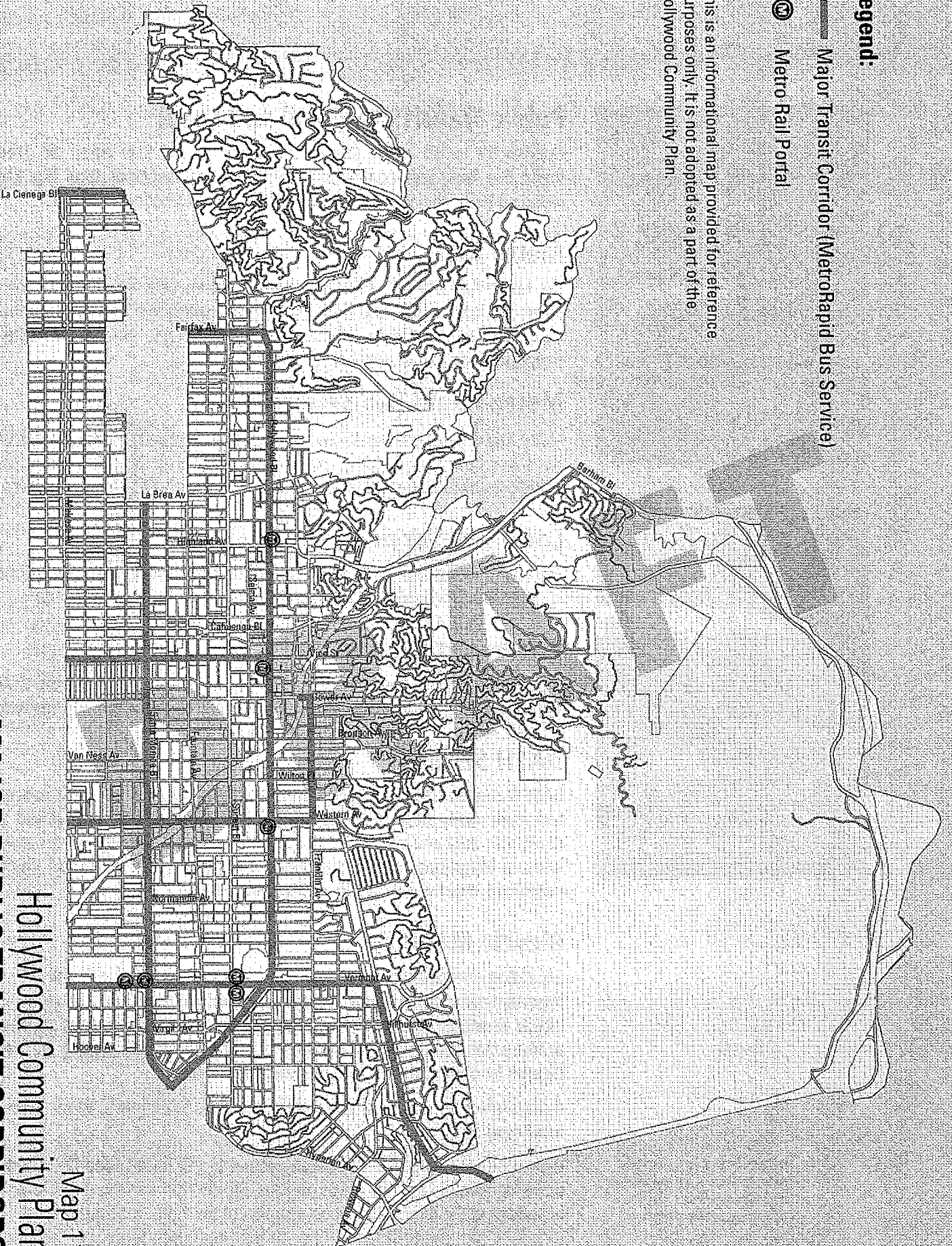
³This overview of public transit service in Hollywood is provided for informational purposes only and is not adopted as part of the Plan.

Legend:

Major Transit Corridor (MetroRapid Bus Service)

Metro Rail Portal

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



Class I Bike Paths

Class I Bike Paths (pathways separated from motor vehicles by a space or barrier):
Los Angeles River Bike Path



Class II Bike Lanes

Class II Bike Lanes (a special lane for bicycles identified by pavement markings)

- Forest Lawn Drive between Barham Boulevard and Zoo Drive
- Los Feliz Boulevard between Crystal Springs Drive and Griffith Park Blvd.
- Sunset Boulevard between Hillhurst Avenue and Santa Monica Boulevard
- Mulholland Drive between Laurel Canyon Boulevard and the 101 Freeway
- Griffith Park Boulevard between Los Feliz Boulevard and Hyperion Avenue

Class III Signed Bike Routes

Class III Signed Bike Routes (bike corridors identified by special signs)

- Zoo Drive between Forest Lawn Boulevard and Crystal Springs Drive
- Crystal Springs Drive between Zoo Drive and Los Feliz Boulevard
- Fountain Avenue between La Brea and Sunset Boulevard*
- Fairfax Avenue between Hollywood Boulevard and Fountain Avenue*
- Fairfax Avenue between Willoughby Avenue and Melrose Avenue*

**These street segments are designated as Class III bike routes upon adoption of the Hollywood Community Plan, and will be designated as Class II bike lanes when full improvement is achieved.*

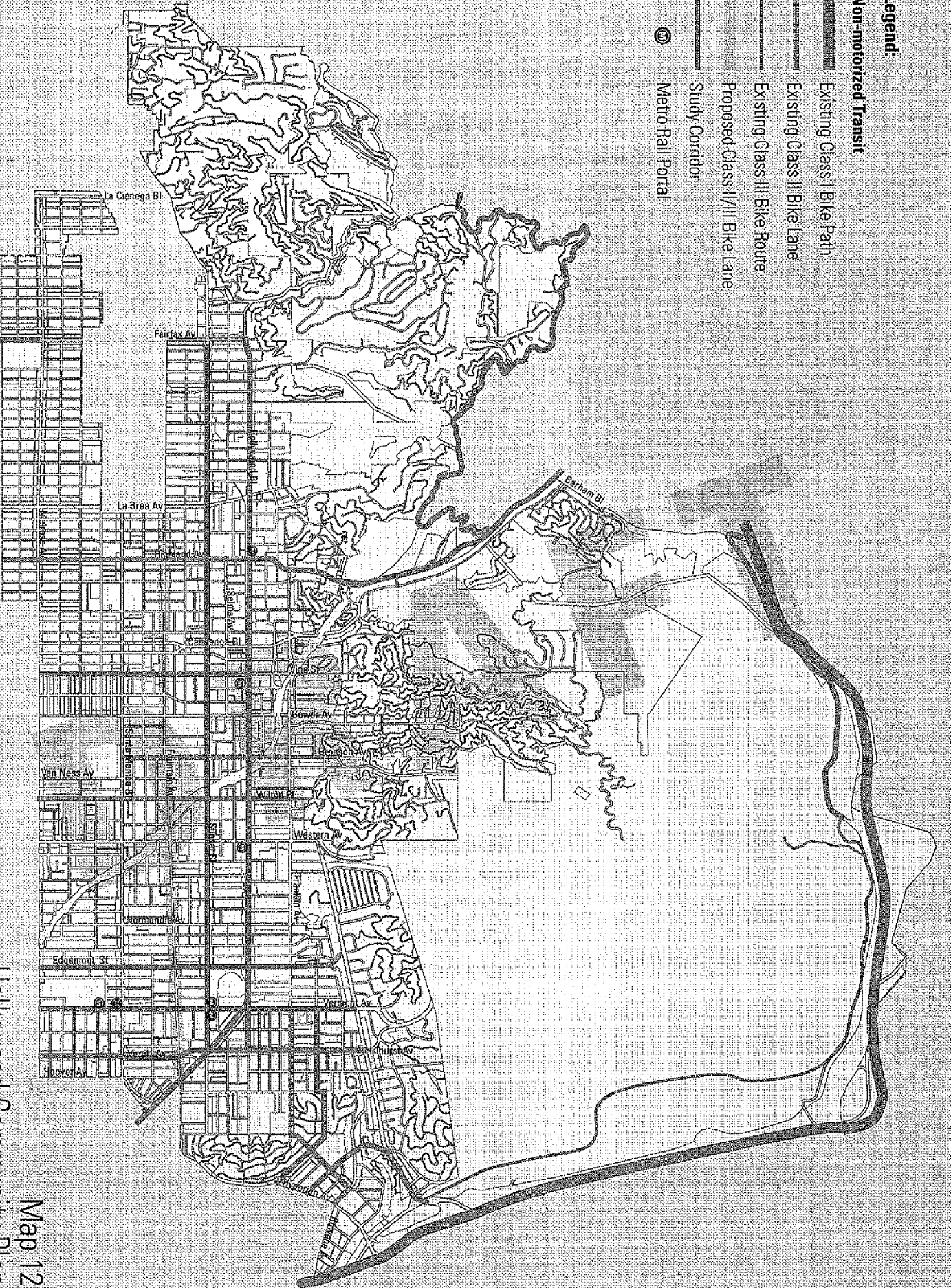
Study Corridors

- Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue
- Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue
- Fairfax Avenue between Melrose Avenue and Rosewood Avenue
- Highland Avenue between Barham Boulevard and Rosewood Avenue
- Bronson Avenue between Franklin Avenue and Santa Monica Boulevard
- Wilton Place between Franklin Avenue and Melrose Avenue
- Edgemont Street between Los Feliz Boulevard and Melrose Avenue
- Virgil Avenue between Los Feliz Avenue and Melrose Avenue
- US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard
- Virgil Avenue between Los Feliz and Sunset Boulevard
- Hillhurst Avenue between Sunset Boulevard and Melrose Avenue
- Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard
- Vine Street between Melrose Avenue and Franklin Avenue
- La Brea Avenue between Franklin Avenue and Rosewood Avenue

Legend:

Non-motorized Transit

-  Existing Class I Bike Path
-  Existing Class II Bike Lane
-  Existing Class III Bike Route
-  Proposed Class II/III Bike Lane
-  Study Corridor
-  Metro Rail Portal



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

Map 12
Hollywood Community Plan
EXISTING AND PROPOSED BIKEWAYS in HOLLYWOOD

Los Angeles City Planning Department • Sample Services Section • December 2007 | Map 12 Scale: 1"

- 
- Orange Drive between Rosewood Avenue and Franklin Avenue
 - Las Palmas Avenue between Waring Avenue and Selma Avenue
 - June Street between Waring Avenue and Rosewood Avenue
 - Gower Avenue between Melrose Avenue and Fountain Avenue
 - Van Ness Avenue between Sunset Boulevard and Melrose Avenue
 - Oxford Street between Melrose Avenue and Romaine Street
 - Heliotrope Drive between Rosewood Avenue and Loz Feliz Boulevard
 - Hoover Street between Santa Monica Boulevard and Melrose Avenue
 - Santa Monica between Sunset Boulevard and La Brea Avenue
 - Franklin Avenue between La Brea Avenue and Vermont Avenue
 - Los Feliz Boulevard between Western Avenue and Riverside Drive
 - Cahuenga Boulevard between Burham Boulevard and Highland Avenue
 - Burham Boulevard between Cahuenga Boulevard and Forest Lawn Drive
 - Waring Avenue between La Cienega and Gower Avenue
 - Rosewood between La Cienega Boulevard and June Street
 - Rowena Avenue between Hyperion Avenue and Glendale Boulevard
 - Finley Avenue between Edgemont Street and Talmadge Street
 - Tracy Street between Talmadge Street and Hyperion Avenue
 - Rowena Avenue between Hyperion Avenue and St. George Street
 - St. George Street between Rowena Avenue and Franklin Avenue
 - Franklin Avenue between St. George Street and Edgemont Street
 - Finley Avenue between Talmadge Street and Edgemont Street

Trends and Projections

The State of California requires that cities plan for changes in population, housing, and employment levels; if growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are provided to the City of Los Angeles by the Southern California Association of Governments (SCAG). The City must then demonstrate that it has accommodated, or created the "capacity" for, these projected levels of population, housing, and employment through its Community Plans. This section describes the Hollywood Community Plan's population, housing, and employment projections and capacity estimates.

TABLE 2-1

Adjusted Projected Population, Housing, and Employment

	2005 Estimate	2030 Projection
Population	224,426	244,602
Employment	100,980	119,013
Dwelling Units	100,600	113,729

Source: SCAG, City of Los Angeles DCP

Projected Population, Housing, and Employment

SCAG's 2030 forecasts for Los Angeles are based on historic and recent growth trends and are allocated to each of the thirty-five Community Plan areas in this way. The Planning Department further refines the allocations so that projected growth is directed in a fashion that is consistent with the Framework Element and other City policies. For example, the Framework Element directs development to certain areas, such as regional and commercial centers, and protects or directs development away from other areas, such as single-family and other residential neighborhoods. The projected adjusted population and housing for 2030 in the Hollywood is shown in Table 2-1. SCAG's 2030 employment projection for Hollywood is also shown in Table 2-1

Plan Capacity

The estimated capacity of the Hollywood Community Plan to accommodate population, housing, and employment is based on assumptions about the level of development that can reasonably be expected to occur during the life of the plan, given the plan's land use designations and policies.

Methodology

The plan capacity estimates are based on an average level of development that is near the middle of the density and intensity range that could be accommodated in a given land use designation. This assumption for average levels of development is based on a number of factors. The Hollywood Community Plan contains parcels that are either undeveloped or developed with less intensity than is allowed by existing zoning; many of these parcels will not be developed at the maximum densities allowed during the life of the plan. Additionally, economic conditions and market trends can impact development. Financial lending practices and construction and land acquisition costs all vary over time. Finally, past building data demonstrates that not all developed sites will be built to the maximum densities permitted because of other General Plan policies, zoning requirements, physical site constraints, market forces and local conditions.



TABLE 2-2

Reasonable Expected Plan Population Capacity and Dwelling Units (2030)

	Reasonable Expected Plan Population Capacity (2030)	Dwelling Units (2030)
Residential Designations	223,125	102,804
Commercial Designations	24,313	11,309
Industrial Designations	1,624	755
Total	249,062	114,868

Estimating Population and Housing

Table 2-2 shows the reasonable expected population and housing (in dwelling units), or "capacity," for Hollywood. The reasonable expected population capacity was derived by taking the average number of dwelling units that can be developed for each land use designation and multiplying that number by an average household size, which is provided by SCAG. Included in the calculation are assumptions about the amount of commercial land that can feasibly be developed with residential uses in designated mixed-use boulevards and centers.

Estimating Employment

To determine employment estimates for each job-generating land use, industry standard ratios of average square feet per employee were used. For example, retail and office jobs account for less square footage of work space per employee than industrial, research and development or warehouse jobs. The land use capacity for employment-generating uses in Hollywood was determined to sufficiently accommodate the 119,013 jobs projected for 2030.

A more detailed discussion of employment, housing, and employment projections and capacity is included in the EIR for this Community Plan.

Other Factors Which Influence Future Trends

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, land area for future development, transportation demand, community facilities and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community level. The capacity of the Plan is also affected by the rate at which population, jobs and housing may grow, which may be faster or slower than anticipated due to a variety of factors.

Many of the factors that influence community development are beyond local control. These external factors include birthrates, average life expectancy and household size, rates of marriage and divorce, trends in domestic and international migration, and other demographic, environmental and economic factors which influence the growth of population, dwelling units, and employment. For example, environmental changes, like global warming, may increase times of drought and constrain or alter development patterns.

Finally, it is important to note that the Plan area is part of a larger macroeconomic system, extending beyond the city and the region to the world economy. Nationwide changes to a region's "share" of employment growth, or worldwide changes to employment patterns could represent an opportunity or threat to the Plan area. These factors are difficult to quantify and are often beyond the control of local jurisdictions, but are important considerations as future trends are anticipated, predicted, and forecast.



Land Use Plan

The Land Use Plan provides guidance regarding the ultimate pattern of development for the Hollywood Community at build-out. Based on Elements of the City of Los Angeles' General Plan, the Land Use Plan formulates a coherent set of developments policies to guide growth. These land use policies serve as the central organizing element for the Community Plan, providing strategies for accomplishing the Plan's vision.

The pattern of land uses presented by the Plan is linked to the Plan's objectives for economic development and jobs generation, as well as the type of urban form and character that is envisioned. The Plan establishes the community's capacity for housing and jobs, based on growth projections, and sets forth policies to ensure the provision of infrastructure to support future growth. The Land Use Plan reflects an understanding that Hollywood is a community which includes persons who work in Hollywood and persons who visit Hollywood, as well as those who live in Hollywood.

Implicitly, the Land Use Plan serves as the final arbiter on how the Hollywood Community will evolve and mature over the next 20 years. Policies set forth in this chapter establish a basis for evaluating whether specific development proposals and project proposals are consistent with the intent of the Plan. These land use policies lay the groundwork for a liveable, sustainable community made up of vibrant neighborhoods, districts, corridors and open spaces.

Community Plan Goals and Policies

The goals of the Community Plan are presented in this chapter, along with policies and programs to implement the goals. Goals are desired outcomes. Policies lay out the forward direction to accomplish the Plan's goals. These policies may be referenced by decisionmakers, such as zoning administrators, hearing officers, commissioners, and councilmembers, as well as community members, to help them decide if the projects they are reviewing conform with the vision of the Community Plan.

Programs outline a course of future action. The ideas contained within community plan programs are either implemented by adoption of the Community Plan, or will become ready for implementation, pending further action by other City departments, the City Council, government agencies, future studies or ordinances. Chapter 6, Implementation Programs, introduces strategies for implementing the programs contained in Chapters 3 and 4.

Goals, policies and programs are numbered and identified with the initials "LU".

The vision of the Hollywood Community Plan can be summarized by the following goals:

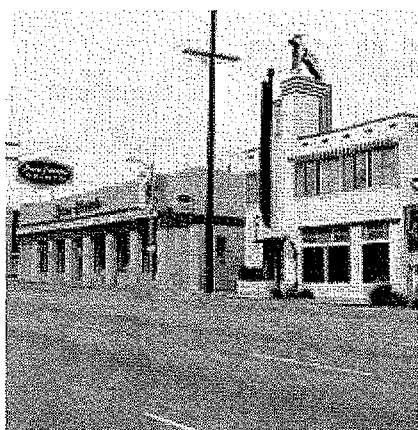
- Conserve viable neighborhoods, districts, historic/cultural resources and public right of way
- Provide a range of employment and housing opportunities
- Make streets walkable
- Improve open space, parks and public spaces
- Encourage sustainable land use
- Expand mobility options
- Provide adequate public infrastructure
- Provide adequate public services
- Ensure that buildings and neighborhoods are well-designed

The following section introduces the goals of the Community Plan along with policies and programs that will be used to achieve these goals.



Land Use Goals, Policies and Programs**Goal LU.1**

Conserve viable neighborhoods, industrial districts, pedestrian-oriented districts, historic/cultural resources and alleys.



Many areas of the Hollywood Community Plan are well-planned and effectively serve the needs of the community. The Hollywood Community Plan identifies those areas where the existing uses or features are desirable and appropriate and where infill development should reinforce this existing context.

These areas include regionally significant employment districts (Map 13), areas with distinctive cultural resources (Map 14), historic neighborhoods (Maps 15-16), neighborhoods planned for single family uses, areas with distinctive topography, such as hillside areas (Map 23), existing transit-oriented districts (Map 4), the existing alley system (Map 20,) and existing pedestrian-oriented districts (Maps 21 and 22). The Hollywood Community Plan also protects identified historic resources, including resources which may or may not be located in change areas.

Policies to conserve industrial jobs:

Policy LU.1.1: Preserve the core of the Media District south of Santa Monica Boulevard for industrial uses (Map 13). Protect the Media District from encroachment by residential uses.

Policy LU.1.2: Prohibit all residential uses in the MR1 zones, except for accessory residential uses.

Policies to conserve cultural resources:

Policy LU.1.3: Preserve and promote Theater Row. Maintain existing land use controls to protect the cluster of small equity-waiver theaters on Santa Monica Boulevard between Seward and Lillian Way (Map 14).

Policies to maintain transit-oriented districts:

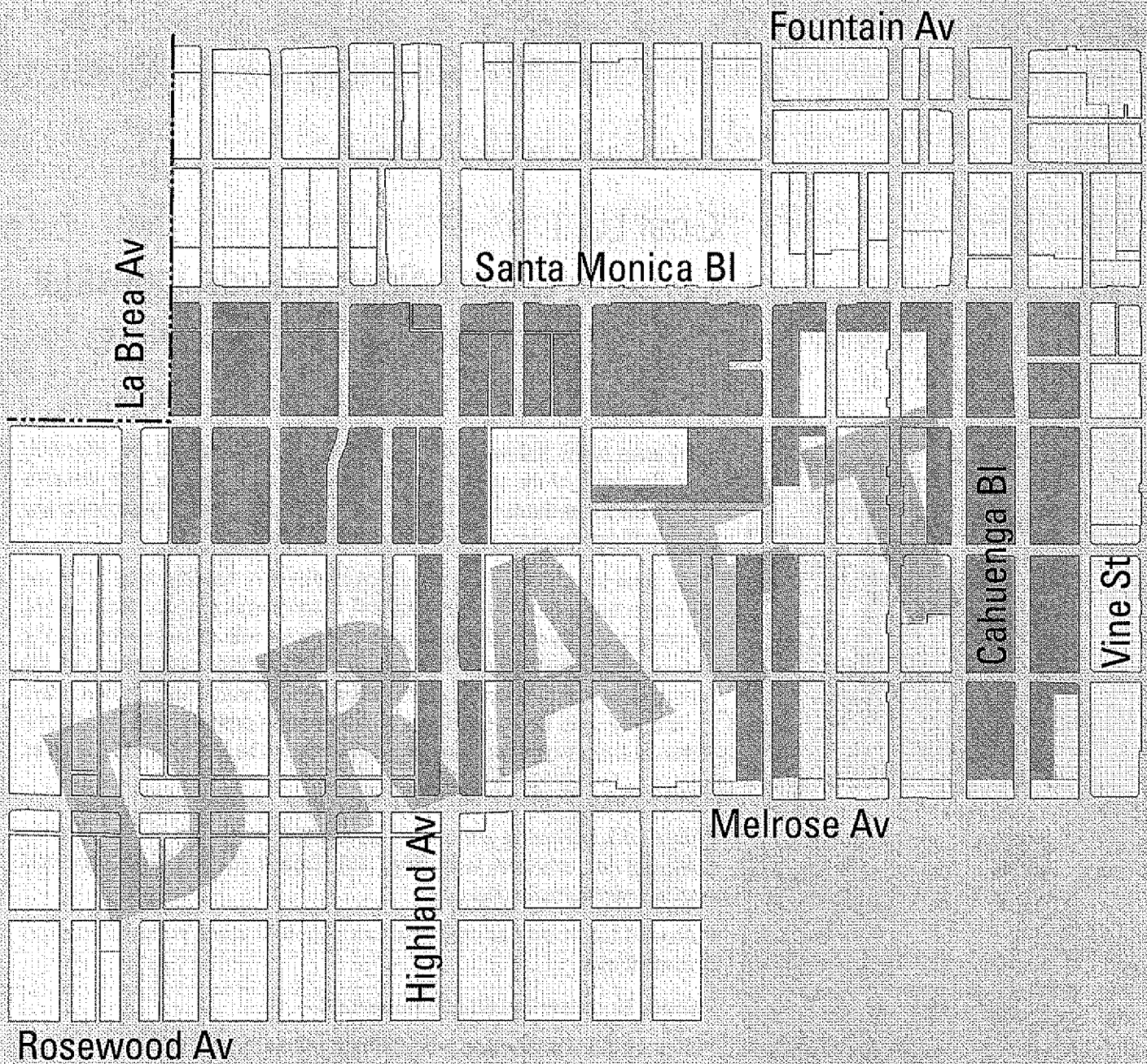
Policy LU.1.4: Maintain the Vermont-Western Station Neighborhood Area Plan (SNAP - Map 6), a transit-oriented plan in East Hollywood which encourages growth around metro rail stations and protects residential neighborhoods.

Policies and Programs to protect historic neighborhoods:

Policy LU.1.5: Protect historic neighborhoods.

Program LU.1.5.1: Develop a historic preservation district or districts in Los Feliz, including the Hollywood Grove neighborhood, with community involvement and support (Map 15).





Legend:

 Industry Retention Area

The Media District Industry Retention Area consists of industrially designated land which is zoned MR1. Residential and commercial uses are allowed only as accessory uses in MR1 zones.

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

Map 13
Hollywood Community Plan
MEDIA DISTRICT INDUSTRY RETENTION AREA

Program LU.1.5.2: Develop a historic preservation district in Sunset Square (Map 15) with community involvement and support.

Program LU.1.5.3: Study the historic resources in neighborhoods surrounding the Melrose Hill HPOZ (Map 15).

Program LU.1.5.4: Study the garden apartments in the block bounded by Prospect Avenue on the north, Rodney Drive on the west, Lyman Place on the east, and the alley north of Hollywood Boulevard on the south for potential historic significance.

Policy LU.1.6: Maintain appropriate General Plan Land Use and zoning in existing historic districts which are either listed in, or are eligible to be listed in the National Register of Historic Resources (Map 16). Promote infill development that matches the scale of historic resources within each district, including the following:



- **Afton Square Historic District:** Eastern half of block between Leland Way on the north, El Centro to the east, De Longpre to the south and Vine to the West.
- **Selma-Labaig Historic District:** Both sides of Labaig roughly between Gower and Gordon, including the north side of Harold Way.
- **Serrano Historic District:** East side of Serrano roughly between Hollywood Boulevard and Sunset/west side of Serrano generally between Carlton Way and Sunset.

Policy LU.1.7: Maintain height limitations on commercial zones which border recognized historic neighborhoods (Map 17). Encourage the design of new buildings that respect and complement the character of adjacent historic neighborhoods.

Policy LU.1.8: Support the study of Residential Floor Area (RFA) Special Districts or Community Design Overlays (CDOs) for neighborhoods that retain a cohesive character but are not eligible to become Historic Preservation Overlay Zones.

Policy LU.1.9: Partner with preservation organizations and certified neighborhood councils to create new interpretive programs, tours and signage highlighting the community's history and architectural legacy.

Policies and Programs to protect identified Historic-Cultural Resources:

Policy LU.1.10: Protect Identified Historic-Cultural Resources.



Legend:

 Theater Row

Theater Row refers to a district of equity-waiver theaters located on industrially zoned parcels along Santa Monica Boulevard.

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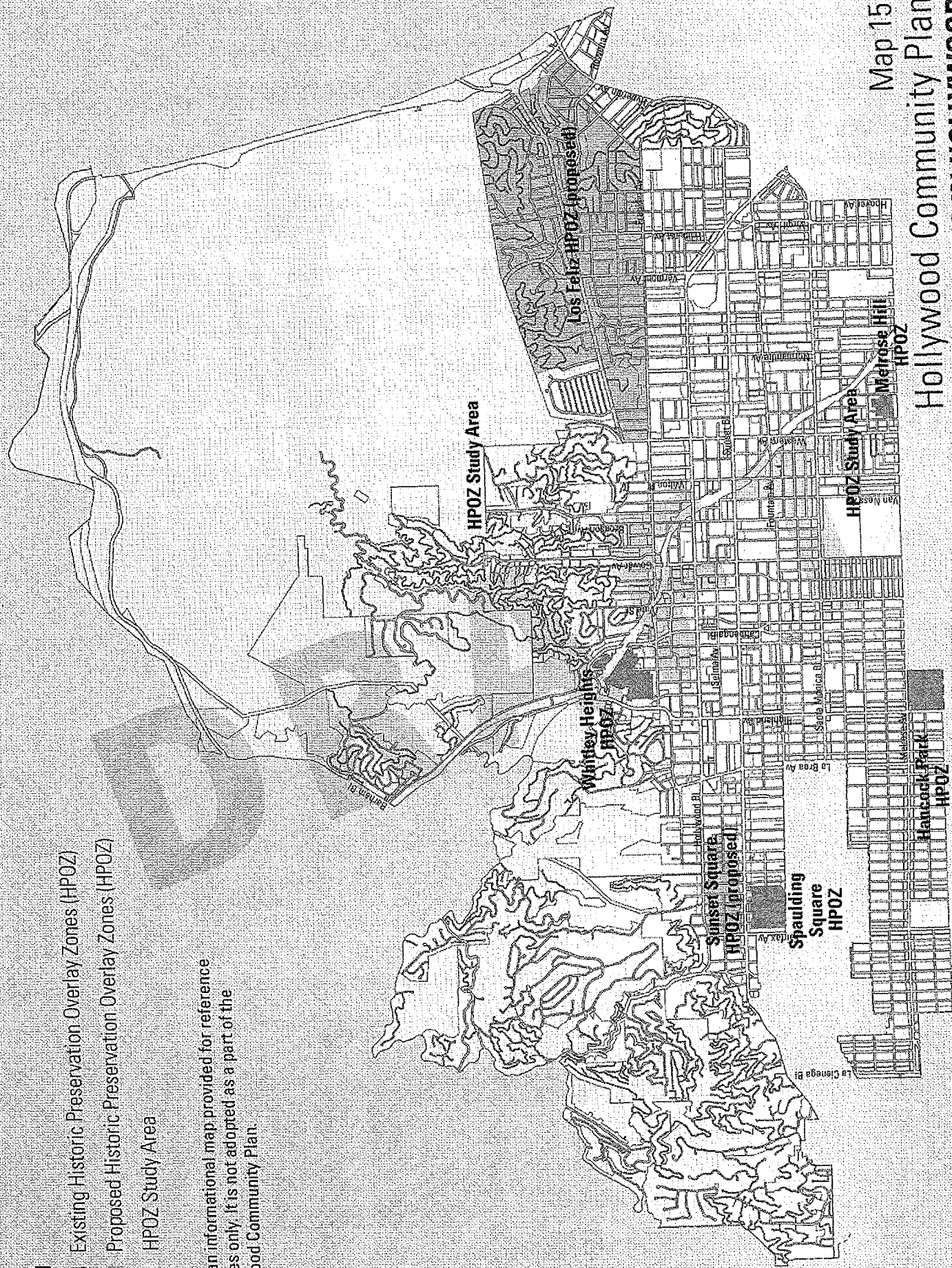
Map 14
Hollywood Community Plan
THEATER ROW

Los Angeles City Planning Department • Graphic Services Section • December 2006 • Not to Scale 

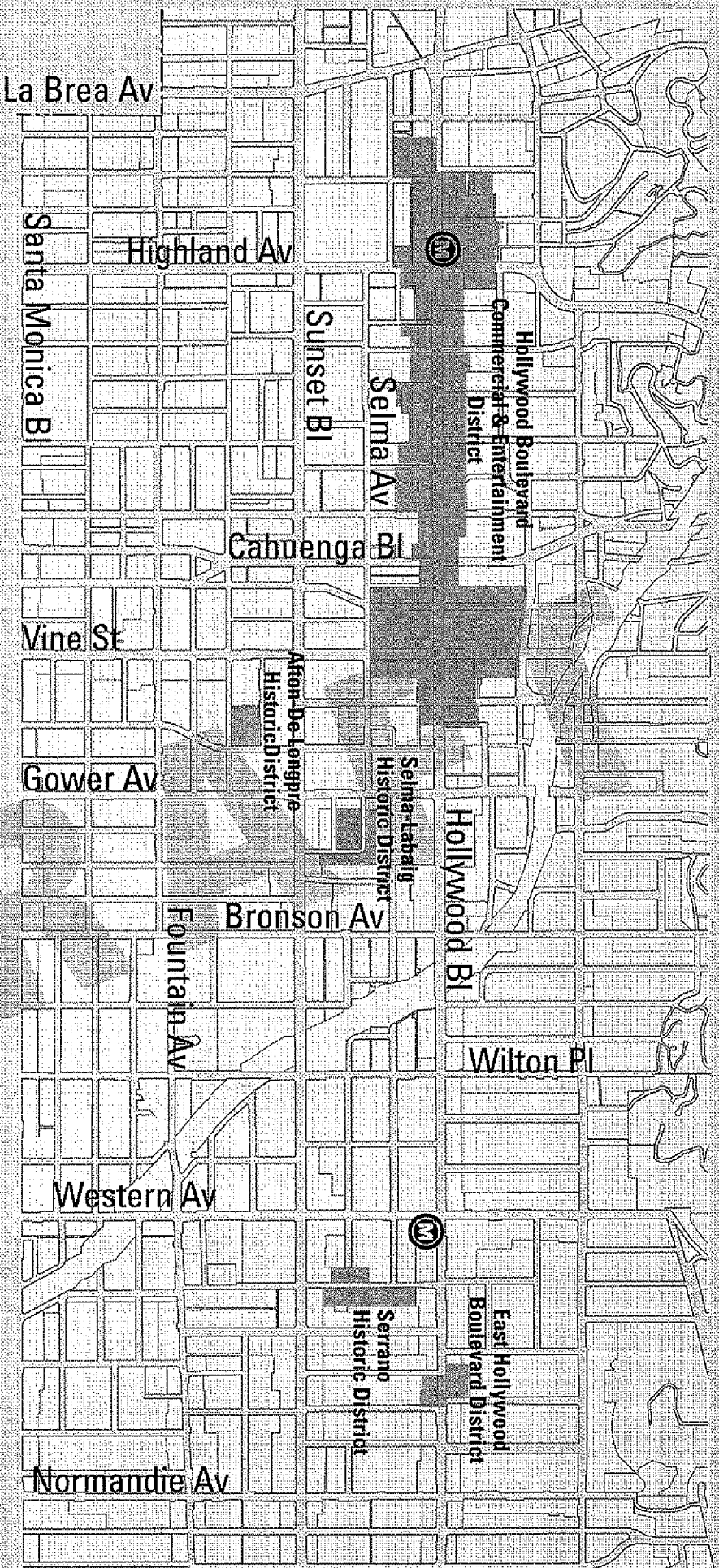
Legend

- Existing Historic Preservation Overlay Zones (HPOZ)
- Proposed Historic Preservation Overlay Zones (HPOZ)
- HPOZ Study Area

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



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



Legend:

Registered Historic Districts*

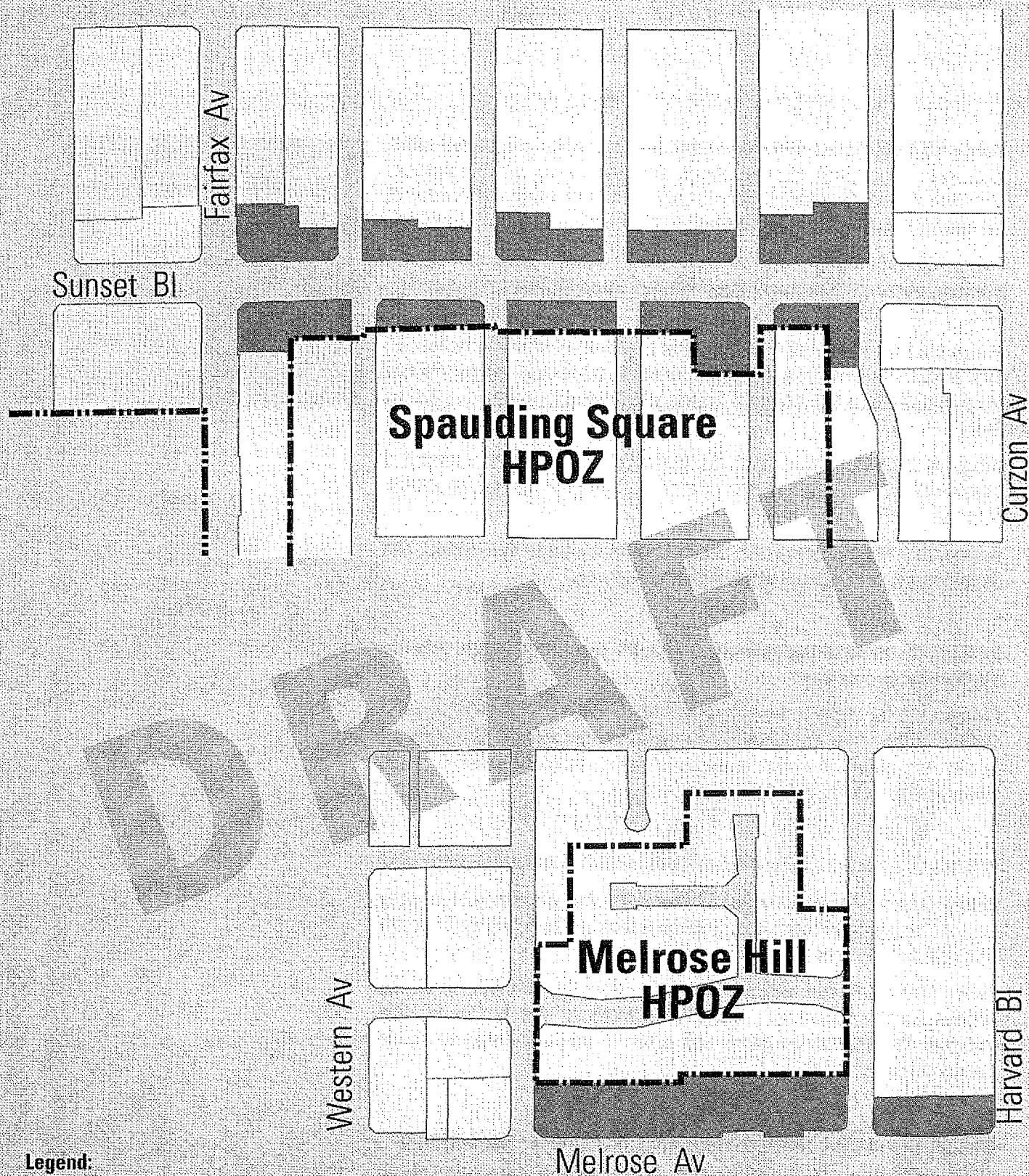
Metro Rail Station

*These historic districts are either listed in the National Register of Historic Resources or are determined to be eligible for listing in the National Register of Historic Resources.

Hollywood Community Plan

REGISTERED HISTORIC DISTRICTS IN HOLLYWOOD

Map 16



Legend:

 Transition Areas

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

Map 17
Hollywood Community Plan
TRANSITION AREAS ADJACENT TO HISTORIC NEIGHBORHOODS

Policy LU.1.11: Protect identified historic buildings which are located within Floor Area Ratio (FAR) Incentive Areas. Establish zoning which conditions utilization of Floor Area Ratio Incentives upon conformance with the Secretary of the Interior Standards for Rehabilitation.

Policy LU.1.12: Any development project which involves designated historic resources, including City of Los Angeles Historic-Cultural Monuments (Appendix – Table 1) shall conform with the Secretary of Interior's Standards for Rehabilitation.

Policy LU.1.13: Protect distinctive features of prominent streets in Hollywood, such as the Walk of Fame, a recognized Historic-Cultural Monument of the City of Los Angeles (Map 18). Maintain existing street dimensions along the Walk of Fame.



Program LU.1.13.1: Work with the Bureau of Engineering to establish a Treatment Plan to guide future rehabilitation work affecting the Hollywood Walk of Fame.

Policy LU.1.14: Encourage the design of new buildings that respect and complement the character of adjacent historic resources.

Policies to identify undesignated historic resources which may be eligible for protection:

Policy LU.1.15: Support the completion of SurveyLA within the Hollywood Community Plan area. Ensure careful review under the California Environmental Quality Act (CEQA) of project proposals affecting resources identified in the Survey as eligible for historic designation.

Policies to promote existing historic preservation incentive programs:

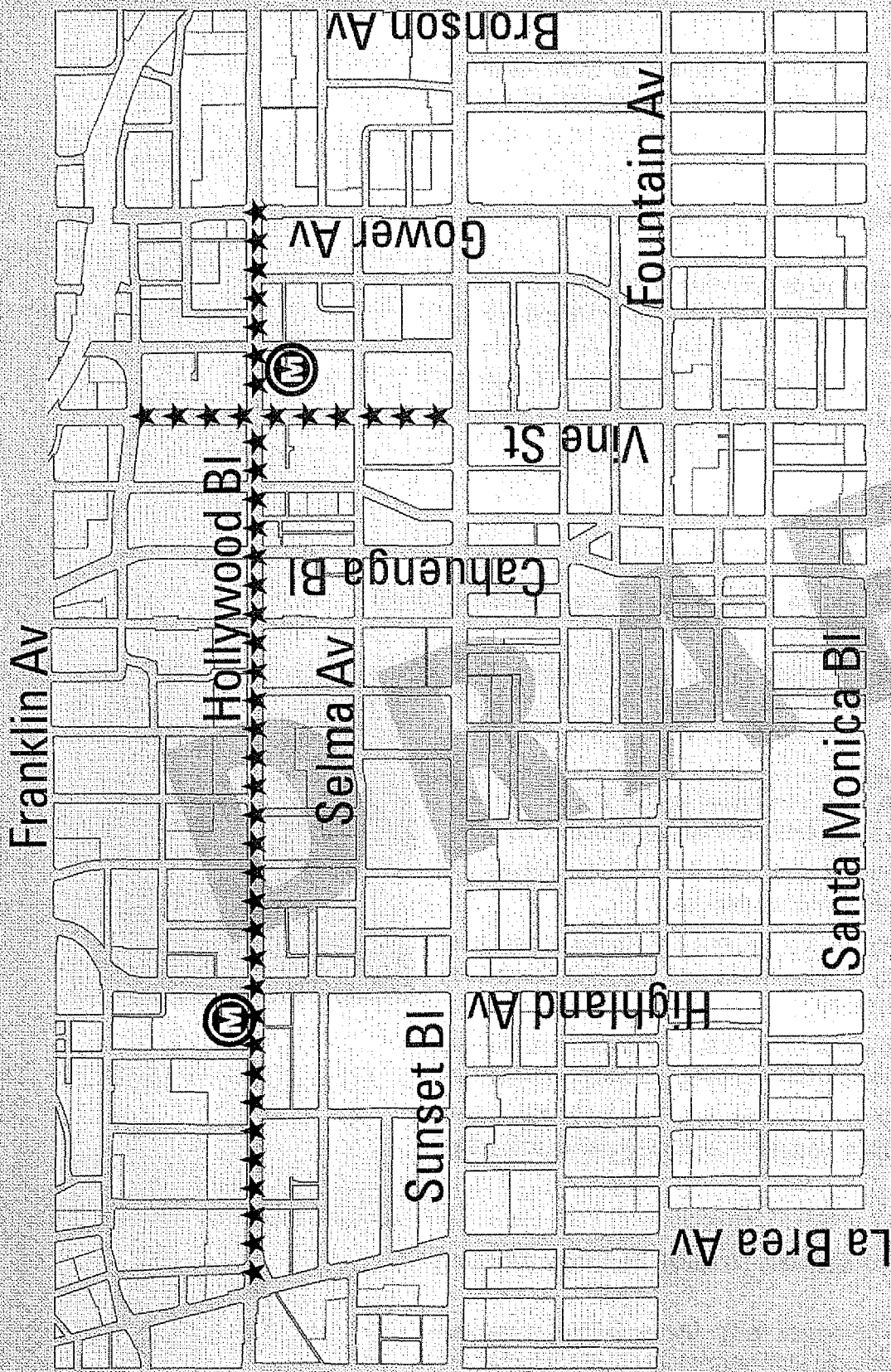
Policy LU.1.16: Promote the use of the City's Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code.

Policy LU.1.17: Partner with the Community Redevelopment Agency, the Los Angeles Housing Department, and other agencies to identify new financial resources for rehabilitation grants and loans to low- and moderate-income owners of historic homes.

Policies to preserve stable single-family residential neighborhoods:

Policy LU.1.18: Preserve stable single-family zoned residential neighborhoods: Ensure that the character and scale of stable single-family residential neighborhoods is maintained.

Policy LU.1.19: Support design standards to achieve transition in scale where neighborhoods planned for multifamily residential uses abut neighborhoods planned for single family residential uses (Map 19).



Legend:



Walk of Fame



Metro Rail Station

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

Policy LU.1.20: Allow infill development in single-family zoned residential neighborhoods that is compatible with the scale and character of existing development.

Policies to protect the character of front yard landscapes in residential neighborhoods:

Policy LU.1.21: Protect the open garden character of front yards. Discourage parking between the street and the front of the structure, on surfaces that are not part of required driveways.

Program LU.1.21.1: Develop an implementing ordinance to limit paving in the front of residential structures to the paving required by LAMC driveway regulations only.

