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DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

HOLLYWOOD COMMUNITY PLAN AREA

Hollywood Community Plan Update

ENV-2005-2158-EIR

CPC no. 97-0043

State Clearinghouse No. 2002041009

Council Districts 4, 5 and 13

Project Location: 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.

Project Description: The Proposed Hollywood Community Plan (Proposed Plan) includes changes in land use designations and zones that are intended to accommodate growth anticipated in the SCAG 2030 Forecast and allow for additional development. Hollywood is a prime location for transit-oriented development. The investment in transit infrastructure in Hollywood provides 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 legislation (SB 375). As part of redirecting 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 Update in 1988. The Proposed Plan also contains policies and programs to protect the character of low-scale residential neighborhoods and the rich built history of key buildings and places that are considered historically and culturally significant. Modified street standards are proposed to align standards with existing conditions and use of streets, as well as accommodate features of streets that are identified as Historic-Cultural Monuments, such as the Hollywood Walk of Fame. Proposed land use changes would be implemented by Plan amendments, zone changes, and height district changes and other long-range implementation programs.

PREPARED BY:
Los Angeles City Planning Department
March 2011

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ACRONYMS

AB	Assembly Bill
AF	Acre-feet
AFY	Acre-feet per year
AQMP	Air Quality Management Plan
ARB	(State of California) Air Resources Board (Same as **CARB)**
ATCS	Adaptive Traffic Control System
ATSAC	Automated Traffic Surveillance and Control
AVORS	Additional Valley Outfall Relief Sewer
AWTF	Advanced Water Treatment Facilities
Bcf	Billion cubic feet
CAC	California Administrative Code
CARB	California Air Resources Board
CBD	(City of Los Angeles) Central Business District
CEQA	California Environmental Quality Act
CFR	Crash Fire Rescue
CIS	Coastal Interceptor Sewer System
CiSWMPP	(City of Los Angeles) Solid Waste Management Policy Plan
CMP	(County of Los Angeles) Congestion Management Program
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COS	Central Outfall Sewer
CPA	Community Plan Area
CPU	Community Plan Update
CPUC	California Public Utilities Commission
CRA	(City of Los Angeles) Community Redevelopment Agency
CRU	Airport Crash Rescue Unit
DASH	Downtown Area Short Hop
dB	Decibel
dBA	A-weighted Decibel
DEIR	Draft Environmental Impact Report
DOG	Division of Oil and Gas (of the Department of Conservation of the State of California)
DWP	(City of Los Angeles) Department of Water and Power
EG	Electric Generation
EIR	Environmental Impact Report
EMT	Emergency Medical Technician
EOR	Enhanced Oil Recovery
EPA	(US) Environmental Protection Agency
FAR	Floor Area Ratio

FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
GCPD	Gallons per capita per day
GHG	Green House Gas
GPF	General Plan Framework
GPM	Gallons Per Minute
GSF	Gross Square Feet
HCF	Hundred Cubic Feet
HOV	High Occupancy Vehicle
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HWCL	(State of California) Hazardous Waste Control Law
IGS	Intermountain Generating Station
IRP	Integrated Resource Plan
LAA	Los Angeles Aqueducts
LACMTA	(County of) Los Angeles Metropolitan Transportation Authority
LADCP	City of Los Angeles Department of City Planning
LADHC	(County of) Los Angeles Department of Health Services
LADOT	(City of) Los Angeles Department of Transportation
LADWP	(City of) Los Angeles Department of Water and Power
LAFD	(City of) Los Angeles Fire Department
LAGWRP	Los Angeles-Glendale Water Reclamation Plant
LAMC	(City of) Los Angeles Municipal Code
LAPD	(City of) Los Angeles Police Department
LUSD	Los Angeles Unified School District
LAWA	Los Angeles World Airport
LAX	Los Angeles Airport
L_{dn}	Day-Night Average Level
L_{eq}	Equivalent Noise Level
LOS	Level of Service
M	Richter Magnitude
MCE	Maximum Credible Earthquake
MGD	Million gallons per day
Mmcf	Million cubic feet
MPO	Metropolitan Planning Organization
MW	Mega Watts
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NCOS-NOS	North Central Outfall Sewer-North Outfall Sewer Interceptor System
NESHAP	National Emission Standards for Hazardous Air Pollutants
NGV	Natural Gas Vehicles
NO	Nitric Oxide

NO_2	Nitrogen Dioxide
NORS	North Outfall Replacement Sewer
NOS-LCSFVRS	North Outfall Sewer - La Cienega-San Fernando Valley Relief Sewer Interceptor System
O_3	Ozone
OSHA	(US) Occupational Safety and Health Administration
Pb	Lead
PEPPER	Pre-Earthquake Planning to Post-Earthquake Rebuilding Report
PF	Public Facility
PG&E	Pacific Gas & Electric
PM_{10}	Particulate Matter
POD	Pedestrian-Oriented District
PSI	Pounds per Square Inch
RCRA	Resource Conservation and Recovery Act
RIV	Rapid Intervention Vehicles
ROC	Reactive Organic Compounds
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SCGC	Southern California Gas Company
SDG&E	San Diego Gas 7 Electric
SED	Socioeconomic Data
SGIP	Self-Generation Incentive Program
SIC	Standard Industrial Code
SIP	State Implementation Plan
SNAP	Station Neighborhood Area Plan
SO_2	Sulfur Dioxide
SO_x	Oxides of Sulfur
SRRE	Source Reduction and Recycling Element
SWG	Southwest Gas Corporation
SWGS	Solid Waste Generation Study
SWIRP	Solid Waste Integrated Resources Plan
TDM	Transportation Demand Management
TGA	Targeted Growth Area
TIMP	Transportation Improvement and Mitigation Program
TISA	Terminal Island Service Area
TOD	Transit-Oriented District
TSM	Transportation System Management
TWRP	Tillman Water Reclamation Plant
UCLA	University of California in Los Angeles
ug/m^3	Micrograms per Cubic Meter

ULARA	Upper Los Angeles River Area
V/C	Volume/Capacity

DEFINITIONS

Affordable Housing. Refers to housing affordable to persons or families of very low, low or moderate income based upon the median income for Los Angeles County. According to the State Housing Department, very low is defined as not exceeding 50 percent of the area median income, low is defined as between 50 percent and 80 percent, and moderate, between 80 percent and 120 percent of the area median income.

Alquist-Priolo Special Studies Zone Program. Under the Alquist-Priolo Special Studies Zone Act of 1972, the State Geologist is required to delineate "Special Studies Zones" along known active faults. Cities or counties affected by the zones must regulate development within the designated zones. Building permits for sites within state-designated zones must be withheld until geologic investigations demonstrate that a proposed development is not threatened by surface displacement from future faulting.

Ambient. When used in connection with sound level, refers to the prevailing background noise, exclusive of a particular intruding sound under consideration.

California Environmental Quality Act. A State law, enacted in 1970, that requires public agencies to reveal the potential environmental impacts that could occur if a project or plan is implemented.

CNEL. Community Noise Equivalent Level; same as L_{dn}, except in addition to the 10 dB nighttime weighting, the evening (7:00 p.m. to 10:00 p.m.) levels are weighted by 5 dB. For most situations, the L_{dn}. and CNEL will be equal within a fraction of a dB, and may be considered synonymous.

Community Plan. One of the 35 plans - divided geographically - that serve as the Land Use Element of the City's General Plan. A community plan sets policies and standards for guiding on how land is to be developed in that community.

Cumulative Impacts. They refer to two or more individual effects which when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impacts for several projects are the changes in the environment which result from the incremental impact of these projects when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

dBA. A measure of sound level; the "dB" denotes decibels, the "A" denotes a weighting that results in a noise measurement which approximates the frequency response of the human ear.

Decibel. (dB) is a unit of sound pressure (P) denoting the logarithm (to the base 10) of the ratio between the total instantaneous pressure (Pi) at a particular point in the presence of a sound wave minus the static pressure (Pa) at that point to a reference pressure (Po). Mathematically, L (dB) = 20 $\log_{10}$ (P/Po) where P = Pi - Pa.

Earthquake. A shaking or trembling of the earth that is volcanic or tectonic in origin. An earthquake is classified by the amount of energy released, which is quantified using the Richter Scale.

Environmental Impact Report. A detailed document revealing the possible environmental impacts that could result from the implementation of a project or plan. Some of the issues discussed in an EIR are environmental setting, mitigation measures, project alternatives, and cumulative impacts.

Existing Conditions. The assumed current condition for any environmental impact category as of a given date.

Existing Hollywood Community Plan. The Existing Community Plan was adopted on December 13, 1988, and was revised through the General Plan Zoning Consistency Program. Adjustments have also been made through Plan Amendments since the Existing Community Plan was adopted. The Existing Hollywood Community Plan consists of a text document containing polices to govern development and a map which regulates the distribution of land uses and the density and intensity of development in Hollywood.

Fault(s). A fracture or line of weakness in the earth's crust along which rocks on one side of the fault are offset relative to the same rocks on the other side of the fault. Sudden movement along one of these faults results in an earthquake. Faults are classified into three categories: active, potentially active, and inactive. The criteria for determining the classification of a fault were developed by the California Division of Mines and Geology for the Alquist-Priolo Special Studies Zone Program. An active fault is defined as a fault that has had surface displacement within the last 11,000 years, within Holocene time. A potentially active fault has demonstrated surface displacement during the last two minion years, during Quaternary time (the past 1.6 million years), but does not exhibit Holocene displacement. A fault that has not moved within the last two million years is considered inactive.

Geologic Hazards (Seismicity). Seismic hazards occurring at a project site or in an area, primarily limited to those caused by earthquakes which include subsidence, landsliding and liquefaction.

Hazardous Materials. Any substance that is toxic, ignitable, reactive or corrosive and causes injury or death, or damages or pollutes land, air and water.

Initial Study. A preliminary analysis prepared by the lead agency to determine whether an Environmental Impact Report (EIR), a Mitigated Negative Declaration or a Negative Declaration must be prepared or to identify the significant environmental effects to be analyzed in an EIR.

L_{50}. The A-weighted sound level exceeded 50 percent of the sample time, the median sound level.

Land Use Designation. A category that allows a specific range of zones as a means of guiding development types and densities.

Landslides. Landslides, mudslides and rockslides can be triggered by seismic activity as well as other natural forces. Although the potential for landslides is generally greater on slopes of 25 percent or steeper, it is also depended upon geologic conditions (i.e. structural rigidity, susceptibility to erosion, etc.). The risk of this type of failure increases during seismic events.

L_{dn}. Day-night average sound level: same as L_{eq} (24) except that the nighttime (10:00 p.m. to 7:00 a.m.). Levels are weighted by 10 dB, reflecting a person's increased sensitivity to noise at night (a 10 dB increase is judged twice as loud). L_{dn} (or CNEL) is the parameter normally used by the EPA, the state, and local governments to define acceptable levels of noise.

Lead Agency. The public agency which has the principal responsibility for carrying out or approving a project. The lead agency will decide whether an EIR or negative declaration will be required for the project and will cause the document to be prepared.

L_{eq}. Equivalent sound level; dBA values averaged on an energy basis over a stated time period.

$L_{eq(24)}$. The L_{eq} of a 24-hour period.

Liquefaction. A process by which water-saturated sediment suddenly loses strength, commonly accompanies strong ground motions caused by earthquakes. During an extended period of ground shaking or dynamic loading, porewater pressures increase and the ground is temporarily altered from a solid to a liquid state.

Mixed Use. The development combining residential and commercial uses to improve jobs-housing relationship in the CPA winch is consistent with the Housing Element policies of the General Plan.

Primary Treatment. The initial step in the treatment of wastewater where approximately 70 percent of organic and inorganic solids are removed from raw wastewater. In this process, screened wastewater is detained in an undisturbed condition for one or two hours in primary sedimentation tanks, as solids (called primary sludge) settle to the bottom of the tanks or float to the surface. Chemicals are added to improve the efficiency of the settling process. The sludge is collected and pumped to anaerobic digesters for further processing. The water that remains after this treatment is called **primary effluent**.

Program EIR. An EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Project. The whole of an action, which has a potential for resulting in a physical change in the environment, directly or ultimately, that is subject to governmental agency approval.

Proposed Community Plan Update. A revision of that portion of the Land Use Element of the General Plan that covers the Hollywood Community Plan area. This revision will replace the existing Hollywood Community Plan upon adoption.

Proposed Plan. Same as above. Also referred to as Draft Hollywood Community Plan or Draft Community Plan or Draft Plan.

Reclaimed Water. Effluent that has been treated to very high standards which can be put to beneficial uses such as to irrigate landscaping or crops or to restore underground water.

Residential Land. All portions of the community's land designated for housing, including but not limited to single and multi-family units, mobile homes and shelters.

Richter Scale. A logarithmic scale where each whole number increase in Richter Magnitude (M) represents a tenfold increase in the wave amplitude generated by an earthquake, which is a representation of an earthquake's size. Also, for each full point increase in Richter magnitude, the corresponding amount of energy released increases 31.6 times. Thus, an M 6.3 earthquake is ten times stronger than an M 5.3 earthquake and releases 31.6 times more energy.

SCAG 2030 Forecast. The SCAG 2030 Forecast used in this document was prepared by the Los Angeles Planning Department Demographics Unit and Planning staff in conjunction with SCAG. The 2030 population forecast is based on SCAG's 2004 RTP. Projections of housing, commercial and industrial square footage and employment in the SCAF 2030 Forecast were estimated by City Planning staff using 2001-2006 building permit data to establish an average annual growth rate. County Assessor Data and Standard Industrial Codes were used to identify uses.

Secondary Treatment. This treatment, by using biological processes, removes practically all total organic and suspended inorganic solids (previously known as sludge but is now called biosolids) that remain in the primary effluent. Purification found in nature are duplicated, including biological treatment and clarification. **Secondary effluent**, the cleaned wastewater, is virtually free of pollutants and is compatible with the marine environment.

Seismic Safety Plan. A portion of the General Plan of the City of Los Angeles; such plan sets forth general planning policies for the City of Los Angeles concerning existing development, new development (e.g. prohibiting construction of buildings for human occupancy across surface fault traces, preparation of required geologic reports for projects located in designated study areas), critical facilities, emergency preparedness and post disaster recovery.

Subsidence. The downward settling of the earth's surface with little or no horizontal motion; a secondary hazard associated with seismic activity.

TIMP. The Transportation Improvement Mitigation Program (TIMP) is a report which identifies traffic impacts caused by projected land use patterns and population growth in 2030 and recommends programs to mitigate identified impacts.

Tiering. The covering of general matters in broader EIR's with subsequent narrower EIR's incorporating, by reference, the issues specific to the EIR subsequently prepared.

Urban Water Management Plan. A plan prepared by the City of Los Angeles Department of Water and Power in response to the Urban Water Management Planning Act (AB 797 as amended by AB 266 1) requiring every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually to prepare and adopt an urban water management plan.

Zone. A category under which parcels of land are placed that establishes specific development limitations and guidelines.

1.0 INTRODUCTION

1.1 BACKGROUND

On December 13, 1988, the Los Angeles City Council adopted the existing Hollywood Community Plan. The Hollywood Community Plan is one of 35 Community Plans that comprise the Land Use Element of the City of Los Angeles General Plan. The City has initiated a program to update all 35 community plans over time (Community Plan Update or CPU program). The City Planning Department has prepared an update to the Hollywood Community Plan (see **Appendix A** for a copy of the Draft Hollywood Community Plan update and associated other documents; the Transportation Improvement and Mitigation program is provided in **Appendix C**). This update builds on the 1996 General Plan Framework Element as well as more recent planning theory associated with smart growth, transit oriented development and the planning and land use response to reduction of greenhouse gas emissions, including Senate Bill (SB) 375 (legislation requiring local communities to reduce greenhouse gas emissions through integrated land use and transportation planning that reduces vehicle miles travelled). The intent of the CPU program, including the Hollywood CPU, is to evaluate existing land use policies and programs and to revise them as appropriate to guide future development consistent with current planning practice (especially in light of recent global warming legislation including AB 32 and SB 375) through an appropriate horizon year.

1.2 AUTHORIZATION AND FOCUS

This Draft Program Environmental Impact Report (DEIR) is a programmatic EIR and has been prepared by the Department of City Planning of the City of Los Angeles in accordance with the *Guidelines for the Implementation of the California Environmental Quality Act (CEQA)* of 1970, as amended (Sections 15000-15387 of the California Administrative Code), the City of Los Angeles CEQA Guidelines and the LA CEQA Thresholds Guide (2006).

A programmatic EIR addresses potential impact in a general way appropriate to the level of detail of the project description. A planning document (such as the Hollywood Community Plan update) provides only general information about anticipated uses and therefore a programmatic EIR is appropriate. Project specific environmental review is required for individual projects prior to proceeding through the City of LA entitlement process.

In accordance with CEQA Guidelines, an Initial Study was prepared and found that the proposed project could have a significant environmental impact and identified that an EIR should be prepared. A copy of the Notice of Preparation (NOP) and Initial Study are attached as **Appendix B1**, copies of letters received in response to the NOP are provided in **Appendix B2** (both available on CD or on the City's web site).

The Environmental Staff Advisory Committee of the Department of City Planning determined the scope of the Draft Environmental Impact Report (DEIR) to be prepared. The Hollywood Community Plan Update EIR is a Program EIR. CEQA Guidelines define a Program EIR in Section 151681: "an EIR which may be prepared on a series of actions than can be characterized as one large project and/or are related either: (1) Geographically, (2) As logical parts in the chain of contemplated actions, (3) In connection with issuance of rules, regulations, plans, or other general criteria to

govern the conduct of a continuing program, or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."

A Program EIR is not project specific, but instead addresses policies and broad land use changes as identified in planning documents such as the City of Los Angeles Community Plans. Under CEQA, specific projects may "tier" off of a Program EIR and further reduce and expedite environmental review processing time as individual projects that implement the Community Plan are proposed by private and/or public entities.

The purpose of this EIR is to provide a document that will inform the Department of City Planning, the City Planning Commission, the City Council, the Mayor, and other reviewing agencies as well as the general public of the environmental effects of the Proposed Plan. An EIR does not determine whether a project will be approved. According to Section 15121 of the CEQA Guidelines, its purpose is to identify all potentially significant effects of a project on the physical environment, to determine the extent to which those effects could be reduced or avoided, and to identify and evaluate feasible alternatives to the project. When an EIR determines that a project could cause significant impacts on the physical environment, those agencies with permit authority over the project are required to make one or more of the following findings before the project can be approved:

1. The project has been altered to avoid or substantially lessen significant impacts identified in the Final EIR.

2. The responsibility to carry out mitigation is under the jurisdiction of another agency.

3. Specific social, economic or other concerns render the mitigation measures or alternatives to the project infeasible.

According to the CEQA Guidelines (Section 15151), the EIR need not be exhaustive in its analyses of a project, but should analyze important issues to a sufficient degree that permitting and approving agencies can make informed decisions. Disagreements between experts, for example, do not render an EIR inadequate, but the major points of such disagreements should be summarized in the EIR.

1.3 LEAD AGENCY

The City of Los Angeles Department of City Planning is the "Lead Agency" in accordance with Section 15367 of the CEQA Guidelines, which defines the lead agency as "the public agency that has the principal responsibility for carrying out or approving the project."

The City of Los Angeles Department of City Planning has also prepared the Draft Proposed Plan; the City Planning Commission will make a recommendation to the City Council who will take the final action on the document.

1.4 PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

The time horizon of a community plan (the time over which the plan will be developed) is considered to be approximately 20 to 30 years. This Program EIR analyzes the year 2030 as the planning horizon for the Proposed Plan. At the time the Notice of Preparation (NOP) for this EIR was published, 2030 was the planning horizon for the Regional Transportation Plan (RTP). The RTP provides a reasonable long-term planning horizon for the region. Consistency with this long-range planning horizon allows the Los Angeles Planning Department to undertake its planning in a consistent regional context.

Based on the Initial Study, it was determined that implementation of the proposed Community Plan Update has the potential to result in significant adverse impacts to the following issue areas:

1. Land Use
2. Population, Employment and Housing
3. Public Services
4. Utilities
5. Transportation/Circulation
6. Air Quality
7. Noise
8. Geology
9. Cultural/Archaeological Resources
10. Safety/Risk of Upset

Therefore, these issue areas are further addressed in this Program EIR.

1.5 ORGANIZATION OF THIS DRAFT PROGRAM EIR

This document is organized into the following sections:

Chapter 1. Introduction: This chapter provides an overview of the authorization and focus of the EIR, the scope of this EIR, the environmental review process for the EIR and the general format of the document.

Chapter 2. Summary: This section contains an overview of the scope of the EIR, as well as a summary of the proposed project, environmental impacts, proposed mitigation, level of significance after mitigation, and unavoidable impacts. Also contained within this section is a summary description of project alternatives.

Chapter 3. Project Description: This chapter identifies the project location, summarizes the proposed project, and outlines the project objectives and project characteristics.

Chapter 4. Environmental Setting, Impacts and Mitigation Measures: This chapter describes and evaluates environmental issue areas, including the existing environmental setting and background, applicable environmental thresholds, environmental impacts (both short-term and long-term), policy considerations related to the particular environmental issue area under analysis,

mitigation measures capable of minimizing environmental harm, and if there are any unavoidable significant adverse impacts.

The impact analysis for each issue area is divided in to the following subsections:

Environmental Setting

This section describes the overall study approach. It also includes the setting of the existing conditions of the plan area that may be subject to change as a result of the ultimate development of the Proposed Plan area.

Impact Assessment

Each environmental issue area has identified criteria (thresholds of significance) for determining whether or not an impact is considered significant. This section provides information on the characteristics of the Proposed Plan that could have an impact with regard to each issue area, the nature and extent to which the Proposed Plan is expected to change the existing environment, and whether or not impacts of the Proposed Plan meet or exceed the threshold levels of significance.

Mitigation Measures

This section identifies specific measures recommended to reduce and identified significant impacts.

Unavoidable Significant Adverse Impacts

This section identifies any residual effects of the Proposed Plan that would result after mitigation measures have been applied.

Chapter 5. Alternatives: This chapter summarizes the alternatives analysis (presented in more detail throughout the document). The alternatives analyzed in this EIR include the No Project Alternative (which analyzes the reasonably anticipated development under the Existing Plan) and the SCAG 2030 Forecast.

Chapter 6. Other CEQA Considerations: This chapter provides a summary of the proposed project's potential growth-inducing impacts; provides a list of proposed project impacts that are significant and unavoidable by issue area; discusses the environmental effects of the proposed project found not to be significant; and identifies any irreversible changes to the natural environment resulting from the proposed project. This chapter also discusses cumulative impacts. Cumulative impacts refers to two or more individual effects, which, when considered together, may be significant. The cumulative impact from several projects is the change in the environment which results from the incremental impact of one project when added to impacts of other closely related past, present and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. If a cumulative impact is significant and an individual project contribution is considerable, then the individual project would have a significant cumulative impact. However, if a project does not make a considerable contribution to a cumulative impact then that project's cumulative impact is less than

significant. The Cumulative Impact discussion identifies the effects of the Proposed Plan that could result in combination with other related or cumulative projects. When a project is a plan or program, the cumulative analysis focuses on cumulative impacts with other plans and policies; on rare occasions, individual projects may be so large and/or differ so much from the relevant plan, so as to be included in the cumulative analysis.

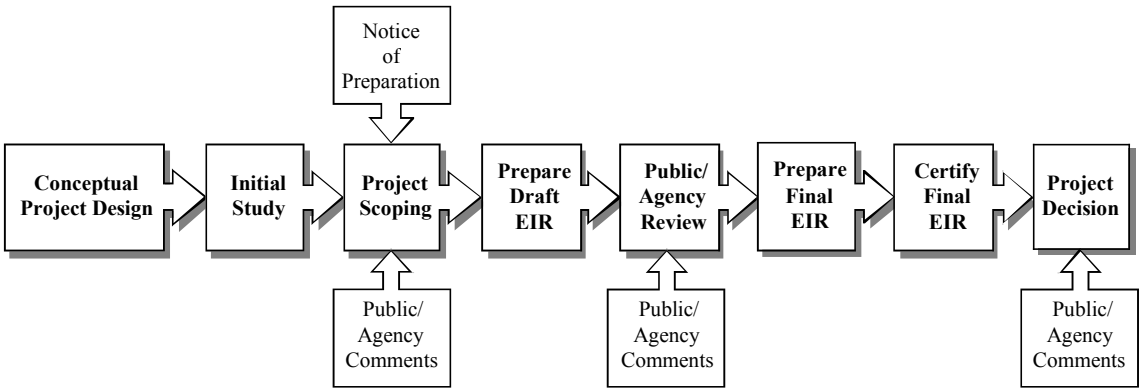
Chapter 7. References: This chapter identifies all references used and cited in the preparation of this report, including persons and organizations.

Chapter 8. Report Preparation: This chapter identifies the public and private agencies and individuals contacted during the preparation of this report, and all individuals responsible for the preparation of this report.

Appendices: Data supporting the analysis or content of the EIR are provided in the appendices to the document. These include the Notice of Preparation / Initial Study (NOP/IS) and responses received, traffic report, air quality calculations and other reports prepared for the project.

1.6 EIR PROCESS

A graphic description of the EIR preparation process is provided in the following flow chart:



The Hollywood CPU Draft Program EIR is currently being circulated for public/agency review (the fifth in the central line of boxes, in the graphic above). Following circulation of the Draft EIR, Planning Department staff will respond to all comments received in writing and will prepare the Final EIR.

1.7 AVAILABILITY OF THE DRAFT EIR

This Draft program EIR has been distributed to affected agencies, surrounding cities, counties, and interested partied for a 60-day review period in accordance with Section 15087 of the CEQA Guidelines. During the 60-day review period, which commences on March 3, 2011, and ends on

May 2, 2011, the Draft Program EIR is available for general public review at the following locations:

Srimal Hewawitharana
City of Los Angeles
Department of City Planning
200 Spring Street, Room 750
Los Angeles, CA 90012
Telephone: (213) 978-1359
E-Mail: srimal.hewawitharana@lacity.org

Central Library
630 W. 5th Street,
Los Angeles, CA 90071

Frances Howard Goldwyn-Hollywood Regional Branch Library
1623 N. Ivar Avenue
Hollywood, CA 90028

Cahuenga Branch Library
4591 Santa Monica Boulevard
Los Angeles, CA 90029

John C. Fremont Branch Library
6121 Melrose Avenue
Los Angeles, CA 90038

Los Feliz Branch Library
1847 Hillhurst Avenue
Los Angeles, CA 90027

Will & Ariel Durant Branch Library
7140 W. Sunset Boulevard
Los Angeles, CA 90046

Additionally, the Draft EIR can be downloaded or reviewed via the Internet at the Department of City Planning's website [http://planning.lacity.org/ (click on "What's New?" and then "Draft Environmental Impact Report")]. The DEIRs can be purchased on cd-rom for $7.50 per copy. Contact **Srimal Hewawitharana** of the City of Los Angeles at **srimal.hewawitharana@lacity.org** to purchase one.

Interested parties may provide written comments on the Draft EIR. Written comments on the Draft EIR must be postmarked by May 2, 2011 and should be addressed to:

Srimal Hewawitharana
Los Angeles City Planning Department
200 Spring Street, Room 750
Los Angeles, CA 90012

Comments may also be submitted electronically to Srimal Hewawitharana at srimal.hewawitharana@lacity.org. Upon completion of the 60-day public review period, written responses to all comments on environmental issues discussed in the Draft Program EIR will be prepared and incorporated into the Final EIR. These comments, and their responses, will be included in the Final EIR for consideration by the City of Los Angeles Planning Commission and City Council, as well as other public decision makers as appropriate.

2.0 SUMMARY

PROJECT DESCRIPTION

Overview

The proposed project is an update of the existing Hollywood Community Plan. The existing Hollywood Community Plan, adopted in 1988, is one of 35 community plans that comprise the Land Use Element of the City of Los Angeles General Plan.

The State requires that the General Plan be periodically revised to reflect new conditions, community input and technological advances. The existing Hollywood Community Plan was written to plan for development occurring between the years of 1988 and 2010. The horizon year of the Proposed Plan is 2030.

The proposed Hollywood Community Plan recommends changes in land use designations, zones, and height districts to increase the capacity of the Plan for housing and employment in identified subareas. The recommended pattern of land use directs future growth to areas of Hollywood where growth can be supported by transportation infrastructure. The changes in land use designations and zones presented in the Proposed Plan are intended to accommodate growth anticipated in the 2030 SCAG Forecast and allow for additional development. Hollywood is a prime location for transit-oriented development. The investment in transit infrastructure in Hollywood provides an opportunity for integrating transportation planning with land use planning. Mixed use development around Metro stations and transit corridors would provide residents with mobility choices that would enable them to reduce the number and length of vehicle trips thus reducing greenhouse gas emissions.

The State of California requires that cities plan for changes in population, housing demand and employment; if growth is anticipated, each city must accommodate a share of the regions projected growth. These projections are developed by the City of Los Angeles in concert with the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for the six-county region. SCAG is comprised of local governments and agencies in the region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a 20-year transportation plan for the region that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends.

Project Location

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.

The geography of Hollywood includes mountains, flatlands and a river. The Santa Monica Mountain Range extends from the Plan Area's northern border to Franklin Boulevard. The flatlands

stretch south from Franklin Boulevard to Melrose Avenue in the east and to Rosewood Avenue in the west. The Los Angeles Rivers defines the northeastern edge of the Plan Area.

Hollywood contains multiple centers of commercial and industrial activity, as well as large single-family and multifamily residential neighborhoods. Downtown Hollywood contains a mixture of low-to-high rise buildings, both historic and modern, occupied primarily by tourist and entertainment-related commercial uses and multi-family residential development.

Several major commercial corridors run through East Hollywood, including Western Avenue between Hollywood Boulevard and Melrose Avenue, and the medical complex of hospitals and facilities centered around Sunset Boulevard and Vermont Avenue.

Two freeways define the northeastern boundary of the Plan Area – the Golden State Freeway (Interstate 5) running south from Burbank to Hyperion Avenue defines the major portion of the eastern boundary, and the Ventura Freeway (State Highway 134) extending west from its intersection with the Golden State Freeway to the City Border of Burbank. 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.

Existing Transportation System

Hollywood's transportation infrastructure includes a circulation network of freeways, highways and surface roadways, a public transit system, bicycle routes and a pedestrian circulation system of sidewalks and crosswalks.

The local street grid is composed of major Class II highways, secondary highways, collectors and local streets. Streets in the flatlands are laid out in a grid pattern, mainly oriented on primarily compass points.

Hollywood's public transit system includes the Red Line Metro Rail, Metro Rapid Bus lines, a Commuter Express Bus and numerous local bus lines, including regular and 24-hour lines and neighborhood DASH lines.

A network of bicycle routes includes Class I Bike Paths, or pathways separated from vehicles; Class II Bike Lanes, special lanes identified by pavement markings, and Class III Signed Bike Routes.

Project Characteristics

The Hollywood Community Plan is proposed to be updated in order to accommodate anticipated increases in population and employment through the horizon year of 2030. 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 them to reduce the number and length of vehicle trips thus reducing greenhouse gas emissions associated with their travel behavior, in accordance with recent legislation (SB 375). In the process of redirecting growth,

the Proposed Hollywood Community Plan recommends removing and/or revising development limitations on commercial zones and multi-family residential zones which were imposed during the previous Update in 1988. The Proposed Hollywood Community Plan also contains policies and programs to protect the character of low-scale residential neighborhoods and the rich built history of key buildings and places that are considered historically and culturally significant. Modified street standards are proposed to align standards with existing conditions and use of streets, as well as accommodate features of streets that are identified as Historic-Cultural Monuments, such as the Hollywood Walk of Fame. Proposed land use changes would be implemented by Plan amendments, zone changes, and height district changes. Long range implementation programs include proposed historic preservation studies and districts, a Neighborhood Character Front Yard Paving ordinance, an Alley Improvement Plan, an Alley Maintenance Plan, commercial design overlay districts, nexus studies, streetscape plans, and a hillside neighborhood study

Although the Proposed Plan would not potentially create land use conflicts, it could initiate changes that could result in impacts to the character of some neighborhoods due to changes in the intensity of residential land uses from lower density residential land uses to higher density residential land uses. The Proposed Plan also includes a few areas being converted from non-residential to residential and vice versa. The individual areas (Subareas A through K) of land use designation changes and potential impacts in these areas, if any, are discussed in Section 4.1 of this Draft EIR.

The Hollywood Community Plan Update is undertaken to accomplish several purposes. As of 2005, there were approximately 224,426 persons living in the Plan area. Based on the SCAG estimates, it is anticipated that, by 2030, there will be 244,602 persons or 20,176 more people living in the same area. The Hollywood Community Plan Update adjusts the Plan population capacity by modifying land use designations, height districts and zones to accommodate this expected population increase. These changes are guided by the General Plan Framework which directs the City to preserve single-family and low density neighborhoods, by focusing housing development in commercial areas which contain infrastructure to support increased density, including Regional and Community Centers, Neighborhood Districts and Mixed-Use Boulevards.

The Proposed Plan uses a strategy for targeted growth that also reduces trips and improves air quality. These multiple objectives are addressed by encouraging mixed-use development along commercial corridors well served by public transit. To make the height districts in Hollywood's commercial areas consistent with those in other community plans, the Proposed Plan proposes to remove the development limitations that were imposed by the 1988 Update.

Some of the land use designation terms in the Community Plan would change, to be consistent with the General Plan Framework (GPF) land use designations. For example, the former land use designation category "Highway Oriented Commercial" has been re-designated "General Commercial." Elsewhere, the land use designation change sites retain their existing land use designations but have had their zones and/or height districts changed for a variety of reasons such as to enforce compliance with the Station Neighborhood Plan (SNAP), to allow for a change in the Floor Area Ratio (FAR), to increase housing capacity, and to promote mixed use development.

Table 2-1 below (a copy of Table 4.1-1 in Section 4.1 Land Use), indicates the land use designation acreages and their percentages for the existing and Proposed Plans.

Table 2-1: Land Use Designations - Existing and Proposed Plans

Land Use Designation	Land Use Sub Category	Existing Plan (Acres)	Existing Plan (Percentages)	Proposed Plan (Acres)	Proposed Plan (Percentages)
Residential		**6,904.4**	**42.83**	**6,886.6**	**42.72**
Single Family		4,704.3	29.18	4,702.4	29.17
	Minimum	904.1	5.61	904.1	5.61
	Very Low I	0.4	0.00	0.4	0.00
	Very Low II	1,459.9	9.06	1,459.9	9.06
	Low I	389.5	2.42	388.1	2.41
	Low II	1,950.4	12.10	1,949.9	12.10
Multi-Family		2,200.1	13.65	2,184.2	13.55
	Low Medium I	365.6	2.27	365.3	2.27
	Low Medium II	783.4	4.86	790.3	4.90
	Medium	838.3	5.19	785.7	4.87
	High Medium	96.2	0.59	176.3	1.09
	High	116.6	0.72	66.6	0.41
Commercial		**825.7**	**5.12**	**830.8**	**5.15**
	Hwy Oriented/ General	245.5	1.52	230.7	1.43
	Neighborhood	241.3	1.49	242.3	1.50
	Community	62.4	0.39	62.4	0.39
	Regional Center	233.4	1.45	257.09	1.59
Industrial		**292.2**	**1.81**	**278.6**	**1.73**
	Commercial Manufacturing	42.8	0.27	60.79	0.37
	Limited	249.4	1.55	217.8	1.35
Open Space		**5,250.4**	**32.57**	**5,250.9**	**32.57**
Public Facilities		**677.3**	**4.20**	**703.1**	**4.36**
	Public/Quasi Public	1.0	0.00	1.0	0.00

Table 2-1: Land Use Designations - Existing and Proposed Plans

Land Use Designation	Land Use Sub Category	Existing Plan (Acres)	Existing Plan (Percentages)	Proposed Plan (Acres)	Proposed Plan (Percentages)
	Public Facilities	676.3	4.19	702.1	4.36
Public Street/Various		**2,171.6**	**13.47**	**2,171.6**	**13.47**
Total		**16,121.6**	**100.00**	**16,121.6**	**100.00**

Source: City Planning Department, Community Plan Update Staff

Project Goals and Objectives

The land use designations and/or zoning changes in the Proposed Plan have been made for the following reasons:

1. To provide additional housing, especially near supporting infrastructure and services, including public transit, for an anticipated population increase.

2. To provide appropriate transitional lower density between adjacent single-family residential and higher density multiple-family residential and/or higher intensity commercial/industrial uses.

3. To eliminate conflicts and/or inconsistencies between planned land use, zoning, and height limitations.

4. To maintain existing residential densities to preserve neighborhood character.

5. To minimize or eliminate non-conforming uses or lots.

6. To reflect existing or proposed land use.

7. To update planned land use designations and corresponding zones to reflect and be consistent with the categories in the General Plan Framework Element.

8. To promote mixed-use development.

9. To preserve historic architecture.

10. To correct the planned land use designation and/or zoning to Public Facilities and PF, respectively, from Public, Quasi-Public, Residential, Commercial, or Industrial categories to reflect public uses or ownership.

The residential land use goals, objectives, and policies reflect the need for a safe, secure and high-quality residential environment for all economic, age and ethnic segments of the Community.

These goals, objectives and policies promote the preservation of existing quality housing and the development of new housing to meet the diverse economic and physical needs of the existing residents and to accommodate the projected expected population increases. They promote the development of new housing along mixed-use boulevards where appropriate, in close proximity to regional and community commercial centers, subway stations and existing bus route stops to reduce vehicular trips and congestion. They encourage multiple family residential and mixed-use development in commercial zones and higher density residential uses near major public transportation centers. They promote architectural compatibility and landscaping for new multiple family residential developments to protect the character and scale of existing residential neighborhoods, support historic preservation goals in neighborhoods of architectural merit and/or historic significance, and promote the preservation and rehabilitation of individual residential buildings of historic significance.

The commercial land use goals, objectives and policies reflect the need to encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Community, through well-designed, safe, and accessible areas, while preserving the historic and cultural character of the Community.

These goals, objectives and policies seek to preserve and strengthen viable commercial development in the Community, and provide additional opportunities for new commercial development and services within existing commercial areas. They provide for the location of new commercial uses in existing established commercial areas or shopping centers, seek to protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development, and to enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

They promote distinctive commercial districts and pedestrian-oriented areas. They encourage large mixed-use projects to incorporate facilities beneficial to the community such as libraries, childcare facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project. The incorporation of retail, restaurant, and other neighborhood serving uses in the ground floor street frontage of structures, including mixed use projects located in Neighborhood Districts is encouraged.

The industrial land use goals, objectives, and policies reflect the need to provide sufficient land for light industrial uses with employment opportunities that are safe for the environment and workers, and which have minimal adverse impact on adjacent uses.

These goals, objectives, and policies seek to retain existing industrial uses and promote future development, especially in entertainment and high technology applications, which contribute to job opportunities and minimize environmental impacts, designate and preserve lands for the continuation of existing industry and for the development of new industrial parks, research and development uses, light manufacturing, and similar uses, and encourage compliance with environmental protection

standards and health and safety requirements through the enforcement of environmental protection standards and health and safety requirements.

They seek to improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact, and mitigate noise and air quality impacts generated by industrial uses on nearby residential neighborhoods. They encourage new industrial development designs to be compatible with adjacent land uses, seek to buffer residential/industrial land uses, and promote a transition of industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods. They promote light industrial uses and accompanying employment bases in locations that are in close proximity to public transportation facilities and are compatible with surrounding land uses. They seek to minimize environmental impacts of industrial uses from other uses by highways and other physical barriers.

ALTERNATIVES

The California Environmental Quality Act (CEQA) requires the identification of an environmentally superior alternative to the project. The environmentally superior alternative is the alternative with the overall least environmental impact.

The analysis below will consider the impacts of the various alternatives on a number of environmental categories, including land use, population, employment, housing, public services, utilities, transportation, air quality, noise, geology, cultural resources, and safety/risk of upset. Based on this analysis, an environmentally superior alternative to the project will be identified.

Alternative #1 – Proposed Plan

This is the Proposed Plan analyzed as the Project in this Program EIR. The changes in land use designations and zones presented in the Proposed Plan are intended to accommodate growth anticipated in the 2030 SCAG Forecast and allow for additional development. As a transit rich community, Hollywood is an optimal location for sustainable urban development. Directing growth to Hollywood would maximize the return on public investment in transit infrastructure and help Southern California reach regional greenhouse gas emission reduction targets. Because the level of growth anticipated under the Proposed Plan exceeds the level of growth anticipated under the other alternatives, the local impacts associated with the Proposed Plan are likely to also exceed the local impacts expected under the other alternatives. The Draft Environmental Impact Report and the Proposed Plan include a series of policies and programs to mitigate these impacts.

Alternative #2 - Existing 1988 Community Plan (No Project)

Alternative #2, in general, would allow for growth, but not the level of growth that is anticipated by the 2030 SCAG Forecast.

Since Alternative #2 contains less total housing potential than the Proposed Plan, it could result in increased household size due to a lack of adequate housing, higher housing prices, and related impacts such as substandard housing. As noted above, Alternative #2 would not accommodate the population growth that is expected to occur in Hollywood by 2030,

In general, Alternative #2 would have the same significant adverse impacts as the Project, but they would be of lesser intensity and/or duration as a result of the reduced development potential anticipated under this alternative.

Alternative #3 – SCAG 2030 Forecast

Alternative #3, the SCAG 2030 Forecast, represents the increase in population and employment that is expected to occur based on recent trends. The SCAG 2030 Forecast anticipates a smaller amount of growth and development in 2030 than would be anticipated under the Proposed Plan, but more growth and development than would occur under Alternative #2, the Existing Plan. It would include fewer land use designation changes as compared to the Proposed Plan (but more than Alternative #2). Overall local impacts associated with Alternative #3 would be less than the Proposed Plan (because of less development) but more than Alternative #2.

Environmentally Superior Alternative

Alternative #2, the Existing (1988) Plan, is the No Project Alternative and therefore cannot be identified as the environmentally superior alternative. Because growth and development under Alternative #3 would be less than the growth and development anticipated under the Proposed Plan there would be fewer and/or less intense local impacts associated with Alternative #3, as compared to what is anticipated under the Proposed Plan. Therefore, although the Proposed Plan could be considered the environmentally superior alternative at the regional level, at the local level Alternative #3 which would accommodate, but not exceed, the amount of growth and development that SCAG forecasts is considered the environmentally superior alternative.

The Proposed Plan, which accommodates and exceeds the level of growth forecast by the SCAG 2030 Forecast and encourages transit-oriented development, a type of growth that is considered more sustainable, is the alternative that meets the social, economic, and planning goals and objectives of the City.

IMPACT ANALYSIS

Table 2-2 presents a summary of anticipated impacts, mitigation measures and level of significance after mitigation for the Proposed Plan.

Table 2-2: Summary of Impacts and Mitigation Measures		
Description of Impact	**Mitigation Measures**	**Level of Significance After Mitigation**
Land Use		
The Proposed Plan land use designation changes will result in the following: - approximately 6,887 acres (42.7% of the CPA) would be designated as Residential - approximately 830 acres (5.1% of the CPA) would be designated as Commercial - approximately 278.6 acres (1.7% of the CPA) would be designated as Industrial - approximately 5,251 acres (32.5% of the CPA) would be designated as Open Space - approximately 703 acres (4.3% of the CPA) would be designated as Public Facilities - approximately 2,172 acres (13.47 % of the CPA) would be designated as Public Street or Various	1. Implement the Urban Design Policies, Guidelines, and Standards included in the Proposed Plan. 2. Implement Specific Plans and/or Community Design Overlay (CDO) Districts to address proposed development standards. 3. Implement Transit Oriented Districts (TODs) and/or Pedestrian Oriented Districts (PODs) to mitigate the impacts of increased residential and commercial intensity where appropriate.	With the implementation of the recommended mitigation measures, impacts would be less than significant.
Population, Employment and Housing		
The Proposed Plan creates enough capacity to accommodate up to 249,062 persons; 24,636 more persons than the existing 2005	There would be no significant impact and mitigation policies are not required.	With the implementation of policies included in the Proposed Plan, impacts would be less than significant.

Table 2-2: Summary of Impacts and Mitigation Measures		
Description of Impact	**Mitigation Measures**	**Level of Significance After Mitigation**
population of 224,426 persons. The Proposed Plan would result in a reasonable expected development of 130,203 jobs, in an increase of 29,223 additional jobs over the existing (2005) conditions of 100,980 jobs. The Proposed Plan would result in a projected level of 114,868 housing units with 20,958 single-family dwelling units and 93,910 multi-family dwelling units. The Proposed Plan would be able to accommodate anticipated future population, employment, and housing growth.	The Proposed Plan includes policies and zoning controls to address any potential impacts.	
Public Services		
Fire: Implementation of the Proposed Plan could result in increased development in the Hollywood 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.	In addition to the Fire Protection and Prevention Plan and the Safety Plan, the proposed Hollywood Community Plan incorporates programs and policies that help mitigate community-specific fire and emergency response issues. In addition to these programs and policies, the following mitigation policies are proposed: 1. Identify areas of the Hollywood CPA with deficient fire protection facilities and/or services and prioritize the order in which the areas should be upgraded to established fire protection standards to ensure acceptable fire protection at all times.	With implementation of the recommended mitigation measures, impacts would be less than significant.

Table 2-2: Summary of Impacts and Mitigation Measures		
Description of Impact	**Mitigation Measures**	**Level of Significance After Mitigation**
	2. Continue to require, in coordination with the Fire Department, adequate fire service capacity prior to the approval of proposed developments in areas currently located outside of the service areas or capability of existing city fire stations. 3. 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 CPA. 4. Implement the Hollywood Transportation Improvement and Mitigation Program (TIMP) contained in **Section 4.5** of the DEIR (Transportation) to improve traffic conditions thereby improving fire and life safety in the community.	
Police: Implementation of the Proposed Plan, with attendant increases in population and development, would cause an increase in the need for 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.	The Proposed Hollywood Community Plan incorporates programs and which help mitigate significant adverse impacts it may have on the provision of police protection to the residents Hollywood CPA. In addition to these programs and policies, the following mitigation policies are proposed: 1. Hire and deploy additional police officers	With implementation of the recommended mitigation measures, impacts would be less than significant.

Table 2-2: Summary of Impacts and Mitigation Measures		
Description of Impact	**Mitigation Measures**	**Level of Significance After Mitigation**
	and civilian personnel to accommodate growth or development generated by the implementation of the Proposed Plan pursuant to LAPD hiring and deployment procedures. 2. Expand and/or upgrade existing police protection equipment and/or facilities in areas of the CPA that do not receive adequate police protection services. 3. Pursue State, Federal and other non-conventional funding sources to expand the number of sworn police officers. 4. Promote the establishment of police facilities that provide police protection at a neighborhood level. 5. Implement the Hollywood Transportation Improvement and Mitigation Program (TIMP) contained in **Section 4.5** of the DEIR (Transportation), to improve traffic conditions thereby improving police response times in the community.	
Public Libraries: Implementation of the Proposed Plan without additional library facilities, with its concomitant population increases, would worsen existing deficiencies in library services in the community.	The Proposed Hollywood Community Plan includes policies that help mitigate potential significant adverse impact.	With implementation of policies included in the Proposed Plan, impacts would be less than significant.

Table 2-2: Summary of Impacts and Mitigation Measures

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
Parks: The implementation of the Proposed Plan would not increase parkland acreage but would increase population and demand for community and neighborhood parks and recreation facilities resulting in a significant adverse impact on demand for community and neighborhood parks and recreation facilities in the Hollywood CPA. The provision of recreational facilities is based on distance and population density. The large Griffith Park, located within the Hollywood CPA, results in sufficient regional parkland. However, the Hollywood CPA would experience adverse impacts due to population increase, in terms of demand for Community and Neighborhood parks.	The Proposed Hollywood Community Plan incorporates programs and policies that help mitigate potential significant adverse impacts. In addition to these programs and policies, the following mitigation policies are proposed: 1. Develop City or private funding programs for the acquisition and construction of new Community and Neighborhood recreation and park facilities. 2. Prioritize the implementation of recreation and park projects in parts of the CPA with the greatest existing deficiencies. 3. Establish joint-use agreements with the Los Angeles Unified School District and other public and private entities that could contribute to the availability of recreational opportunities in the CPA. 4. Monitor appropriate recreation and park statistics and compare with population projections and demand to identify the existing and future recreation and park needs of the Hollywood CPA.	Several factors effectively prevent the mitigation policies from reducing impacts of the Proposed Plan on parks to a level of insignificance. These factors include the historic lack of and huge deficiency in parkland acreage, existing budget constraints and a high level of development where lands may not be available for conversion into or the creation of parks. Therefore, the implementation of the Proposed Plan could result in an **unavoidable significant adverse impact on parks and recreation facilities at the community and neighborhood level.**
Public Schools: The Proposed Plan would result in a student population of 32,862 in the Hollywood CPA in 2030, as compared to 29,052 students in 2005. Student enrollments	The proposed Hollywood Community Plan incorporates programs and policies that would help mitigate any significant adverse impact it may have on the provision of public	With implementation of the recommended mitigation measures, impacts would be less than significant.