Policies and Programs to maintain, improve, and protect the public use of existing public rights of way:

Policy LU.1.22: Keep existing streets open for public use. Protect existing streets from closure to prevent the creation of "superblocks", improve circulation, keep streets publicly accessible, and support walkable and bikeable neighborhoods.

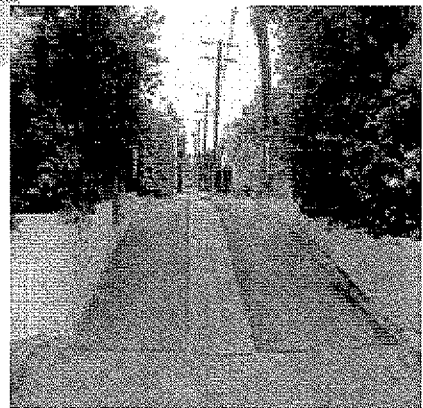
Policy LU.1.23: Protect existing alleys from closure. Maintain alleys to provide commercial uses with opportunities for off-street loading and unloading and provide pedestrians, bicyclists and motorists with alternative routes of travel.

Policy LU.1.24: Maintain alleys for public uses. Protect streets, walkways and alleys from closure, vacation and gating for private use.

Program LU.1.24.1: Conduct a study of the alleys in the Regional Center (Map 20) as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.

Policy LU.1.25: Maintain alleys which are located between commercial uses and residential uses to mitigate impacts of alley traffic on adjacent dwelling units.

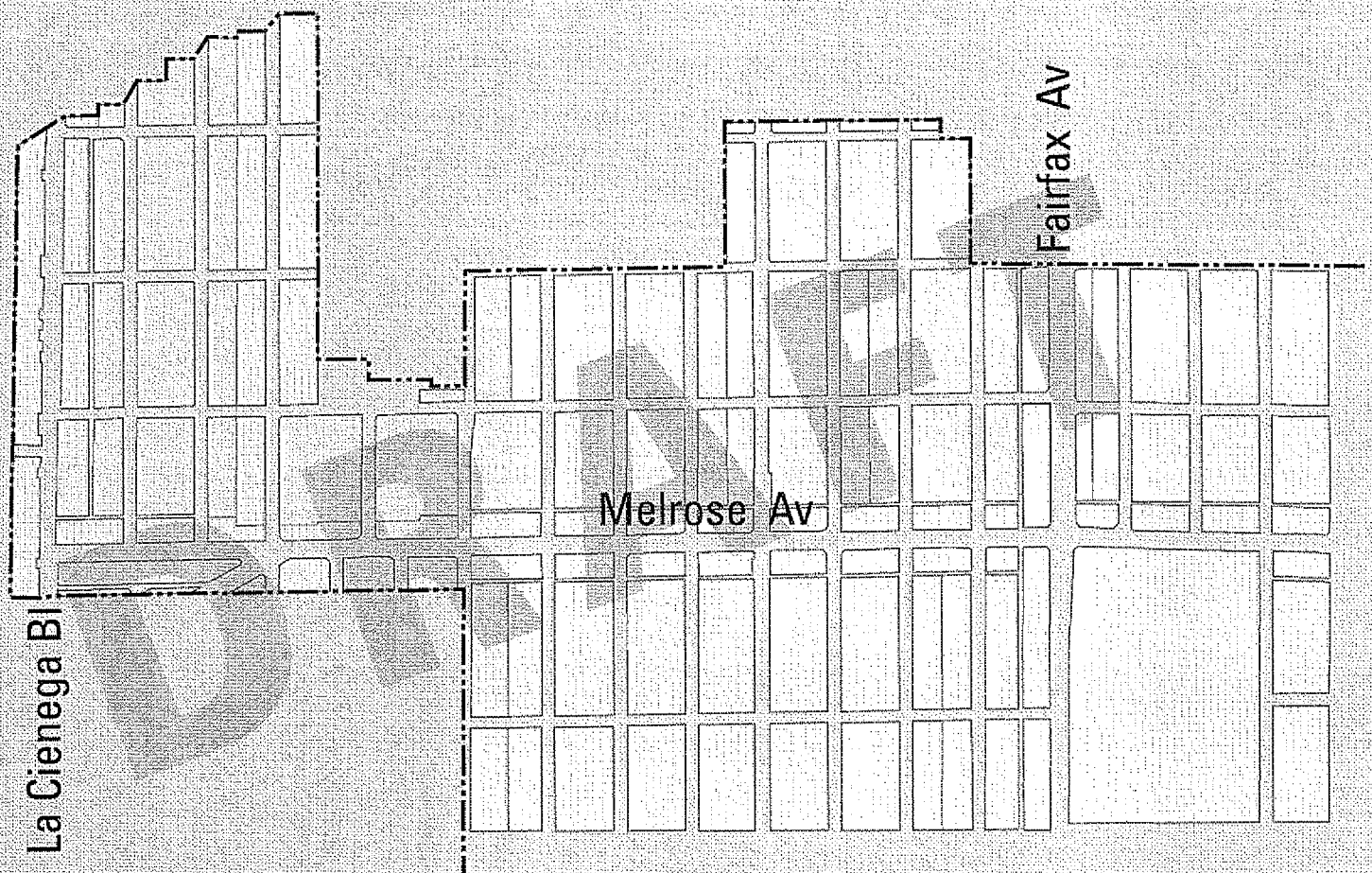
Program LU.1.25.1: Prepare an Alley Maintenance Plan for the alleys located behind the commercial uses along Melrose Avenue between Fairfax and La Brea Avenues.



Policies and Programs to Maintain Existing Pedestrian-Oriented Districts

Policy LU.1.26: Establish Community Design Overlay Districts to maintain and improve the pedestrian-oriented scale and character of districts which are pedestrian-oriented.

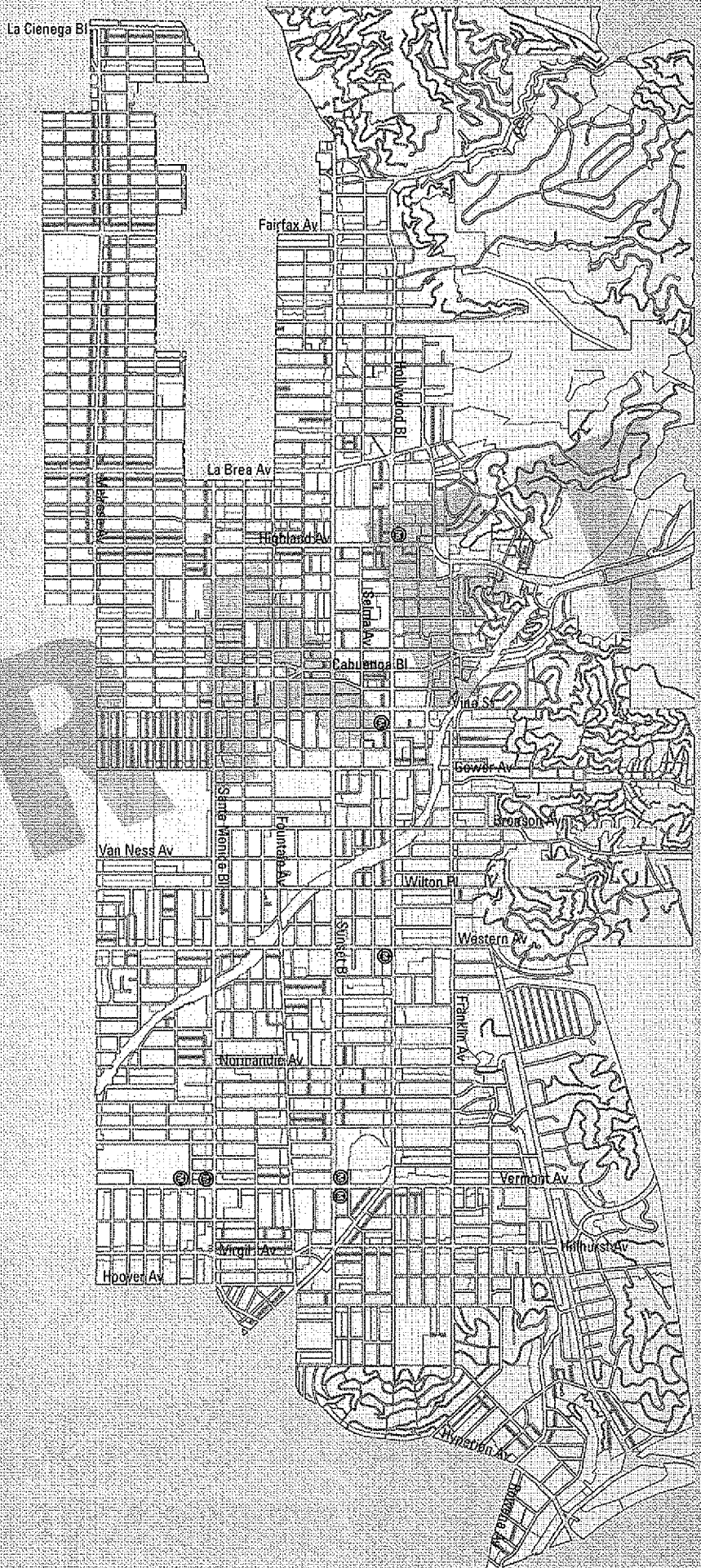
This is an informational map provided for reference purposes only.
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Legend:

Transition Area

Map 19
Hollywood Community Plan
DESIGN & SCALE TRANSITION AREAS



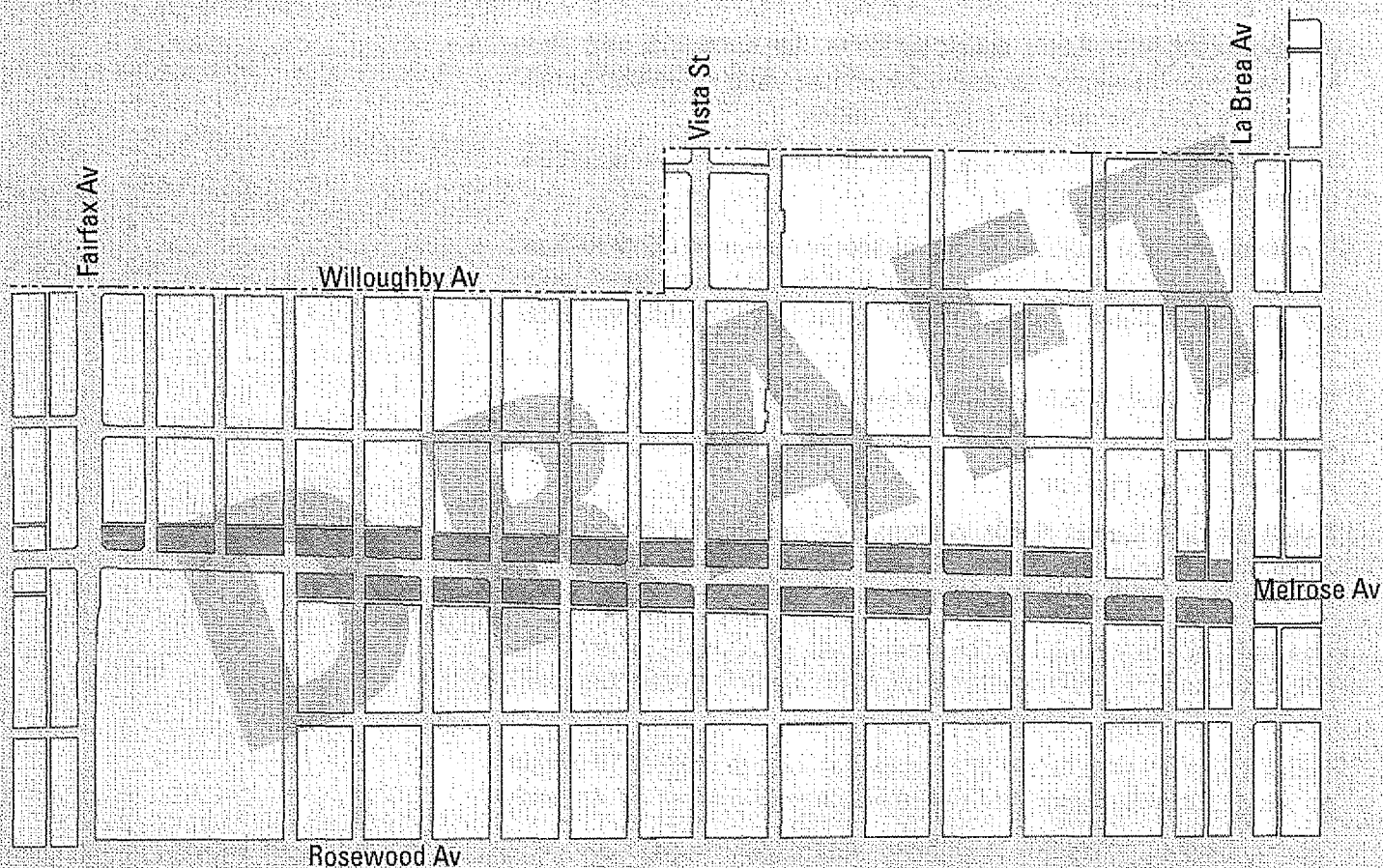
Legend:

Alley

 Metro Rail Station

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Hollywood Community Plan
Map 20
EXISTING ALLEYS




Legend:

 Melrose CDO Area

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Map 21 Hollywood Community Plan **MELROSE AVE COMMUNITY DESIGN OVERLAY**

Los Angeles City Planning Department • Graphic Services Section • March 2009

Not to Scale 

Program LU.1.26.1: Create design guidelines for commercial uses along Melrose Avenue between Fairfax and La Brea Avenues (Map 21) to maintain and improve the pedestrian-oriented scale and character.

Policy LU.1.27: Establish design guidelines for commercial uses in pedestrian-oriented districts.

Program LU.1.27.1: Establish design guidelines for commercial uses on Hillhurst Avenue between Franklin and Los Feliz Avenues (Map 22) to complement design guidelines of the adjacent Vermont-Western Station Neighborhood Area Specific Plan.

Policies to protect hillside neighborhoods:

Policy LU.1.28: Develop design standards to protect hillside neighborhoods from over-sized development.

Policy LU.1.29: Support hillside mansionization regulations to protect single family neighborhoods from out-of-scale development in neighborhoods such as The Oaks of East Hollywood (Map 23) and other neighborhoods as appropriate.

Program LU.1.29.1: Study hillside neighborhoods, including the Laurel Canyon Neighborhoods, to protect single family neighborhoods in the hillsides from out-of-scale "mansionized" development.

Policy LU.1.30: Limit density in areas with an average slope of 15 percent to that of minimum density land use regulation (equivalent to RE 40 zone).

Policy LU.1.31: Condition new development in the hills to protect public views from public roadways and parklands.

Policy LU.1.32: Encourage clustering of single family homes as allowed in the RD5 and RD6 zones.

Policy LU.1.33: Consider the existing built character of distinctive hillside neighborhoods, including Outpost Estates and Hollywood Knolls, when reviewing discretionary development proposals.

Policy LU.1.34: Investigate and consider feasible secondary access connections as part of hillside subdivisions. Require extensions, completions, and connections of existing street networks where feasible to promote secondary access to hillside development.

Program LU.1.34.1: Consider the possible extension of Granito Drive westward to Prospect Drive and Laurel Canyon Boulevard as part of future relevant subdivision requests.

Los Feliz Bl

Vermont Av

Hillhurst Av

Franklin Av

Prospect Av

Legend:

 Hillhurst Avenue Design District

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

Map 22 Hollywood Community Plan HILLHURST AVENUE DESIGN DISTRICT

Los Angeles City Planning Department • Graphic Services Section • April 2008 Not to Scale



Legend:



Study Area



Metro Rail Station

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Map 23
Hollywood Community Plan
THE OAKS HILLSIDE STUDY AREA

Los Angeles City Planning Department • Graphic Services Section • December 2009

Not to Scale 

Goal LU.2. Provide a range of employment and housing opportunities.



The Hollywood Community Plan encourages a balance of jobs and housing growth in specific locations which have supportive infrastructure and under-utilized capacity. Incentives for new development, including commercial office and mixed-use commercial/residential development are established in the Regional Center (Map 24) and along transit corridors (Map 28).

By directing residential and commercial development to districts, centers and boulevards which are adjacent to transit infrastructure and improving the accessibility of the transit system, the Hollywood Community Plan attempts to provide the Hollywood community with a variety of mobility options. Mobility options make it possible for Hollywood's residents and visitors to reduce their dependence on automobiles.

Hybrid industrial zones (Map 30) allow a mixture of industrial uses with residential or commercial uses along the borders of the Media District, to provide a transition between industrial uses and surrounding neighborhoods. The Plan restores citywide standards of housing density in High Medium Residential Land Use designations (Map 29) and reinstates citywide standards for commercial intensity along commercial corridors.

The Plan supports existing citywide measures, and efforts of the Community Redevelopment Agency, to increase the supply of housing. The Plan also supports providing a range of housing opportunities for residents who have a wide range of incomes.

Policies and Programs

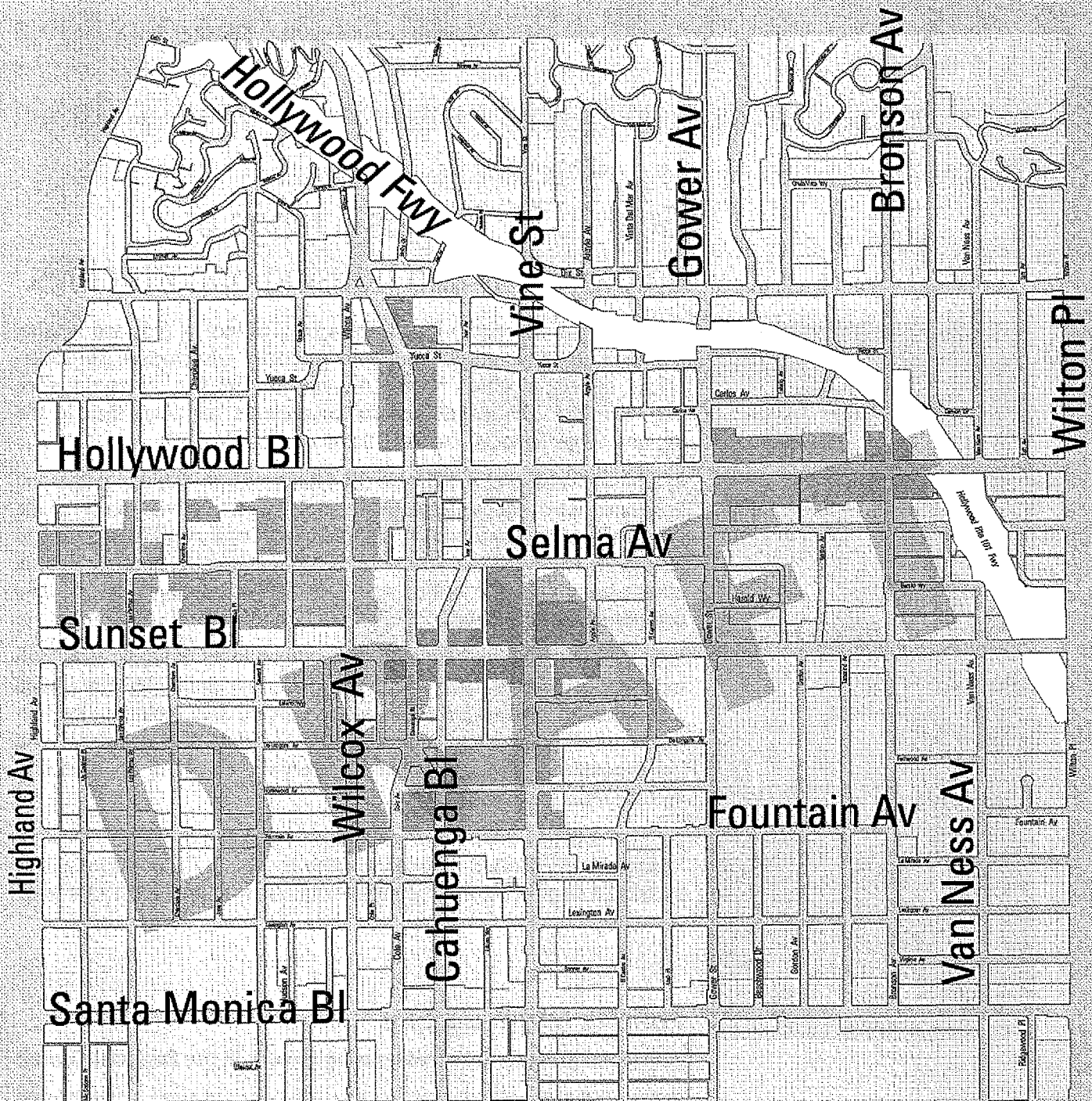
Policies to promote jobs and housing growth in the Regional Center:

Policy LU.2.1: Use planning tools to encourage jobs and housing growth in the Regional Center.

Policy LU.2.2: Utilize Floor Area Ratio bonuses to incentivize commercial and residential growth in the Regional Center (Map 24).

Policy LU.2.3: Provide opportunities for commercial office and residential development within downtown Hollywood by extending the Regional Center land use designation to include Hollywood Boulevard and Sunset Boulevards, between Gower and the 101 Freeway (Map 24).

Policy LU.2.4: Support land uses in the Regional Center which address the needs of visitors who come to Hollywood for business, conventions, trade show, entertainment and tourism.



Legend:

- FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1.5:1 for Commercial Uses
- FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1:1 for Commercial Uses
- FAR 3:1* for Mixed-Use
- FAR 3:1* for Residential, Commercial, or Mixed-Use

* In the Regional Center FAR 6:1 may be considered on a case by case basis.

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Map 24

Hollywood Community Plan

PROPOSED FLOOR AREA RATIOS IN REGIONAL CENTER

Map 25

Hollywood Community Plan

SUNSET BOULEVARD COMMUNITY DESIGN OVERLAY

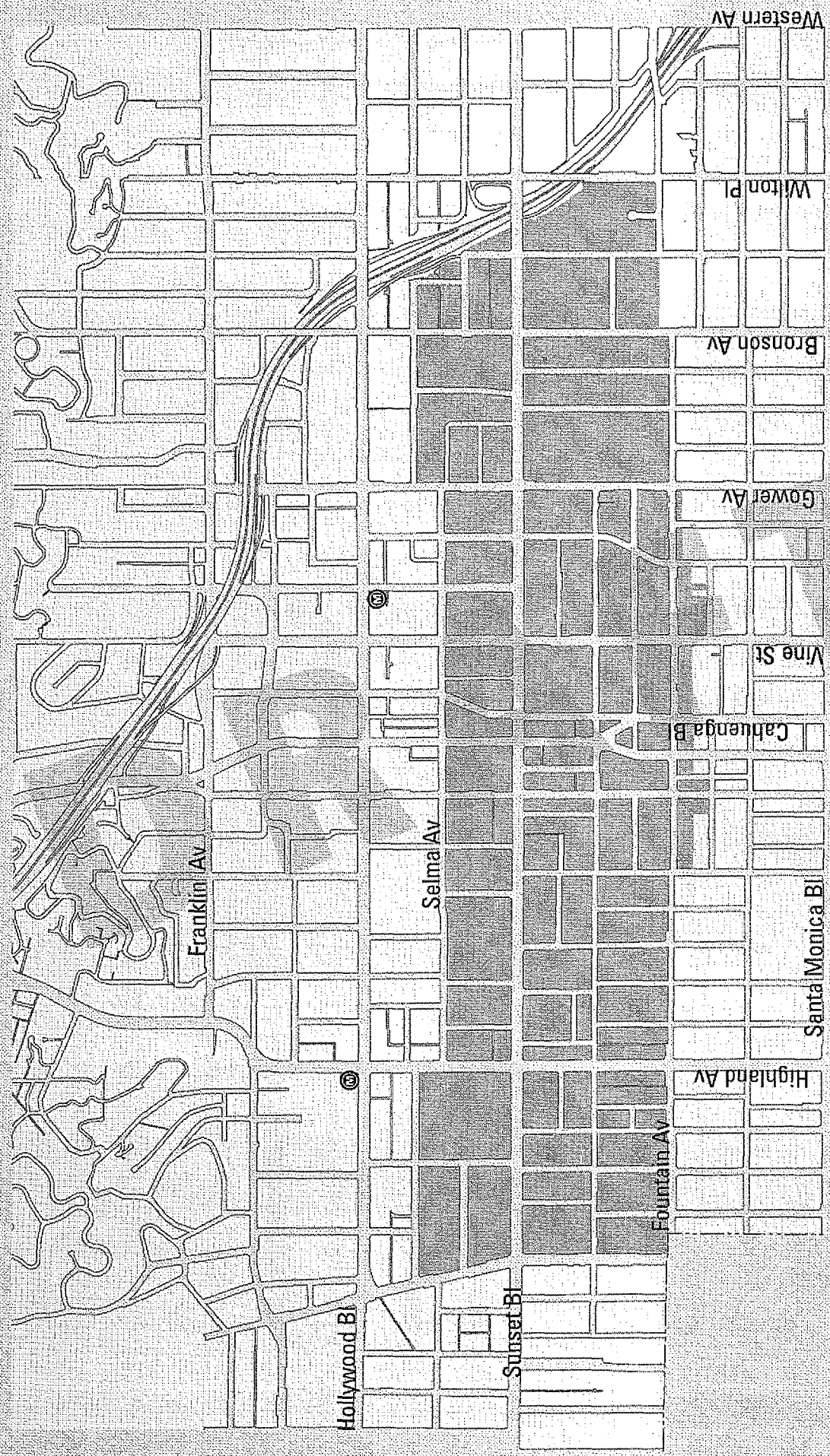
Los Angeles City Planning Department • Graphic Services Section • March 2003

Sunset Boulevard CDO Area

Metro Rail Portal




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Legend:





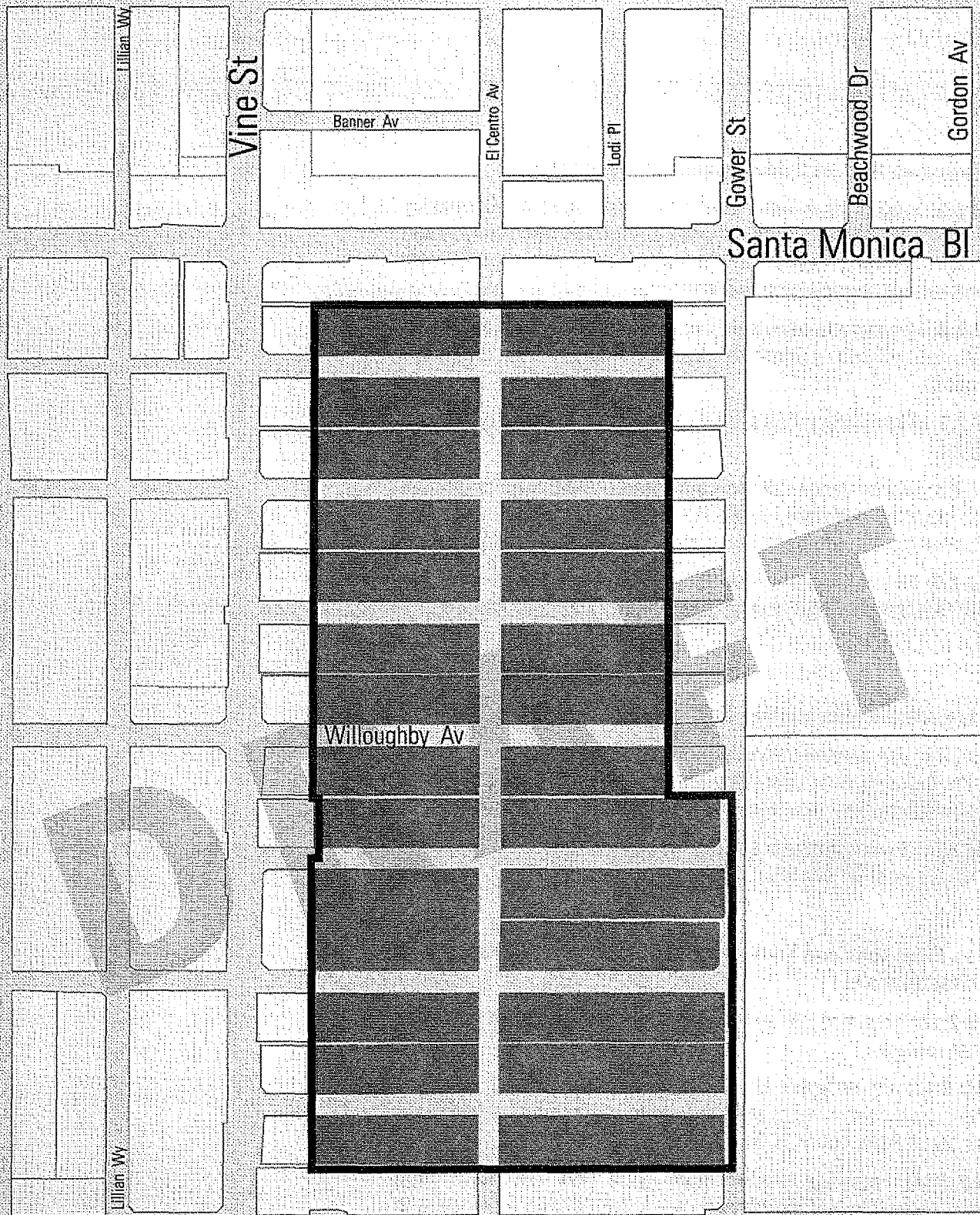
Legend:

-  Hollywood Boulevard CDO Area
-  Franklin Corridor Area
-  Metro Rail Portal

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

HOLLYWOOD BOULEVARD COMMUNITY DESIGN OVERLAY

Map 26
Hollywood Community Plan



Melrose Av

Legend:



Design Standards Area

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Map 27
Hollywood Community Plan
DESIGN STANDARD AREA

Los Angeles City Planning Department • Graphic Services Section • December 2008 • Not to Scale 

Policies to ensure that infill development is well-designed:

Policy LU.2.5: Support the implementation of a Sunset Boulevard Community Design Overlay District (Map 25) and a Hollywood Boulevard Community Design Overlay District (Map 26) to ensure that infill development in the Regional Center complements existing neighborhood character.

Policy LU.2.6: Maintain and improve existing elements of neighborhood design which create well-designed residential development in higher density, multifamily neighborhoods.

Policy LU.2.7: Utilize existing alleys to reinforce pedestrian character, walkability, and bikeability.

Policy LU.2.8: Support design standards that utilize existing alleys to reinforce pedestrian character, walkability and bikeability in multifamily residential neighborhoods (Map 27). Encourage use of rear alleys for access to parking areas.

Policy LU.2.9: Infill development throughout the Hollywood Community Plan area should conform with the general urban design standards contained in Chapter 7.

Policies to promote jobs-housing balance:

Policy LU.2.10: Use planning tools to encourage a balance of jobs and housing growth in the Regional Center. Limit stand-alone residential development in Floor Area Ratio (FAR) Incentive Areas (Map 24).

Policy LU.2.11: Support provision of minimum Floor Area Ratios in Mixed-Use Incentive Areas consistent with Map 24.

Policies to focus jobs and housing growth in areas with supportive transit infrastructure:

Policy LU.2.12: Incentivize jobs and housing growth around transit nodes and along transit corridors.




Policy LU.2.13: Utilize higher Floor Area Ratios to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid bus or 24-hour buslines (Map 28) .

Policy LU.2.14: Encourage projects which utilize Floor Area Ratio (FAR) incentives to incorporate uses and amenities which make it easier for residents to use alternative modes of transportation and minimize automobile trips.

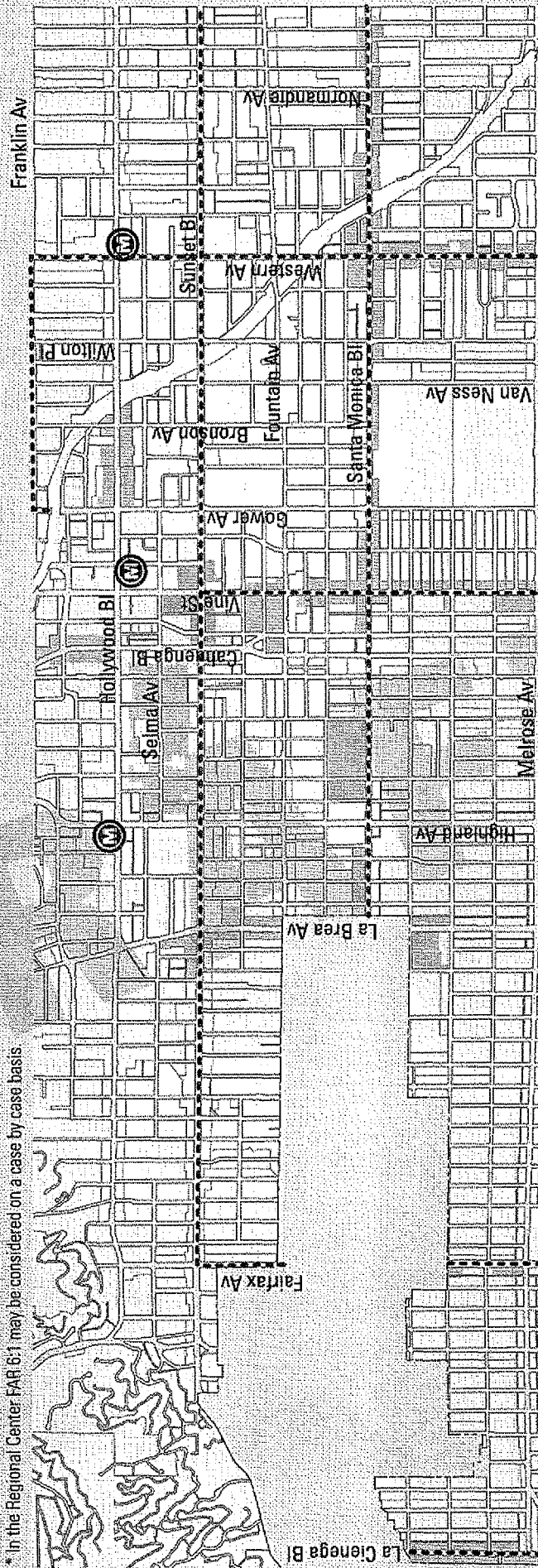
Policy LU.2.15: Encourage mixed-use and multifamily residential projects to provide bicycle parking and/or bicycle lockers.

Policy LU.2.16: Encourage large mixed-use projects to consider neighborhood-serving tenants such as grocery stores and shared car or rental car options.

Legend:

-  FAR 4.5.1* for Commercial Uses or Mixed-Use, minimum FAR 1.5:1 for Commercial Uses
-  FAR 4.5.1* for Commercial Uses or Mixed-Use, minimum FAR 1.1 for Commercial Uses
-  FAR 3.1* for Mixed-Use
-  Metro Rapid Bus Line
-  Metro Rail Portal
-  FAR 3.1* for Residential, Commercial, or Mixed-Use
-  FAR 3.1, minimum FAR 0.7:1 for targeted Industrial Uses

* In the Regional Center FAR 6:1 may be considered on a case by case basis



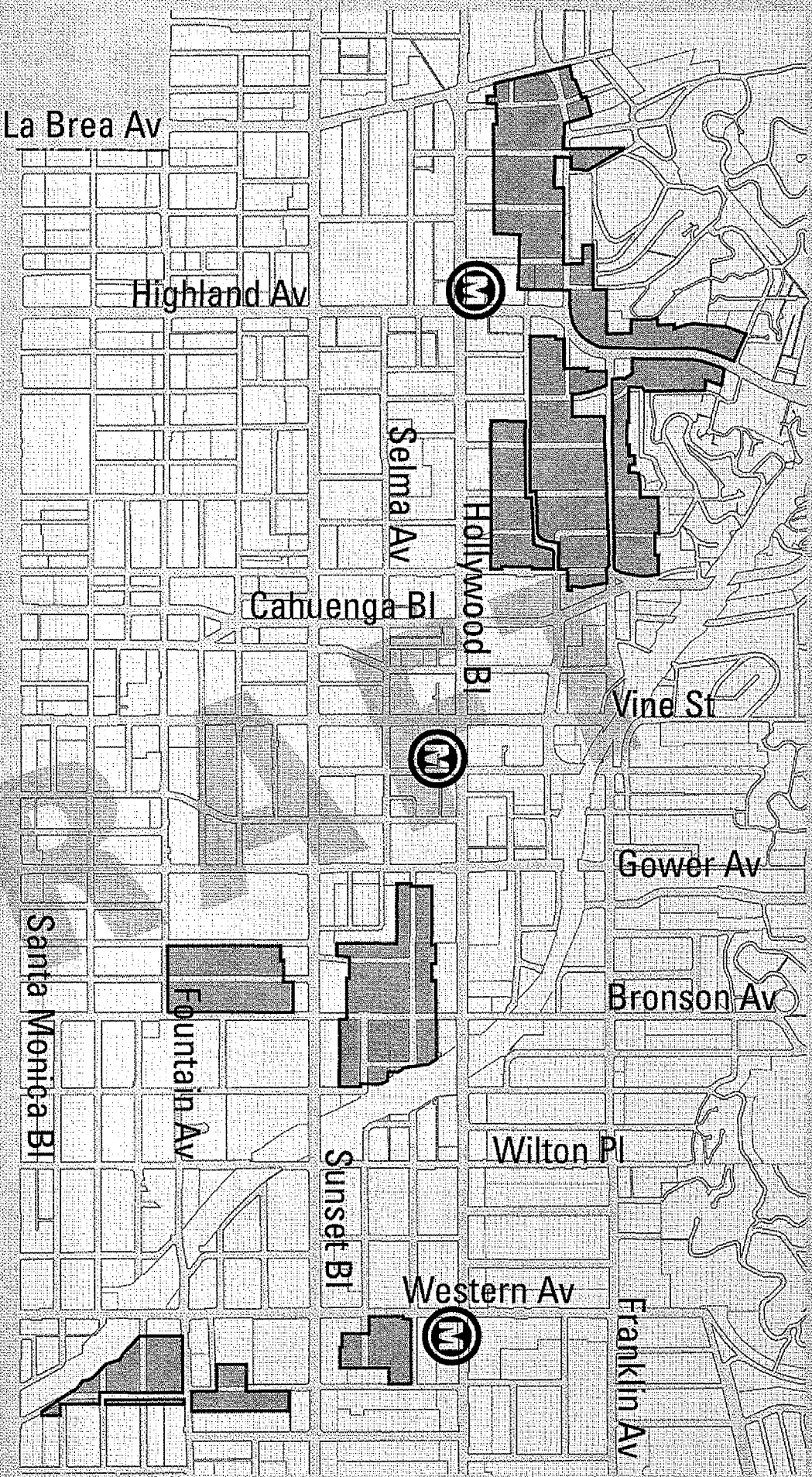
Map 28

Hollywood Community Plan

FAR INCENTIVE AREAS⁴

Los Angeles City Planning Department • Graphic Services Section • January 2007 | Not to Scale

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



Legend:

-  High Medium Density Area
-  Metro Rail Station

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



Legend:



Hybrid Industrial Area

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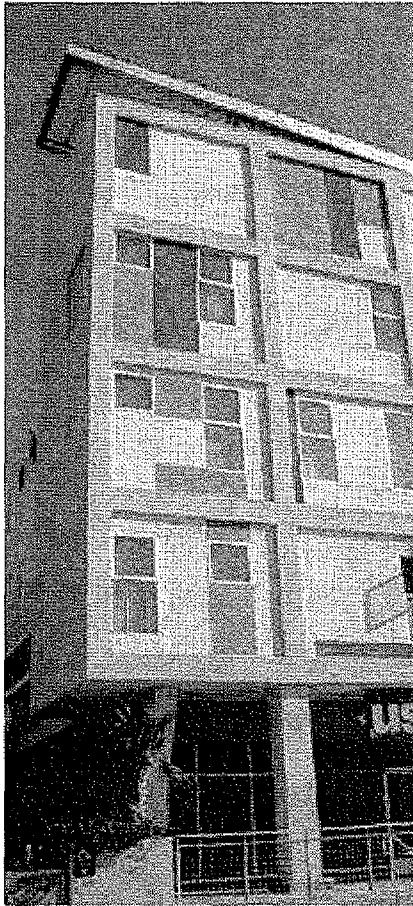
Map 30
Hollywood Community Plan
HYBRID INDUSTRIAL AREAS



Legend:

 Media / Entertainment
Industry Opportunity Area

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



Policies to provide an adequate range of housing opportunities:

Policy LU.2.17: Provide an adequate supply of rental and ownership housing opportunities for households of all income levels and needs.

Policy LU.2.18: Promote the use of existing citywide programs to increase rental and housing ownership opportunities, such as small lot subdivisions, adaptive reuse of office buildings, when appropriate, and density bonuses in exchange for affordable housing set asides.

Policy LU.2.19: Promote the distribution of mixed-income housing opportunities throughout the Plan area to avoid the over concentration of low-income housing.

Policy LU.2.20: Encourage use of Los Angeles Housing Department (LAHD) housing development programs which provide financing for the construction of new multifamily housing and the acquisition and rehabilitation of existing multifamily housing.

Policy LU.2.21: Encourage the construction of permanent supportive housing for the homeless through the master leasing of private apartment blocks, the purchase of for-profit single room occupancy hotels, and the conversion of short-term emergency shelter facilities.

Policy LU.2.22: Minimize the loss of good quality affordable housing. Encourage the replacement of demolished quality affordable housing stock with new affordable housing opportunities.

Policy LU.2.23: Direct multifamily housing growth to neighborhoods designated as High Medium Residential (Map 29). Restore citywide standards for High Medium Residential density in areas which are designated as High Medium Residential.



Policies to encourage the growth of retail and office commercial uses along commercial corridors:

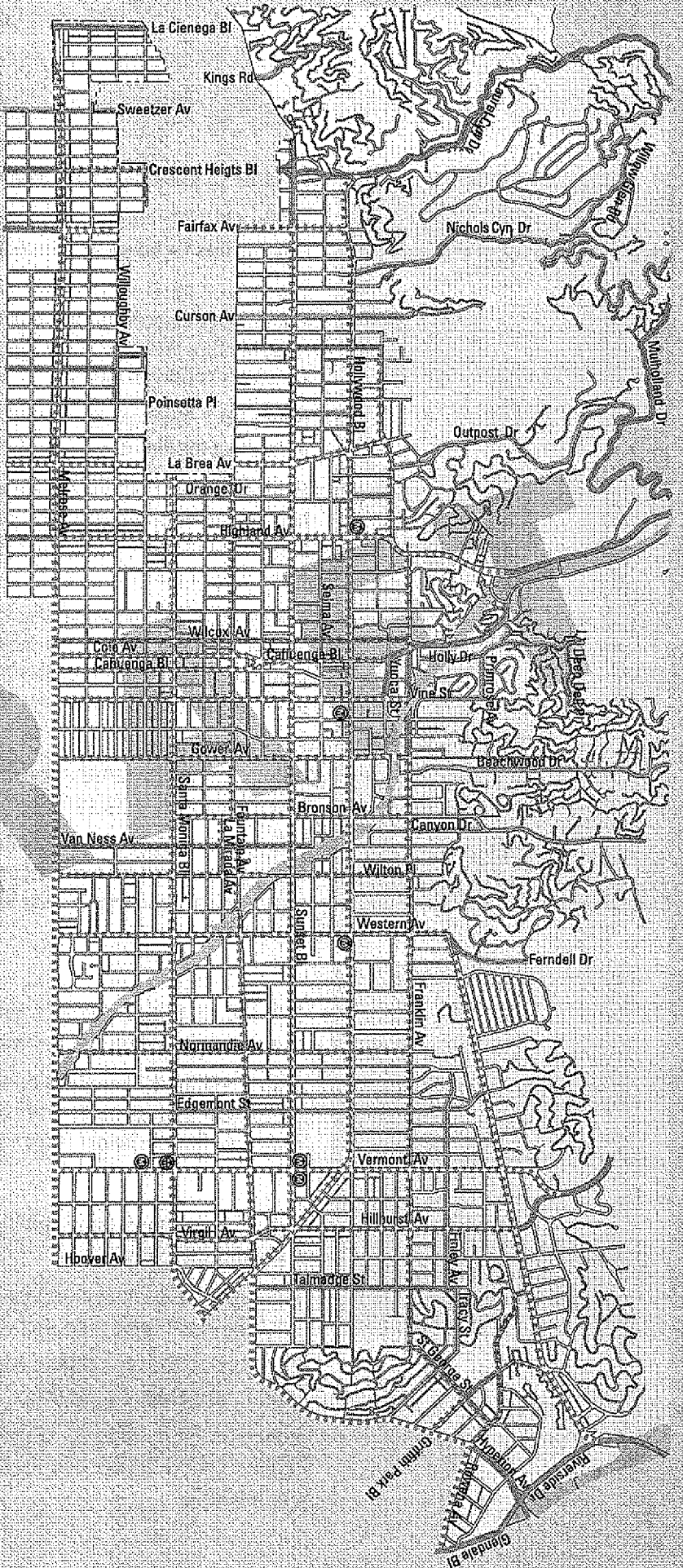
Policy LU.2.24: Provide incentives for development of retail and office commercial uses along commercial corridors. Restore citywide standards for Floor Area Ratio in Height District 1 along commercial corridors.