Table 2-2: Summary of Impacts and Mitigation Measures

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
have been below operating capacities in previous years. It is assumed that there will continue to exist a percentage of the student population who do not attend the public schools in the area. Therefore, it is anticipated that the existing operating capacity of the public schools have sufficient capacity to accommodate the increase in student population under the Proposed Plan through 2030. However, should the projected increase in the student population in the Hollywood CPA during the planning period not be accommodated by the public school system, then, there would be a significant adverse impact and steps would need to be taken to mitigate this impact.	educational facilities to the residents of the Hollywood CPA. In addition to these programs and policies, the following mitigation policies are proposed: 1. Develop plans to address issues relating to siting and the joint use of facilities. To this end, identify strategies for the expansion of the school facilities, including: a. Siting of schools and other community facilities (libraries, parks, etc.) within transit stations, centers or mixed-use areas so that they can complement each other and make the most use of the land provided for these services; b. Locating middle schools and high schools close to transit stations and key centers, where possible, so that students can use the transit system to get to and from school; c. Encouraging private redevelopment of existing schools sites in the immediate vicinity of transit station and centers so that the existing site (a low intensity site) would be replaced by a high intensity mixed-use development that would incorporate school facilities.	

Table 2-2: Summary of Impacts and Mitigation Measures		
Description of Impact	**Mitigation Measures**	**Level of Significance After Mitigation**
	2. Work cooperatively with LAUSD and other entities to facilitate construction of schools where necessary to accommodate increased student population. 3. The City shall ensure that prior to issuance of a building permit, project developers shall pay to LAUSD the prevailing State Department of Education Development Fee to the extent allowed by State law. School fees exacted from residential and commercial uses would help fund necessary school service and facilities improvements to accommodate anticipated population and school enrollment within the LAUSD service	
Utilities		
Water: 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. This could be a significant adverse impact. As in the past, water supply continues to be one of the major challenges facing the City of Los Angeles. Increasing regulation,	1. As part of review of individual projects, the Planning Department shall work with LADWP to ensure appropriate expansion, upgrade and/or improvement of the local water distribution system within the CPA as may be necessary to accommodate anticipated growth.	Increased conservation and implementation of the Proposed Plan and the recommended mitigation measures would reduce the impacts of the Proposed Plan. However, given the uncertainties in the water supply horizon and in the capacities of local delivery systems, **impacts to water are considered potentially significant.**

Table 2-2: Summary of Impacts and Mitigation Measures

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
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 of Los Angeles has the potential to significantly impact water supplies.		
Electricity: While the existing DWP electrical distribution facilities in the community plan area are capable of meeting present demands, the cumulative effect of the increased electrical service demands from additional development and an increasing population might require the installation of additional electrical distribution facilities. Therefore, increased development in the community plan area, with a corresponding increase in electricity consumption, could result in an adverse impact. **Natural Gas:** The implementation of the Proposed Plan and the resulting increase in development could result in the demand for increased natural gas resources during the planning period. However, the estimated gas requirement for 2030 average temperature year is lower than the recorded use of 2,717 Mmcf/day in 2007 and below the system capacity of 3,875 Mmcf/day. Therefore, it	1. Promote energy conservation and efficiency to the maximum extent that are cost effective and practical. 2. Encourage and provide incentives for the development and use of alternative sources of energy. 3. Adopt and implement a program to provide technical assistance and incentives to property owners and developers on building design and/or the use of energy-efficient systems in new residential, commercial and industrial developments to exceed existing State of California Energy Code standards. 4. Promote the responsible use of natural resources in consonance with City environmental policies. 5. Expand, upgrade or improve local distribution lines and facilities within the community plan area whenever necessary	With implementation of the recommended mitigation measures, impacts would be less than significant.

Table 2-2: Summary of Impacts and Mitigation Measures

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
may be assumed that there will be sufficient gas available for the consumption resulting from the anticipated development due to the implementation of the proposed project in the Hollywood CPA. Therefore, the implementation of the Proposed Plan should not have an adverse impact on the supply of natural gas.	to accommodate increased demand for energy.	
Wastewater: With the implementation of the proposed plan, the Hollywood CPA would generate approximately 5.8% of the wastewater generated Citywide in 2020. This is an increase of 0.2% over the existing 2005 levels. This percentage of increase would not be considered to be significant.	1. Continue to implement existing water conservation measures, including ultra low-flush installation and, school educational, public information, and residential programs, and develop new ones as needed. 2. Adopt a comprehensive water reuse ordinance that will establish, among other things, goals on reuse of reclaimed water. 3. Establish water reuse demonstration and research programs and implement educational programs among consumers to increase the level of acceptance of reclaimed water. 4. Provide incentives for the development of new markets and uses for reclaimed water. 5. Rehabilitate existing sewers in poor structural condition and construct relief	With implementation of the recommended mitigation measures, impacts would be less than significant.

Table 2-2: Summary of Impacts and Mitigation Measures

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	sewers to accommodate growth whenever necessary. 6. Expand or upgrade existing local sewers in the community plan area to accommodate increased wastewater flow whenever necessary.	
Solid Waste: The Proposed Plan land uses would result in the generation of up to 2,745,927 lbs. of solid waste per day. This level of solid waste generation amounts to 13.73% of the 2006 Citywide generation rate of 20,000,000 lbs. per day. Therefore, with the implementation of the Proposed Plan, the Hollywood CPA would generate 13.73% of the solid waste generated Citywide (using the 2006 Citywide generation data). This is an increase of 2.16% over the existing 2005 levels. This is a significant adverse impact.	1. Implement the Solid Waste Integrated Resources Plan to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025. 2. Encourage and provide incentives for the processing and marketing of recyclable items. 3. Accelerate on-going efforts to provide alternative solid waste treatment processes and the expansion of existing landfills and establishment of new sites.	With implementation of the recommended mitigation measures, impacts would be less than significant.
Transportation		
The Proposed Plan compared to 2005 conditions would result in an unavoidable significant adverse transportation impact. The percentage of links at LOS E or F would increase significantly and the weighted V/C	1. Implement development review procedures to ensure that the applicable Mobility policies of the Hollywood Community Plan are applied and implemented by individual development projects when they are	The recommended mitigation would help to implement the Mobility policies of the Proposed Hollywood Community Plan. There would still be a **significant adverse** transportation impact as a result of the Proposed Hollywood

Table 2-2: Summary of Impacts and Mitigation Measures		
Description of Impact	**Mitigation Measures**	**Level of Significance After Mitigation**
ratio would increase from 0.939 to 1.000. There would also be increases in vehicle miles travelled (VMT) and vehicle hours travelled (VHT) in 2030 compared to 2005 conditions. The Proposed Plan would result in similar impacts as compared to 2030 conditions under the Existing Plan.	considered for approval in the plan area. **Further Recommendation:** In order to provide an additional source of funding for transportation improvements, beyond the local and regional funds typically available to the City of Los Angeles, it is recommended that a nexus study be conducted to determine the transportation impact of development accommodated by the 2030 Proposed Plan, estimate the cost of implementing the transportation mitigation measures recommended by the Hollywood Community Plan Update, and develop a means of allocating the cost of such measures to individual development projects.	Community Plan as compared to 2005 conditions. The percentage of roadway segments projected to operate at LOS E or F would be increased, as would the weighted V/C ratio in Hollywood. Total vehicle miles of travel and vehicle hours of travel also would be significantly increased.
Air Quality		
Implementation of the Plan could incrementally provide new sources of regional air emissions but they would not conflict with or obstruct implementation of the Air Quality Management Plan. Construction of development projects that would be allowed under implementation of the Proposed Plan would result in substantial criteria pollutant emissions.	The proposed Hollywood Community Plan incorporates sustainable programs and policies that would help mitigate significant impacts on regional and local air quality. In addition to these programs and policies, the following additional Mitigation Policies are recommended: 1. The City, as a condition of approval of all discretionary projects, shall require contractors building projects within the	Construction of development projects that would be allowed under implementation of the proposed Plan would result in a **significant increase** in criteria pollutant emissions. Implementation of the proposed Plan could expose sensitive receptors to **significant pollution concentrations** in excess of the established LST as a result of construction. Operational emissions are anticipated to be less than significant as a result of ongoing emission controls. Implementation of the Proposed Plan

Table 2-2: Summary of Impacts and Mitigation Measures

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
Increased development allowed under the Proposed Plan would significantly increase criteria pollutant emissions in the area. Motor vehicle trips generated by the Proposed Plan would affect carbon monoxide concentrations at intersections in the area, however, on-going emission controls would offset any impacts. Implementation of the Proposed Plan could expose sensitive receptors to substantial pollution concentrations in excess of the established LST. Implementation of the Proposed Plan could expose sensitive receptors to elevated health risks from exposure to airborne toxic air contaminants. Implementation of the Proposed Plan would result in increased Greenhouse gas (GHG) emissions that would contribute significantly to global climate change.	Hollywood CPA to: i) use properly tuned and maintained equipment. Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations ii) use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible iii) use heavy duty diesel-fueled equipment that uses low NOx diesel fuel to the extent it is readily available and feasible iv) use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible v) maintain construction equipment in good operating condition to minimize air pollutants. vi) use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic. 2. The City, as a condition of approval for all discretionary projects, shall require	would result in increased GHG emissions that would contribute **significantly to global climate change.**

Table 2-2: Summary of Impacts and Mitigation Measures		
Description of Impact	**Mitigation Measures**	**Level of Significance After Mitigation**
	developers to implement applicable GHG reduction measures in project design and comply with regulatory targets. 3. In the event that future projects under the Community Plan cover areas greater than 5 acres, appropriate analysis and modeling would be required for CO, NOx, PM10 and PM2.5.	
Noise		
The Proposed Plan would result in significantly increased noise levels during construction activities. The Proposed Plan could expose people and/or structures to significant ground-borne vibration levels. Some land uses included in the Proposed Plan could generate noise that could affect sensitive receptors; project specific review and mitigation as appropriate should reduce this impact to less than significance. Increased traffic in the Plan area could significantly increase noise levels at sensitive receptors. The Proposed Plan could result in	1. Re-route truck traffic away from residential streets, if possible. If no alternatives are available, route truck traffic on streets with the fewest residences. 2. Site equipment on construction lots as far away from noise-sensitive sites as possible. 3. When construction activities are located in close proximity to noise-sensitive sites, construct noise barriers, such as temporary walls or piles of excavated material between activities and noise sensitive uses. 4. Avoid use of impact pile drivers where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives where geological conditions permit their use. Use	Construction as a result of the Proposed Plan would result in **significantly increased noise levels**. Construction as a result of the Proposed Plan could also expose people and/or structures to **significant ground-borne vibration levels.** Increased operational traffic in the Plan area would **significantly increase noise levels at sensitive receptors** along certain street segments.

Table 2-2: Summary of Impacts and Mitigation Measures		
Description of Impact	**Mitigation Measures**	**Level of Significance After Mitigation**
cumulatively considerable periodic and/or temporary noise levels above levels existing without the project.	noise shrouds when necessary to reduce noise of pile drilling/driving. 5. Use construction equipment with mufflers that comply with manufacturers' requirements. 6. Consider potential vibration impacts to older (historic) buildings in Hollywood as part of the approval process.	
Geology and Soils		
The incremental additional seismic risks to the population and impacts associated with the implementation of the Proposed Plan would be minimal and do not represent a significant change from current levels of risk. Compliance with applicable Building Code requirements and standard conditions of approval would reduce impacts to a less than significant level.	The Proposed Plan incorporates programs and policies that help mitigate any significant adverse impact that could result from geological hazards. Adherence to all relevant plans, codes, and regulations with respect to design of individual projects would reduce project-specific and cumulative geologic impacts to a less than significant level. The proposed Hollywood Community Plan does not require Mitigation Policies as there are no potentially significant impacts.	With the implementation of the Proposed Plan and existing programs policies and regulations, impacts would be less than significant.
Cultural Resources		
Historical/Architectural: The Proposed Plan does not recommend any physical changes to sites that contain known historic resources. However, implementation of the proposed plan	**Historic Resources** 1. Cultural Heritage Commission/Office of Historic Resources Building Permit Review	**Historic Resources.** The implementation of the proposed mitigation measures would minimize impacts but there may be some **unavoidable significant adverse impacts as a result of the**

Table 2-2: Summary of Impacts and Mitigation Measures

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
could result in pressure to redevelop sites with historic resources present (both known and currently undocumented), which could result in impacts to existing historic structures. **Archaeological/Paleontological.** Development resulting from the implementation of the proposed plan may cause the disturbance, of archaeological or paleontological resources, resulting in the uncovering of resources during construction of individual projects and potential for disruption of a prehistoric or historic archaeological site.	of Historic-Cultural Monuments. 2. Office of Historic Resources Building Permit Review of Properties on the National Register/California Register. 3. Historic-Preservation Overlay Zones (HPOZ) Program. 4. SurveyLA. 5. Project-Specific CEQA Review by City. 6. Floor Area Ratio (FAR) Incentive Areas Compliance with Secretary of the Interior's Standards. 7. Cultural Heritage Commission/Office of Historic Resources Building Permit Review of the Hollywood Walk of Fame. 8. Project-Specific CEQA Review by City of projects along the Hollywood Walk of Fame. **Archaeological/Paleontological Resources** 9. As part of individual project CEQA review the potential for impacts to archaeological and paleontological resources, shall be evaluated and mitigation measures identified	**redevelopment of sites with historic resources**. **Archaeological/Paleontological Resources.** The implementation of the proposed mitigation measures would minimize impacts but there may be still be **unavoidable significant adverse impacts as a result of the development of sites where archaeological/paleontological resources may be present**.

Table 2-2: Summary of Impacts and Mitigation Measures		
Description of Impact	**Mitigation Measures**	**Level of Significance After Mitigation**
	as appropriate. In the event any archaeological and/or paleontological resources are determined to be potentially present, as appropriate the City shall require the developer to retain an on-site qualified archaeologist and/or paleontologist with expertise in the area in order to monitor excavation in previously undisturbed areas and to assess the nature, extent and significance of any cultural materials that are encountered and to recommend appropriate methods to preserve any such resources. Said archaeologist and/or paleontologist will have the authority to put a hold on grading operations and mark, collect and evaluate any archaeological materials discovered during construction. Said archaeologist and/or paleontologist shall be provided a reasonable amount of time to prepare and implement protection measures coordinating with the City of Los Angeles Building and Safety Department.	
Safety/Risk of Upset		
The Proposed Plan land use designation changes would result in approximately 281.16 acres (1.84% of the CPA) being designated as Industrial, a decrease of 10.99 acres, with a corresponding reduction of 0.08% in the area of the total CPA being designated for industrial	1. As part of the review of individual projects, the City shall ensure that all pertinent safety/mitigation standards in the City's Building Code, Fire Code and Planning and Zoning Code are met, the City shall prohibit the construction of any building where there	With implementation of the recommended mitigation measures, impacts would be less than significant.

Table 2-2: Summary of Impacts and Mitigation Measures

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
land use. The Proposed Plan would not encourage a large increase in population immediately adjacent to oil or gas contamination, or adjacent to an industrial facility containing acutely hazardous materials. The Proposed Plan includes design guidelines for new industrial developments when they are located adjacent to residentially-zoned neighborhoods to mitigate impacts from the storage of hazardous materials. While the Proposed Plan may encourage greater redevelopment of older potentially contaminated sites, there are strict regulations in place to control how potentially contaminated materials are to be handled and disposed of.	is potential for methane gas hazards; and for instances where there is significant methane gas detected, the developer must immediately notify the City's Building and Safety Department and the Southern California Air Quality Management District. 2. As part of the discretionary review of individual projects, the City will require mitigation measures prior to approval of residential or public facility projects within 1,000 feet of a designated hazardous site/condition. These measures should address considerations of setbacks and buffers, barriers, risk of upset plans and safety evacuation plans.	

3.0 PROJECT DESCRIPTION

3.1 OVERVIEW OF DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

This Draft Environmental Impact Report (DEIR) evaluates the potential environmental impacts associated with the adoption of the Hollywood Community Plan. In accordance with the provisions of Article 3, Sections 65940 through 65944 of the Government Code, the California Environmental Quality Act of 1970, and the adopted City Guidelines, the Department of City Planning reviewed the project described in the Initial Study and found that the proposed project may have significant impacts on the environment, and an Environmental Impact Report is required. The Lead Agency has identified the following areas where the Proposed Plan (Proposed Project) may have an impact on the environment:

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

3.2 PROJECT BACKGROUND

California state law requires that each city and county adopt a General Plan to guide physical development and accommodate projected increases in population and employment. The existing Hollywood Community Plan, adopted in 1988, is one of 35 community plans which comprise the Land Use Element of the City of Los Angeles' General Plan.

The State requires that the General Plan be periodically revised to reflect new conditions, community input and technological advances. The existing Hollywood Community Plan was written to plan for development occurring between the years of 1988 and 2010. The horizon year of the proposed Plan is 2030.

The proposed Hollywood Community Plan (see **Appendix A**) recommends changes in land use designations, zones, and height districts to increase the capacity of the Plan for housing and employment in identified subareas. The recommended pattern of land use directs future growth to areas of Hollywood where growth can be supported by transportation infrastructure and different types of land uses can be intermingled to reduce the length and incidence of vehicle trips.

Modified Street Standards are proposed to align standards with existing conditions and use of streets, as well as accommodate special considerations for streets that are identified as Historic-Cultural Monuments, such as the Hollywood Walk of Fame.

Trends, Projections and Plan Capacity

The State of California requires that cities plan for changes in population, housing demand and employment; if growth is anticipated, each city must accommodate a share of the regions projected growth. These projections are developed by the City of Los Angeles in concert with the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for the six-county region. SCAG is comprised of local governments and agencies in the region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a 20-year transportation plan for the region that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends.

Table 3-1 compares the existing planned capacity of the Existing 1988 Hollywood Community Plan with the 2030 projection of population, housing demand and employment based on SCAG estimates and building permit data.

Table 3-1: Existing Plan Capacity Compared to SCAG 2030 Forecast

	Existing Plan Capacity	**SCAG 2030 Forecast**
Population	235,850	244,602
Housing	108,722	113,729
Employment	105,782	119,013

Land Use Strategy: the Role of the General Plan Framework Element

The proposed Hollywood Community Plan incorporates principles set forth in the General Plan Framework, an element of the City's General Plan that was implemented to guide the update of other General Plan elements in 1995. The General Framework is based on principles that have informed theories of planning and regional development for several decades, including Smart Growth, New Urbanism, and, more currently, Sustainable Development. General Plan Framework policies encourage compact development that is located close to transit infrastructure and activity centers. A vision of concentrated, mixed-use development adjacent to transit corridors is promoted in order to conserve resources, protect existing residential neighborhoods and improve air quality by reducing the use of cars.

A Regional Vision: SCAG's Compass Blueprint

The compact land use model proposed by the Hollywood Community Plan is consistent with the Compass Blueprint strategy initiated by the Southern California Association of Governments (SCAG). In 2004 SCAG adopted the Compass Blueprint regional growth vision, a vision that encourages infill development and high-density activity centers near transit to achieve improvements in regional mobility and air quality.

Greenhouse Gas Emission Legislation: Senate Bill 375

By following the policies of compact development contained in the General Plan Framework and SCAG's Compass Blueprint, the proposed Hollywood Community Plan would facilitate mobility

choices that would reduce the use of cars and help the Southern California Region reach the greenhouse gas emission reduction targets established by Senate Bill 375. Senate Bill 375 requires SCAG to prepare a Sustainable Community Strategy (SCS) which will enable the cities and counties of Southern California to achieve specified levels of reduction in greenhouse gas emissions in 2020 and 2035.

3.3 PROJECT LOCATION

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 (see **Figure 3-1**).

The geography of Hollywood includes mountains, flatlands and a river. The Santa Monica Mountain Range extends from the Plan Area's northern border to Franklin Boulevard. The flatlands stretch south from Franklin Boulevard to Melrose Avenue in the east and to Rosewood Avenue in the west. The Los Angeles Rivers defines the northeastern edge of the Plan Area.

Existing Land Uses and Physical Development Patterns

Hollywood contains multiple centers of commercial and industrial activity, as well as large single-family and multifamily residential neighborhoods. Downtown Hollywood contains a mixture of low-to-high rise buildings, both historic and modern, occupied primarily by tourist and entertainment-related commercial uses and multi-family residential development.

Several major commercial corridors run through East Hollywood, including Western Avenue between Hollywood Boulevard and Melrose Avenue, and the medical complex of hospitals and facilities centered around Sunset Boulevard and Vermont Avenue.

Hollywood has several industrial districts. The largest industrial area is the cluster of pre– and post-production media-related facilities located south of Santa Monica Boulevard between La Brea and Gower Avenue.

Nearly half of the acreage of Hollywood has historically been, and continues to be, planned for residential uses. Single-family uses are located primarily in the hills, while multi-family uses are concentrated south of the hills in the flatlands.

Existing Transportation Infrastructure

Hollywood's transportation infrastructure includes a circulation network of freeways, highways and surface roadways, a public transit system, bicycle routes and a pedestrian circulation system of sidewalks and crosswalks.

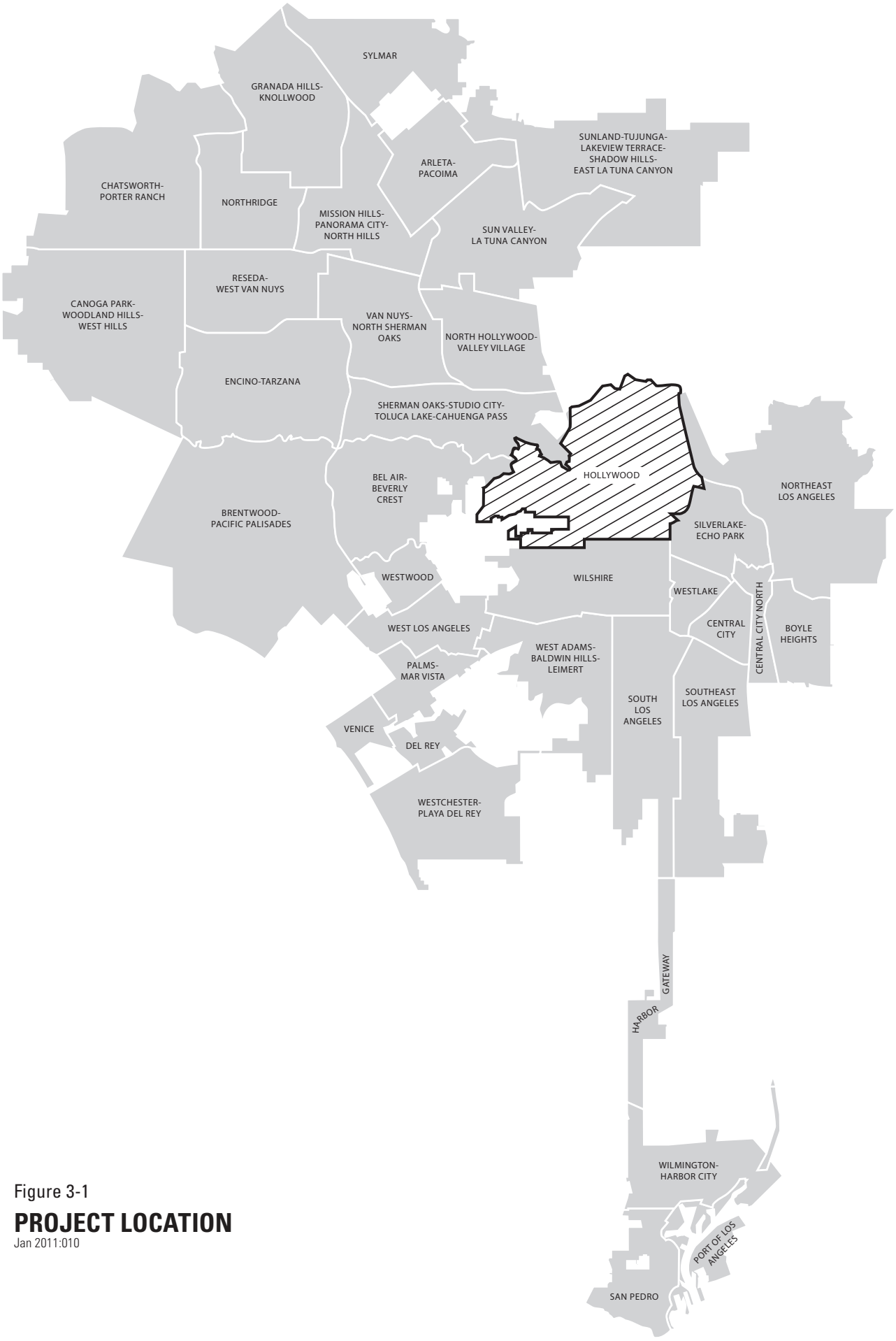


Figure 3-1

PROJECT LOCATION

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Two freeways define the northeastern boundary of the Plan Area: the Golden State Freeway (Interstate 5) running south from Burbank to Hyperion Avenue defines the major portion of the eastern boundary; and the Ventura Freeway (State Highway 134) extending west from its intersection with the Golden State Freeway to the City of Burbank. 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.

The local street grid is composed of major Class II highways, secondary highways, collectors and local streets. Streets in the flatlands are laid out in a grid pattern, mainly oriented on primarily compass points.

Hollywood's public transit system includes the Red Line Metro Rail, Metro Rapid Bus lines, a Commuter Express Bus and numerous local bus lines, including regular and 24-hour lines and neighborhood DASH lines.

A network of bicycle routes includes Class I Bike Paths, or pathways separated from vehicles; Class II Bike Lanes, special lanes identified by pavement markings, and Class III Signed Bike Routes.

3.4 PROJECT OBJECTIVES

The goals of the Proposed Plan are summarized as follows:

- 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.

The Proposed Plan utilizes a variety of planning tools, such as land use designations, zones, height districts, qualifying conditions (Qs) and development limits (Ds), and street standard to achieve its goals.

3.5 PROJECT COMPONENTS

The proposed Hollywood Community Plan is composed of a series of documents, including text, maps, matrices and diagrams, that explain how planning tools would be used to implement the Plan's goals. These documents have been published separately and can be found online at the Planning Department's website under www.lacity.org- Planning Department - What's New- Hollywood Community Draft Files; they are also included as **Appendix A** to this EIR (available on CD). The key components of the Hollywood Community Plan Update include the following:

- A policy document that lays out a long range vision for the development of Hollywood and programs to achieve the vision, the Draft Hollywood Community Plan.

- A map of proposed planned land uses that shows the distribution of land use designations and the range of zones allowed in each land use designation, the Proposed Planned Land Use Map.

- A map of numbered subareas where the Proposed Plan recommends various changes in land use designations, zones, height districts, qualifying conditions (Qs) and development limitations (D), Draft Planning Land Use and Zone Change Map.

- A matrix corresponding to the numbered subareas on the Draft Land Use and Zone Change Map which contains information on existing and proposed zoning and land use, as well as the type of change recommended by the Proposed Plan, Draft Matrix of Existing, Existing Planned and Proposed Planned Land Use.

- A matrix to be referenced when reading the Draft Matrix of Existing, Planned and Proposed Planned Land Use which contains detailed information regarding the Qualifying conditions and Development Limitations which are either removed, changed or added by the Proposed Plan, Draft "Q" Qualified Conditions and "D" Development Limitations.

- The full text of the Qualified Conditions proposed by the Proposed Plan, Draft Text of the Qualified Conditions.

- Diagrams and a matrix of proposed modifications to existing street standards, mainly concerning the width of roadways and sidewalks of major highways and secondary streets in Hollywood, Draft Matrix of Existing, Existing Planned and Proposed Planned Street Dimensions.

- A map that shows the proposed planned street standards for Hollywood, including modified street standards, Draft Street Standard Map.

- A map of distribution of existing centers, districts and mixed-use boulevards as described in the Framework Element of the General Plan, Existing Centers, Districts and Mixed-Use Boulevards Map.

- A map of the distribution of proposed centers, districts and mixed-use boulevards which updates the Framework Element, Proposed Centers, Districts and Mixed-Use Boulevards Map.

- A Transportation Improvement and Mitigation Plan (TIMP).

This Draft Program EIR analyzes the Proposed Draft Hollywood Community Plan as a whole, including all of the above components. Individual components of the Proposed Plan are not analyzed separately (for example the Proposed Plan is not analyzed independently from the TIMP).

3.6 PROJECT IMPLEMENTATION

The Hollywood Community Plan identifies a number of sub areas that are identified on maps included in the Proposed Plan; Figure 3-2 shows the subareas in the proposed Hollywood Community Plan. The objectives of the Proposed Plan are implemented through Plan policies and programs as well as recommendations enacted concurrently with Plan adoption including a number of long-range programs that are anticipated to be adopted incrementally as funding sources become available. A complete list of Plan recommendations can be found in Chapter 6 of the Draft Hollywood Community Plan.

The major types of changes recommended by the Hollywood Community Plan are summarized below in **Table 3-2**:

Table 3-2: Draft Hollywood Community Plan - Proposed Land Use Changes

Policy		Applicable Sub Areas
LU.1.2	Prohibit all residential uses in the MR1 zones, except for accessory residential uses.	40, 40:1, 40:1A, 40:1B, 40:2, 40:2C, 40:2D, 40:2E, 40:3, 40:4, 40:4A, 40:4B, 41:3, 41:4, 41:5
LU.1.6	Maintain appropriate General Plan Land Use and zoning in existing historic districts that are either listed in, or are eligible to be listed in the National Register of Historic Resources. Promote infill development that matches the scale of historic resources with each district, including the following: Afton Square, Selma-Labaig and Serrano Historic Districts.	4:7, 6, 6:A, 9:2
LU.1.7	Maintain height limitation on commercial zones which border recognized historic neighborhoods. Encourage the design of new buildings that respect and complement the character of adjacent historic neighborhoods.	3:2, 3:2B, 3:2C, 3:2D, 3:2G, 3:3, 3:4, 4:1A, 4:1C, 4:1D, 4:1E, 4:2, 4:2A, 4:2B, 4:2C, 4:3B, 4:5, 13:5, 13:5A, 13:5B, 13:5C, 13:6, 13:6A, 13:7, 43
LU.1.11	Protect identified historic buildings that 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.	2:1A, 4:1A - 4:1J, 4:2, 4:2A, 4:3, 4:3A, 4:3B, 4:4, 4:4A, 4:5, 4:5A - 4:5J, 4:6, 4:6A, 4:6B, 5, 5:3, 5:3A, 6:1, 6:2, 6:3, 6:3A, 14:4, 15, 16, 18:4, 18:5, 19, 19:A, 19:1, 26:1, 26:2, 28, 29, 38, 38:A, 39:1, 39:2, 40:5, 41:1, 41:2, 41:2A, 41:6, 41:7, 41:8, 42, 42:2, 44, 44:A
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.	38:1

Table 3-2: Draft Hollywood Community Plan - Proposed Land Use Changes

Policy		Applicable Sub Areas
LU.1.2	Prohibit all residential uses in the MR1 zones, except for accessory residential uses.	40, 40:1, 40:1A, 40:1B, 40:2, 40:2C, 40:2D, 40:2E, 40:3, 40:4, 40:4A, 40:4B, 41:3, 41:4, 41:5
LU. 2.2	Utilize floor area ratio bonuses to incentivize commercial and residential growth in the Regional Center.	4:1A - 4:1J, 4:2A, 4:3, 4:3A, 4:3B, 4:4, 4:4A, 4:5, 4:5A - 4:5J, 4:6, 4:6A, 4:6B
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.	5, 5:3, 5:3A, 5:3B, 6:1, 6:2, 6:3, 6:3A
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.	4:2B, 4:2C, 4:3, 4:3A, 4:3B, 4:4, 4:4A, 4:5, 4:5A - 4:5J, 6:1, 6:2, 6:3, 6:3A, 17:3, 39:3, 39:4
LU. 2.11	Support provision of minimum Floor Area Ratios in Mixed-Use Incentive Areas consistent with Map 24.	4:2B, 4:2C, 4:3, 4:3A, 4:3B, 4:4, 4:4A, 4:5, 4:5A - 4:5J, 6:1, 6:2, 6:3, 6:3A
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 bus lines.	2:1A, 14:3A, 14:4, 15, 16, 18:4, 18:5, 19, 19:A, 19:1, 26:1, 26:2, 28, 29, 38, 38:A, 39:1, 39:2, 40:5, 41:1, 41:2, 41:2A, 41:6-41:8, 42, 42:2, 44, 44:A
LU. 2.23	Direct multifamily housing growth to neighborhoods designated as High Medium Residential. Restore citywide standards for High Medium Residential density in areas that are designated as High Medium Residential.	3:1A, 3:1B, 3:2A, 3:2B, 3:2E, 3:2F, 3:2G, 3:3, 5:1, 5:1A, 22, 23:4, 25:3
L.U. 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.	1:1, 1:2, 1:3, 2, 2:1, 4:8, 4:9, 4:10, 4:11, 13:1, 13:1A-13:1K, 13:2, 13:3A, 13:3B, 13:4, 17:2, 33:3, 33:4A, 33:4B, 36, 36:1, 36:2, 37 42:1, 42:1A, 43, 43:1, 45, 45:1
LU. 2.28	Provide incentives for mixed-use development that incorporates and maintains targeted industrial uses in specific hybrid industrial zones and industrial opportunity areas.	17:3, 39:3, 39:4

Table 3-2: Draft Hollywood Community Plan - Proposed Land Use Changes		
Policy		**Applicable Sub Areas**
LU.1.2	Prohibit all residential uses in the MR1 zones, except for accessory residential uses.	40, 40:1, 40:1A, 40:1B, 40:2, 40:2C, 40:2D, 40:2E, 40:3, 40:4, 40:4A, 40:4B, 41:3, 41:4, 41:5
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.	41:3, 41:4, 41:5
LU. 4.1	Develop new public green spaces and public plazas where possible	4:1

3.7 REQUIRED APPROVALS

Certification of the Hollywood Community Plan Update Program EIR and adoption of the proposed Hollywood Community Plan and associated Street Standards, Transportation Improvement and Mitigation Program (TIMP) and all related documents.

The certification of this Hollywood Community Plan Update Program EIR and the adoption of the Hollywood Community Plan Update (CPU) are discretionary acts by the Los Angeles City Council. The Los Angeles City Planning Department is the Lead Agency for this project. The Department of City Planning determined that because the proposed Hollywood CPU has the potential to result in significant impact on the environment, this Program Environmental Impact Report (PEIR) has been prepared in compliance with the California Environmental Quality Act of 1970.

Tiering from this Program EIR for Project-specific actions as individual projects are proposed.

This Program EIR identifies environmental impacts that could occur upon implementation of the proposed Hollywood Community Plan. Future projects within the Hollywood Community Plan area that are consistent with the plan would likely require focused environmental analysis that would concentrate on the environmental effects that:

(a) are capable of being further mitigated or
(b) were not analyzed as significant effects on the environment in this Program EIR.

Project-specific environmental review would "tier" from this Program EIR potentially expediting the discretionary planning approval process for those projects.

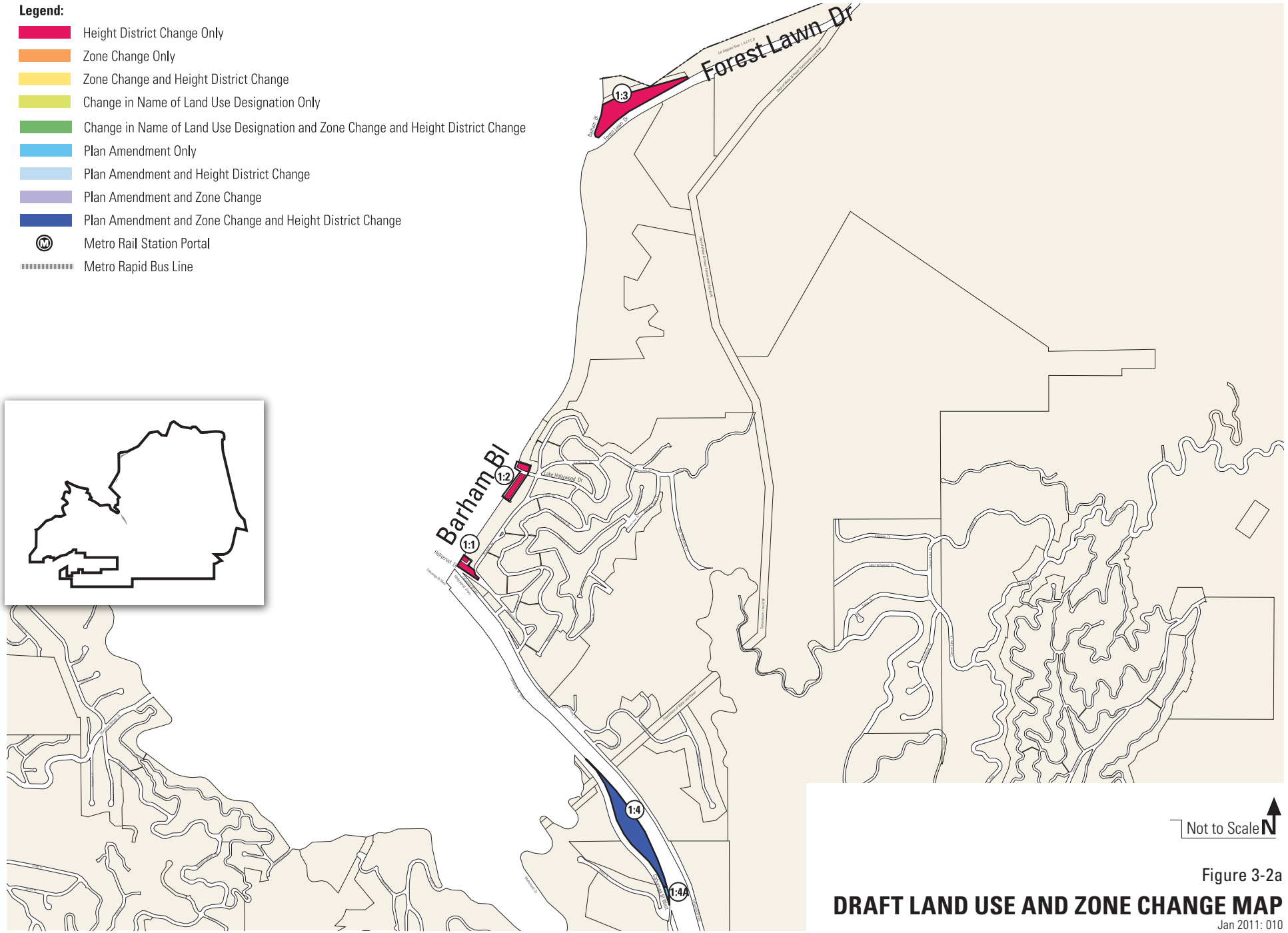

Figure 3-2a

DRAFT LAND USE AND ZONE CHANGE MAP

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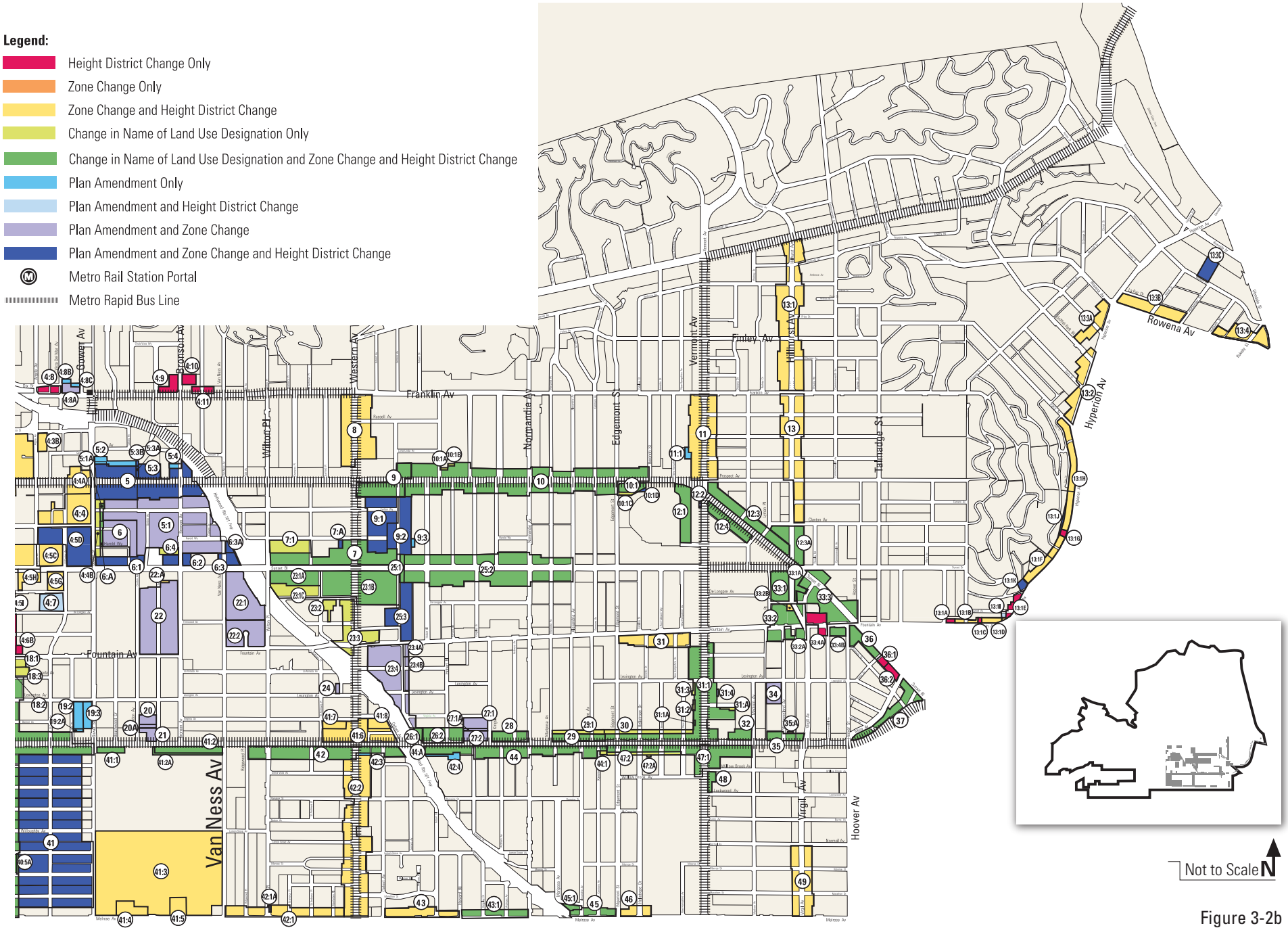

Figure 3-2b

DRAFT LAND USE AND ZONE CHANGE MAP

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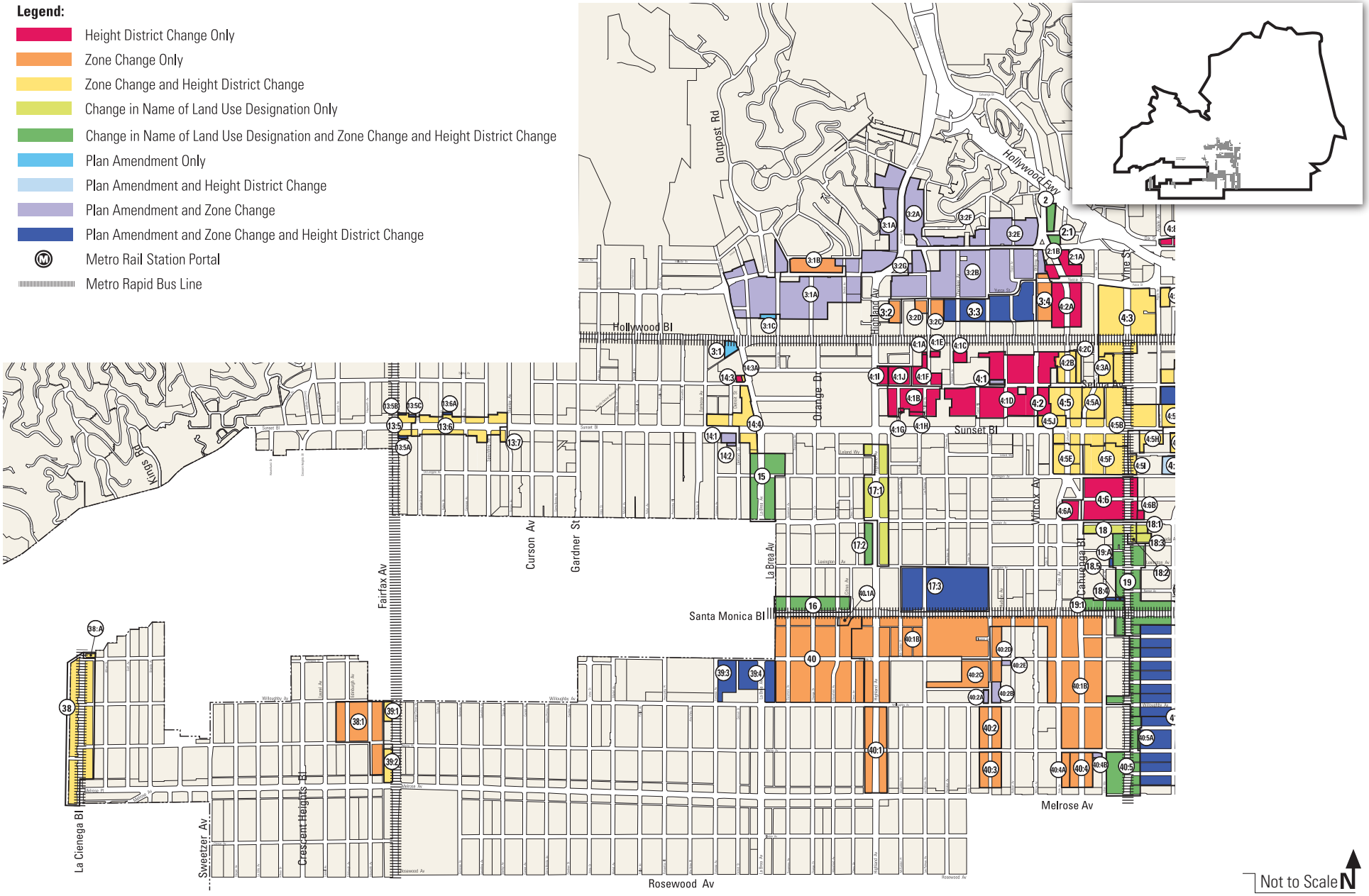

Figure 3-2c

DRAFT LAND USE AND ZONE CHANGE MAP

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4.0 ENVIRONMENTAL SETTING, IMPACT ANALYSES, MITIGATION POLICIES AND UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

4.1 LAND USE

EXISTING CONDITIONS

The Hollywood Community Plan Area (CPA) is located about 3 miles northwest of downtown Los Angeles. The CPA is generally bounded by the City of Glendale on the northeast, the Northeast Los Angeles Community Plan Area (City of Los Angeles) on the east, the Silver Lake-Echo Park-Elysian Valley Community Plan Area (City of Los Angeles) on the southeast, the Wilshire Community Plan Area (City of Los Angeles) on the south, the City of Beverly Hills on the southwest, the City of West Hollywood on the west, the Bel Air-Beverly Crest Community Plan Area (City of Los Angeles) on the west, the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area (City of Los Angeles) on the northwest, Universal City (County of Los Angeles) on the northwest, and the City of Burbank on the north. **Figure 3-1** shows the location of the Hollywood CPA.

The population of Hollywood was estimated to be 224,426 in 2005. The CPA contains approximately 25.19 square miles, or 16,121.6 acres.

Based on the existing Community Plan map, that was originally adopted on December 13, 1988, and subsequently revised through the General Plan Zoning Consistency Program, along with adjustments made by other Plan Amendments that have occurred since the map was adopted, approximately 6,904 acres (42.8% of the CPA) are designated as Residential, 826 acres (5.1% of the CPA) are classified as Commercial, 292 acres (1.8 %of the CPA) are designated as Industrial, 5250 acres (32.6% of the CPA) are designated as Open Space, 677 acres (4.2 % of the CPA) are designated as Public/Quasi Public and Public Facilities, and the rest of the CPA or 2,172 acres (13.5% of the CPA) are listed as Public Street/Various. **Table 4.1-1** indicates the land use designation acreages and their percentages for the Existing Plan (as well as the Proposed Plan).

Table 4.1-1: Land Use Designations - Existing and Proposed Plans

Land Use Designation	Land Use Sub Category	Existing Plan (Acres)	Existing Plan (Percentages)	Proposed Plan (Acres)	Proposed Plan (Percentages)
Residential		**6,904.4**	**42.83**	**6,886.6**	**42.72**
Single Family		4,704.3	29.18	4,702.4	29.17
	Minimum	904.1	5.61	904.1	5.61
	Very Low I	0.4	0.00	0.4	0.00
	Very Low II	1,459.9	9.06	1,459.9	9.06

Table 4.1-1: Land Use Designations - Existing and Proposed Plans

Land Use Designation	Land Use Sub Category	Existing Plan (Acres)	Existing Plan (Percentages)	Proposed Plan (Acres)	Proposed Plan (Percentages)
	Low I	389.5	2.42	388.1	2.41
	Low II	1,950.4	12.10	1,949.9	12.10
Multi-Family		2,200.1	13.65	2,184.2	13.55
	Low Medium I	365.6	2.27	365.3	2.27
	Low Medium II	783.4	4.86	790.3	4.90
	Medium	838.3	5.19	785.7	4.87
	High Medium	96.2	0.59	176.3	1.09
	High	116.6	0.72	66.6	0.41
Commercial		**825.7**	**5.12**	**830.8**	**5.15**
	Hwy Oriented/ General	245.5	1.52	230.7	1.43
	Neighborhood	241.3	1.49	242.3	1.50
	Community	62.4	0.39	62.4	0.39
	Regional Center	233.4	1.45	257.09	1.59
Industrial		**292.2**	**1.81**	**278.6**	**1.73**
	Commercial Manufacturing	42.8	0.27	60.79	0.37
	Limited	249.4	1.55	217.8	1.35
Open Space		**5,250.4**	**32.57**	**5,250.9**	**32.57**
Public Facilities		**677.3**	**4.20**	**703.1**	**4.36**
	Public/Quasi Public	1.0	0.00	1.0	0.00
	Public Facilities	676.3	4.19	702.1	4.36
Public Street/Various		**2,171.6**	**13.47**	**2,171.6**	**13.47**
Total		**16,121.6**	**100.00**	**16,121.6**	**100.00**

Source: City Planning Department, Community Plan Update Staff

Residential Land Use

Existing residential land use patterns vary greatly according to local conditions in the neighborhoods and communities that comprise the Hollywood CPA. Topography, population characteristics, housing markets, age and extent of existing development have a great influence on the type, location and density of development throughout the CPA.