Policies to encourage well-designed and appropriately located commercial signage:









Policy LU.2.25: Promote aesthetically pleasing commercial signage, limiting the use of billboards, pole signs, and cabinet signs.

Policy LU.2.26: Limit the number of sign districts allowed in Hollywood to the Hollywood Signage District only.

Policy LU.2.27: Discourage digital or electronic signage outside of the Hollywood Signage District. Ensure that the lighting of digital or electronic signage is not overly bright.

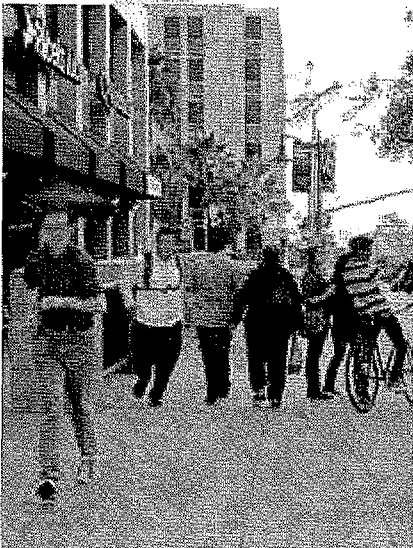
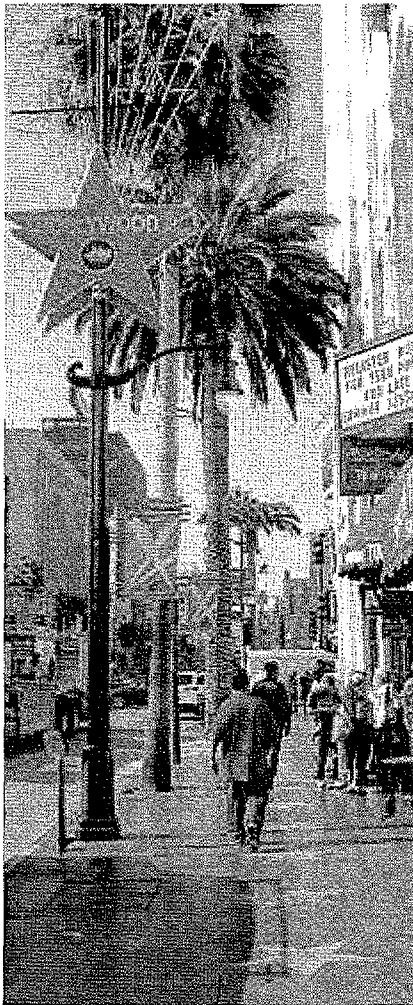


Legend:

-  Freeway
-  Major Highway Class II
-  Modified Major Highway Class II
-  Secondary
-  Modified Secondary
-  Collector
-  Modified Collector
-  Metro Rail Portal

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

Map 32 Hollywood Community Plan MODIFIED STREET STANDARDS: **CENTRAL HOLLYWOOD**



Program LU.2.27.1: Establish standards to regulate lighting intensity and brightness for all digital or electronic signage in Hollywood.

Policies and Programs to encourage the growth of media-related industrial uses in and around the Media District:

Policy LU.2.28: Provide incentives for mixed-use development which incorporates and maintains targeted industrial uses in specific hybrid industrial zones and industrial opportunity areas.

Program LU.2.28.1: Establish new zoning districts that encourage a mix of industrial uses with commercial or residential uses around the perimeter of industrial districts, where appropriate (Map 30).

Policy LU.2.29: The Plan supports consideration of Floor Area Ratios up to 3:1 in the Media District on a discretionary, case by case basis for well-planned, media-related industrial uses (Map 30).

Policy LU.2.30: Within the Media/Entertainment industry Opportunity Area (Map 31) encourage the retention of the studio industry by exploring a mix of uses, which may include industrial and non-industrial uses.

Goal LU.3. Make streets walkable.

Walkable streets are important for all pedestrians, including transit-users. The Hollywood Community Plan employs several strategies to make the streets of Hollywood more walkable. A number of street segments are assigned Modified Street Designations (Map 32) in order to widen the sidewalk to 15 feet. Detailed descriptions of Hollywood's Modified Street Designations may be found in the Hollywood Community Plan's Environmental Impact Report (EIR).

The Plan encourages street design features and pedestrian-friendly land uses to create streets that are interesting and inviting for walkers. Pedestrian comfort and safety is highlighted.

Streetscape plans are proposed for several street segments which have high volumes of pedestrian traffic, including segments of Cahuenga, Western, Hollywood and Santa Monica Boulevards, and La Brea Avenue.

Policies and Programs:

Policies to maintain and create wide, walkable sidewalks:

Policy LU.3.1: Widen sidewalks to a minimum of 15 feet, or maintain existing sidewalk widths of 15 feet, along major and secondary highways with high levels of pedestrian traffic. Support the adoption of Modified Street Standards (Map 32) for the sake of preserving sidewalks which are already wide (15 feet or wider) and widening sidewalks which are narrow (less than 15 feet).




Legend:

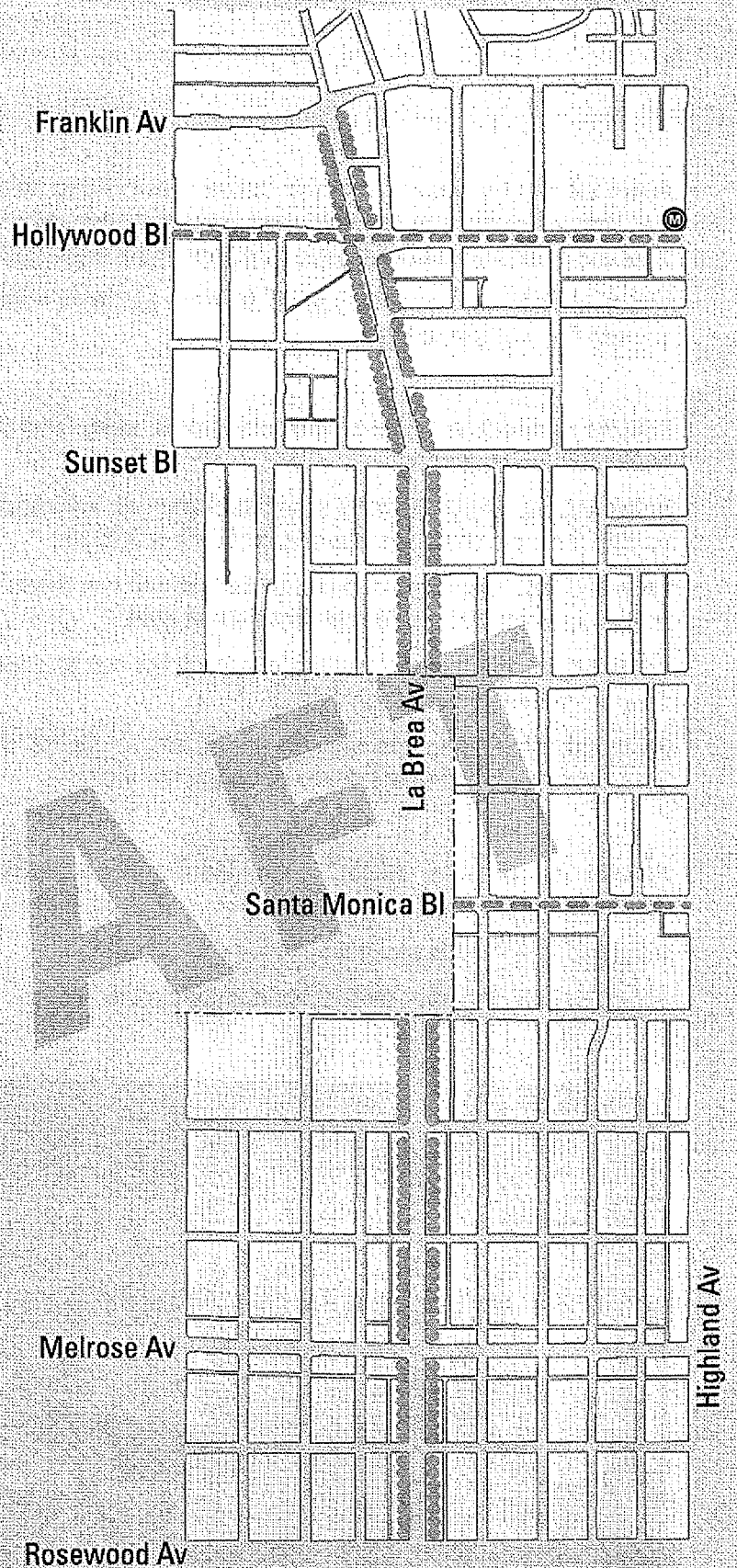
-  Proposed Streetscape
-  Major Transit Corridor (MetroRapid)
-  Metro Rail Portal

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

Map 33 Hollywood Community Plan **PROPOSED STREETSCAPE PLANS: CENTRAL & EAST HOLLYWOOD**

Legend:

-  Proposed Streetscape
-  Major Transit Corridor (MetroRapid)
-  Metro Rail Portal



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

Policy LU.3.2: Evaluate existing street standards and develop Modified Street Standards, where desirable, to preserve and reinforce existing pedestrian-friendly areas and widen sidewalks, taking into consideration the impact on bicyclists.

Policy LU.3.3: Encourage the use of sidewalk pavement materials which maintain flat, walkable surfaces.

Policies to direct the flow of vehicular traffic away from pedestrian traffic, where possible:

Policy LU.3.4: Design sidewalks that make pedestrians feel welcome and safe by minimizing the conflict between cars, buses and pedestrians.

Policy LU.3.5: Discourage curb-cuts next to sidewalks on streets with a high level of pedestrian traffic, when alternative access exists.

Policy LU.3.6: Discourage the siting of parking lots next to sidewalks which carry high volumes of pedestrian traffic.

Policy LU.3.7: Preserve and maintain existing alleys at the rear of lots which front a major or secondary highway to encourage rear access.

Policies to provide pedestrian amenities that make walking comfortable, safe and convenient:

Policy LU.3.8: Provide pedestrian amenities to invite walking.

Policy LU.3.9: Encourage the planting of street trees for shade.



Legend:

Open Space, Public/Quasi-Public

Existing Open Space

Service Systems

Recreational Sites

Neighborhood Park

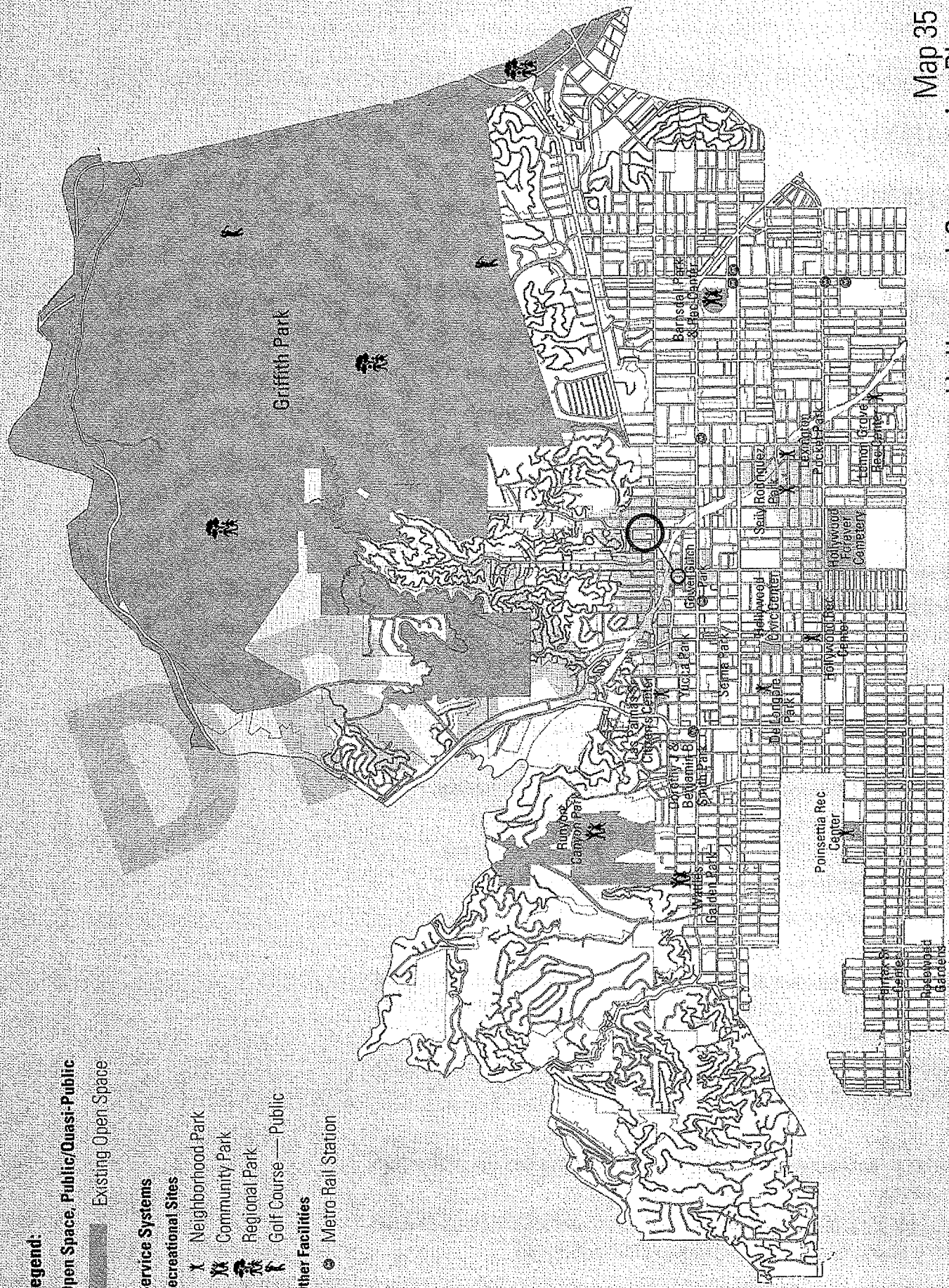
Community Park

Regional Park

Golf Course — Public

Other Facilities

Metro Rail Station



Map 35 Hollywood Community Plan EXISTING OPEN SPACE

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

Policy LU.3.10: Promote tree wells that provide sufficient space for tree roots to grow.

Policy LU.3.11: Encourage street benches for resting.

Policy LU.3.12: Develop pedestrian paths to activity centers that make walking convenient, safe and practical.

Policy LU.3.13: Support improved pedestrian access to large entertainment venues, such as the Hollywood Bowl.

Policy LU.3.14: Support alternative pedestrian crossing system, such as diagonal crossing to expedite pedestrian crossing at intersections.

Policy LU.3.15: Maintain streets which are well-lighted and clean with safe, clearly marked street crossings.

Policy LU.3.16: Encourage landscaped medians, where feasible, in consultation with the Department of Transportation.

Policies and Programs to make streets attractive:

Policy LU.3.17: Encourage public art, landscaping, street furniture and plazas which encourage pedestrians to linger in designated spaces.

Policy LU.3.18: Design streets that are attractive: Establish Streetscape Plans for selected streets segments.

Program LU.3.18.1: Develop Streetscape Plans (Maps 33 and 34) for the following streets segments:

- Hollywood Boulevard between Gower Avenue and the 101 Freeway
- Western Avenue between Franklin Avenue and Melrose Avenue
- Santa Monica Boulevard between Vine Street and the 101 Freeway
- Cahuenga Boulevard between Hollywood and Sunset Boulevards
- La Brea Avenue between Franklin and Rosewood Avenues

Policy LU.3.19: Preserve distinctive street features such as wide landscaped parkways, landscaped medians, special paving and street lights, when feasible, to enhance walkability.

Policy LU.3.20: Support the establishment of street lighting districts to restore character street lights and fixtures.

Policies to encourage building designs which consider the pedestrian experience:

Policy LU.3.21: Encourage building designs which create interesting, attractive walking environments on streets with high pedestrian activity.





Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the Urban Design Chapter, Chapter 7.

Policy LU.3.23: Encourage large commercial projects to consider designs which break up the floor plate, providing pedestrian connections, and human scale design features, such as plazas, greenspace or a public focal point. Discourage "superblocks".

Policies to promote streets with pedestrian-friendly land uses:

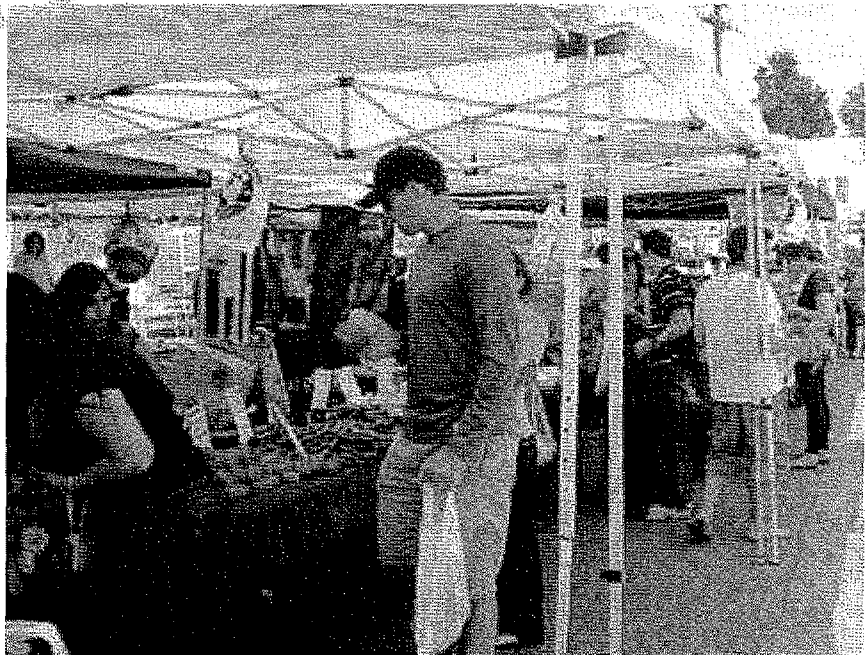
Policy LU.3.24: Promote pedestrian-friendly land uses along streets with high pedestrian activity.

Policy LU.3.25: Protect small, neighborhood-serving retail in residential districts with high pedestrian activity.

Policy LU.3.26: Retain desirable, viable uses such as live theaters and restaurants which support pedestrian activity in residential or industrial districts with high pedestrian activity.

Policy LU.3.27: Encourage extended hour active commercial uses and discourage concentrations of commercial uses which have limited operating hours in areas with high pedestrian activity.

Policy LU.3.28: Promote 24/7 or other extended hour active commercial uses, such as street vendors or farmers' markets, adjacent to Metro stations and major transit stops to create safe waiting environments for transit commuters.



Goal LU.4

Improve open space, parks and public spaces

More than one third of the total acreage of the Hollywood Community Plan area is designated as Open Space (Map 35), however, this Open Space is highly concentrated in one Regional Park, Griffith Park, the largest municipally-owned park in the nation. Recognized as a Historic-Cultural Monument, Griffith Park contains several of the City's most outstanding educational, cultural and recreational amenities, including: Griffith Observatory, the Los Angeles Zoo, the Greek Theater, the Los Angeles Equestrian Center and the Autry National Center.

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

Policies and Programs

Policies and Programs to create new open space:

Policy LU 4.1: Develop new public green spaces and public plazas where possible.

Program LU 4.1.1: Conduct a nexus study to determine the impact of future commercial and multifamily residential development on the need for open space in Hollywood, and develop community-wide mitigations funded by impact fees.

Policies to convert sites containing underutilized uses to open space:

Policy LU.4.2: Encourage the conversion of sites with low development potential to Open Space.

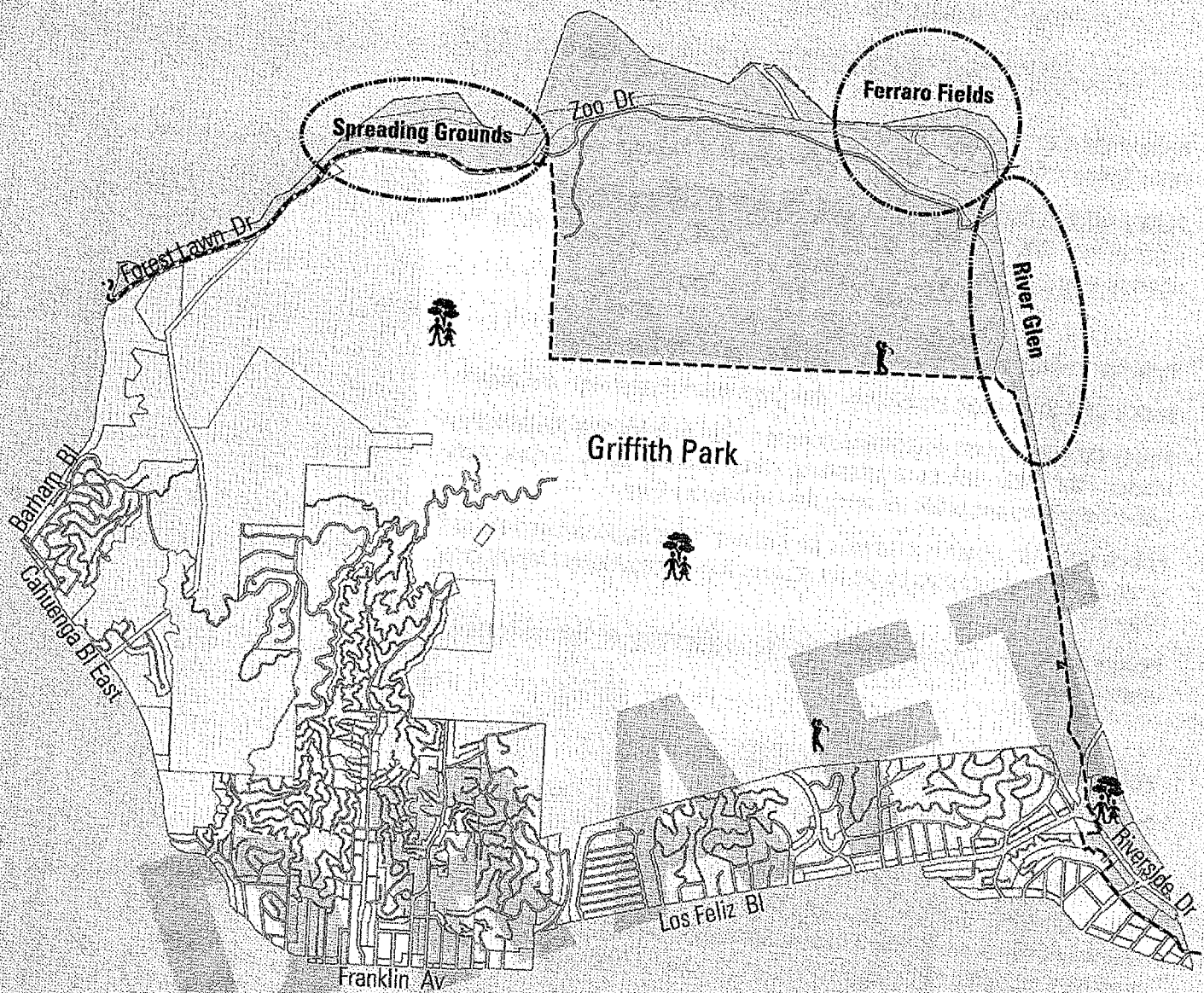
Policy LU.4.3: Clean up brownfield sites for use as Open Space.

Policy LU.4.4: Support the consolidation of the Virgil Avenue Street Lighting Yard to allow for a possible pocket park or community garden, if feasible. Convert and upgrade underutilized publicly-owned property for Open Space uses.



Policies to improve the public right-of-way as open space:

Policy LU.4.5: Improve available rights-of-way throughout the Plan Area with landscaping, benches, and walkways and bikeways for low-intensity recreational uses.







Legend:

-  River Improvement Overlay Zone (RIO)
-  LA River Revitalization Master Plan Study Area

Service Systems

Recreational Sites

-  Regional Park
-  Golf Course — Public

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

Map 36

Hollywood Community Plan

**PROPOSED RIVER IMPROVEMENT OVERLAY ZONE (RIO)
AND STUDY AREAS OF THE L.A. RIVER REVITALIZATION MASTER PLAN**

Policy LU.4.6: Support the conversion of powerline rights-of-way into Open Space.

Policy LU.4.7: Work with CalTrans to develop landscape plans for freeway rights-of-way that will reduce exposure to air pollutants for people using the rights-of-way as outdoor recreational areas.

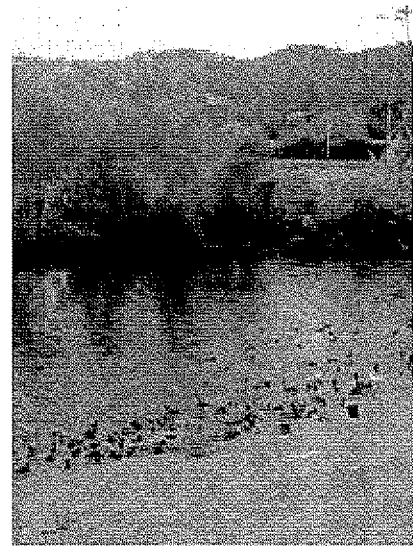
Policies to improve open space around rivers and streams:

Policy LU.4.8: Maintain and expand public green space around rivers and streams.

Policy LU.4.9: Support recommendations of the Los Angeles River Revitalization Master Plan (Map 36) for establishing parks, walking paths, bicycle trails, gathering spaces, and public art along the Los Angeles River.

Policy LU.4.10: Observe guidelines for mobility, watershed management and urban design as established by the Los Angeles River Improvement Overlay Zone (Map 36).

Policy LU.4.11: Consider the selective daylighting of buried streams, when feasible.



Policies to improve access to open space:

Policy LU.4.12: Maintain and improve access to existing open space and new open space which is developed in the Plan area, including walking, hiking, and equestrian trails. Maintain and improve bicycle access to open space.

Policy LU.4.13: Support the connection of existing walking, hiking and equestrian trail segments (Map 37) in the Plan Area, where feasible. Encourage the connection of Griffith Park trails with Elysian Park trails, when possible.

Policy LU.4.14: Improve pedestrian access to Barnsdall Park in East Hollywood. Encourage access from Vermont Avenue.

Policies to encourage street trees:

Policy LU 4.15: Recognize street trees as an important feature which improves the quality of open space in Hollywood.



Policy LU.4.16: Work with other City departments, neighborhood associations, business improvement districts and private developers to promote trees in parkways, landscaped medians, community gateways and throughout the Plan Area.

Policies to promote green roofs:

Policy LU.4.17: The Plan supports the use of rooftops for Open Space, where public safety permits.



Legend:

-  Equestrian Trails
-  Connecting Park Road
(Limited Motorized Access)

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Map 37
Hollywood Community Plan
EQUESTRIAN TRAILS

Los Angeles City Planning Department • Graphic Services Section • December 2006 | Not to Scale

Policy LU.4.18: The Plan supports the use of rooftops for running tracks, gardens and other recreational purposes.

Policies to promote public plazas:

Policy LU.4.19: Encourage the construction of public plazas, in addition to greenspaces.

Policy LU.4.20: The Plan supports granting a Floor Area Bonus through a discretionary process in exchange for the provision of a public plaza.

Policy LU.4.21: The Plan supports the consideration of limited and selective street closings for public plazas, when circulation is not adversely impacted.

Policy LU.4.22: The Plan supports the closure of Hudson Avenue, between Hollywood Boulevard and Yucca Street, to create a public plaza.

Policy LU.4.23: Maintain existing pedestrian access to alleys, plazas and other public spaces.

Policies to support community facilities:

Policy LU.4.24: Encourage the provision of community facilities and open space within private discretionary projects.

Policy LU.4.25: The Plan supports the provision of community facilities to be used for classes, bicycle amenities, adult and child daycare, community meetings and other community purposes.

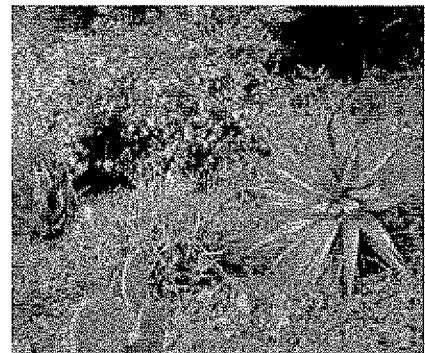
Policy LU.4.26: The Plan supports allowing community centers to utilize alternative means of providing required parking.

Goal LU.5

Encourage sustainable land use and building design.

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

Reducing air pollution improves air quality and visibility, reduces greenhouse gas emissions, while promoting public health and liveability. Improving energy efficiency reduces energy costs as well as protects the environment. The consumption of fresh produce which is locally grown strengthens the local

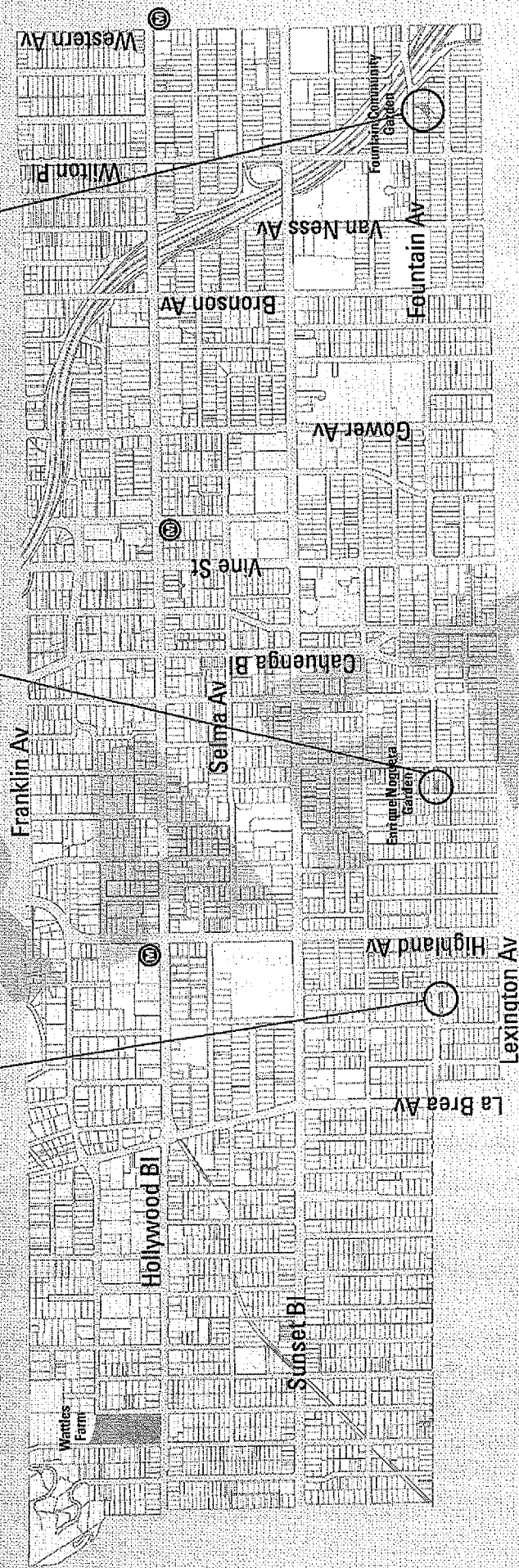
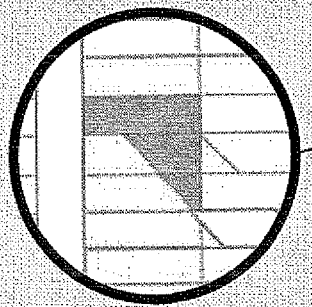
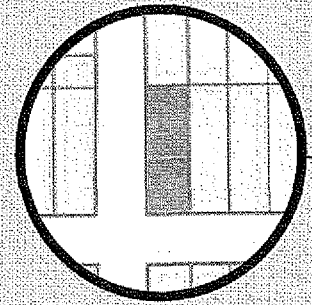
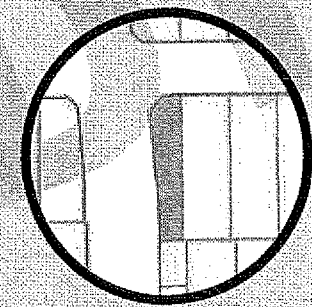


Legend:

Open Space, Public/Quasi-Public

Community Garden

Metro Rail Station



Map 38

Hollywood Community Plan

COMMUNITY GARDENS

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economy while promoting public health and reducing the environmental and financial costs of long distance shipping.

The Hollywood Community Plan promotes land use policies which foster a quality of city life that is liveable and sustainable.

Policies

Policy LU.5.1: Promote sustainable land use, streetscape and building policies to protect the environment and public health. Require large projects to address sustainable development.

Policy LU.5.2: Promote land use policies which support mobility options to reduce auto dependence. Promote the General Plan Framework's transit-oriented development policies which encourage compact, mixed-use development near transit to reduce vehicle trips and improve air quality.

Policy LU.5.3: Promote building policies which minimize use of toxic chemicals, minimize waste through use of recycled materials and support the use of clean, efficient, renewable energy. Implement City policies to promote Green Building practices for new construction of residential, commercial and industrial structures, and public facilities.

Policy LU.5.4: Encourage green space, landscaping and street management policies which reduce the energy costs of cooling, support the pedestrian environment, and improve the public realm.

Policy LU.5.5: Promote the planting of street trees to provide comfortable, shady walking environments, cooling, and absorption of carbon dioxide.

Legend:

Public Facility

Schools:

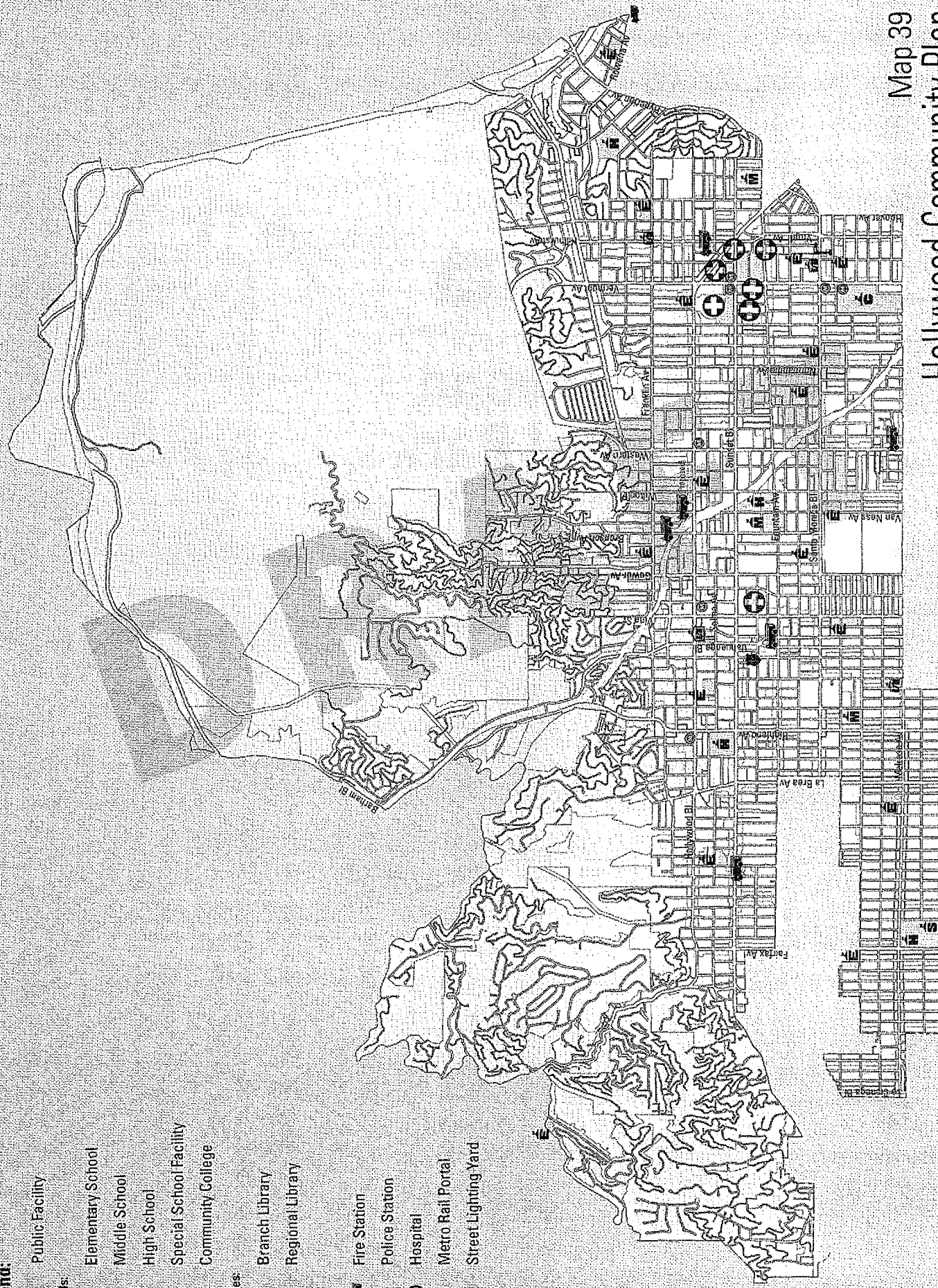
- Elementary School
- Middle School
- High School
- Special School Facility
- Community College

Libraries:

- Branch Library
- Regional Library

Other:

- Fire Station
- Police Station
- Hospital
- Metro Rail Portal
- Street Lighting Yard

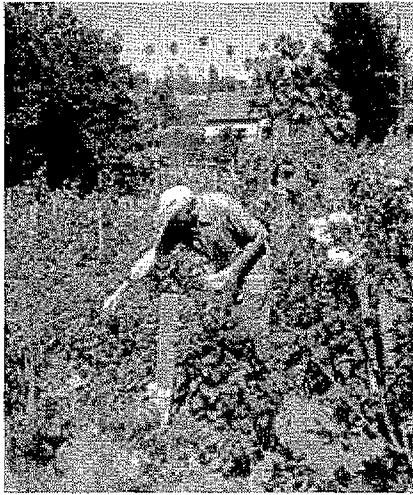


Map 39 Hollywood Community Plan PUBLIC FACILITIES

Los Angeles City Planning Department • Graphic Services Section • June 2018 (Not to Scale)

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Policy LU.5.6: Support policies which conserve water, recharge local groundwater aquifers and reduce the pollution of water resources. Meet increases in the demand for water through conservation and recycling.

Policy LU.5.7: Maximize the use of recycled water, including the capture and reuse of stormwater.

Policy LU.5.8: Encourage the daylighting of buried streams and other policies which promote stormwater infiltration.

Policy LU.5.9: Encourage the use of permeable materials for the paving of sidewalks and driveways, when feasible.

Policy LU.5.10: Discourage the paving over of yard surfaces in residential neighborhoods. Encourage the use of natural, permeable materials and surfaces to allow infiltration of water.

Policy LU.5.11: Promote watershed management policies which integrate flood protection with water conservation, improvement in the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

Policy LU.5.12: Promote recycling and waste reduction. Support recycling centers which transform waste disposal into resource recovery and economic development opportunities.

Policy LU.5.13: Support facilities which convert wastewater into electricity, such as the Hyperion Treatment Plant.

Policy LU.5.14: Encourage recycling of construction material, both during construction and building operation, including composting of food waste. Encourage dismantling and reuse of materials rather than demolition and dumping.

Policy LU.5.15: Support food policies which promote healthy eating, strengthen regional agriculture and food security and reduce the environmental and financial costs of long distance shipping. Encourage the cultivation and sale of locally sourced produce.

Policy LU.5.16: Encourage the temporary closure of local and collector streets for the purpose of providing space for Farmers' Markets, where appropriate.

Policy LU.5.17: Encourage the temporary use of vacant or underutilized land for community gardens.

Policy LU.5.18: Encourage the use of vacant publicly-owned parcels for community gardens.

Policy LU.5.19: Encourage the provision of space for a community garden as a public benefit (Map 38).

Policy LU.5.20: Encourage the joint use of public facilities for the purpose of promoting the efficient use of space, energy and public resources. Support the

plans of LADWP to provide parkland on top of the proposed Headworks Reservoir in Griffith Park between Ventura Freeway and Forest Lawn Drive and in future infrastructure projects, where appropriate.

Policy LU.5.21: Promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases and increase reliability of power supply.

Policy LU.5.22: Support the use of wind energy, hydropower, geothermal energy, biomass energy and solar power. Encourage passive and active solar energy systems, particularly photo voltaic.

Policy LU.5.23: Promote energy efficiency in the production and delivery of electricity. Encourage local generation of clean, renewable power at or near the point of use to improve reliability of service, reduce energy costs and protect the environment.

Policy LU.5.24: Encourage flexibility in building designs of residential, commercial, and industrial uses, and public facilities to accommodate solar panels.

Policy LU.5.25: Promote the preservation and reuse of existing buildings, when feasible.

Policy LU.5.25: Improve preparedness for disasters, including those related to climate change. Coordinate with other City departments to assess preparedness for increased frequency of extreme weather events, such as heat waves, drought, wildfires, flooding, and sea level rise.

Policy LU.5.26: Support adaptation to climate change through the preparation of land use plans, building codes and zoning codes which mitigate impacts.





Program LU.5.26.1: Review current zoning and building codes to minimize climate change impact.

Policy LU.5.27: Encourage the use of fire-resistant building design, materials and siting.

Policy LU.5.28: Coordinate with other City departments to assess preparedness for public health emergencies, earthquakes and other disruptions of civic life.

Policy LU.5.29: Encourage mixed-use projects to include a green business tenant.

Summary

The Land Use Plan introduces the goals of the Community Plan, followed by policies and programs to achieve these goals. Policies are broad statements which point out the direction of the Plan's vision. Plan policies are referenced by decisionmakers and community members to make sure that land use decisions are consistent with the vision of the Community Plan. Plan programs are focused policy statements which are ready for implementation when funding becomes available.

Chapter 4 introduces the Mobility Plan. The Mobility Plan outlines policies and programs recommended to mitigate traffic impacts of new development allowed by the Hollywood Community Plan.



To Union St

Mobility Plan

It is the challenge of the Mobility Plan to provide Hollywood's residents and visitors with as many mobility options as possible so that their trip choices contribute minimally to the traffic congestion that already exists in this community. Much of Hollywood's traffic is regional traffic, a flow composed of trips which neither begin or end in Hollywood. This pass-through traffic can only be mitigated by regional policies.

The Mobility Plan focuses on policies to mitigate locally-generated traffic, that is, trips which either begin or end in Hollywood. It is anticipated that many of the trips generated by the expanding residential and commercial uses in Hollywood's downtown regional center will be short local trips and can be addressed by such policies. The Mobility Plan also addresses the issues of "cut-through" traffic in residential neighborhoods and the demand for parking resources.

The proximity of residential neighborhoods to vibrant commercial districts, congested freeways, street closures due to special events, and congestion caused by big shows at entertainment venues, all contribute to overflow of traffic into residential neighborhoods. The Mobility Plan recommends the preparation of neighborhood traffic management plans for impacted neighborhoods and the adoption of designated routes for valet parkers.

Policies are outlined to improve the utilization of existing parking resources, such as electronic information on the location and current availability of parking, shared parking within parking management districts, and a district valet program. The Mobility Plan also supports the construction of new public parking facilities in areas of high parking demand.

What is Mobility?

Whether walking, riding a bike, taking public transit or driving a car, community members want efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to comfortably travel within the community and region using one or several modes of transit. Mobility is enhanced when community members have a variety of travel options ranging in feasibility and cost.

Goals and Policies

The Mobility Plan guides the land use and transportation policies of the Community Plan so that citywide transportation policies established in the Framework and the Transportation Element are carried out in the Hollywood Community Plan. The overarching goal of the City's transportation policies is to create a healthy, sustainable and economically prosperous city in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the city's unique communities and neighborhoods, and which is supported by a first-class, multi-modal transportation system.

The Hollywood Community Plan addresses the issues of mobility and access with a series of policies. Some of these policies reference the General Plan Framework and the Transportation Element of the City's General Plan. Other policies are proposed in coordination with the Hollywood Transportation Improvement and Mitigation Program (TIMP).

Street Designations: Standard and Modified

The City's official standard street dimensions are depicted in the Department of Public Works Standard Plan S-470-0, which reflects street standards adopted by the City Planning Commission. These generalized cross sections represent fully dedicated and improved streets by designation and type.

Modified Street Designations

The City Council may by ordinance adopt specific standards for individual streets which differ from these generalized cross sections, which are termed "Modified" streets. The Hollywood Community Plan implements a series of Modified Street Standards (Figure 1), based on a comprehensive study which was conducted of Major Class II Highways and Secondary Highways in Hollywood.

Factors considered in this analysis included the presence of historic buildings, development potential as reflected by lot depths, existing and proposed land use, and volumes of vehicular and pedestrian traffic. In Hollywood these customized street standards take the place of the dimensions outlined previously as Priority Street Treatments.

Much of Hollywood's streetgrid is not built out to current standards and is unlikely to ever achieve these standards due to the historic architecture of buildings along the street or other development-restricting factors. In these cases it may be impractical to require street dedications from new development. However, the Hollywood Community Plan recognizes that many of Hollywood's roadways and sidewalks are not currently constructed to a width that can easily accommodate the expected increase in vehicular and pedestrian traffic and should be widened accordingly.

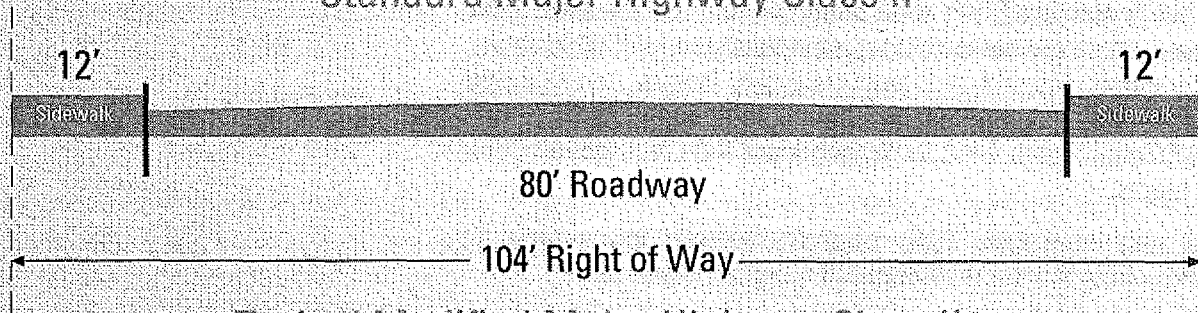
Modified Street Standards are established to reconcile existing street designations with the reality of the existing built environment and the development potential of Hollywood's busiest streets. Detailed descriptions of Hollywood's Modified Street Standards can be found in the Hollywood Community Plan's Environmental Impact Report (EIR).

The Community Plan's Traffic Improvement and Mitigation Program (TIMP)

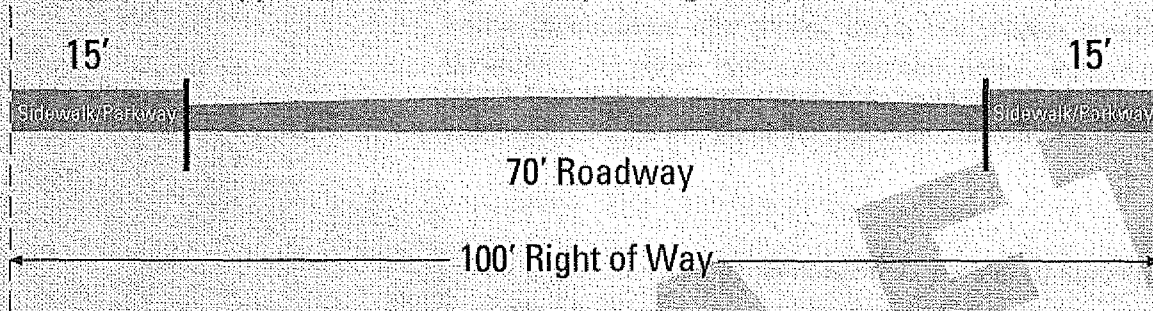
A study, referred to as the Traffic Improvement and Mitigation Program (TIMP), was conducted on the traffic impact of new development allowed by the Hollywood Community Plan. The TIMP takes into account a travel demand forecast model which estimates and compares total vehicle miles travelled, total vehicle hours travelled, and the percentage of congested street segments for several different land use scenarios.

Major Highway- Class II Street Designation Standards

Standard Major Highway Class II

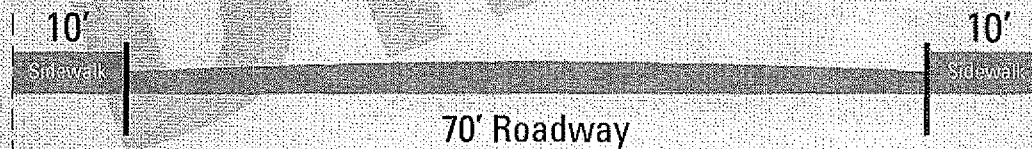


Typical Modified Major Highway Class II



Secondary Highway Street Designation Standards

Standard Secondary Highway



Typical Modified Secondary Highway

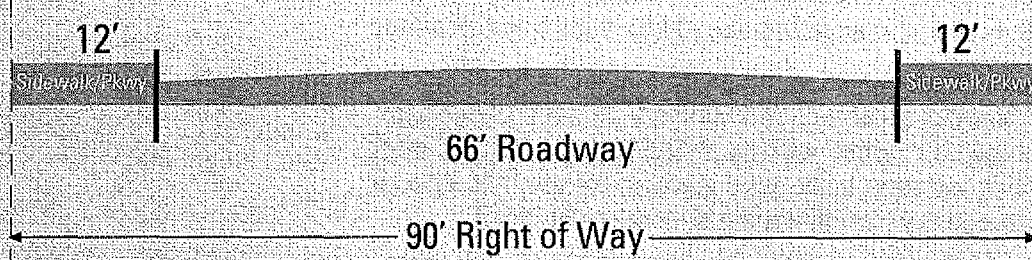


Figure 1
Hollywood Community Plan
STANDARD AND MODIFIED STREET STANDARDS

Included in the TIMP are recommendations for mitigating the volume and pattern of traffic which is associated with these respective land use scenarios. Traffic mitigation measures include Transportation System Management (TSM) Strategies, Transit Improvements, Transit Access and Connectivity Policies, Non-Motorized Transportation Policies, Transportation Demand Management (TDM) Strategies, recommended Capital Improvements and Neighborhood Traffic Management Plans, and Parking Policies.

The Mobility Plan incorporates TIMP mitigation measures into a series of recommended policies to improve mobility and access in Hollywood.

Goal M.1: Expand mobility and access options with transportation system management strategies, transit improvements, transit access and connectivity policies, non-motorized transportation policies, transportation demand management strategies, capital improvements, neighborhood traffic management plans and parking policies.

Policies to manage transportation systems:

Transportation Systems Management (TSM) strategies increase the efficiency of existing transportation infrastructure through traffic engineering and traffic operation control, by monitoring and synchronizing traffic signals, imposing peak period parking restrictions, and making improvements to intersections. The Mobility Plan recommends TSM strategies to apply throughout the Hollywood Community Plan area, with several locations highlighted for attention.

Policy M.1.1: Support the adoption of an impact fee to fund transportation systems management strategies.

Program M.1.1.1: Conduct a nexus study to determine the impact of future development on traffic in Hollywood, and develop community-wide mitigations funded by impact fees.

Policy M.1.2: Implement transportation systems management strategies to use the existing transportation system more efficiently.

Policy M.1.3: Implement signalization improvements to facilitate traffic flow.

Policy M.1.4: Install Automated Traffic Surveillance and Control (ATSAC) at all signalized intersections and all intersections along Major Class II and Secondary Highways in Hollywood.

Policy M.1.5: Implement or enhance "Smart Corridors" to coordinate CalTrans' freeway traffic management system with the ATSAC/Adaptive Traffic Control System (ATCS) highway and street traffic signal management system to enhance incident management and motorist information to reduce traffic delays.

Policy M.1.6: Utilize traffic operations techniques to increase the capacity of the roadway network in response to changing traffic volumes.

Policy M.1.7: Continue the use of movable cones and traffic control officers to create dedicated turn lanes and bus zones on Highland Avenue to manage

Hollywood Bowl traffic. Review the applicability of these techniques to other congested street segments.

Policy M.1.8: Implement parking restrictions to provide additional capacity in periods of peak traffic, where appropriate. Discourage peak hour parking restrictions on streets with high volumes of bicyclists and older residential neighborhoods which have deficits of off-street parking.

Policy M.1.9: Improve the enforcement of all parking restrictions in the Hollywood Community Plan Area, including tow-away response.

Policy M.1.10: Identify and implement intersection improvements on all Major Class II and Secondary Highways, and along some Collector streets, throughout the Hollywood Community Plan Area.

Policy M.1.11: Identify intersections where congestion related to left turns can be improved by either the provision of a left turn lane or the prohibition of left turns, such as intersections along Hollywood Boulevard in East Hollywood, and implement improvements, taking into consideration impacts on pedestrians and bicyclists.

Policy M.1.12: Study the use of one-way streets to ease traffic congestion.

Policy M.1.13: Use electronic media to provide motorists current traffic information.

Policy M.1.14: Install a upgraded Traveller Information System to alert motorists to impending street closures and other events which block traffic.

Policy M.1.15: Maintain the street system to facilitate the movement of current and future traffic volumes, as well as emergency services: Support the maintenance and rehabilitation of all Highways and Streets.

Policy M.1.16: Continue to operate the City's pavement management system to develop optimum street maintenance strategies, with an emphasis on full-width resurfacing.

Policy M.1.17: Implement on-street maintenance work during non-peak days and hours. Park street maintenance vehicles, equipment, materials, supplies, etc. away from Major Class II and Secondary Highways during weekdays.

Policies to improve transit:

Public transit ridership in Hollywood already exceeds the citywide average. According to the 2000 Census 13% of employed persons in Hollywood commuted by transit, compared to 10.2% citywide. The Mobility Plan recommends a number of transit improvement policies to support and increase the percentage of commuters choosing transit over the solo driver trip, including preferential bus lanes, street improvements to facilitate bus movement and transit commuter amenities at transit stops.

Policy M.1.18: Implement Transit Improvements to increase transit ridership.

Policy M.1.19: Coordinate with Metro and the Department of Transportation to improve local, Metro Rapid and community-level bus service.

Policy M.1.20: Support increased bus service along high travel demand routes.

Policy M.1.21: Periodically Review DASH routes to ensure maximum ridership and optimal bus stop locations.

Policy M.1.22: Support the development of coordinated intermodal public transit plans to implement linkages to future public transit services

Policy M.1.23: Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms, shade trees, bicycle access and self-cleaning restrooms.

Policy M.1.24: Support preferential bus lanes on appropriate surface streets and freeways.

Policy M.1.25: Support street improvements which are needed to facilitate the movement of buses, such as jog eliminations, street widening, bus bays or turnouts, street signage, striping, colored pavement.

Policies to improve transit access and connectivity:

Improving access to transit is accomplished by land use policies which direct growth to Plan areas accessible by transit, and other policies which make transit use more attractive. Acknowledging that a transit trip often involves more than one segment and more than one mode of travel, the Mobility Plan puts forward policies and programs to facilitate transfer from one mode of travel to another, such as the transfer from bus to bicycle, Metro to taxi, Metro to DASH, or Metro Rapid to a local bus.

Policy M.1.26: Implement strategies to improve transit access and connectivity.

Policy M.1.27: Improve the ease and convenience of using transit by making improvements to transit waiting areas and pedestrian and bicycle routes leading to transit waiting areas.

Policy M.1.28: Encourage projects located at intersections served by different transit modes, or intersections which Metro identifies as major transfer nodes, to provide transit amenities such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers and stamped crosswalks.

Policy M.1.29: Support Metro's plans to construct multimodal transit centers at locations served by various types of transit. Multimodal transit centers typically include such passenger amenities as information kiosks, telephones, restrooms, information systems with real time vehicle arrival times, passenger drop-off spaces, park-and-rides, security and lighting.

Policy M.1.30: Extend the hours of service and reduce headways of DASH routes which directly serve Metro Rail Stations, as funding permits.



Policy M.1.31: Encourage large commercial, residential and mixed-use projects to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around Hollywood.

Policy M.1.32: Encourage commercial, residential and mixed-use projects which are located within walking distance of a Metro Station to offer monthly parking leases to Metro commuters.

Policy M.1.33: Support the location of taxi layover and pick up zones near Metro stations and major pedestrian destinations.

Policy M.1.34: Support the implementation of bike-transit centers to provide metro commuters a place to store their bicycles and purchase bicycle repair tools, accessories, and drinking water.

Policy M.1.35: Improve on-street bicycle access to bicycle commuter facilities at Metro Red Line Stations.

Policy M.1.36: Encourage residential, commercial and mixed-use projects located near a Metro station to provide exclusive parking areas for shared cars.

Policy M.1.37: Support the dedication of onstreet parking spaces for shared cars near Metro stations.

Policy M.1.38: Expand the existing LADOT City Ride Program, as funding permits.

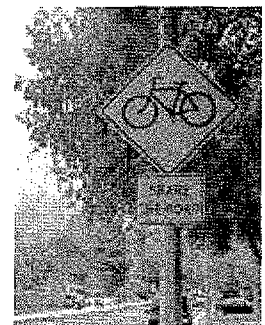
Policy M.1.39: Provide vehicle ingress and egress to project sites that minimize interference with bus traffic. Minimize driveways along streets served by articulated buses.

Policy M.1.40: Encourage projects located adjacent to Metro stations to activate direct connections between the projects and the Metro Subway Station Platform/Mezzanine, whenever feasible, in consultation with LA Metro, LA Department of Transportation and the Planning Department.

Policies to improve bicycle mobility:

Bicycles can be an important and growing part of the mobility system in Hollywood. Bicycles are used for short trips or for segments of trip chains. Metro policies enable bicyclists to store their bicycles at Metro Stations, take bicycles on board the Metro subway and load their bicycles onto the front of buses. The Hollywood Community Plan contains additional policies which support the needs of bicyclists for safe bikeways and convenient bike storage, bicycle accessories and amenities.

Policy M.1.41: Encourage the use of bicycles.



Policy M.1.42: Encourage funding and construction of safe, convenient and attractive bicycle routes to connect residential neighborhoods to schools, open space areas, neighboring cities and employment centers and promote bicycling as a mobility option

Policy M.1.43: Maintain existing planned bicycle routes (Map 12):

Class I Bike Path: the Los Angeles River Bike Path

Class II Bike Lanes:

- Forest Lawn Drive between Barham Boulevard and Zoo Drive
- Los Feliz Boulevard between Crystal Springs Drive and Griffith Park Boulevard
- Sunset Boulevard between Hillhurst Avenue and Santa Monica Boulevard
- Mulholland Drive between Laurel Canyon Boulevard and the 101 Freeway
- Griffith Park Boulevard between Los Feliz Boulevard and Hyperion Avenue

Class III Signed Bike Routes:

- Zoo Drive between Forest Lawn Boulevard and Crystal Springs Drive
- Crystal Springs Drive between Zoo Drive and Los Feliz Boulevard

Policy M.1.44: Amend the Bicycle Plan to designate the following street segments as Class III bike routes upon adoption of the Hollywood Community Plan and Class II bike lanes when full improvement is achieved (Map 12):

- Fountain Avenue between La Brea Avenue and Sunset Boulevard.
- Fairfax Avenue between Hollywood Boulevard and Fountain Avenue
- Fairfax Avenue between Willoughby Avenue and Melrose Avenue.

Policy M.1.45: Connect existing and proposed bike paths, bike lanes and bike routes, in the Hollywood Community Plan area to bike paths, bike lanes and bike routes in other communities, where possible. Connect bike paths, bike lanes and bike routes by the Los Angeles River to bike paths, bike lanes and bike routes in central Hollywood.

Policy M.1.46: Implement public right of way improvements on Fairfax Avenue between Willoughby Avenue and Melrose Avenue to complement bikeway improvements in the City of West Hollywood north of Willoughby Avenue on Fairfax Avenue. Restripe this segment of Fairfax Avenue to allow for bike lanes, northbound and southbound.

Policy M.1.47: Amend the Bicycle Plan to include the following routes as study corridors for potential bike lanes, bike routes or bicycle boulevards:

- Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue
- Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue
- Fairfax Avenue between Melrose Avenue and Rosewood Avenue
- Highland Avenue between Barham Boulevard and Rosewood Avenue
- Bronson Avenue between Franklin Avenue and Santa Monica Boulevard
- Edgemont Street between Franklin Avenue and Melrose Avenue
- Virgil Avenue between Los Feliz Avenue and Melrose Avenue
- US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard
- Virgil Avenue between Los Feliz and Sunset Boulevard
- Hillhurst Avenue between Sunset Boulevard and Melrose Avenue
- Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard
- Wilton Place between Franklin Avenue and Melrose Avenue
- Vine Street between Melrose Avenue and Franklin Avenue
- La Brea Avenue between Franklin Avenue and Rosewood Avenue
- Orange Drive between Rosewood Avenue and Franklin Avenue
- Las Palmas Avenue between Waring Avenue and Selma Avenue
- June Street between Waring Avenue and Rosewood Avenue
- Gower Avenue between Melrose Avenue and Fountain Avenue
- Van Ness Avenue between Sunset Boulevard and Melrose Avenue
- Oxford Street between Melrose Avenue and Romaine Street
- Heliotrope Drive between Rosewood Avenue and Los Feliz Boulevard
- Hoover Street between Santa Monica Boulevard and Melrose Avenue
- Santa Monica between Sunset Boulevard and La Brea Avenue
- Franklin Avenue between La Brea Avenue and Vermont Avenue
- Los Feliz Boulevard between Western Avenue and Riverside Drive
- Cahuenga Boulevard between Burham Boulevard and Highland Avenue
- Burham Boulevard between Cahuenga Boulevard and Forest Lawn Drive
- Waring Avenue between La Cienega and Gower Avenue
- Rosewood between La Cienega Boulevard and June Street
- Rowena Avenue between Hyperion Avenue and Glendale Boulevard
- Finley Avenue between Edgemont Street and Talmadge Street
- Tracy Street between Talmadge Street and Hyperion Avenue
- Rowena Avenue between Hyperion Avenue and St. George Street
- St. George Street between Rowena Avenue and Franklin Avenue

- Franklin Avenue between St. George Street and Vermont
- Finley Avenue between Talmadge Street and Edgemont Street

Policy M.1.48: Coordinate with the Department of Transportation to identify opportunities for providing the following bicycle amenities and improvements.

- expanded bicycle lanes, bicycle routes and bicycle friendly streets
- Share the Road bike icons painted on right lanes
- bicycle friendly drainage grates
- directional/wayfinding signage
- bicycle signals and/or push buttons
- bicycle loop detectors
- wide outside curb lanes

Policy M.1.49: Support the provision of bicycle parking and shower facilities in new non-residential development and municipal buildings, as required by LAMC 12.21 A 16.

Policy M.1.50: Support bikeway improvements proposed by Metro at rail stations to facilitate the use of Metro Rail by bicyclists.

Policy M.1.51: Promote efforts to improve the safety of bicycling.

Policy M.1.52: Work with Metro and the Department of Transportation in securing state and federal funding for bikeway construction, bikeway maintenance and bicycle safety education.

Policy M.1.53: Support the provision of bicycle amenities at markets and shopping centers.

Policy M.1.54: Support improved bicycle access to large entertainment venues, such as the Hollywood Bowl.

Policies to improve pedestrian mobility:

Successful pedestrian mobility requires well-designed infrastructure. The Mobility Plan supports wide sidewalks, street amenities and pedestrian-friendly building design and uses to foster walking. Maintaining a network of wide, well-maintained sidewalks, alleys and passageways to connect with popular destinations is key.

Street amenities such as street trees, landscaping, benches, street lights, outdoor dining, public art and directional signage are important. Transparent street frontages activated by neighborhood-oriented retail uses welcome pedestrians. Pedestrian safety is optimized by locating vehicular access from alleys to the rear of buildings.

The Mobility Plan's pedestrian mobility policies are the same policies included in the Land Use Plan under Goal LU.3 – Make Streets Walkable.

Policies to manage transportation demand:

Transportation Demand Management (TDM) Strategies are strategies which decrease the load of vehicles on the transportation system by providing incentives for the use of shared vehicles or alternative mobility options. The Mobility Plan proposes policies to facilitate the use of transit and shared car options, which include taxis, rental cars, shared cars, van pools, and shuttles. The Plan also recommends a nexus study as a first step towards a traffic impact fee, and the study of other financing mechanisms to support mobility options.

Goal M.1.55: Implement transportation demand management strategies to minimize vehicle trips.

Policy M.1.56: Develop a financing mechanism to fund transportation programs which offer alternatives to the drive alone motorist.

Program M.1.56.1: Initiate a study of ways to fund transportation demand management programs, such as a Traffic Impact Fee, tax increments, bonds, grants, benefit assessment districts, and other financing measures.

Program M.1.56.2: Develop grant-writing capacity within the Department of City Planning to seek funding sources for mobility options contained within the Mobility Plan.

Policy M.1.57: Work with Business Improvement Districts to promote the establishment of Benefit Assessment Districts that can fund capital improvements for transit and shared car options.

Policy M.1.58: Encourage mobility alternatives. Support transportation options for persons who do not have cars or want to use their cars less.

Policy M.1.59: Promote the use of taxis, rental cars, shared cars, van pools and shuttles.

Policy M.1.60: Support the expansion of taxi layover and stopping zones near Metro Stations and other areas with high levels of pedestrian activity. Encourage location of rental car service near Metro Stations and major transit nodes.

Policy M.1.61: Promote the use of shared cars and carpools or vanpools. Encourage residential, commercial and mixed-use projects to provide exclusive parking areas for shared cars, and/or exclusive parking areas/waiting areas for carpools/vanpools.

Policy M.1.62: Support the dedication of onstreet parking spaces for shared cars in locations with high demand for shared cars.

Policy M.1.63: Encourage owners of multifamily residential and mixed-use projects to offer tenants incentives for using transit.

Policy M.1.64: Promote the provision of subsidized Metro monthly passes to tenants and/or employees.

Policy M.1.65: Encourage employers to provide employees with incentives for using transit.

Policy M.1.66: Promote the offer of merchant incentives to customers for using transit.

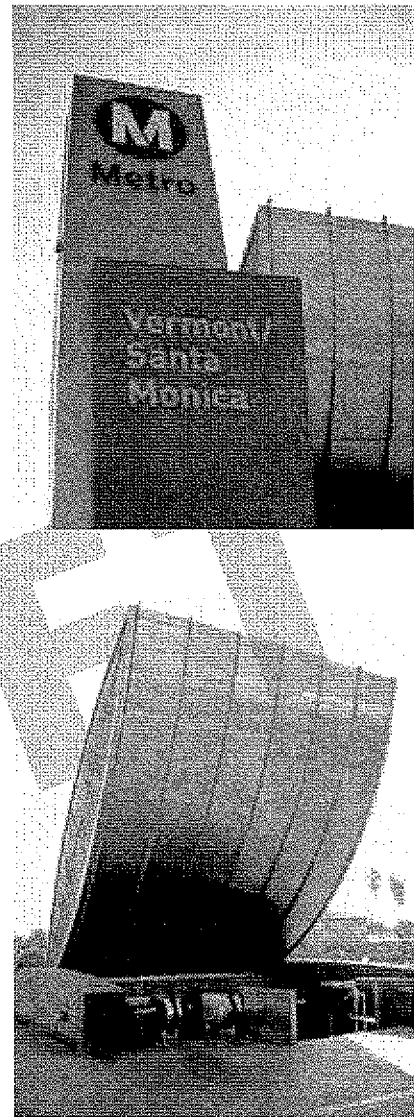
Policy M.1.67: Promote the operation of a shuttle service which circulates between public parking facilities, and major residential, commercial and transit locations in Hollywood.

Policy M.1.68: Maintain and expand existing shuttle services which provide transportation to and from satellite parking lots for significant trip generators such as the Hollywood Bowl and major employers, such as the hospitals in East Hollywood.

Policy M.1.69: Encourage large residential, commercial, industrial and mixed-use projects to provide shuttle services for their tenants or employees to Metro stations.

Policy M.1.70: Promote Transportation Demand Management (TDM) Plans for large projects. TDM Plans should establish vehicle trip caps, a program for monitoring vehicle trips, and a system of incentives and penalties for meeting, or failing to meet, vehicle trip reduction goals.

Policy M.1.71: Encourage all non-residential developments to provide employees with the option of flexible work schedules and onsite telecommuting facilities to minimize peak hour traffic congestion.



Capital improvement policies:

Investment in capital improvements is necessary to maintain the transportation infrastructure. The Mobility Plan proposes capital improvements to apply throughout the Hollywood Community Plan area. Incorporated in the Mobility Plan are TIMP recommendations for targeted capital investments in specific locations.

Policy M.1.72: Support investment in capital improvements of the transportation system.

Policy M.1.73: Implement Intelligent Transportation Systems (ITS) Improvements to improve the accessibility of traffic information.

Policy M.1.74: Support the use of Variable Message Signs along key arterials to

inform motorists of approaching congestion, associated with street closures and special events, and alternate routes.

Policy M.1.75: Support the construction of Transit Information Kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time information about transit services and the time at which the next bus will arrive.

Policy M.1.76: Support the development of online Real Time Traveler Information which can be accessed by cell phone or handheld devices, to provide information about parking access, street closures, construction traffic impacts, bus route changes, traffic conditions, taxi stand locations, valet parking, etc.

Policy M.1.77: Support the addition of a second southbound right-turn lane on Highland Avenue at the intersection of Highland Avenue and Franklin Avenue.

Policy M.1.78: Evaluate and improve the complex five-way intersection at Sunset Boulevard, Hollywood Boulevard, Hillhurst Avenue and Virgil Avenue.

Policy M.1.79: Implement a double left-turn lane, eastbound and westbound, on Sunset Boulevard at Western Avenue.

Policy M.1.80: Support the construction of a new multi-lane roadway to extend from the intersection of Barham Boulevard/Forest Lawn Drive through the NBC/Universal site to Coral Drive adjacent to the 101 Freeway.

Policy M.1.81: Restripe Barham Boulevard to allow three southbound lanes and two eastbound lanes within the existing roadway.

Policy M.1.82: Restripe Cahuenga East south to the 101 Freeway on-ramp near Pilgrim Bridge to provide two lanes on Cahuenga East between the 101 on-ramp and the 101 Barham Boulevard off-ramp and from there, three lanes northbound.

Policy 1.83: Work with CalTrans and other regional agencies to improve the connection between the 101 Freeway and the 134 Freeway. Pursue the addition of connector ramps to connect the 101 Freeway south of this interchange with the 134 Freeway east of this interchange, to relieve the overflow of regional traffic through local streets, such as Forest Lawn Boulevard, Barham Boulevard and Lankershim Boulevard.

Policy 1.84: Support the following recommendations of the Highway 101 Citizens Advisory Committee Report:

Add an eastbound right-turn lane on Sunset Boulevard from Virgil Avenue to Vermont Avenue.

Widen the southbound 101 off-ramp at Van Ness Avenue to add a right-turn only lane.

Widen eastbound Santa Monica Boulevard to provide a right-turn lane onto the 101 southbound on-ramp.

Widen the 101 northbound on-ramp from Normandie Avenue to two lanes.

Policy M.1.85: Support the construction of pedestrian pathways, bicycle paths and facilities, and the reconnection of Van Ness Avenue, as part of any park space built over the 101 Freeway.

Policies to manage neighborhood traffic:

Neighborhood traffic management plans are plans which are developed and implemented by the Department of Transportation to reduce traffic speeds and volumes on the streets of neighborhoods which are affected by cut-through traffic. The Mobility Plan recommends several areas in Hollywood where neighborhood traffic management plans should be considered.

Policy M.1.86: Minimize cut-through traffic with neighborhood traffic management plans which are bicycle-friendly.

Policy M.1.87: Continue to implement traffic calming measures in residential neighborhoods which are impacted by regional and arterial street traffic, while maintaining pedestrian and bicycle circulation.

Program M.1.87.1: Study cut-through traffic in the area bounded by Hollywood Boulevard on the north, La Brea Avenue on the east, Fountain Avenue on the south, Fairfax Avenue on the west, and the area bounded by Hollywood Boulevard on the north, Fairfax Avenue on the east, Sunset Boulevard on the south, Laurel Canyon Boulevard on the west, and prepare a neighborhood traffic management plan, pending results of study.

Program M.1.87.2: Consider the implementation of Neighborhood Traffic Management Plans along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets:

- Franklin Avenue and Hollywood Boulevard
- Sunset and Hollywood Boulevards
- Sunset and Santa Monica Boulevards
- Santa Monica Boulevard and Melrose Avenue
- Franklin Avenue and Mulholland Drive

Policy M.1.88: Consider the establishment of a neighborhood traffic management plan upon approving a major development project.

Program M.1.88.1: Work with the Department of Transportation to design routes for valet parkers which minimize traffic impacts on residential neighborhoods.

Policy M.1.89: Monitor "cut-through" traffic patterns and spillover parking from adjacent commercial areas as growth continues over time.

Parking policies:

The Mobility Plan recognizes that there is a strong demand for parking resources in Hollywood, but that at any given moment many available parking spaces remain unoccupied. Acknowledging that existing parking resources are underutilized, the Mobility Plan supports parking policies which allow flexibility in the application of existing parking requirements to improve the utilization of the existing parking supply and land in Hollywood.

The Mobility Plan recommends the creation of a parking management district in the Regional Center to allow evening parking uses for bank parking facilities and other parking resources. Vehicle Parking Assessment Districts are proposed to finance the improvement of existing public parking structures and fund the construction of new public/private parking structures, where needed.

Policy M.1.90: Use parking resources efficiently.

Policy M.1.91: Improve utilization of existing public parking structures and lots.

Policy M.1.92: Support the study of an Intelligent Parking System which uses electronic technology to provide information on the location and pricing of available parking in current time. Consider the use of Intelligent Parking Systems to vary the price of parking minute-by-minute in response to changes in supply and demand.

Policy M.1.93: Support the creation of a parking management district or districts in areas of high parking demand which would allow motorists to park wherever vacant parking spaces exist within a group of shared parking facilities.

Policy M.1.94: Encourage projects located within the Regional Center to participate in a District Valet Program or Programs to mitigate any project-generated parking impacts. Participation in a District Valet Program should be considered as a traffic mitigation measure.

Policy M.1.95: Consider allowing nightclub and other entertainment venues in the Regional Center, to submit a private parking plan utilizing underused private commercial parking areas for certification by the Department of Transportation in lieu of providing required on-site parking spaces.

Policy M.1.96: Support the shared use of public agency parking facilities.

Policy M.1.97: Encourage flexibility in parking requirements within parking management districts or when a public parking facility is located within walking distance of a proposed development. For example, encourage the 24 hour use of offsite parking spaces.

Policy M.1.98: Support the maintenance of the existing number of publicly available parking resources in the Regional Center of Hollywood.

Policy M.1.99: Encourage projects located within the Regional Center to replace publicly available parking spaces which are lost to new development by any of the following means:

- on-site spaces
- off-site spaces obtained through private leasing arrangements
- off-site spaces obtained through alternative parking programs such as a parking management district.

Policy M.100: Encourage the sharing of parking resources provided by new development.

Policy M.101: Require applicants for residential, mixed-use or commercial projects who request parking spaces which exceed the maximum to make the additional spaces requested available for use by the general public.

Policy M.102: Consider reductions in parking requirements for projects which are located within 1500 feet of a Metro rail station.

Policy M.103: Encourage owners of existing parking resources with excess parking, whose parking facilities are located within walking distance of a Metro station to offer monthly leases to Metro commuters to park onsite.

Policy M.104: Maximize the use of onstreet parking spaces in commercial areas.

Policy M.105: Develop new off-street public parking resources, including parking structures and underground parking, in accordance with design standards.

Policy M.106: Support proposals to build parking structures which can be used by multiple customer groups in areas of high parking demand.

Policy M.107: Support construction of parking structures in a manner which can be converted to other uses in the long term.

Policy M.108: Require ground-floor commercial uses in offstreet parking facilities which are located in commercial areas.

Policy M.109: Encourage the screening and landscaping of parking lots. Promote use of permeable paving material on new and existing parking lots.

Policy M.110: Promote the use of assessment districts and other financing tools as a means of constructing new parking structures in areas with parking deficits.

Policy M.111: Support the establishment of Vehicle Parking Assessment Districts to pay for the improvement of existing public parking structures and the construction of joint public-private parking structures in the Regional Center and the Media District.

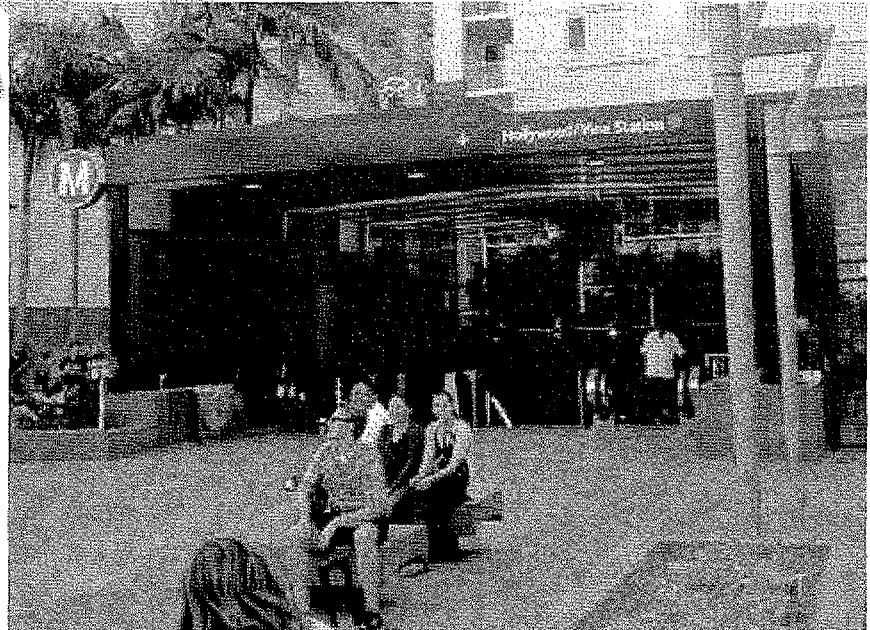
Summary

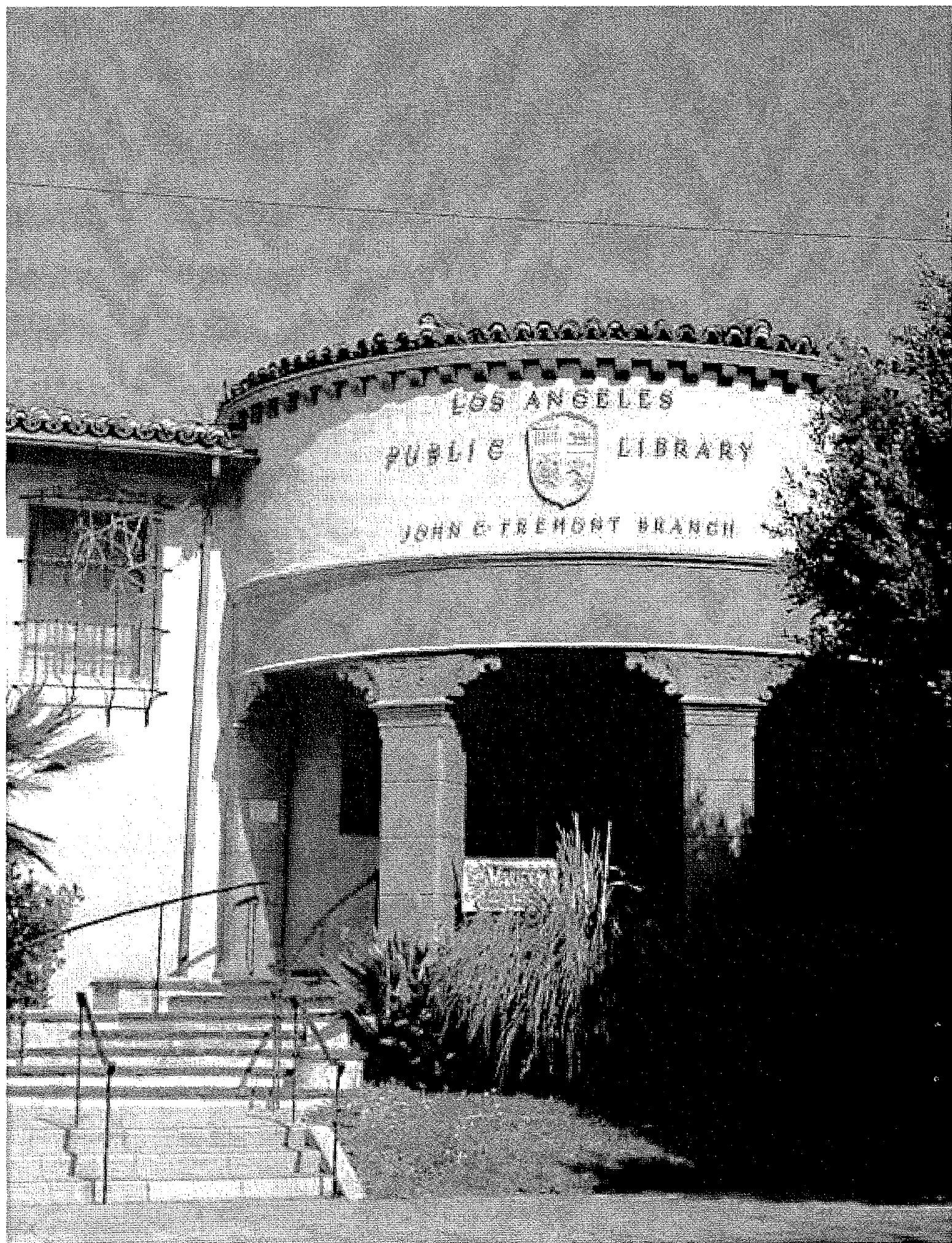
The Mobility Plan outlines the policies and programs recommended by the Hollywood Community Plan to mitigate the traffic impact of new development allowed by the Plan. Modified Street Designations are introduced to reconcile existing street designations with the reality of the existing built environment and the development potential of Hollywood's busiest streets.

Mitigation measures contained in the Traffic Improvement and Mitigation Program (TIMP) are incorporated into a series of policies to improve mobility and access in Hollywood. These mitigation measures include transportation system management strategies, transit improvements, transit access and connectivity policies, non-motorized transportation policies — bicycling and pedestrian mobility, transportation demand management strategies, capital improvements, neighborhood traffic management plans and parking policies.

The Mobility Plan recommends several programs to finance transportation demand management, such as a nexus study for a development impact fee.

Chapter 5, Community Facilities and Infrastructure, reviews the level-of-service standards, required improvements, issues, funding responsibility and goals and policies for public facility and service providers in Hollywood.





Community Facilities and Infrastructure

Community facilities and infrastructure play a vital role in maintaining and improving a high quality of life for all residents in the Hollywood Community Plan area. Police and fire stations, libraries, parks and schools deliver essential community services. Water and sewer systems, solid waste treatment systems, drainage facilities and public utilities are also a vital part of necessary urban infrastructure.

The intent of the Community Facilities and Infrastructure Plan is to ensure that growth is supported by adequate, well-maintained infrastructure and services. Other goals of the Community Facilities and Infrastructure Plan include the following:

- Develop and locate public facilities that provide the greatest benefits to the greatest number of people at the least cost and with the least environmental impact.
- Encourage facility-providing departments and agencies to carry out long-range capital facility planning and construction that is compatible with land use planning goals and policies.
- Fully coordinate public and private development in order to avoid expensive duplication and to assure a balance among needs, services and costs.
- Require large scale projects to plan for the siting of necessary public facilities and to provide or fund their fair share of all public facility needs created by the development.
- Require discretionary development projects to provide or contribute toward the provision of public facilities necessary to serve the development, concurrent with need.
- Achieve economy, efficiency and equitable distribution in the provision of services and facilities consistent with standards for environmental quality.

The policies in this chapter are organized into three areas:

- General Community Facilities Policies
- Public Services Policies - Police, Fire, Libraries, Schools and Parks
- Infrastructure Policies - Water, Wastewater, Solid Waste, Stormwater, Energy, and Street Lighting

Relationship to General Plan Framework

Chapter 9: Infrastructure and Public Services of the City's General Plan Framework Element provides an integrated framework of public facility goals, objectives, policies and implementation measures incorporating the City's expectations and requirements to ensure the effective and efficient provision of public facilities and services concurrent with need. Addressing public facilities at the Community Plan level helps to ensure the Framework's linkage between facility planning and land use by addressing the types of infrastructure required to support the physical development of a specific portion of the City.

Overview:

The New Hollywood Community Plan

The Hollywood Community Plan allocates land to accommodate the range of public facilities and open space that the community will need through the life of the Plan. This acreage falls within the Public Facilities and Open Space land use classifications. Public facilities, such as police stations, fire stations, libraries, schools and government buildings may be constructed on land designated and zoned for public facilities. In addition, support infrastructure for water, wastewater, stormwater, solid waste and utilities, such as treatment or storage facilities, may also be constructed on land designated for public facilities with certain conditions. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities Classification, as well as in all Residential and Commercial zones and selected Industrial classifications.

There have been several new facilities and capital improvements within the Hollywood Community Plan Area since the last plan update in 1988. Numerous parks and recreation facilities have been upgraded, including the restoration of the Griffith Park Observatory, and extensive renovations and improvements to the Los Angeles Zoo. Several improvements to wastewater and stormwater infrastructure were also made, including sewer replacement, and the installation of new storm drains and catch basins.

Development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities. Further, the intent

is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality. Cost and distribution are major issues in the provision of public facilities. It is essential that priorities be established and new and different sources of revenue be identified. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to ensure a balance among needs, services and cost.

Public Facilities and Services



This section discusses those public facilities that support municipal operations, such as police and fire, as well as those that provide community services, such as parks, libraries, and schools. The need for the facilities that support these services is driven by the increase in population over time, and the resulting staff and equipment (i.e. fire equipment, patrol cars) necessary to provide the service.

Police

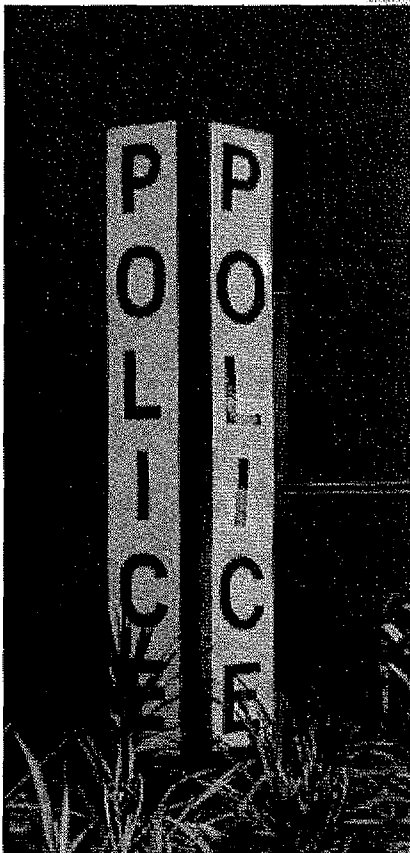
Law enforcement services are provided by the City of Los Angeles Police Department (LAPD). The LAPD operates 18 stations within four bureaus (Central, South, Valley and West). The Hollywood Community Plan Area is served by the West Bureau's Hollywood Community Police Station facility (Map 39). This station is located at 1358 N. Wilcox Avenue in Hollywood. The LAPD uses a work load computer model (Patrol Plan) to deploy patrol officers to the various geographic areas in the City. This model includes several factors, such as response time, service calls, and traffic conditions.