Historically, the predominant land use designation in the CPA has been residential. The 1988 Plan, through its most recent amendments, designates approximately 6,904 acres (approximately 43% of the CPA) for residential use.

Of the 6,904 acres designated for residential use, approximately 4,704 acres (68% of the residential land use category or 29.2% of the total CPA) was designated for single-family residential use as follows: approximately 904 acres (13.1% of the residential land use category or 5.6% of the total CPA) was designated Minimum Density Residential, 0.4 acres (less than 0.1% of the residential land use category and a negligible percent of the total CPA) was designated Very Low I Residential, approximately 1,460 acres (21.2% of the residential land use category or 9.1% of the total CPA) was designated Very Low II Residential, approximately 390 acres (5.6% of the residential land use category or 2.4 of the total CPA) was designated Low I Residential, and approximately 1,950 acres (28.3% of the residential land use category or 12.1% of the total CPA) was designated Low II Residential.

The rest of the area designated for residential use, which amounts to 2,200 acres (approximately 32% of the residential land use category and 13.7% of the total CPA) was designated for multiple-family residential use. Of this, approximately 366 acres (5.3% of the residential land use category or 2.3 percent of the total CPA) was designated Low Medium I Density Residential. Approximately 783 acres (11.3% of the residential land use category or 4.9% of the total CPA) was designated Low Medium II Density Residential. 838 acres (12.1% of the residential land use category or 5.2% of the total CPA) was designated Medium Density Residential and approximately 96 acres (1.4% of the residential land use category or 0.6% of the total CPA) was designated High Medium Density Residential. The remaining 117 acres (1.7% of the residential land use category or 0.7% of the total CPA) was designated High Density Residential.

Commercial Land Use

Land designated for commercial land use in the Hollywood Community Plan consists of approximately 826 acres, or 5.1% of the total CPA acreage. Most of the commercial development can be categorized within five concentrations based on the general orientation of uses as follows: approximately 43 acres of Limited Commercial (5.2% of the commercial land use category or 0.3% of the total CPA), approximately 246 acres of Highway Oriented/General Commercial (30% of the commercial land use category or 1.5% of the total CPA), approximately 241 acres of Neighborhood Commercial (29% of the commercial land use category or 1.5% of the total CPA), approximately 62 acres of Community Commercial (7.5% of the commercial land use category or 0.4% of the total CPA), and approximately 233 acres of Regional Center Commercial (28% of the commercial land use category or 1.5% of the total CPA).

Industrial Land Use

Land designated for industrial land use in the Hollywood CPA consists of 292 acres, or 1.8% of the total CPA acreage. Industrial land use designations in the CPA may be further categorized as follows: Commercial Manufacturing, which consists of approximately 43 acres (15% of the industrial land use category or 0.3% of the total CPA acreage) and Limited Industrial, which consists of approximately 249 acres, (85% of the industrial land use category or 1.6% of the total CPA acreage).

Open Space Land Use

Approximately 5,250 acres, or 32.6 % of the total acreage of the CPA, is designated as Open Space and consists of parks (including the 4,171 acre Griffith Park) and other recreational areas.

Public/Quasi Public and Public Facilities Land Use

Approximately 677 acres, or 4.2% of the CPA, are designated as Public/Quasi Public and Public Facilities. Public facilities include fire and police stations, libraries, schools, freeway right-of-way, and other publicly-owned lands. There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the CPA. Cost and equitable distribution are major issues in the provision of public facilities.

Public Street/Various

Approximately 2,172 acres, or 13.4% of the CPA, are designated as Public Street/Various. They include highways and other public roadways as well as private streets.

IMPACT ASSESSMENT

Thresholds of Significance

The Proposed Plan would 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.

4. Substantial existing developed area would be converted from a residential use to non-residential use over time or vice versa as a result.

Assessment

The Proposed Plan (see **Appendix A**) includes changes in land use designations and zones that are intended to accommodate growth anticipated in the SCAG 2030 Forecast and allow for additional development. Hollywood is a prime location for transit-oriented development. The investment in transit infrastructure in Hollywood provides 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 them to reduce the number and length of vehicle trips thus reducing greenhouse gas emissions associated with their travel behavior, in accordance with recent legislation (SB 375). As part of redirecting 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 Update in 1988. The Proposed Plan also contains policies and programs to protect the character of low-scale residential neighborhoods and the rich built history of key buildings and places that are considered historically and culturally significant. Modified street standards are proposed to align standards with existing conditions and use of streets, as well as accommodate features of streets that are identified as Historic-Cultural Monuments, such as the Hollywood Walk of Fame. Proposed land use changes would be implemented by Plan amendments, zone changes, and height district changes. Long range implementation programs include proposed historic preservation studies and districts, a Neighborhood Character Front Yard Paving ordinance, an Alley Improvement Plan, an Alley Maintenance Plan, commercial design overlay districts, nexus studies, streetscape plans, and a hillside neighborhood study.

Individual areas of land use designation changes (identified as Land Use Designation Change Areas A through K) and their probable impacts, if any, are mapped and discussed in detail, below.

The Hollywood Community Plan Update is undertaken to accomplish several purposes. As of 2005, there were approximately 224,426 persons living in the Hollywood Community Plan area. Based on the Southern California Association of Governments (SCAG) forecast it is estimated that by 2030, there will be 244,602 persons or 20,176 more people living in the area. The Hollywood Community Plan Update adjusts the population capacity of the CPA by modifying land use designations, height districts and zones to accommodate this expected population increase. These changes are guided by the General Plan Framework which directs the City to preserve single-family and low-density neighborhoods, as well as affordable housing, by focusing housing development in commercial areas which contain infrastructure to support increased density, including Regional and Community Centers, Neighborhood Districts and Mixed-Use Boulevards.

The Proposed plan uses a strategy for targeted growth that also reduces traffic congestion and improves air quality. These multiple objectives are addressed by encouraging mixed-use development along commercial corridors well served by public transit. To make the height districts in Hollywood's commercial areas consistent with those in other community plans, the Proposed Plan includes removing the development limitations that were imposed by the 1988 Plan.

The Proposed Plan sets forth planning goals and objectives to maintain the community's distinctive character by:

- Enhancing the positive characteristics of residential neighborhoods while providing a variety of housing opportunities.
- Improving the function, design and economic vitality of commercial areas.
- Preserving and enhancing the positive characteristics of existing uses that provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.
- Maximizing development opportunities around existing and future transit systems while minimizing adverse impacts.
- Preserving and strengthening commercial developments to provide a diverse job-producing economic base.
- Improving the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements that enhance the appearance of the community.

Chapter III of the proposed Hollywood Community Plan contains the goals, objectives, policies, and programs relating to land use issues including residential, commercial, and industrial, as well as public and institutional designations. The residential land use goals, objectives, and policies reflect the need for a safe, secure and high-quality residential environment for all economic, age and ethnic segments of the Community.

These goals, objectives and policies promote the preservation of existing quality housing and the development of new housing to meet the diverse economic and physical needs of the existing residents and to accommodate the projected expected population increases. They promote the development of new housing along mixed-use boulevards where appropriate, in close proximity to regional and community commercial centers, subway stations and existing bus route stops to reduce vehicular trips and congestion. They encourage multi-family residential and mixed-use development in commercial zones and higher density residential uses near major public transportation centers. They promote architectural compatibility and landscaping for new multiple family residential developments to protect the character and scale of existing residential neighborhoods, support historic preservation goals in neighborhoods of architectural merit and/or historic significance, and promote the preservation and rehabilitation of individual residential buildings of historic significance.

The commercial land use goals, objectives and policies reflect the need to encourage strong and competitive commercial sectors that promote economic vitality and serve the needs of the Community, through well-designed, safe, and accessible areas, while preserving historic and cultural character.

These goals, objectives and policies seek to preserve and strengthen viable commercial development in the community, and provide additional opportunities for new commercial development and services within existing commercial areas. They provide for the location of new commercial uses in existing established commercial areas or shopping centers, seek to protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development, and to enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

The Proposed Plan promotes distinctive commercial districts and pedestrian-oriented areas. Goals, policies and objectives encourage large mixed-use projects to incorporate facilities beneficial to the community such as libraries, childcare facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project. The incorporation of retail, restaurant, and other neighborhood serving uses in the ground floor street frontage of structures, including mixed-use projects located in Neighborhood Districts is encouraged.

The industrial land use goals, objectives, and policies reflect the need to provide sufficient land for light industrial uses with employment opportunities that are safe for the environment and workers, and which have minimal adverse impact on adjacent uses.

These goals, objectives, and policies seek to retain existing industrial uses and promote future development, especially in entertainment and high technology applications, which contribute to job opportunities and minimize environmental impacts. The Proposed Plan designates and preserves lands for the continuation of existing industry and for the development of new industrial parks, research and development uses, light manufacturing, and similar uses, and encourages compliance with, and enforcement of, environmental protection standards and health and safety requirements.

The Proposed Plan seeks to improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact, and mitigate noise and air quality impacts generated by industrial uses on nearby residential neighborhoods. Goals, policies and objectives encourage new industrial development designs to be compatible with adjacent land uses, seek to buffer residential/industrial land uses, and promote a transition of industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods. The Proposed Plan promotes light industrial uses and accompanying employment bases in locations that are in close proximity to public transportation facilities and are compatible with surrounding land uses. The Proposed Plan seeks to minimize environmental impacts of industrial uses from other uses by highways and other physical barriers.

Proposed Land Use Designation Changes

The land use designations and/or zoning changes in the Proposed Plan have been made for the following reasons:

1. To provide additional housing, especially near supporting infrastructure and services, including public transit, for an anticipated population increase.

2. To provide appropriate transitional lower density between adjacent single-family residential and higher density multiple-family residential and/or higher intensity commercial/industrial uses.

3. To eliminate conflicts and/or inconsistencies between planned land use, zoning, and height limitations.

4. To maintain existing residential densities to preserve neighborhood character.

5. To minimize or eliminate non-conforming uses or lots.

6. To reflect existing or proposed land use.

7. To update planned land use designations and corresponding zones to reflect and be consistent with the categories in the General Plan Framework Element.

8. To promote mixed-use development.

9. To preserve historic architecture.

10. To correct the planned land use designation and/or zoning to Public Facilities and PF, respectively, from Public, Quasi-Public, Residential, Commercial, or Industrial categories to reflect public uses or ownership.

The individual subareas proposed to change land use designation have been identified for such changes for one or more of the above listed reasons, as applicable.

The Proposed Plan land use designation changes would result in approximately 6,887 acres (42.7% of the CPA) being designated as Residential, a decrease of approximately 18 acres, with a corresponding reduction of 0.11% in the area of the total CPA being designated for residential land use.

The Proposed Plan land use designation changes would result in approximately 830 acres (5.1% of the CPA) being designated as Commercial, an increase of approximately 5 acres, with a corresponding increase of 0.03% in the area of the total CPA being designated for commercial land use.

The Proposed Plan land use designation changes would result in approximately 278.6 acres (1.7 % of the CPA) being designated as Industrial, a decrease of 13.6 acres, with a corresponding reduction of 0.08 % in the area of the total CPA being designated for industrial land use.

The Proposed Plan land use designation changes would result in approximately 5,251 acres (32.5% of the CPA) being designated as Open Space. There would be an increase of 0.5 acres that would not change the percentage of the area of the total CPA being designated for open space.

The Proposed Plan land use designation changes would result in approximately 703 acres (4.3% of the CPA) being designated as Public Facilities, an increase of approximately 26 acres, with a corresponding increase of 0.16% in the area of the total CPA being designated for public facilities.

The Proposed Plan land use designation changes would result in approximately 2,172 acres (13.47% of the CPA) being designated as Public Street or Various, which remains unchanged from the existing acreages.

General Plan Framework Land Use Designation Consistency

Some of the land use designation terms are proposed to be made consistent with the General Plan Framework (GPF) land use designations. For example, the former land use designation category Highway Oriented Commercial has been re-designated General Commercial.

Zone/ Height District Changes

In addition to the land use designation changes, several other parcels of land would have their zone and/or height districts changed (see **Appendix A**) to provide incentives for housing production, to promote mixed-use development with design standards, to protect designated historic resources, to increase housing capacity, to make land use legend range of zones consistent with other community plans, to maintain consistency between land use designation and zone, to maintain height consistent with scale of existing and/or adjacent residential areas, to prohibit commercial only buildings, etc. Some of these changes would result in a change in the Floor Area Ratio (FAR) while others would restrict the type of allowed development.

Land Use Designation Changes

Below are the land use designation changes and their probable impacts, if any. The individual sites have been grouped by the proposed land use designation changes into Land Use Designation Change Areas A through Land Use Designation Change Areas K. In each Land Use Designation Change Areas, the individual sites with land use designation changes are described and the impacts of the land use changes are analyzed.

Areas A

Existing: Low I Density Residential, High Medium Density Residential, and High Density Residential
Proposed: Low Medium II Density Residential

The individual sites which make up Land Use Designation Change Area A consist of Subareas 6, 9:2, 13:3C, and 23:4B and are shown on **Figure 4.1-1.**

Subarea 6: Location boundaries: both sides of Labaig Avenue, roughly between Gower Street and Gordon Avenue, including the north side of Harold Way. Existing uses consist of single and multiple-family residential. 4.36 acres would change from High Medium Residential and [Q]R4-1VL (FAR 3:1) to Low Medium II and RD2-1XL (FAR 3:1), to reflect existing uses, preserve

Types of Proposed Changes:

Proposed Land Use Designation Change to **Low Medium II Residential**

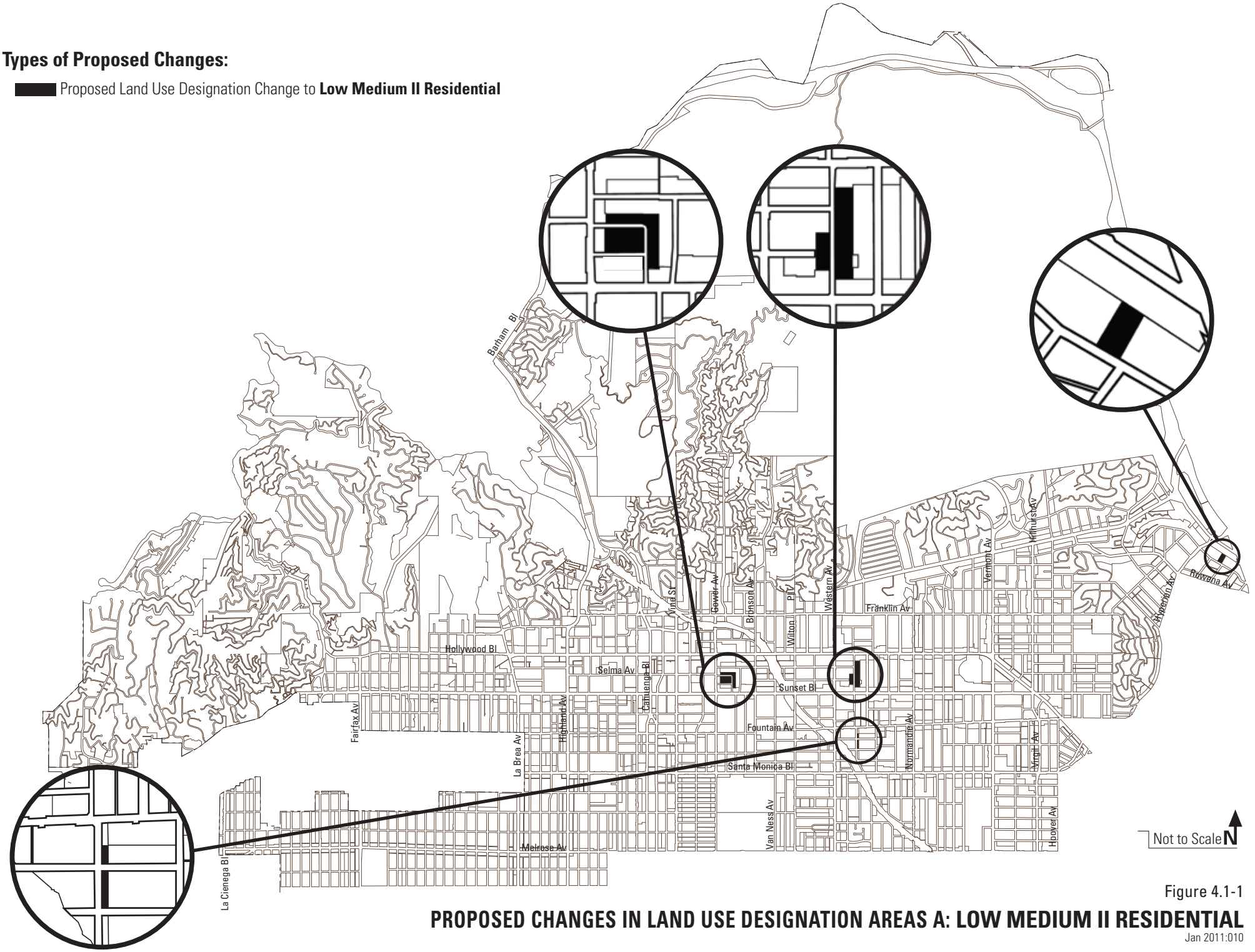

Figure 4.1-1

PROPOSED CHANGES IN LAND USE DESIGNATION AREAS A: LOW MEDIUM II RESIDENTIAL

Jan 2011:010

historic architecture, and preserve clusters of single family homes. The land use designation change would result in a decrease in density.

Subarea 9:2: Location boundaries: the east side of Serrano Avenue, roughly between Hollywood Boulevard and Sunset Boulevard, and the west side of Serrano Avenue, generally between Carlton Way and Sunset Boulevard. Existing use consists of multi-family residential. 4.79 acres would change from High Residential and [Q]R4-2 (FAR 6:1) to Low Medium II and RD1.5-1VL (FAR 3:1), to rescale density and height district to protect historic bungalow courts and apartments. The land use designation change would result in a decrease in density.

Subarea 13:3C: Location boundaries: the north side of Waverly Drive, between Avenal Street and Herkimer Street. Existing uses consist of single and multi-family residential. 1.43 acres would change from Low I Residential and RE9-1 (FAR 3:1) to Low Medium II and RD1.5-1XL (FAR 3:1); the Plan would be amended to reflect existing use. The land use designation change would result in an increase in density.

Subarea 23:4B: Location boundaries: northeast corner of Serrano Avenue and La Mirada Avenue and eastern frontage of Serrano Avenue roughly between La Mirada Avenue and Lexington Avenue. Existing uses consist of multiple family residential and office commercial. 0.52 acres would change from High Medium Residential and [Q]R4-1VL (FAR 3:1) to Low Medium II Residential and RD1.5-1XL (FAR 3:1); the Plan would be amended to rescale zoning for compatibility with the rest of the block. The land use designation change would result in a decrease in density.

The individual sites in Land Use Designation Change Areas A would have their land use designations changed to Low Medium II Density Residential, from their existing land use designations of Low I Residential, High Medium Residential, and High Residential as follows:

Proposed Land Use	Existing Land Use	Acres
Low Medium II Density Residential	Low I Residential	1.43
	High Medium Residential	4.88
	High Residential	4.79
		11.10

Zone and/or Height District Changes: There are no sites with zone and/or height district changes only, without an accompanying land use designation change, in this land use designation category.

Impact: The existing land uses at the individual sites in Land Use Designation Change Areas A consist of single and/or multi-family residential. The proposed land use designation changes and associated zone and/or height district changes would reflect existing or proposed use, preserving historic architecture and preserving single-family homes.

The proposed land use designation changes would change density, reflect existing usage and/or zoning, preserve historic architecture and single family homes, and would minimize any land use conflicts. While the density would be increased on 1.4 acres, the density would be decreased on approximately 9.7 acres. Therefore, overall, there would be an insignificant impact due to the

proposed land use designation changes at the individual sites in Land Use Designation Change Areas A. However, there may be some impact at the one site where density would be increased. Approximately 11 acres would have their land use designation changed to Low Medium II Density Residential. The proposed land use designation changes will result in approximately 790.3 acres, or 4.9% of the CPA, being designated Low Medium II Density Residential.

Areas B

Existing: High Medium Density Residential, High Density Residential
Proposed: Medium Density Residential

The individual site which makes up Land Use Designation Change Area B consists of Subarea 9:3 and 23.4A, and is shown on **Figure 4.1-2**.

Subarea 9:3: Location boundaries: three mid-block parcels located in the southern half of the block north of Sunset Boulevard, east of Serrano Avenue, south of Hollywood Boulevard, and west of Hobart Boulevard. 0.15 acres would change from High Density Residential and R3-1XL (FAR 3:1) to Medium Density Residential and R3-1XL (FAR 3:1); the Plan would make the land use designation of three parcels consistent with surrounding land use designations. The land use designation change would result in a decrease in density.

Subarea 23.4A: Location boundaries: southeast corner of Serrano Avenue and Fountain Avenue. Existing uses consist of multiple family residential and office commercial. 0.21 acres would change from High Medium Density Residential and [Q]R4-1VL (FAR 3:1) to Medium Density Residential and R3-1 (FAR 3:1), to rescale zoning for compatibility with the rest of the block. The land use designation change would result in a decrease in density. The individual sites in Land Use Designation Change Areas B would have their land use designation changed to Medium Density Residential, from the existing land use designations as follows:

Proposed Land Use	Existing Land Use	Acres
Medium Density Residential	High Medium Density Residential	0.21
	High Density Residential	0.15
		0.36

Zone and/or Height District Changes: In addition to the land use designation change described above, the following additional site would have its zone changed: Subarea 38:1 (8.54 acres) would retain its existing land use designation of Medium Density Residential, but would have its zone changed to include a [Q] condition to limit height and regulate landscaping and side yards to implement design standards to preserve the neighborhood character. This zone change only subarea is also indicated on **Figure 4.1-2**.

Impact: The proposed land use designation and/or zone changes would ensure consistency with surrounding land use designations and would implement design standards to preserve the neighborhood character. The proposed land use designation change would change density, be consistent with surrounding land use designations and/or zoning, and would minimize any land use

Types of Proposed Changes:

Proposed Land Use Designation Change to **Medium Residential**
—may include Zone and/or Height District Change

Proposed Zone and/or Height District Change in Existing **Medium Residential**

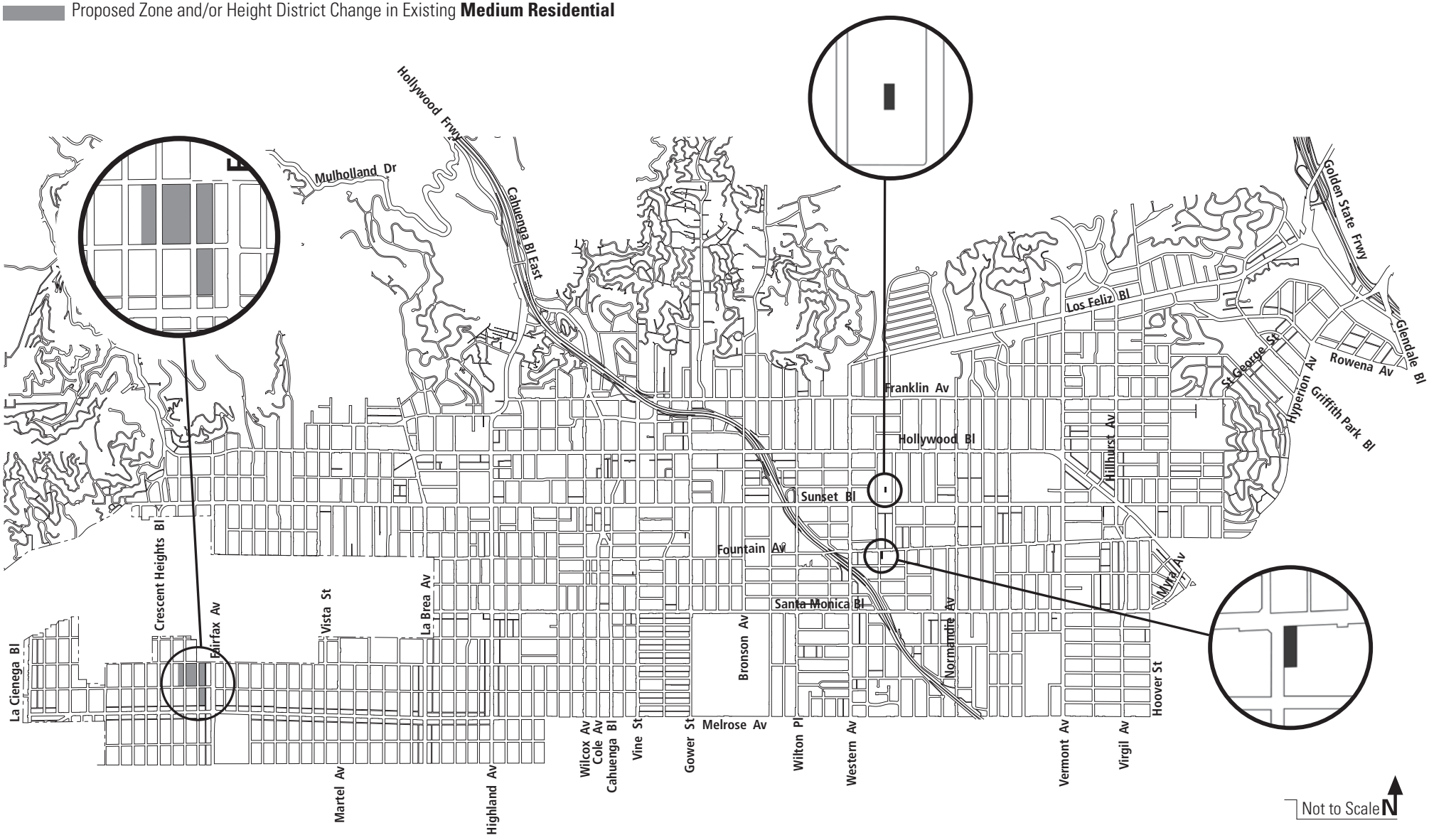

Figure 4.1-2

PROPOSED CHANGES IN LAND USE DESIGNATION AND/OR ZONE, HEIGHT DISTRICT AREAS B: MEDIUM RESIDENTIAL

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conflicts. The density would be decreased on approximately 0. 36 acres of land, while a further 8.54 acres would have their zone changed. Therefore, there would be no impact due to the proposed land use designation and/or zone changes at the individual sites in Land Use Designation Change Areas B. Approximately 0.36 acres would change land use designation to Medium Density Residential. Approximately 785.7 acres, or 4.87% of the CPA, would be designated Medium Density Residential.

Areas C

Existing: Low Medium I Density Residential, Medium Density Residential, High Density Residential, and Regional Center Commercial.
Proposed: High Medium Density Residential

The individual sites which make up Land Use Designation Change Area C consist of Subareas 3:2B, 3:2F, 3:2G, 3:3, 4:7, 9:1, 25:3, and 41, and are shown on **Figure 4.1-3**.

Subarea 3:2B: Location boundaries: south of Franklin Avenue, north of Yucca Street, roughly between Highland Avenue and the east side of Wilcox Avenue. Existing uses consist of multi-family residential, retail commercial and institutional uses. 22.78 acres would change from High Residential and [Q]R4-2 (FAR 6:1 and a 60 foot height limit) to High Medium Residential and [Q]R4-2 (FAR 6:1 and a 60 foot height limit) to change housing capacity and to make the land use legend range of zones consistent with other community plans. The proposed change would result in a lower density land use designation. The proposed change in land use designation from High Residential to High Medium Residential would decrease allowed density. The proposed change in the Q condition would increase allowed density. These changes would increase housing capacity at a scale of development compatible with existing and adjacent residential uses.

Subarea 3:2F: Location boundaries: portion of mid-block parcel north of Franklin Avenue, west of Whitley Avenue, south of Padre Terrace, and east of Cherokee Avenue. Existing uses consist of multi-family residential. 0.004 acres would change from Low Medium I Residential and [Q]R4-1VL (FAR 3:1) to High Medium Residential and R4-1VL (FAR 3:1) to maintain consistency between land use designation and zone, to increase housing capacity and to make the land use legend range of zones consistent with other community plans. The land use designation change would result in an increase in density.

Subarea 3:2G: Location boundaries: two parcels north of Franklin Place, south of Franklin Avenue, east of Highland Avenue, and west of Las Palmas Avenue. Existing uses consist of office commercial and parking. 0.29 acres would change from High Residential and [Q]R4-2-SN (FAR 6:1 and a 60 foot height limit) to High Medium Residential and [Q]R4-2-SN (FAR 6:1 and a 60 foot height limit) to increase housing capacity at a scale of development compatible with existing or adjacent residential uses. The proposed change would result in a lower density land use designation. The proposed change in land use designation from High Residential to High Medium Residential would decrease allowed density. The proposed change in the Q condition would increase allowed density. These changes would increase housing capacity at a scale of development compatible with existing and adjacent residential uses.

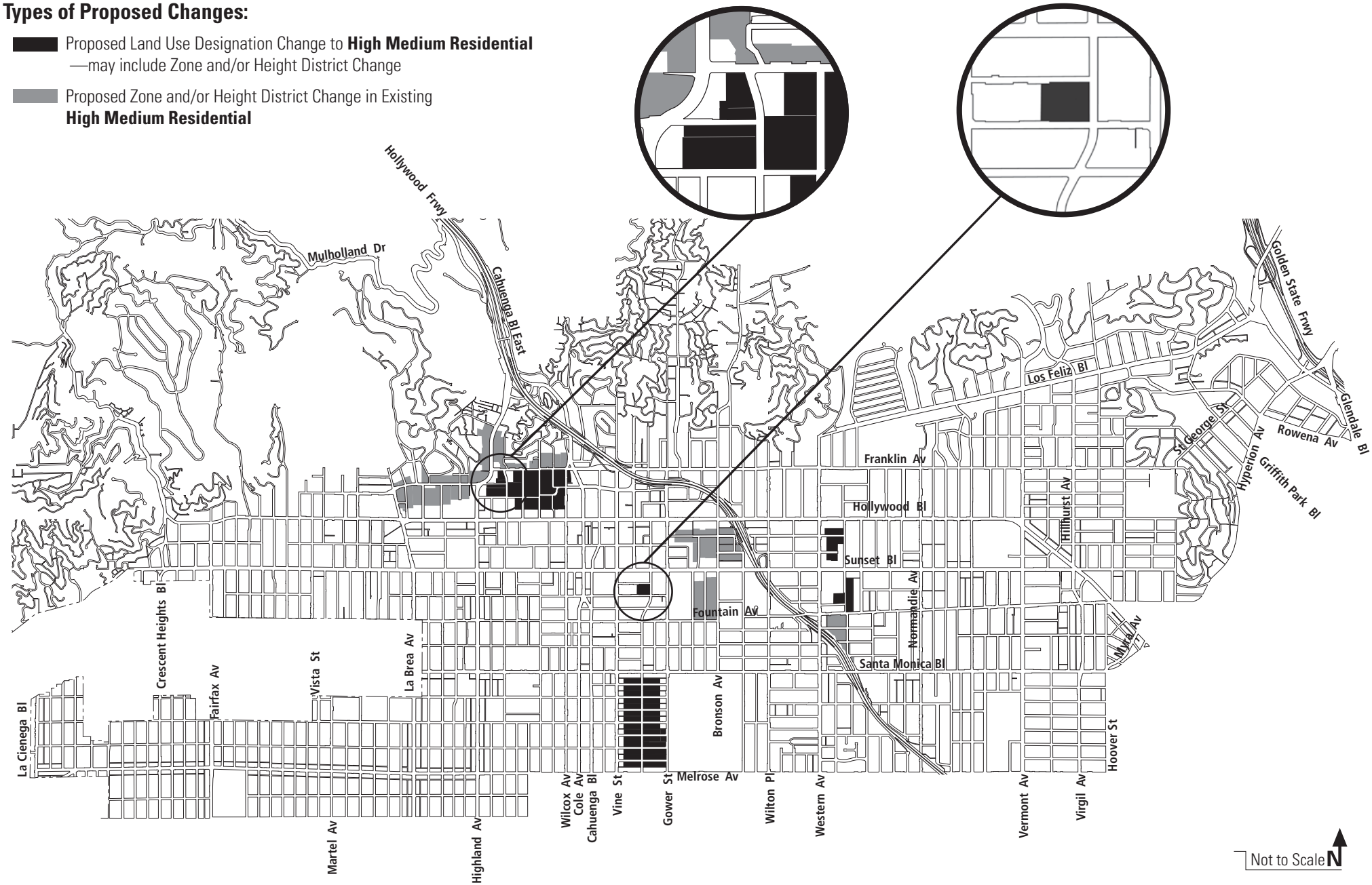

Figure 4.1-3

PROPOSED CHANGES IN LAND USE DESIGNATION AND/OR ZONE, HEIGHT DISTRICT AREAS C: HIGH MEDIUM RESIDENTIAL

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Subarea 3:3: Location boundaries: south of Yucca Street, between Cherokee Avenue and Wilcox Avenue, north of Hollywood Boulevard. Existing uses consist of single and multi- family residential and parking. 9.43 acres would change from High Residential and [Q]R5-2 (FAR 6:1) to High Medium Residential and R4-2D (FAR 6:1 and a 60 foot height limit) to maintain a scale of development compatible with adjacent historic district and adjacent residential areas. The land use designation change would result in a decrease in density. The proposed change in land use designation from High Residential to High Medium Residential would decrease allowed density. The proposed change in the Q condition would increase allowed density. These changes would increase housing capacity at a scale of development compatible with existing and adjacent residential uses.

Subarea 4:7: Location boundaries: the eastern half of the block between Leland Way on the north, El Centro Avenue to the east, De Longpre Avenue to the south, and Vine Street to the west. Existing use consists of multi-family residential. 2.05 acres would change from Regional Center Commercial and R4-2D (FAR 2:1) to High Medium Residential and R4-1D (FAR 2:1) to preserve historic architecture. The land use designation change would result in a decrease in density.

Subarea 9:1: Location boundaries: both sides of Carlton Way, west of Serrano Avenue, roughly east of Western Avenue, both sides of Harold Way roughly between Western Avenue and Serrano Avenue. Existing use consists of multi-family residential. 6.37 acres would change from High Residential and [Q]R4-2 (FAR 6:1) to High Medium Residential and [Q]R4-2 (FAR per Station Neighborhood Area Plan SNAP) to change zone and height district to enforce compliance with the SNAP. The proposed changes would result in a decrease in density. The proposed change in land use designation from High Residential to High Medium Residential would decrease allowed density. The proposed change in the Q condition would increase allowed density. These changes would increase housing capacity at a scale of development compatible with existing and adjacent residential uses.

Subarea 25:3: Location boundaries: eastern half of block generally south of Sunset Boulevard, west of Hobart Boulevard, north of Fountain Avenue, east of Serrano Avenue, including northwest corner of Fernwood Avenue and Serrano Avenue. Existing use consists of multi-family residential. 4.71 acres would change from High Residential and [Q]R4-2 (FAR 6:1) to High Medium Residential and R4-2D (FAR 6:1 with a height limit of 75 feet). The proposed changes would change housing capacity, make the land use legend range of zones consistent with other community plans, and limit height to maintain compatibility with existing buildings. The proposed change in land use designation from High Residential to High Medium Residential would decrease allowed density. The proposed change in the Q condition would increase allowed density. These changes would increase housing capacity at a scale of development compatible with existing and adjacent residential uses.

Subarea 41: Location boundaries: generally west of Gower Street, south of Santa Monica Boulevard, east of Vine Street, and north of Melrose Avenue. Existing uses consist of single and multi-family residential. 40.13 acres would change from Medium Residential and R3-1XL (FAR 3:1) to High Medium Residential and [Q]R4-1VL (FAR 3:1) to increase housing capacity in a multiple family area trending toward higher density and implement design standards.

The individual sites in Land Use Designation Change Areas C would have their land use designations changed to High Medium Density Residential from the existing land use designations Low Medium I Density Residential, Medium Density Residential, High Density Residential, and Regional Center Commercial as follows:

Proposed Land Use	Existing Land Use	Acres
High Medium Density Residential	Low Medium I Density Residential	0.004
	Medium Density Residential	40.130
	High Density Residential	43.580
	Regional Center Commercial	2.050
		85.764

Zone and/or Height District Changes: In addition to the land use designation change described above, the following additional sites would have their zones changed: subarea 3:1A (31.88 acres), subarea 3:1B (3.26 acres), subarea 3:2A (6.65 acres), subarea 3:2E (6.70 acres), subarea 5:1 (19.98 acres), subarea 22 (12.67 acres), subarea 22:A (0.03 acres), and subarea 23:4 (7.11 acres). These sites would have their zones changed while retaining their existing land use designations of High Medium Density Residential. A total of 88.28 acres would retain their land use designation but have their zones changed. These zone change only subareas are also indicated on **Figure 4.1-3**.

Impact: The existing land uses at these individual sites consist of both single family and multi-family residential. The proposed land use designation and/or zone changes are proposed for the reasons discussed above at the beginning of this subsection, as applicable. The primary reasons for the land use designation changes at the individual sites in Land Use Designation Change Areas C is to promote consistency with existing land use, to increase housing capacity, to make the land use legend range of zones consistent with other community plans, and to preserve historic architecture.

The proposed land use designation changes and/or zone changes would reflect existing usage and will change density. The multi-family residential characteristics of the existing land use designation and usage would remain unchanged. In general, the density would be increased on approximately 40 acres and the density would be decreased on approximately 45.5 acres, while a further 88.28 acres would have their zones changed. The increased density permitted by the proposed land use designation changes has the potential to cause a corresponding impact due to the increase in population densities and a corresponding increase in the demand for public services and utilities, as well as the generation of traffic, noise, and criteria air pollutant emissions. Therefore, there may be a potential for significant impacts due to the proposed land use designation and/or zone changes at some of the individual sites in Land Use Designation Change Areas C.

Approximately 86 acres would have their land use designations changed to High Medium Density Residential. The proposed land use designation changes would result in approximately 176.3 acres, or 1% of the CPA, being designated High Medium Density Residential.

Areas D

Existing: Low II Residential and Low Medium I Residential
Proposed: Limited Commercial

The individual sites of Land Use Designation Change Areas D consist of Subareas 13:1I, 13:1J, and 13:1K and are shown on **Figure 4.1-4**.

Subarea 13:1I: Location boundaries: two mid-block parcels on the south side of Fernwood Avenue, north of Fountain Avenue, and west of Hyperion Avenue. Existing land use includes residential and auto-related uses. 0.15 acres would change from Low II Residential and C1-1D (FAR 0.5:1) to Limited Commercial and C1-1XL (FAR 1.5:1) to maintain consistency between land use designation and zone, to restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth and to add height limit of 30 feet, compatible with adjoining Silver Lake Community Plan Area.

Subarea 13:1J: Location boundaries: contiguous portions of mid-block parcels west of Hyperion Avenue, north and east of Lyric Avenue, and south of Tracy Terrace. Existing uses include residential and auto-related uses. 0.01acres would change from Low Medium I Residential and C1-1D (FAR 0.5:1) to Limited Commercial and [Q]C1-1XL (FAR 1.5:1) to maintain consistency between land use designation and zone, to restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth and to add height limit of 30 feet and prohibit auto and recycling uses for compatibility with adjoining Silver Lake Community Plan Area.

Subarea 13:1K: Location boundaries: northwest corner of DeLongpre Avenue and Hyperion Avenue intersection, south of Udell Court. 0.29 acres would change from Low II Residential and C1-1D (FAR 0.5:1) to Limited Commercial and [Q]C1-1XL (FAR 1.5:1) to maintain consistency between land use designation and zone, to restore Height District (HD) to full Floor Area Ratio (FAR) allowed by HD 1XL to accommodate economic growth and to add height limit of 30 feet and prohibit auto and recycling uses for compatibility with adjoining Silver Lake Community Plan Area.

The individual sites in Land Use Designation Change Areas D would have their land use designations changed to Limited Commercial from the existing land use designations of Low II Residential and Low Medium I Density Residential as follows:

Proposed Land Use	Existing Land Use	Acres
Limited Commercial	Low II Residential	0.44
	Low Medium I Density Residential	0.01
		0.45

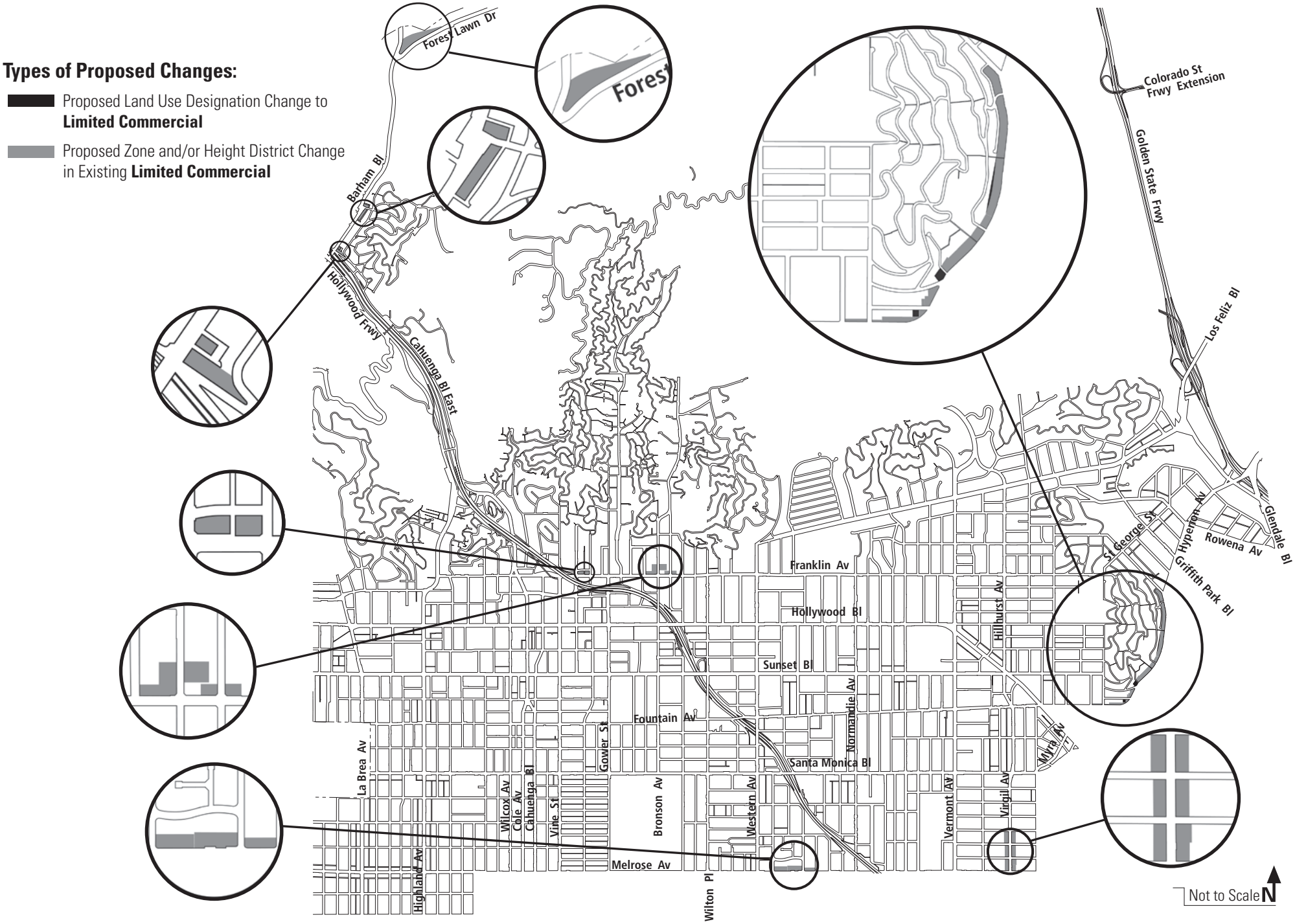

Figure 4.1-4

PROPOSED CHANGES IN LAND USE DESIGNATION AND/OR ZONE HEIGHT DISTRICT AREAS D: LIMITED COMMERCIAL

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Zone and/or Height District Changes: In addition to the land use designation change described above, the following additional sites would have their zones changed: subarea 1:1 (0.48 acres), subarea 1:2 (0.76 acres), subarea 1:3 (4.77 acres), subarea 4:8 (0.59 acres), subarea 4:9 (1.19 acres), subarea 4:10 (0.58 acres), subarea 4:11 (0.55 acres), subarea 13:1A (0.12 acres), subarea 13:1B (0.27 acres), subarea 13:1C (0.06 acres), subarea 13:1D (0.43 acres), subarea 13:1E (0.76 acres), subarea 13:1F (2.22 acres), subarea 13:1G (0.26 acres), subarea 13:1H (3.61 acres), subarea 43 (2.93 acres), and subarea 49 (4.90 acres). These sites would have their zones changed while retaining their existing land use designations of Limited Commercial. A total of 24.48 acres would retain their land use designation but have their zones changed. These zone change only subareas are also indicated on **Figure 4.1-4**.

Impact: The existing land uses at the individual sites consist primarily of residential and auto-related uses. The proposed land use designation changes and/or zone changes are proposed to try and zone out existing incompatible uses. There might be some significant impact due to the proposed land use designation changes at the individual sites in Land Use Designation Change Areas D.

Approximately 0.45 acres would have their land use designation changed to Limited Commercial while an additional 24.48 acres will have their zones and/or height districts changed. The proposed land use designation change would result in approximately 38.3 acres, or 0.24% of the CPA, being designated as Limited Commercial.

Areas E

Existing: Low Medium II Residential, Medium Residential, High Density Residential, Neighborhood Commercial, and Commercial Manufacturing
Proposed: General Commercial

The individual sites of Land Use Designation Change Areas E consist of Subareas 7:A, 10:1D, 18:4, 18:5, 19:A,19:2, 19:2A, 19:3, 31:1A, 31:4, 42:3 and 42:4 and are shown in **Figure 4.1-5.**

Subarea 7:A: Location boundaries: mid-block parcel south of Harold Way, west of Western Avenue, and east of St. Andrews Place. Existing uses consist of retail commercial and multifamily residential. 0.14 acres would change from High Density Residential and C2-1 (FAR 1.5:1) to General Commercial and [Q]C2-2D (FAR per SNAP) to maintain consistency between land use designation and zone and to change zone and height district to enforce compliance with SNAP).

Subarea 10:1D: Location boundaries: commercially zoned mid-block parcel abutting Barnsdall Park, south of Hollywood Boulevard, between Edgemont Street and Vermont Avenue. Existing use consists of a park. 0.09 acres would change from Low Medium II Residential and C2-1D (FAR 0.5:1) to General Commercial and [Q]C2-2D (FAR per SNAP) to maintain consistency between land use designation and zone and to change zone and height district to enforce compliance with SNAP.