Police facilities are added in response to particular growth demands. Aside from additional personnel and space to house them, the most identifiable increase in capital facility requirements related to urban growth is the proportional growth in need for additional patrol cars. Any increase in police officers may also require corresponding increased support staff, facilities and equipment.

The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD to some extent. The LAPD's operational statistics are generally reported and analyzed in terms of response times and crime rates within the specific districts.

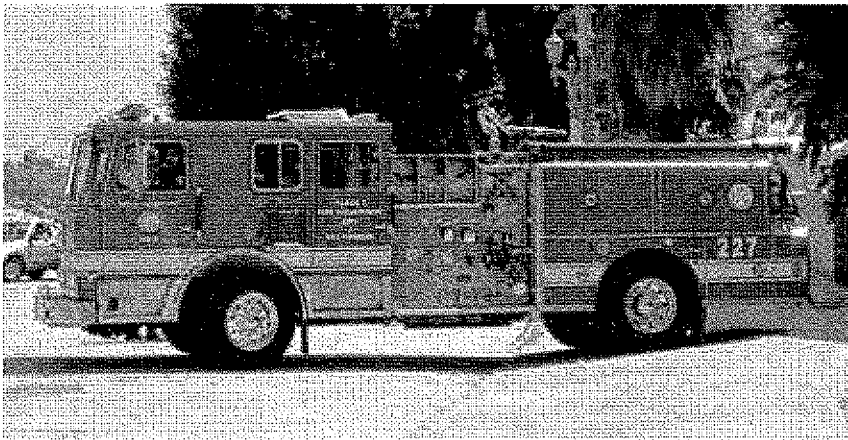
Issues

There is potential for the growth in the Community Plan Area to impact the service levels of the LAPD. The high concentration of nightclub entertainment activity and tourist-related uses in Hollywood stretches the demand for police services in this community. Another feature of life in Hollywood which poses a challenge to policing is the proximity of residential and nightclub uses. In order to maintain



adequate service levels, additional personnel, facilities and/or equipment would likely be needed to keep pace with an increase in the number of calls for service and patrol caused by additional development.

The actual ability to provide these services is dependent on several factors, including police personnel hiring policies and funding considerations at the citywide level. Thus, policies in this section are aimed at crime prevention through design and working with the Police department to review development projects.



Fire and Emergency Services

Fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles are provided by the Los Angeles Fire Department (LAFD). The LAFD operates 106 neighborhood fire stations located throughout the Department's 470-square-mile jurisdiction. The Hollywood Community Plan Area is served by seven fire stations (Map 39). The LAFD is responsible for fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service.

Standard criteria for evaluating acceptable service levels and determining the need for expansion of existing fire stations is based primarily on the ability to meet response time goals and not exceed maximum distances between fire stations. The standards are expressed in terms of service radii (1.5 miles), equipment and response time.

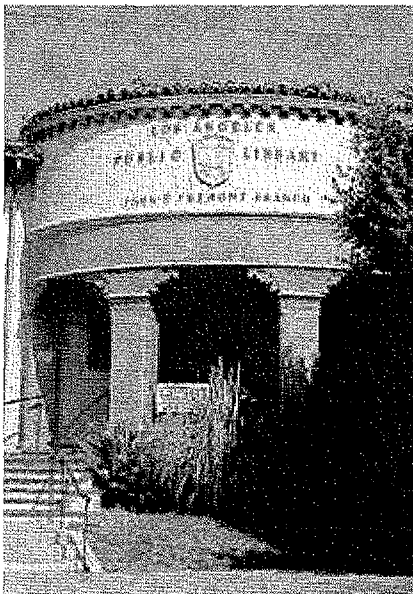
Issues

Fire Department services are based on the community's needs, as determined by ongoing evaluations. When an evaluation indicates increased response time, the acquisition of equipment, personnel, and/or new stations is considered. As development occurs, the Fire Department reviews environmental impact reports

and subdivision applications for needed facilities. Development is subject to the standard conditions of the LAFD with regard to station construction, fire suppression systems and emergency medical services. Where appropriate, construction of new facilities is required as a condition of development.

There is potential for growth in the Community Plan Area to impact the service levels of the LAFD. As new growth and development occurs, the number of people and structures that must be protected increases, and consequently the volume of emergency calls also increase. This demand for additional service could create the need for expansion of fire facilities and equipment. The policies in this section are aimed at coordination with the Fire department to review significant projects and assist in finding sites for future facilities.

Libraries



The Los Angeles Public Library (LAPL) system provides library services at the Central Library in Downtown, eight regional branch libraries, and 63 community branches. The total City of Los Angeles library branches have a cumulative 940,900 square feet of building area. The Hollywood Community Plan Area is served by five branch libraries (Map 39). The libraries have a combined area of 60,303 square feet and over 281,390 catalogued volumes.

A new LAPL Branch Facilities Plan was adopted in February 2007, which proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying amounts of residential population. In general, the recommended sizes are 12,500 square foot facilities for communities with less than 45,000 population and 14,500 square foot facilities for communities with more than 45,000. In addition, this plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area. The State of California also has a standard that requires 0.5 square feet of library space per resident.

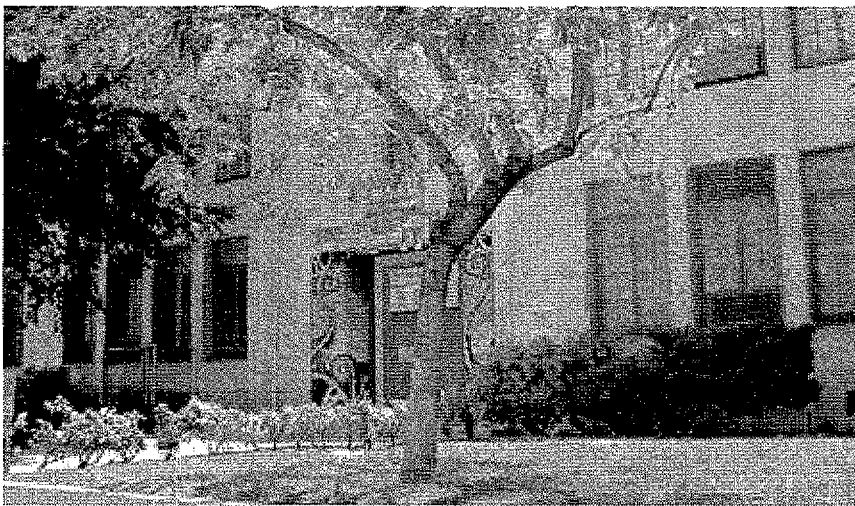
The 2007 Branch Facilities Plan's Proposed Project List includes a total of 19 projects, none which are located in the Hollywood Community Plan Area. These projects include library improvements and new libraries in communities adjacent to Hollywood, including Eagle Rock, Echo Park, and Atwater areas.

The library services available to the Community Plan Area are enhanced by the availability of existing branch libraries outside of Hollywood, as well as the proposed library improvements and new construction in these surrounding communities. In addition, on-line services and virtual library with computer workstations that provide access to the library's on-line catalog, extensive information databases, multi-media software and free Internet searching for the public may enhance the capacity of available library resources in the Hollywood Community Plan Area.

Issues

A community library should serve patrons in an approximate two mile radius. Since the location of a library is based on distance and the concentration of population in a given area, the implementation of the proposed plan may create more demand for libraries in some parts of the Community Plan Area.

An increase in population may require the construction of new libraries or improvements to existing library facilities in the Plan area.



Schools

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. School districts are subject to the overview of the State Legislature and are entirely independent of City of Los Angeles government.

The Hollywood Community Plan Area is located within LAUSD's Local District 4. The student population of the plan area is served by 22 regular public schools, including: 15 elementary schools, 3 middle schools, and 4 high schools (Map 39). There are also other LAUSD schools located outside the plan area that are attended by students who reside within the plan area, as well as some private schools located within and serving the Community Plan Area.

The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each District school to accommodate the projected future population and the analysis of school-by-school enrollment trends. This determination of need is based on several assumptions tied to current school Board policies and planning guidelines. The measurement most often used as a level of service standard is the ratio of students per classroom. The LAUSD

also utilizes student generation rates by type of household in order to estimate the impact on enrollment.

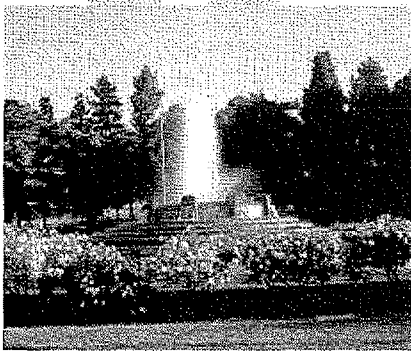
In 2000, the LAUSD began a \$20 billion building and modernization program that is expected to be completed by 2012. By 2008 the school district had completed 180 new schools and additions with 79 more still pending. Four new schools with a total of just under 3,300 seats have been completed since 2001 in Hollywood, as part of this district-wide school construction program to relieve overcrowding. Also, three existing schools have had additional space constructed as part of the program, providing another 550 seats. Based on LAUSD standards and recent construction, the operating capacity of the public schools can likely accommodate the student population in 2030.

Issues

Anticipated population growth may result in the need for expanded school facilities. Although current estimates indicate that the operating capacity of the public schools can accommodate expected enrollment, population growth which exceeds current estimates may cause an increase in the demand for public schools.

Multiple users of school facilities maximize the community benefits of public schools. Shared-use programs enable members of the community to use both indoor and outdoor non-classroom spaces of public schools for recreational purposes. Shared-use programs require adequate supervision. Design features can facilitate shared-uses.

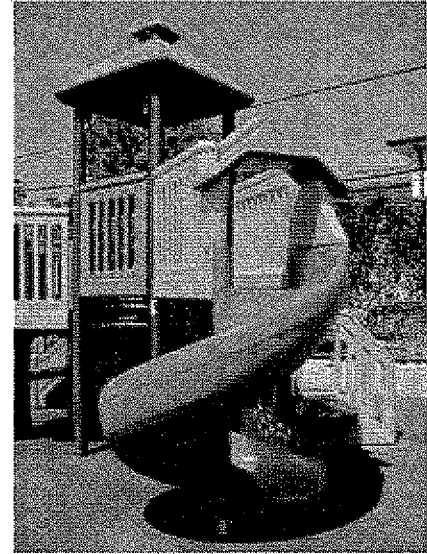
Parks



Parks and open space are a vital part of a livable, sustainable community. While they are essential in any city, they become even more important in areas of high population density and development intensity. Where homes may not include yard space, and landscaping is scarce, green spaces and public open space provide opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community.

Recreation and park services are primarily provided by the City's Recreation and Parks Department (RAP). The City owns approximately 16,000 acres of parkland and open space, the majority of which are large urban parks or regional parks, but also include beaches, lakes, horticulture centers, museums, and historic sites.

There are four types of parks; mini, neighborhood, community, and regional parks. Mini parks, sometimes referred to as pocket parks, provide space of less than an acre to an immediate neighborhood. Neighborhood Parks provide space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park. The community parks serve a much wider interest range than those of a neighborhood site, and satisfy the need of the nearby community as well as other service areas. A regional park provides



specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles Area.

The Hollywood Community Plan Area has a total of eighteen parks, including: two regional parks, nine neighborhood and community parks, and seven mini/pocket parks. As shown in Table 5.1, these eighteen parks have a total land area of approximately 4,400 acres. The two regional parks serving the Community Plan Area are Griffith Park, which has a total land area of 4,215 acres, and Runyon Canyon Park, which has a total land area of 134 acres.

Griffith Park is one of the largest urban parks in the United States and contains a wide range of recreational facilities, ranging from museums and event venues to hiking and equestrian trails. These facilities include:

- The Griffith Observatory, Autry Museum of Western Heritage, Travel Town Museum, and the Greek Theatre
- Harding, Roosevelt and Wilson Golf Courses
- Bird sanctuary
- Tennis courts and soccer fields
- Picnic areas
- Hiking and equestrian trails.

The Los Angeles Zoo and the Los Angeles Equestrian Center, while managed separately from Griffith Park itself, sit within the park's boundaries. The Zoo has numerous animal exhibits, as well as a botanical garden. The Equestrian Center is a show venue and stabling facility on 75 acres that enables riders to access trails along the Los Angeles River and through Griffith Park. Runyon Canyon Park has hiking and equestrian trails, as well as a children's play area, and a large dog park of 90 off-leash acres.

Densely populated areas increase the need for parks and recreation programs. Planning and implementation of parks, recreation assets and amenities is based on a universal standard of population density to ensure that resources be allocated with the goal of providing the same level of facilities and services to all citizens. To assess the level of service, a ratio of parkland acreage per 1,000 persons is used. The City's Public Recreation Element of the General Plan establishes the following criteria for parkland acreage: (1) six acres of regional parkland per 1,000 residents; (2) two acres of community parkland per 1,000 residents; and (3) two acres of neighborhood parkland per 1,000 residents. These acres correspond to a total of 10 acres of parkland per 1,000 residents.

Open space in Hollywood includes land owned by the Santa Monica Mountains Conservancy, as well as the Los Angeles River, which runs along the northern and eastern edges of the Plan area. The River currently has a bicycle and walking trail alongside it that runs through Hollywood. The City's Los Angeles River Revitalization Master Plan identifies numerous opportunities to protect and restore the River's ecosystem, improve access to the River, and maximize its value as a resource for the surrounding area.

Issues

TABLE 5-1

Existing Park Acres in the Hollywood Community Plan Area

Type of Park/Size	Acres
Mini Parks: less than 1 acre	2.8
Neighborhood Parks: 1-10 acres	20.2
Community Parks: 10-50 acres	63.0
Regional Parks: Over 50 acres	4,348.7
Total	4,434.7

Due to the large size of Griffith Park, total parkland acreage in Hollywood is nearly twice the number of acres required to meet the standard established by the City's Public Recreation Element. However, there is a need for more widely distributed parkland at the local level.

Although Hollywood is well-served by regional parks, the community would benefit from more small neighborhood parks. In the Hollywood Community Plan Area, the distribution of mini, neighborhood and community parks occurs primarily in the western portion of the plan area. The eastern portion of the plan area is serviced by three of the sixteen mini, neighborhood and community parks.

Options to acquire undeveloped land for park purposes are few, but present opportunities. When surplus public property is offered for private sale, it reduces land that could be used for public parks. Every effort must be made to work with the Department of Recreation and Parks as well as other integral departments to expand park acreage and recreational amenities in Hollywood.

Traditional open space resources have diminished. Non-traditional open space resources should be considered. It is important to identify areas of open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, planned transit and utility-rights-of-way, pedestrian-oriented streets, pocket parks, public plazas and other public spaces.

Infrastructure

This section addresses physical infrastructure that is provided by the City of Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, stormwater, solid waste management, energy (power) and street lighting. The supporting infrastructure for these systems is of a citywide nature rather than local to a particular Community Plan Area. For example, a wastewater treatment facility may be located in one Community Plan Area, but provide service to several Community Plan Areas. Additionally, this infrastructure may be underground, or located in areas that are not visible to community residents.

Water

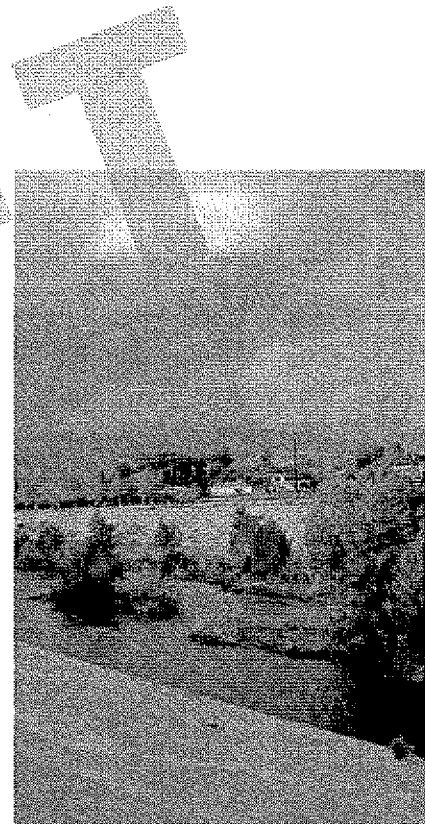
The LADWP is responsible for ensuring that water demand in the City is met and that State and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the legal boundary of the City.

The California Urban Water Management Planning Act requires water suppliers to develop water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2005 Urban Water Management Plan (UWMP) is designed to meet the current requirements of the Act, and also serves as the City's master plan for water supply and resources management.

This plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2030. A primary objective of this plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and environmental enhancements. Another key objective is to maintain the operational integrity of the City's water distribution system.

The City obtains its water from the Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD), and recycled wastewater for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply to serve the City's needs. However, expansion of recycled water projects and water conservation measures are planned to fill a larger role in the City's water supply portfolio.

MWD has pledged to plan for emergencies and natural disasters throughout the region. The agency has approximately 1.7 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe



water shortage allocation if required, and keeps the region prepared for a major earthquake or other events.

Water Supply Infrastructure

Water supply infrastructure consists of water storage facilities, transmission and distribution pipelines, booster pumping stations, pressure reducing stations, and other related facilities. The City's water system has 110 tanks and reservoirs with a total capacity of 109 billion gallons and water is distributed through a network of 7,200 miles of water mains. Because of the size and range in elevation, the system is divided into 102 pressure zones, with almost 90 booster pumping stations to provide water service at higher elevations. Regulator stations control the flow that feeds the distribution system.

Demand, or the amount of water used by the City's residents and businesses, is measured in acre-feet. An acre-foot covers one acre of land, one foot deep. One acre-foot is equivalent to 325,821 gallons and is enough water to serve approximately two households per year. The LADWP 2005 UWMP indicates that citywide water demand, based on normal weather conditions, will be about 776,000 acre feet per year by 2030.

In the proposed Hollywood Community Plan, the daily water consumption is projected to reach approximately 38,068 acre feet per year. This estimated consumption amounts to about 5 percent of the LADWP projected 2030 citywide water demand. LADWP's water system takes into consideration current and future consumption, fire protection, multiple supply sources, balance storage and transfer capacities to evaluate the need for future water facilities while at the same time meeting water quality regulations. Through infrastructure projects, LADWP can replace or upgrade major system components that are outdated or malfunctioning, or located in seismic areas.

Water improvements completed since the previous Plan update include the Toyon Tanks and Rowena Reservoir. The Toyon Tanks, completed in 2002, are a pair of 30-million gallon storage tanks buried under the Hollywood Hills and were designed to replace Upper and Lower Hollywood Reservoir. A similar project replaced the Rowena Reservoir with an underground tank.

Future projects include construction of a new water distribution system in Griffith Park, and improvements to the River Supply Conduit, which carries large amounts of water from reservoirs and wells in the San Fernando Valley to distribution facilities in central Los Angeles. A related project is the Silver Lake Reservoir Complex Replacement Project, which will construct the new Headworks Reservoir, a 110 million-gallon underground reservoir, as well as a hydroelectric facility and a flow regulating station on the northern edge of Griffith Park. These new facilities will replace the Silver Lake and Ivanhoe reservoirs.

Issues

Many structural components and facilities are 50 to 90 years old and are no longer meeting the performance and quality standards expected. Long-range replacement

programs will rehabilitate and upgrade these facilities and help reduce costs for maintenance and repairs. The City's extensive water system will require significant capital improvements due to aging infrastructure, scheduled replacements, and anticipated changes in state and federal water quality regulations.

Impacts of water demand on local distribution systems. While existing major water supply facilities in the Community Plan Area may be adequately sized for the anticipated growth and existing facilities may be sufficient to serve most areas in the Community Plan Area, the projected increase in water consumption overall may require the upgrading or expansion of existing local distribution systems within the Community Plan Area.

Commitments to protect and restore the environment. The City's water deliveries from the Los Angeles Aqueduct have been reduced due to reallocation of water for environmental mitigation and enhancement in the Eastern Sierra, including restoration of the Lower Owens River, restoration of the streams feeding Mono Lake and rewatering of Mono Lake, and dust storm mitigation of the Owens Dry Lake bed. Water supplies from the Sacramento-San Joaquin Delta have also been reduced in order to protect several species of endangered fish.

Climate change is already having a profound effect on California's water resources, as evidenced by changes in snowpack, river flows, and sea levels. The State Department of Water Resources projects the impacts of climate change will gradually increase during this century and beyond. These impacts include increased flooding threats from higher flood peaks and sea level rise, reduced water supply due to substantial decreases in Sierra Nevada snowpack, and increased water demands due to higher temperatures.

Lifestyle Impacts of conservation measures. It is anticipated that future increases in water demand will be met by a combination of conservation measures and recycling. By investing in such measures as the installation of low-flow toilets and shower heads the City has already succeeded in stabilizing water demand despite increases in population. Maintaining water demand at the current level will depend on continued progress in the adoption of water-saving technology, such as self-regulating sprinklers that adjust watering based on the weather, and the adoption of water-saving behaviors, such as installing drought tolerant landscaping and capturing rainwater runoff for reuse.

Maintaining high water quality standards. Changes in state and federal water quality regulations impact how water is stored and treated. To increase the safety and quality of water LADWP is reducing dependence on large in-city open reservoirs and implementing comprehensive monitoring programs.

Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides sewer conveyance infrastructure and wastewater treatment services

to the City of Los Angeles. The primary responsibility of the LABS is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users. The Bureau manages and administers three primary programs: 1) wastewater collection, conveyance, treatment, and disposal; 2) solid waste resources collection, recycling and disposal; and 3) watershed protection. The solid waste resources and watershed protection functions are addressed in the following two sections of this chapter, Solid Waste and Stormwater.

To comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) was prepared for each of the City's sanitary sewer systems to control and mitigate all sanitary sewer overflows (SSOs). The City's wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers approximately 515 square miles and serves the majority of Los Angeles. The TISA is approximately 18 square miles and serves the Los Angeles Harbor area.

The wastewater system comprises more than 6,500 miles of sewer pipelines, four wastewater treatment and water reclamation plants, and 47 pumping plants that can process over 550 million gallons of flow each day citywide. Table 5.2 shows the collection and treatment facilities currently operated by the LABS.

TABLE 5-2

Wastewater Treatment Facilities and Existing Capacity

Millions of Gallons per Day (mgd)

Wastewater Treatment Facilities	Location	Capacity
Hyperion Treatment Plant (HTP)	Playa del Rey	450 mgd
Terminal Island Treatment Plant (TITP)	San Pedro	30 mgd
Community Parks: 10-50 acres	Sepulveda Basin	64 mgd
Regional Parks: Over 50 acres	Griffith Park	15 mgd
Total Capacity		559 mgd

Source: City of Los Angeles, Department of Public Works Bureau of Sanitation, 2009

Wastewater Treatment Facilities: The Hyperion Treatment Plant in Playa del Rey, the City's largest facility, serves more than two-thirds of Los Angeles, including Hollywood. The plant treats approximately 96 percent of the total wastewater flow generated by the City and its contract agencies. The Terminal Island Treatment Plant in San Pedro serves Los Angeles Harbor area communities, while the Donald C. Tillman Water Reclamation Plant in the Sepulveda Basin serves the San Fernando Valley.

The Los Angeles-Glendale Water Reclamation Plant across the freeway from Griffith Park serves the eastern San Fernando Valley communities. Sewage sludge removed from wastewater at these reclamation plants is returned to the sewer system and treated at the Hyperion and Terminal Island treatment plants.

Wastewater Collection System – the Sewers: The wastewater collection system's physical structure includes over 6,500 miles of sewers that are connected to the City's four wastewater and water reclamation plants. The sewer system is grouped into primary sewers and secondary sewers. The primary sewers represent the trunk, interceptor, and outfall portion of the system and convey wastewater received from the secondary sewers to the treatment plants. The average age of the primary sewer system is over 50 years old.

Wastewater generation is a function of population and employment within the wastewater service area. According to the LABS, projected wastewater flows to the City treatment facilities will total 531 million gallons per day citywide by the year 2020. The treatment facilities have a total capacity of about 550 millions of gallons per day (mgd).

The City of Los Angeles December 2006 Integrated Resources Plan (IRP), prepared for the LABS and LADWP, is an integrated approach to address the City's wastewater, stormwater management and recycled water needs. The IRP identifies the "gaps" between the projected flows and the current system capacities and proposes options to address the identified gaps. The IRP indicates that more treatment capacity is needed due to increased flows and runoff, but rather than adding a brand new treatment plant, it is more cost effective and less disruptive to add treatment capacity at the existing plants.

Future projects for the Hollywood Community Plan Area include replacement and repair of minor sewer pipes, and the construction of major regional-serving sewers. The Northeast Interceptor Sewer will be located mainly along the eastern edge of Griffith Park. The Burbank Glendale Interceptor Sewer is the northern extension of this project and will be built along the northern edge of Griffith Park. Interceptor sewer lines collect the flows from main and trunk sewers and carry them to treatment points.

Issues

Many of the City's sewers are older than 50 years, with a normal life expectancy of 50-100 years. A large portion of the primary sewers are currently flowing

above their design capacity during normal dry weather conditions. These volumes often double during a rainstorm, leading to periodic overflows from the system to the Santa Monica Bay and other receiving water bodies. More treatment capacity will likely be needed due to increased flows and runoff. Rather than adding a brand new treatment plant, it may be more cost effective and less disruptive to add treatment capacity at the existing plants.

Maximizing wastewater recycling to meet future water demand. Water recycling is one of the least expensive and most feasible means of increasing water supply. Recycled water is currently used for irrigation, industrial purposes, habitat development and as a barrier against seawater intrusion into local groundwater. Recycling water for household uses will require upgrading the Tillman Water Plant with advanced treatment capability and extensive public outreach to educate and engage the public regarding the importance of recycling water.

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the long-range solid waste management policy plan for the City.

The City's Solid Resources program includes the collection, recycling, and disposal of solid waste, green waste, bulky items, and other special solid resources materials for residences city-wide, and management of contracted recycling programs for apartments and commercial and industrial businesses. This includes the recycling and disposal of household hazardous waste and the development of long-term alternatives to landfill disposal and for clean fuel programs related to solid waste.

The Bureau of Sanitation collects, disposes, and recycles over 1.7 million tons per year of solid waste, collecting refuse, recyclables, yard trimmings, and bulky items (Bureau of Sanitation, 2008). Solid waste facilities include: refuse collection yards; mulching/composting facilities; permanent Solvents, Automotives, Flammables and Electronics (SAFE) centers for household hazardous waste; regional transfer stations and landfills, and waste-to-energy facilities.

The Central Los Angeles Recycling and Transfer Station (CLARTS) provides the City with an important tool for managing its waste. Trash collected at CLARTS is sorted, recycled and hauled to various landfills throughout the region. A list of existing solid waste facilities in the City is shown in Table 5.3.

The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations. The City of Los Angeles owns and maintains six inactive landfill sites, including Toyon Canyon in Griffith Park.

TABLE 5.3

Existing Citywide Solid Waste Facilities

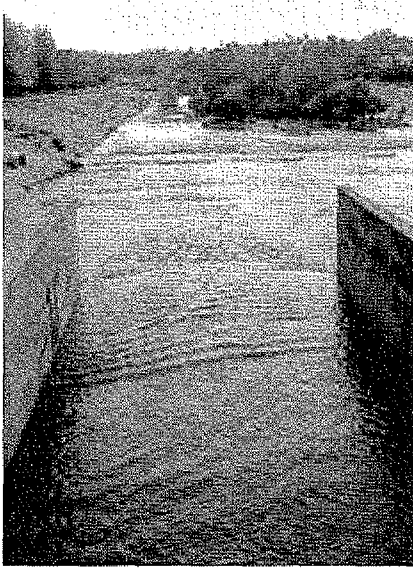
Facility Name	Location	Facility Name	Location
Landfills Sunshine Canyon Bradley Landfill	Sylmar Sun Valley	Transfer Stations BFI-Falcon Central L.A. Recycling	Wilmington Central Los Angeles
District Yards East Valley South Central North Central Western Harbor West Valley	Sun Valley South Los Angeles North Los Angeles West Los Angeles San Pedro Northridge	Material Recovery Fac. City Fibers West Valley Sun Valley Paperstock Bestway Recycling - Rodeo City Fibers Bestway Recycling Potential Industries	North Hills Sun Valley E. Washington Bl., L.A. Firestone Blvd., L.A.
SAFE Centers E. San Fern. Valley Westwood UCLA East Los Angeles Hyperion Plant Harbor Area Los Angeles-Glendale	Sun Valley West Los Angeles East Los Angeles Playa del Rey San Pedro Eagle Rock	Yard Trimming Processing Lopez Canyon Landfill Griffith Park Composting	Lake View Terrace Hollywood

Source: City of Los Angeles, Bureau of Sanitation, 2007

Issues

Finding appropriate sites for solid waste treatment facilities: Solid waste accumulations and official solid waste dumping facilities raise public concerns because of odors, insects, rodents, gaseous emissions and water pollution that might result. To successfully develop new and improved solid waste disposal facilities requires strong commitment to public outreach. To a lesser extent, transfer and treatment facilities also trigger public concerns, often about truck traffic.

Stormwater



The primary agencies that share flood control responsibilities within the City of Los Angeles are the City of Los Angeles Department of Public Works, the U.S. Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and Caltrans. Each agency exercises jurisdiction over the flood control facilities they own and operate. The Watershed Protection Division of the City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) manages the stormwater program for the City. The stormwater program has two major elements — pollution abatement and flood control. Pollution abatement involves compliance with federal regulations, while flood control is essential for the protection of life and property.

Approximately 100 million gallons of water flow through the storm drain system on an average dry day. When it rains, the amount of water flowing through the channels can increase to 10 billion gallons. The City currently diverts approximately 6 million gallons per day (mgd) of dry weather urban runoff into the wastewater collection system for eventual treatment at the Hyperion Treatment Plant. During the dry season, the treatment plant effluent makes up much of the flow in the main channels of the storm drain. The dry weather season in the Los Angeles area typically runs from May through September.

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and managed by the Los Angeles County Department of Public Works. The LACFCD constructs the major storm drains and open flood control channels, and the City constructs local interconnecting tributary drains.

The collection, transport and disposal of stormwater is accomplished through a system of City-owned natural and constructed channels, debris basins, pump plants, storm drain pipes and catch basins. Runoff drains from the street, into the gutter, and enters the system through a catch basin. Catch basins serve as the neighborhood entry point to the ocean. The storm drain system receives no treatment or filtering process and is completely separate from Los Angeles' sewer system. Existing flood control facilities in the City are shown in Table 5.4.

The Watershed Protection Division develops and formulates pollution abatement projects to comply with the City's federal permit that is designed to eliminate polluted discharges to the storm drain system and local waters. Under the Federal Clean Water Act, each county and municipality throughout the nation is issued a National Pollutant Discharge Elimination System (NPDES) Permit.

The goal of the permit is to stop polluted discharges from entering the storm drain system and local coastal waters. The overall approach to managing runoff includes source control as a method of reducing pollutant loading to receiving waters. Solutions include both neighborhood and regional solutions.

TABLE 5.4

Flood Control Facilities in Los Angeles

Facility	Quantity within the City of Los Angeles	Description	Quantity owned by the City of Los Angeles
Open Channel	220 miles	Larger visible concrete-lined drainage system	31 miles
Storm Drain Pipe	1,900 miles	Underground pipe or box	1,200 miles
Debris Basin	150	Basin that collects debris (sand, mud, rock, vegetation)	86
Catch Basin	62,660	Curb inlet structure for directing runoff into the storm drain system	33,800
Pump Plant	11	Collects runoff in low-lying areas and pumps it to a discharge location	11
Culvert	3,270	Open channel crossing at bridge or other locations where a short pipe or box structure conveys runoff	2,350
Metal Pipe	n/a	Storm drains constructed of corrugated metal pipe. Typically, less desirable due to excessive maintenance	30 miles
Low-Flow Drain	1,315	Conveys low or nuisance runoff short distances to alleviate minor problem areas	1,250

Source: City of Los Angeles Integrated Resources Plan, Facilities Plan Volume 3: Runoff Management, 2006.

Issues

The need to protect an area from flooding often conflicts with the protection of environmental resources in a floodplain. Historically, development has occurred in and along rivers and other natural channels in what may now be recognized as floodplains. Consequently, floodplains often contain historical and archaeological resources, as well as sensitive biological habitats such as riparian woodlands, wetlands, and other concentrations of plants and animals. If the natural watercourses are shifted in these floodplains, the sensitive habitats and resources can be seriously affected.

In urban areas barren of trees, rainfall runoff builds up more quickly, requiring more expensive drainage systems to prevent local flooding and soil erosion. In neighborhoods where trees are well established, this process can be slowed, thereby allowing the stormwater a greater chance to soak into the soil, replenishing both surface moisture levels and underground water tables, and potentially reducing the flood hazard caused by the rapid flow of runoff into the stormwater catch basins and channels.

Capturing stormwater to increase groundwater resources. Los Angeles relies upon local groundwater for about 11 percent of the City's total water supply. Improvements in the capture of stormwater can strengthen local water supplies, helping to reduce dependence on more expensive and energy-intensive sources of water.

Regional facilities involved in stormwater capture are operated by the Los Angeles County Flood Control District (LACFCD), the U.S. Army Corps of Engineers, and LADWP. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Stormwater runoff can be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins.

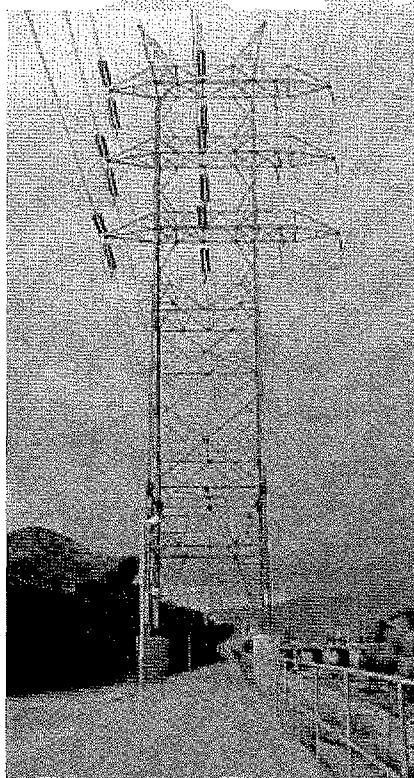
Energy

The Los Angeles Department of Water and Power (LADWP) provides electric service to the City of Los Angeles. To ensure a reliable supply of power, the Department maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power, such as wind, biomass, solar and cogeneration. The Department draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest.

Business and industry consume about 70 percent of the electricity in Los Angeles, but residents constitute the largest number of customers. In addition to serving these consumers, the LADWP lights public streets and highways, powers the city's water system and sells electricity to other utilities.

The LADWP 2007 Power System Integrated Resource Plan (IRP) is the energy resource planning document that provides a framework for addressing the future energy needs of the City's residents and businesses. This plan focuses on Renewable Power, Greenhouse Gas Reduction, and Energy Efficiency.

One of the key policy areas in this plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. A Power Reliability Program initiated in 2007 will improve maintenance practices, address the aging power system infrastructure, increase capital programs necessary to support load growth, and increase staffing levels to support reliability related work.



Existing Facilities

Electricity is distributed through an extensive network of receiving stations, distributing stations, overhead lines, and underground lines. LADWP has a total generating capacity of about 7,000 megawatts to serve a peak Los Angeles demand of about 5,600 megawatts (One megawatt equals one million watts.). The Department maintains more than 6,000 miles of overhead distribution lines and 4,200 miles of underground distribution lines.

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a "belt line" extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide. Table 5.5 shows a list of the City's power generation resources.

LADWP prepares an annual load forecast for all of its electrical stations and circuits, as well as a continuous review of the loading of electrical stations. If the loading at any one station is exceeding its limit, the load may be shifted to

TABLE 5.5

LADWP Generation Resources

Type of Resource	Facility Name	Location
Basin Thermal Generation-natural gas-fueled generation stations	Harbor Haynes Scattergood Valley	Wilmington, CA Long Beach, CA Playa del Rey, CA Sun Valley, CA
Coal-Fired Thermal Generation	Navajo Intermountain	Page, Arizona Delta, Utah
Nuclear-Fueled Thermal Generation	Palo Verde Nuclear Generation Station	Phoenix, Arizona
Large Hydroelectric Generation	Castaic Power Plant Hoover Power Plant	Castaic, CA Hoover Dam, Nevada
Small Hydroelectric plants	Owens Gorge Owens Valley Los Angeles Aqueduct	California California California

Source: City of Los Angeles Integrated Resources Plan, Facilities Plan Volume 3: Runoff Management, 2006.

neighboring stations, or a new station could be built to redistribute the load among the neighboring stations. Overall, LADWP supplies nearly 22 billion kilowatt (kW) hours of electricity a year for the City's 1.4 million electric customers (LADWP, 2009). The average resident uses about 5,300 kilowatt-hours of electricity per year.

LADWP continues to expand its portfolio of renewable energy. The benefits of increasing renewable energy supply include: reducing greenhouse gas emissions, improving air quality, providing a sustainable energy resource, providing a hedge against market fluctuations of fuel costs, and reducing dependence on foreign sources of fuel.

Issues

Many elements of the City's electrical infrastructure were installed between 1920 and 1970. Ensuring that the power generation, transmission and distribution infrastructure continues to operate in a reliable and efficient manner may require improved maintenance practices and the replacement of aging assets, including circuits, poles, cables, and transformers. The cumulative effect of increased electrical service demands from additional development and increasing population may require the installation of additional electrical distribution facilities.

Increasing the City's supply of renewable energy resources. Reducing the City's dependence on fossil fuels to mitigate impacts of global climate change is a challenge that will require coordination of public and private investments. LADWP's renewable energy generation projects include projects which are publicly owned and projects which involve long-term purchase agreements.

Transmitting power from distant renewable energy plants into the City. Facilities which generate renewable energy must be located at the site of available renewable energy resources. Many of these facilities are located in the desert far from existing transmission lines. LADWP is studying options for new or expanded transmission projects to deliver renewable power into Los Angeles.

Goals and Policies

Goal CF.5: Provide well-maintained community facilities, infrastructure and services that can adequately accommodate existing and projected needs.

General Community Facilities Policies

Policy CF.5.1: Coordinate with other City department and agencies to locate available and appropriate sites for public facilities and infrastructure (Map 39).

Policy CF.5.2: Encourage the joint use of public facilities for the purpose of promoting the efficient use of space, energy and public resources.

Policy CF.5.3: Support public/private ventures, and other forms of collaboration between government, developers and residents to consider new ideas for funding infrastructure and services.

Policy CF.5.4: Promote community education about various public finance tools which are available to pay for local infrastructure, such as Assessment Districts.

Policy CF.5.5: Encourage infrastructure projects to provide amenities for the community, such as open space.

Policy CF.5.6: Encourage efforts to incorporate technological improvements and environmentally sustainable design for more energy-efficient infrastructure and reduced demand on the citywide infrastructure system.

Policy CF.5.7: Support infrastructure projects that incorporate multiple uses to maximize efficient use of resources.

Policy CF.5.8: Support infrastructure projects which utilize the waste products of one infrastructure system to produce energy for other infrastructure systems.

Policy CF.5.9: Promote infrastructure projects that are resilient to natural disasters, extreme weather events, and other emergencies.

Public Services Policies

Police Protection Policies

Policy CF.5.10: Maintain sufficient police facilities and personnel to protect the Hollywood community from criminal activity and reduce the incidence of crime.

Policy CF.5.11: Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.

Policy CF.5.12: Promote the establishment of police facilities that provide police protection at a neighborhood level. Support community-based crime prevention efforts, such as Neighborhood Watch, other community watch programs, and foot and bicycle patrols.

Policy CF.5.13: Encourage Business Improvement Districts to supplement patrol services with private security services through training and coordination programs administered by the LAPD.

Policy CF.5.14: Provide adequate lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.

Policy CF.5.15: Ensure that landscaping around buildings does not impede visibility and provide hidden places, which could foster criminal activity. Implement principles of the City of Los Angeles Crime Prevention through Environmental Design (CPTED) Guidelines.

Policy CF.5.16: Provide for adequate public safety in emergency situations. Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard, to provide for public safety in the event of emergency situations.



Fire Protection and Emergency Medical Services Policies

Policy CF.5.17: Maintain fire protection services and emergency medical services which are sufficient to ensure the safety of Hollywood residents, visitors and businesses.

Policy CF.5.18: Coordinate with the City of Los Angeles Fire Department during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service demands.

Policy CF.5.19: Promote continued mutual assistance agreements with neighboring cities, the County of Los Angeles, and other applicable agencies, for the provision of fire protection services to the residents of the Hollywood Community Plan Area.

Library Policies

Policy CF.5.20: Maintain adequate library facilities and services that meet the needs of residents and businesses.

Policy CF.5.21: Implement the Los Angeles Public Library Strategic Plan.

Policy CF.5.22: Support construction of new libraries and the retention, rehabilitation and expansion of existing library sites as required to meet the changing needs of the community.

Policy CF.5.23: Study the development of a funding system to finance the construction of new branch libraries or the expansion and maintenance of existing facilities, the acquisition of equipment, books and other material.

Policy CF.5.24: Encourage flexibility in siting libraries in commercial centers, office buildings, pedestrian-oriented areas, community and regional centers, transit stations, on mixed-use boulevards, and similarly accessible facilities.

Policy CF.5.25: Continue to support joint-use opportunities when the City of Los Angeles Library Department and decision-makers review and approve new library sites.

Policy CF.5.26: Establish a volunteer program in the operation and maintenance of branch libraries.

Policy CF.5.27: Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.

Policy CF.5.28: Encourage Wi-Fi networks as an alternative means of providing public access to information.

Policy CF.5.29: Encourage safe and well-maintained pedestrian and bicycle access to library facilities.

School Policies

Policy CF.5.30: Foster schools which can provide quality education for children and adults in every neighborhood of Hollywood (Map 38).

Policy CF.5.31: Continue to work constructively with the LAUSD to monitor and forecast school service demand based upon actual and predicted growth. Develop and share demographic information about population estimates.

Policy CF.5.32: Continue to work constructively with the LAUSD to promote the siting and construction of public school facilities which are phased to accommodate anticipated population growth.

Policy CF.5.33: Work with LAUSD to ensure that school facilities and programs are expanded commensurate with the City's population growth.

Policy CF.5.34: Create community school parks at older elementary schools in neighborhoods with few parks. Maximize the use of public schools for neighborhood use and the use of local open space, public facilities and parks for school use.

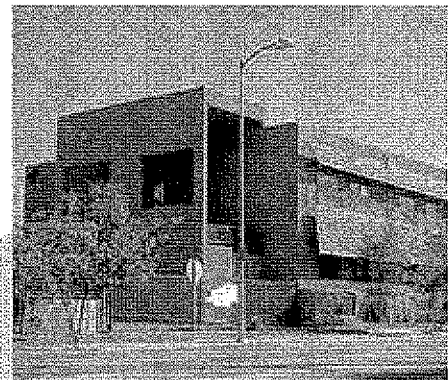
Policy CF.5.35: Support the supervised use of indoor and outdoor non-classroom spaces of schools by the general public for recreational activities. Ensure that design features of new schools provide the community with opportunities for direct supervised access to non-classroom areas during non-school hours and on holidays.

Policy CF.5.36: Support the school-specific agreements with LAUSD which will enable communities to jointly use schools for recreational purposes.

Policy CF.5.37: Encourage the provision of alternative schools, such as charter schools as a method of delivering quality public education at the neighborhood level.

Policy CF.5.38: Encourage partnerships between elementary schools, middle schools and high schools to facilitate the development of shared educational opportunities.

Policy CF.5.39: Locate new schools in areas with complimentary land uses, access to transit, and recreational opportunities. Encourage the siting of schools in locations which can utilize topography and landscaping, as well as building design, to provide noise and air quality buffering, when necessary.



Policy CF.5.40: Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character.

Policy CF.5.41: Encourage public school design that buffers classrooms from negative noise and air quality sources. Utilize dense landscaping of trees and shrubs to filter particulate air contaminants from nearby freeways.

Policy CF.5.42: Encourage siting of public middle schools and high schools within or adjacent to transit stations, Centers, Mixed-Use Boulevards or Mixed-Use Incentive Areas, to maximize accessibility.

Policy CF.5.43: Support safe and well-maintained pedestrian and bicycle access to school facilities.

Policy CF.5.44: Encourage LAUSD and the Department of Recreation and Parks to continue the shared-use program to facilitate the shared use of schools and recreational facilities in Hollywood. Encourage public schools to site jointly with other community facilities, such as libraries, parks, and auditoriums and work with other community stakeholders, such as Business Improvement Districts and other public/private partnerships.

Park Policies

Policy CF.5.51: Provide adequate park and recreation facilities that meet the recreational needs of existing and new residents for all age-groups in the community.

Policy CF.5.52: Conserve, maintain and better utilize recreational facilities and park spaces.

Policy CF.5.53: Maintain all open space designations within the Hollywood Community Plan Area. Designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.

Policy CF.5.54: Support school-specific agreements with LAUSD, which will enable communities to jointly use schools for recreational purposes.

Policy CF.5.55: Support the establishment of joint-use agreements with other public and private entities to increase recreational opportunities in Hollywood, including shared use of land owned by public agencies and private property owners.

Policy CF.5.56: Promote safe, well-maintained pedestrian and bicycle access to neighborhood and regional parks.

Policy CF.5.57: Support the connection of neighborhoods to regional parks with public transit.

Policy CF.5.58: Promote the provision of security and patrols of public parks and recreational facilities by the LAPD and the Department of Recreation and Parks. Ensure the safety of families with children and senior citizens who use parks.

Policy CF.5.59: Promote the management, design, construction and maintenance of public parks by the Department of Recreation and Parks to ensure that parks are adequately monitored, maintained and illuminated at night.

Policy CF.5.60: Support initiatives to develop vacant publicly owned parcels as parks.

Policy CF.5.61: Utilize community input to assist the Department of Recreation and Parks in locating development opportunities for new parks. Prioritize recommendations of the Community-Wide Needs Assessment prepared by the Department of Recreation and Parks.

Policy CF.5.62: Support the creation of new parks and park expansions within public right-of-ways, such as DWP power line right-of-ways, and on unused and underutilized public properties.

Policy CF.5.63: Support the proposal to cap subterranean portions of the 101 Freeway for the purposes of creating parkland.

Policy CF.5.64: Support the plans of LADWP to provide parkland on top of the proposed enclosed Headworks Reservoir in Griffith Park between Ventura Freeway and Forest Lawn Drive and in future infrastructure projects, where appropriate.

Policy CF.5.65: Require new large scale commercial and mixed-use development in the Regional Center to provide green spaces, a public plaza, community garden space or other community amenities onsite.

Policy CF.5.66: Maintain, improve, connect and expand existing equestrian trails and hiking trails. Implement standards for trails as outlined by the Department of Recreation and Parks.

Policy CF.5.67: Coordinate with the Department of Recreation and Parks and Department of General Services to review and evaluate surplus property as potential sites for parks and recreational facilities.



Health Services and Social Services Policies

Policy CF.5.68: Facilitate the provision of adequate, accessible health services and social services (Map 38) to meet the needs of Hollywood residents. Promote the provision of diverse, easily accessible health care and social service facilities to meet the needs of all sectors of the population in Hollywood.

Policy CF.5.69: Locate health care facilities and social services facilities with compatible uses. Promote the joint location of health services and social services facilities in schools, community centers, senior centers and other public facilities.

Policy CF.5.70: Encourage the location of health services, social services, community centers and senior centers near transit.

Policy CF.5.71: Coordinate with large Hollywood hospitals, such as Kaiser, Children's Hospital and Hollywood Presbyterian Medical Center to pursue transit-oriented development goals.

Infrastructure Policies

Water Supply Policies

Policy CF.5.72: Provide an adequate, high-quality and reliable supply of water to existing and future residents of the Hollywood community.

Policy CF.5.73: Support the appropriate expansion, upgrade and/or improvement of the local water distribution system.

Policy CF.5.74: Continue to require water conservation measures, as recommended by LADWP.

Policy CF.5.75: Support the development of reliable and cost-effective sources or alternative water supplies, including opportunities for groundwater recharge, water reclamation and exchanges and transfers.

Policy CF.5.76: Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized.

Wastewater Policies

Policy CF.5.77: Provide an adequate and reliable wastewater collection and treatment system that supports existing and planned development

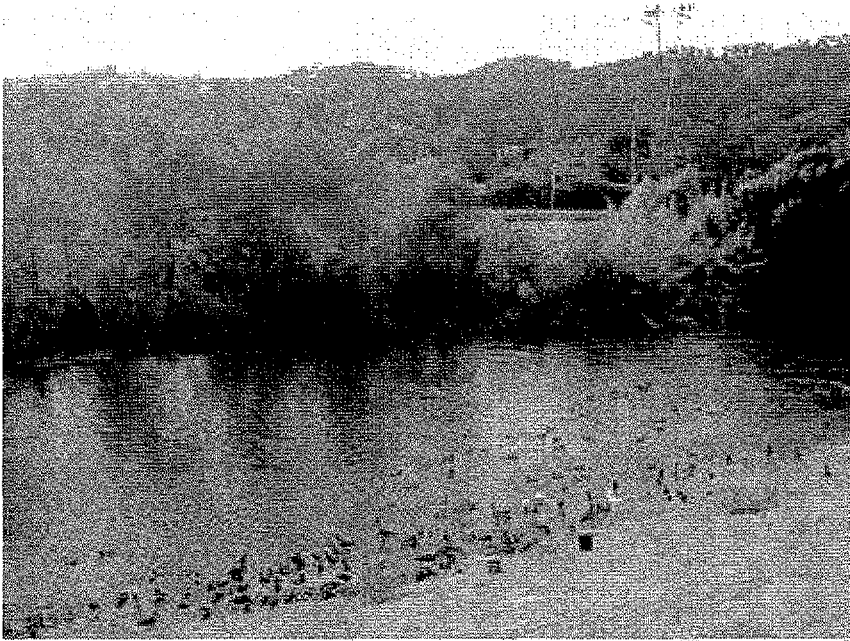
Policy CF.5.78: Require that development be connected to the City's sewer system and ensure that adequate capacity is available for the treatment of generated wastewater flows and the safe disposal of generated sludge.

Policy CF.5.79: Support strict water conservation measures.

Policy CF.5.80: Encourage development projects to incorporate features that reduce on-site wastewater output.

Stormwater Policies

Policy CF.5.81: Provide a storm drainage system that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.



Policy CF.5.82: Encourage the use of permeable materials for the paving of sidewalks and driveways, when feasible.

Policy CF.5.83: Promote watershed management policies that integrate flood protection with water conservation, improvement in the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

Solid Waste Policies

Policy CF.5.84: Provide a cost-effective and environmentally sound solid waste management system that protects public health, safety, and natural resources.

Policy CF.5.85: Promote recycling and waste reduction. Support recycling centers that transform waste disposal into resource recovery and economic development opportunities.

Policy CF.5.86: Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping.

Energy (Power) Policies

Policy CF.5.87: Provide an adequate, reliable and safe supply of electrical energy to support existing and future land uses within the City.

Policy CF.5.88: Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to encourage energy-efficient practices and technology.

Policy CF.5.89: Work with LADWP to expand, upgrade or improve local distribution lines within the community plan area, where necessary, to accommodate demand for energy.

Policy CF.5.90: Support the construction of well-designed power system facilities, including receiving and distributing stations, so that they are compatible with their surroundings.

Policy CF.5.91: Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases, and increase the reliability of the power supply.

Policy CF.5.92: Support the offering of incentives to property owners and developers for the use of building designs and/or energy-efficient systems in new residential, commercial and industrial developments that exceed existing State of California Energy Code standards.

DRAFT



Implementing, Monitoring and Amending the Community Plan

The Hollywood Community Plan is a comprehensive and long-range document adopted to express a vision for the future and to guide how that vision is implemented through private and public development. The Community Plan defines policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts. In addition, implementation of many of the policies may require joint actions with external governmental agencies, such as the California Department of Transportation, the school districts, water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), and others.

A variety of ordinances, programs, and decisions made by the City with regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decision makers, such as hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when writing findings on land use decisions.

Contents of the Community Plan

The key components of the Community Plan are a land use map and the Plan text. The Land Use Map's legend displays the range of zones which are permitted within each category and sub-category of Planned Land Use or Land Use Designation. The categories of Planned Land Use include: Residential, Commercial, Industrial, Open Space and Public Facilities. Zones which are more permissive than the ones listed within each sub-category of Planned Land Use are not allowed, however, zones which are more restrictive than those listed within each sub-category of Planned Land Use are permitted.

Restrictions on allowed densities, building envelopes and building intensities are recorded in the Community Plan text, Plan footnotes, Zones, Qualifying (Q) Conditions, Development (D) Restrictions, adopted Specific Plans and Overlays, and other implementation tools for certain subareas within the Community Plan area. The Plan text also contains policy language, such as traffic mitigation measures or design standards, which is used by decisionmakers to guide the writing of findings.

Implementation

The land use policy set forth within the Community Plan is implemented through decisions made by the City with regard to discretionary and non-discretionary building projects. City actions on discretionary projects which involve land use require a finding that the action is consistent or in conformance with the Land Use Element of the General Plan or the Community Plan. City decisionmakers, such as hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when writing findings on land use decisions.

Implementation tools include the following:

Zones establish permitted uses and how many dwelling units may be constructed on a lot and within a geographic area. Allowed density is calculated by requirements for Minimum Area Per Lot and Minimum Area Per Dwelling Unit. Residential densities range from a minimum density of 40,000 sq. ft. of lot area per dwelling unit to a maximum density of 200 sq. ft. of lot area per dwelling unit.

Land Use Designations are categories of permitted zones which express the Plan's vision for permitted uses and densities.

Height Districts, measured by allowed Floor Area Ratio (FAR), specify the size of the allowed building envelope or the ratio of allowed square footage to buildable lot. This measure of building intensity ranges from a low of FAR 1.5:1 in Height District 1 to a high of FAR 13:1 in Height District 4.

Qualifying Conditions (Qs) are conditions attached to zones on certain parcels which limit the uses or density normally permitted within the zone.

Development Limitations (Ds) are restrictions attached to height districts which typically limit permitted height or Floor Area Ratio.

Community Design Overlay Districts (CDO)

A CDO is a tool used for a geographically distinct commercial area to improve and/or preserve the quality of building and site design through the application of Design Guidelines and Standards. Design Guidelines and Standards, developed for each CDO, provide guidance in the design of buildings by offering standards for physical elements such as color, materials, landscape, façade, and wall treatments and site orientation.

Historic Preservation Overlay Zones (HPOZ)

A HPOZ is a zoning ordinance for a specified geographic area containing structures, landscape, natural features, or sites with historic, architectural cultural or aesthetic significance. The intent of an HPOZ is to protect and enhance the use of structures, features, site and areas that are reminders of the City's history or which are unique and irreplaceable assets to the City and its neighborhoods or which are worthy examples of past architectural styles.

Hollywood's HPOZs include: Melrose Hills, Whitley Heights, Spaulding Square and a portion of Hancock Park.

Streetscape Plans

A streetscape plan is a policy document for a specified area which provides guidance for public improvement projects in the public right-of-way. The intent of a streetscape plan is to create a pedestrian-friendly environment and enhance the identity of an area through the application of standards which address streetscape elements such landscape, street lighting, public art, street furniture, infrastructure, and signage.

Specific Plans, Supplemental Use Districts and Overlay Districts

Specific Plans, Supplemental Use Districts and Overlays are zoning ordinances which regulate uses as well as design. They tailor the Los Angeles Municipal Code provisions to the specific needs of a geographic area.

Hollywood contains three specific plans (Map 5) – Mulholland Scenic Parkway Specific Plan, Hollywoodland Specific Plan, and the Vermont-Western Station Area Neighborhood Plan. Signage in central Hollywood is regulated by the Hollywood Signage Supplemental Use District.

Updating the Plan: A Process

The State requires that the Community Plan be periodically revised to reflect new conditions, community input and technological advances. It is recommended, but not required, that the City initiate a Community Plan Update every five years.

The publicly-initiated process of updating the Community Plan is informed by the General Plan Framework, one of the General Plan's elements which outlines the growth strategy for the entire City, the expressed opinions of members of the community, coordination with other City departments and the professional recommendations of Planning staff. The Community Plan is also revised through on-going Periodic Plan Review which occurs throughout the year in response to privately-initiated requests.

Amendments

Although the vision remains constant, the means of its achievement are more subject to changing demographics, technologies, economics, and federal and state laws. As such, the Hollywood Community Plan must be a flexible document, allowing for changes that ultimately assist in enhancing and implementing the

vision. Too many, too frequent, or inappropriate changes, however, can diminish the expressed vision, and sidetrack its implementation. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur. This process will ensure that all proposed amendments are reviewed for internal consistency with the vision, values and goals of the Hollywood Community Plan.

Most amendments propose a change in the land use designation for a particular property. Policy and text amendments also may occur. The process to amend the Community Plan requires Planning Director, City Planning Commission, or City Council initiation before the plan amendment process and accompanying project may actually proceed. The Planning Department completes an analysis and develops a staff report and recommendation on all proposed amendments.

The staff report and recommendation are presented to the City Planning Commission at a public hearing. In addition, the staff report and recommendation are given to the Mayor. The City Planning Commission and Mayor make a recommendation.

After receiving recommendations from the City Planning Commission and Mayor, the City Council conducts a public meeting before taking action on the proposed amendment. When approving an amendment the City Council shall make findings showing that the action is consistent with the General Plan.

Although applicants have the right to submit amendment requests to the City, not all requests merit study and consideration by City staff and the decision-makers. The amendment process allows for the City to deny a proposed amendment if it is clearly inconsistent with the major goals and policies of the Community Plan.

Implementation Programs

Some recommendations of the Hollywood Community Plan are enacted concurrently with adoption of the Plan. These include modified street standards, plan amendments and footnotes, zone changes (including the removal of, addition to or change in qualifying conditions), and height district changes (including the removal of, addition to or change in development limitations). A summary of these recommendations is presented in Table 6-1.

Detailed information on recommendations enacted concurrent with Plan adoption can be found in the following documents:

Matrix of Existing, Planned and Proposed Land Use for the Hollywood Community Plan Update "Q" Condition and "D" Development Limitation Appendix

Land Use and Zone Change Map

Modified Street Standards

The Matrix of Existing, Planned and Proposed Land Use, the "Q" Condition and "D" Development Limitation Appendix, and the Land Use and Zone Change Map, along with a Staff Report, can be found in Case File CPC-1997-43-CPU. Detailed information on the Modified Street Standards can be found in the case file.

Long range programs are programs which will be adopted incrementally as funding sources become available. They are listed in Table 6-2, Long Range Implementation Programs.

TABLE 6.1

Plan Recommendations Enacted Concurrently with Plan Adoption

Policy	Action Item	Responsible Parties
LU.1.2	Prohibit all residential uses in the MR1 zones, except for accessory residential uses.	DCP
LU.1.4	Maintain the Vermont-Western Station Neighborhood Area Plan (SNAP – Map 4), a transit-oriented plan in East Hollywood which encourages growth around Metro Rail stations and protects residential neighborhoods.	DCP
LU.1.6	Maintain appropriate General Plan Land Use and zoning in existing historic districts which are either listed in, or are eligible to be listed in the National Register of Historic Resources (Map 16). Promote infill development that matches the scale of historic resources with each district, including the following: Afton Square, Selma-Labaig and Serrano Historic Districts (Map 16).	DCP
LU.1.7	Maintain height limitation on commercial zones which border recognized historic neighborhoods (Map 17). Encourage the design of new buildings that respect and complement the character of adjacent historic neighborhoods.	DCP
LU.1.11	Protect identified historic buildings which are located within Floor Area Ratio (FAR) Incentive Areas. Establish zoning which conditions utilization of Floor Area Ratio Incentives upon conformance with the Secretary of the Interior Standards for Rehabilitation.	DCP
LU.1.19	Support design standards to achieve transition in scale where neighborhoods planned for multifamily residential uses abut neighborhoods planned for single family residential uses (Map 19).	DCP
LU.2.2	Utilize floor area ratio bonuses to incentivize commercial and residential growth in the Regional Center (Map 24).	DCP

TABLE 6.1

Plan Recommendations Enacted Concurrently with Plan Adoption

Policy	Action Item	Responsible Parties
LU.2.3	Provide opportunities for commercial office and residential development within downtown Hollywood by extending the Regional Center land use designation to include Hollywood Boulevard and Sunset Boulevards, between Gower and the 101 Freeway (Map 24).	DCP
LU.2.8	Support design standards that utilize existing alleys to reinforce pedestrian character, walkability, and bikeability in multifamily residential neighborhoods (Map 27). Encourage use of rear alleys for access to parking areas.	DCP
LU.2.10	Use planning tools to encourage a balance of jobs and housing growth in the Regional Center. Limit stand-alone residential development in Floor Area Ratio (FAR) Incentive Areas (Map 24).	DCP
LU.2.11	Support provision of minimum Floor Area Ratios in Mixed-Use Incentive Areas consistent with Map 24.	DCP
LU.2.13	Utilize higher Floor Area Ratios to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid bus or 24-hour buslines (Map 28).	DCP
LU.2.23	Direct multifamily housing growth to neighborhoods designated as High Medium Residential (Map 29). Restore citywide standards for High Medium Residential density in areas which are designated as High Medium Residential.	DCP
LU.2.24	Provide incentives for development of retail and office commercial uses along commercial corridors. Restore citywide standards for Floor Area Ratio in Height District 1 along commercial corridors.	DCP
LU.2.28	Provide incentives for mixed-use development which incorporates and maintains targeted industrial uses in specific hybrid industrial zones and industrial opportunity areas.	DCP
LU.2.29	The Plan supports consideration of Floor Area Ratios up to 3:1 in the Media District on a discretionary, case by case basis for well-planned, media-related industrial uses (Map 31).	DCP
LU.3.1	Widen sidewalks to a minimum of 15 feet, or maintain existing sidewalk widths of 15 feet, along major and secondary highways with high levels of pedestrian traffic. Support the adoption of Modified Street Standards (Map 32) for the sake of preserving sidewalks which are already wide (15 feet or wider) and widening sidewalks which are narrow (less than 15 feet).	DCP

TABLE 6.1

Plan Recommendations Enacted Concurrently with Plan Adoption

Policy	Action Item	Responsible Parties
M.1.44	<p>Amend the Bicycle Plan to designate the following street segments as Class III bike routes upon adoption of the Hollywood Community Plan and Class II bike lanes when full improvement is achieved (Map 12):</p> <ul style="list-style-type: none"> • Fountain Avenue between La Brea Avenue and Sunset Boulevard • Fairfax Avenue between Hollywood Boulevard and Fountain Avenue • Fairfax Avenue between Willoughby Avenue and Melrose Avenue 	DCP, Department of Transportation
M.1.47	<p>Identify and study identified potential bike corridors.</p> <ul style="list-style-type: none"> • Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue • Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue • Fairfax Avenue between Melrose Avenue and Rosewood Avenue • Highland Avenue between Barham Boulevard and Rosewood Avenue • Bronson Avenue between Franklin Avenue and Santa Monica Boulevard • Edgemont Street between Franklin Avenue and Melrose Avenue • Virgil Avenue between Los Feliz Avenue and Melrose Avenue • US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard • Virgil Avenue between Los Feliz and Sunset Boulevard • Hillhurst Avenue between Sunset Boulevard and Melrose Avenue • Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard • Wilton Place between Franklin Avenue and Melrose Avenue • Vine Street between Melrose Avenue and Franklin Avenue • La Brea Avenue between Franklin Avenue and Rosewood Avenue • Orange Drive between Rosewood Avenue and Franklin Avenue • Las Palmas Avenue between Waring Avenue and Selma Avenue • June Street between Waring Avenue and Rosewood Avenue • Gower Avenue between Melrose Avenue and Fountain Avenue • Van Ness Avenue between Sunset Boulevard and Melrose Avenue • Oxford Street between Melrose Avenue and Romaine Street • Heliotrope Drive between Rosewood Avenue and Los Feliz Boulevard • Hoover Street between Santa Monica Boulevard and Melrose Avenue • Santa Monica between Sunset Boulevard and La Brea Avenue • Franklin Avenue between La Brea Avenue and Vermont Avenue • Los Feliz Boulevard between Western Avenue and Riverside Drive • Cahuenga Boulevard between Burham Boulevard and Highland Avenue • Burham Boulevard between Cahuenga Boulevard and Forest Lawn Drive • Waring Avenue between La Cienega and Gower Avenue • Rosewood between La Cienega Boulevard and June Street • Rowena Avenue between Hyperion Avenue and Glendale Boulevard • Finley Avenue between Edgemont Street and Talmadge Street • Tracy Street between Talmadge Street and Hyperion Avenue • Rowena Avenue between Hyperion Avenue and St. George Street • St. George Street between Rowena Avenue and Franklin Avenue • Franklin Avenue between St. George Street and Vermont • Finley Avenue between Talmadge Street and Edgemont Street 	DCP, Department of Transportation

TABLE 6.2

Long Range Implementation Programs

Policy	Action Item	Responsible Parties
LU.1.5.1	Develop a historic preservation district or districts in Los Feliz, including the Hollywood Grove neighborhood, with community involvement and support (Map 15).	DCP
LU.1.5.2	Develop a historic preservation district in Sunset Square (Map 15) with community involvement and support.	DCP
LU.1.5.3	Study the historic resources in neighborhoods surrounding the Melrose Hill HPOZ (Map 15).	DCP
LU.1.5.4	Study the garden apartments in the block bounded by Prospect Avenue on the north, Rodney Drive on the west, Lyman Place on the east, and the alley north of Hollywood Boulevard on the south for potential historic significance.	DCP
LU.1.13.1	Work with the Bureau of Engineering to establish a Treatment Plan to guide future rehabilitation work affecting the Hollywood Walk of Fame (Map 18).	DCP, Dept. of Public Works
LU.1.21.1	Develop an implementing ordinance to limit paving in the front of residential structures to the paving required by LAMC driveway regulations only.	DCP
LU.1.24.1	Conduct a study of the alleys in the Regional Center (Map 20) as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	DCP
LU.1.25.1	Prepare an Alley Maintenance Plan for the alleys located behind the commercial uses along Melrose Avenue between Fairfax and La Brea Avenues.	DCP
LU.1.26.1	Create design guidelines for commercial uses along Melrose Avenue between Fairfax and La Brea Avenues (Map 21) to maintain and improve the pedestrian-oriented scale and character.	DCP
LU.1.27.1	Establish design guidelines for commercial uses on Hillhurst Avenue between Franklin and Los Feliz Avenues (Map 22) to complement design guidelines of the adjacent Vermont-Western Station Neighborhood Area Specific Plan (SNAP).	DCP

TABLE 6.2

Long Range Implementation Programs

Policy	Action Item	Responsible Parties
LU.1.29.1	Study hillside neighborhoods, including the Laurel Canyon Neighborhood, to protect single family neighborhoods in the hillsides from out-of-scale "mansionized" development.	DCP
LU.1.34.1	Consider the possible extension of Granito Drive westward to Prospect Drive and Laurel Canyon Boulevard as part of future relevant subdivision requests.	DCP
LU.2.27.1	Establish standards to regulate lighting intensity and brightness for all digital or electronic signage in Hollywood.	DCP
LU.2.28.1	Establish new zoning districts that encourage a mix of industrial uses with commercial or residential uses around the perimeter of industrial districts, where appropriate (Map 30).	DCP
LU.3.18.1	Develop Streetscape Plans (Maps 33 and 34) for the following streets segments: Hollywood Boulevard between Gower Avenue and the 101 Freeway, Western Avenue between Franklin Avenue and Melrose Avenue, Santa Monica Boulevard between Vine Street and the 101 Freeway, Cahuenga Boulevard between Hollywood and Sunset Boulevards, and La Brea Avenue between Franklin and Rosewood Avenues.	DCP, Dept. of Public Works
LU.4.1.1	Conduct a nexus study to determine the impact of future commercial and multifamily residential development on the need for open space in Hollywood, and develop community-wide mitigations funded by impact fees.	DCP
LU.5.26.1	Review current zoning and building codes to minimize climate change impact.	DCP
M.1.1.1	Conduct a nexus study to determine the impact of future development on traffic in Hollywood, and develop community-wide mitigations funded by impact fees.	DCP
M.1.56.1	Initiate a study of ways to fund transportation demand management programs, such as a Traffic Impact Fee, tax increments, bonds, grants, benefit assessment districts, and other financing measures.	DCP
M.1.56.2	Develop grant-writing capacity within the Department of City Planning to seek funding sources for mobility options contained within the Mobility Plan.	DCP

TABLE 6.2

Long Range Implementation Programs

Policy	Action Item	Responsible Parties
M.1.87.1	Study cut-through traffic in the area bounded by Hollywood Boulevard on the north, La Brea Avenue on the east, Fountain Avenue on the south, Fairfax Avenue on the west, and the area bounded by Hollywood Boulevard on the north, Fairfax Avenue on the east, Sunset Boulevard on the south, Laurel Canyon Boulevard on the west and prepare a neighborhood traffic management plan, pending results of study.	DCP, Dept. of Transportation
M.1.87.2	Consider the implementation of Neighborhood Traffic Management Plans along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets: <ul style="list-style-type: none"> • Franklin Avenue and Hollywood Boulevard • Sunset and Hollywood Boulevards • Sunset and Santa Monica Boulevards • Santa Monica Boulevard and Melrose Avenue • Franklin Avenue and Mulholland Drive 	DCP, Dept. of Transportation
M.1.88.1	Work with the Department of Transportation to design routes for valet parkers which minimize traffic impacts on residential neighborhoods.	DCP, Dept. of Transportation

Potential Funding Sources for Long Range Implementation Programs

Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Each one of these most likely funding sources are discussed in detail below.

Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
Quimby Fees Development Impact Fees Permit and Application Fees Regulatory Fees Property Assessments <ul style="list-style-type: none"> • Benefit Assessment District • Business Improvement District • Vehicle Parking District 	Special taxes such as Mello-Roos Community Facilities Districts Taxes for mobility improvements which are allocated by Metro's Call for Projects: <ul style="list-style-type: none"> • Proposition A sales tax • Proposition C sales tax • State retail sales tax • State motor vehicle fuel tax • Federal gas tax
Bonds	Public Revenue Funds
Tax allocation bonds issued by the Community Redevelopment Agency Proposition 1B state bonds	City's General Fund LADOT Operating Budget City Capital Improvement Program Caltrans Capital Improvement Fund Special Parking Revenue Fund
User Fees	Other Federal and State Funds

Development Impact Fee

A development impact fee is a fee charged to a developer to recover that portion of the cost of added infrastructure and public facilities that will be required by the developer's project. Impact fees can only be used for infrastructure and public facilities, no maintenance or operations, and cannot pay for existing deficiencies. The adoption of a development impact fee requires a needs assessment study to provide the foundation and rational nexus for assessing and collecting the fee. Collection of impact fees occurs as a one-time charge to the developer.

In the City of Los Angeles development impact fees are typically imposed through the adoption of a Specific Plan which defines the geography of fee collection and the purposes for which the fee will be spent. For example, the West Los Angeles Transportation Improvement and Mitigation Specific Plan was implemented to provide a mechanism to fund specific transportation improvements to address transportation impacts generated by projected new development within the West Los Angeles Transportation Improvement and Mitigation Specific Plan Area.

Tax Allocation Bonds

Tax allocation bonds are bonds issued by the Community Redevelopment Agency against future property tax "increments" generated within defined redevelopment areas. In Redevelopment Project Areas, the tax base is frozen at the time the Redevelopment Plan is adopted and the increment of taxes above this base level is allocated for capital improvements and other programs to achieve the goals of the Redevelopment Plan. Also known as "tax increment financing", this method of public finance enables cities to divert property tax revenues to finance various projects within Redevelopment Areas.

The theory behind tax increment financing is that without redevelopment activities property revenues would not increase, therefore the redevelopment agency is entitled to receive the tax increment. The Community Redevelopment Agency uses tax increments to finance a wide variety of projects, including low-income and market-rate housing, historic preservation, urban design guidelines, streetscapes and mobility improvements.

Metro's Call for Projects

The Los Angeles County Metropolitan Transportation Authority (Metro) is the designated Regional Transportation Planning Agency (RTPA) for Los Angeles County. As the Regional Transportation Planning Agency Metro is authorized to program to itself and other agencies regional transportation funds for specific projects or functions within a given timeframe. Regional transportation funds include a variety of federal, state and local revenues. The primary sources of Countywide transportation funds are local sales taxes, a portion of the 18-cents per gallon state gasoline tax, a portion of the 18.4-cents per gallon federal gasoline tax, and the California sales tax on motor vehicle fuel.

Every two years Metro initiates a competitive grant process, referred to as the Call for Projects, for programming, or allocating, regional transportation funds. The four project categories which are considered by the Call for Projects include: Regional Surface Transportation Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management and Transit Enhancements. City of Los Angeles submittals are coordinated by the Los Angeles Department of Transportation.

Assessment Districts and Business Improvement Districts

Assessment Districts

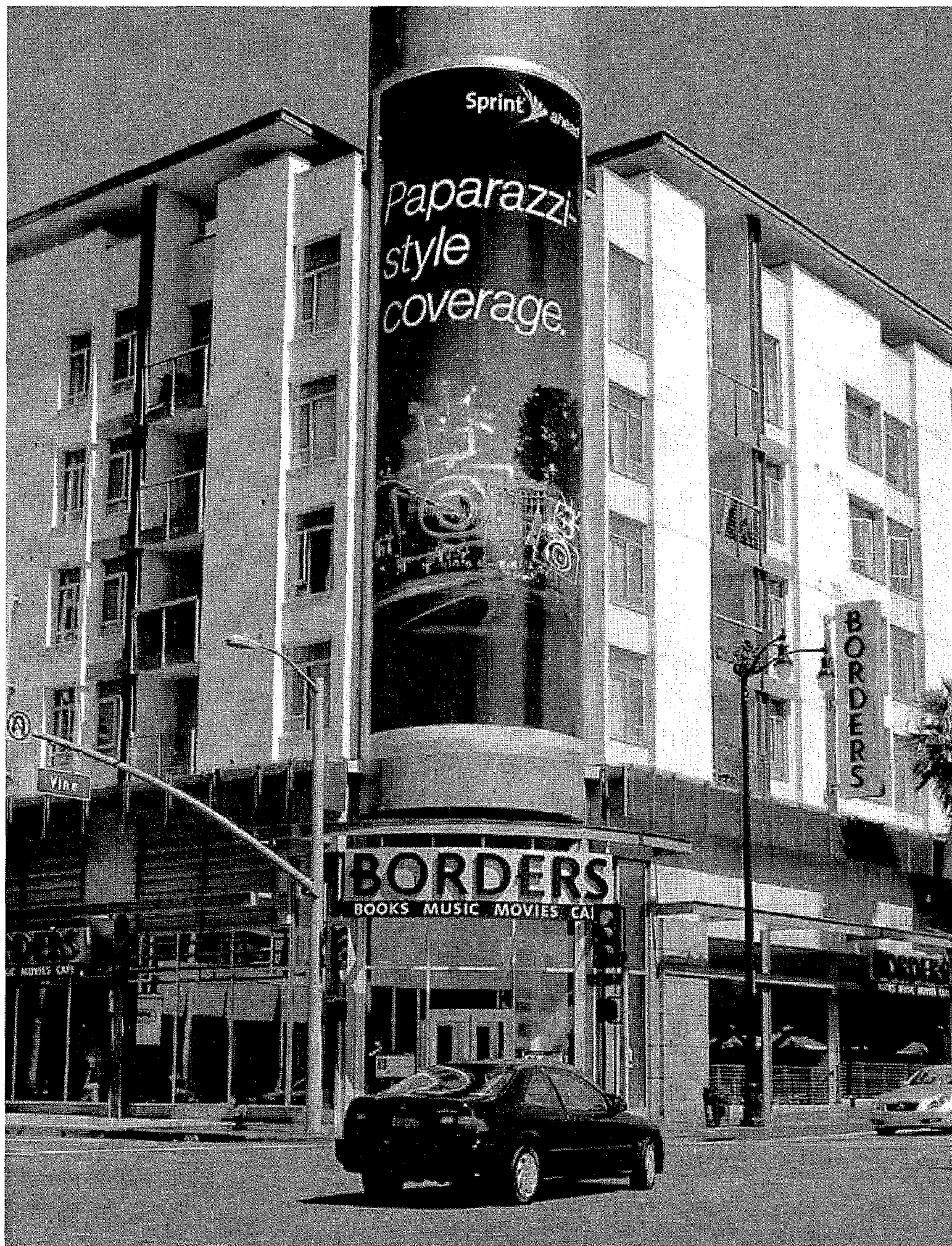
Assessment Districts are used by local government to pay the costs of providing a service to a particular community. Unlike property taxes, benefit assessments are not based on property value. Instead, each parcel in the service area is assessed according to a benefit formula and to the specific benefit it receives. The charge is calculated based on the formula and placed on the county property tax bill.

Assessment Districts are approved by a majority vote of property owners within the Districts. Ballots are weighted according to the proportional financial obligation of the affected property. Once an Assessment District is created it may be repealed by popular initiative.

One type of Assessment District is a Vehicle Parking District. This type of Assessment District is used by local government to finance the costs of building and operating public parking facilities. Many of the public parking facilities operated by Los Angeles Department of Transportation were originally funded by Vehicle Parking District assessments.

Business Improvement Districts (BIDs)

Business Improvement Districts (BIDs) are Assessment Districts composed of property owners who own businesses within defined areas. A Business Improvement District assesses businesses within the District to pay for such programs as security patrols and streetscape improvements which benefit all businesses within the District.



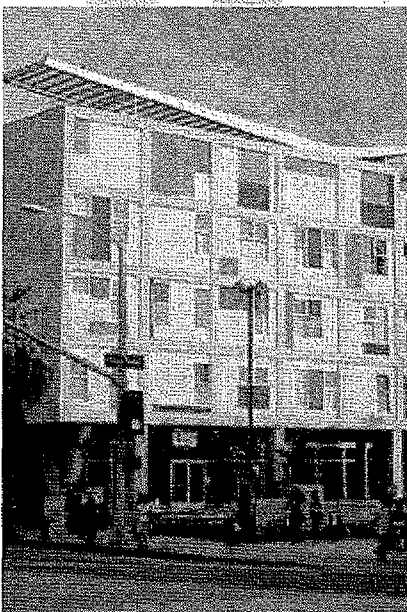
Urban Design Guidelines



The purpose of this chapter is to implement policies and urban design guidelines for Hollywood. Hollywood has a rich cultural and architectural history with many world-famous icons. This physical image is a reflection of the region's history, climate, prosperity, and culture. In addition, the Plan Area contains diverse neighborhoods and districts, a mix of land uses and a range of densities and development: hillside neighborhoods, historic neighborhoods and buildings, small commercial areas, large and complex commercial, mixed use and entertainment centers; film and media studios and institutional districts that serve an equally diverse population.

Hollywood is linked to the Central City and the region by subway, affording greater mobility, access and an alternative to the car. The districts surrounding the Red Line stations are most intensely planned and zoned, reflecting a closer link between fixed rail and land use. These urban design guidelines will further the Hollywood legacy by guiding future development with consistent standards applied throughout the Plan Area.

Relationship to Other Plans in Hollywood



The policies found within this chapter establish baseline design guidelines for Hollywood. They don't replace standards adopted by City Council for specific neighborhoods in Hollywood: Transit Oriented Districts (TODs), Station Area Neighborhood Plans (SNAPs), Community Design Overlay Districts (CDOs), Historic Preservation Overlay Zones (HPOZs) and Specific Plans.

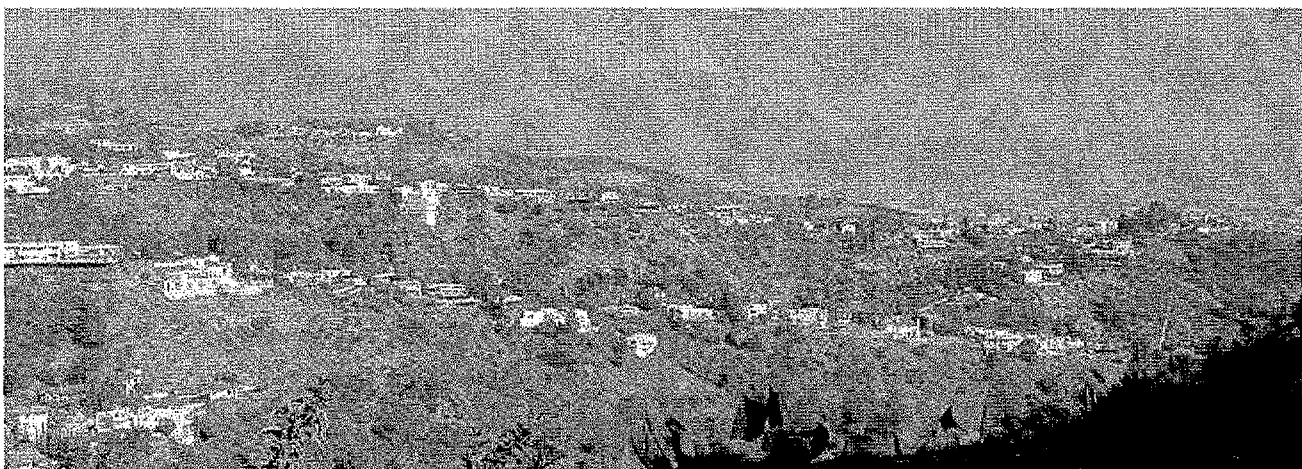
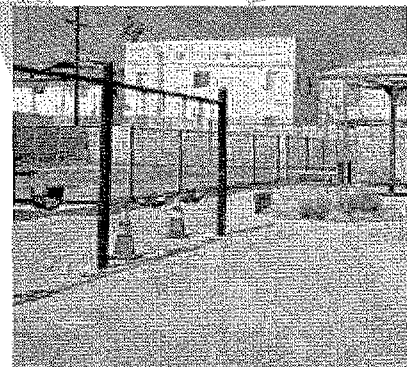
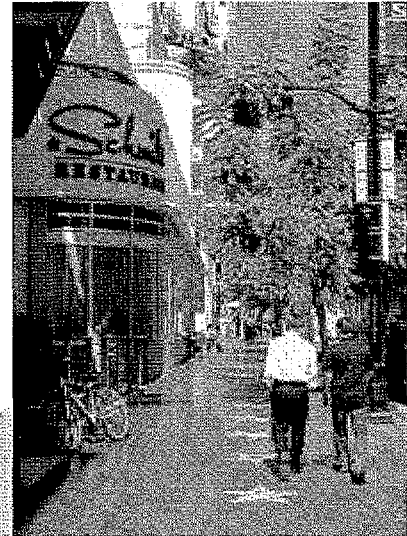
Depending on the lead agency, some of these Plans and Programs may be adopted and implemented within the Hollywood Community Plan but must remain consistent with the Plan policies contained herein. The Department of City Planning exercises discretionary review for projects located within the adopted boundaries of each plan. Specific design districts are a useful planning tool in areas with specific planning issues. However, these planning tools are not suitable for the entire Hollywood community plan area due to the size and diversity of the neighborhoods within the plan area. Therefore, baseline design standards are needed for the whole of the plan area, based on land uses by utilizing special districts as key examples that will illustrate proposed design principles.

Hollywood Community Urban Design Goals

The goal of urban design guidelines is to guide the physical development of the Hollywood Plan effectively to enhance the experience of all individuals who live, work, or visit by:

1. Implementing the General Plan and the Citywide General Plan Framework.
2. Providing guidance and information on development to decision makers, elected officials, developers, designers, and the general public.
3. Seamlessly integrating a mixture of land uses to create positive visual experiences that attract diverse demographics to the Hollywood Plan area.
4. Creating neighborhoods that promote movement for pedestrians and bicyclists and that place less emphasis on the car.
5. Creating a unique and easily identifiable neighborhood through design concepts, landscaping, and signage.
6. Promote design standards that encourage economic development and tourism.
7. Properly mandate spatial and landscape guidelines to foster safe and inviting neighborhoods.
8. Designing and maintaining landscape standards to create an urban forest, reduce the heat island effect, and promote pedestrian comfort.
9. Promoting tourism and economic vitality.

A walkable community that is safe, aesthetically pleasing, and promotes social and economic vitality may create a community that people can enjoy for years into the future.

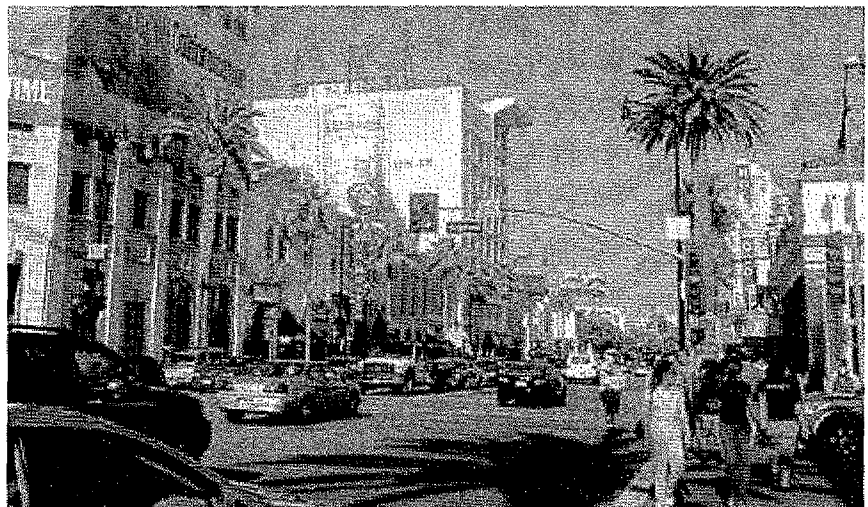


Citywide Urban Design Principles

Compact growth and sustainability are the basis for these guidelines, which set forth in greater detail the following Citywide Principles:

1. Create usable and accessible transit.
2. Reinforce walkability and well-being.
3. Bridge the past to the future.
4. Nurture neighborhood character.
5. Accentuate visual interest.
6. Develop streetscape furnishings.
7. Stimulate sustainability and innovation.
8. Improve equity and opportunity.
9. Generate public open space.
10. Connect neighborhoods, enhance navigation and provide transitions.

Early consultation with Planning staff, including consideration of long-term development maintenance, is one essential way of assuring implementation of these Principles through the urban design guidelines for Hollywood.



Urban Design Guidelines

How to Use These Guidelines

The Urban Design Checklist that follows is organized by main topics. Each topic includes a statement of objectives followed by a list of implementation strategies to be considered for incorporation into the proposed project. Each subsequent guideline has a checklist, which is attached to a type of land use. The general land use categories in this checklist are comprised of single family, industrial, mixed-use, commercial, multi-family, and campus. If a guideline does not have a check box under a specific land use, it is because that guideline does not necessarily apply to that respective land use.

1. Building Orientation	155
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5. Sustainability	173
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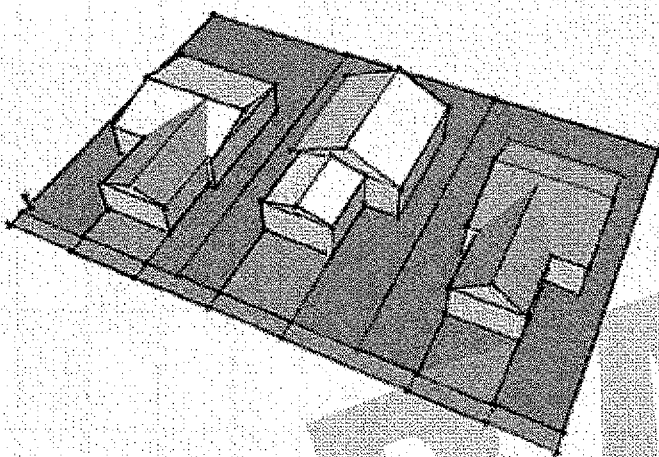
BUILDING ORIENTATION CHECKLIST

OBJECTIVE: Support a quality streetscape by providing cohesive relationships between a building's orientation, site layout, and the public right-of-way.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	The variation of front yard setbacks is encouraged so as to avoid a formal tract home appearance.						
2	A collection of buildings should be placed to frame outdoor places, or arranged to focus on a central public meeting area. Buildings contributing to such a space should be grouped together based on their type of use.						
3	Buildings should be compatible with the existing circulation system in order to create strong edges and transition spaces.						
4	In detached condominiums or small lot subdivisions, the unit closest to the primary street should be oriented towards that street.						
<p>The following guidelines apply to parcels designated a commercial land use and/or front a street designated Major Highway, Secondary Highway, or Collector Street.</p>							
5	Building setback should be consistent with the prevailing front and side yard setbacks, or at the front property line (where possible). Exceptions for public areas include plazas, courtyards, outdoor dining areas, arcades, or other covered walkways.						
6	On corner lots, the primary building entrance should be located at the corner and directly accessible to adjacent sidewalks.						
7	Mixed-use buildings should have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. The residential component of a mixed-used building should have a ground floor pedestrian entrance to the commercial street. A pedestrian entrance to the commercial component should be directly accessible from a public street, and open during the posted normal business hours.						
8	Buildings should be oriented to provide breaks for pedestrian throughways where appropriate. Ideally, clear lines of sight from the front to the rear of the parcel should be placed every 200 linear feet of building frontage.						
9	Project components shall be oriented to place actively and passively utilized outdoor areas as far from the roadway as possible.						