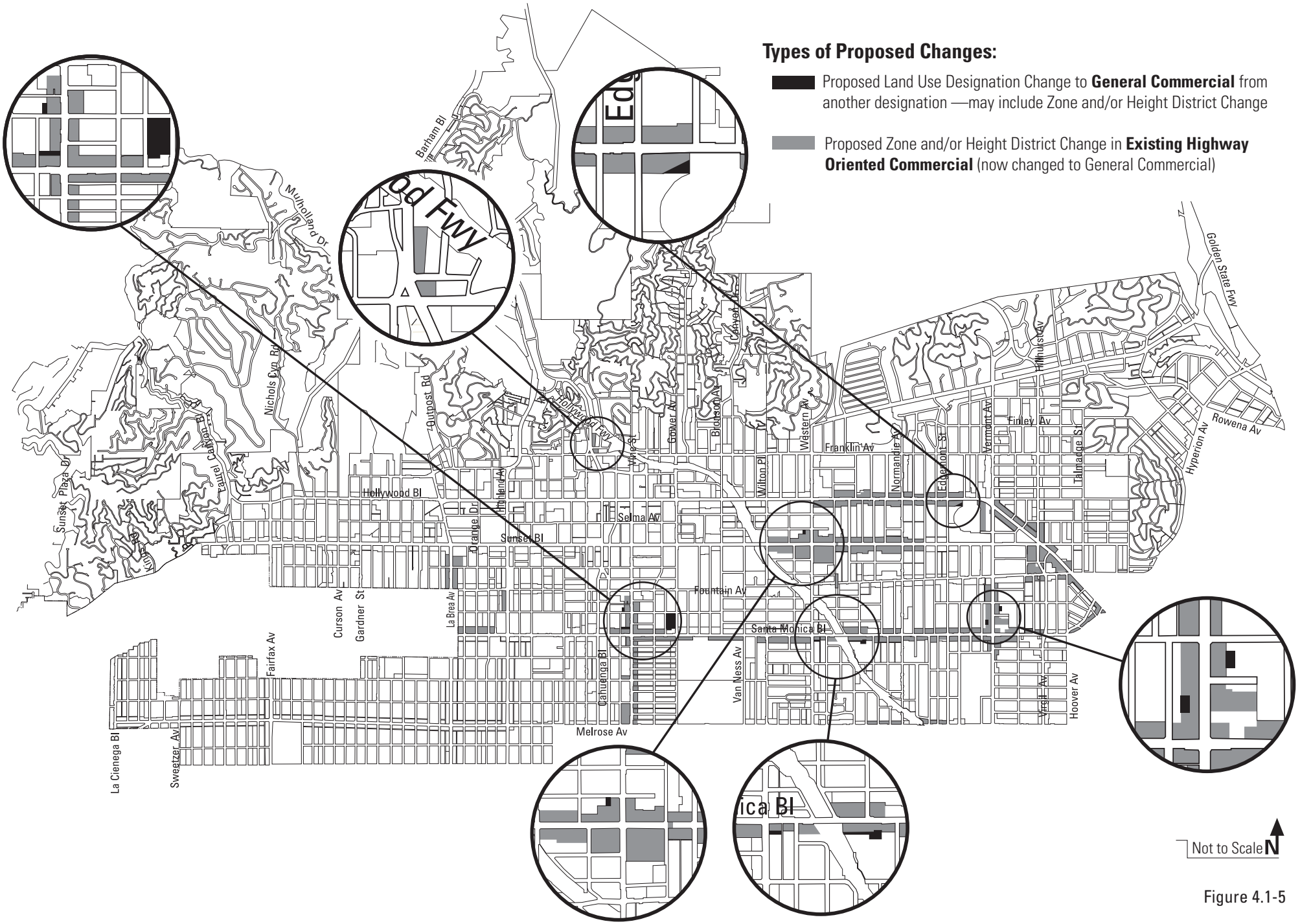

Figure 4.1-5

PROPOSED CHANGES IN LAND USE DESIGNATION AND/OR ZONE, HEIGHT DISTRICT AREAS E: GENERAL COMMERCIAL

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Subarea 18:4: Location boundaries: commercially zoned lot on eastern frontage of Lillian Way, which abuts commercially zoned frontage of Santa Monica Boulevard between Lillian Way and Vine Street. Existing use consists of multifamily residential. 0.15 acres would change from Medium Residential and C2-1D (FAR 0.5:1) to General Commercial and [Q]C2-2D (FAR 3:1 for mixed use, maximum FAR 1.5:1 for commercial component of mixed-use or commercial only) to make land use designation consistent with zone, to provide incentive for housing production and promote mixed-use development with design standards.

Subarea 18:5: Location boundaries: commercially zoned lot on western frontage of Vine Street, which abuts commercially zoned frontage of Santa Monica Boulevard between Lillian Way and Vine Street. Existing uses consist of retail commercial. 0.14 acres would change from Neighborhood Commercial and C2-1D (FAR 0.5:1) to General Commercial and [Q]C2-2D (FAR 3:1 for mixed use, maximum FAR 0.5:1 for commercial component of mixed-use or commercial only), to make land use designation consistent with that of adjacent parcels and to provide incentive for housing production and mixed-use development with design standards.

Subarea 19:A: Location boundaries: portion of a midblock parcel on the north side of Lexington Avenue, west of Vine Street. Existing use consists of parking. 0.02 acres would change from Low Medium II Residential and C2-1D (FAR 0.5:1) to General Commercial and [Q]C2-2D (FAR 3:1 for mixed use, maximum FAR 0.5:1 for commercial component of mixed-use or commercial only), to maintain consistency between land use designation and zone and to provide incentive for housing production and promote mixed-use development with design standards.

Subarea 19:2: Location boundaries: western half of block south of Lexington Avenue, east of Lodi Place, generally north of Santa Monica Boulevard, west of Gower Street. Existing use consists of parking. 1.39 acres would change from Medium Residential and R3-1XL (FAR 3:1) to General Commercial and R3-1XL (FAR 3:1) to make land use designation consistent with existing and/or proposed use.

Subarea 19:2A: Location boundaries: portion of lot on Lodi Place, north of Santa Monica Boulevard, west of Gower Street, and south of Lexington Avenue. Existing use consists of parking. 0.05 acres would change from Commercial Manufacturing and R3-1XL (FAR 3:1) to General Commercial and R3-1XL (FAR 3:1) to maintain consistency between land use designation and zone.

Subarea 19:3: Location boundaries: eastern half of block south of Lexington Avenue, east of Lodi Place, generally north of Santa Monica Boulevard, west of Gower Street. Existing use consists of a studio. 1.19 acres would change from Medium Residential and R3-1 (FAR 3:1) to General Commercial and R3-1 (FAR 3:1) to make land use designation consistent with existing and/or proposed use.

Subarea 31:1A: Location boundaries: portion of mid-block parcel west of Vermont Avenue, north of Santa Monica Boulevard, east of New Hampshire Avenue, and south of Lexington Avenue. Existing use consists of retail commercial. 0.005 acres would change from Low Medium II Residential and C2-1D (FAR 0.5:1) to General Commercial and [Q]C2-2D FAR per SNAP to maintain consistency between land use designation and zone, to change zone and height district to enforce compliance with SNAP.

Subarea 31.4: Location boundaries: two mid-block commercially zoned parcels in block south of Lexington Avenue, east of Vermont Avenue, north of Vermont Place, west of Madison Avenue. Existing use consists of a hotel. 0.04 acres would change from Low Medium II Residential and C2-1D (FAR 0.5:1) to General Commercial and [Q]C2-2D (FAR per SNAP) to amend the Plan to make land use designation consistent with zone and existing use and enforce compliance with the SNAP.

Subarea 42:3: Location boundaries: mid-block commercially zoned parcel south of Santa Monica Boulevard, east of Western Avenue, north of Romaine Street, west of the alley. Existing use consists of retail commercial. 0.09 acres would change from Neighborhood Commercial and C2-1D (FAR 0.5:1) to General Commercial and C2-1D (FAR 0.5:1) to make land use designation and zone consistent with that of adjoining parcels.

Subarea 42:4: Location boundaries: mid-block commercially zoned parcel south of Santa Monica Boulevard, west of Kingsley Drive, north of Romaine Street, east of 101 Freeway. Existing uses consist of institutional and multiple family residential. 0.61 acres would change from Medium Residential and [T][Q]C2-1D (FAR 0.5:1) to General Commercial and [T][Q]C2-1D (FAR 0.5:1) to make land use designation consistent with zone.

The individual sites in Land Use Designation Change Areas E would have their land use designations changed to General Commercial from the existing land use designations Low Medium II Residential, Medium Residential, High Density Residential, Neighborhood Commercial and Commercial Manufacturing as follows:

Proposed Land Use	Existing Land Use	Acres
General Commercial	Low Medium II Residential	0.15
	Medium Residential	3.34
	High Density Residential	0.14
	Neighborhood Commercial	0.23
	Commercial Manufacturing	0.05
		3.91

Nomenclature Only Changes: In addition, there are 24.96 acres of land currently designated as Highway Oriented Commercial that would be re-designated as General Commercial. This is a change in nomenclature only. There would be no accompanying zone changes and these sites would retain their existing zoning. These nomenclature change subareas consist of: subarea 4:4B (1.18 acres), subarea 6:4 (0.62 acres), subarea 7:1 (2.61 acres), subarea 10:1A (0.14 acres), subarea 10:1B (0.07 acres), subarea 10:1C (0.25 acres), subarea 17:1 (6.56 acres), subarea 18 (1.83 acres), subarea 18:1 (0.40 acres), subarea 18:2 (0.27 acres), subarea 18:3 (0.60 acres), subarea 23:1C (2.58 acres), subarea 23:2 (0.85 acres), subarea 23:3 (3.61 acres), subarea 29:1 (0.77 acres), subarea 30 (1.28 acres), subarea 31:A (0.13 acres), subarea 31:2 (0.04 acres), subarea 31:3 (0.08 acres), subarea 35:A (0.00 acres), subarea 44:1 (0.09 acres), subarea 47:2 (1.00 acres), and subarea 47:2A (0.00 acres). These nomenclature change subareas are indicated on **Figure 4:1-5A**.

Types of Proposed Changes:

Proposed Land Use Designation Change from **Highway Oriented to General Commercial-**This is a name change only.

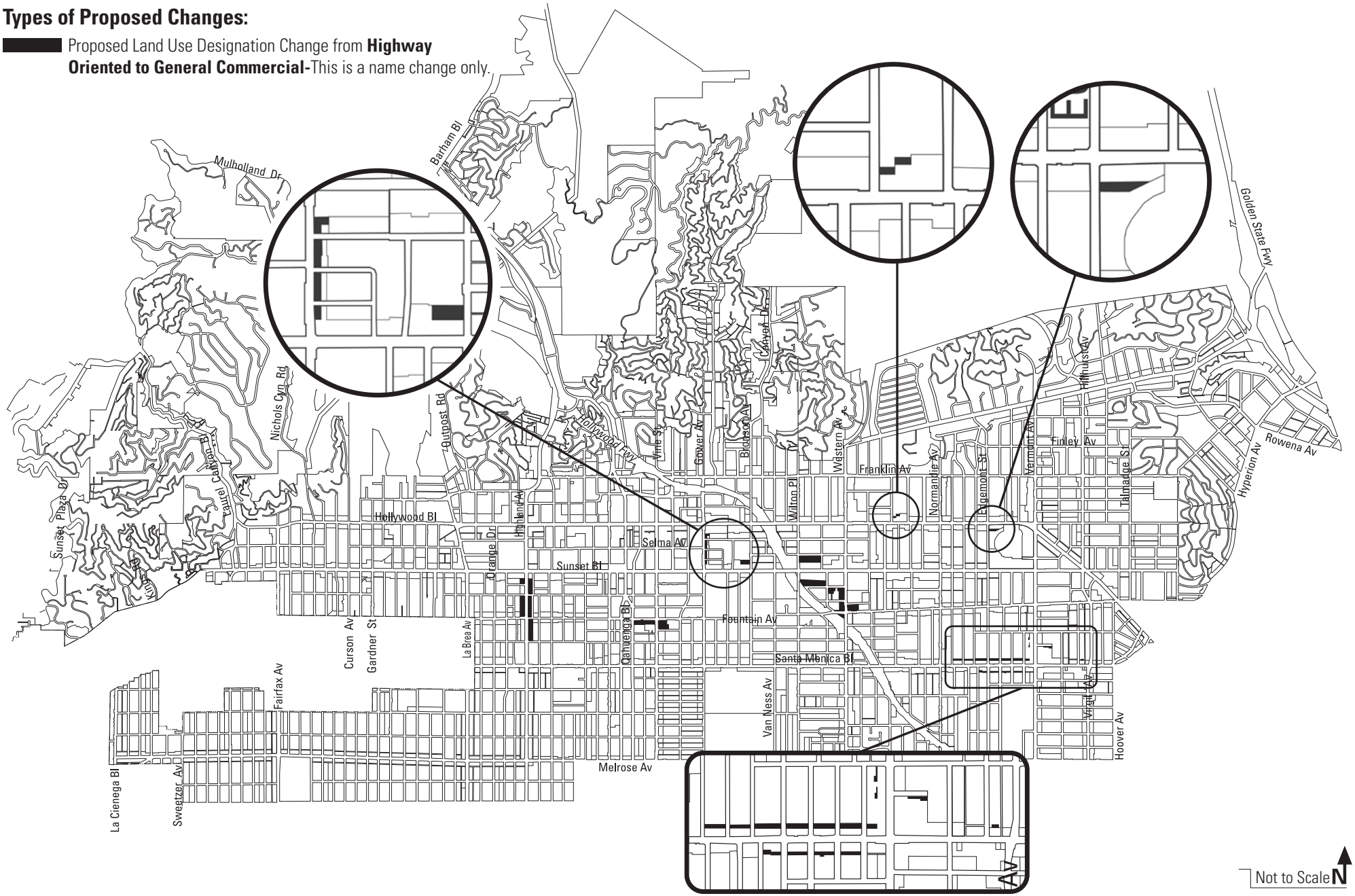

Figure 4.1-5A

PROPOSED LAND USE DESIGNATION CHANGE TO AREAS E: GENERAL COMMERCIAL - NAME CHANGE ONLY

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Zone and/or Height District Changes: In the following sites there would be a change in land use designation nomenclature from Highway Oriented to General Commercial and a change in zoning or height district: subarea 2 (0.91 acres), subarea 2:1 (0.45 acres), subarea 5:1A (0.18 acres), subarea 6:A (0.40 acres), subarea 7 (8.55 acres), subarea 9 (3.71 acres), subarea 10 (19.75 acres), subarea 10:1 (1.10 acres), subarea 12:1 (3.37 acres), subarea 12:2 (0.05 acres), subarea 12:3 (4.49 acres), subarea 12:3A (2.79 acres), subarea 12:4 (2.51 acres), subarea 15 (6.53 acres), subarea 16 (4.13 acres), subarea 17:2 (1.58 acres), subarea 19 (11.58 acres), subarea 19:1 (2.53 acres), subarea 23:1A (3.49 acres), subarea 23:1B (10.54 acres), subarea 25:1 (0.67 acres), subarea 25:2 (16.58 acres), subarea 26:1 (0.34 acres), subarea 26:2 (2.58 acres), subarea 28 (1.58 acres), subarea 29 (1.58 acres), subarea 31:1 (11.33 acres), subarea 32 (1.16 acres), subarea 33:1 (2.82 acres), subarea 33:1A (0.60 acres), subarea 33:2 (3.27 acres), subarea 33:2A (1.05 acres), subarea 33:3 (6.34 acres), subarea 33:4B (0.70 acres), subarea 35 (1.29 acres), subarea 36 (1.73 acres), subarea 37 (2.80 acres), subarea 40:5 (9.79 acres), subarea 40:5A (0.11 acres), subarea 41:1 (0.90 acres), subarea 41:2 (2.39 acres), subarea 41:2A (0.05 acres), subarea 42 (7.53 acres), subarea 43:1 (1.94 acres), subarea 44 (5.66 acres), subarea 44:A (1.90 acres), subarea 45 (1.37 acres), subarea 45:1 (0.24 acres), subarea 47:1 (6.67 acres), and subarea 48 (0.67 acres). These sites would have their existing land use designations of Highway Oriented Commercial undergo a nomenclature change to General Commercial and have their zones changed. A total of 184.29 acres would have their land use designation nomenclature and zones changed. These nomenclature and zone change only subareas are also indicated on **Figure 4.1-5**.

Impact: The existing land uses at these individual sites consist of a park, parking, studio, hotel, retail commercial, institutional and multifamily residential. The proposed land use designation changes and/or zone changes were made for the reasons discussed above at the beginning of this subsection, as applicable, primarily to be consistent with existing use and to reflect existing or proposed use. The proposed land use designation changes reflect existing usage and minimize land use conflicts. Therefore, there would be no significant impact due to the proposed land use designation changes at the individual sites in Land Use Designation Change Areas E.

Approximately 3.91 acres would have their land use designations changed from Low Medium II Residential, Medium Residential, High Density Residential, Neighborhood Commercial, and Commercial Manufacturing to General Commercial. Approximately 184.29 acres would have their land use designation nomenclature and zones changed from Highway Orientated Commercial to General Commercial together with an accompanying zone change. In addition, approximately 24.94 acres would have their land use designation nomenclature only changed, from Highway Orientated Commercial to General Commercial while retaining their existing zoning.

The proposed land use designation changes will result in approximately 230.7 acres or 1.4% of the CPA, being designated General Commercial.

Areas F

Existing: Low Medium II Residential, Low Medium I Residential, Low Medium II Residential, and Medium Residential
Proposed: Neighborhood Commercial

The individual sites of Land Use Designation Change Area F consist of Subareas 3:1, 4:8A, 4:8B, 4:8C, 13:5A, 13:5B, 13:5C, 13:6A, and 42:1A, and are shown in **Figure 4.1-6**.

Subarea 3:1: Location boundaries: southwest corner of La Brea Avenue and Hollywood Boulevard. Existing use consists of retail commercial. 0.78 acres would change from Medium Residential and R3-1 (FAR 3:1) to Neighborhood Commercial and C4-1VL (FAR 1.5:1) to reflect existing use.

Subarea 4:8A: Location boundaries: north side of Franklin Avenue, between Vista Del Mar Avenue and Carmen Avenue. Existing use consists of a hotel. 0.74 acres would change from Medium Residential and R3-1 (FAR 3:1) to Neighborhood Commercial and RAS4-1 (FAR 3:1) to make the land use designation and zone consistent with existing and proposed use.

Subarea 4:8B: Location boundaries: one parcel north of the Best Western Hotel on Vista Del Mar Avenue. Existing use consists of parking. 0.16 acres would change from Low Medium II Residential and RD 1.5-1XL (FAR 3:1) to Neighborhood Commercial and RD 1.5-1XL (FAR 3:1) to make the land use designation consistent with existing and proposed use.

Subarea 4:8C: Location boundaries: one parcel north of the Best Western Hotel on Carmen Avenue. Existing use consists of multifamily residential. 0.14 acres would change from Medium Residential and R3-1 (FAR 3:1) to Neighborhood Commercial and R3-1 (FAR 3:1) to make the land use designation consistent with existing and proposed use.

Subarea 13:5A: Location boundaries: commercially zoned lot on the east side of Fairfax Avenue, abutting residentially zoned lots north of Sunset Boulevard. Existing use consists of retail commercial. 0.15 acres would change from Low Medium II Residential and C4-1VL (FAR 1.5:1) to Neighborhood Commercial and [Q]C4-1XL (FAR 1.5:1) to amend the Plan to make the land use designation compatible with the zone, to establish a height district compatible with the scale of adjacent historic neighborhoods, and to establish pedestrian-oriented design standards.

Subarea 13.5B: Location boundaries: commercially zoned lot on the east side of Fairfax Avenue, abutting residentially zoned lots south of Sunset Boulevard. Existing use consists of single family residential. 0.04 acres would change from Low Medium II Residential and C4-1VL (FAR 1.5:1) to Neighborhood Commercial and [Q]C4-1XL (FAR 1.5:1) to amend the Plan to make the land use designation compatible with the zone, to establish a height district compatible with the scale of adjacent historic neighborhoods, and to establish pedestrian-oriented design standards.

Subarea 13.5C: Location boundaries: portion of mid-block parcel on west side of Orange Grove Avenue, north of Sunset Boulevard, east side of Genesee Avenue, south of Selma Avenue. Existing uses consist of retail commercial and residential uses. 0.01 acres would change from Low II Residential and C4-1VL (FAR 1.5:1) to Neighborhood Commercial and [Q]C4-1XL (FAR 1.5:1) to amend the Plan to make land use designation compatible with zone, to establish height district compatible with scale of adjacent historic neighborhoods, and to establish pedestrian-oriented design standards.

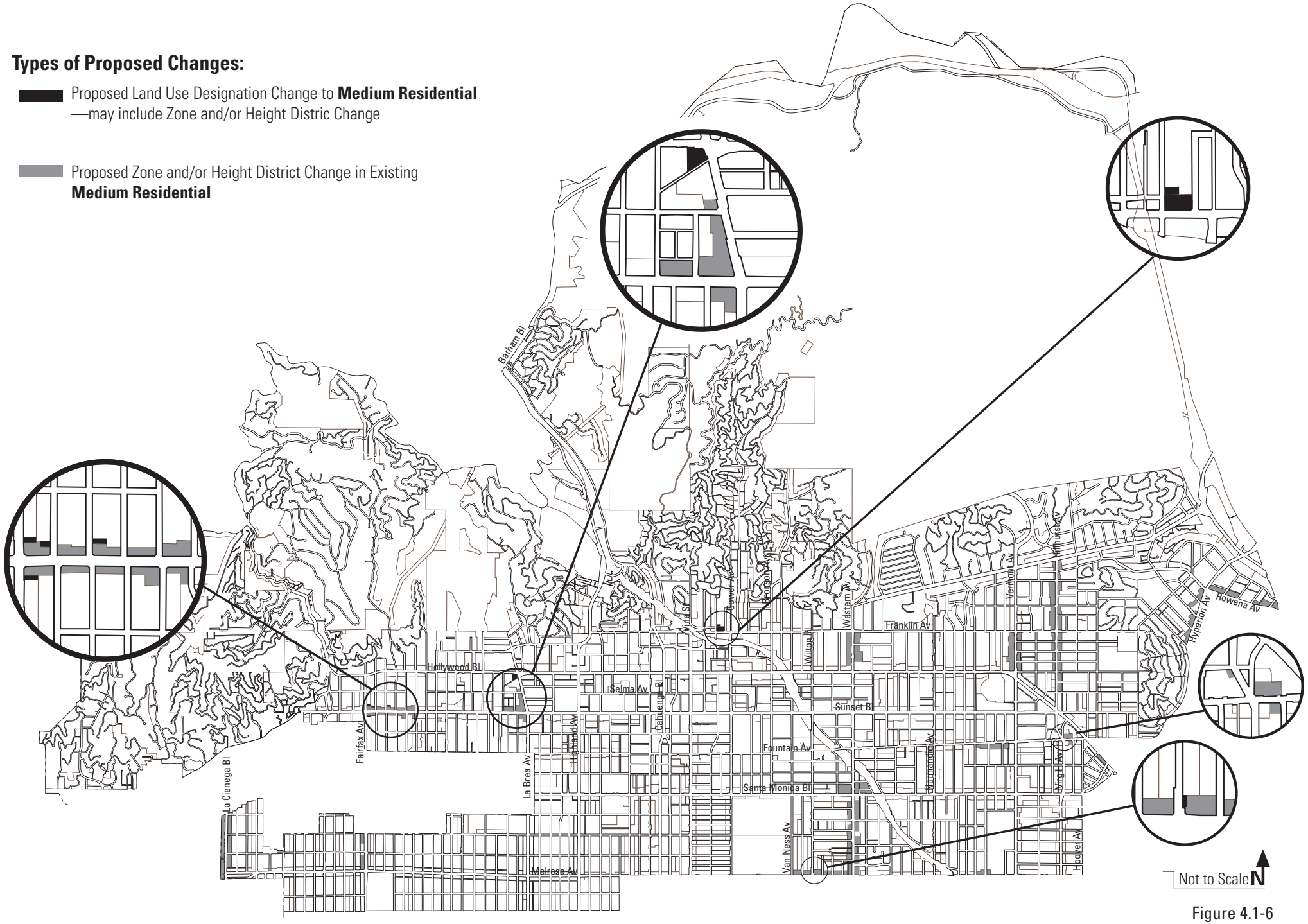

Figure 4.1-6

PROPOSED CHANGES IN LAND USE DESIGNATION AND/OR ZONE, HEIGHT DISTRICT AREAS F: NEIGHBORHOOD COMMERCIAL

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Subarea 13:6A: Location boundaries: mid-block parcel east of Ogden Drive, north of Sunset Boulevard, south of Selma Avenue, and west of Genesee Avenue. Existing land uses consist of retail commercial and residential uses. 0.03 acres would change from Low II Residential and C1-1VL (FAR 1.5:1) to Neighborhood Commercial and [Q]C1-1XL (FAR 1.5:1) to amend the Plan to make the land use designation compatible with the zone, to establish a height district compatible with the scale of adjacent historic neighborhoods, and to establish pedestrian-oriented design standards.

Subarea 42:1A: Location boundaries: portion of two parcels on east side of Wilton Place, north of Melrose Avenue. Existing land use consists of retail commercial. 0.01 acres would change from Low Medium I Residential and C4-1D (FAR 1:1) to Neighborhood Commercial and [Q]C4-1 (FAR 1.5:1) to maintain consistency between land use designation and zone, to restore height district (HD) to full Floor Area Ratio (FAR) allowed by HD 1 to accommodate economic growth, and to establish pedestrian-oriented design standards.

The individual sites in Land Use Designation Change Areas F would have their land use designations changed to Neighborhood Commercial from the existing land use designations Low II Residential, Low Medium I Residential, Low Medium II Residential, and Medium Residential as follows:

Proposed Land Use	Existing Land Use	Acres
Neighborhood Commercial	Low II Residential	0.04
	Low Medium I Residential	0.01
	Low Medium II Residential	0.35
	Medium Residential	1.66
		2.06

Zone and/or Height District Changes: In addition to the land use designation change described above, the following additional sites would have their zones changed: subarea 8 (7.02 acres), subarea 11 (8.51 acres), subarea 13 (6.78 acres), subarea 13:1 (11.41 acres), subarea 13:2 (3.02 acres), subarea 13:3A (2.24 acres), subarea 13:3B (3.44 acres), subarea 13:4 (2.68 acres), subarea 13:5 (0.97 acres), subarea 13:6 (4.30 acres), subarea 13:7 (0.28 acres), subarea 14:3 (0.2 acres), subarea 14:3A (0.07 acres), subarea 14:4 (4.85 acres), subarea 31 (3.06 acres), subarea 33:2B (0.13 acres), subarea 33:4A (1.32 acres), subarea 36:1 (0.27 acres), subarea 36:2 (0.74 acres), subarea 38 (10.27 acres), subarea 38:A (0.17 acres), subarea 39:1 (0.80 acres), subarea 39:2 (1.24 acres), subarea 41:6 (4.45 acres), subarea 41:7 (1.03 acres), subarea 41:8 (1.00 acres), subarea 42:1 (4.64 acres), subarea 42:2 (13.36 acres), and subarea 46 (1.19 acres). These sites will have their zones changed while retaining their existing land use designations of Neighborhood Commercial. A total of 99.45 acres will have their zones changed. These zone change only subareas are also indicated on **Figure 4.1-6**.

Impact: The existing land uses at these individual sites consist of retail commercial, parking, a hotel, single and multi-family residential, and industrial. The proposed land use designation changes and/or zone changes would primarily result in consistency between existing uses and would reflect existing or proposed use. The proposed land use designation changes would both reflect existing

usage and minimize land use conflicts. Therefore, there would be no impact due to the proposed land use designation changes at the individual sites in Land Use Designation Change Areas F.

Approximately 2 acres would have their land use designations changed to Neighborhood Commercial and an additional 99.45 acres would have their zones changed. The proposed land use designation changes would result in approximately 242.3 acres, or 1.5 % of the CPA, being designated Neighborhood Commercial.

Areas G

Existing: High Medium Residential, High Density Residential, and Highway Oriented Commercial
Proposed: Regional Center Commercial

The individual sites of Land Use Designation Change Area G consist of Subareas 2:1B, 3:1C, 4:5D, 5, 5:2, 5:3, 5:3A, 5:3B, 5:4, 6:1, 6:2, 6:3, and 6:3A and are shown on **Figure 4.1-7**.

Subarea 2:1B: Location boundaries: mid-block portion of lot south of Franklin Avenue, between Wilcox Avenue and Cahuenga Boulevard. Existing uses include retail commercial and multifamily residential. 0.01 acres would change from High Density Residential and C4-2D-SN to Regional Center Commercial andC4-2D-SN, to maintain consistency between land use designation and zone.

Subarea 3:1C: Location boundaries: mid-block parcel north of Hollywood Boulevard, west of Sycamore, east of El Cerrito, and south of Franklin Avenue. Existing uses consist of multi-family residential and institutional. 0.26 acres would change from High Medium Residential and C4-2D-SN (FAR 3:1) to Regional Center Commercial and C4-2D-SN (FAR 3:1) to maintain consistency between land use designation and zone.

Subarea 4:5D: Location boundaries: south of Selma Avenue, west of Gower Street, north of Sunset Boulevard, and east of Argyle Avenue, excluding the southern half of the block south of Selma Avenue, west of El Centro Avenue, north of Sunset Boulevard, and east of Argyle Avenue. Existing uses consist of office and retail commercial, entertainment-related uses. 6.75 acres would change from Commercial Manufacturing and [Q]C4-1VL-SN(FAR 1.5:1) to Regional Center Commercial and [Q]C4-2D-SN (FAR 4.5:1, maximum for commercial only or mixed-use, FAR 0.5:1 minimum for commercial component, no 100% residential) to amend the Plan and to change the zone and height districts to provide incentives for the construction of commercial office uses and mixed-use developments with design standards and to protect identified historic resources.

Subarea 5: Location boundaries: north and south sides of Hollywood Boulevard, between Gower Street and the 101 Freeway. Existing uses consist of public facility, multiple family residential, retail commercial, institutional, and office commercial. 10.94 acres would change from Highway Oriented Commercial and C4-1-SN (FAR 1.5:1) to Regional Center Commercial and [Q]C4-2D-SN (FAR 3:1 for mixed-use or commercial uses, maximum FAR 1.5:1 for commercial component or commercial uses), to allow higher commercial intensity and residential density, provide incentive for housing production and promote mixed-use development with design standards, to protect identified historic resources.

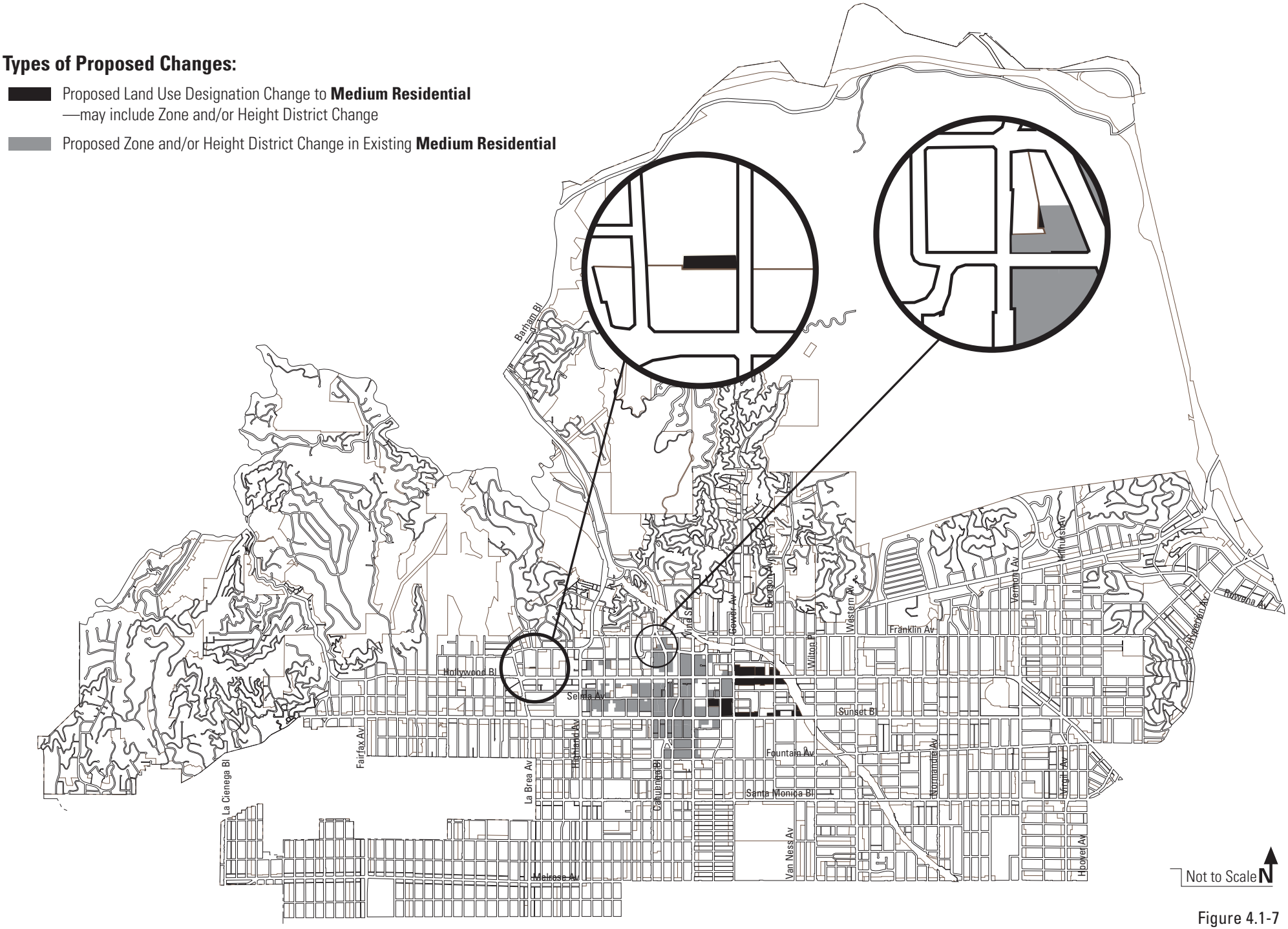

Figure 4.1-7

PROPOSED CHANGES IN LAND USE DESIGNATION AND/OR ZONE, HEIGHT DISTRICT, AREAS G: REGIONAL CENTER COMMERCIAL

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Subarea 5:2: Location boundaries: residentially zoned lots abutting northern edge of commercially zoned lots on northern frontage of Hollywood Boulevard, at northeast corner of Gower Street and Hollywood Boulevard. Existing uses consist of multi-family residential. 1.65 acres would change from Highway Oriented Commercial and R4-2 (FAR 6:1) to Regional Center Commercial and R4-2 (FAR 6:1) to amend the Plan to allow higher commercial intensity and residential density.

Subarea 5:3: Location boundaries: two mid-block lots on northern frontage of Hollywood Boulevard, between Gower Street and Bronson Avenue. Existing uses consist of institutional and entertainment-related use. 1.33 acres would change from High Residential and C4-1-SN (FAR 1.5:1) to Regional Center Commercial and [Q]C4-2D-SN (FAR 3:1 for mixed-use or commercial uses, maximum FAR 1.5:1 for commercial component or commercial uses) to allow higher commercial intensity and residential density, to provide incentive for housing production and promote mixed-use development with design standards, and to protect identified historic resources.

Subarea 5:3A: Location boundaries: portion of mid-block lot on northern frontage of Hollywood Boulevard, between Gower Street and Bronson Avenue. Existing use consists of parking. 0.09 acres would change from Highway Oriented Commercial and C4-1-SN (FAR 1.5:1) to Regional Center Commercial and [Q]C4-2D-SN (FAR 3:1 for mixed use or commercial uses, maximum FAR 1.5:1 for commercial component or commercial uses, no residential only) to allow higher commercial intensity and residential density, to provide incentive for housing production and promote mixed-use development with design standards, and to protect identified historic resources.

Subarea 5:3B: Location boundaries: portion of mid-block lot on northern frontage of Hollywood Boulevard, between Gower Street and Bronson Avenue. Existing use consists of parking. 0.05 acres would change from Highway Oriented Commercial and R4-2 (FAR 6:1) to Regional Center Commercial and [Q]C4-2D-SN (FAR 3:1 for mixed-use or commercial uses, maximum FAR 1.5:1 for commercial component or commercial uses, no residential only) to allow higher commercial intensity and residential density, to provide incentive for housing production and promote mixed-use development with design standards, and to protect identified historic resources.

Subarea 5:4: Location boundaries: mid-block parcel fronting Bronson Avenue, between Hollywood Boulevard and Carlos Avenue. Existing uses consist of multi-family residential. 0.12 acres would change from Highway Oriented Commercial and R4-2 (FAR 6:1) to Regional Center Commercial and R4-2 (FAR 6:1) to allow higher commercial intensity and residential density.

Subarea 6:1: Location boundaries: north side of Sunset Boulevard, between Gower Street and Bronson Avenue. Existing uses consist of retail and office commercial. 3.09 acres would change from Highway Oriented Commercial and C4-1-SN (FAR 1.5:1) to Regional Center Commercial and [Q]C4-2D-SN (FAR 4.5:1 commercial only or mixed-use, minimum FAR 0.5:1 for commercial component, no 100% residential) to amend the Plan and to change the zone and height districts to provide incentives for construction of commercial office uses and mixed-use with design standards.

Subarea 6:2: Location boundaries: northeast corner of Bronson Avenue and Sunset Boulevard. Existing uses consist of hotel and gas station. 0.60 acres would change from Highway Oriented Commercial and C2-1-SN (FAR 1.5:1) to Regional Center Commercial and [Q]C2-2D-SN (FAR

4.5:1 commercial only or mixed-use, minimum FAR 0.5:1 commercial component, no 100% residential) to provide incentives for the construction of commercial office uses and mixed-use developments with design standards.

Subarea 6:3: Location boundaries: northeast and northwest corners of Sunset Boulevard and Van Ness Avenue. Existing uses include retail and auto-related commercial. 0.86 acres would change from Highway Oriented Commercial and C2-1-SN (FAR1.5:1) to Regional Center Commercial and [Q]C2-2D-SN (FAR 4.5:1 commercial only or mixed-use, minimum FAR 0.5:1 commercial component, no 100% residential) to provide incentive for construction of commercial office uses and mixed-use development with design standards.

Subarea 6:3A: Location boundaries: southeast corner of Harold Way and Van Ness Avenue, west of the 101 Freeway. Existing use consists of parking. 0.31 acres would change from High Medium Residential and C2-1-SN (FAR1.5:1) to Regional Center Commercial and [Q]C2-2D (FAR 3:1 commercial only or mixed-use, minimum FAR 0.5:1 commercial component, no 100% residential) to provide incentive for construction of commercial office uses and mixed-use with design standards.

The individual sites in Land Use Designation Change Areas G would have their land use designations changed to Regional Center Commercial from the existing land use designations High Medium Residential, High Density Residential, and Highway Oriented Commercial as follows:

Proposed Land Use	Existing Land Use	Acres
Regional Center Commercial	High Medium Residential	0.57
	High Residential	1.34
	Commercial Manufacturing	6.75
	Highway Oriented Commercial	17.40
		26.06

Zone and/or Height District Changes: In addition to the land use designation change described above, the following additional sites would have their zones changed: subarea 2:1A (2.42 acres), subarea 3:2 (1.09 acres), subarea 3:2C (1.25 acres), subarea 3:2D (0.79 acres), subarea 3:4 (2.65 acres), subarea 4:1A (0.06 acres), subarea 4:1B (5.10 acres), subarea 4:1C (0.62 acres), subarea 4:1D (17.43 acres), subarea 4:1E (0.41 acres), subarea 4:1F (2.05 acres), subarea 4:1G (0.06 acres), subarea 4:1H (0.24 acres), subarea 4:1I (0.75 acres), subarea 4:1J (1.71 acres), subarea 4:2 (1.79 acres), subarea 4:2A (5.29 acres), subarea 4:2B (2.07 acres), subarea 4:2C (0.69 acres), subarea 4:3 (14.28 acres), subarea 4:3A (1.68 acres), subarea 4:3B (0.85 acres), subarea 4:4 (5.19 acres), subarea 4:4A (1.85 acres), subarea 4:5 (3.36 acres), subarea 4:5A (2.30 acres), subarea 4:5B (10.72 acres), subarea 4:5C (2.61 acres), subarea 4:5E (2.88 acres), subarea 4:5F (5.56 acres), subarea 4:5G (1.24 acres), subarea 4:5H (1.23 acres), subarea 4:5I (0.55 acres), subarea 4:5J (1.52 acres), subarea 4:6 (8.63 acres), subarea 4:6A (1.49 acres), and subarea 4:6B (0.30 acres). These sites will have their zones changed while retaining their existing land use designations of Regional Center Commercial. A total of 112.70 acres will have their zones changed. These zone change only subareas are also indicated on **Figure 4.1-7**.

Impact: The existing land uses at the individual sites consist of industrial, retail, commercial, office commercial and parking. The proposed land use designation and/or zone changes reflect existing or proposed use and would provide consistency with existing land use. The proposed land use designation changes would both reflect existing usage and minimize land use conflicts. There would be no impact due to the proposed land use designation changes at any of the individual sites in Land Use Designation Change Area G. Approximately 26.1 acres will have their land use designation changed to Regional Center Commercial and an additional 112.70 acres will have their zones changed. The proposed land use designation changes will result in approximately 257.09 acres, or 1.6 percent of the CPA, being designated as Regional Center Commercial.

Areas H

Existing: Low Medium I Residential, Medium Density Residential, and Limited Manufacturing
Proposed: Commercial Manufacturing

The individual sites of Land Use Designation Change Areas H Consist of Subareas 17:3, 39:3, 39:4, 40:2A, 40:2B, and 40:4B and are shown on **Figure 4.1-8**.

Subarea 17:3: Location boundaries: south of Lexington Avenue, east of McCadden Place, north of Santa Monica Boulevard, west of Seward Avenue. Existing uses consist of retail commercial and industrial uses. 16.66 acres would change from Limited Manufacturing and [Q]M1-1VL-SN (FAR 1.5:1) to Commercial Manufacturing and [Q]CM-2D (FAR 3:1) to amend the Plan and change the zone and height district to provide incentives for maintaining targeted media-related industrial uses and increase housing production.

Subarea 39:3: Location boundaries: eastern half of block generally south of Romaine Street, east of Formosa Avenue, north of Willoughby Avenue, west of La Brea Avenue. Existing uses consist of industrial and retail commercial uses. 3.25 acres would change from Limited Manufacturing and MR1-1 (FAR 1.5:1) to Commercial Manufacturing and [Q]CM-2D (FAR 3:1) to amend the Plan and change the zone and height district to provide incentive for maintaining targeted media-related industrial uses and increase housing production.

Subarea 39.4: Location boundaries: both sides of La Brea Avenue, generally between Romaine Street and Willoughby Avenue, extending west to include most of the eastern half of the block south of Romaine Street, east of Formosa Avenue, north of Willoughby Avenue, west of La Brea Avenue. Existing land uses consist of retail commercial and industrial. 4.45 acres would change from Limited Industrial and MR1-1 (FAR 1.5:1) to Commercial Manufacturing and [Q]CM-2D (FAR 3:1) to provide incentives for maintaining targeted media-related industrial uses and increase housing production.

Subarea 40:2A: Location boundaries: west side of Seward Avenue, south of Barton Avenue, and north of Willoughby Avenue. Existing uses consist of commercial uses. 0.24 acres would change from Low Medium 1 Residential and R2-1XL (FAR 1.5:1) to Commercial Manufacturing and C4-1XL (FAR 1.5:1) to reflect existing use.

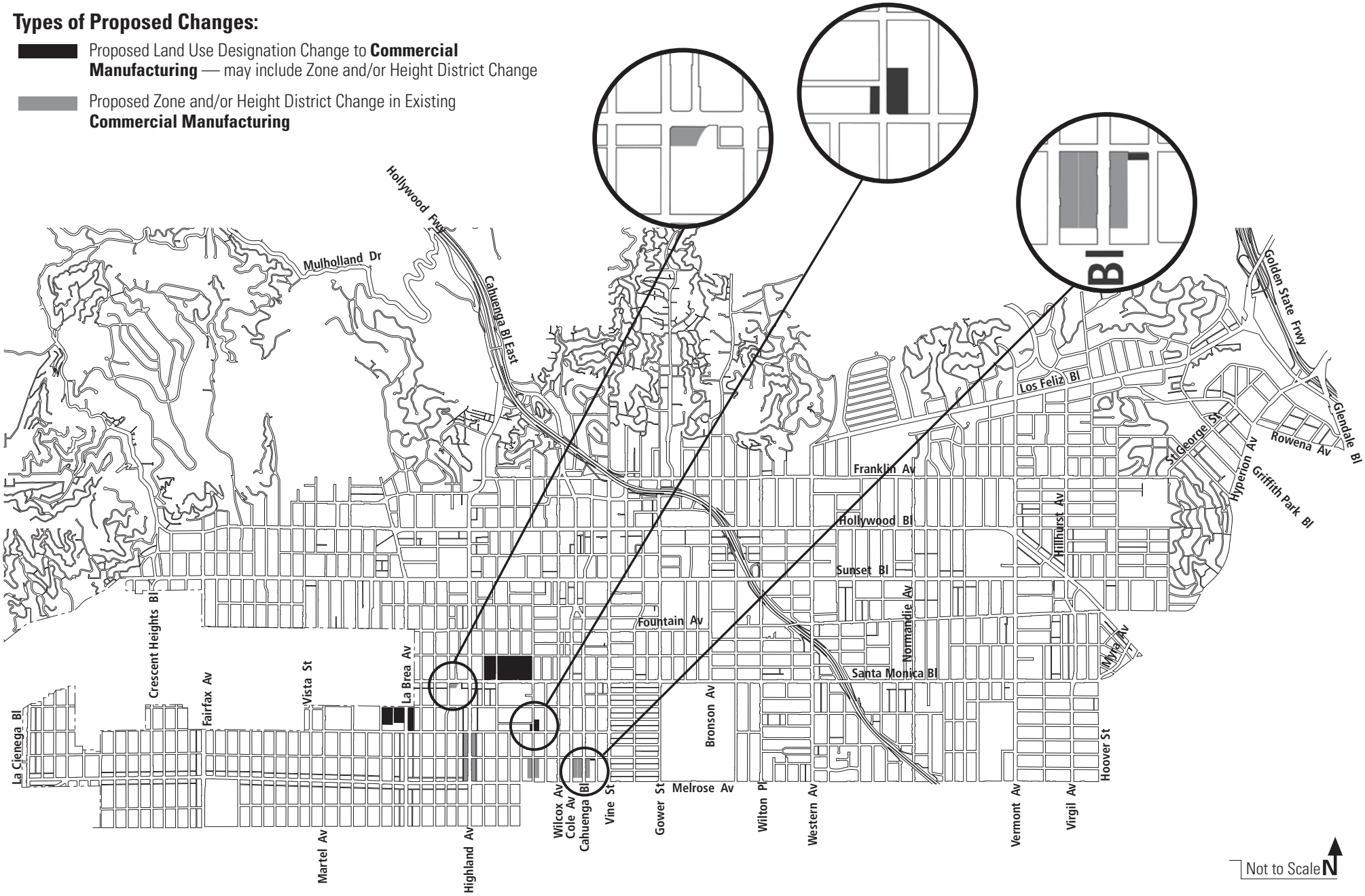

Figure 4.1-8

PROPOSED CHANGES IN LAND USE DESIGNATION AND/OR ZONE, HEIGHT DISTRICT AREAS H: COMMERCIAL MANUFACTURING

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Subarea 40:2B: Location boundaries: east side of Seward Avenue, north of Willoughby Avenue, and south of the industrial zone. Existing uses consist of commercial uses. 0.94 acres will change from Medium Residential and R3-1 (FAR 1.5:1) to Commercial Manufacturing and C4-1 (FAR 1.5:1) to amend the Plan and change the zone to reflect existing use.

Subarea 40:4B: Location boundaries: southwest corner of Waring Avenue and Lillian Way. Existing uses consist of industrial uses. 0.15 acres would change from Medium Residential and CM-1VL (FAR 1.5:1) to Commercial Manufacturing and [Q]CM-1VL (FAR 1.5:1) to maintain consistency between land use designation and zone, to preserve industrial land, and prohibit all residential uses, including artist-in-residence or live-work conversion.

The individual sites in Land Use Designation Change Areas H would have their land use designations changed to Commercial Manufacturing from the existing land use designations of Low Medium I Density Residential, Medium Density Residential, and, Limited Manufacturing as follows:

Proposed Land Use	Existing Land Use	Acres
Commercial Manufacturing	Low Medium I Density Residential	0.24
	Medium Density Residential	1.09
	Limited Manufacturing	24.26
		25.69

Zone and/or Height District Changes: In addition to the land use designation change described above, the following additional sites would have their zones changed: subarea 40:1 (6.24 acres), subarea 40:1A (0.62 acres), subarea 40:3 (3.13 acres), subarea 40:4 (2.77 acres), and subarea 40:4A (1.46 acres). These sites would have their zones changed while retaining their existing land use designations of Commercial Manufacturing. A total of 14.22 acres would have their zones changed. These zone change only subareas are also indicated on **Figure 4.1-8**.

Impact: The existing land uses at the individual sites consists of commercial, industrial, and retail uses. The proposed land use designation changes and/or zone changes would reflect existing or proposed use and to provide consistency with existing land use. The proposed land use changes would reflect existing usage and would minimize any land use conflicts. Although the proposed land use designation changes would result in approximately 1 acre of land being re-designated from residential to industrial, there would be minimal impact due to the proposed land use designation changes at those individual sites in Land Use Designation Change Areas H, primarily because the land use designation change reflects existing usage.

Approximately 25.7 acres would have their land use designation changed to Commercial Manufacturing and an additional 14.22 acres would have their zones changed. The proposed land use designation change would result in approximately 60.79 acres, or 0.37% of the CPA, being designated as Commercial Manufacturing.

Areas I

Existing: Medium Density Residential
Proposed: Limited Industrial

The individual site of Land Use Designation Change Area I consists of Subarea 40:2E and is shown on **Figure 4.1-9**.

Subarea 40:2E: Location boundaries: the southwest corner of Romaine Street and Hudson Avenue. Existing use consists of a vacant lot. 0.17 acres would change from Medium Residential and MR1-1 (FAR 1.5:1) to Limited Manufacturing and [Q]MR1-1 (FAR 1.5:1) to 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.

The individual site in Land Use Designation Change Area I would have its land use designations changed to Limited Industrial from the existing land use designation Limited Industrial as follows:

Proposed Land Use	Existing Land Use	Acres
Limited Industrial	Medium Density Residential	0.17
		0.17

Zone and/or Height District Changes: In addition to the land use designation change described above, the following additional sites would have their zones changed: subarea 40 (26.26 acres), subarea 40:1B (51.83 acres), subarea 40:2 (3.72 acres), subarea 40:2C (4.40 acres), subarea 40:2D (2.37 acres), subarea 41:3 (52.60 acres), subarea 41:4 (1.22 acres), and subarea 41:5 (2.02 acres). These sites will have their zones changed while retaining their existing land use designations of Limited Industrial. A total of 144.42 acres will have their zones changed. These zone change only subareas are also indicated on **Figure 4.1-9**.

Impact: The existing land use at this one site with the proposed land use designation change consists of a vacant lot. The proposed land use designation change would reflect existing or proposed land use and would minimize any land use conflicts. There would be no impact due to the proposed land use designation changes at the individual site in Land Use Designation Change Areas I.

Approximately 0.17 acre will have its land use designation changed to Limited Industrial and an additional 144.42 acres will have their zones changed. The proposed land use designation change will result in approximately 217.8 acres, or 1.4 percent of the CPA, being designated as Limited Industrial.

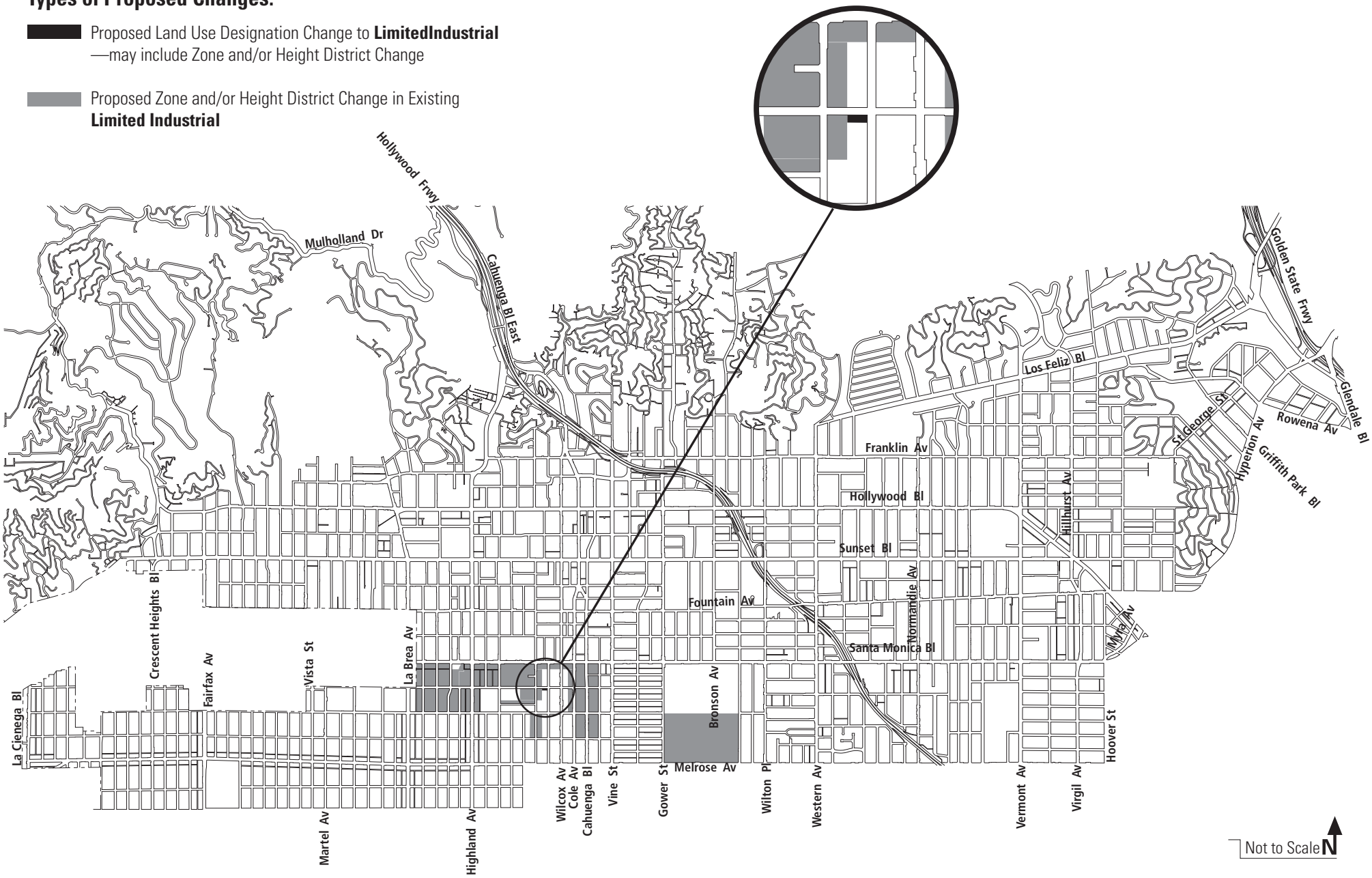

Figure 4.1-9

PROPOSED CHANGES IN LAND USE DESIGNATION AND/OR ZONE, HEIGHT DISTRICT AREAS I: LIMITED INDUSTRIAL

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Areas J

Existing: Medium Density Residential, Regional Center Commercial
Proposed: Open Space

The individual sites of Land Use Designation Change Areas J consist of Subarea 4:1 and Subarea 24 and are shown on **Figure 4.1-10.**

Subarea 4:1: consists of Selma Park and is located at the northwest corner of Selma Avenue and Schrader Boulevard. Existing uses consists of a park. 0.32 acres would change from Regional Center Commercial and C4-2D (FAR 2:1, height limit 45 feet) to Open Space and OS to reflect existing and/or proposed use.

Subarea 24: consists of Lexington Pocket Park and is located one lot west of the 101 freeway and north of Lexington Avenue. 0.17 acres would change from Medium Density Residential and R3-1 (FAR 3:1) to Open Space and OS to reflect existing and/or proposed use.

The individual sites in Land Use Designation Change Areas J would have their land use designations changed to Open Space from the existing land use designations Regional Center Commercial (Subarea 4:1) and Medium Density Residential (Subarea 24) as follows:

Proposed Land Use	Existing Land Use	Acres
Open Space	Medium Density Residential	0.17
	Regional Center Commercial	0.32
		0.49

Zone and/or Height District Changes: There are no sites with zone and/or height district changes only, without an accompanying land use designation change, in this land use designation category.

Impact: The existing land use at these sites consists of Selma Park and Lexington Pocket Park. The proposed land use designation changes were made to reflect existing or proposed land use and would minimize any land use conflicts. There would be no impact due to the proposed land use designation changes at any of the individual sites in Land Use Designation Change Areas J.

Approximately 0.5 acre would have its land use designation changed to Open Space. The proposed land use designation change would result in approximately 5,251 acres, or 32.6% of the Hollywood Community Plan area, being designated as Open Space. However, much of this total open space consists of the 4,171-acre Griffith Park, which is a regional park. The area as a whole lacks sufficient community and neighborhood parks.

Types of Proposed Changes:

Proposed Land Use Designation Change to **Open Space**

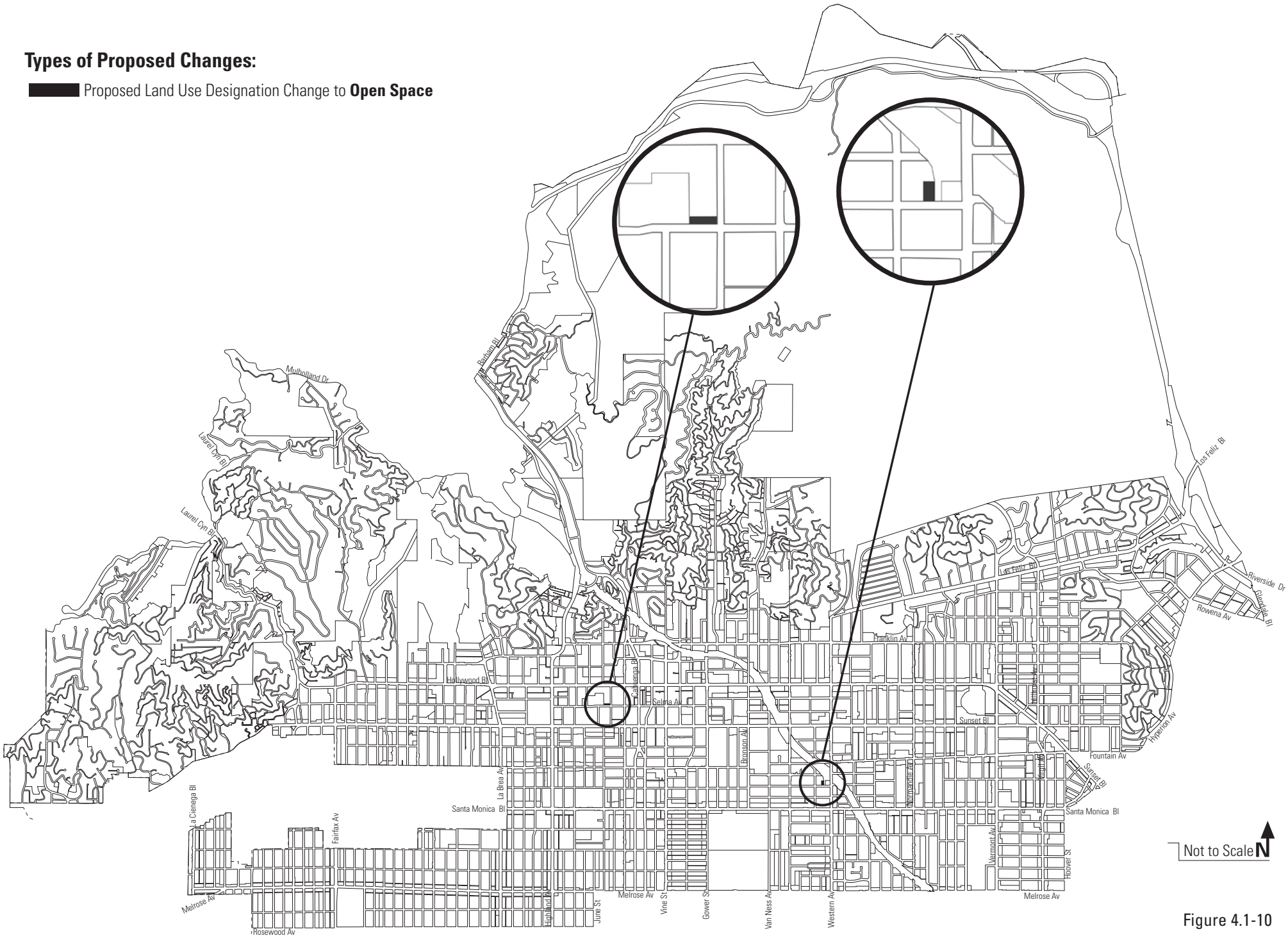

Figure 4.1-10

PROPOSED CHANGES IN LAND USE DESIGNATION AREAS J: OPEN SPACE

Jan 2010: 010

Areas K

Existing: Low Medium II Density Residential, Medium Density Residential, Limited Commercial, Highway Oriented Commercial, Neighborhood Commercial, Commercial Manufacturing, Limited Manufacturing
Proposed: Public Facilities

The individual sites of Land Use Designation Change Areas K consist of Subareas 1:4, 1:4A, 11:1, 14:1, 14:2, 20, 20:A, 21, 22:1, 22:2, 27:1, 27:1A, 27:2, and 34 and are shown on **Figure 4.1-11**.

Subarea 1:4: Location boundaries: island between Cahuenga Boulevard West and the 101 Freeway, south of Mulholland Drive. Existing use consists of a maintenance vehicle yard. 5.07 acres would change from Limited Commercial and RE15-1-H (FAR 1.5:1) to Public Facilities and PF-1XL (FAR 3:1) to amend the Plan and change the zone and height district to reflect existing use.

Subarea 1:4A: Location boundaries: southern tip of island between Cahuenga Boulevard West and the 101 Freeway, south of Mulholland Drive. Existing use consists of a maintenance vehicle yard. 0.15 acres would change from Limited Commercial and PF-1XL to Public Facilities and PF-1XL (FAR 3:1) to maintain consistency between land use designation and zone.

Subarea 11:1: Location boundaries: two midblock parcels located north of Hollywood Boulevard, west of Vermont Avenue, south of Franklin Avenue and east of New Hampshire Avenue. Existing use consists of a school. 0.26 acres would change from Neighborhood Commercial and PF to Public Facilities and PF (FAR 3:1) to make land use designation consistent with zone.

Subarea 14:1: Location boundaries: south side of Sunset Boulevard, between Detroit Street and Formosa Avenue. Existing uses consist of a new branch library. 0.64 acres would change from Neighborhood Commercial and C4-1VL (FAR 1.5:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing and/or proposed use.

Subarea 14:2: Location boundaries: a residentially designated lot on the west side of Detroit Street, south of commercially designated lots on the south side of Sunset Boulevard. Existing uses consist of a new branch library. 0.15 acres would change from Medium Residential and R3-1 (FAR 3:1) to Public Facilities and PF-1 (FAR3:1) to reflect existing and/or proposed use.

Subarea 20: Location boundaries: residentially designated lots between Gordon Avenue and Tamarind Avenue, north of commercially designated lots on the north side of Santa Monica Boulevard. Existing uses consist of the Santa Monica Primary Center. 1.17 acres would change from Medium Residential and R3-1 (FAR 3:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing and/or proposed use.

Subarea 20:A: Location boundaries: residentially designated lots between Gordon Avenue and Tamarind Avenue, north of commercially designated lots on the north side of Santa Monica Boulevard. Existing use consists of the Santa Monica Primary Center. 0.3 acres would change from Commercial Manufacturing and R3-1 (FAR 3:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing and/or proposed use and to maintain consistency between land use designation and zone.

Types of Proposed Changes:

Proposed Land Use Designation Change to **Public Facility**
—may include Zone and/or Height District Change

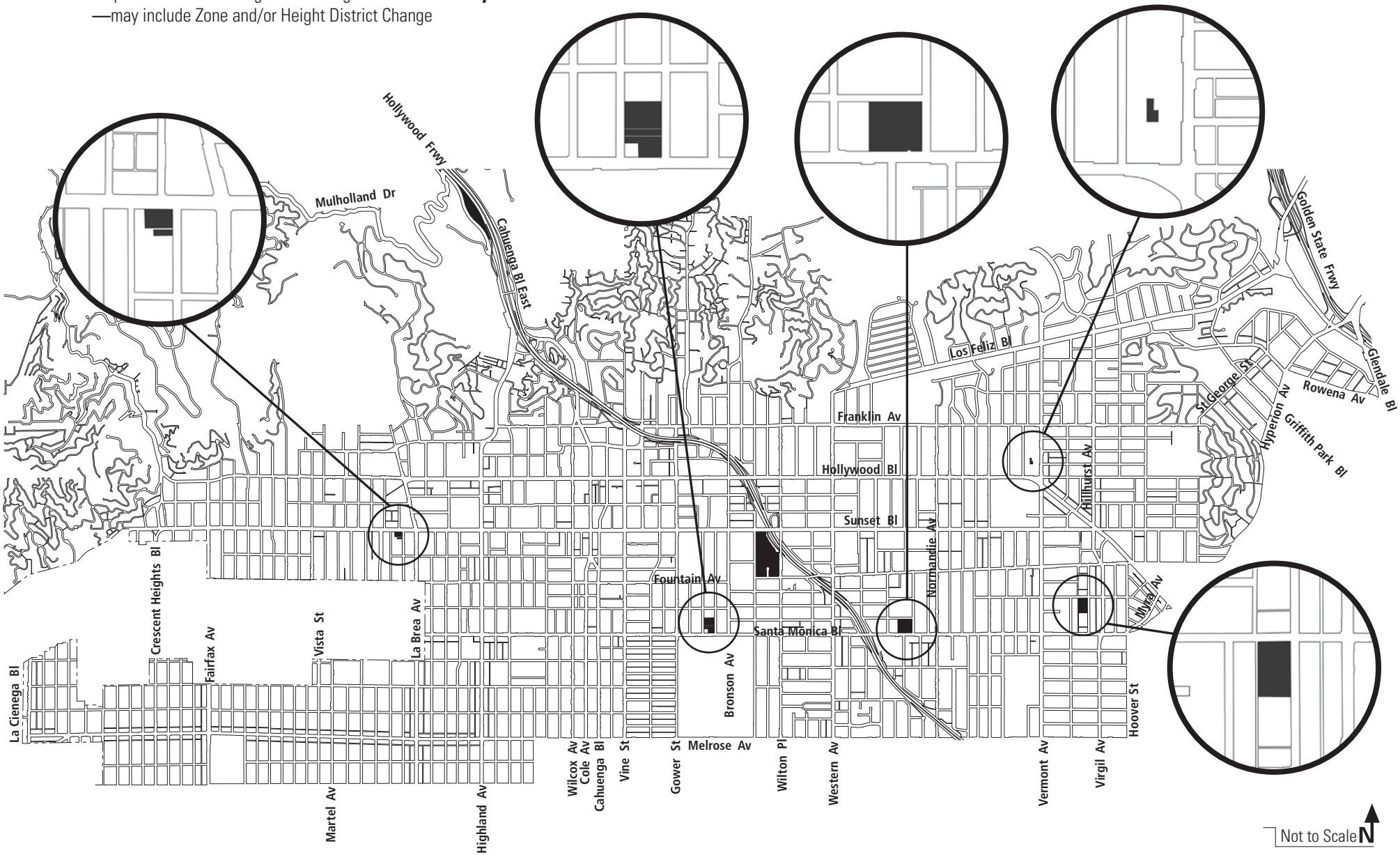

Figure 4.1-11

PROPOSED CHANGES IN LAND USE DESIGNATION AND/OR ZONE, HEIGHT DISTRICT AREAS K: PUBLIC FACILITY

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Subarea 21: Location boundaries: north side of Santa Monica Boulevard, between Tamarind Avenue and Gordon Avenue, excluding the northeast corner of Gordon Avenue and Santa Monica Boulevard. Existing uses consist of the Santa Monica Primary Center. 0.6 acres would change from Commercial Manufacturing and CM-1VL (FAR 1.5:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing use.

Subarea 22:1: Location boundaries: south of Sunset Boulevard, between Van Ness Avenue and the 101 Freeway, north of residentially designated lots on the north side of Fountain Avenue. Existing uses consist of Central Los Angeles New High School/Hollywood New Continuation High School. 7.37 acres would change from Limited Industrial and [Q]CM-1 (FAR 1.5:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing and/or proposed use.

Subarea 22:2: Location boundaries: north side of Fountain Avenue, between Van Ness Avenue and Wilton Place. Existing uses consist of Central Los Angeles New High School/Hollywood New Continuation High School. 5.03 acres would change from Medium Residential and R3-1 (FAR 3:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing and/or proposed use.

Subarea 27:1: Location boundaries: northeast quadrant of blocks south of Virginia Avenue, west of Kingsley Drive, north of Santa Monica Boulevard, east of Hobart Boulevard. Existing uses consist of Ramona New Elementary School. 1.69 acres would change from Low Medium II Residential and RD1.5-1XL (FAR 3:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing and/or proposed use.

Subarea 27:1A: Location boundaries: portion of midblock parcel north of Santa Monica Boulevard, west of Kingsley Drive, south of Virginia Avenue, and east of Hobart Boulevard. Existing use consists of Ramona New Elementary School. 0.02 acres would change from Highway Oriented Commercial and RD1.5-1XL (FAR 3:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing and/or proposed use.

Subarea 27:2: Location boundaries: southeast quadrant of blocks south of Virginia Avenue, west of Kingsley Drive, north of Santa Monica Boulevard, east of Hobart Boulevard. Existing uses consist of the Ramona New Elementary School. 1.29 acres would change from Highway Oriented Commercial and C2-1D (FAR 0.5:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing and/or proposed use.

Subarea 34: Location boundaries: southwest corner of Lexington Avenue and Westmoreland Avenue, extending west to the alley and one-third of the distance south to Santa Monica Boulevard. Existing uses consist of the Marshall New Primary Center. 2.04 acres would change from Low Medium II Residential and RD 1.5-1XL (FAR 3:1) to Public Facilities and PF-1 (FAR 3:1) to reflect existing and/or proposed use.

The individual sites in Land Use Designation Change Areas K that would have their land use designations changed to Public Facilities from the existing land use designations Low Medium II Density Residential, Medium Density Residential, Limited Commercial, Highway Oriented Commercial, Neighborhood Commercial, Commercial Manufacturing, and Limited Manufacturing are as follows:

Proposed Land Use	Existing Land Use	Acres
Public Facilities	Low Medium II Density Residential	3.73
	Medium Density Residential	6.35
	Limited Commercial	5.22
	Highway Oriented Commercial	1.31
	Neighborhood Commercial	0.90
	Commercial Manufacturing	0.90
	Limited Manufacturing	7.37
		25.78

Zone and/or Height District Changes: There would be no sites with zone and/or height district changes only, without an accompanying land use designation change, in this land use designation category.

Impact: The existing land uses at these individual sites consist of a maintenance vehicle yard (subareas 1:4 and 1:4A), a school (subarea 11:1), branch libraries (subareas 14:1 and 14:2), the Santa Monica New Primary Center (subareas 20, 20:A and 21), the Central Los Angeles New High School/Hollywood New Continuing High School (subareas 22:1 and 22:2), the Ramona New Elementary School (subareas 27:1, 27:1A and 27:2), and the Marshall New Primary Center (subarea 34).

The proposed land use designation changes and/or zone changes would reflect and provide consistency with existing land use and will both reflect existing usage and will minimize any land use conflicts. There would be no impact due to the proposed land use designation changes at any of the individual sites in Land Use Designation Change Areas K.

Approximately 20 acres would have their land use designations changed to Public Facilities. The proposed land use designation changes would result in approximately 703 acres, or 4.3% of the CPA, being designated as Public Facilities.

MITIGATION MEASURES

1. Implement the Urban Design Policies, Guidelines, and Standards included in the Proposed Plan.

2. Implement Specific Plans and/or Community Design Overlay (CDO) Districts to address proposed development standards.

3. Implement Transit Oriented Districts (TODs) and/or Pedestrian Oriented Districts (PODs) to mitigate the impacts of increased residential and commercial intensity where appropriate.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

With implementation of the above mitigation measures, impacts would be less than significant.

4.2 POPULATION, EMPLOYMENT, AND HOUSING

EXISTING CONDITIONS

Population

As shown in **Table 4.2-1**, the 2000 U.S. Census indicated that in 2000, the City of Los Angeles had an estimated permanent population of 3,844,923 persons, of whom, approximately 210,824 were residents of the Hollywood Community Plan Area (CPA). The 1990 census, however, indicated the Hollywood CPA's population to have been 213,912 persons. Therefore, the 2000 census population count of 210,824 represented a decrease of 3,088 persons in the Hollywood CPA.

Table 4.2-1: Hollywood Community Plan Area Population Changes

1990 Census	213,912
2000 Census	210,824
2005 Estimate	224,426

Source: City Planning Department, Demographics Unit and Community Plan Update Staff

Based on the 2000 U.S. Census data and City of Los Angeles building permit data, the Department of City Planning estimates that, in 2005, there were approximately 224,426 persons in the Hollywood CPA.

Employment

The 2005 level of employment in the Hollywood CPA is estimated by SCAG to have been 100,980 jobs, of which, 15,907 are thought to have been retail jobs and 85,073 non-retail jobs. Based on County Assessor data, it is estimated that there were 26,880,585 gross square feet of commercial floor space and 8,671,909 gross square feet of industrial floor space in 2005.

Housing

Based on data from the 2000 U.S. Census and City of Los Angeles building permit data, it is estimated that there were approximately 100,600 housing units in the Hollywood Community Plan Area (CPA) in 2005, of which, 20,400 units (or 20.3 %) were single-family units (detached dwellings) and 80,200 units (or 79.7%) multiple-family units (apartment buildings, condominium, duplexes, lofts, and attached single-family housing units). These numbers indicate that the housing stock of the CPA is comprised of mostly multi-family units. The CPA is characterized by areas of relatively dense multi-family housing.

IMPACT ASSESSMENT

Methodology

The following analysis compares the reasonably expected population, employment, housing, and commercial and industrial development under the Proposed Plan in 2030 with Existing (2005) Conditions, the SCAG 2030 Forecast, and reasonably expected conditions under the Existing Plan in 2030.

Existing (2005) Conditions: The analysis includes estimates of the number of residents, jobs, housing units and square footage of commercial and industrial development in Hollywood in 2005. Population and employment estimates for 2005 were derived from SCAG's 2004 RTP; 2005 housing estimates were estimated by the Planning Department's Demographics Unit using data from the 2000 U.S. Census and City of Los Angeles building permit data. Estimates of commercial and industrial square footage are based on County Assessor data for 2007.

SCAG 2030 Forecast: The analysis includes projections, based on the adopted SCAG forecast included in the 2004 RTP, of the number of residents, jobs, housing units and square footage of commercial and industrial development that are anticipated to occur in Hollywood Community Planning area in 2030. Projections for the SCAG 2030 Forecast were prepared by the City of Los Angeles Planning Department Demographics Unit and Planning staff in conjunction with SCAG. The 2030 population forecast is based on that included in SCAG's 2004 RTP. Projections of housing, commercial and industrial square footage and employment in 2030 were estimated by Planning staff using 2001-2006 building permit data to establish an average annual growth rate, and Standard Industrial Codes to categorize uses.

Existing (1988) Plan in 2030: The analysis includes projections of the reasonably expected number of residents, housing units, jobs and square footage of commercial and industrial development that are anticipated to occur under the Existing Plan through the year 2030. Reasonably expected housing development was estimated from the sum total of expected dwelling units allowable within each land use designation, based on a mid-range level of development that could be accommodated within the interval of allowed densities of each given land use designation. Reasonably expected commercial and industrial development was estimated from the sum total of expected commercial and industrial development allowable within each commercial and industrial land use designation, as measured by the square footage allowed by the Height District of each land use designation.

Reasonably expected employment was estimated by dividing the anticipated commercial square footage by 300 (300 square feet per employee) and the estimate of expected industrial square footage by 550 (550 square feet per employee).

Reasonably expected population was estimated as the total number of residents that could be accommodated within each residential and commercial land use designation. These population estimates are calculated by multiplying the average number of persons per single-family and multi-family dwelling units times the expected number of dwelling units per land use designation and the number of acres within each land use designation.

Sample calculation of reasonably expected population:

Land Use Designation	Permitted Density (Dwelling Units [DU] per Acre)	Mid-Range Density (DU per acre)	Persons Per DU	Example Acreage	Calculated Reasonably Expected Population
Low Medium II	18 DU – 29 DU	23.5 DU	2.15	1000	50,525
Medium Density	29 DU – 55 DU	42 DU	2.15	1000	90,300
High Medium	55 DU – 109 DU	82 DU	2.15	500	88,150

Commercial and hybrid industrial land use designations and zones allow for residential and mixed use. For non-residential land use designations (commercial and hybrid industrial) it was assumed that 50% of the commercial acreage designated as Regional Center Commercial would be developed to a mid-range density of 82 DU per acre and that 10% of other commercially designated acreage would be developed to a slightly lower density of 62 DU per acre density. In the Floor Area Ratio Incentive Areas, outside the Regional Center, it was assumed that 50% of the incentivized acreage would be developed to a mid-range of 62 du per acre.

Proposed Plan in 2030: The analysis includes projections of the reasonably expected number of residents, housing units, jobs and square footage of commercial and industrial development that could occur under the Proposed Plan in 2030. The same methodology was used for the Proposed Plan as was used for the Existing Plan in 2030 to estimate reasonably expected housing development, commercial and industrial square footage, employment and population. The analysis is based on proposed changes in acreage for the respective land use designations.

The changes in land use included in the Proposed Plan would more than accommodate the growth anticipated by the SCAG 2030 Forecast. The investment in transit infrastructure in Hollywood provides an opportunity for integrating transportation planning with land use planning to encourage urban development that is environmentally sustainable. Mixed-use development around Metro stations and transit corridors gives residents and visitors mobility choices that will enable the City of Los Angeles (and the region) to reduce the number and length of vehicle trips and reduce greenhouse gas emission consistent with recent legislation, including Senate Bill 375.

Thresholds of Significance

An impact to population would be considered significant if:

- The reasonable anticipated level of development of the Proposed Plan was less than the level of growth forecasted for the Plan area by the Southern California Association of Governments (SCAG) for 2030.

An impact to employment would be considered significant if:

- The proposed land use change under the Proposed Plan cannot accommodate the potential growth in employment that has been forecasted by SCAG to occur by 2030.

An impact to housing would be considered significant if:

- The Proposed Plan does not, within a reasonable range, meet a reasonable future housing demand at the level forecast by SCAG for the year 2030.

- The Proposed Plan results in an unreasonable overcrowding of residential units, or an increase in the household size.

- Existing or future affordable housing stock is adversely affected.

Relevant Policies of the Proposed Community Plan

In order to protect and provide for different housing choices in Hollywood and to mitigate any future housing shortage, the following policies and programs are included in the Proposed Plan:

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

LU.2.2: Utilize Floor Area Ratio bonuses to incentivize commercial and residential growth in the Regional Center.

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.

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.

LU.2.5: Support the implementation of a Sunset Boulevard Community Design overlay District and a Hollywood Boulevard Community Design overlay District to ensure that infill development in the Regional Center complements existing neighborhood character.

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

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

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

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

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.

LU.2.11: Support provision of minimum Floor Area Ratios in mixed-use incentive Areas consistent with Map 24.

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

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.

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.

LU.2.15: Encourage projects to provide bicycle parking and/or bicycle lockers.

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

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

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.

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

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.

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.

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.

LU.2.23: Direct multi-family housing growth to neighborhoods designated as High medium Residential. Restore citywide standards for High medium Residential density in areas which are designated as High Medium Residential.

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.

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.

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.

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.

LU.2.30: Within the media/Entertainment industry opportunity Area encourage the retention of the studio industry by exploring a mix of uses, which may include industrial and non-industrial uses.

Assessment

This section presents the result of the analysis of the reasonable anticipated development under the Proposed Plan in 2030 and then, compares it to the Existing Conditions of the year 2005, and the reasonable anticipated development under the Existing Plan for the planning horizon for 2030. The purpose is to determine whether or not the Proposed Plan could reasonably accommodate the growth level projected for the year 2030 by the SCAG. **Table 4.2-2** provides a comparison of the population, employment and housing levels for the Existing (2005) Conditions, reasonable expected development under the Existing and Proposed Plans, and the SCAG 2030 forecast.

Table 4.2-2: Population, Employment and Housing -- Existing Conditions, Existing and Proposed Plans in 2030, and SCAG 2030 Forecast

	Population	Employment (jobs)	Housing (DU)
Existing Conditions (2005)	224,426	100,980	100,600
Existing Plan Reasonable Expected Development 2030	235,850	105,782	108,722
SCAG 2030 Forecast	244,602	119,013	113,729
Proposed Plan Reasonable Expected Development (2030)	249,062	130,203	114,868

Source: City of Los Angeles Planning Department, May 20, 2010

Population

SCAG is the Southern California region's federally-designated metropolitan planning organization within whose planning area the City of Los Angeles is located. SCAG has estimated that by 2030 the population of the Hollywood CPA would increase to 244,602 persons. This SCAG 2030 Forecast allows for a growth of 20,176 persons over the existing 2005 population level. The existing 2005 population count (224,426) is equal to 91.75 % of the population level SCAG has forecasted for 2030.

The Existing (1988) Plan, if built to its reasonable expected level of development, has an anticipated population of 235,850 persons in 2030, or 11,424 persons more than the Existing Conditions 2005 population of the CPA. The Existing (1988) Plan's reasonable expected development is equal to 96.42 % of the SCAG 2030 Forecast for population in 2030. In other words, SCAG forecasts an increase of 3.58 % over the Existing Plan's reasonable expected development in 2030.

The Proposed Hollywood Community Plan allows for enough reasonable expected development to accommodate an estimated 249,062 persons in 2030. 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 Conditions 2005 population of 224,426 persons. The Proposed Plan could, therefore, result in an increase of 13,212 persons over the Existing Plan's anticipated increase of 235,850 persons in 2030. Furthermore, the Proposed Plan is reasonably anticipated to accommodate 4,460 more persons than the SCAG 2030 Forecast population of 244,602 persons in 2030. This represents an ability to accommodate an increase in the reasonable expected population growth equal to 1.8 % over the SCAG 2030 forecast.

As noted above, given the transit service in the area, and close proximity of a variety of uses, Hollywood is a prime location for transit-oriented development as well as regional growth in response to greenhouse gas reduction legislation (including SB 375) that encourages a high density of mixed uses in close proximity to transit.

The Planning Department's population projections reflect the reasonable potential increase of population and the reasonable expected level of development of the Community Plan land use designations as well as all accompanying policies. Therefore, if the population of the Hollywood CPA continues to increase at the rate forecast by the City Planning Department, the Proposed Plan could accommodate the SCAG market-driven forecast and more.

Employment

Table 4.2-3 shows employment for the Existing (2005) Conditions (100,980 jobs), Existing Plan (105,782 jobs), SCAG 2030 Forecast (119,013 jobs) and Proposed Plan (130,203 jobs). As shown in **Table 4.2-3**, the Existing Plan allows for approximately 105,782 jobs in 2030, which amounts to 4,802 additional jobs over the existing conditions (2005) of 100,980 jobs, while the SCAG 2030 Forecast estimates a total of 119,013 jobs by 2030, which is an increase

of 18,033 jobs over the Existing Conditions (2005). Furthermore, the SCAG 2030 Forecast of 119,013 jobs would result in 13,231 more jobs than the Existing Plan's reasonable expected development of 105,782 jobs in 2030.

The Proposed Plan's reasonable expected development of 130,203 jobs in 2030 would result in an increase of 29,223 additional jobs over the Existing (2005) Conditions of 100,980 jobs, an increase of 24,421 additional jobs over the Existing Plan's reasonable expected development of 105,782 jobs, and an increase of 11,190 over the SCAG 2030 forecast of 119,013 jobs.

Table 4.2-3: Employment -- Existing Conditions, Existing and Proposed Plans in 2030 and SCAG 2030 Forecast

	Retail Jobs	Non-Retail Jobs	Total Jobs
Existing (2005) Conditions	15,907	85,073	100,980
Existing Plan Reasonable Expected Development 2030	16,661	89,121	105,782
SCAG 2030 Forecast	18,833	100,180	119,013
Proposed Plan Reasonable Expected Development 2030	20,507	109,696	130,203

Source: City of Los Angeles Planning Department, Community Planning Bureau, May 20, 2010

Table 4.2-3 shows the jobs-generating commercial and industrial floor space for the Existing (2005) Conditions, as well as reasonable expected development under the Existing and Proposed Plans, and the SCAG 2030 Forecast in 2030.

As shown by **Table 4.2-4**, the Existing 2005 Condition includes about 26,880,585 gross square feet (gsf) of commercial floor area. The reasonable expected development for commercial floor space under the Existing Plan in 2030 is 26,617,322 gsf. The existing commercial floor space already exceeds the reasonable expected development under the Existing Plan for commercial floor space by 263,263 gsf. Commercial development zoning controls were imposed in 1988 after a substantial amount of commercial growth had already occurred resulting in existing commercial development that exceeds currently allowed density.

Table 4.2-4: Commercial and Industrial Floor Space -- Existing Conditions, Existing and Proposed Plans in 2030 and SCAG 2030 Forecast (gsf)

	Existing Conditions (2005)	Existing Plan Reasonable Expected Development 2030	SCAG 2030 Forecast	Proposed Plan Reasonable Expected Development 2030
Commercial	26,880,585	26,617,322	31,849,781	33,446,023
Industrial	8,671,909	10,976,222	8,683,858	10,293,958
TOTAL	35,552,494	37,593,544	40,533,639	43,739,981

Source: City of Los Angeles Planning Department Community Plan Update Staff, May 20, 2010

As shown in **Table 4.2-4**, the Existing 2005 Condition includes 8,671,909 gsf of industrial floor area. The reasonable expected development of industrial floor space under the Existing Plan in 2030 is 10,976,222 gsf. The Existing Plan allows for an additional 2,304,313 gsf in 2030 of industrial floor space over that present in 2005.

The SCAG 2030 Forecast indicates that by 2030, there would be 31,849,781 gsf of commercial space in 2030, which is an increase of 4,969,196 gsf over the Existing 2005 Condition, and 8,683,858 gsf of industrial space, which is an increase of 11,949 gsf over the Existing 2005 Condition.

The Proposed Plan would provide an opportunity for developing approximately 33,446,023 gsf of commercial floor space, an increase of 6,565,438 gsf over the Existing 2005 Condition. Commercial floor space under the Proposed Plan could result in an increase of 6,828,701 gsf over the reasonable expected development under the Existing Plan and an increase of 1,596,242 gsf over the SCAG 2030 Forecast in 2030.

The Proposed Plan also provides for 10,293,958 gsf of industrial space, which is 1,622,049 gsf more than the Existing (2005) Conditions. It is also 1,610,100 gsf more than the SCAG 2030 Forecast. However, the industrial floor space under the Proposed Plan is anticipated to be 682,264 gsf less than anticipated under the Existing Plan in 2030.

Housing

This section presents the result of the analysis of the reasonable expected development of housing under the Proposed Plan and identifies potential associated impacts. The analysis compares the reasonable anticipated level of development under the Proposed Plan to the Existing (2005) Conditions and to the reasonable expected development projected for the Existing Plan and the SCAG 2030 forecast in 2030. **Table 4.2-5** provides a comparison of the housing units under the Existing (2005) Conditions, the Existing Plan in 2030, the SCAG 2030 Forecast and the Proposed Plan in 2030.

Table 4.2-5: Housing Units -- Existing, Existing and Proposed Plans in 2030 and SCAG 2030 Forecast

	Single-family units	**Multi-family units**	**Totals units**
Existing (2005) Conditions	20,400	80,200	100,600
Existing Plan Reasonable Expected Development 2030	20,968	87,754	108,722
SCAG 2030 Forecast	21,421	92,308	113,729
Proposed Plan Reasonable Expected Development 2030	20,958	93,910	114,868

Source: City of Los Angeles Planning Department Community Planning Bureau, May 20, 2010

There are an estimated 100,980 housing units included in the Existing (2005) Conditions, of which, approximately 20,400 units (or 20.3 %) are single-family units and 80,200 units (or 79.7%) are multi-family units. Under the Existing Plan, reasonable expected development in 2030 would be 108,722 dwelling units, of which, approximately 20,968 units (or 19.3 %) are anticipated to be single-family units and 87,754 units (or 80.7 %) are anticipated to be multi-family units.

At present, with a housing stock of 100,600 and a population of 224,426 persons, the average household size in the CPA is approximately 2.23 persons per dwelling unit averaged across single- and multi-family dwelling units. Under the Proposed Plan, reasonable expected development in 2030 would be 114,868 dwelling units for an anticipated population of 249,062 persons, resulting in an average household size of 2.17 persons per dwelling unit. Therefore, for analysis purposes, this document uses 2.17 persons per unit as an average for both single- and multiple family dwelling units.

If an average household size of 2.17 persons per unit is assumed, the existing population of 224,426 would require a total of 103,422 dwelling units – which is 2,822 units more than the existing housing stock of 100,600 units. As such, at present, assuming 2.17 persons per unit, there exists a shortage of existing housing stock in the community plan area, which is exacerbated by other factors such as housing costs and a lack of affordable housing.

Assuming an average household size of 2.17 persons per unit, the reasonable expected population of 235,850 persons under the Existing Plan would require a housing stock of 108,686 units in 2030, or 8,086 more dwelling units than currently exist. The 108,722 housing units in 2030 anticipated under the Existing Plan would be 36 units more than number of units anticipated to be needed to meet the demand from the anticipated population. Therefore, the Existing Plan would be able to accommodate the required number of dwelling units for the expected growth in population.

The SCAG 2030 Forecast indicates that, in 2030, a population of 244,602 persons would require a housing stock of 113,729 units, which results in an average household size of approximately 2.15 persons per dwelling unit. The SCAG 2030 Forecast of 113,729 dwelling units is 13,129 units more than the Existing (2005) Conditions housing stock in the CPA, and 5,007 units more than anticipated under the Existing Plan in 2030.

Assuming an average household size of 2.17 persons per unit, the SCAG 2030 Forecast of a population of 244,602 persons would require a housing stock of 112,720 units, or 12,120 units more than the Existing (2005) Conditions housing units in the CPA, and 3,998 units more than anticipated under the Existing Plan in 2030.

Assuming an average household size of 2.17 persons per unit, the reasonable expected population of 249,062 persons under the Proposed Plan would require a housing stock of 114,775 units in 2030, or an additional 14,175 units above the number of dwelling units that exist in the Existing (2005) Condition, and 6,053 units more than reasonably expected under the Existing Plan in 2030.

The Proposed Plan is reasonably expected to include 114,868 units, exceeding the SCAG 2030 Forecast of 113,729 housing units by 1,139 units. The Proposed Plan assumes 2.15 persons per multi-family dwelling unit and 2.25 per single-family dwelling unit resulting in an average of 2.7 persons per dwelling unit. If this average household size of 2.17 persons is used to analyze the SCAG 2030 Forecast (rather than 2.15), the housing stock required to accommodate the SCAG population forecast of 244,602 persons would be 112,720 units, which could be accommodated by the anticipated number of units under the Proposed Plan.

It is not anticipated that the Proposed Plan would substantially increase household size. Furthermore it is not anticipated that the Proposed Plan would substantially impact housing affordability (the Proposed Plan includes policies to encourage provision of affordable housing). Impacts to housing types and affordability will be determined at the project level.

MITIGATION MEASURES

A significant impact would occur if the Proposed Plan results in population, employment, and/or housing growth less than the level of growth forecast by SCAG for the planning horizon (2030).

However, the reasonably expected development under the Proposed Plan for population, employment, and housing would be greater than that forecast by SCAG for 2030. Therefore, the Proposed Plan would be able to accommodate anticipated future population, employment, and housing growth through 2030. Therefore, there would be a less than significant impact on population, employment and housing and mitigation measures are not required.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

There are not anticipated to be any unavoidable significant adverse impacts on population, employment and housing growth through 2030 as a result of the Proposed Plan as compared to Existing Conditions. The Proposed Plan would be able to accommodate anticipated future population, employment, and housing growth and impacts would be less than significant.

4.3 PUBLIC SERVICES

FIRE PROTECTION SERVICES

EXISTING CONDITIONS

Fire protection services, including fire prevention and fire suppression, and life safety services in the City of Los Angeles, including the Hollywood CPA, are provide by the City of Los Angeles Fire Department (LAFD), pursuant to the applicable provisions of the Los Angeles Municipal Code, the Fire Protection and Prevention Plan and the Safety Plan. Both the Fire Protection and Prevention Plan and the Safety Plan are elements of the General Plan of the City of Los Angeles. These documents are designed to guide the City, other governmental agencies, private developers, and the public, on the construction, operation and maintenance of fire protection facilities in the City. They establish criteria for the distribution, design, construction and location of fire protection facilities, including systems incorporated into private developments. The plans provide standards that specify fire flow requirements, minimum distances to fire stations, public and private specifications and location criteria, and access provisions for fire fighting vehicles and personnel.

The fire flow (in terms of gallons per minute from the local water system) necessary to contain a fire depends, in large part, on the land use or combination of land uses existing in the area being served. Consequently, the amount of water necessary for fire protection depends on various factors, including the type of development, risk of life, occupancy, and the level or intensity of a fire hazard.

The fire flow requirements, pursuant to the Fire Protection and Prevention Plan, vary from 2,000 gallons per minute (GPM) in low-density residential areas to 12,000 GPM in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system, with the required GPM flowing. **Table 4.3-1** summarizes the fire flow requirement for each type of land use. **Table 4.3-2** summarizes the service radii for fire stations based on fire flow requirements.

The Los Angeles Fire Department employs 3,586 uniformed personnel and 353 non-uniformed professional support personnel. Their services include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service. A total of 1,101 uniformed Firefighters, including 242 serving as Firefighter/Paramedics, are always on duty at LAFD facilities citywide, including 106 Neighborhood Fire Stations located across the LAFD's 471 square-mile jurisdiction.[1] The LAFD responds to four types of incidents, namely, fire incidents, hazards, physical rescues, and miscellaneous incidents.

[1] Los Angeles Fire Department, www.lafd.org/about.htm, December 2008

Table 4.3-1: Required Fire Flow by Type of Land Use

Type of Land Use	Required Fire Flow*
Low Density	2,000 GPM from three (3) adjacent fire hydrants flowing simultaneously
High Density Residential, Neighborhood Commercial	4,000 GPM from four (4) adjacent fire hydrants flowing simultaneously
High Density Commercial or Industrial	12,000 GPM available to any block

*In gallons per minute (GPM)
Source: *Fire Protection and Prevention Plan* (January 16, 1979), an Element of the General Plan, City of Los Angeles

Table 4.3-2: Service Radii of Fire Stations by Required Fire Flow (Miles)

Required Fire Flow*	Engine Company	Truck Company
Less than 2,000	1 ½	2
2,000 to 4,500	1 ½	2
5,000 to 8,500	1	1 ½
9,000 to 12,000	3/4	1

*In gallons per minute (gpm)
Source: *Fire Protection and Prevention Plan*, an Element of the General Plan, City of Los Angeles

Firefighting apparatus of the LAFD include engines, aerial ladder trucks, aerial platform, water tower, hazardous material squad, fire boats, helicopters, foam (Crash Fire Rescue or CFR), crash rapid intervention vehicles (R.I.V.), rescue ambulances, heavy utility, foam carriers (light water), tractor transports, dozers and loaders. Other equipment used by City fire stations include rescue or paramedic ambulances, which are designed to function as a mobile intensive care units, and emergency medical technician (EMT) ambulances which are designed to handle lower-level emergencies and are equipped with standard first aid equipment. The resources of the Fire Department for emergency medical services include 55 paramedic rescue ambulances, 25 EMT-1 rescue ambulances, nine paramedic engines, and 17 assessment engines.

The principal types of service units found in existing City fire stations include:

- Engine Companies - Water pumpers with a four-person crew deployed alone or as a part of a Task Force. Paramedic Engine Companies have two crew members with paramedic training. Assessment Engine Companies have one crew member with paramedic training.

- Light Forces - An aerial ladder truck with a four-person crew deployed with an engine company that is staffed by one engineer. A Light Force is grouped with an engine company to form a Task Force.

- Paramedic Rescue Ambulances - Emergency medical care units capable of treating and transporting injured persons requiring trauma or critical care. They are deployed at either an engine company or task force station.

- Emergency Medical Technician (EMT) Ambulances - Emergency medical care units capable of treating and transporting injured persons requiring non-critical care. They are deployed at either an engine company or task force station.

- Fire Boat Company - Boats equipped with fire hoses and capable of fighting fires on the waterfront. They work much like pumper truck, but with more powerful pumping equipment. They are deployed at the Port of Los Angeles.

- Airport Crash Rescue Unit (CRU) - Vehicles especially equipped to prevent fires that may occur where there is an aircraft accident. Fire Station 80 at the Los Angeles World Airport (LAWA) houses one CRU and the second is stationed at Fire Station 90 next to the Van Nuys Airport along with a Task Force.

The Hollywood area is served by the 7 fire stations shown in **Table 4.3-3**, all located within the area.

Table 4.3-3: City Fire Stations Serving the Hollywood Community Plan Area

Station Identity & Location	Service and Equipment	Staffing
Fire Station No. 27 1327 North Cole Avenue Los Angeles, CA 90028	Headquarters Battalion 5 Task Force Truck and Engine Company Paramedic Rescue Ambulance EMT Rescue Ambulance	5
Fire Station No. 35 1601 N. Hillhurst Avenue Los Angeles, CA 90027	Task Force Truck and Engine Company Paramedic Rescue Ambulance	12
Fire Station No. 41 1439 North Gardner Street Los Angeles, CA 90046	Single Engine Company	4
Fire Station No. 52 4957 Melrose Avenue Los Angeles, CA 90029	Single Engine Company Paramedic Rescue Ambulance Paramedic Supervisor	7
Fire Station No. 56 2759 Rowena Avenue Los Angeles, CA 90029	Single Engine Company	4
Fire Station No. 76 3111 N. Cahuenga Boulevard Los Angeles, CA 90068	Single Engine Company	4

Table 4.3-3: City Fire Stations Serving the Hollywood Community Plan Area

Station Identity & Location	Service and Equipment	Staffing
Fire Station No. 82 1800 North Bronson Avenue Los Angeles, CA 90028	Single Engine Company Paramedic Rescue Ambulance	6

Source: City of Los Angeles Fire Department Correspondence dated November 1, 2005; Douglas L. Barry, Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety

Traffic Conditions in the Community Plan Area

Traffic conditions in the Hollywood CPA are indicated by existing link levels of service (LOS) measured at various intersections within the CPA. Levels of service qualitatively measure the operating conditions within a traffic system and how conditions are perceived by drivers and passengers. Levels of service range from free-flowing conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum satisfactory level of service in urban areas. The roadway classification evaluation conducted pursuant to the Hollywood Transportation Improvement and Mitigation Program (TIMP) is presented in Section 4.5 Transportation. In general, existing 2005 traffic conditions in Hollywood indicate that a total of 41% of Hollywood roadways (285 links) operate at an LOS E or F.

Firefighting Environments

The Hollywood CPA includes a variety of firefighting environments ranging from the urban center to the steep, poorly accessibly homes in the Hollywood Hills to wildland areas of Griffith Park.

IMPACT ASSESSMENT

Threshold of Significance

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; or (2) cause a deterioration in the operating traffic conditions which would adversely affect the response times for fire fighting and paramedic services.