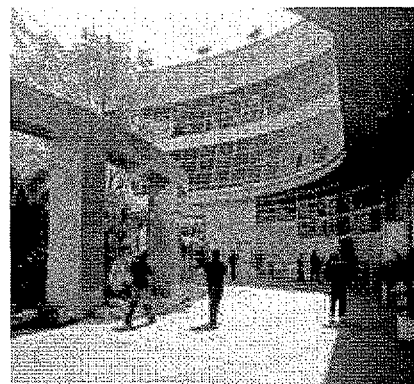
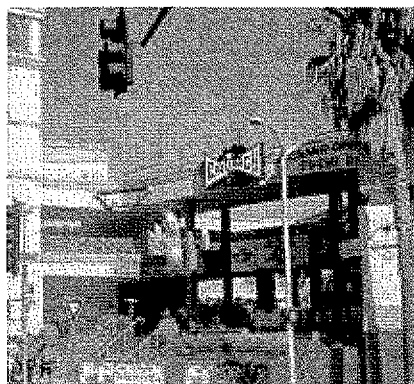
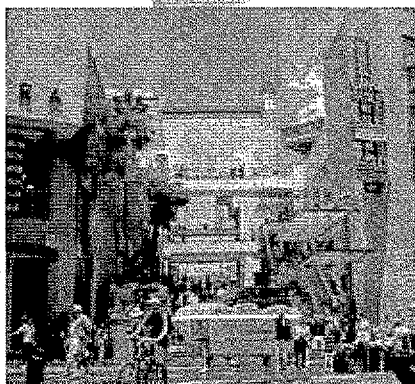
BUILDING ORIENTATION

- 1 The variation of front yard setbacks is encouraged so as to avoid a formal tract home appearance.



Single family neighborhoods should feature a variety of front yard setbacks that slightly deviate to provide an interesting, diverse experience.

- 2 A collection of buildings should be placed to frame outdoor places, or arranged to focus on a central public meeting area. Buildings contributing to such a space should be grouped together based on their type of use.

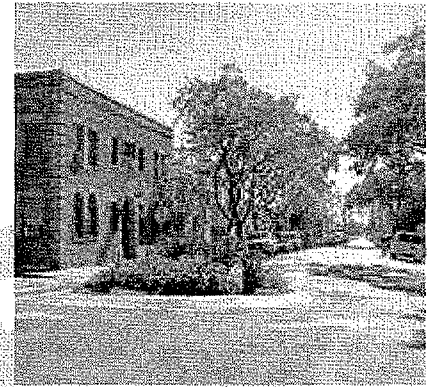


Creative site planning and building design can frame outdoor places, creating a plaza area and a sense of being welcomed into a built environment.

- 3** Buildings should be compatible with the existing circulation system in order to create strong edges and transition spaces.

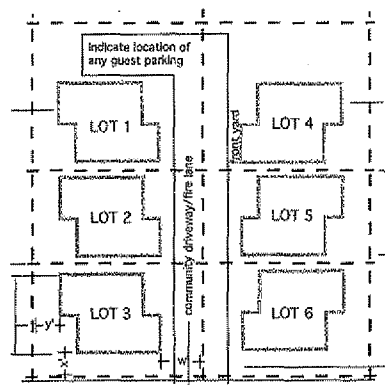


This pocket park fronts a commercial strip even as the street bends, maintaining a consistent store frontage and placing focus on the park.

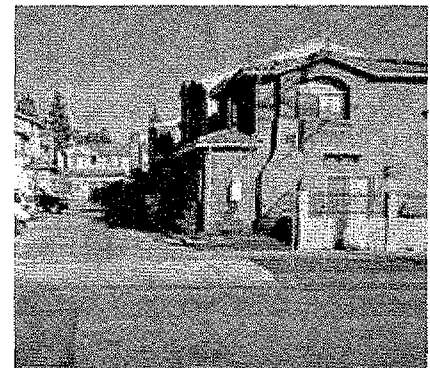


These buildings surrounding this roundabout form a strong edge to this street.

- 4** In detached condominiums or small lot subdivisions, the unit closest to the primary street should be oriented towards that street.



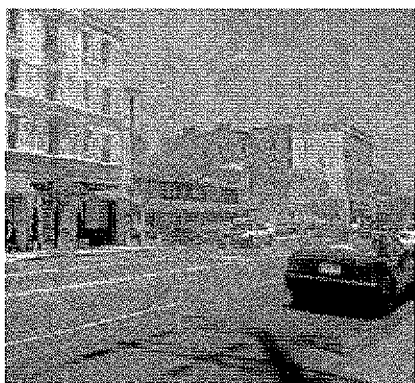
A typical plan for a small lot subdivision features the side of at least one unit facing the street.



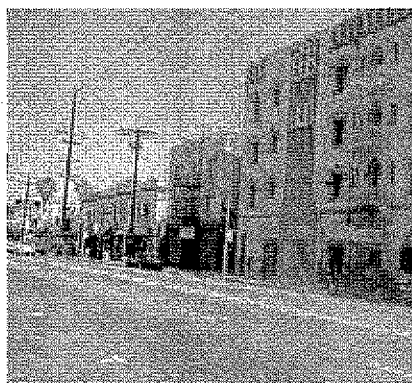
Though the primary entrance does not face the street, street-facing windows and doors give the impression of a single-family residence.

BUILDING ORIENTATION

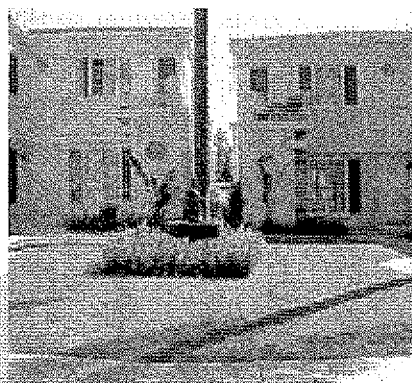
- 5** Building setback should be consistent with the prevailing front and side yard setbacks, or at the front property line (where possible). Exceptions for public areas include plazas, courtyards, outdoor dining areas, arcades, or other covered walkways.



The commercial strip in the middle is flanked on the left and right by buildings fronting the sidewalk. An inconsistent street frontage is discouraged because the pedestrian store frontage is jagged and interrupted.



Consistent setbacks provide for a coherent, uninterrupted street wall in mixed-use and commercial neighborhoods.



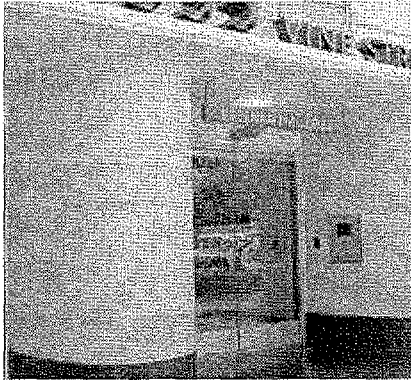
If deviating from prevailing setback, provide open space such as a courtyard or plaza.

- 6** On corner lots, the primary building entrance should be located at the corner and directly accessible to adjacent sidewalks.



Angled entries at intersections are the optimal use for street corners, and maximize visibility by capturing views from multiple directions.

- 7** Mixed-use buildings should have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. A pedestrian entrance to the commercial component should be directly accessible from a public street, and open during the posted normal business hours.



A separate residential entry in mixed-use buildings provides safety for residents and efficient circulation for shoppers.

An entry focused solely on the residential units creates a clear delineation of uses, and therefore the proper amenities for each user.

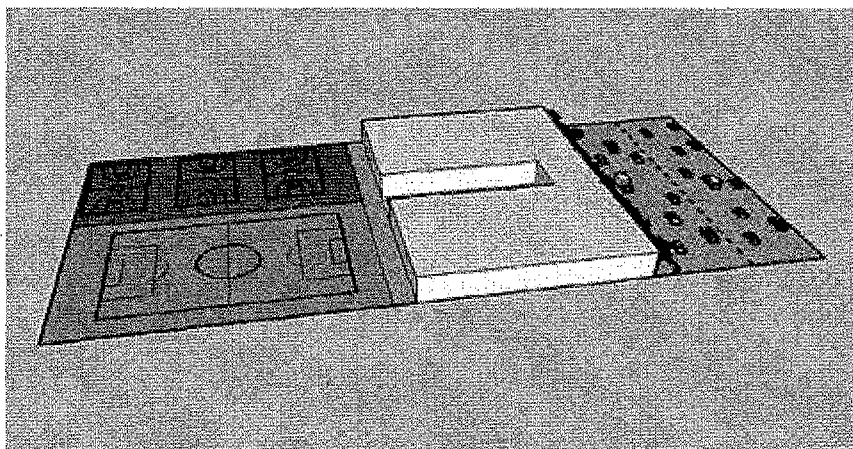
- 8** Buildings should be oriented to provide breaks for pedestrian thoroughways where appropriate. Ideally, clear lines of sight from the front to the rear of the parcel should be placed every 200 linear feet of building frontage.



A well placed pedestrian building break provides a respite from a continual store frontage that is an alternative to a vehicular street. These breaks can be crafted into plazas that have the potential to bring people together.

BUILDING ORIENTATION

- 9** Project components shall be oriented to place actively and passively utilized outdoor areas as far from the roadway as possible.



Active and passive recreation areas should be located as far as possible from nearby freeways.

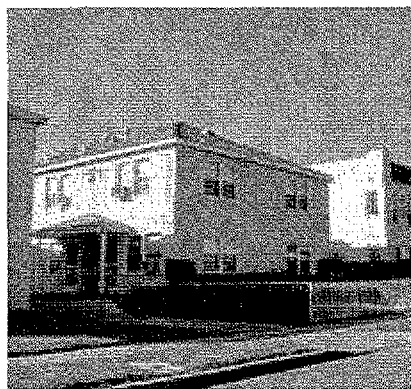
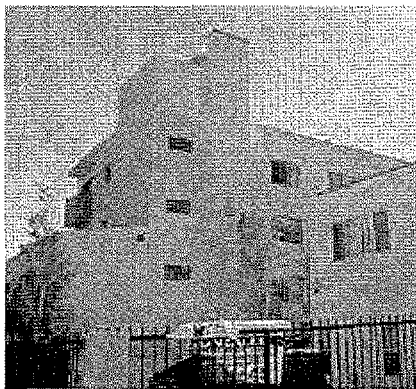
SCALE, HEIGHT AND MASSING CHECKLIST

OBJECTIVE: Enhance neighborhood character through understanding the importance of a structure's physical form, and by complementing the existing built environment.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Height transitions should be utilized when buildings with different heights are adjacent to each other.						
2	Second floor or higher stepbacks should be consistent with prevailing or adjacent buildings.						
3	The terracing of the building, as appropriate to transition from (a) higher intensity uses to lower intensity uses and (b) higher to lower building heights, is encouraged.						
4	To break massing, utilize multiple planes, stepbacks and architectural treatments such as recessed windows, columns, moldings and projections.						

SCALE, HEIGHT AND MASSING

- 1** Height transitions should be utilized when buildings with different heights are adjacent to each other.



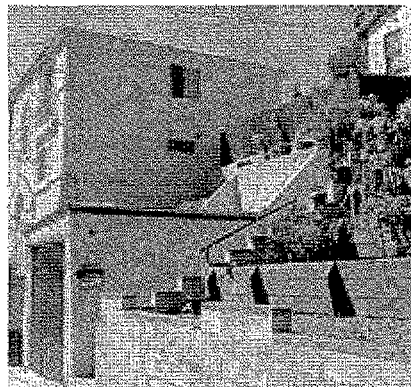
Here, the massing and height are of these multi-family buildings are inconsistent, creating a jagged appearance to the neighborhood.

The heights of these multi-family buildings are consistent with each other.

- 2** Second floor or higher stepbacks should be consistent with prevailing or adjacent buildings.



The height of the stepback on the LA Fitness building does not overpower the historic Cineramadome, to the right.

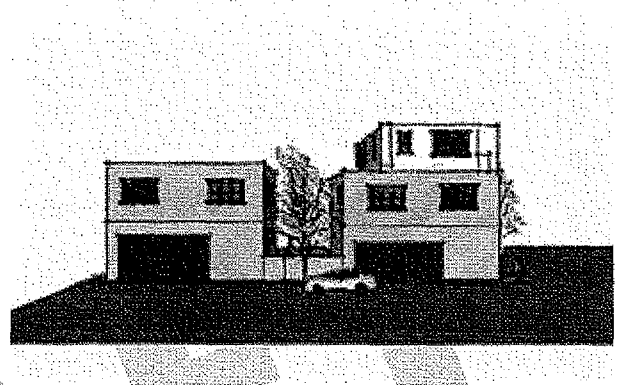


The bulk and stepback of the new home on the left does not match the older home on the right.

- 3** The terracing of the building, as appropriate to transition from a) higher intensity uses to lower intensity uses and b) higher to lower building heights, is encouraged.

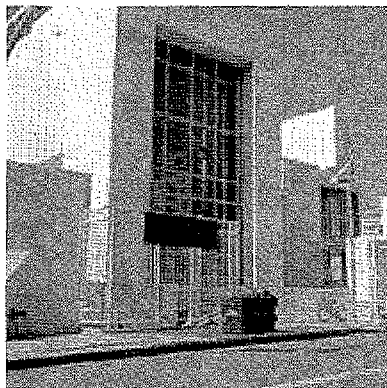


The two-story portion of this building faces a major street, while the one-story section faces a smaller side-street.

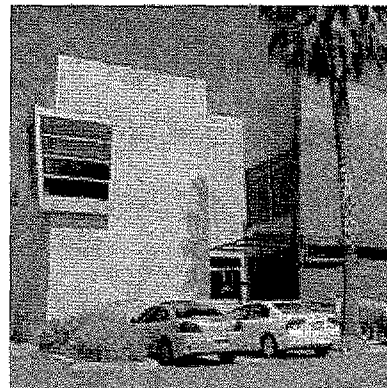


Gradual building transitions are encouraged over abrupt building transitions. Buildings adjacent to each other, but of differing heights should be stepped back to soften the transition.

- 4** To break massing, utilize multiple planes, stepbacks, and architectural treatments such as recessed windows, columns, moldings, and projections.



Creative massing and use of recessed windows is encouraged.



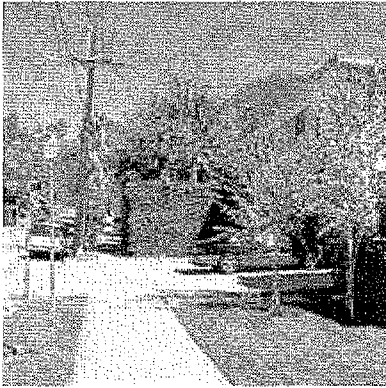
Use of multiple planes and projecting windows provide visual interest.

CIRCULATION, PARKING AND LOADING CHECKLIST

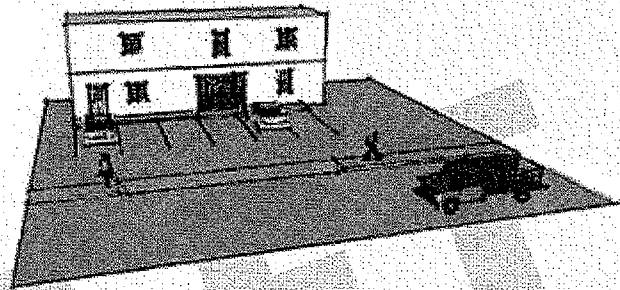
		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Excessively wide driveways should be avoided.						
2	Cars and delivery/service trucks should be provided separate entrances to facilitate circulation.						
3	Detached garages should be placed at the rear of the lot. Utilization of an attached mid-recessed or swing-in garage is acceptable if not visible from the public right-of-way. If an alley is available, a garage shall be accessible from the alley.						
4	Parking structures should be screened from public view, using planted materials or design features. Encourage wrapping parking structures with other uses such as ground floor retail or placing parking underground.						
The following guidelines apply to parcels designated a commercial land use and/or front a street designated Major Highway, Secondary Highway, or Collector Street.							
5	Required parking and loading areas should be located away from primary streets, so as to maintain the street wall for pedestrians. Alley-loading areas are encouraged.						
6	Curb cuts less than 150 feet apart are not encouraged.						
7	Driveways are not encouraged along the primary frontage unless they cannot be practically placed elsewhere.						
8	When necessary, decorative bollards or portable planters should be used to restrict vehicle traffic from the sidewalk.						

CIRCULATION, PARKING AND LOADING

- 1** Excessively wide driveways should be avoided.

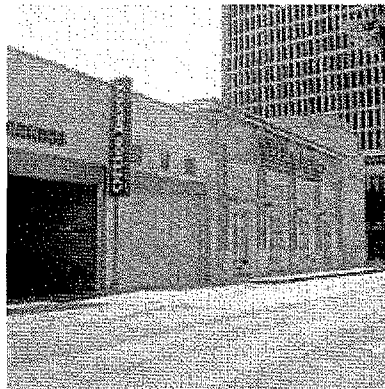
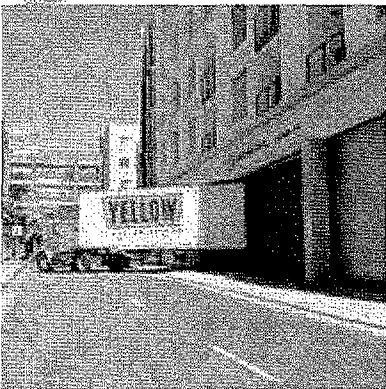


Wide driveways are discouraged because they break the flow of the sidewalk for pedestrians.



Wide driveways also create more potential for people/vehicle conflicts.

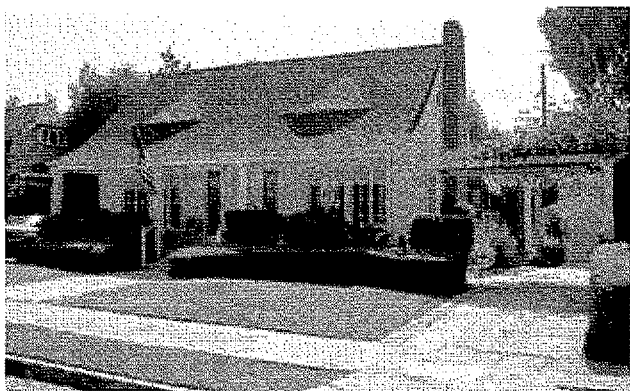
- 2** Cars and delivery/service trucks should be provided separate entrances to facilitate circulation.



Loading areas to the rear save the front and side façades for an attractive store frontage and prevents any interruption to the pedestrian experience.

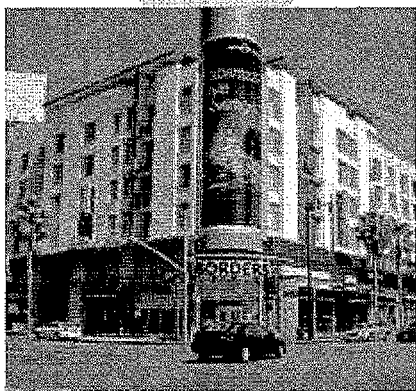
CIRCULATION, PARKING AND LOADING

- 3** Detached garages should be placed at the rear of the lot. Utilization of an attached mid-recessed or swing-in garage is acceptable if not visible from the public right-of-way. If an alley is available, a garage shall be accessible from the alley.

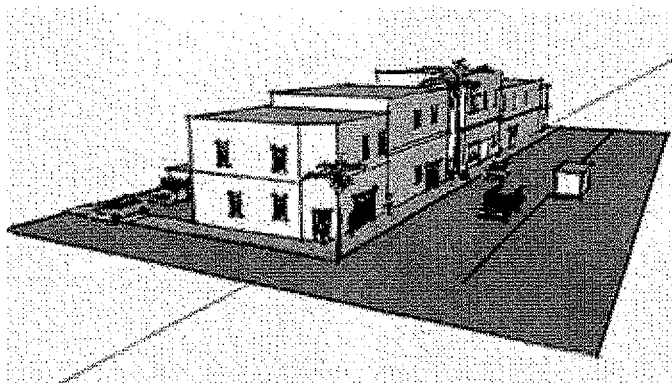


A recessed garage places the focus on the architecture of the house itself.

- 4** Required parking and loading areas should be located away from primary streets, so as to maintain the street wall for pedestrians. Alley-loading areas are encouraged.

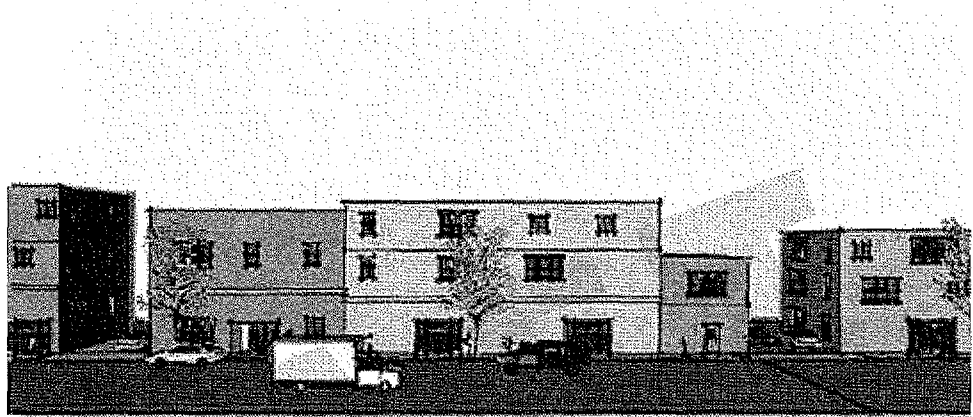


Parking for this mixed-use building is accessed from a smaller side-street, allowing the primary street wall to be maintained.



Maintaining the primary frontage for pedestrians promotes a free, steady flow of foot traffic on the sidewalk without any interruption by vehicles.

- 5** Curb cuts less than 150 feet apart are not encouraged.



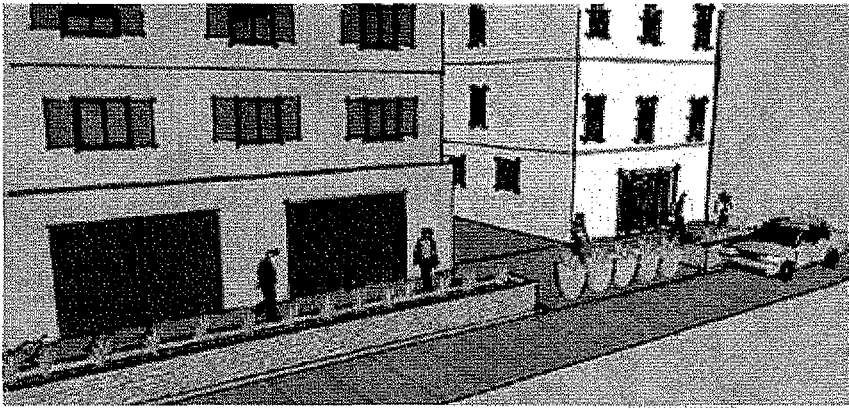
Driveways should also be spaced at a distance far apart enough so that it does not impede or interrupt the flow of pedestrians. At a minimum, driveways should not be spaced less than 150' apart to ensure an interrupted flow of pedestrian traffic.

- 6** Driveways are not encouraged along the primary frontage unless they cannot be practically placed elsewhere.

PHOTO NEEDED

CIRCULATION, PARKING AND LOADING

- 7** When necessary, decorative bollards or portable planters should be used to restrict vehicle traffic from the sidewalk.



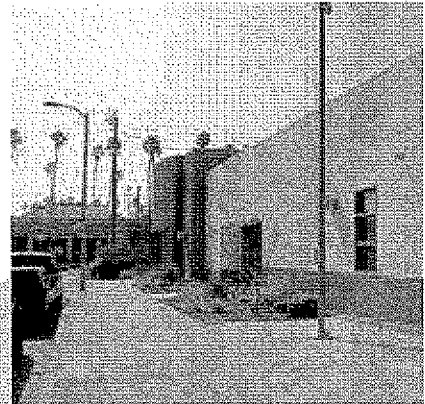
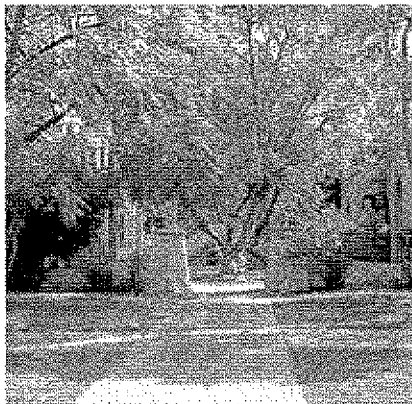
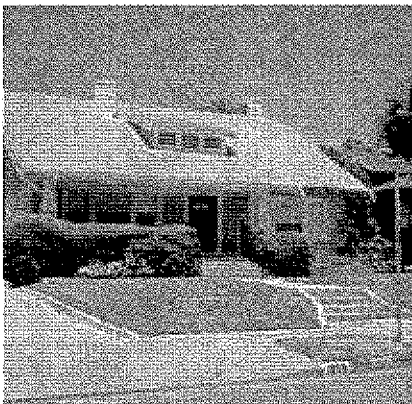
PEDESTRIAN AMENITIES CHECKLIST

OBJECTIVE: Provide a sense of accessibility and safety to all pedestrians by providing clear connections between origin and destination.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Walkways should be provided from entry to sidewalk; paving materials and color should be consistent with the surrounding neighborhood.						
2	Encourage clear and exclusive pedestrian, public transit, and bicycle linkages between separate land uses.						
3	Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.						
4	Street furniture should be consistent with the Bureau of Street Services Coordinated Street Furniture Program. Street furniture, light fixtures, awnings, tables, and umbrellas should be attractive, well-kept, and compatible with the architecture of the building.						
5	Ground floor façades should enhance the experience of pedestrians, bicyclists, and public transit riders through utilization of transparent elements, details, and landscaped features. Transparent display windows are encouraged						

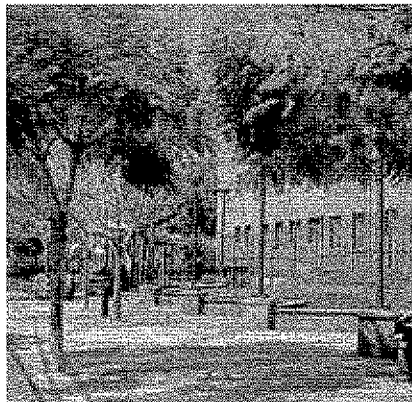
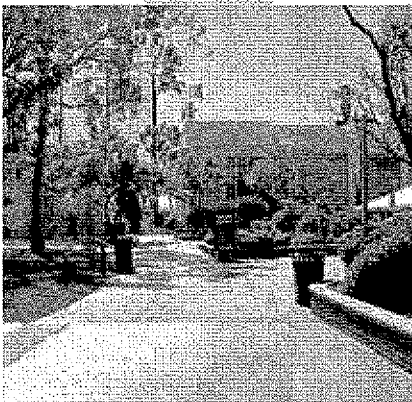
PEDESTRIAN AMENITIES

- 1 Walkways should be provided from entry to sidewalk; paving materials and color should be consistent with the surrounding neighborhood.



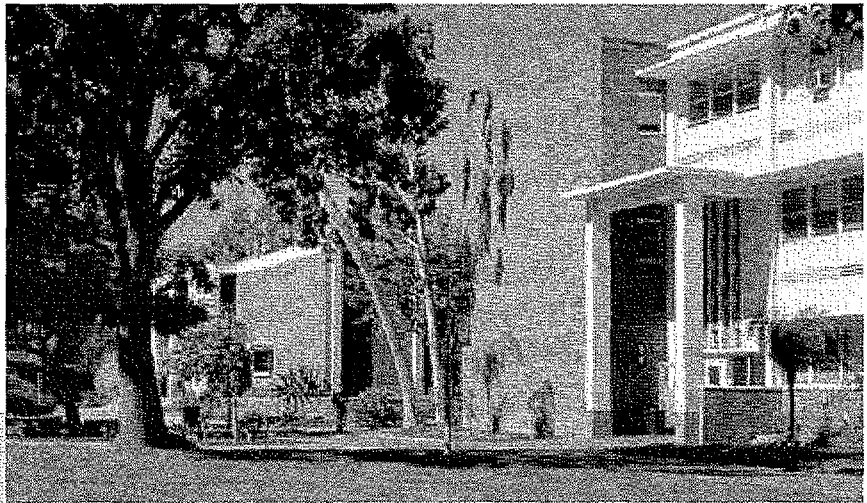
Well-designed walkways creates a sense of organization and ease of navigation that enhance a built environment.

- 2 Encourage clear and exclusive pedestrian, public transit, and bicycle linkages between separate land uses.



Public spaces should be built to be multi-user and be friendly to a multitude of transit alternatives. Bicycle routes should be designed to be compatible with pedestrian needs. Rail stations should have open plazas to transition between their role as a public facility and adjacent private property.

- 3** Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.



In large settings, grade changes should be minimized.

- 4** Street furniture should be consistent with the Bureau of Street Services Coordinated Street Furniture Program. Street furniture, light fixtures, awnings, tables, and umbrellas should be attractive, well-kept, and compatible with the architecture of the building.



Benches, awnings and trees create a place to people-watch as patrons wait for their tables.

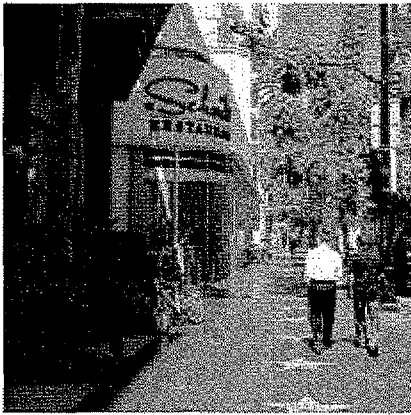


Awnings, planters, and recessed entries and windows create an attractive streetscape.

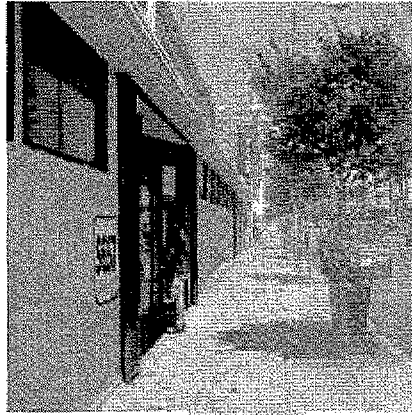
PEDESTRIAN AMENITIES

5

Ground floor façades should enhance the experience of pedestrians, bicyclists, and public transit riders through utilization of transparent elements, details, and landscaped features.



Large, sidewalk-facing windows, overhangs, and attractive landscape create a positive experience for the pedestrian.



Small windows and blank walls do not provide an interesting experience for the pedestrian and are not encouraged.

SUSTAINABILITY CHECKLIST

OBJECTIVE: Highlight the need for conservation efforts by maximizing the use of sustainable treatments.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Drought tolerant or California native species shall be used for water conservation.						
2	Sustainable technology and design practices are encouraged and should promote efficiency and conservation while respecting and not interfering with the neighborhood character.						
3	Native and old growth trees shall be preserved.						
4	Trees should be deciduous, for increased winter and decreased summer solar exposure.						
5	The planting of fire-prone trees such as eucalyptus is not recommended.						
6	Buildings should be oriented to minimize direct sun exposure and maximize wind patterns.						

SUSTAINABILITY

- 1** Drought tolerant or California native species shall be used for water conservation.
Drip irrigation for trees and shrubs is encouraged.
Drip irrigation for trees and shrubs is encouraged.

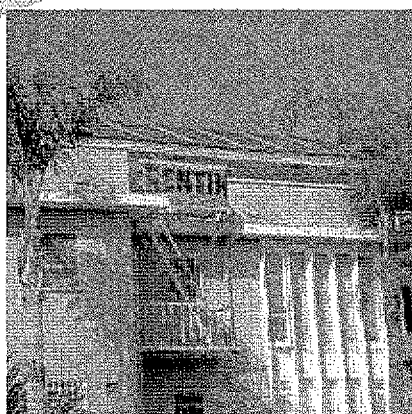


Drought tolerant or California native species consume less water than exotic plants and are encouraged.

- 2** Sustainable technology and design practices are encouraged and should promote efficiency and conservation while respecting and not interfering with the neighborhood character.

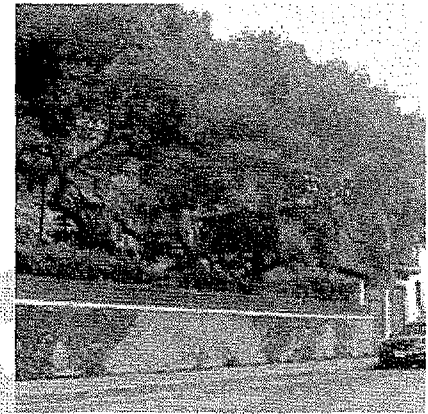
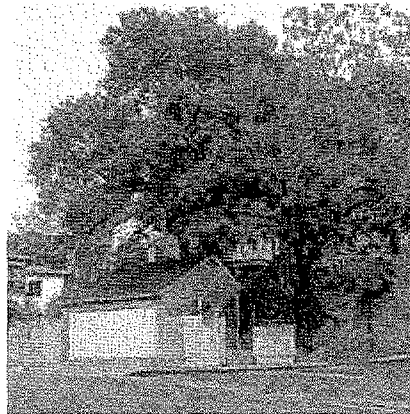


The pairing of solar panels and a community garden promotes energy efficiency while reducing the emission of greenhouse gases by potentially reducing the need to drive to the local supermarket.



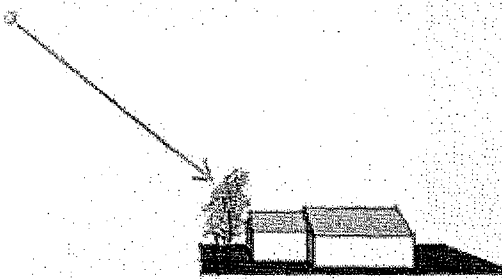
The use of solar panels is encouraged but should be as unobtrusive as possible.

3 Native and old growth trees shall be preserved.

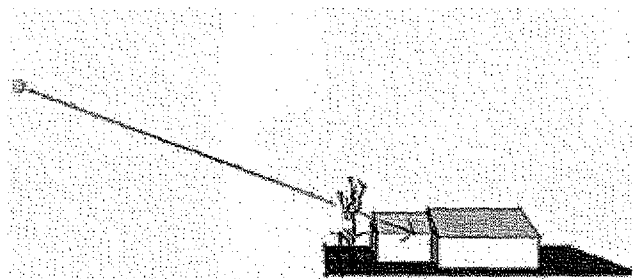


Native trees such as the Coast Live Oak shall be preserved per applicable Tree Ordinances. Careful site planning and grading techniques should be used to ensure the survival of these trees.

4 Trees should be deciduous, for increased winter and decreased summer solar exposure.



Summer exposure



Winter exposure

Proper tree selection can promote energy efficiency. Deciduous trees should be planted on the southern portions of a building, as they should have a full canopy in the summer, when large amounts of energy are needed to cool the building. In the northern hemisphere, a tree with a full canopy can screen the building from the sun, which has the most sun exposure from the south, potentially saving energy on cooling costs. These trees shed their leaves in the winter, when energy is needed to heat the building. The tree is barren, allowing sunlight to penetrate into the building, potentially saving on heating costs.

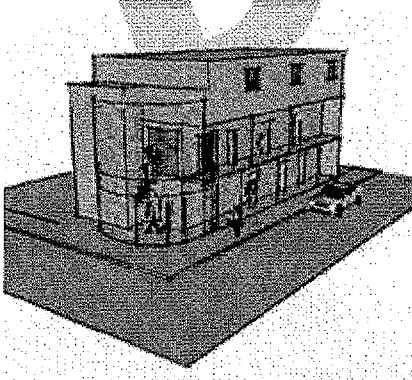
SUSTAINABILITY

- 5** The planting of fire-prone trees such as eucalyptus is not recommended.

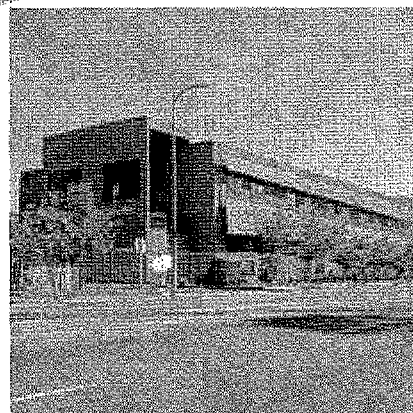


Eucalyptus trees naturally contain large amounts of oils and highly flammable. Therefore, they are not recommended, especially in the hillside areas.

- 6** Buildings should be oriented to minimize direct sun exposure and maximize wind patterns.



Building designs with large glass atriums or facades should not point south, as they receive the most direct sun exposure. Rather, these glass portions should face north.



This school takes advantage of wind patterns by utilizing an open staircase to cool students as they change classrooms. Decorative awnings shield the windows from the southern exposure of the sun.

ON-SITE OPEN SPACE CHECKLIST

OBJECTIVE: Strengthen the pedestrian experience and neighborhood environment by providing accessible, diverse forms of on-site open space.

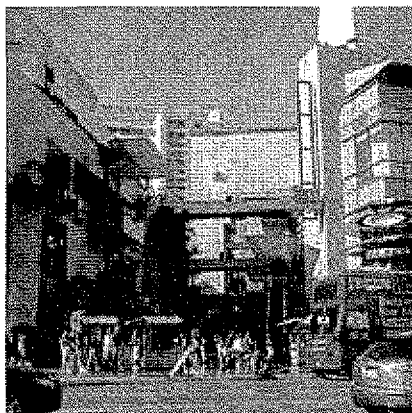
		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Incorporate courtyards, plazas, and paseos to create public space.						
2	Courtyards, plazas, and paseos should feature landscaped areas. Street level fencing, when necessary, should be transparent. Courtyards should be at the same grade as the sidewalk, and should not be more than 3' above sidewalk grade.						
3	Courtyards, plazas, and paseos should utilize focal points for ease of navigation.						
4	On-site open space should link to a larger pedestrian network.						

ON-SITE OPEN SPACE

- 1 Incorporate courtyards, plazas, and paseos to create public space.



This paseo provides a shaded area for outdoor dining, and allows for easy transition space to parking, other buildings, or surrounding amenities.



The courtyard at the popular Hollywood and Highland plaza serves as a meeting point for shoppers and tourists.

- 2 Courtyards, plazas, and paseos should feature landscaped areas. Street level fencing, when necessary, should be transparent. Courtyards should be at the same grade as the sidewalk, and should not be more than 3' above sidewalk grade.



Attractive fencing separates a residential courtyard from a sidewalk.



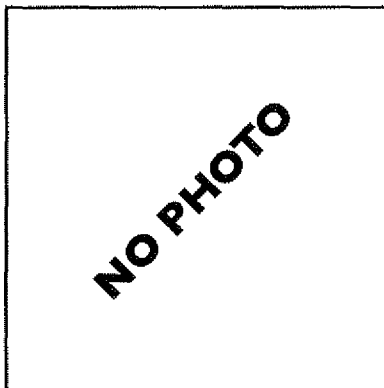
This bungalow courtyard contains a common lawn, as well as landscaping at each unit entryway.

- 3** Courtyards, plazas, and paseos should utilize focal points for ease of navigation.



A fountain and shrubbery provide a focal point for this residential courtyard.

- 4** On-site open space should link to a larger pedestrian network.



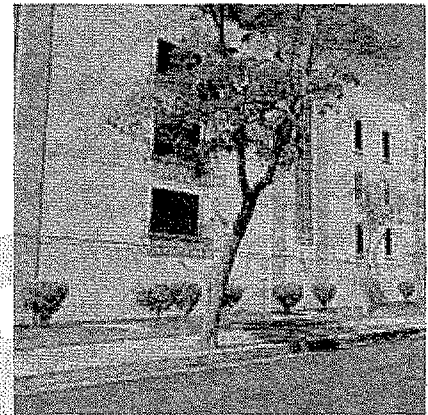
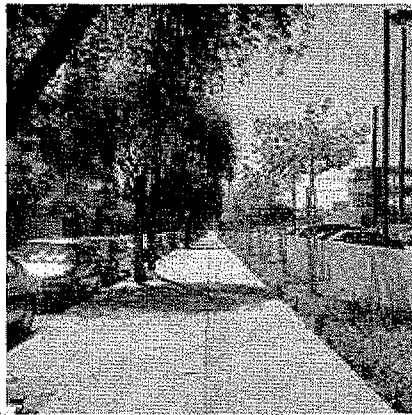
LANDSCAPING CHECKLIST

OBJECTIVE: Soften a building's edge and provide visual relief to the street by utilizing landscaped elements, while understanding their maintenance needs.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	A 2-3 ft. landscaped buffer between the sidewalk and building, blank wall or other inactive use, is encouraged. Landscaped buffer should consist of drought tolerant ground cover. The use of grass is not encouraged.						
2	Grading should be kept to a minimum.						
3	Landscaping should soften the visual impact of a development by screening equipment, providing shaded areas, and creating natural fences and neighborhood character. The use of clinging vines, pergolas, trellises, shrubs, hedges, and water features is strongly encouraged.						
4	Tree species shall be an appropriate height and provide sufficient shade for their intended use.						
5	Landscaping or the introduction of permeable paving in urban spaces is strongly encouraged, provided public access is maintained.						
6	Street trees should be selected considering the width of the street. Wide streets should have taller trees with taller canopies.						
7	Landscaped parkways between sidewalks and streets are encouraged. Parkway shall contain at least one 36" box tree every 25 linear feet, on center. Tree must be selected from the Street Tree List from the Bureau of Street Services. Drought tolerant ground covers are encouraged.						
8	Street trees shall be selected to be in scale with the primary street. Tree height in parkway should be in scale with the respective buildings. Tree should not exceed 1.5 times the height of a two story building or exceed the height of a 3 story or higher building.						
9	Street trees should provide sufficient shade and shall ensure visibility of store signage. Trees and shrubs shall be pruned to maintain visibility and sightlines at all times or should not require frequent pruning.						
10	Trees that produce fruit should be located away from walkways and plazas.						
11	Trees should be planted away from underground utilities. Measures should be taken to avoid lifting of sidewalks.						
12	The property perimeter nearest the freeway(s) shall be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants.						

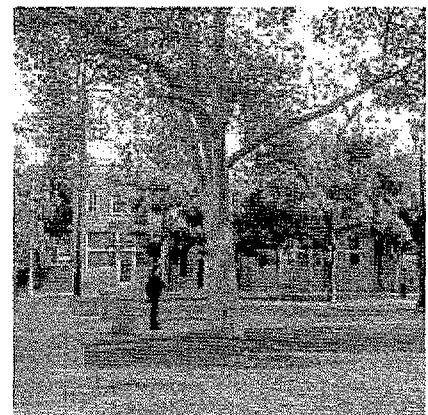
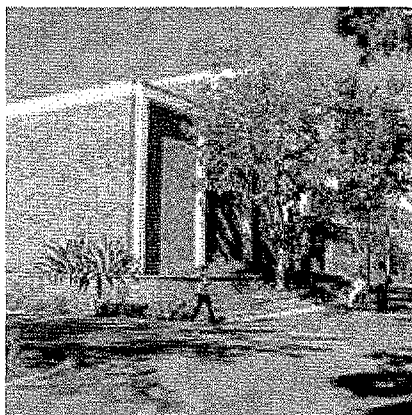
LANDSCAPING

- 1** A 2-3 ft. landscaped buffer between the sidewalk and building is encouraged. Landscaped buffer should consist of drought tolerant ground cover. The use of grass is not encouraged.