Relevant Policies of the Proposed Community Plan

CF.5.17: Maintain fire protection services and emergency medical services which are sufficient to ensure the safety of Hollywood residents, visitors and businesses.

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.

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.

Assessment

Implementation of the Proposed Plan could result in increased development in the Hollywood 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.

Operating Traffic Conditions

The implementation of the Proposed Plan could cause a significant adverse impact if it would result in an increased volume of traffic at intersections within the Hollywood CPA. Such increased volume of traffic could create potential for additional congestion and delay (beyond that already experienced in the area), especially in areas where street capacity is inadequate to accommodate traffic. Increases in delay would adversely affect response times for fire fighting and paramedic and emergency services. In parts of the Hollywood CPA, where street capacity is adequate, increased traffic volume generated by the implementation of the Proposed Plan may not create a problem.

Land Use Designation Changes

Section 4.1 (Land Use) describes the proposed land use designation changes and analyzes the anticipated land use impact. Several of the community subareas would not experience dramatic changes and/or the Proposed Plan would seek to minimize land use conflicts and traffic congestion. However, any changes in land use designations that would allow a substantially greater housing density could require an unplanned upgrading or improvements of existing fire protection equipment or infrastructure to accommodate future development. This could result in a significant adverse impact to fire protection services.

The Department of Water and Power may need to upgrade existing water facilities to accommodate the Fire Department ‘s future fire flow requirements. Specific plans for upgrading LADWP water facilities will be produced in response to documented increases in water demand.

MITIGATION MEASURES

In addition to the Fire Protection and Prevention Plan and the Safety Plan the proposed Hollywood Community Plan incorporates policies that help mitigate community-specific fire and emergency response issues. In addition to these programs and policies, the following mitigation measures are proposed;

1. Identify areas of the Hollywood CPA with deficient fire protection facilities and/or services and prioritize the order in which the areas should be upgraded to established fire protection standards to ensure acceptable fire protection at all times.

2. Continue to require, in coordination with the Fire Department, adequate fire service capacity prior to the approval of proposed developments in areas currently located outside of the service areas or capability of existing city fire stations.

3. 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 CPA.

4. Implement the Hollywood Transportation Improvement and Mitigation Program (TIMP) contained in **Section 4.5** of the DEIR (Transportation) to improve traffic conditions thereby improving fire and life safety in the community.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

With implementation of the recommended mitigation measures listed above, impacts would be less than significant.

POLICE PROTECTION SERVICES

EXISTING CONDITIONS

The Los Angeles Police Department (LAPD) has the responsibility for providing police protection services to the residents of the City including the Hollywood CPA. There were a total of 9,830 sworn officers in the LAPD, as of December 31, 2008.[2] The LAPD is divided into four Police Station Bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. Each of the bureaus encompasses several communities. The Hollywood CPA is within the jurisdiction of LAPD's West Bureau.

The West Bureau is comprised of a 124 square mile territory with a population of approximately 840,400 residents. The border of West Bureau to the North is Forest Lawn Drive, to the East is Normandie Boulevard, to the South is El Segundo Boulevard, and to the West is the Pacific Ocean. The Bureau oversees operations in the following communities: Hollywood, Wilshire, Pacific and West Los Angeles, as well as the West Traffic Division, which includes the neighborhoods of Pacific Palisades, Westwood, Century City, Venice, Hancock Park, and the Miracle Mile.

The Hollywood Community Police Station is located at 1358 N. Wilcox Avenue, Los Angeles, CA 90028 and has a service area of approximately 17.2 square miles. The approximate borders of its service area are Normandie Avenue on the east, West Hollywood on the west, Mulholland Drive on the north and Beverly Boulevard on the south. Neighborhoods served by the

[2] Los Angeles Police Department, www.lapdonline.org/year_in_review/content_basic_view/32918

Hollywood Community Police Station include: Hollywood, Mount Olympus, Fairfax District (North of Beverly Boulevard), Melrose District, Argyle Avenue and Los Feliz Estates. There are approximately 314 sworn police officers and 42 civilian support staff deployed over three watches at the Hollywood Area.

The Average response time to emergency calls for service in the Hollywood Area during 2001 was 7.6 minutes. The Citywide average during 2001 was 8.9 minutes.

Table 4.3-4 provides the crime statistics for the Hollywood Area and Citywide, for the years 2007 and 2008 (as of November 29, 2008).

In 2007, in the Hollywood Area, there were a total of 6,846 Part I (Violent, Property) crimes, of which, 1,573 were Violent Crimes (homicide, rape, robbery, aggravated assaults) and 5,273 were Property Crimes (burglary, grand theft auto, burglary theft from vehicle, personal/other theft). There were also a total of 469 Child/Spousal Abuse (Part 1 and Part II) with 214 shots fired and 67 shooting victims in 2007. Citywide, in 2007, there were a total of 117,569 Part I (Violent, Property) crimes, of which 25,463 were Violent Crimes (homicide, rape, robbery, aggravated assaults) and 92,106 Property Crimes (burglary, grand theft auto, burglary theft from vehicle, personal/other theft). The total for Child/Spousal Abuse (Part I and Part II) Citywide, in 2007, was 11,646 with 5,172 shots fired and 1,761 shooting victims.

In comparison, as of November 29, 2008, in the Hollywood Area, there were a total of 6,215 Part I (Violent, Property) crimes, of which, 1,333 were Violent Crimes (homicide, rape, robbery, aggravated assaults) and 4,882 Property Crimes (burglary, grand theft auto, burglary theft from vehicle, personal/other theft). There were also a total of 435 Child/Spousal Abuse (Part I and Part II), with 95 shots fired and 40 shooting victims for the same period of time. Citywide statistics as of November 29, 2008 indicate that there were a total of 113,856 Part I crimes, of which 24,219 were violent crimes and 89,637 were property crimes. In addition, there were 11,675 Child/Spousal abuse (Part I and Part II) crimes with 3,197 shots fired and 1,485 shooting victims.

There were 277.9 Part I (Violent and Property) crimes per 1,000 persons in the Hollywood Area in 2008 as compared to 269.8 Citywide. The predominant crimes in the Hollywood Area were burglary theft from vehicle, personal/other types of thefts, vehicle theft, robbery, burglary, and aggravated assault.

Table 4.3-4: Crime Statistics for the Hollywood Area and Citywide, 2007 and 2008

	Hollywood Area			Citywide		
Crime Type	**2007**	**2008**	**% Change**	**2007**	**2008**	**% Change**
Violent Crimes						
Homicide	15	12	-20%	317	340	-8%
Rape	39	43	10%	844	737	-13%
Robbery	858	763	-11%	12,331	12,080	-2%
Aggravated Assaults	661	515	-22%	11,917	11,062	-7%
Total Violent	**1,573**	**1,333**	**-15%**	**25,463**	**24,219**	**-5%**
Property Crimes						
Burglary	897	718	-20%	17,945	17,550	-2%
Grand Theft Auto	1,025	856	-16%	21,307	20,301	-5%
Burglary Theft From Vehicle	1,801	1,719	-5%	27,748	27,105	-2%
Personal/Other Theft	1,550	1,589	3%	25,106	24,681	-2%
Total Property	**5,273**	**4,882**	**-7%**	**92,106**	**89,637**	**-3%**
Total Part I	**6,846**	**6,215**	**-9%**	**117,569**	**113,856**	**-3%**
Child/Spousal Abuse (Part I & II)	469	435	-7%	11,646	11,675	0%
Shots Fired	214	95	-56%	5,172	3,197	-38%
Shooting Victims	67	40	-40%	1,761	1,485	-16%

Source: Los Angeles Police Department, www.lapdonline.org, COMPSTAT Citywide and Hollywood Area Profiles, 11/02/08 - 11/29/08

Table 4.3-5 shows the arrests statistics for the Hollywood Area and Citywide, for the years 2007 and 2008 (as of November 29, 2008).

There were a total of 12,659 arrests in the Hollywood Area in 2007 and a total of 12,824 arrests in 2008. Citywide, there were 162,870 arrests in 2007 and 160,676 arrests in 2008.

Table 4.3-5: Arrests in the Hollywood Area and Citywide, 2007 and 2008

	Hollywood Area			Citywide		
Arrests by Type	**2007**	**2008**	**% Change**	**2007**	**2008**	**% Change**
Homicide	11	19	73%	403	329	-18%
Rape	8	12	50%	239	263	10%
Robbery	235	250	6%	3,724	3,830	3%
Aggravated Assault	475	399	-16%	9,186	9,124	-1%
Burglary	125	130	4%	3,088	3,062	-1%
Larceny	383	405	6%	7,439	8,179	10%
Auto Theft	88	95	8%	3,063	2,397	-22%
Total Violent	729	680	-7%	13,552	13,546	0%
Total Part I	1,325	1,310	-1%	27,142	27,184	0%
Total All Arrests	12,659	12,824	1%	162,870	160,676	-1%

Source: Los Angeles Police Department, www.lapdonline.org, COMPSTAT Citywide and Hollywood Area Profiles, 11/02/08 - 11/29/08

The Hollywood CPA had an Existing (2005) population of approximately 224,426 persons. As a general guideline, the Citywide General Plan Framework Element, using a National Association of City Managers and Police Department standard, considers as adequate a deployment ratio of four police officers per 1,000 residents. Based on this guideline, to have an adequate deployment to provide for the police services needs of the Hollywood CPA residents, approximately 898 police officers should be deployed in the Hollywood CPA.

This calculation does not take into consideration the fact that Hollywood is a major tourist destination, which attracts visitors from all over the world. These visitors tend to swell the population of the area at any given time and should be taken into consideration when the adequacy of police services is evaluated. In addition, entertainment-industry related special events, which take place in the area, create special needs for police protection services and should be taken into consideration, as well.

Deployment of police officers to existing area stations in the City, however, is based on a number of factors and cannot be precisely calculated based on police-need-per-population standards alone. The Los Angeles Police Department presently uses a quantitative workload model, known as Patrol Plan, to determine the deployment level in each of the area stations. Patrol Plan, which was developed by a private consultant, is a computer program which mathematically formulates 25 data variables (factors) to provide patrol officer deployment recommendations for the 18 geographic areas in the City to meet predetermined constraints (response time and available time). These factors include patrol speed, number of units fielded, forecast call rate, percent of calls with 1-6+ units dispatched, average service time, dispatching

policy, percent of calls dispatched by priority, square miles of an area, average travel time and street miles (length of streets, alleys and other routes in an area).

Traffic Conditions in the Community Plan Area

Traffic conditions in the Hollywood CPA are determined by existing link levels of service (LOS) measured at various intersections within the CPA. Levels of service qualitatively measure the operating conditions within a traffic system and how these conditions are perceived by drivers and passengers. Levels of service range from free-flowing conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum satisfactory level of service in urban areas. The roadway classification evaluation conducted pursuant to the Hollywood Transportation Improvement and Mitigation Program (TIMP) is presented in Section 4.5. In general, existing 2005 traffic conditions in Hollywood indicate that a total of 41% of Hollywood roadways (285 links) operate at an LOS E or F.

IMPACT ASSESSMENT

Threshold of Significance

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, or, (2) cause deterioration in the operating traffic conditions that would adversely affect the police emergency response time.

Relevant Policies of the Proposed Community Plan

CF.5.10: Maintain sufficient police facilities and personnel to protect the Hollywood community from criminal activity and reduce the incidence of crime.

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.

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.

CF.5.13: Encourage Business Improvement Districts to supplement patrol services with private security services through training and coordination programs administered by the LAPD.

CF.5.14: Provide adequate lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.

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.

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.

Assessment

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.

Increased Need for Police Protection

The projected SCAG 2030 Forecast population for the Hollywood CPA is approximately 244,602 persons, an increase of 20,176 persons over the Existing 2005 population of 224,426. The Proposed Plan would accommodate a population capacity of 249,062 persons, an increase of 24,636 persons over the Existing 2005 population, or an additional 4,460 persons over the SCAG 2030 Forecast.

Using the National Association of City Managers and Police Department standard of four police officers per 1,000 residents to determine the adequate level of deployment of police officers by 2030, the Proposed Plan's projected 2030 population of 249,062 persons would require approximately 996 police officers to be deployed in the Hollywood CPA to accommodate the increased need of the residents for police protection services. This would mean an additional 98 police officers over the present requirement of 898 officers for this CPA only.

The increase in deployment of police officers would also require a corresponding increase in support staff, facilities and equipment. Implementation of the Proposed Plan, with attendant increases in population and development, would cause an increase in the need for 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. This could result in a significant adverse impact to police protection.

Operating Traffic Conditions

The implementation of the Proposed Plan would cause a significant adverse impact as a result of an increased volume of traffic in various intersections within the Hollywood CPA. This increased volume of traffic would create a potential for congestion and delays, especially in areas where street capacity is inadequate to accommodate traffic, and would adversely affect response times for police services. In parts of the CPA where street capacity is adequate, increased traffic

volume generated by the implementation of the Proposed Plan may not necessarily create a problem.

MITIGATION MEASURES

The Proposed Hollywood Community Plan incorporates policies that help mitigate significant adverse impacts it may have on the provision of police protection to the residents Hollywood CPA. In addition to these programs and policies, the following mitigation measures are proposed:

1. Hire and deploy additional police officers and civilian personnel to accommodate growth or development generated by the implementation of the Proposed Plan pursuant to LAPD hiring and deployment procedures.

2. Expand and/or upgrade existing police protection equipment and/or facilities in areas of the CPA that do not receive adequate police protection services.

3. Pursue State, Federal and other non-conventional funding sources to expand the number of sworn police officers.

4. Promote the establishment of police facilities that provide police protection at a neighborhood level.

5. Implement the Hollywood Transportation Improvement and Mitigation Program (TIMP) contained in **Section 4.5** of the DEIR (Transportation), to improve traffic conditions thereby improving police response times in the community.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

With the implementation of the recommended mitigation measures listed above, impacts would be less than significant.

PUBLIC LIBRARIES

EXISTING CONDITIONS

The City of Los Angeles Public Library System provides library services to the City including the Hollywood CPA. The Public Libraries Plan, an element of the City of Los Angeles General Plan, was first adopted by the City Council in 1968. It serves as a general guide for the construction, maintenance and operation of libraries in the City.

In 1988, the Board of Library Commissioners adopted another Library Branch Facilities Plan, consisting of two components: a set of Site Selection Guidelines that establish standards for the size and features of branch libraries based on location and the population served in each community, and a List of Projects, identifying the facility status and need of each existing branch library and identifying the need for branch libraries in communities without existing libraries.

The 1988 Branch Facilities Plan established criteria for the size of libraries, recommending building 10,500 square foot (s.f.) facilities for communities with less than 50,000 population and 12,500 s.f. libraries for communities with more than 50,000 population. When the Branch Facilities Plan was first adopted, only a few of the 63 branch libraries met the standards established in the Site Selection Guidelines.

The Branch Facilities Plan was implemented through two Bond Measures, the 1989 Bond Program and the 1998 Bond Program. Phase I, the 1989 Bond Program, provided $53.4 million for 26 projects. Twenty-nine libraries were built in the 1989 Bond Program, with additional funds from the Community Development Block Grant award of Federal funds, from the California State Library Proposition 85, and from Friends of the Library groups for a total branch construction program of $108 million. Phase II was the 1998 Bond Program which provided $178.3 million for 32 projects. Four additional projects were added through managed savings, Friends of the Library contributions, and a California State Library Proposition 14 grant for a total construction program of $226.3 million. A total of 65 facilities were built and/or renovated under the two Bond Programs. Through separate funding, during this same time period, the Central Library was also renovated and expanded.

On February 8, 2007, in anticipation of future library services and facilities needs and the population growth projections to the year 2030, the Board of Library Commissioners adopted an updated Branch Facilities Plan. According to the 2007 Branch Facilities Plan, the Criteria for New Libraries (formerly the Site Selection Guidelines) proposes building larger libraries and the Proposed Project list includes a total of 19 projects.

The 2007 Branch Facilities Plan contains new building standards. The 2007 Branch Facilities Plan's Criteria for New Libraries recommends larger branch libraries, as shown in **Table 4.3-6.** 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 population. In addition, it also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.

The 2007 Branch Facilities Plan's Proposed Project List includes a total of 19 projects (none in the Hollywood CPA) as follows:

- 2 renovations (Atwater and Echo Park)
- 3 new buildings on same sites (Benjamin Franklin, Eagle Rock, West Los Angeles)
- 6 relocations with new buildings on new sites (Angeles Mesa, Felipe de Neve, Granada Hills, Robert L. Stevenson, Van Nuys, Vermont Square)
- 8 new libraries in areas that currently do not have a library (Arleta, East Valley/Valley Glen, Lake Balboa, Mission Hills, Mulholland, Southeast Los Angeles, West Hills, West San Pedro).

Table 4.3-6: 2007 Library Branch Building Size Standards

Population Served	Building Size (Square Feet)	Property Area (sf)
Below 45,000	12,500	32,500
Above 45,000	14,500	40,000
Above 90,000	Add a second branch library	
Regional Branch	Up to 20,000	52,000
Expansion or Special Situations*	Special Size	

* Due to available property size and configuration, architectural constraints or opportunities, or building code requirements, some facilities may differ from the recommended sizes.
Source: Los Angeles Public Library Branch Facilities Plan (2007)

As shown in **Table 4.3-7**, there are five branch libraries serving the Hollywood CPA: the Cahuenga Branch Library, the Frances Howard Goldwyn - Hollywood Regional Branch Library, the John C. Fremont Branch Library, the Los Feliz Branch Library, and the Will & Ariel Durant Branch Library.

Table 4.3-7: Hollywood Community Plan Area Libraries

Branch Name	Address	Building Size (S.F.)	Collection Size (Volumes)	Population Served (2000 Census)	S.F. per person	Volumes per person
Cahuenga Branch	4591 Santa Monica Blvd.	10,942	41,549	58,504	0.19	0.71
Frances Howard Goldwyn-Hollywood Regional Branch	1623 N. Ivar Ave.	19,000	93,352	83,173	0.23	1.12
John C. Fremont Branch	6121 Melrose Ave.	7,361	30,018	24,689	0.30	1.22
Los Feliz Branch	1874 Hillhurst Ave.	10,500	57,784	47,431	0.22	1.22
Will & Ariel Durant Branch	7140 W. Sunset Blvd.	12,500	58,687	33,048	0.38	1.78
Totals		**60,303**	**281,390**	**246,845***	**0.24**	**1.14**

**Includes portions of communities located outside the Hollywood Community Plan Area*

Source: City of Los Angeles Public Library; Annual Report on Growth and Infrastructure, Los Angeles Department of City Planning, 1996-1998; Juliana Cheng, Director, Library Facilities Division, electronic mail communication, May 14, 2007

As indicated by **Table 4.3-7,** there are 60,303 square feet of library facilities and 281,390 volumes of library material available for the residents in the Hollywood CPA.

In addition, libraries in the neighboring community plan areas, as well as all branch libraries in the City of Los Angeles Public Library System, through their inter-library loan services, continue to augment available library services. Furthermore, all branch libraries provide free access to computer workstations that are connected to the Library's information network. These workstations provide access to the Internet and enable the public to search the Los Angeles Public Library's many electronic resources, including the online catalog and over 100 subscription databases.

Using the Library Department's population served estimate, there are 0.24 square feet of library space and 1.14 volumes of library material per person served. If the Planning Department's population estimate for the Hollywood Community Plan Area is used for the purposes of analysis, then, there are 0.27 square feet of library space and 1.25 books per person.

The State of California Library standard, as cited in the Los Angeles Citywide General Plan Framework Draft EIR, requires 0.5 square feet of public library space per resident. Based on this criterion, the existing library space in the Hollywood CPA is inadequate. At 0.5 square feet per resident, the CPA's 2005 population of 224,426 persons would require a total of approximately 112,213 square feet, or 51,910 square feet more than the existing library space of 60,303 square feet. The existing library space for the CPA would have to nearly double in order to meet the State of California Library standard to adequately serve the existing population.

The State also recommends a minimum threshold level of two volumes of permanent collection per resident. Based on this standard, at least 448,852 volumes would be needed to serve the existing population. However, the existing permanent collection contains 281,390 volumes and falls short of the State standard by 167,462 volumes. If the Library Department's estimates of the population served are taken into account then the shortfall is even more.

When other nearby branch libraries are taken into consideration, the library services for the Hollywood CPA are enhanced. However, all of these branch libraries serve more than one community plan area and there is no practical way of assigning what percentage or ratio of the total available library space serves the residents of any given community plan area. In terms of the adequacy of materials collections, there exists no City standard to determine its adequacy, or lack thereof.

IMPACT ASSESSMENT

Threshold of Significance

Based on the 2007 Branch Facilities Plan's guidelines, the size of branch libraries, which generally serve a two-mile radius, are based on the size of the resident 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 population, with regional branches being up to 20,000 square feet. In addition, it is recommended that when

a community reaches a population of 90,000, an additional branch library should be considered for that area.

The State of California standard for public libraries requires 0.5 square foot of library space and two volumes of permanent collection per resident.

Exacerbating the failure to meet either or both of these guidelines and standards would result in an adverse impact on the availability of library services.

Relevant Policies of the Proposed Community Plan

CF.5.20: Maintain adequate library facilities and services that meet the needs of residents and businesses.

CF.5.21: Implement the Los Angeles Public Library Strategic Plan.

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.

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.

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.

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.

CF.5.26: Establish a volunteer program in the operation and maintenance of branch libraries.

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.

CF.5.28: Encourage Wi-Fi networks as an alternative means of providing public access to information.

CF.5.29: Encourage safe and well-maintained pedestrian and bicycle access to library facilities.

Assessment

At present, only two of the existing libraries, the Frances Howard Goldwyn-Hollywood Regional Branch Library and the Will and Ariel Durant Branch Library, meet the newly adopted library facilities standards in terms of the size of the building for the population served. The Frances Howard Goldwyn-Hollywood Regional Branch Library, with a building size of 19,000 square feet, serves a population of 83,173 persons according to the Library Department's estimates, thus meeting the standard of having a 14,500 square foot building for a service population above 45,000 persons. The Will and Ariel Durant Branch Library, with a building size of 12,500 square feet, serves an estimated population of 33,048 persons, and meets the standard of having a 12,500 square foot facility for a service population below 45,000 persons.

Overall, however, the existing library space falls short of the State of California standard of 0.5 square foot of library space per resident.

The existing permanent collection also falls short of the State of California standard of two volumes of permanent collection per resident.

The available public library services in the Hollywood CPA, in terms of library space and permanent volume collection is, therefore, inadequate to meet existing demands from the community's residents. Implementation of the Proposed Plan without additional library facilities, with its concomitant population increases, would worsen existing deficiencies in library services in the community. This would be a significant adverse impact.

The Proposed Plan has a reasonable expected population of 249,062 persons by 2030. This is an increase of 24,636 persons over the Hollywood CPA's existing (2005) population of 224,426 persons.

Under the State of California standard, this future population would require 124,531 square feet of library space and 498,124 volumes of permanent collection.

Since there are 60,303 square feet of library facilities and 281,390 volumes of library material available at present, in order to meet the State of California standard, the increase in population would require the existing library facilities to be increased by 64,228 square feet of additional library space and 216,734 volumes of additional permanent collection.

Since the provision of library services is based on distance and the concentration or level of population in a given area, the implementation of the Proposed Plan could adversely impact some parts of the Hollywood CPA more than other parts with respect to the provision of library services. Any changes in land use designations which would allow a much greater housing density, and, consequently, a greater concentration of population, could require the construction of new libraries and/or upgrading or improvements of existing library facilities in the neighborhood to accommodate future increases in population.

However, on-line services and virtual libraries with computer workstations that provide access to the library's on-line catalog, extensive information databases, multi-media software for students,

and free Internet searching for the public may lessen the adverse impacts resulting from a mismatch between available physical library space and resources and the community's need for library facilities.

MITIGATION MEASURES

The Proposed Hollywood Community Plan incorporates policies that would help mitigate significant adverse impact it may have on the provision of library services to the residents Hollywood CPA.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Less than significant impacts to library services are anticipated with full implementation of policies included in the Proposed Plan.

PUBLIC PARKS

EXISTING CONDITIONS

The Los Angeles City Department of Parks and Recreation is responsible for operating and managing city-owned parks located within the City of Los Angeles. Guided by the Public Recreation Plan and Open Space Element, the Department also performs or oversees all of the planning efforts and activities concerning city parks, recreational facilities and open space.

Recreational facilities in the Hollywood CPA include parks and bicycle paths. These facilities are addressed by the City of Los Angeles in a number of planning documents, including the Public Recreation Plan, the Bicycle Plan and the Equestrian and Hiking Trails Plan. The Hollywood CPA has a total of eighteen parks, including two regional parks (4,348.71 acres), nine neighborhood and community parks (83.24 acres), and seven small pocket parks (2.76 acres), of which, two are actually landscaped areas between lanes in two of the roads leading to Griffith Park. These eighteen parks have a total land area of approximately 4,434.71 acres. The two regional parks serving the CPA are Griffith Park, which has a total land area of 4,214.71 acres, and Runyon Canyon Park, which has a total land area of 134.00 acres.

The 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. Based on an existing (2005) population of approximately 224,426 persons, the existing ratio between available acreage of all parks serving the Hollywood CPA and its population is 19.79 acres per one thousand persons. This overall ratio of approximately 20 acres of parkland to one thousand population is higher than the long range standard of 10 acres of total parkland per one thousand residents.

However, the addition of the Griffith park acreage skews the numbers, 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. Also, the two parkways (Hillhurst Parkway and Vermont Parkway) are actually landscaped areas between lanes in two of the roads leading to Griffith Park and thus not usable. **Table 4.3-8** identifies all parks in the Hollywood CPA.

Table 4.3-8: Parks & Recreational Facilities in the Hollywood Community Plan Area

Park Name	Location	Total Acreage	Type
Barnsdall Park & Rec. Center	4800 Hollywood Blvd.	14.90	C
De Longpre Park	1350 N. Cherokee Ave.	1.38	N
Dorothy J. & Benjamin B. Smith Park	7020 Franklin Ave.	0.50	M
Fairfax Senior Citizen Center	7929 Melrose Ave.	1.84	N
Griffith Park	Los Feliz Blvd/Fwy 134/Fwy 5	4,214.71	R
Hillhurst Parkway*	Hillhurst Ave. between Los Feliz/Franklin	0.52	M
Hollywood Recreation Center	1122 Cole Ave.	2.95	N
Las Palmas Senior Citizen Center	1820 Las Palmas Ave.	1.13	N
Lemon Grove Recreation Center	4959 Lemon Grove Ave.	3.84	N
Lexington Pocket Park	5523 Lexington Ave.	0.51	M
Lexington Pocket Park 2	5707 Lexington Ave.	0.34	M
Poinsettia Recreation Center	7341 Willoughby Ave.	6.21	N
Rosewood Gardens	Fairfax/Rosewood Aves.	0.03	M
Runyon Canyon Park	2000 N. Fuller Ave.	134.00	R
Selma Park	6567 Selma Ave.	0.20	S
Vermont Parkway*	Vermont Ave. between Los Feliz/Griffith Park	2.83	N
Wattles Garden Park	1850 Curson Ave.	48.16	C
Yucca Park	6671 Yucca St.	0.66	M
Total Acreage		4,434.71	

M= Mini Park (less than 1 acre); N = Neighborhood Park (1-10 acres); C = Community Park (10-50 acres); R = Regional Park (over 50 acres) * = Hillhurst Parkway and Vermont Parkway are landscaped areas in roads leading to Griffith Park

The Los Angeles Unified School District's (LAUSD) recreational facilities are occasionally contracted for use by the Department of Recreation and Parks for youth sports during afternoon hours and on weekends. Conversely, the school district occasionally uses city parks for organized baseball and football practice. No formal shared-use agreement for recreational facilities, however, exists between the City of Los Angeles and LAUSD.

IMPACT ASSESSMENT

Threshold of Significance

A potentially 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. The current standard is based on the Public Recreation Element of the General Plan, which 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.

Relevant Policies of the Proposed Community Plan

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.

CF.5.52: Conserve, maintain and better utilize recreational facilities and park spaces.

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.

CF.5.54: Support school-specific agreements with LAUSD, which will enable communities to jointly use schools for recreational purposes.

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.

CF.5.56: Promote safe, well-maintained pedestrian and bicycle access to neighborhood and regional parks.

CF.5.57: Support the connection of neighborhoods to regional parks with public transit.

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.

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.

CF.5.60: Support initiatives to develop vacant publicly owned parcels as parks.

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.

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.

CF.5.63: Support the proposal to cap subterranean portions of the 101 Freeway for the purposes of creating parkland.

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.

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.

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.

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.

Assessment

Under the Proposed Plan, the population of the Hollywood CPA is projected to increase to approximately 249,062 persons by 2030, an increase of 24,636 persons over the existing 2005 population of 224,426 persons. At the rate of 10 acres of parkland per 1,000 persons, this level of population would increase the parkland needs of the residents to approximately 2,491 acres by 2030, an increase which could be accommodated by the total existing parkland acreage. Therefore, the implementation of the Proposed Plan could be accommodated by the existing overall parkland acreage and would not create a significant adverse impact on the overall provision of recreation facilities to the residents of the Hollywood CPA.

However, since the provision of recreational facilities is based on distance and population density, as well as type of available facility, and the inclusion of the Griffith park acreage skews the overall totals, some parts of the Hollywood CPA are anticipated to experience adverse impacts due to population increase in terms of demand for community and neighborhood parks.

MITIGATION MEASURES

The Proposed Hollywood Community Plan incorporates policies that would help mitigate significant adverse impacts to recreational facilities to the residents in the Hollywood CPA. In addition to these programs and policies, the following mitigation measures are proposed:

1. Develop City or private funding programs for the acquisition and construction of new Community and Neighborhood recreation and park facilities.

2. Prioritize the implementation of recreation and park projects in parts of the CPA with the greatest existing deficiencies.

3. Establish joint-use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the CPA.

4. Monitor appropriate recreation and park statistics and compare with population projections and demand to identify the existing and future recreation and park needs of the Hollywood CPA.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Several factors effectively prevent the mitigation policies from reducing the impacts of the Proposed Plan on parks to a level of insignificance. These factors include the historic lack of and huge 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, the implementation of the Proposed Plan would result in some unavoidable significant adverse impacts on parks and recreation with respect to provision of neighborhood and community parks and facilities.

PUBLIC SCHOOLS

EXISTING CONDITIONS

The Los Angeles Unified School District (LAUSD) is mandated by the State of California with the administration and provision of public elementary and secondary education to the residents of the City of Los Angeles (and some surrounding areas) including the Hollywood CPA. Funds for the construction and maintenance of public schools within the school district come primarily from the state government.

LAUSD began to address critical overcrowding issues in the 1990s with a series of measures designed to relieve overcrowding by placing portable classrooms at schools, instituting multi-track calendars and busing students. Funds for new schools, school additions and additional seat capacity were provided by the voters.

In May 1992, a Court agreement, known as the Rodriguez Consent Decree, established school site density goals. Local bond Proposition BB was approved by the voters in April 1997, to provide the LAUSD funding in the amount of approximately $2.4 billion for a number of school improvements, including new classroom construction, school repairs, purchase of portable classrooms, air conditioning, educational technology, lunch shelters, bleacher repair and seismic hazard mitigation.

The Board of Education established District Facilities Goals and Guidelines in December 1997, stating that students should attend a neighborhood school, schools should provide space for growth, and class sizes should be reduced.

In June 1998, the Board of Education adopted a Master Plan of development that called for 78,000 new classroom seats in the following six years.

The November 1998 passage of State Proposition 1A meant voter approval of a State school bond with over $4 billion in new construction funding.

In July 2000, the Board of Education adopted the Priority Plan for School Construction, adopting a list of priorities for new school construction.

In December 2001, the Strategic Execution Plan, which established program budgets and schedules for 80 new schools and 79 additions, was published.

Local Measure K and State Proposition 47 passed in November 2002, with voters approving $3.35 billion in local funding and $13.05 billion in state funding for school construction. The Strategic Execution Plan Update, published in January 2003, detailed the expanded Program scope, which was estimated at $5.05 billion.

In January 2004, another Strategic Execution Plan Update was published, with a total estimated scope and budget of $5.9 billion.

In March 2004, Local Measure R and State Proposition 55 passed. Voters approved local bond Measure R that provided $3.87 billion for new school construction, modernization and repair and State Proposition 55 that provided $12.3 billion of matching funds for projects throughout the state. The total estimated scope of the LAUSD New School Construction Program, including Measure R and associated state matching funds amounted to $9.2 billion.

The August 2004 Williams Settlement Implementation Agreement addressed a number of equity issues, including instructional materials, uniform complaint process, school facilities, teacher training and credentials, and the Concept 6 multi-track, year-round calendar.

In addition to the traditional calendar system (nine months of school and three months of summer vacation), the school district had adopted four differing multi-track, year round school calendars. These multi-track, year-round school calendars (known as: 90/30, 60/20, Concept 6 and Concept 6 Modified), were developed as a strategy to enable individual schools to increase their operating capacities. This allowed LAUSD to accommodate a greater number of students,

thus enabling the students to enroll in and attend their neighborhood schools.

In December 2004, the Board of Education adopted a construction plan to eliminate the Concept 6 calendar. This plan prioritized school construction to ensure all schools are removed from the Concept 6 calendar by 2012. Delivery of these classrooms is designed to meet both Williams Settlement requirements and fulfill the core planning priorities of the current New School Construction Program.

In January 2005, the Strategic Execution Plan Update was published, detailing the program scope, estimated at $9.2 billion.

In November 2005, voters approved the local bond Measure Y, which provided $3.985 billion for new school construction, modernization and repair. The total estimated scope of the LAUSD New School Construction Program including Measure Y and associated future state matching funds amounted to $11.7 billion.

The 2006 Strategic Execution Plan Update, published in January 2006, detailed the expanded program scope, which was estimated at $11.7 billion.

In November 2006, State Proposition 1D passed, with voters approving the $10.41 billion Kindergarten-University Public Education Facilities Bond Act of 2006.
The 2007 Strategic Execution Plan Update, published in January 2007, detailed an expanded program scope, estimated at $12.4 billion, and unfunded program requirements of $1.6 billion.

In October 2007, the Board of Education approved the New Construction Two-Semester Neighborhood School Program and reallocated $1.03 billion in additional Measure Y bond funds to this Program, while unfunding 18 projects which were placed on hold until additional funding sources were identified.

In January 2008, the Strategic Execution Plan Update was published, detailing the adjusted program scope, estimated at $12.6 billion, and highlighting a funded program assuming future issuance of $400 million in Certificates of Participation.

In November 2008, voters approved the local bond Measure Q, which provided $7 billion for repairing aging schools, upgrading schools to modern technology, creating additional capacity, promoting a healthier environment and ensuring transparency and accountability.

The January 2009 New Construction Strategic Execution Plan outlines the projects and their scopes, as well as schedules and budgets that have been and will be undertaken to achieve the goal of the two-semester neighborhood schools.

The New School Construction Program currently in place is intended to relieve overcrowding and address facilities needs through the construction of new classroom seats and the replacement or expansion of athletic and play space at school sites. It is designed to deliver approximately 167,000 two-semester classroom seats at an estimated cost of $12.6 billion. Included in the seat count are new K-12 seats, full-day kindergarten seats, continuation high school seats, and early

education center seats. The Program is comprised of 417 overall projects, including 131 new schools, 64 additions, and 38 early education centers. It is estimated that the construction of new schools and site expansions, once fully completed, will have required the acquisition of over 450 acres of land.

The primary goals of the current New School Construction Program are the operation of all schools as neighborhood schools, on a traditional two-semester calendar, with full-day kindergarten where applicable, and the elimination of involuntary busing. In 2002, there were 187 schools on the Concept 6 calendar, and 227 multi-track schools. Currently (2009), there are 32 schools on Concept 6 and 125 multi-track schools. District-wide, 475 schools have achieved occupancy for full-day kindergarten. The majority of the funds required to meet these goals are provided by four local bond measures (Proposition BB, Measure K, Measure R, and Measure Y) passed by the voters within the Los Angeles Unified School District. Additional funds are provided by State bond measures (Proposition 1A, Proposition 47, Proposition 55 and Proposition 1D) and several other sources of funds.

The City of Los Angeles collects developers' fees imposed on residential and commercial projects within its jurisdiction on behalf of the LAUSD, pursuant to AB 2926. Proceeds from this imposition are used by the school district for the purchase of portable classrooms, additional land, and the construction of new school buildings.

The Hollywood CPA is located within LAUSD's Local District 4. The student population of the Hollywood CPA is served by 22 regular public schools, broken down as follows: 15 elementary schools, 3 middle schools and 4 high schools, one of which (Bernstein High School) opened on September 3, 2008. There are also two continuation schools. It is presumed that the majority of the students residing in the Hollywood CPA who could attend public schools would attend public schools that are located within the CPA boundaries. However, there may also be some public schools located outside the boundaries of the CPA, which are adjacent to the boundaries of the CPA, which could serve some students who reside within the CPA. Conversely, there may be some schools within the CPA that serve students who reside outside of the CPA boundaries. In addition, there may be some private schools, located both within and outside the CPA, that serve the students residing in the CPA. For the purposes of this environmental document, however, only the regular public schools located within the CPA are taken into consideration.

Table 4.3-9 lists the public schools serving the Hollywood CPA, their operating capacities, and enrollments, for the school years 2005-2006 and 2006-2007.

Table 4.3-9: Public Schools Serving the Hollywood Community Plan Area

LAUSD School	Address	Operating Capacity*		Enrollment*	
		2005/06	2006/07	2005/06	2006/07
Elementary (15)					
Cheremoya EL & SPS	6017 Franklin Ave. L. A., CA 90028	442	442	350	315
Franklin EL	1910 N. Commonwealth Av L. A., CA 90046	584	524	508	400
Gardner EL	7450 Hawthorn Av. L. A., CA 90046	609	598	427	438
Grant EL	1530 N. Wilton Pl. L. A., CA 90028	1279	1317	1143	992
Ivanhoe EL	2828 Herkimer St. L. A., CA 90039	384	384	351	347
Kingsley EL	5200 W Virginia Av L. A., CA 90029	540	551	519	522
Laurel EL	925 N. Hayworth Av L. A., CA 90046	488	486	381	319
Lockwood EL	4345 Lockwood Av L. A., CA 90029	985	744	598	589
Los Feliz EL	1740 N. New Hampshire Av L. A., CA 90027	701	664	542	498
Melrose EL	731 N. Detroit St L. A., CA 90046	355	369	252	212
Ramona EL	1133 N. Mariposa Av L. A., CA 90029	949	949	822	772
Santa Monica Comm CH	1022 N. Van Ness Av L. A., CA 90038	1,432**	N/A	1,126	N/A
Selma EL & SPS	6611 Selma Av L. A., CA 90028	749	817	588	492
Vine EL	955 N. Vine St. L. A., CA 90038	971	869	777	667
Wonderland EL & G/HA MAG	8510 Wonderland Av L. A., CA 90046	232	307	205	201
Sub-Totals		**10,700**	**9,021**	**8,589**	**6,764**

Table 4.3-9: Public Schools Serving the Hollywood Community Plan Area

LAUSD School	Address	Operating Capacity*		Enrollment*	
		2005/06	2006/07	2005/06	2006/07
Middle School (3)					
Bancroft MS/PER ART MAG	929 N Las Palmas Av L. A., CA 90038	1,687	1,649	1,387	1,340
King MS & G/HG/HI ACH	4201 Fountain Av L. A., CA 90029	3,360	3,360	2,803	2,804
Le Conte MS & INT HUM MAG	1316 N Bronson Av L.A., CA 90028	2,518	2,539	2,175	2,013
Sub-Totals		**7,565**	**7,548**	**6,365**	**6,157**
High School (4)					
***Bernstein SH	1309 N. Wilton Pl	N/A	2,106 (2008)	N/A	N/A
Fairfax SH/VIS ARTS MAG	7850 Melrose Av L. A., CA 90046	3,600	3,600	3,173	2,918
Hollywood SH/PER ART MAG	1521 N Highland Av L. A., CA 90028	3,185	3,217	3,185	3,127
Marshal SH & G/HG/HA	3939 Tracy St L. A., CA 90027	5,016	5,026	4,641	4,558
Sub-Totals (not including Bernstein SH)		**11,801**	**11,843**	**10,999**	**10,603**
Continuation (2)					
Johnson CDS/Hollywood New CHS	5755 Fountain Ave	162	162	144	169
Whitman HS	7795 Rosewood Av L. A., CA 90026	N/A	N/A	64	N/A
Sub-Totals		162	162	208	169
TOTALS (not including Bernstein SH)		**30,228**	**28,574**	**26,161**	**23,693**

*Includes regular education students, special education and magnet students.
**2000-01 school year school capacity; since Santa Monica is a charter school now, LAUSD does not annually revise the school's capacity. Numbers reflect data collected for the school year 2005-2006.
***Bernstein SH, opened 9/3/2008; operating capacity numbers are for 2008; not included in the totals.
Source: Bruce Takeguma, Los Angeles Unified School District, electronic communication, June 12, 2006 & November 16, 2006.

Bernstein High School, which opened more recently on September 3, 2008, is listed on the table, but its operating capacity of 2,106 students, is not included in the operating capacity totals, since the school was not in operation during the school years 2005-2006 and 2006-2007. However,

the operation capacity of Bernstein High School is taken into consideration in the analysis of the available school capacity to serve the future student population.

During the 2005-2006 school year, the public schools serving the CPA had a total operating capacity of 30,228 students. Of this, elementary schools accounted for 10,700 students, middle schools accounted for 7,565 students, and high schools accounted for 11,801 students, while continuation schools accounted for 162.

During the same period (2005-2006), the actual enrollment was 26,161 students, with 8,589 students enrolled in the elementary schools, 6,365 students enrolled in the middle schools, 10, 999 students enrolled in the high schools, and 208 students enrolled in the continuation school.

During the 2006-2007 school year, the public schools serving the Hollywood CPA had a total operating capacity of 28,574 students. Of this, elementary schools accounted for 9,021 students, middle schools accounted for 7,548 students, high schools accounted for 11,843 students and continuation schools accounted for 162 students.

During the same period (2006-2007), the actual enrollment was 23,693 students, with 6,764 students enrolled in the elementary schools, 6,157 students enrolled in the middle schools, 10,603 students enrolled in the high schools, and 169 students enrolled in the continuation schools. **Table 4.3-10** provides more recent enrollment data from LAUSD for comparison purposes.

Table 4.3-10: Enrollment Data for 2007/08 and 2008/09 School Years

School	Address	Grades	Enrollment 2007/08	Enrollment 2008/09
Elementary (15)				
Cheremoya EL & SPS	6017 Franklin Ave.	K-6	315	292
Franklin EL	1910 N. Commonwealth Av	K-5	409	411
Gardner EL	7450 Hawthorn Av.	K-6	448	436
Grant EL	1530 N. Wilton Pl.	K-5	816	677
Ivanhoe EL	2828 Herkimer St.	K-5	358	354
Kingsley EL	5200 W Virginia Av	K-5	546	529
Laurel EL	925 N. Hayworth Av	K-6	269	269
Lockwood EL	4345 Lockwood Av	K-5	534	485
Los Feliz EL	1740 N. New Hampshire Av	K-6	467	499
Melrose EL	731 N. Detroit St	K-6	224	259
Ramona EL	1133 N. Mariposa Av	K-5	715	676
Santa Monica COMM CH	1022 N. Van Ness Av	K-5	965	1026
Selma EL & SPS	6611 Selma Av	K-6	394	369
Vine EL	955 N. Vine St.	K-5	591	568
Wonderland EL & G/HA MAG	8510 Wonderland Av	K-5	428	447
		SubTotals	**7,479**	**7,297**

Table 4.3-10: Enrollment Data for 2007/08 and 2008/09 School Years

School	Address	Grades	Enrollment 2007/08	Enrollment 2008/09
Middle School (3)				
Bancroft MS/PER ART MAG	929 N Las Palmas Av	6-8	1,315	1271
King MS & G/HG/HI ACH	4201 Fountain Av	6-8	2,680	2466
Le Conte MS & INT HUM MAG	1316 N Bronson Av	6-8	1,832	1702
		SubTotals	**5,827**	**5,439**
High School (4)				
Bernstein SH	1309 N Wilton Pl	9-11	N/A	1144
Fairfax SH/VIS ARTS MAG	7850 Melrose Av	9-12	2,740	2682
Hollywood SH/PER ART MAG	1521 N Highland Av	9-12	3,102	2116
Marshall SH & G/HG/Hal	3939 Tracy St	9-12	4,414	3844
		SubTotals	**10,256**	**8,642**
Other (2)				
Johnson CDS/Hollywood New CHS	5755 Fountain Ave	7-12	114	Not Avail
Whitman CHS	7795 Rosewood Av	9-12	78	79
		Total	**192**	**79**
Totals			**23,754**	**21,457**

Source: 2007-08 District and School Enrollment by Grade, Los Angeles Unified; Data as of 10/15/2008

In determining the existing student population in the Hollywood CPA, this environmental document utilized the generation rates identified by LAUSD in its Residential Development School Fee Justification Study, dated February 25, 2008 (see **Table 4.3-11**). The use of these generation rates allows uniformity and consistency in determining the potential for significant adverse impact on the public school system in the Hollywood CPA as a result of the implementation of the Proposed Plan.

Table 4.3-11: Student Generation Rates

School Level	Single Family Dwelling Units	Multi-Family Dwelling Units
Elementary School (Grades K-5)	0.1958	0.1266
Middle School (Grades 6-8)	0.0933	0.0692
High School (Grades 9-12)	0.1062	0.0659
Total	0.3953	0.2617

IMPACT ASSESSMENT

Threshold of Significance

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.

Relevant Policies of the Proposed Community Plan

CF.5.30: Foster schools which can provide quality education for children and adults in every neighborhood of Hollywood.

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.

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.

CF.5.33: Work with LAUSD to ensure that school facilities and programs are expanded commensurate with the City's population growth.

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.

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.

CF.5.36: Support the school-specific agreements with LAUSD which will enable communities to jointly use schools for recreational purposes.

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.

CF.5.38: Encourage partnerships between elementary schools, middle schools and high schools to facilitate the development of shared educational opportunities.

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.

CF.5.40: Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character.

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 contaminates from nearby freeways.

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.

CF.5.43: Support safe and well-maintained pedestrian and bicycle access to school facilities.

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.

Assessment

The existing 2005 conditions in the Hollywood CPA include 20,400 single-family dwelling units and 80,200 multiple-family dwelling units. The Existing (1988) Community Plan would result in an anticipated 20,968 single-family dwelling units and 87,754 multiple-family dwelling units in 2030. The SCAG 2030 Forecast would result in an anticipated 21,421 single-family dwelling units and 92,308 multiple-family dwelling units in 2030. The Proposed Plan would result in an anticipated 20,958 single-family dwelling units and 93,910 multiple-family dwelling units in 2030.

Table 4.3-12 shows the student populations in the Hollywood CPA, based on the above LAUSD student generation rates, for the Existing 2005 Conditions; and the Existing (1988) Community Plan, the SCAG 2030 Forecast and the Proposed Plan in 2030.

Table 4.3-12 indicates that the Existing 2005 student population in the CPA totals 29,052 students, of whom 14,147 students (48.7%) are elementary school students, 7,453 students (25.7%) are middle school students, and 7,452 students (25.7%) are high school students.

Of the 14,147 elementary school students, 3,994 students (28.2 %) were generated from single-family dwelling units and 10,153 students (71.8%) were generated from multiple-family dwelling units.

Of the 7,453 middle school students, 1,903 students (25.5%) were generated from single-family dwelling units and 5,550 students (74.5%) were generated from multiple-family dwelling units.

Table 4.3-12: Student Population of the Community Plan Area

	Existing Conditions (2005)		Existing (1988) Community Plan (2030)		SCAG 2030 Forecast		Proposed Plan (2030)	
Grade Level	**Single Family**	**Multi Family**	**Single Family**	**Multi Family**	**Single Family**	**Multi Family**	**Single Family**	**Multi Family**
Elementary (K-5)	3,994	10,153	4,106	11,110	4,194	11,686	4,104	11,889
Middle (6-8)	1,903	5,550	1,956	6,073	1,999	6,388	1,955	6,499
High School (9-12)	2,167	5,285	2,227	5,783	2,275	6,083	2,226	6,189
Sub-Totals	8,064	20,988	8,289	22,966	8,468	24,157	8,285	24,577
Totals	29,052		31,255		32,625		32,862	

Of the 7,452 high school students, 2,167 students (29.1%) were generated from single-family dwelling units and 5,285 students (70.9%) were generated from multiple-family dwelling units.

Of the 29,052 total student population, 8,064 students (or 27.8% of the student population) were generated by single-family dwelling units while 20,988 students (or 72.2% of the student population) were generated by multiple-family dwelling units.

Table 4.3-12 also indicates that, the Existing (1988) Community Plan is anticipated to result in a student population of a total of 31,255 students in the Hollywood CPA in 2030, of whom 15,216 students (48.7%) would be elementary school students, 8,029 students (25.7%) would be middle school students, and 8,010 students (25.6%) would be high school students.

Of the 15,216 elementary school students, 4,106 students (27.0%) would be generated from single-family dwelling units and 11,110 students (73%) would be generated from multiple-family dwelling units.

Of the 8,029 middle school students, 1,956 students (24.4%) would be generated from single-family dwelling units and 6,073 students (75.6%) would be generated from multiple-family dwelling units.

Of the 8,010 high school students, 2,227 students (27.8%) would be generated from single-family dwelling units and 5,783 students (72.2%) would be generated from multiple-family dwelling units.

Of the 31,255 total student population, 8,289 students (or 26.5% of the student population) would be generated by single-family dwelling units while 22,966 students (or 73.5% of the student population) would be generated by multiple-family dwelling units.

Table 4.3-12 also indicates that, the SCAG 2030 Forecast would result in an anticipated total student population of 32,625 students in the Hollywood CPA in 2030, of whom 15,880 students (48.7%) would be elementary school students, 8,387 students (25.7%) would be middle school students, and 8,358 students (25.6%) would be high school students.

Of the 15,880 elementary school students, 4,194 students (26.4%) would be generated from single-family dwelling units and 11,686 students (73.6%) would be generated from multiple family dwelling units.

Of the 8,387 middle school students, 1,999 students (23.8%) would be generated from single family dwelling units and 6,388 students (76.2%) would be generated from multiple family dwelling units.

Of the 8,358 high school students, 2,275 students (27.2%) would be generated from single-family dwelling units and 6,083students (72.8%) would be generated from multiple-family dwelling units.

Of the 32,625 total student population, 8,468 students (or 26.0% of the student population) would be generated by single-family dwelling units while 24,157 students (or 74.0% of the student population) would be generated by multiple-family dwelling units.

Finally, **Table 4.3-12** also indicates that the Proposed Plan would result in an anticipated student population of a total of 32,862 students in the Hollywood CPA in 2030, of whom 15,993 students (48.7%) would be elementary school students, 8,454 students (23.6%) would be middle school students, and 8,415 students (25.6%) would be high school students.

Of the 15,993 elementary school students, 4,104 students (25.7%) would be generated from single-family dwelling units and 11,889 students (74.3%) would be generated from multiple-family dwelling units.

Of the 8,454 middle school students, 1,955 students (23.1%) would be generated from single-family dwelling units and 6,499 students (76.9%) would be generated from multiple-family dwelling units.

Of the 8,415 high school students, 2,226 students (26.5%) would be generated from single-family dwelling units and 6,189 students (73.5%) would be generated from multiple-family dwelling units.

Of the 32,862 total student population, 8,285 students (or 25.2% of the student population) would be generated by single-family dwelling units while 24,577 students (or 74.8% of the student population) would be generated by multiple-family dwelling units.

While the actual number of students generated under the Existing (2005) Conditions; and the Existing (1988) Plan, the SCAG 2030 Forecast and the Proposed Plan in 2030 differ, the percentage of students generated by the single-family dwelling units and the multiple-family dwelling units remain very similar, with single-family residences generating a little under 30% of the student population and multi-family residences generating a little more than 70% of the student population, with only a variation of one or two percentages, plus or minus, between them.

During the 2005-2006 school year, the public schools serving the Hollywood CPA had a total operating capacity of 30,228 students. This included the capacity to serve 10,700 elementary school students, 7,565 middle school students, 11,801 high school students, and 162 continuation school students. During the same period, the actual enrollment was 26,161 students, with 8,589 students enrolled in the elementary schools, 6,365 students enrolled in the middle schools, 10,999 students enrolled in the high schools, and 208 students enrolled in the continuation schools, leaving an operating capacity vacancy of 4,067 students. This vacancy represents 15.55 percent of the operating capacity.

During the 2006-2007 school year, the public schools serving the Hollywood CPA had a total operating capacity of 28,574 students, a decrease of 1,654 students. This represents a 5.5% decrease in operating capacity when compared to the 2005/2006 school year capacity. The 2006/2007 school year operating capacity was able to serve 9,021 elementary school students, 7,548 middle school students, 11,843 high school students, and 162 continuation school students. During the same period, the actual enrollment was 23,693 students, with 6,764 students enrolled in the elementary schools, 6,157 students enrolled in the middle schools, 10,603 students enrolled in the high schools, and 169 students enrolled in the continuation schools, leaving an operating capacity of 4,881 students, vacant. This represents 17.08 percent of the operating capacity.

Thus, even with a 5.5% decrease in operating capacity from the previous year, 17.08 percent of the new operating capacity remained vacant.

Table 4.3-12 indicates that, based on the LAUSD student generation rates, the single- and multi-family dwelling units in the Hollywood CPA should have generated 29,052 students under the Existing 2005 Conditions, which would correspond to the 2005/2006 school year. The operating capacity for that year (30,228 students) could have accommodated the student population calculated by the student generation rates. The actual public schools student enrollment in the Hollywood CPA for 2005, however, was 26,017 students, which is 3,035 students (or 10.45%) less than the student population calculated by the student generation rates.

When compared to the operating capacity for the school year 2006/2007 (28,574 students), the student population calculated for the 2005 Existing Conditions (29,052 students) would have exceeded the operating capacity by 478 students. However, the actual student enrollment for 2006/2007 was 23,524 students, which is 5,528 students (or 19.03%) less than the student population calculated by the student generation rates. The data indicates that there exists a certain percentage of the student population who do not attend the public schools in the

Hollywood CPA. The existing operating capacity of the public schools was adequate to accommodate the existing 2005 student population.

The Existing (1988) Community Plan is anticipated to result in a total of 31,255 students in the Hollywood CPA in 2030. This student population would exceed the operational capacities of the public schools in the CPA for both 2005/2006 and 2006/2007 school years, by 1,027 and 2,681 students, respectively. However, since the actual student enrollments are below operating capacities (by 10% to about 20%), it is assumed that a certain percentage of the student population will continue to not attend the public schools in the CPA and that the existing operating capacity of the public schools have the potential to be sufficient to accommodate the increase in the student population under the Existing (1988) Plan in 2030. This capacity to accommodate the Existing (1988) Community Plan student population in 2030 is further enhanced by the addition of the newly opened Bernstein High School, which opened on September 3, 2008, with a student enrollment capacity of 2,106 students.

The SCAG 2030 Forecast is anticipated to result in a student population of 32,625 students in the Hollywood CPA in 2030. This student population would exceed the operational capacities of the public schools in the CPA for both 2005/2006 and 2006/2007 school years, by 2,397 and 4,051 students, respectively. However, the inclusion of the newly opened Bernstein High School, with a student enrollment capacity of 2,106 would increase the operational capacity available to accommodate this future 2030 student population by an additional 2,106. This enhanced operational capacity would reduce the calculated number of students by which the SCAG 2030 Forecast estimated student population would exceed the operation capacities. In addition, since the actual student enrollments were below operating capacities in previous years, it is assumed that there will continue to exist a certain percentage of the student population who do not attend the public schools in the CPA. Therefore, the existing (2008) operating capacity of the public schools has the potential to be sufficient to accommodate the increase in the student population under the SCAG 2030 Forecast.

The Proposed Plan is anticipated to result in a student population of 32,862 students in the Hollywood CPA in 2030. This student population would exceed the operational capacities of the public schools in the CPA for both 2005/2006 and 2006/2007 school years, by 2,634 and 4,288 students, respectively. The inclusion of the newly opened Bernstein High School, with a student enrollment capacity of 2,106 would increase the operational capacity available to accommodate the Proposed Plan student population in 2030, thus reducing the calculated number of students by which the Proposed Plan student population would exceed the operational capacities in 2030. Once again, since the actual student enrollments were below operating capacities in previous years, it is assumed that there will continue to exist a certain percentage of the student population who do not attend the public schools in the CPA. Therefore, it is anticipated that the existing (2008) operating capacity of the public schools has the potential to be sufficient to accommodate the increase in the student population under the Proposed Plan in 2030.

MITIGATION MEASURES

The proposed Hollywood Community Plan incorporates policies that help mitigate any significant adverse impact it may have on the provision of public educational facilities to the

residents of the Hollywood CPA. In addition to these programs and policies, the following mitigation measures are proposed:

1. Develop plans to address issues relating to siting and the joint use of facilities. To this end, identify strategies for the expansion of the school facilities, including:

    a. Siting of schools and other community facilities (libraries, parks, etc.) within transit stations, centers or mixed-use areas so that they can complement each other and make the most use of the land provided for these services;

    b. Locating middle schools and high schools close to transit stations and key centers, where possible, so that students can use the transit system to get to and from school;

    c. Encouraging private redevelopment of existing schools sites in the immediate vicinity of transit station and centers so that the existing site (a low intensity site) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

2. Work cooperatively with LAUSD and other entities to facilitate the construction of schools where necessary to accommodate increased student population.

3. The City shall ensure that prior to issuance of a building permit, project developers shall pay to LAUSD the prevailing State Department of Education Development Fee to the extent allowed by State law. School fees exacted from residential and commercial uses would help fund necessary school service and facilities improvements to accommodate anticipated population and school enrollment within the LAUSD service area, and would allow for the LAUSD to allocate these funds as they deem necessary.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

With the implementation of the mitigation measures listed above, impacts would be less than significant.

4.4 UTILITIES

WATER RESOURCES

EXISTING CONDITIONS

The City of Los Angeles Department of Water and Power (LADWP) was established in 1902 to deliver water to the City of Los Angeles. Under the provisions of the City Charter, the LADWP has complete charge and control of its water distribution system inside the City of Los Angeles. The Water Operating Division of the LADWP, under the authority extended by the Board of Water and Power Commissioners, owns, operates and maintains all water facilities within the City and is responsible for ensuring that the delivered water meets all applicable state quality standards. The Hollywood Community Plan Area (CPA) is located within the City of Los Angeles, and, as such, the LADWP is the water provider to the CPA.

The City obtains its water supply primarily from five major sources: the Eastern Sierra Nevada watershed (via the Los Angeles Aqueduct); the Colorado River (via the Colorado River Aqueduct) and the Sacramento-San Joaquin Delta (via the State Water Project/California Aqueduct), which are purchased from the Metropolitan Water District of Southern California (MWD); local groundwater basins; and recycled wastewater for reuse in industrial and irrigation purposes.

Table 4.4-1 indicates the City's water supply sources.

Table 4.4-1: Water Supply Sources (Average Year)

Source	Percentage
Metropolitan Water District	53 %
Los Angeles Aqueduct	35 %
Groundwater	11 %
Recycled	1 %

Source: City of Los Angeles Department of Water and Power; City of Los Angeles Water Supply Action Plan, Securing L.A.'s Water Supply, May 2008 http://www.ladwp.com

Approximately 88 percent of the City's current water supply comes from imported sources: the Eastern Sierra Nevada watershed (35 percent) and purchased water from the MWD (53 percent). The remaining 12 percent of the City's water supply comes from local wells and recycled water.

Los Angeles Aqueducts (LAA)

The City completed the First Los Angeles Aqueduct (LAA) in 1913 to import water from the eastern slope of the Sierra Nevada, some 250 miles to the north. To supplement the original aqueduct, the Second LAA was built and completed in 1970, increasing the capacity of the

system by 50 percent. Between 1970 and 1986, water deliveries through the LAA accounted for more than 75 percent of the City's water supply.

Deliveries in recent years through the LAA, however, have been significantly less due to an extended drought and the reallocation of water for environmental mitigation and enhancement in the Eastern Sierra. These environmental requirements include the State Water Resources Control Board Mono Lake decision, which permanently limited LADWP's ability to divert water from the Mono Basin, implementation of the Owens Lake Dust Mitigation Project, rewatering of the Lower Owens River (which diverted flow from the LAA to rewater a 60-mile stretch of the Owens River), and a number of other environmental restoration projects in the Owens Valley that require water.

In 1994, the City's water rights in the Mono Basin were modified with new requirements and future diversions were severely limited to protect and enhance the Mono Basin ecosystem. From 1995 through 2000, the City received 63 percent of its water from the Eastern Sierra through the LAA.

From 2001 through 2004, however, only 34 percent of the City's water came through the LAA.

Each year, the snowpack in the Eastern Sierra varies. The depth of the snowpack, in turn, dictates the quantity of water delivered by the LAA.

Due to environmental commitments and climate change impacts, LADWP projects that average deliveries from the LAA will continue to be approximately one-third the City's water needs.

The quantity of water delivered by the LAA, in turn, determines how much water needs to be purchased from the MWD, with the City depending upon the MWD to provide the water previously delivered by the LAA, especially during dry years.

Metropolitan Water District (MWD)

MWD is a consortium of 26 cities and water districts that provides wholesale water supplies to Los Angeles, Orange, San Diego, Riverside, San Bernardino and Ventura counties. MWD currently delivers an average of 2.3 million acre-feet of water per year to a 5,200 square-mile service area.

MWD sources for its supplies of imported water are the Colorado River, the State Water Project (through the Sacramento/San Joaquin River Delta), local surface and groundwater storage, and storage/transfer agreements with Central and Sacramento Valley agencies and Colorado River agencies.

The City supplements its local and imported supplies by purchasing water from the MWD. The amount purchased from the MWD varies from year to year, depending upon demand in the City and the quantity of water available from the City's own sources. Between the fiscal years 1970 and 1994, water delivered by the MWD to the City averaged 130,000 AFY. However, due to the drought from 1987 to 1992 and court injunctions halting the City's Mono Basin diversions, water

purchases from the MWD have increased significantly in recent years. Over the last two decades, these resources have proven a key component of the City's water supply. However, they are also subject to uncertainty due to climate variability and environmental issues.

The current environmental crisis in the Delta has led to a Federal Court decision that will result in MWD receiving up to 30 percent less of their anticipated State Water Project deliveries. Although the planned decrease in water allocations have been deferred for now, the MWD Board has approved significant increases in wholesale water rates to address the increased costs of importing water and purchasing water from others.

Despite concerns about ongoing water shortages and higher costs, 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.

Local Groundwater

The local groundwater provides the City with a reliable, steady source of water supply. The City depends upon local groundwater for an average of 15 percent of its total water supply during normal years, with an additional reliance up to 30 percent during drought years. Located primarily in the San Fernando Valley, local groundwater provides a reserve that may be used during droughts and emergencies.

The City owns water rights in four separate groundwater basins: the San Fernando Basin, the Sylmar Basin, the Central Basin and the West Coast Basin. Groundwater activities for the San Fernando and Sylmar Basins are managed by the Upper Los Angeles River Area (ULARA) Watermaster. The Central and West Coast Basins are outside the ULARA boundaries and are within the jurisdiction of the State Department of Water Resources.

Table 4.4-2 indicates the City's annual groundwater entitlements.

Table 4.4-2 The City's Annual Groundwater Entitlements

Groundwater Basin	Amount in Acre Feet	Percentage of Groundwater
San Fernando Basin	87,000	81.0
Sylmar Basin	3,405	3.2
Central Basin	15,000	14.0
West Coast Basin	1,503	1.4

Source: Los Angeles Department of Water and Power; http://www.ladwp.com/ladwp/cms/ladwp001371.jsp

As shown in **Table 4.4-2**, the San Fernando Basin provides 87,000 acre-feet (AF), or 81.0 %, of the total groundwater entitlements, 3,405 AF, or 3.2 %, are from the Sylmar Basin, 15,000 AF, or 14.0 percent, are from the Central Basin and 1,503 AF, or 1.4 percent, from the West Coast Basin. In addition, the Eagle Rock Basin provides 500 AF or 0.5 %, for a total of 107,408 AF.

The majority of the City's groundwater supply is produced in the San Fernando Valley. However, groundwater contamination in the San Fernando Valley has severely limited the amount of water that is available for extraction. The May 17, 2008 Water Supply Action Plan (Action Plan), entitled "Securing L.A.'s Water Supply", released by Mayor Antonio R. Villaraigosa and the LADWP, includes measures to clean up the local groundwater supply. Groundwater is an increasingly valuable source of water supply to the City.

Recycled Water

The City has used recycled water since 1979 for irrigation and industrial purposes. Currently, LADWP operates several water recycling projects in the city, from the San Fernando Valley to the Harbor area, and is developing several others. The following recycling projects are now in operation:

Harbor Water Recycling Project: This is the City's newest recycling facility. It will be delivering highly treated water to large industrial companies, such as oil refineries and electrical generating stations. The project also provides a barrier that blocks seawater from entering the groundwater basin. The facility produces about 5,500 acre-feet of recycled water per year.

East Valley Water Recycling Project: Designed to deliver recycled water throughout the San Fernando Valley, this project focuses on meeting irrigation needs as well as those of commercial and industrial customers. The recycled water will be used to irrigate the Woodley Lakes Golf Course in the Sepulveda Recreation Area.

Westside Water Recycling Project: Initiated in 1996, this project uses recycled water purchased from the West Basin Water Reclamation Plant in El Segundo. The project delivers about 350 acre-feet per year to the Los Angeles Airport (LAX), Loyola Marymount University, and other facilities in the area for irrigation purposes. LADWP expects demand to increase to about 3,000 acre-feet per year once the Playa Vista development is completed.

Griffith Park/California Department of Transportation: The city's first water recycling project, the Griffith Park plant came online in 1979, and supplies up to 1,000 acre-feet per year of treated water to irrigate two golf courses, some parkland, and a seven-mile stretch of the Golden State Freeway adjacent to the park.

Los Angeles Greenbelt Project: Dedicated in 1992, the Greenbelt Project was the City's first commercial recycling initiative. It brings recycled water from the Los Angeles/Glendale Plant to Forest Lawn Memorial Park-Hollywood Hills, Mt. Sinai Memorial Park, Lakeside Golf Course, and MCA, Inc. The project delivers 1,600 acre-feet of recycled water per year, freeing up drinking water for 3,200 families.

Japanese Garden, Wildlife Lake and Balboa Lake: All located in the Sepulveda Basin and Sepulveda Dam Recreation Area, these projects use recycled water from the Tillman Water Reclamation Plant for landscaping, recreation, and wildlife habitat. The 6.5-acre Japanese Garden introduces more than 10,000 visitors per year to the tangible benefits of recycled water.
The City has a goal to increase the total amount of recycled water used in the City from the current one percent to six percent of annual water demand by 2019. This is estimated to result in saving 50,000 AFY of water by 2019. The LADWP and the Bureau of Sanitation will prepare a detailed Recycled Water Master Plan to provide a blueprint for reaching this goal, outlining the steps and costs of boosting the City's recycled water level to 6 percent of total demand for the City, including expanding the existing recycled water pipeline system and using recycled water for groundwater replenishment.

Water Consumption

The LADWP groups water use into the following major billing sectors: single-family residential, multi-family residential, industrial, commercial, governmental, and unaccounted/system losses. LADWP customers purchased approximately 207 billion gallons of water during the fiscal year 2006-07. The average per capita consumption was 141 gallons per person per day. A typical household uses nearly 10,000 gallons, or 12 hundred-cubic-feet (HCF), per month.

However, water consumption habits of the residents of the City have changed as a result of the recent drought and the increased emphasis on water conservation and the efficiency of water use. Changed water consumption habits and the implementation of permanent conservation measures such as the installation of ultra-low flush toilets, have contributed to a reduction of water consumption by the City's residents.

Table 4.4-3 provides a breakdown of the consumption of water in acre-feet per year, among the consuming sectors of Residential, Commercial/Government, and Industrial for the fiscal year 2006-07.

Table 4.4-3: Water Consumption in AFY for Fiscal Year 2006-2007

Water Use Groups	Acre Feet per Year	Percent of Total Water Use
Residential	451,920	71%
Commercial and Governmental	161,991	26%
Industrial	21,957	3%
Total Water Use	635,868	100.0%

Source: Los Angeles Department of Water and Power; http://www.ladwp.com/ladwp/cms/ladwp000509.jsp

IMPACT ASSESSMENT

Threshold of Significance

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; or

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;

5. Scheduled water infrastructure improvements or Plan Objectives and Policies would not reduce or offset service impacts.

Relevant Policies of the Proposed Community Plan

CF.5.72: Provide an adequate, high-quality and reliable supply of water to existing and future residents of the Hollywood community.

CF.5.73: Support the appropriate expansion, upgrade and/or improvement of the local water distribution system.

CF.5.74: Continue to require water conservation measures, as recommended by LADWP.

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.

CF.5.76: Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized.

Assessment

The issues of water demand and supply are citywide concerns that transcend the boundaries of individual community plan areas that comprise the City of Los Angeles (and in fact the region as

a whole). 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, and grow more densely than in the past. Growth is planned for areas around transit (such as Hollywood). 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 must be balanced against the necessity of accommodating the citywide growth forecast by SCAG for 2030. The Los Angeles Department of Water and Power is currently in the process of developing the 2010 Urban Water Management Plan. One of the key objectives of that plan will be to serve SCAG forecast 2035 growth. LADWP is looking at a number of strategies to serve this growth, including conservation and recycling as well as seeking additional sources of water.

Water demand is influenced by a number of variables, including demographics, weather, and the economy. Historical water demand Citywide increased from just under 600,000 acre-feet (AF) in 1980 to just over 700,000 AF in 1989. Water demand peaked in 1989 at more than 700,000 AF per year. The City then initiated a water education/conservation program to respond to limitations on imported water supplies. This was followed in 1991 with mandatory restrictions due to drought conditions, and resulted in a reduction of water demand to approximately 550,000 AF per year (a 21 percent decrease from 1989 levels). By 2002, water consumption had increased to pre-drought levels. Due in part to continued conservation measures, however, water consumption in 2005 equaled the consumption rates of about 20 years prior, even though there had been an increase in population of over 750,000 people.[1]

The LADWP 2005 Urban Water Management Plan indicates that, Citywide, the water demand for 2000 (considered a dry year) was 677,000 acre-feet (AF). It estimates that Citywide water demand (based on normal weather conditions) for 2005 was 661,000 AF and 635,868 AF for fiscal year 2006-2007. LADWP projects that Citywide water demand (again, based on normal weather conditions) would be about 776,000 AF by 2030.

LADWP estimates that an average single-family residential unit uses about 350 gallons per day and that the average multi-family residential unit uses about 240 gallons per day.

Table 4.4-4 provides a comparison of the daily water consumption rates for the Hollywood Community Plan Area.

[1] 2005 Urban Water Management Plan, LADWP

Table 4.4-4: Daily Water Consumption in the Hollywood Community Plan Area (Gallons)

Land Use	Existing (2005) Conditions	Existing Plan	SCAG Forecast (2030)	Proposed Plan
Residential: Single-Family*	7,140,000	7,548,480	7,497,350	7,335,300
Residential: Multi-Family*	19,248,000	21,060,960	22,153,920	22,538,400
Commercial**	2,526,775	2,502,028	2,993,879	3,143,926
Industrial**	815,160	1,031,765	816,283	967,632
T O T A L	**29,729,935**	**32,143,233**	**33,461,432**	**33,985,258**

Consumption Rates: *350 gallons/unit/day for single-family residential; *240gallons/unit/day for multi-family residential; **94 gallons/1,000sf/day for commercial; ** 94 gallons/1,000sf/day for industrial.
* residential consumption rates are based on the LADWP estimates.
** commercial and industrial water consumption rates are based on a sewage generation factor of 80 gpd/1000 gross square feet for commercial and industrial uses, obtained from the City of Los Angeles Draft L.A. CEQA Thresholds Guide (2006), multiplied by a factor of 1.18 for landscape irrigation usage.
Source: 2005 Urban Water Management Plan for Los Angeles Department of Water & Power; City of Los Angeles Draft L.A. CEQA Thresholds Guide (2006) Sewage Generation Factors

Table 4.4-4 indicates that the Existing (2005) daily water consumption for all land uses in the Hollywood CPA was 29.7 million gallons. Anticipated development under the Existing (1988) Community Plan in 2030 could result in an estimated daily water consumption of 32.1 million gallons. The SCAG 2030 Forecast could result in an estimated daily water consumption of 33.5 million gallons daily in 2030. The Proposed Plan could result in an estimated daily consumption of 34 million gallons. (These water consumption estimates are based on historic water use rates that are anticipated to reduce with increased water conservation as well as recycling.)

Citywide water demand (based on normal weather conditions) for 2005 was estimated to have been 661,000 AF, or a daily average of 1,811 AF (1 AF equals 325,851 gallons). The estimated Existing (2005) daily water consumption for all land uses in the Hollywood CPA of 29.7 million gallons is equal to 91 AF (or about 5 % of Citywide demand). Under the Proposed Plan, the daily water consumption in the Hollywood CPA in 2030 is anticipated to be (based on current consumption factors) approximately 34 million gallons per day, which is equal to 104 AF. LADWP has projected that the Citywide water demand (based on normal weather conditions) will be about 776,000 AF per year by 2030. This amounts to 2,126 AF per day. The Hollywood CPA's projected 2030 daily water consumption of 104 AF would amount to approximately 5%, of this calculated Citywide demand, which is the same percentage as at present.

As in the past, water supply continues to be one of the major challenges facing the City of Los Angeles. 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 of Los Angeles 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. It is the job of LADWP to provide water to the City of Los Angeles in response to projected growth. LADWPs 2010 Urban Water Management Plan is in preparation and will provide greater specificity as to how water will be provided to the City as a whole including the Hollywood CPA.

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.

MITIGATION MEASURES

1. As part of review of individual projects, the Planning Department shall work with LADWP to ensure appropriate expansion, upgrade and/or improvement of the local water distribution system within the CPA as may be necessary to accommodate anticipated growth.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

As noted above, the City of Los Angeles is faced with the challenge of providing a sufficient supply of safe, reliable, and affordable water to a growing population and business sector, while, at the same time, dealing with the realities of the availability of water resources. Implementation of the Proposed Plan policies and the proposed mitigation measure listed above would reduce the impacts of the Proposed Plan. However, given the uncertainties in the water supply horizon and in capacities of local delivery systems, impacts to water are considered potentially significant.

ENERGY RESOURCES

EXISTING CONDITIONS

Electricity

The LADWP provides more than 22 million megawatt-hours of electricity service to approximately 1.4 million residential and business customers in the City.

Integrated Resource Plan.

In 2000, the Los Angeles City Council approved the Integrated Resource Plan (IRP), a 10-year $1.8 billion, power expansion program. The IRP calls for the development of new renewable energy resources and energy efficiency programs that will ensure clean, reliable power for the future needs of all customers. Under the IRP, LADWP has reduced air pollution by focusing on emission reductions, demand-side management, additional renewable resources and the promotion of new, cleaner electric technologies. Key elements of the IRP include power plant modernization of the four generation units located in the Los Angeles Basin, the installation of

"quick start" combustion turbines to meet super peak demands, demand-side management programs and the expansion of renewable energy programs.

Generation

The LADWP has a diversified energy mix of natural gas, hydro, coal, nuclear and renewable sources (solar and wind). It owns five generating facilities located in and around Los Angeles and partially owns or has power purchase agreements with an additional five facilities in the western United States. The DWP obtains power from four municipally owned power plants within the Los Angeles Basin, namely, its hydro-generators on the Los Angeles Aqueduct, shared-ownership generating facilities in Arizona, Nevada and Utah, and purchases from Southwest and Pacific Northwest.

Basin Thermal Generation: There are four gas- and oil-fired steam-generating plants on the DWP's system, namely, the Haynes Generating Station near Seal Beach, Scattergood Generating Station near Playa del Rey, Valley Generating Station in the San Fernando Valley, and Harbor Generating Station at the Los Angeles Harbor. These generating plants provide a total capability of 2,772 megawatts.

Coal-Fueled Thermal Generation: The DWP's coal generation capability totals 1,797 megawatts, coming from Mohave, Navajo and Intermountain Generating Station (IGS). The DWP owns a 477-megawatt share of the three-unit Navajo plant, which is located near Page, Arizona and a 316-megawatt share of the two-unit Mohave plant, which is located in southern Nevada. The IGS, which is located near Delta, Utah, is the largest coal plant with a DWP-contracted capacity of 714 megawatts and additional 290 megawatts resulting from an Excess Power Sales Agreement with the Intermountain Consumer's Power Association.

Nuclear-Fueled Thermal Generation: The DWP's interest in the Palo Verde Nuclear Generating Station, which is located west of Phoenix, Arizona, is 368 megawatts, of which 217 megawatts is through direct ownership and 151 megawatts is through South California Public Power Authority participation.

Hydroelectric Generation: The DWP has a total hydroelectric capability of 1,447 megawatts. The sources of hydroelectric capability include the seven-unit Castaic Pumped Storage Plant, which provides a resource of 1,247 megawatts of peaking capacity, hydroelectric plants in the Owens Gorge and along the Owens Valley, which provide a total of 199 megawatts in capacity, and small in-basin hydro-electric generators which provide a total of approximately one megawatt.

Purchases: The DWP purchases electricity as follows: (1) a 74-megawatt purchase of capacity and energy from Deseret which is assumed to increase to 200 megawatts when the Utah-Nevada Transmission Line would be available; (2) an existing 105-megawatt purchase from the Montana Power Company expires in 2010; (3) a 64-megawatt purchase from the Utah Power and Light is contingent upon the availability of IGS; and (4) a 491-megawatt supply from the Hoover Power Plant which will expire in 2017 and which may be curtailed to improve the habitat of several endangered species.

Cogeneration: Cogeneration is the electricity produced by industrial and commercial customers and is generated from natural gas or by using the by-products of production processes. This electricity is used for their own consumption with any excess being sold back to the market. The DWP's largest cogenerators are a 60-megawatt unit owned and operated by Texaco and 40-megawatt unit under the University of California in Los Angeles.

Distribution

Electricity is distributed through an extensive distribution network. The DWP operates 19 receiving stations and 156 distribution stations. Electricity is distributed to customers through a network of overhead and underground power lines entailing 289,000 poles and 2,200 miles of underground cable.

Table 4.4-5: Power Supply Sources*

Coal	47%
Natural Gas	29%
Large Hydroelectric	7%
Nuclear	9%
Renewables**	8%

* Power Content Label, 2008 First Quarter, as reported to the California Energy Commission
** Renewable power sources include small hydroelectric, solar, wind, geothermal, biomass & waste.
Source: City of Los Angeles Department of Water and Power; http://www.ladwp.com

Table 4.4-6: Electrical Capacity

Total Generating Capacity	7,300 megawatts
Los Angeles Peak Demand	6,102 megawatts

Source: City of Los Angeles Department of Water and Power; http://www.ladwp.com

Table 4.4-7: Annual Electricity Usage

Residential	7,620,154 megawatt-hours (32%)
Commercial	13,856,788 megawatt-hours (58%)
Industrial	2,331,748 megawatt-hours (10%)
Other	145,846 megawatt-hours (<1%)

Source: City of Los Angeles Department of Water and Power; http://www.ladwp.com

Natural Gas

The Southern California Gas Company (SoCalGas), the largest distributor of natural gas in the nation, supplies natural gas to the City of Los Angeles. It obtains its gas supplies from a variety of sources, from several sedimentary basins in the Western United States and Canada. These include local California supplies (state onshore plus state and federal offshore supplies), the San Juan Basin, via the Transwestern Pipeline Company and the El Paso Natural Gas Company pipelines, and Rocky Mountain Gas.

Natural gas is distributed through an extensive network of underground gas mains. Natural gas is distributed throughout the City by means of a series of high-pressure gas mains (greater than 60 pounds per square inch), regulator stations, and standard pressure service lines (between one and 60 pounds per square inch). Numerous smaller lines (less than six inches in diameter) comprise the local neighborhood distribution systems. SoCalGas has about 41,500 miles of gas mains in its service area.

The following information pertaining to SoCalGas is based on the 2008 California Gas Report, prepared by the California Gas and Electric Utilities, which is comprised of the Southern California Gas Company (SoCalGas), Pacific Gas and Electric Company (PG&E), the San Diego Gas & Electric Company (SDG&E), Southwest Gas Corporation (SWG), City of Long Beach Gas & Oil Department and Southern California Edison Company (SCE).

The gas supply available to SoCalGas in 2007 from all its sources amounted to 2,717 million cubic feet (Mmcf) per day. Of this, 232 Mmcf were from California sources. Non-California sources included 1,108 Mmcf from the El Paso Natural Gas Company, 615 Mmcf from the Transwestern Pipeline Company, 176 Mmcf from Gas Transmission Northwest, 529 Mmcf from the Kern River Pipeline, 12 Mmcf from the Mojave Pipeline, and 45 Mmcf from various other sources including storage activities and volumes delivered on Questar Southern Trails.

In 2007, SoCalGas provided natural gas to 5,445,791 active meters throughout its service area, which includes the City of Los Angeles. SoCalGas projects its active meters to increase an average of 1.1% annually from 2007 to 2030. Furthermore, SoCalGas projects gas demand for all its market sectors to grow at an annual average rate of 0.02% from 2008 to 2030, down from its 2006 projected annual growth rate of 0.15% from 2006 to 2025. The difference in the two forecasts may be attributed to the projected decline in the housing market, a reduced employment forecast, projected higher gas prices, and aggressive energy efficiency savings goals.

SoCalGas owns and operates four underground storage facilities located at Aliso Canyon, Honor Rancho, Goleta and Playa Del Rey, with a total of 131.1 billion cubic feet (Bcf) of storage capacity. Of this, 79 Bcf is allocated to their core residential, small industrial and commercial customers, about 5 Bcf of space is utilized for system balancing and the remaining capacity is available to other customers.

SoCalGas Market Sectors. SoCalGas market sectors include residential, commercial, industrial, electric generation, enhanced oil recovery - steam, wholesale and international, and natural gas vehicles.

Residential: The residential market sector consists of five residential segment types: single family, small and large multi-family customers, master meter and sub-metered customers. In 2007, the active meters for all residential customers averaged 5.23 million. This represents an increase of 53,326 meters over the 2006 total, a growth of 1.03%. In 2007, residential demand, adjusted for temperature, totaled 245 billion cubic feet (Bcf) per year.

Residential meters are estimated to increase at an average annual rate of 1.38% during the period 2008 through 2030, as a result of the forecasted population growth in the SoCalGas service area during this period. The total residential meter count is projected to reach 6.86 million in 2030.

In 2007, the average annual use per meter was 515 therms[2] for single-family and 312 therms for multi-family residential customers. By 2030, average use per meter by single-family residential customers is anticipated to decline to 436 therms, while multi-family average use per meter is forecasted to decline to 239 therms. For single-family households, this amounts to an overall decline of 15.34% in the temperature-adjusted use per customer, or an average annual decline in use of 0.67% per customer. For multi-family households, this amounts to an overall decline of 23.4%, or an average annual decline in use of 1.02% per customer. Energy use per meter for all categories of residential customers is projected to decline due to expected energy savings from improved building construction and insulation, appliance standards and utility energy efficiency programs.

As stated above, the weather-adjusted annual residential demand for natural gas was 245 Bcf. By 2030, residential demand is expected to decline to 239 Bcf annually, reflecting an average annual decrease of 0.3 Bcf. The projected residential demand for natural gas will be influenced by the forecasted residential meter growth, the projected decline in use per customer, and the gradual decline in master meter and sub-metered customers, as seen in recent years, due to conversion to individually-metered customers.

Commercial: The commercial market segment consists of 14 business types identified by the customer's North American Industry Classification System codes: Office, Restaurant, Retail, Laundry, Warehouse, School, College, Health, Lodging, Government, Construction, Transportation-Communications-Utilities, Agriculture, and Miscellaneous. Of these, restaurants were responsible for 23% of the usage in 2007.

The core commercial market demand, when adjusted for temperature, amounted to 82 Bcf in 2007, an increase of 2.7 Bcf, or 3.4%, from 2006. However, the core commercial market demand is forecasted to decrease, on average, about 0.4% per year, from 2008 through 2030, to approximately 75 Bcf in 2030. The anticipated decrease would be due to the decreases in gas demand resulting from the California Public Utilities Commission (CPUC)-authorized energy

[2] Therms measures energy content as opposed to cubic feet which is a measure of volume; 1 therm can be provided by approximately 96.7 cubic feet of natural gas.

efficiency programs in this market. The noncore commercial market demand in 2007 was 20 Bcf, unchanged from 2006. While some growth in the noncore commercial market is expected by 2030, CPUC-authorized energy efficiency programs are expected to keep the demand to 20 Bcf by 2025.

Industrial: The non-refinery industrial market segment consists of Food Processing, Textile, Wood-Paper, Chemical, Petroleum, Stone, Prim-Metal, Fab-Metal, Transport, Mining and Miscellaneous. Of these, food processing was responsible for 31% of the usage in 2007.

In 2007, temperature-adjusted core industrial demand amounted to 23 Bcf, which was 0.3 Bcf, or 1.3%, lower than in 2006. Core industrial market demand is projected to decrease by 0.8% per year from 22 Bcf in 2008 to 18 Bcf in 2030, as a result of a lower forecasted growth in industrial production, increases in marginal gas rates and the impact of CPUC-authorized energy efficiency programs.

Gas demand for the retail non-core industrial market is expected to decline at a rate of 0.9% annually, from 60 Bcf in 2007 to 49 Bcf by 2030. This decrease in demand would be due to the departure of customers within the City of Vernon to wholesale service by the City of Vernon, the CPUC-authorized energy efficiency programs, the expected slowdown of economic activity in the mining, textile and petroleum sectors, and the gradual decline in energy intensity among all sectors.

Refinery industrial demand, comprised of gas consumption by petroleum refining customers, hydrogen producers and petroleum refined product transporters, is expected to decline 0.9% per year, from 68 Bcf in 2007 to 53 Bcf in 2030. Much of this decrease will be due to the CPUC-authorized energy efficiency programs, other refinery process related energy efficient improvements that are not eligible for SoCalGas Energy Efficiency programs, and the use of more cost-effective alternate fuels, such as butane, by the refiners.

Electric Generation: The Electric Generation (EG) segment of the market is comprised of all commercial/industrial cogeneration, Enhanced Oil Recovery (EOR)-related cogeneration, and non-cogeneration electric generation. There is a higher degree of uncertainty in the forecasts of EG-related demand due to various factors including the continued operation of existing generation facilities, the timing and location of new generation facilities in the western United States, the regulatory and market decisions that impact the operation of existing cogeneration facilities, the timing and construction of new renewable resources, the construction of additional electric transmission lines, and future Green House Gas (GHG) regulations.

- Industrial/Commercial/Cogeneration. The commercial/industrial cogeneration market segment is generally comprised of customers with a generating capacity of less than 20 mega watts (MW) of electric power. The electricity generated is primarily for internal customer consumption rather than for the sale of power to electric utilities. The recorded gas deliveries to this market in 2007 were 21 Bcf, or 1.2 Bcf higher than in 2006. The projected demand for this market segment consists of existing load and added load from expected participation in the CPUC-authorized Self-Generation Incentive Program (SGIP). The existing load is projected to grow at a modest rate tied to the gradual growth

of business activity, and the added load is projected to grow at a faster rate due to SGIP. In general, the cogeneration demand is expected to grow to 23 Bcf by the year 2030. For commercial/industrial cogeneration customers greater than 20 MW, gas demand is expected to remain relatively constant from 52 Bcf in 2008 to 53 Bcf in 2020, with some uncertainty pending contract renewals and impacts by GHG regulations.

- Refinery-Related Cogeneration. Refinery cogeneration units are installed mainly to generate electricity for internal use. Refinery-related cogeneration is projected to decline 0.3% per year, from 18 Bcf in 2007 to 17 Bcf in 2030, primarily due to projected fuel switching in the summer months.

- Enhanced Oil Recovery-Related Cogeneration. Recorded gas deliveries to the EOR-related cogeneration market in 2007 amounted to 22.6 Bcf. EOR-related cogeneration demand is expected to decrease to 6.6 Bcf in 2009, as several of SoCalGas' long-term EOR gas transportation contracts expire, to 3.7 Bcf in 2010 and remain at that level for the remainder of the forecast period (2030).

- Non-Cogeneration Electric Generation. Gas demand in the non-cogeneration electric generation market is forecast to increase from 200 Bcf in 2008 to 202 Bcf in 2020, as a result of several factors including the transition from a drier 2008 hydroelectric conditions to a normal hydroelectric conditions after 2008, the addition of more efficient power plants, the addition of new electric transmission lines, and renewable goals.

Enhanced Oil Recovery – Steam: Recorded gas deliveries to the EOR steaming market in 2007 were 14.3 Bcf, an increase of 0.1 Bcf from 2006. Demand for SoCalGas EOR steaming is expected to decrease to 12.5 Bcf in 2008 as SoCalGas's long-term EOR gas transportation contracts terminated in late 2008. From 2009 through the end of the forecast period, usage is expected to decrease to approximately 10.2 Bcf.

Wholesale and International: SoCalGas provides wholesale transportation services to San Diego Gas & Electric (SDG&E), City of Long Beach Electric and Gas Department (City of Long Beach), Southwest Gas Corporation (SWG) and the City of Vernon and international transportation to Ecogas, Mexico. The wholesale and international load is expected to increase from 152 Bcf in 2008 to 176 Bcf in 2030.

The SDG&E demand is expected to increase at an average growth rate of 0.5% per year from 119 Bcf in 2008 to 133 Bcf in 2030. The City of Long Beach gas demand is expected to increase from 10.9 Bcf in 2008 to 11.2 Bcf in 2030. Long Beach's local deliveries are expected to decline from about 2.1 Bcf in 2008 to 0.6 Bcf in 2030 while SoCalGas' transportation to Long Beach is expected to increase from 8.8 Bcf in 2008 to 10.6 Bcf in 2030. SoCalGas provided 7.1 Bcf directly to Southwest Gas in 2008, with another 2.8 Bcf served by PG&E under exchange arrangements with SoCalGas. The demand is expected to grow by 1.7% per year from 9.9 Bcf in 2008 to approximately 15.2 Bcf in 2030. In June, 2005, the City of Vernon initiated municipal gas service to its electric power plant within the city's jurisdiction. The forecasted throughput starts at 9 Bcf in 2008 and increases to 12 Bcf by 2030. Ecogas, Mexico's use of SoCalGas is expected to remain steady at 5.3 Bcf/year.

Natural Gas Vehicles (NGV): The NGV market is projected to continue to grow due to federal, state and local incentives and regulations related to the purchase and operation of alternate fuel vehicles, together with rising costs of petroleum (gasoline and diesel). There were 216 compressed natural gas (CNG) fueling stations serving approximately 20,000 vehicles, in 2007. SoCalGas projects the NGV market will grow in demand form 8.6 Bcf in 2007 to 18.0 Bcf in 2015 and 41.4 Bcf in 2030.

IMPACT ASSESSMENT

Threshold of Significance

A significant adverse impact will occur if the implementation of the Proposed Plan would result in either one or both of the following situations:

1. An inability to accommodate the projected energy demand.
2. The projected energy supply needs of the CPA will not be adequately served by existing and planned future energy supplies.

Relevant Policies of the Proposed Community Plan

CF.5.87: Provide an adequate, reliable and safe supply of electrical energy to support existing and future land uses within the City.

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.

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.

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.

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.

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.

Assessment

The issue of energy demand and supply is a citywide concern and it transcends the boundaries of individual community plan areas that comprise the entire City. The impact of the Proposed Plan

on the City's future energy resources is best assessed quantitatively through a demand density basis. If the energy demand in the community plan area during the planning period exceeded the availability of energy supplies, the implementation of the proposed plan will have an adverse impact on the City's future energy resources.

Electricity

Table 4.4-8 shows the (estimated) Existing (2005) and projected 2030 annual electricity consumption for all general land use categories in Hollywood for all future scenarios analyzed.

Table 4.4-8: Annual Electricity Consumption in the Hollywood Community Plan Area (Kilowatt-hours)

Land Use	Existing Conditions (2005)	Existing (1988) Plan (2030)	SCAG 2030 Forecast 2030	Proposed Plan (2030)
Residential	520,303,200	562,310,184	588,206,388	594,097,296
Commercial*	435,465,477	431,200,616	515,966,452	541,825,573
Industrial	45,961,118	58,173,977	46,024,447	54,557,977
TOTAL	**1,001,729,795**	**1,051,684,777**	**1,150,197,287**	**1,190,480,846**

Consumption Rates: 5,172kwh/unit/yr for residential; 17.1khw/sf/yr for office; 15.3khw/sf/yr for retail; & 5.3kwh/sf/yr for industrial.
* commercial generation rates based on an average of office and retail with an average generation rate of 16.2khw/sf/yr
Source: AQMD Handbook for Preparing EIRs, rev. April 1993, South Coast Air Quality Management District

Table 4.4-8 indicates that the Existing (2005) annual electricity consumption in the CPA reached one billion kilowatt-hours. The table indicates that under the Existing (1988) Plan, annual electricity consumption in the CPA (assuming historic use rates) could reach 1.05 billion kilowatt-hours in 2030. The SCAG 2030 Forecast electricity consumption in the CPA could reach approximately 1.15 billion kilowatt-hours in 2030. This would be an increase of about 148 million kilowatt-hours over the Existing (2005) consumption rate. With the implementation of the Proposed Plan, the annual electricity consumption in the CPA could reach approximately 1.19 billion kilowatt-hours by 2030. This would be an increase of 189 million kilowatt-hours over the Existing (2005) electricity consumption rate.

While the existing DWP electrical distribution facilities in the community plan area are capable of meeting present demands, the cumulative effect of the increased electrical service demands from additional development and an increasing population could require the installation of additional electrical distribution facilities. However, increasing energy conservation as well as incorporation of alternative renewable energy sources (solar) into project designs (not to mention rising prices) are anticipated to substantially reduce demand for electricity.

Natural Gas

Table 4.4-9 presents the existing (estimated) monthly natural gas consumption for all general land use categories in the community plan area for Existing (2005) conditions and all future 2030 scenarios analyzed.

Table 4.4-9: Natural Gas Consumption in the Hollywood Community Plan Area (Cubic Feet)

Land Use	Existing Conditions (2005)	Existing 1988 Plan (2030)	SCAG Forecast 2030	Proposed Plan (2030)
Residential	394,150,800	425,972,796	445,590,222	450,052,824
Commercial*	65,857,433	65,212,439	78,031,964	81,942,756
Industrial	28,617,230	36,221,533	28,656,731	33,970,061
T O T A L	**488,625,463**	**527,406,768**	**552,278,917**	**565,965,641**

Consumption Rates: 3,918cf/unit/mo for residential; 2.0cf/sf/mo for office; 2.9cf/sf/mo for retail; & 3.3 cf/sf/mo for industrial.
* commercial generation rates based on an average of office and retail with an average generation rate of 2.45 cf/sf/mo
** Demand Per Square Mile
Source: AQMD Handbook for Preparing EIRs, rev. April 1993, South Coast Air Quality Management District.

Table 4.4-9 indicates that the Existing (2005) monthly consumption of natural gas for all land uses in the Hollywood CPA amounted to 488 Mmcf. The table indicates that under the Existing (1988) Plan, monthly consumption of natural gas for all land uses in the CPA could amount to 527 Mmcf in 2030 (assuming historic use rates). Under the SCAG 2030 Forecast, monthly consumption of natural gas in the CPA by 2030 could reach approximately 552 Mmcf. This would be an increase of 63.6 mmcf per month, over the Existing (2005) consumption rate. Under the Proposed Plan, monthly consumption of natural gas in the CPA could reach approximately 566 Mmcf in 2030. This would result in an increase of 77 Mmcf. per month, over the existing (2005) consumption rate.

The implementation of the Proposed Plan and the resulting increase in development would thus result in the demand for increased natural gas resources during the planning period.

SoCalGas had a recorded annual gas supply of 2,717 Mmcf/day in 2007, which was delivered to its various users. It is estimated to have had an annual gas supply of 3,875 Mmcf/day in 2008, while 2008 gas requirements have been estimated to amount to 2,694 Mmcf/day for an average temperature year, and 2,788 Mmcf/day for cold temperature year and dry hydro year.

SoCalGas estimates it will have a total capacity of 3,875 Mmcf/day of gas available in 2030, which is unchanged from the capacity estimated to have been available in 2008. The estimated gas requirements for 2030 are 2,709 Mmcf/day for an average temperature year and 2,776 Mmcf/day for a cold temperature year and dry hydro year. The estimated gas requirement for

2030 average temperature year is lower than the recorded use of 2,717 Mmcf/day in 2007 and below the system capacity of 3,875 Mmcf/day. Therefore, it is assumed that there will be sufficient gas available for the consumption resulting from the anticipated development due to the implementation of the Proposed Plan in the Hollywood CPA. Therefore, the implementation of the Proposed Plan is not anticipated to have an adverse impact on the supply of natural gas.

MITIGATION MEASURES

1. Promote energy conservation and efficiency to the maximum extent that are cost effective and practical.

2. Encourage and provide incentives for the development and use of alternative sources of energy.

3. Adopt and implement a program to provide technical assistance and incentives to property owners and developers on building design and/or the use of energy-efficient systems in new residential, commercial and industrial developments to exceed existing State of California Energy Code standards.

4. Promote the responsible use of natural resources in consonance with City environmental policies.

5. Expand, upgrade or improve local distribution lines and facilities within the community plan area whenever necessary to accommodate increased demand for energy.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

With the implementation of the recommended mitigation measures, impacts would be less than significant.

WASTEWATER SYSTEM

EXISTING CONDITIONS

The City of Los Angeles Department of Public Works Bureau of Sanitation operates and maintains an extensive wastewater collection and treatment system. With a service area of 600 square miles, containing more than 6,600 miles of public sewers, a current total capacity of 550 million gallons per day (mgd), and serving a population of more than four million, it is considered the largest in the United States and one of the largest in the world.

The City's wastewater system consists of three separate sanitary sewer systems:

- Hyperion Sanitary Sewer System - Wastewater generated in the system is treated at the Hyperion Treatment Plant located in Playa Del Rey.

- Terminal Island Water Reclamation Plant Sanitary Sewer System - Wastewater is treated at the Terminal Island Water Reclamation Plant.

- City of Los Angeles Regional Sanitary Sewer System - Wastewater is conveyed to and treated at the County Sanitation District's Joint Water Pollution Control Plant in Carson under contractual agreements.