A landscape buffer serves to soften the transition space between the sidewalk and the building edge.

- 2** Grading should be kept to a minimum.

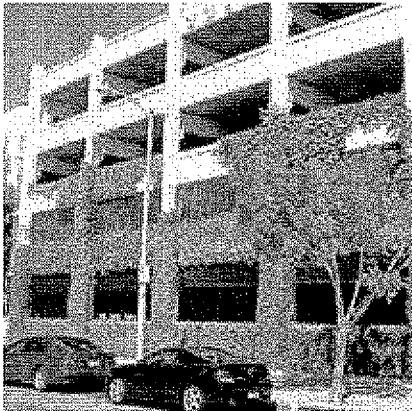


Grade changes should be addressed through a gradual, gentle, slope to accommodate the physically challenged.

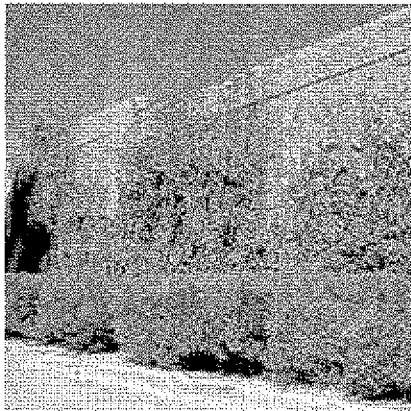
LANDSCAPING

3

Landscaping should soften the visual impact of a development by screening equipment, providing shaded areas, and creating natural fences and neighborhood character. The use of clinging vines, pergolas, trellises, shrubs, hedges, and water features is strongly encouraged.



Vines can be used to soften building facades.



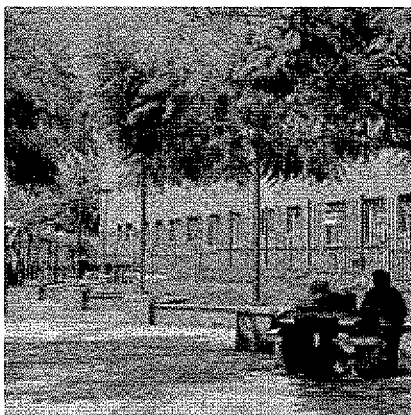
Vines and shrubs should be used to screen walls or other large, blank surfaces.

4

Tree species shall be an appropriate height and provide sufficient shade for their intended use.

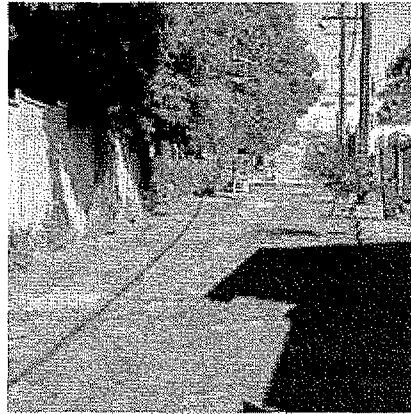


Size and placement of trees on this central courtyard allow students to sit in the sun or the shade.

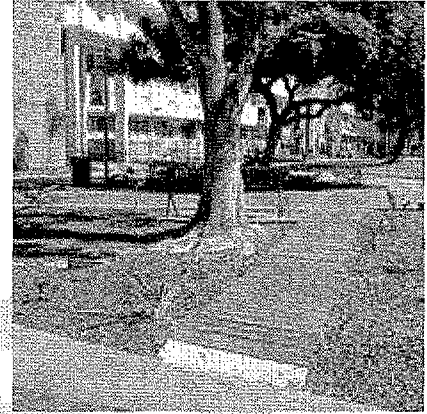


Trees provide ample shade for a picnic table in a park.

- 5** Landscaping or the introduction of permeable paving in urban spaces is strongly encouraged, provided public access is maintained.

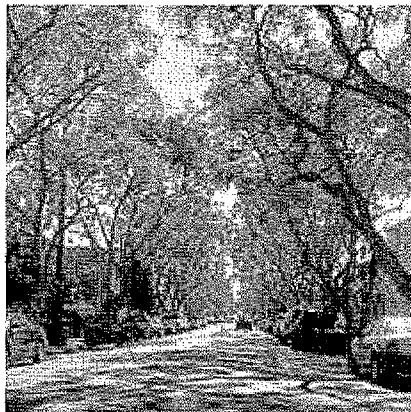


This under-utilized alley was turned into a greenbelt for local residents.

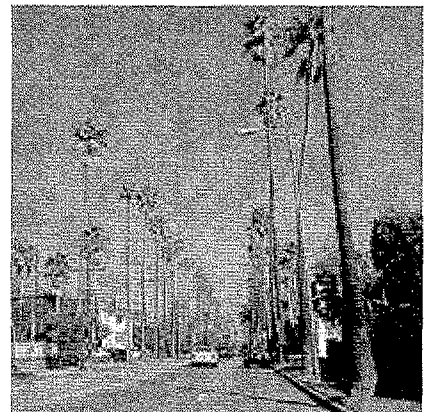


Wood chips can convert a normal plaza into a permeable surface. This maintains the utility of this space while allowing water to percolate, decreasing the amount of runoff.

- 6** Street trees should be selected considering the width of the street. Wide streets should have taller trees with taller canopies.



Appropriately-sized street trees create a canopy, providing a sense of enclosure.



The image of soaring palm trees over wide boulevards is an icon of the S. California built environment, but provides little shade and pedestrian benefits. Therefore, these out of scale trees are not encouraged on pedestrian-focused streets.

LANDSCAPING

7

Landscaped parkways between sidewalks and streets are encouraged. Parkway shall contain at least one 36" box tree every 25 linear feet, on center. Tree must be selected from the Street Tree List from the Bureau of Street Services. Drought tolerant ground covers are encouraged.



Parkways with trees provide a buffer between pedestrians and cars.



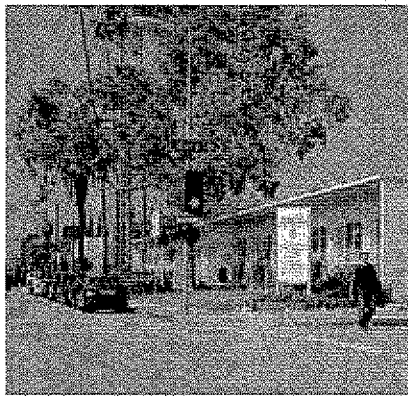
Street trees and properly landscaped parkways enhance the appearance of the streetscape. However, the use of drought-tolerant landscaping instead of grass is strongly encouraged.

8

Street trees shall be selected to be in scale with the primary street. Tree height in parkway should be in scale with the respective buildings. Tree should not exceed 1.5 times the height of a two story building or exceed the height of a 3 story or higher building.

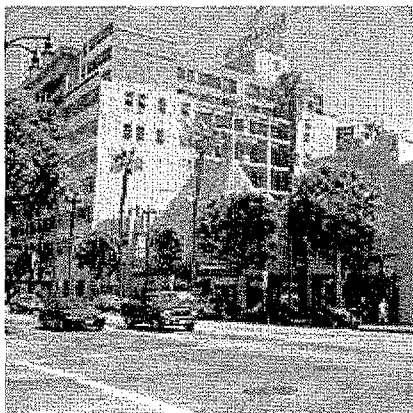


Properly sized trees optimize shade for the building, sidewalks, and streets while enhancing neighborhood character and are encouraged.

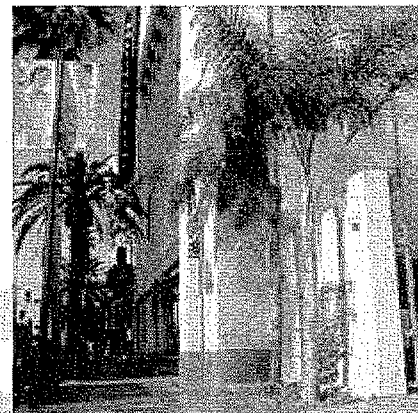


Out of scale trees cause the visitor's eye to emphasize the tree rather than the building, creating a sense of missed priority. These are discouraged because they also offer reduced shade benefits compared to a properly sized tree.

- 9** Street trees should provide sufficient shade and shall ensure visibility of store signage. Trees and shrubs shall be pruned to maintain visibility and sightlines at all times or should not require frequent pruning.

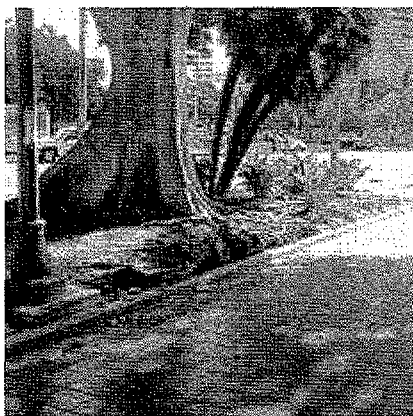


Properly selected and maintained trees should not block store signage.



Landscaping should enhance and not hinder the built environment.

- 10** Trees that produce fruit should be located away from walkways and plazas.



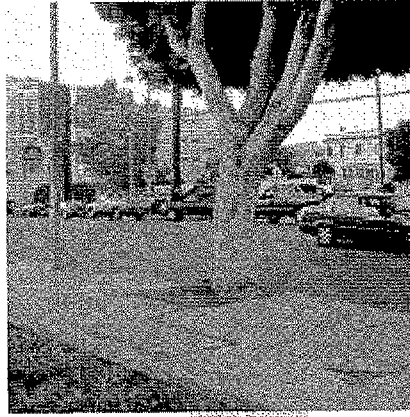
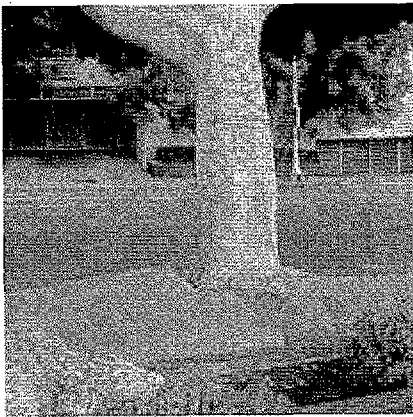
Fruit that shed from trees can stain pavement and be a nuisance.



Fruit that is shed on grass can make it difficult to use the grass for passive or active recreation.

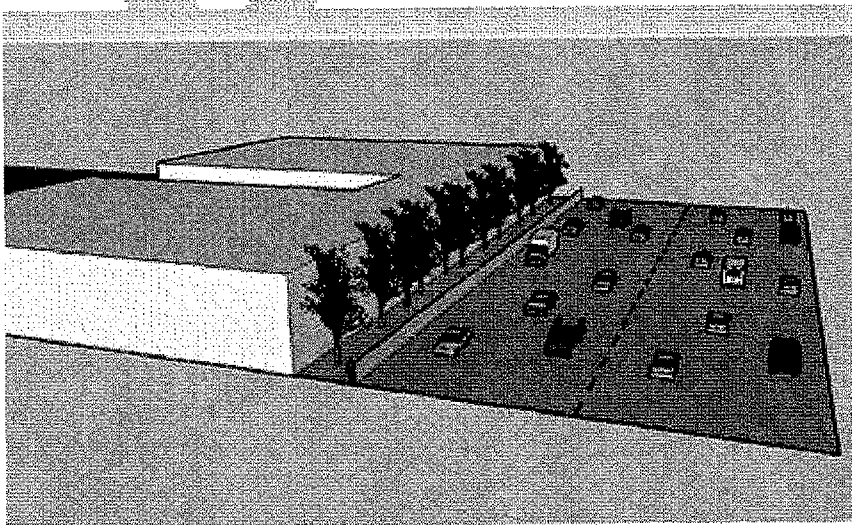
LANDSCAPING

- 11** Trees should be planted away from underground utilities. Measures should be taken to avoid lifting of sidewalks.



Trees that lift sidewalks are costly to fix and difficult to navigate.

- 12** The property perimeter nearest the freeway(s) shall be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants.



A buffer of trees and shrubs may mitigate the impacts of vehicle air pollution to adjacent buildings.

BUILDING FAÇADE CHECKLIST

OBJECTIVE: Contribute to a richer pedestrian and neighborhood environment through distinctive design elements on all visible building façades.

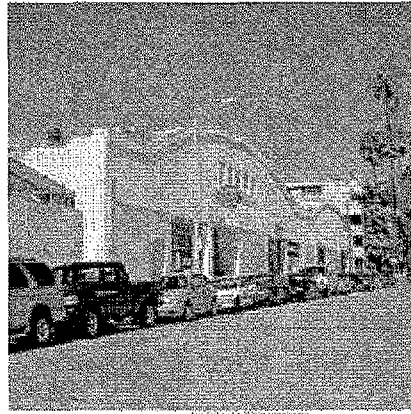
		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.						
2	The front façades of buildings should emphasize large quantities of transparent elements to provide an interesting storefront. These include windows, doors, and shutters.						
3	Encourage porches on façades facing the street, courtyards or plazas to create a clear transition, an outdoor living space, and a variation of the front yard.						
4	Recessed windows and doors are encouraged.						
5	Structures such as arcades, awnings, and trellises are encouraged in order to create shaded transitions from interior and exterior spaces.						

BUILDING FAÇADE

- 1 Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.



Balconies, projections, and diverse massing, along with lush landscaping, gives this multi-family residential building visual interest.

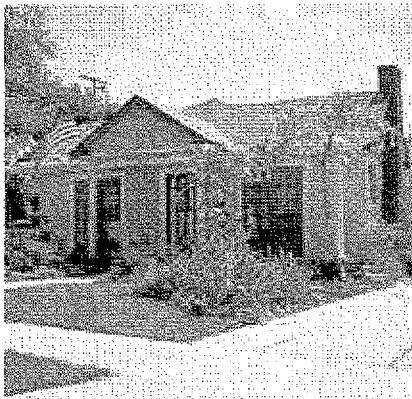


This light industrial building features attractive massing and building forms.

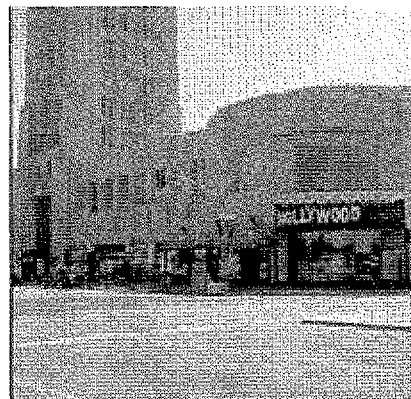


This historic mixed-use building utilizes recessed entrances, projections, moldings, and Art Deco details to break the massing of this building.

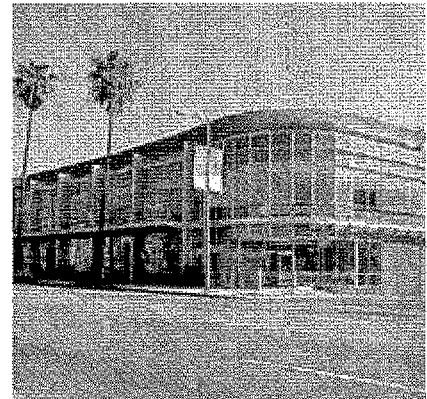
- 2 The front façades of buildings should emphasize large quantities of transparent elements to provide an interesting storefront. These include windows, doors, and shutters.



Both the front and side facade façade feature ample and consistent transparent elements.



Large windows and signage that advertises the goods or services available inside are encouraged.

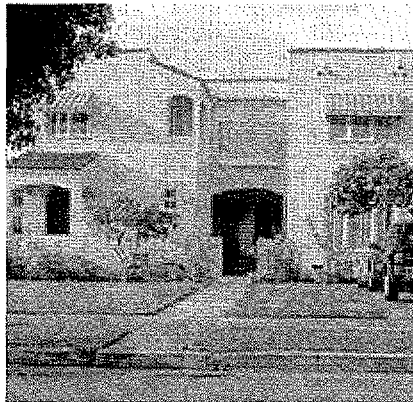


Here, the ground floor retail space as well as the office space above have large, transparent windows.

- 3** Encourage porches on façades facing the street, courtyards or plazas to create a clear transition, an outdoor living space, and a variation of the front yard.



A portico creates a clear transition space between indoor and outdoor.

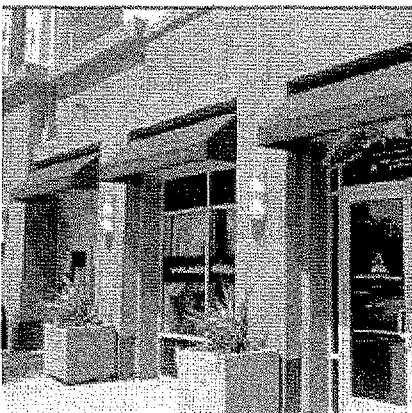


Front porches are a transition between semi-public and semi-private space.

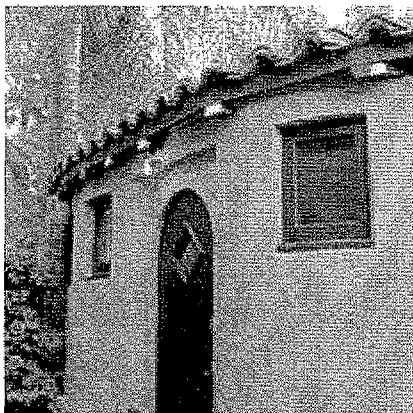


A well-landscaped courtyard acts as a semi-private space and creates an opportunity for casual meetings between neighbors.

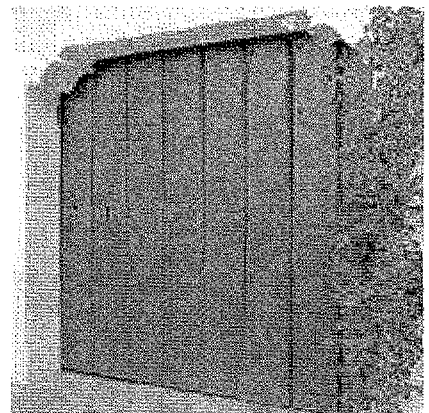
- 4** Recessed windows and doors are encouraged.



Recessed entries and windows break the massing and create an aesthetically pleasing store facade.



Recessed windows and doors on residential buildings are used as secondary building planes to prevent long distances of blank, barren walls.



This recessed garage door creates a contrast of shade and shadow, thereby providing an interesting front facade.

BUILDING FAÇADE

5

Structures such as arcades, awnings, and trellises are encouraged in order to create shaded transitions from interior and exterior spaces.



Awnings serve as shade structures, transitions, and signage.



The combination of awnings and outdoor eating areas create usable space for patrons to dine comfortably.

OTHER BUILDING ELEMENTS CHECKLIST

OBJECTIVE: Account for other elements of good urban design by providing intelligent specifications.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Windows and doors should be offset from those of existing neighboring residences to ensure privacy. Residential units should not look directly below onto street level private patios or backyards.						
2	Utility equipment, disposal areas, maintenance doors, and storage areas shall be screened from public right of way.						
3	Walls should be well-maintained and kept free from graffiti.						
4	Recessed entries with a raised stoop are strongly encouraged.						
5	Signage should be tastefully integrated into the building, and match the building's style, scale, materials, and colors.						
6	Roof forms should be consistent with those in the surrounding neighborhood.						
7	Materials and colors of a structure should compliment existing neighbors.						
8	Entry treatments shall be proportional to the size of the project.						
9	The use of highly reflective or deeply tinted glass is discouraged.						
	NATURAL SURVEILLANCE GUIDELINES						
10	Fences should be transparent and use traditional materials. Chain link fences are discouraged.						
11	Large, blank, single plane walls shall be avoided.						
12	Clearly define transition zones.						
13	Locate gathering and entry areas in places that can be easily seen.						

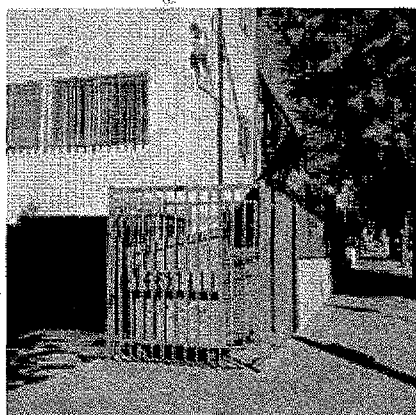
OTHER BUILDING ELEMENTS

- 1 Windows and doors should be offset from those of existing neighboring residences to ensure privacy. Residential units should not look directly below onto street level private patios or backyards.

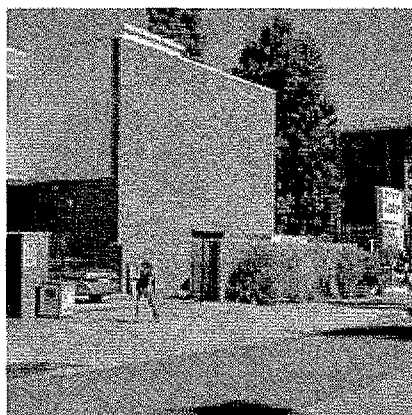


Improperly placed transparent features between adjacent buildings can create unwanted views into neighbors living spaces.

- 2 Utility equipment, disposal areas, maintenance doors, and storage areas shall be screened from public right of way.

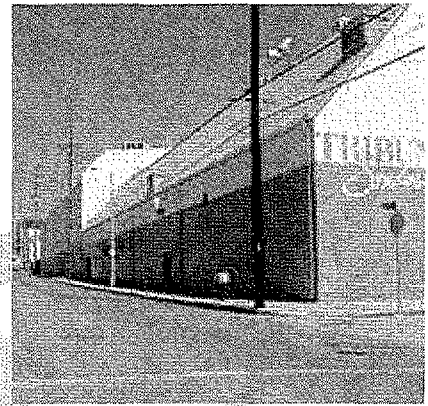
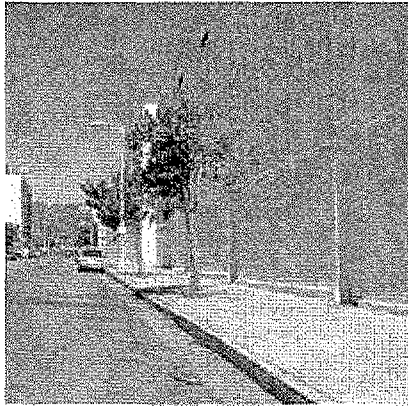


Dumpsters visible from the public right of way are discouraged.



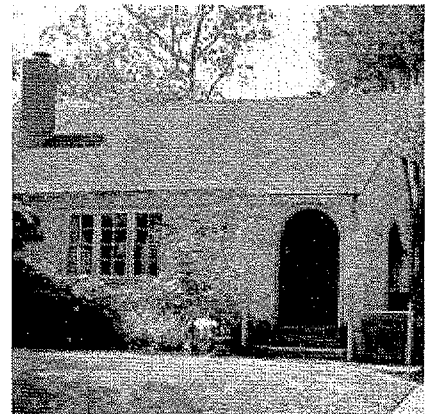
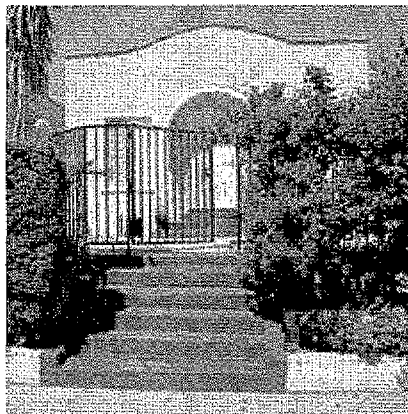
A wall can effectively screen dumpsters from the primary public right of way, improving the streetscape.

- 3** Walls should be well-maintained and kept free from graffiti.



Well-maintained walls present a clean, well groomed street facade.

- 4** Recessed entries with a raised stoop are strongly encouraged.

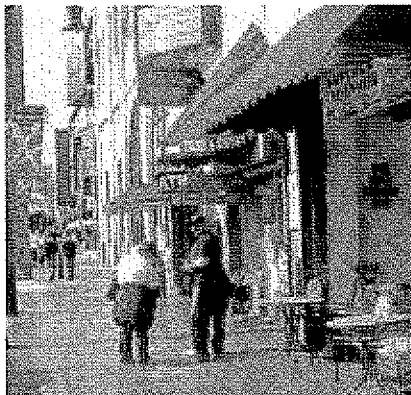


The steps and walkway create a sense of anticipation that draws people in.

OTHER BUILDING ELEMENTS

5

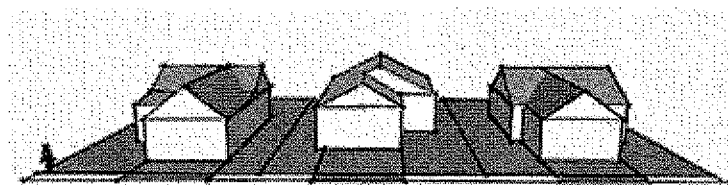
Signage should be tastefully integrated into the building, and match the building's style, scale, materials, and colors.



Signage should enhance and not adversely affect the streetscape by being overly distracting. Rather, it should serve its purpose without being the main focus of a building.

6

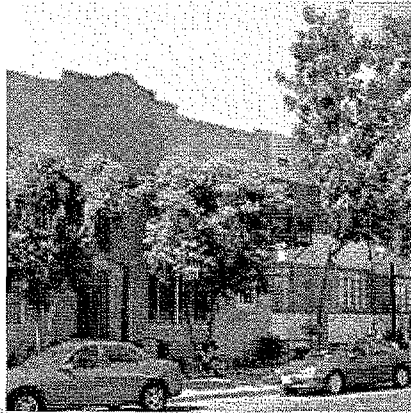
Roof forms should be consistent with those in the surrounding neighborhood. Flat roofs cannot exceed 30% of a building's roof form.



Roof forms should vary but should not deviate from the neighborhood character.

7

Materials and colors of a structure should compliment existing neighbors.



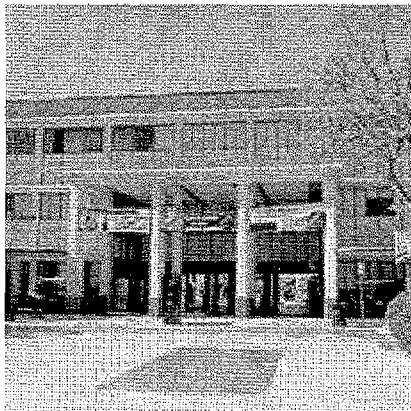
Though these multi-family units have different color schemes, they compliment each other through their use of materials.



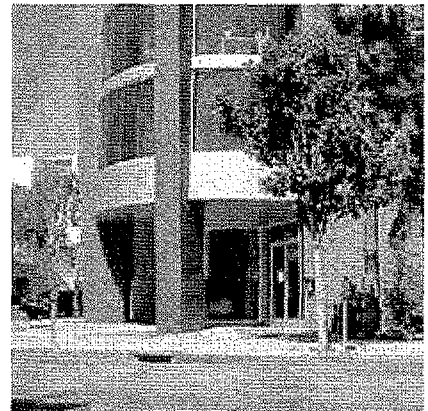
Diverse yet complimentary massing, signs, and details are encouraged to make an interesting streetscape.

8

Entries should have defined treatments and shall be proportional to the size of the project.



This portico helps to clearly identify the front entrance to the building.

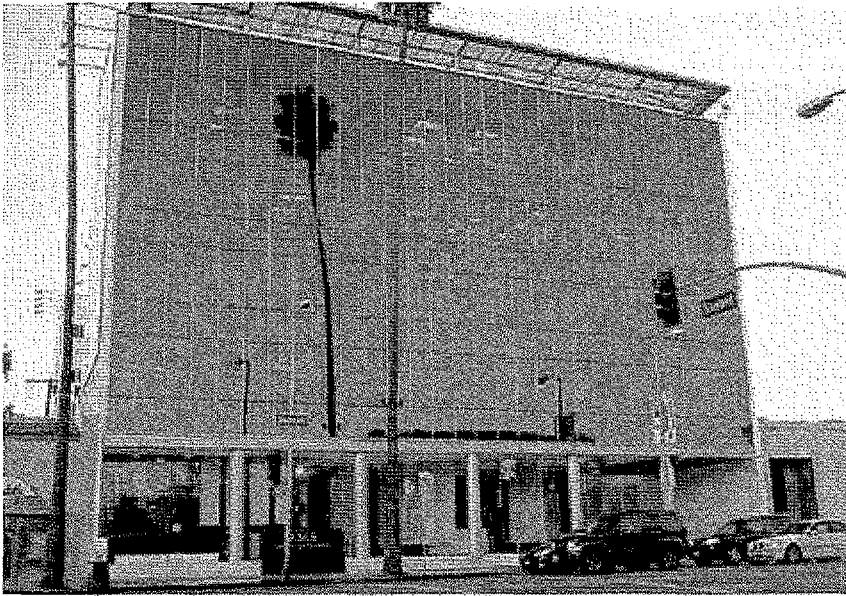


Clearly communicating an entrance to visitors with architecture is encouraged. This multi-family building utilizes a separate building mass to welcome guests.

OTHER BUILDING ELEMENTS

9

The use of highly reflective or deeply tinted glass is discouraged.



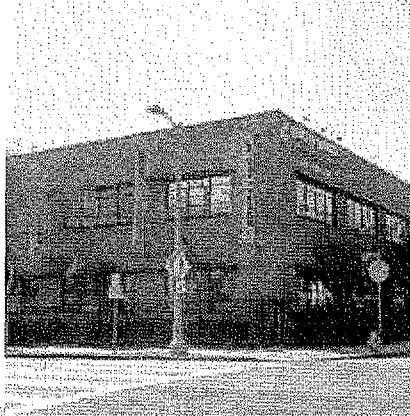
Building facades facing south should not be comprised of mostly glass, as this requires using tinted or reflective glass. Tinted glass prevents pedestrians from viewing interiors of buildings, thereby reducing the transparency of the street frontage.

OTHER BUILDING ELEMENTS: NATURAL SURVEILLANCE

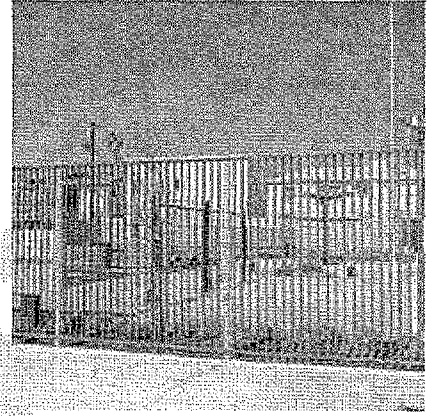
- 1** Fences should be transparent and use traditional materials. Chain link fences are discouraged.



Attractive fencing provides a boundary between public right-of-way and private property, while remaining transparent and allowing for interaction.

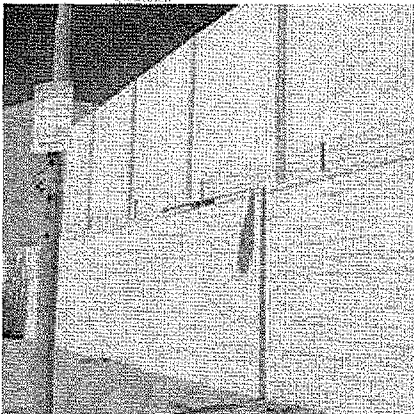


Transparent fencing at industrial sites is a strong alternative to the tall masonry walls that are more frequent.



For surveillance, transparent fencing around schools and parks is a key safety element.

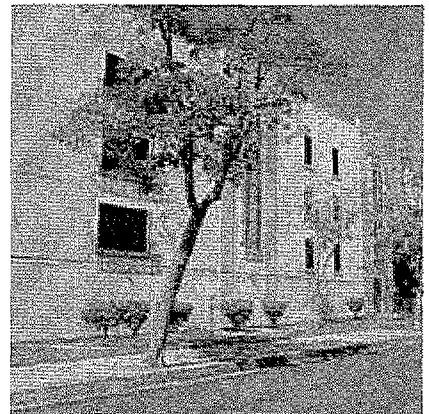
- 2** Large, blank, single plane walls shall be avoided. Transparent elements like windows and doors should be included on all street-facing façades.



Blank walls with no transparent elements do not allow for natural surveillance and can alienate pedestrians.



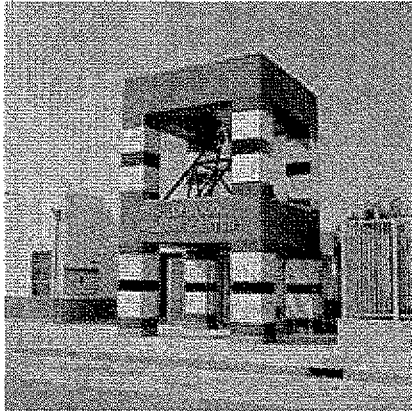
What may otherwise be a blank side façade is enlivened by windows, allowing for a good visual connection between the building interior and the street.



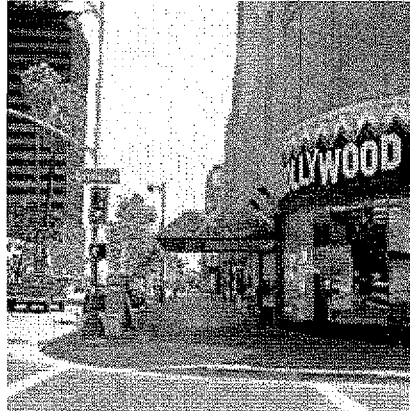
Creative strategies to avoid blank walls are encouraged. This self-storage facility uses false windows and lattice work to break the monotony of the exterior.

OTHER BUILDING ELEMENTS: NATURAL SURVEILLANCE

3 Clearly define transition zones



The bright shade structure and signage at the entrance to this school clearly communicates that the school's main entrance is located here.

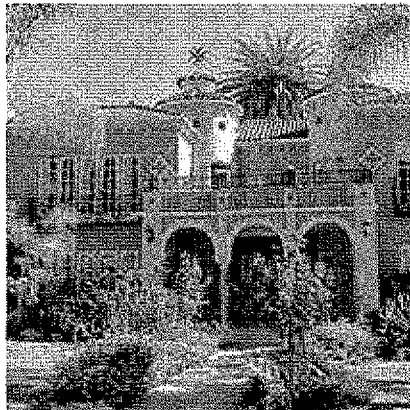


The large awning defines the entrance to the store, as well as the transition from the end of a public space to the beginning of a private commercial space.

4 Locate gathering and entry areas in places that can be easily seen.



Ease of navigation should be a priority for schools for safety and mobility. The main entrance utilizes steps, a flagpole, and location on a main thoroughfare to stand apart from the secondary entrances.



Landscaping, the walkway, and a decorative front porch create a clear primary entry for this multi-family unit.

DRAFT

Appendix: Table 1

Designated Historic-Cultural Monuments

Monument Name	Address
Hollyhock House	4800 Hollywood Boulevard
Two Stone Gates (Inter. Beachwood & Westshire Drives)	Westshire Drive & Belden Drive
Barnsdall Art Park & Arts Center (Residence A)	4800 Hollywood Boulevard
Grauman's (Now Mann's) Chinese Theater	6915-6927 Hollywood Boulevard
A & M Records Studio (Formerly Charlie Chaplin Studio)	1416 N. La Brea Avenue
Cedar Trees (Between Riverside Dr. and Western Ave.)	Los Feliz Boulevard
Palm Trees (Queen & Washingtonia Robusta) and the Median Strip	Highland Avenue
Storer House	8161 Hollywood Boulevard
Hollywood Sign & land underneath (Griffith Park perimeter)	Mount Lee
Gabrielino Indian Site	Fern Dell (Griffith Park)
Lovell House	4616 Dundee Drive
Franklin Avenue Bridge (Shakespeare Bridge)	Franklin Avenue
Samuel - Navarro House	5609 Valley Oak Drive
Crossroads of the World	6671-6679 Sunset Boulevard
Saint Mary of the Angels	4510 Finley Avenue
Ennis - Brown House	2607 Glendower Avenue
Chateau Marmont	8225 Marmont Lane
William Mulholland Memorial Fountain	Los Feliz Boulevard & Riverside Drive
Site of First Walt Disney Studio	2701-2739 Hyperion Avenue/2710-2746 Griffith Park Boulevard

Monument Name	Address
Fire Station No. 27	1355 N. Cahuenga Boulevard & 1333 Cole Place
Griffith Observatory	2500 E. Observatory Road
YWCA Hollywood Studio Club	1215-1233 Lodi Place
Site of the Filming of First Talking Film	1424-1456 Bronson Avenue/5800-5858 Sunset Boulevard
Site of Burial Place of J. B. Lankershim (North End)	Nichols Canyon Road
Site of Franklin Garden Apartments (demolished)	6915-6933 Franklin Avenue - Demolished: 07-01-1978
Pantages Theater	6225-6249 Hollywood Boulevard
Hollywood Walk of Fame (Between Gower & Sycamore)	Hollywood Boulevard
KCET Studios	4391-4421 Sunset Boulevard
Masquers Club Building (site of)	1765 N. Sycamore Avenue
Janes House	6541 Hollywood Boulevard
El Greco Apartments	817-823 N. Hayworth Avenue
Sunset Plaza Apartments (site of)	1216-1220 Sunset Plaza Drive - Demolished: 07-01-1987
Taft House (site of)	7771-7791 Sunset Boulevard - Demolished: 06-01-1982
Bollman House	1530-1534 N. Ogden Drive
Garden Court Apartment (demolished)	7021 Hollywood Boulevard
Residence	1443-1447 N. Martel Avenue
Freeman House	1962 Glencoe Way
First United Methodist Church of Hollywood	6817 Franklin Avenue

Appendix: Table 1
Designated Historic-Cultural Monuments (continued)

Monument Name	Address
Edward's House	5642 Holly Oak Drive
Hollywood Masonic Temple	6840 Hollywood Boulevard
C. E. Toberman Estate	1847 Camino Palmero
Highland - Camrose Bungalow Village	2103-2115 1/2 N. Highland Avenue
Arzner / Morgan Residence	2249 Mountain Oak Drive
John C. Fremont Branch Library	6121 Melrose Avenue
Cahuenga Branch Library	4591 W. Santa Monica Boulevard
Villa Carlotta	1913-1915 Tamarind Avenue/5959 Franklin Avenue
William Stromberg Clock	6439 Hollywood Boulevard
Shulman House	7875-7877 Woodrow Wilson Drive
Chateau Elysee	5925-5939 Yucca Street/5930-5936 Franklin Avenue
Security Trust and Savings Building	6367-6385 Hollywood Boulevard/1708 Cahuenga Boulevard
Hollywood Western Building	5500-5510 Hollywood Boulevard
Avocado Trees (Entire Block)	4400 Avocado Street
Monterey Apartments	4600-4604 Los Feliz Boulevard
Falcon Studios (demolished)	5524 Hollywood Boulevard
Jardinette Apartments	5128 Marathon Street
Roman Gardens	2000 N. Highland Avenue
Feliz Adobe	4730 Crystal Springs Drive

Monument Name	Address
Magic Castle	7001 Franklin Avenue
Lake Hollywood Reservoir (including Mulholland Dam)	2460 Lake Hollywood Drive
Andalusia Apartments	1471-1475 Havenhurst Drive
Dunning House	1606-1616 Saint Andrews Pl & 5552 Carlton Wy
Courtney Desmond Estate	1801-1811 Courtney Avenue
Whitley Court	1720-1728 Whitley Avenue
Artisan's Patio Complex	6727-6733 Hollywood Boulevard
Hollywood American Legion Post #43	2035 N. Highland Avenue
Afton Arms Apartment	6141 Afton Place
Little Nugget (Travel Town - Griffith Park)	5200 Zoo Drive
Highland Towers Apartments	1920-1928 N. Highland Avenue
El Capitan Theater Building	6834-6838 Hollywood Boulevard
Gilmore Gasoline Service Station	6800 Willoughby Ave & 853-859 N Highland Ave
Taggart House	2150-2158 Live Oak Drive & 5423 Black Oak Dr
Residence	1437 N. Martel Avenue
Hollywoodland's Historic Granite Retaining Walls and Stairs	Hollywoodland
Hollywood Roosevelt Hotel and Pool	7000-7034 Hollywood Boulevard
Midtown School (site plus four John Lautner Buildings)	4155 Russel Avenue
Thirteenth Church of Christ Scientist	1748-1780 N. Edgemont Street

Appendix: Table 1
Designated Historic-Cultural Monuments (continued)

Monument Name	Address
Little Country Church of Hollywood	1750 N. Argyle Avenue & 6151-61 Carlos Ave.
Warner Brothers Hollywood Theater Building	6423-6445 Hollywood Blvd & 1700-1718 Wilcox
Wattles Park (Mansion and Garden)	1824-1850 N. Curson Avenue/7561 Hollywood Blvd/1701-1755 Sierra Bonita
Egyptian Theater and Forecourt Storefronts	6706-6712 Hollywood/1650-1654 McCadden Place
Philosophical Research Society	3341-3351 Griffith Pk/3910-3918 Los Feliz
Max Factor Make-Up Salon	1666 N. Highland Avenue
Raymond Chandler Square	Cahuenga Ave & Hollywood Blvd Intersection
Villa Vallambrosa	2074 Watsonia Terrace
Hollywood School for Girls (Womens Club of Hollywood)	1741-1751 N. La Brea Avenue
The Trianon and Neon Roof Sign	1750-1754 N. Serrano Ave
Hollywood Pilgrimage Memorial Monument	2580 Cahuenga Blvd
Pierson Residence	3124 Belden Drive
Withers Residence	2731 Woodshire Drive
Los Feliz Heights Steps	Cromwell Ave & Bonvue Ave
Pacifics Cinerama Dome Theatre and Marquee	6360 Sunset Boulevard
Broadway Department Store and Neon Sign	6300 W. Hollywood Boulevard
Hollywood Plaza Hotel and Neon Sign	1633 Vine Street
Taft Building and Neon Sign	6280 W. Hollywood Boulevard
Hillside House by Carl Maston	8707 St. Ives Drive

Monument Name	Address
Stahl House - Case Study House #22	1635 Woods Drive
The Outpost 11	1851 Outpost Drive
Jacobson House	4520 Dundee Drive
Villa Elaine	1241-1249 N. Vine Street
S.H. Woodruff Residence	3185 N. Durand Drive
Tornborg House	1918 N. Tamarind Avenue
Philip Chandler House	2531 N. Catalina Street
Elliot House	4237 Newdale Drive
Hewitt Residence	1543 N. Curson Avenue
Don Carlos Apartments	5226 Hollywood Blvd.
Lehman House	2720 Belden Drive
The Garrick	539 N Sycamore Ave
Vista Del Mar Steps	Vista Del Mar Ave & Holly Mount Dr
Sowden house	5121 Franklin Ave
Toberman House	1749 Harvard Blvd
El Cabrillo Apartments	1832 - 1850 Grace Ave
El Cadiz Apartments	1721 N Sycamore Ave
Covert Cottages Bungalow Court	938 - 944 1/2 N Martel Ave
Paul Lauritz House	3955 Clayton Ave

Appendix: Table 1
Designated Historic-Cultural Monuments (continued)

Monument Name	Address
Chemosphere House	7776 Torreyson Drive
Chateau Des Fleurs	6626 Franklin Ave
The Courtyard Apartments	1570 LaBaig Ave
Wirin House	2622 Glendower Ave
Nirvana Apartments	1775-1781 N Orange Dr
La Leyenda Apartments	1735-1737 N Whitley Ave
Las Orchidas	1903 N Orchid Ave
Hellman House	1845 N Courtney Ave
Casa Laguna	1885-1883 S Kingsley Dr/5200 W Franklin Ave
Grier House	2690 Hollyridge Dr
Amsalem A. Ernst House	5670 Holly Oak Dr
Ojai Apartments	1929-1933 N Whitley Ave
Los Feliz Brown Derby	4500 W Los Feliz Blvd
B. A. G. Fuller House	6887 West Alta Loma Terrace
Wolff Residence	8530 W Hedges Place
Capitol Tower and Rooftop Sign	6236 W Yucca Street/1740 - 1750 N Vine St
Orchard Gabels Cottage	1277 North Wilcox Avenue/6516 West Fountain Avenue
Mayfair Apartments and Rooftop Neon Sign	1760 North Wilcox Avenue
Garber House	6060 Scenic Avenue (6058 original address)

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