The City's sewer system consists of four treatment and water reclamation plants: the Hyperion Treatment Plant, The Terminal Island Water Reclamation Plant, the Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant. The 600 square mile service area consists of the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA) and serves the majority of the City's incorporated areas and an additional 29 contracting cities and public agencies.

The four treatment facilities remove potential pollutants from Los Angeles' sewage and produce over 80 million gallons of reclaimed water per day. The plants also produce biosolids that are used as fertilizers and soil amendments. In addition, energy is produced as well, as biogas from two of the plants is converted into electricity.

Collection System

The first public sewer was purchased in 1869. In 1894, the first major interceptor, the Dockweiler Sewer, was constructed. In 1907, the oldest active sewer, the Central Outfall Sewer, was placed in service. In the late 1920s, the North Outfall Sewer was extended to serve the San Fernando Valley. By the 1940s, nearly half of the present system was constructed.

Hyperion Sanitary Sewer System/ Hyperion System/ Hyperion Service Area

Sewage treatment for the community plan area is provided by the Hyperion System, which handles about 96 percent of the total wastewater flow generated by the City and its contract agencies. The service area of the Hyperion System covers approximately 514 square miles, which includes 83 square miles of contractual area outside the City.

The Hyperion System's physical structure includes more than 6,500 miles of mainline sewers, a wastewater treatment plant, two water reclamation plants, 48 pumping stations and other various support facilities.

Hyperion Treatment Plant (HTP). The Hyperion Treatment Plant (HTP) is the City's oldest and largest wastewater treatment facility, in operation since 1894. In 1892, the City purchased 200 acres of oceanfront property and, in 1894, raw sewage was discharged into the ocean at Hyperion's then-future location. In 1925, the City built and started operating the first treatment facility at the Hyperion site, a simple screening plant, which operated until 1950.

In 1950, a new Hyperion Treatment Plant opened, which included a full secondary treatment system and biosolids processing to produce a heat-dried fertilizer. It was one of the first facilities in the world to capture energy from biogas by operating anaerobic digesters, which

have yielded a fuel gas by product for over 50 years.

In an effort to keep up with the population growth and associated higher wastewater flows, treatment levels at Hyperion were cut back and, by 1957, the plant discharged a blend of secondary and primary effluent through a five-mile ocean outfall. The bio-solids-to-fertilizer program was stopped and digested sludge began to be discharged into Santa Monica Bay through a separate, seven-mile ocean outfall.

The continuous discharge of 25 million pounds of sludge per month practically destroyed the marine life in the Santa Monica Bay. Samples of the ocean floor where sludge had been discharged for 30 years demonstrated that only worms and a hardy species of clams lived there.

In addition, coastal monitoring indicated that Bay waters often did not meet quality standards as a result of Hyperion's effluent. As a result, the City entered a consent decree with the U.S. Environmental Protection Agency (EPA) and the State of California, to build facility upgrades at the Hyperion Treatment Plant. In 1980, the City began a sludge-out to full secondary program to capture all biosolids and keep them from entering the Santa Monica Bay. The sludge-out portion of the program was completed in 1987.

The sludge-out to full secondary construction program cost $1.6 billion and replaced most of the wastewater processing system that dated back to 1950 at Hyperion. At the same time, the plant continued to treat 350 mgd and complied with all NPDES permit requirements. The full secondary system was completed in 1998.

The HTP provides full secondary treatment, biosolids handling, and biogas generation. Most of the wastewater that leaves secondary treatment is pumped from the plant into Santa Monica Bay through a five-mile outfall at a depth of 190 feet. The effluent that is thus released, meets or exceeds all federal and State clean water standards, and is compatible with Bay waters and its marine life. Approximately 650 tons of biosolids per day are sent to the 4,688-acre City owned farm site, Green Acres Farm in Kern County, as a fertilizer and soil amendment, while 8 million cubic feet of biogas gets converted to electricity per day, at the City of Los Angeles, Department of Water and Power's Scattergood Steam Power Plant.

The HTP receives sewage from five major interceptor sewer systems:

- Central Outfall Sewer (COS), which serves the southern and central parts of the City, El Segundo and portions of Culver City.

- North Central Outfall Sewer-North Outfall Sewer Interceptor System(NCOS-NOS), which serves the southern portions of the cities of Burbank and Glendale, eastern portions of the San Fernando Valley, sections of eastern, central and south-central Los Angeles, and portions of Culver City.

- North Outfall Sewer-La Cienega-San Fernando Valley Relief Sewer Interceptor System (NOS-LCSFVRS), which serves the central, northeastern and western areas of the San Fernando Valley, the western portion of the City, including Beverly Hills and

Hollywood, and Playa del Rey.

- Coastal Interceptor Sewer System (CIS), which serves the coastal areas of the City (Pacific Palisades, Venice and Mar Vista), the City of Santa Monica and adjacent areas of Los Angeles County.

- North Outfall Replacement Sewer (NORS), designed to keep the pressure off of the North Outfall Sewer.

On an average day without rain, approximately 350 mgd flow into the plant, with volumes increasing when there is rain. The plant has the capacity to great up to 1,000 mgd.

Los Angeles-Glendale Water Reclamation Plant (LAGWRP). The Los Angeles-Glendale Water Reclamation Plant began continuous operation in May 1976, as the first water reclamation plant in the City. The cities of Los Angeles and Glendale co-own the plant, while the City of Los Angeles' Department of Public Works Bureau of Sanitation operates and maintains it. Each city pays 50% of the costs and receives an equal share of the recycled water. Currently, the plant processes approximately 20 mgd, of which, approximately 95% is from commercial and residential uses and the balance 5% is from industrial uses.

The facility serves the Glendale-Burbank-La Cresenta area. Excess flows from the San Fernando Valley are also treated at the plant. The plant is normally operated on a constant-flow basis, providing full secondary treatment utilizing the standard rate activated sludge process. The advanced secondary treated effluent from the plant is either reclaimed by the cities of Los Angeles and Glendale and/or discharged into the Los Angeles River. The waste sludge is conveyed to the HTP through the NCOS-NOS.

The plant provides tertiary treatment, disinfection, nitrification/denitrification and results in 4.5 mgd of reclaimed water. The plant's highly treated wastewater meets or exceeds the water quality standards for reclaimed water for irrigation and industrial processes. Approximately 600,000 gallons of the reclaimed water per day is used as cooling water by the Glendale Steam Power Plant. Some is utilized at LAGWRP for treatment processes and landscape irrigation. Other uses include irrigation at Griffith Park, in freeway landscaping, local cemeteries and at nearby gold courses. This water reuse conserves over one billion gallons of potable water per year. The remainder flows into the Los Angeles River where it supports the river's riparian habitat.

Tillman Water Reclamation Plant (TWRP). The Donald C. Tillman Water Reclamation Plant is located in the Sepulveda Flood Control Basin, and combines an advanced wastewater treatment facility with landscaped Japanese gardens.

The facility was built to handle wastewater flows from the communities in the San Fernando Valley and has been in continuous operation since 1985. Originally designed to treat 40 mgd of wastewater, construction that was completed in 1991 expanded the capacity to its current capacity of 80 mgd.

The Additional Valley Outfall Relief Sewer (AVORS) and East Valley Interceptor Sewer carry wastewater to TWRP from about 70% of the San Fernando Valley. Approximately 60% of the flow comes from residences and approximately 40% from commercial uses. The plant provides tertiary treatment. All waste sludge is returned to the AVORS for conveyance to the HTP.

The TWRP produces approximately 26 million gallons of recycled water per day. Approximately 2.5 mdg are recycled for onsite use for treatment processes, landscape irrigation, cooling of plant equipment, air conditioning and other applications. Over 23 mdg are recycled to the three nearby lakes: the Japanese Garden Lake, the Wildlife Lake, and the Balboa Recreation Lake. Reclaimed water not reused is sent to the Los Angeles River. The plant's discharge, combined with the outfall from the three lakes, provides a minimum of 20 mgd to the Los Angeles River for support of the river's riparian habitat.

Terminal Island Water Reclamation Plant Sanitary Sewer System/Terminal Island Service Area

The Terminal Island Service Area is comprised primarily of the industries and residences of the Harbor area, including the communities of Terminal Island, Wilmington, San Pedro, and a portion of Harbor City. Approximately 60% of the flow comes from industry uses and approximately 40% comes from residences.

Terminal Island Water Reclamation Plant/Advanced Water Treatment Facilities. The Terminal Island Water Reclamation Plant was built in 1935 and has undergone improvements and upgrades in 1977, 1981, and 1997 to comply with State and federal clean water regulations. In 1977, the treatment plant upgraded its facilities to enable secondary level treatment for all wastewater. In 1997, the plant was upgraded to the tertiary treatment level, enabling the plant to distribute reclaimed water for reuse in the Harbor area, becoming the third Los Angeles wastewater treatment plant to produce reclaimed water.

In 1985, the Regional Water Quality Control Board adopted an order requiring cessation of the plant's effluent discharge to the Harbor. As a result, the City decided to install one of the most technologically advanced water reclamation treatment systems. In 1995, the Departments of Public Works, Water and Power, Environmental Affairs, Recreation and Parks and the Harbor Department agreed to develop the Advanced Water Treatment Facilities (AWTF) that would include microfiltration followed by reverse osmosis technology. Construction on the $23 million project was completed in 2002. The new facility is capable of processing 4.5 mgd of water which meets all drinking water quality standards and which may be used as potable water replacement in Harbor area industrial applications and as a barrier against seawater intrusion. At present, it is used as boiler feed water for local industries, saving several millions of gallons of potable water each day.

The plant also produces biosolids and biogas for beneficial reuse, with 50 wet tons of biosolids trucked per day to Green Acres Farm in Kern County and 239,000 cubic feet per day of biogas being used to produce steam for the onsite digesters.

Force main sewers (sewers under pressure) carry wastewater to Terminal Island for treatment from the industries and residences in the Harbor area, with approximately 60% of the flow

coming from industry and 40% coming from residences. The average daily flow into the plant is approximately 16 million gallons. The plan has a capacity to treat up to 45 mgd in wet weather. Most of the wastewater that leaves the AWTF is discharged through a 60 inch diameter pipeline into the Los Angeles Harbor. The effluent more than meets all federal and state clean water standards and is compatible with the Harbor waters and marine life.

IMPACT ASSESSMENT

Threshold of Significance

A significant adverse impact will occur if the implementation of the Proposed Plan would result in:

1. An inability to accommodate the CPA's projected wastewater flow, or

2. An increase in the rate of wastewater generation in the CPA over existing (2005) rates of generation, or.

3. The community plan area will require a disproportionate share (on a per person or per unit basis) of the City's wastewater management capacity, or

4. The projected wastewater management needs of the CPA will not be adequately served by existing and known future wastewater management facilities and programs.

Relevant Policies of the Proposed Community Plan

CF.5.77: Provide an adequate and reliable wastewater collection and treatment system that supports existing and planned development

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.

CF.5.79: Support strict water conservation measures.

CF.5.80: Encourage development projects to incorporate features that reduce on-site wastewater output.

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.

CF.5.82: Encourage the use of permeable materials for the paving of sidewalks and driveways, when feasible.

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.

Assessment

The issue of wastewater flow is a citywide concern and it transcends the boundaries of individual community plan areas that comprise the entire City. The individual community plan areas in the City do not contain an even distribution of land uses or population densities. Therefore, some community plans contribute more wastewater than others to the City's wastewater flows.

Table 4.4-10 shows the Existing (2005) wastewater flows for the major land use categories in the community plan area as well as the wastewater flows for the Existing (1988) and Proposed Community Plans and the SCAG 2030 Forecast in 2030.

Table 4.4-10 indicates that the existing daily wastewater flow, estimated to be generated by the CPA, based on its land uses, is now (2005) approximately 23.6 million gallons. Under the Existing (1988) Community Plan, it is anticipated that the CPA would generate 25.4 million gallons per day in 2030 (based on historic generation rates). Under the SCAG 2030 Forecast it is anticipated that 26.6 million gallons per day would be generated by 2030. It is anticipated that the Proposed Plan would result in a daily wastewater flow generation of up to 27.1 million gallons per day in 2030.

Table 4.4-10: Daily Wastewater Generation in the Hollywood Community Plan Area (Gallons)

Land Use	Existing (2005) Conditions	Existing (1988) Plan (2030)	SCAG Forecast (2030)	Proposed Plan (2030)
Single Family Res.	4,692,000	4,822,640	4,926,830	4,820,340
Multi-Family Res.	16,040,000	17,550,800	18,461,600	18,782,000
Commercial	2,150,447	2,129,386	2,547,982	2,675,682
Industrial	693,753	878,098	694,709	823,517
T O T A L	**23,576,230**	**25,380,924**	**26,631,121**	**27,101,539**

Consumption Rates: 230 gallons/unit/day for single family residential; 200 gallons/unit/day for multi-family residential; 80 gallons/1,000sf/day for commercial; 80 gallons/1,000sf/day for industrial.

Source: City of Los Angeles Draft L.A. CEQA Thresholds Guide (2006) Sewage Generation Factors

The Proposed Plan would result in an increase of 3.5 million gallons per day over the Existing Conditions (2005) generation rate. The Proposed Plan would result in an increase of about 470,000 gallons per day over the SCAG 2030 Forecast and would accommodate the increase in wastewater generation projected by the SCAG 2030 Forecast.

To assess the impact of the proposed plan on the City's wastewater management capacity, a

comparison is made based on the generation rates per unit of land area. The Hollywood Community Plan Area has a total land area of 16,121.6 acres, or 25.19 square miles. The City of Los Angeles has a total land area of 472.81 square miles. The Hollywood CPA represents approximately 5.3% of the entire City of Los Angeles in terms of total square miles.

Table 4.4-11: Average Residential and Commercial Wastewater Flow Projections, Citywide, 2000, 2005, and 2020

	2000	2005	2020*
Residential Flow** (mgd)	346.5	362.8	407.0
Commercial Flow*** (mgd)	55.9	58.3	63.3
Totals	402.4	421.1	470.3

* 2020 is the latest forecast year for which data is available at the time the Draft EIR was prepared
** Residential Flow = population x 81 gpcd/1,000,000 gal/MG; (gpcd = gallons per capita per day)
***Commercial Flow = employees x 24 gped/1,000,000 gal/MG; (gped = gallons per employee per day)
Source: City of Los Angeles Integrated Resources Plan, Facilities Plan, Volume 1: Wastewater Management, Final Report, July 2004; Revised November 2005

The 2005 wastewater generated Citywide amounted to an average of 421.1 million gallons per day. In comparison, the existing 2005 wastewater flow in the Hollywood CPA amounted to 23.6 million gallons per day. This amounts to 5.6% of the citywide wastewater flow for 2005. In other words, the Hollywood CPA, which represents approximately 5.1% of the entire City of Los Angeles in terms of total square miles, contributed a proportionate amount of wastewater to the City's wastewater flow.

The Proposed Plan land uses would result in the generation of up to 27.1 million gallons per day, an increase of 3.6 million gallons per day. This would amount to 6.4% of the 2005 citywide wastewater flow (421.1 mgd) or 5.8% of the projected citywide wastewater flow for 2020 (470.3 mgd). Therefore, in 2030, the CPA's projected contribution to the citywide wastewater flow under the Proposed Plan would be similar to today in terms of percentage contribution of the Citywide total flows. With the implementation of the Proposed Plan, the Hollywood CPA would generate approximately 5.8% of the wastewater generated Citywide in 2020. This is an increase of 0.2% over the existing 2005 contribution and would be within the planned capacity of treatment facilities.

It is anticipated that water conservation will lead to reductions in the amount of wastewater generated. Due to aging infrastructure replacement of sewer lines in the area can reasonably be expected with or without the Proposed Plan. The Proposed Plan may lead to the need for some localized sewer improvements to accommodate increased flows.

MITIGATION MEASURES

1. Continue to implement existing water conservation measures, including ultra low-flush installation and, school educational, public information, and residential programs, and develop new ones as needed.

2. Adopt a comprehensive water reuse ordinance that will establish, among other things, goals on reuse of reclaimed water.

3. Establish water reuse demonstration and research programs and implement educational programs among consumers to increase the level of acceptance of reclaimed water.

4. Provide incentives for the development of new markets and uses for reclaimed water.

5. Rehabilitate existing sewers in poor structural condition and construct relief sewers to accommodate growth whenever necessary.

6. Expand or upgrade existing local sewers in the community plan area to accommodate increased wastewater flow whenever necessary.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

With the implementation of the recommended mitigation measures, impacts would be less than significant.

SOLID WASTE GENERATION AND DISPOSAL

EXISTING CONDITIONS

Solid waste management in the City of Los Angeles involves both public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. The Los Angeles City Department of Public Works Bureau of Sanitation has the responsibility to develop plans and strategies to manage and coordinate the solid waste generation in the City of Los Angeles and to address the disposal needs of the City of Los Angeles as a whole. The Bureau of Sanitation also collects solid waste generated primarily by single-family dwellings, most small, multi-family dwellings usually consisting of four units or fewer, and public facilities. Private hauling companies collect solid waste generated primarily from large multi-family residential, commercial and industrial properties. Solid waste management includes solid waste source reduction, recycling, composting, transformation and disposal.

The management of non-hazardous waste in the City is guided by policies at the state and local levels. Acknowledging the need to develop a comprehensive integrated solid waste management policy throughout the state in the face of growing solid waste disposal needs and reduced landfill capacity, the State of California Legislature enacted the California Integrated Waste

Management Act (also known as Assembly Bill 939 or AB 939) in September 1989. To address landfill capacity problems throughout the state, the California Integrated Waste Management Act and its modification, AB 2492, require that all jurisdictions, cities, and counties divert 25 percent of the total waste stream from landfill disposal by January 1, 1995 and 50 percent by January 1, 2000. The City of Los Angeles met and exceeded these requirements with a 60 percent diversion rate in the year 2000. This rate of diversion increased to 62 percent in 2001 and 2002.

AB 939 also requires that adequate long-term disposal capacity be identified and secured. In addition, state law requires that each city in the state prepare and adopt a Solid Waste Generation Study (SWGS) and a Source Reduction and Recycling Element (SRRE). The main purpose of the SRRE is to describe in detail how each city will meet the state-mandated diversion requirements. The SRRE for each locality then becomes the basis for each county's Integrated Solid Waste Management Plan.

The City of Los Angeles prepared a Solid Waste Management Policy Plan (CiSWMPP) which was adopted in November 1994 by the City Council. The CiSWMPP is a long-range solid waste management policy plan for the City, containing goals, objectives, and policies for solid waste management, while the SRRE is the strategic action plan for diverting solid waste from landfills. The CiSWMPP also specifies citywide diversion goals and disposal capacity needs. The CiSWMPP established the following goals:

1. Maximum Waste Diversion - To create an integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal.

2. Adequate Recycling Facility Development - To expand the siting of facilities that enhance waste reduction, recycling, and composting throughout the City beyond the current limits of the zoning code in ways that are economically, socially, and politically acceptable.

3. Adequate Collection, Transfer, and Disposal of Mixed Solid Waste - The City shall ensure that all mixed solid waste that cannot be reduced, recycled, or composted is collected, transferred, and disposed in a manner that minimizes adverse environmental impacts.

4. An Environmentally Sound System - To develop an environmentally sound solid waste management system that protects public health and safety, protects natural resources and minimizes adverse environmental impacts.

5. A Cost-Effective Solid Waste Management System - The City shall operate a cost-effective integrated waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs.

The objective of the CiSWMPP was a 50 percent reduction in waste generation either through source reduction or recycling by the year 2000 or as soon as possible thereafter and consisted of

implementing a residential curbside program and a commercial technical assistance program. The CiSWMPP designated the remaining waste to be disposed in local and possible remote landfills. The CiSWMPP also established a Citywide diversion objective of 70 percent by 2020. The City achieved a 60 percent diversion rate in the year 2000 which increased to 62 percent in 2001 and 2002. Currently, the City has a goal of achieving a 70 percent reduction by the year 2015 (although an even more ambitious goal of 75 percent diversion by 2013 has also been mentioned in certain documents).

The City is also developing and implementing the Solid Waste Integrated Resources Plan (SWIRP), a 20-year master plan for the City's solid waste and recycling programs. SWIRP will contain the City's objectives to provide sustainability, resource conservation, source reduction, recycling, renewable energy, maximum material recovery, public health and environmental protection for solid waste management planning through 2030. The goals of the SWIRP are to eliminate the City's use of urban landfills, develop alternative technologies for long term waste disposal, increase recycling and resource recovery and to convert the entire Sanitation fleet to clean fuel Liquid Natural Gas vehicles with the ultimate goal of leading Los Angeles towards being a "zero waste" City by 2025. The SWIRP fact sheet indicates that, in 2006, the City generated a total of 9.62 million tons of potential solid waste. Of this total, the City diverted 5.97 million tons (62%) from being disposed into landfills. The diverted waste included 2.49 million tons of construction and demolition waste, 2.58 million tons of recyclables, and 0.90 million tons of organics. The remaining 3.65 million tons were disposed of in landfills. **Table 4.4-12** indicates the composition of the Citywide disposed waste.

Table 4.4-12: 2006 Disposed Waste Composition, Citywide

Waste Composition	Percentage of Waste
Organics	40%
Paper	29%
Plastic	11%
Construction & Demolition	8%
Metal	4%
Special	4%
Glass	3%
Electronics	1%

Source: City of Los Angeles Department of Public Works Bureau of Sanitation Solid Waste Integrated Resources Plan Fact Sheet

Table 4.4-13 indicates the origins of the waste that was disposed in landfills in 2006.

Table 4.4-13: Source of Waste Disposed in Landfills (2006)		
Source of Origination	**Amount in Tons**	**Percentage**
Commercial	1,747,000	48%
Single Family Residential	988,000	27%
Multi-Family Residential	757,000	21%
Construction & Demolition Sites	157,000	4%
Total	**3,650,000**	**100%**
Source: City of Los Angeles Department of Public Works Bureau of Sanitation Solid Waste Integrated Resources Plan Fact Sheet		

Of the amount that was disposed in landfills in 2006, 1,474,000 tons (48%) were generated from commercial sources, 988,000 tons (27%) were generated from single family residential, while 757,000 tons (21%) were generated from multi-family residential. The remaining 157,000 tons (4%) were generated from construction and demolition sites.

Table 4.4-14 shows the status of non-operating landfills in the Los Angeles area.

Table 4.4-14: Status of Landfills in Los Angeles (Non-Operating)	
Landfill	**Status**
Bishops Canyon Landfill	Land restoration complete
Branford Landfill	Land restoration complete
Gaffey Street Landfill	Land restoration complete
Lopez Canyon Landfill	Closure work incomplete
Sheldon-Arleta Landfill	Closure work and land redevelopment in progress
Toyon Canyon Landfill*	Closure work complete
*Located in Hollywood Community	

As shown in **Table 4.4-15**, approximately 58% of the solid waste produced in the city is taken to 17 regional transfer stations.

Table 4.4-15: Regional Transfer Stations		
Regional Transfer Station	**Reported Citywide Tons* (2006)**	**Percent Received**
American Waste Transfer Station	274291	13.00%
Athens Transfer Station	112	0.00%
Bel-Art Waste Transfer Station	54005	2.6
Carson Transfer Station	76468	3.6
Central Los Angeles Recycling Center and Transfer Station (CLARTS)	683752	32.4
Community Recycling	270004	12.8
Compton Recycling and Transfer Station (Browning Ferris Ind.)	112883	5.3
Downy Area Recycling & Transfer Station (DART)	26604	1.3
East Los Angeles Recycling and Transfer Station (ELARTS)	48531	2.3
Falcon Refuse	48000	2.3
Innovative Waste Control	203028	9.6
Mission Road Recycling and Transfer Station	191985	9.1
Paramount Resource Recycling Facility	6000	0.3
South Gate Transfer Station- Sanitation District	30764	1.5
South Gate Transfer Station- Waste Management	19433	9
Southern California Disposal	62500	3
Waste Resource Recovery	3696	0.2
TOTAL	**2,112,056**	**100**

** Includes residential and commercial solid waste*

Approximately 32.4% of the trash collected from City of Los Angeles Curbside Collection Program, the General Public and the Commercial Industry is collected at the Central Los Angeles Recycling and Transfer Station (CLARTS), located at 2201 E Washington Blvd. Los Angeles, CA 90021 (near 9th Street Junction). CLARTS has a permitted capacity of 4,025 tons/day. It's present capacity is 2,000 tons/day. It receives a total of 1,594 tons/day of City of Los Angeles waste as follows: North Central: 733 tons/day (Hollywood Community) and South Los Angeles: 861 tons/day. In addition, it receives 200-300 tons/day of private waste. The Truck Traffic Volumes is 2,000 tons/day at present, with 300 Trips (6.5 tons/load), inbound and 90 Trips (22 tons/load), outbound (see: http://www.lacitysan.org/srpcd/TS_clarts.htm).

Once collected, this trash is sorted and recycled at these facilities and hauled to landfills. Since all city-owned land fills have been closed and currently being restored for other uses, waste goes to regional landfills. In 2006 solid waste collected by the Bureau of Sanitation was taken to Sunshine Canyon Landfill for disposal, Calabasas Landfill only during service disruptions, and

to Southeast Resource Recovery Facility for energy conversion. Solid waste collected by private haulers is directly delivered to 16 regional landfills and two waste-to-energy facilities.

Table 4.4-16: Regional Landfills and Waste-to-Energy Facilities

Regional Landfills and Waste-to-Energy Facilities	Citywide Tons* Received (2006)	Percent Received
Antelope Valley Public Landfill	8483	0.2
Bradley Landfill	350059	9.6
Calabasas Sanitary Landfill	321147	8.8
Chiquita Canyon Sanitary Landfill	764300	20.9
El Sobrante Sanitary Landfill	85235	2.3
Frank R. Bowerman Sanitary Landfill	41173	1.1
Lancaster Landfill	133433	3.7
Olinda Alpha Sanitary Landfill	130473	3.6
Prima Deshecha Sanitary Landfill	24047	0.7
Puente Hills Landfill	96414	2.6
Scholl Canyon Sanitary Landfill	3553	0.1
Simi Valley Landfill-Recycle Center	62376	1.7
Sunshine Canyon Landfill	1599344	43.8
Commerce Refuse-to-Energy Facility**	7140	0.2
South East Resource Recovery Facility**	27380	0.7
TOTAL	3654557	100

* Includes residential and commercial solid waste ** Waste-to-Energy Facilities
Source:
http://www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPfacilitySystemInfrastructureFactSheet_032009.pdf

IMPACT ASSESSMENT

Threshold of Significance

A significant adverse impact will occur if the implementation of the Proposed Plan could result in either one or both of the following:

1. An inability to accommodate the CPA's projected solid waste generation and disposal needs.

2. The generation of a substantial amount of solid waste requiring disposal.

Relevant Policies of the Proposed Community Plan

CF.5.84: Provide a cost-effective and environmentally sound solid waste management system that protects public health, safety, and natural resources.

CF.5.85: Promote recycling and waste reduction. Support recycling centers that transform waste disposal into resource recovery and economic development opportunities.

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.

Assessment

The issues of solid waste generation and disposal are a citywide concern that transcends the boundaries of the individual community plan areas that comprise the City of Los Angeles.

Table 4.4-17 indicates the amount of solid waste generated daily in the Hollywood Community Plan Area.

Table 4.4-17 indicates that the Existing (2005) daily solid waste generation for all land uses in the community plan area was approximately 2,314,647 pounds (lbs.). The Existing (1988) Plan could result in generation of about 2.4 million lbs. per day in 2030. The SCAG 2030 Forecast could result in the generation of about 2.7 million lbs. per day of solid waste being generated in the CPA in 2030. The Proposed Plan could result in the generation of up to 2.8 million lbs. per day in 2030.

By 2030 the Proposed Plan could result in an increase of about 431,280 lbs. per day over the Existing (2005) Conditions. The Proposed Plan would result in an increase of 96,100 lbs. per day over the anticipated solid waste generation under the SCAG 2030 Forecast.

Table 4.4-17: Solid Waste Generated (Daily) in the Hollywood Community Plan Area (Pounds)

Land Use	Existing Conditions (2005)	Existing (1988) Community Plan (2030)	SCAG Forecast (2030)	Proposed Plan (2030)
Residential	1,230,338	1,329,670	1,390,906	1,404,836
Commercial	943,509	934,268	1,117,927	1,173,955
Industrial	140,800	178,214	140,994	167,136
T O T A L	**2,314,647**	**2,442,152**	**2,649,827**	**2,745,927**

Generation Rates:12.23 lbs/unit/day for residential; 10.53 lbs/employee/day for commercial; and 8.93 lbs/employee/day for industrial.
Source: City of Los Angeles Draft L.A. CEQA Thresholds Guide, 2006

The Hollywood Community Plan Area has a total land area of 16,121.6 acres, or 25.19 square miles. The City of Los Angeles has a total land area of 472.81 square miles. The Hollywood CPA represents approximately 5.3% of the entire City of Los Angeles in terms of total square miles. The 2006 solid waste generated Citywide amounted to 3.65 million tons for the year, which amounts to about 10,000 tons per day (about 20,000,000 pounds per day -- 1 ton = 2,000 lbs.).

Under the Existing (2005) Conditions, the amount of solid waste generated in the Hollywood CPA was about 2.31 million lbs. per day. This amounted to about 11.57% of the solid waste generated Citywide. Therefore, in 2005, the Hollywood CPA, which amounts to a total of 5.3% of the entire City in terms of total area, generated 11.57% of the City's solid waste.

The Proposed Plan land uses would result in the generation of up to about 2.8 million lbs. per day in 2030. This level of solid waste generation would amounts to 13.73% of the 2006 Citywide generation rate of 20,000,000 lbs. per day. Therefore, with the implementation of the Proposed Plan, the Hollywood CPA in 2030 would generate 13.73% of the total solid waste generated Citywide in 2006. However, it is anticipated that solid waste generation in other areas of the City will also increase so the CPA share of the Citywide total will likely be less than this.

The Proposed Plan is designed to accommodate a projected increase in the CPA's future population. Since the overall amount of developed land area in the CPA remains the same under the Proposed Plan, the projected increase in the future population is accommodated through an increase in the intensity of land use. This increased density results in a corresponding increase in the amount of solid waste generated per unit of developed land.

It is anticipated that increasing conservation and recycling practices will reduce the amounts of solid waste as compared to the amounts shown in this analysis.

MITIGATION MEASURES

1. Implement the Solid Waste Integrated Resources Plan to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.

2. Encourage and provide incentives for the processing and marketing of recyclable items.

3. Accelerate on-going efforts to provide alternative solid waste treatment processes and the expansion of existing landfills and establishment of new sites.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Implementation of the Proposed Plan and above mitigation measures are anticipated to reduce the impacts of the Proposed Plan to 2005 levels of solid waste generation and disposal and therefore the impact would be less than significant.

4.5 TRANSPORTATION

EXISTING CONDITIONS

Highway System Characteristics

The highway system within the Hollywood Community Planning Area (CPA) is a grid system south of the Santa Monica Mountains and includes limited through routes and many narrow winding streets in the hills. There are several major streets that traverse the southern part of the area in a grid-like formation. The presence of the Hollywood Freeway (Route 101) in the middle of the CPA and the Golden State Freeway (I-5) and the Glendale Freeway (SR-134) Freeway to the east and north create various access points to the Hollywood area from different regions. Significant volumes of regional trips are made through the CPA to/from the Hollywood Freeway. The proximity of downtown Los Angeles and the congested nature of the freeways around the Hollywood area results in other streets within the CPA also being used by regional commute traffic. Estimates of the percentage of through traffic on central Hollywood streets range as high as 70%, meaning that changes in land use within the Hollywood CPA will result in marginal changes to traffic volumes due to the increase in percentage of through trips.

Freeways

As mentioned above, three freeway systems provide regional access from the Hollywood CPA to all other areas of the Southern California region. Due to their location near downtown Los Angeles, these freeways carry large volumes of traffic.

- **US 101 (Hollywood Freeway)** - runs predominantly northwest-southeast and is located at the center of the study area. The Hollywood Freeway is the second oldest freeway in Southern California. It has four mainline lanes in each direction with ramp access within the study area at Sunset Boulevard, Hollywood Boulevard, Santa Monica Boulevard, Cahuenga Boulevard, Gower Street, Vine Street, Highland Avenue, Barham Boulevard and Western Avenue. The 2007 annual average daily traffic (ADT) on the 101 Freeway in the study area ranged from 290,000 vehicles at Highland Avenue to 197,000 at Santa Monica Boulevard. The Hollywood Freeway experiences congestion in both directions during peak hours and often on weekends.

- **I-5 (Golden State Freeway)** - runs northwest-southeast and is located directly east of the study area. It has five mainline lanes in each direction with ramp access to the study area at Los Feliz Boulevard, Griffith Park Drive, and Zoo Drive. Year 2007 Annual average daily traffic (ADT) on I-5 ranged from 248,000 vehicles north of the SR-2 Freeway to 260,000 vehicles at Zoo Drive south of the SR-134 Freeway.

- **Route 2 (Glendale Freeway)** – The Glendale Freeway connects the I-210 freeway in La Canada-Flintridge to the I-5 freeway passing through Glendale. It terminates on Glendale Boulevard in Silver Lake. The Route 2 designation continues on Santa Monica Boulevard which runs east-west in the southern portion of the study area. In the original State Highway Plan, it was intended to continue south to the 101 Freeway and then west

along the Santa Monica Boulevard corridor to Beverly Hills. There are no plans to extend the freeway and the Route 2 Freeway has been studied in the past to determine how its impact on the Hollywood Community could be reduced, with consideration given to terminating it at the I-5.

- **Route 134 (Ventura Freeway)** –runs east-west along the most northerly portion of the study area. The entire freeway runs from US-101 near Riverside Drive easterly to SR-210 in Pasadena. Construction of westbound Route 134 to southbound US-101 connector was put "on hold" pending completion of the interchange for the Laurel Canyon Freeway (Route 170), which ended up never being constructed. Also the construction of the eastbound Route 134 to northbound I-5 was never completed due to the illogical reverse move. The angles between the two freeways are too sharp. Exits within the Hollywood CPU area include Forest Lawn Drive, Zoo Drive and Riverside Drive.

Surface Roadways

As noted earlier, the major roadways in the Hollywood Community follow a partial grid pattern. Roadways are classified as Major Class II Highways (typically 100-104 feet right of way and two to three lanes in each direction), Secondary Highways (typically 80-90 feet of right of way and two lanes each direction), Collector streets (typically one lane each direction) and Local Streets (one lane each direction). Below are conditions that must be met when identifying the above three roadway classifications pertinent to the Hollywood Community Plan study area:

- **Major Class II Highway** -- 104' right-of-way (ROW)
  a. standard cross section
     - 12' sidewalk/parkway + 13' curb lane
     - 4 full-time through lanes
     - 2 part-time parking lanes/part-time travel lanes
     - 1 median/left turn lane
  b. pedestrian priority segments
     - 17' sidewalk/parkway + 8' curb parking
     - 4 full-time through lanes
     - All-day parking
     - 1 median/left turn lane

- **Secondary Highway** -- 90' ROW
  a. standard
     - 10' sidewalk/parkway + 19' curb lane
     - 4 full-time through lanes
     - All-day parking
     - 1 median/left turn lane
  b. pedestrian priority segments
     - 15' sidewalk/parkway + 8' curb parking
     - 4 full-time through lanes
     - All-day parking

- **Collector Streets** -- 64' ROW
  a. standard cross section
     - 10' sidewalk/parkkway
     - 2 full-time through lanes
     - 2 full-time parking lanes
  b. industrial areas -- 64' ROW
     - 8' sidewalk
     - on-street parking restrictions
     - 2 full-time through lanes
     - Minimum 35' curb radius
  c. hillside areas -- 50' ROW
     - 5' sidewalk
     - 2 full-time through lanes
     - 2 full-time parking lanes

It is important to note that not all streets meet these specifications and that some classifications vary on a case-by-case basis. The following paragraphs discuss the significant and regional roadways in the Hollywood Community.

Major Class II Highways

East-West

- **Sunset Boulevard** – is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. Peak period parking restrictions result in a third travel lane in each direction during peak periods. The posted speed limit along Sunset Boulevard is 35 MPH.

- **Santa Monica Boulevard** - is a Major Class II Highway from its beginning at Sunset Boulevard to the west. It is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Santa Monica Boulevard is 35 MPH.

- **Hollywood Boulevard** - is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Hollywood Boulevard is 35 MPH.

North-South

- **Cahuenga Boulevard West (Barham to Odin and Franklin to Odin)**- is a Major Class II Highway with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street. It also has center turn lanes at intersections. North of Odin Cahuenga transitions to three lanes northbound and one lane southbound

to the Pilgrim Bridge and northbound US-101 on-ramp. North from the Pilgrim Bridge to Barham Boulevard, Cahuenga operates as two parallel streets on opposites sides of the US-101 freeway. Cahuenga East is a one-way northbound frontage road. Cahuenga West is a two-way street connecting Highland Avenue to Ventura Boulevard with one lane northbound and two lanes southbound.

- **Fairfax Avenue**- is a Major Class II Highway from Hollywood Boulevard to Fountain Street. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. Peak period parking restrictions result in a third travel lane in each direction during peak periods. The posted speed limit along Fairfax is 35 MPH. South of Fountain Street, Fairfax Avenue is a Secondary Highway. North of Hollywood Boulevard it is a Secondary Highway.

- **Highland Avenue**- is classified a Major Class II Highway north of Melrose Avenue. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. Peak period parking restrictions result in a third travel lane in each direction during peak periods. The posted speed limit along Highland Avenue is 35 MPH. It is a Secondary Highway south of Melrose Avenue.

- **La Brea Avenue**- is classified a Major Class II Highway from Melrose Avenue to Hollywood Boulevard. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along La Brea Avenue is 35 MPH. From Hollywood Boulevard to Franklin Avenue it transitions into a Secondary Highway. From Franklin Boulevard north it transitions into a Collector Street.

- **La Cienega Boulevard**- is classified a Major Class II Highway at the western boundary of the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along La Cienega Boulevard is 35 MPH.

- **Vermont Avenue**- is classified a Major Class II Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Vermont Avenue is 35 MPH.

- **Vine Street**- is classified a Major Class II Highway from Melrose Avenue to Franklin Avenue. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Vine Street is 35 MPH. North of Franklin Avenue it transitions into a Secondary Highway.

- **Western Avenue**- is classified a Major Class II Highway from Melrose Avenue to Franklin Avenue. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Western Avenue is 35 MPH. North of Franklin Avenue it transitions into a Secondary Highway.

Secondary Highways

East-West

- **Barham Boulevard**- is classified a Secondary Highway that defines a boundary for the northern portion of the study area. It forks into West Olive Avenue and Forest Lawn Drive. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Barham Boulevard is 35 MPH.

- **Los Feliz Boulevard**- is a secondary highway from Western Avenue to Vermont Avenue. It becomes a Major Class II Highway east of Vermont Avenue. The posted speed limit along Los Feliz Boulevard is 35 MPH at the point where it transitions into a Major Class II Highway.

- **Franklin Avenue**- is a Secondary Highway in the Plan Area from Gardner Street to St. George Street to the east. It has segments with two lanes in each direction with on-street parking on both sides of the street as well as segments with one-lane in each directions and parking. There are left turn pockets at some, but not all intersections.

- **Fountain Avenue**- is a Secondary Highway in the Plan Area with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street from Fairfax Avenue to La Brea Avenue. There is a gap in which Fountain becomes a Collector from La Brea Avenue to Wilcox Avenue. Fountain Avenue then continues as a Secondary Highway from Wilcox Avenue to Hyperion Avenue. There are left turn pockets at most intersections between Western Avenue and Cahuenga Boulevard. There is also a center lane turn lane from Van Ness Street to Wilton Avenue.

- **Griffith Park Boulevard**- is a Secondary Highway in the Plan Area from Hyperion Avenue to Los Feliz Boulevard. North of Los Feliz Boulevard it transitions into a Local road.

- **Hyperion Avenue**- is a Secondary Highway in the Plan Area with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street from Glendale Boulevard to Fountain Avenue where it transitions into a Collector street.

- **Laurel Canyon Boulevard** – is a Secondary Highway in the Plan area that turns into Crescent Heights Boulevard at Sunset Boulevard. Other than a few blocks at its southern end, Laurel Canyon Boulevard is one lane in each direction with limited on-street parking as it works through the hills.

- **Melrose Avenue** - is a Secondary Highway in the Plan Area with two lanes in each direction as well as intermittent time restricted and metered parking lanes on both sides of the street. There are also center turn lanes and pockets at a number of locations.

- **Rowena Avenue**- is a Secondary Highway in the Plan Area with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street from Los Feliz Boulevard to Glendale Boulevard. North of Los Feliz Boulevard it transitions into a Local road.

North-South

- **Cahuenga Boulevard (south of Franklin)**- is a Secondary Highway in the Plan Area with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street. There are also center turn lane pockets at certain intersections.

- **Gardner Street (Fountain to Franklin)**- is a Secondary Highway in the Plan Area with one lane in each direction as well as time restricted and metered parking lanes on both sides of the street.

- **Martel Avenue (Rosewood to Willoughby)**- is a Secondary Highway in the Plan Area with one lane in each direction as well as time restricted parking lanes on both sides of the street.

- **North Crescent Heights Boulevard**- is a Secondary Highway in the Plan Area with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street. There are also center turn lane pockets at certain intersections.

- **Myra Avenue**- is a Secondary Highway from Fountain Avenue to Santa Monica Boulevard with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street.

- **Normandie Avenue**- is a Secondary Highway in the Plan Area with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street.

- **Silver Lake Boulevard**- is a Secondary Highway in the Plan Area with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street.

- **Virgil Avenue**- is a Secondary Highway in the Plan Area with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street. There are center turn lane pockets at major intersections.

- **Vista Street (Willoughby to City boundary just north of Romaine)**- is a Secondary Highway in the Plan Area with one lane in each direction as well as time restricted and metered parking lanes on both sides of the street. There are also center turn lane pockets at certain intersections.

- **Wilton Place**- is a Secondary Highway in the Plan Area with two lanes in each direction as well as time restricted and metered parking lanes on both sides of the street from 200 feet North of Sunset Boulevard to the South edge of the study area. North of Sunset it transitions into a Collector Street.

Collector Streets

The collector streets in the Community Plan Area are intended to primarily collect traffic from the local residential streets and provide access to the highways described above. They are all one lane in each direction. Parking lane widths vary based on whether the street is a standard, hillside, or industrial collector. Below is the list of designated collector streets within the Community Plan Area:

East-West

- *Deep Dell Place*
- *Finley Avenue*
- *Odin Street*
- *Willow Glen*
- *Woodrow Wilson*

North-South

- *Canyon Drive*
- *Doheny Drive*
- *Edgemont Street*
- *Holly Drive*
- *Ivar Street*
- *Kings Road*
- *Nichols Canyon Road*
- *North Beachwood Drive*
- *Orange Drive*
- *Outpost Drive*
- *Pointsettia Place*
- *Primrose Avenue*
- *Rosewood Avenue*
- *Sunset Plaza Drive*
- *Sweetzer Avenue*
- *Talmadge Street*
- *Van Ness Avenue*
- *Wonder View Drive*

Figure 4.5-1 illustrates the existing roadway designations in the current Hollywood Community Plan.

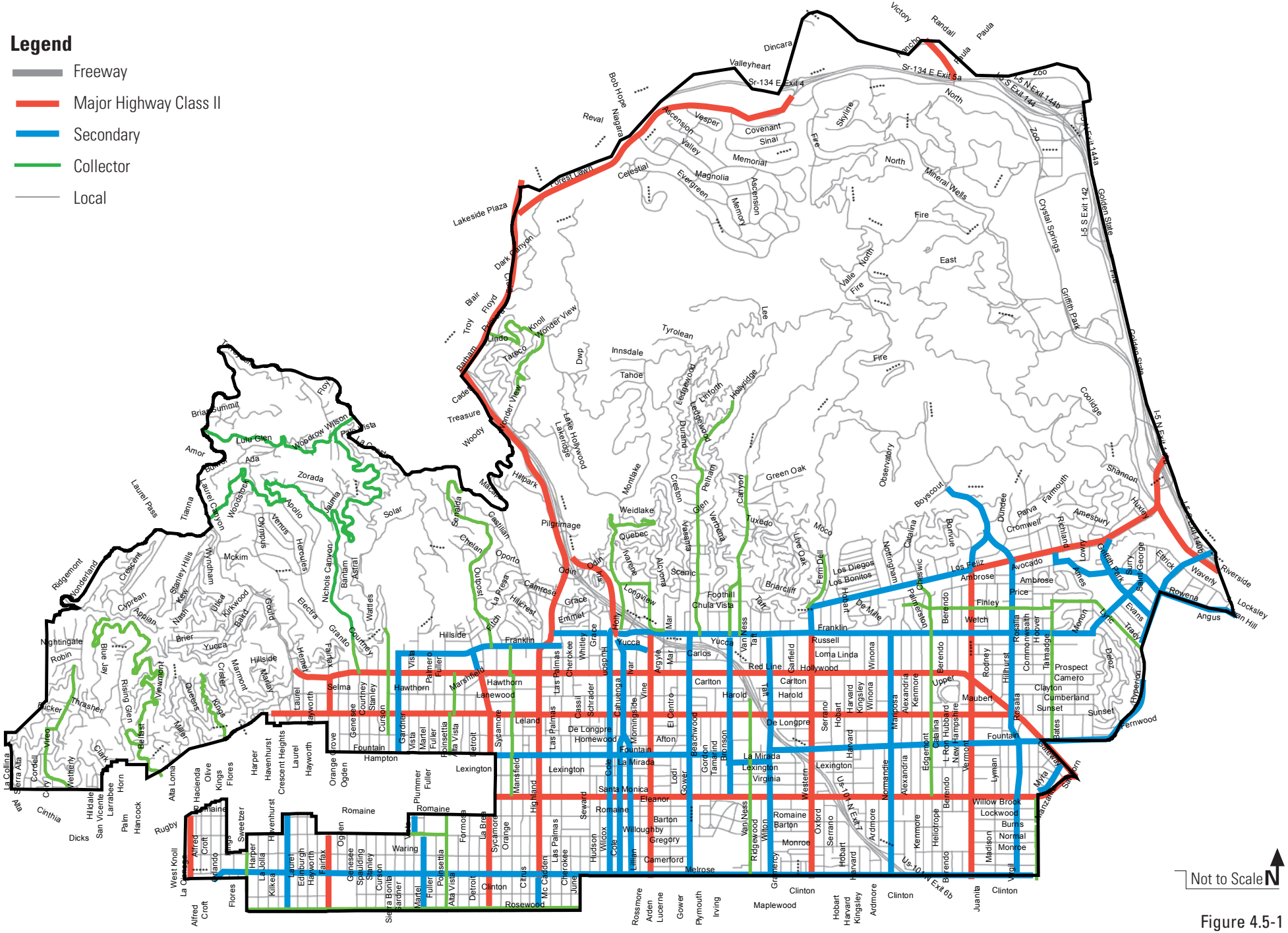

Figure 4.5-1

EXISTING ROADWAY DESIGNATIONS

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Signalized Intersections and Traffic Control Devices

The signal system in this community plan area has been completely updated to the Automated Traffic Surveillance and Control (ATSAC) system. This system allows monitoring and control of the signal from a central Traffic Operations Center (TOC) at City Hall. The importance of linking to the ATSAC system is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay due to stops and enhances vehicle flow. Studies by the Los Angeles Department of Transportation have shown that the ATSAC system reasonably increases capacities on roadways by approximately 7 percent. Currently the whole signal system in Hollywood is online with the ATSAC system.

Traffic Operations – Methodology

In order to understand the operating conditions of traffic, it is important to understand the concept of level of service and the methodology used to determine the LOS. Level of service is a qualitative measure describing traffic flow conditions. The ranges vary from LOS A at free flow conditions to LOS F at extremely congested conditions. The methodology used to determine the link LOS involves the calculation of the V/C ratio on each of the links.

LADOT has established LOS D as a minimum satisfactory level of service. As seen in **Table 4.5-1**, LOS is related to the ratio of traffic demand volume to capacity (V/C) for a street segment.

Year 2005 model estimates were developed using the socioeconomic data for the 2004 Regional Transportation Plan (RTP). This was the most up-to-date set of socioeconomic data available during the preparation of the Hollywood Community Plan. The 2005 estimates provided the roadway segment volumes used in the existing conditions analysis of the volume to capacity (V/C) ratio and arterial link level of service (LOS).

The assumed capacities on roadway links were developed in conjunction with LADOT. The capacities reflect the maximum number of vehicles per hour that can be reasonably carried on the roadway under prevailing traffic conditions. The assumed roadway capacities for each type of facility used are as follows:

Facility Type	Hourly Capacity (veh./lane/hour)
Freeway mainline	2,000
Freeway ramp	600
Freeway connector	1,600
Two-way major highway	800
Two-way secondary highway	700
Collector and local streets	600

Table 4.5-1: Level of Service Interpretation		
LOS	**Description**	**V/C**
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers have freedom of operation.	0-.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	.61-.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	.71-.80
D	Fair Operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	.81-.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	.91-1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or in the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.01
Source: Highway Capacity Manual, Special Report 2009, Transportation Research Board, Washington, D.C., 2000		

Model Refinement

The Southern California Association of Governments (SCAG) model assigns traffic to Traffic Analysis Zones (TAZs). The model was focused and refined in order to provide a tool to analyze future impacts due to growth in the Hollywood Community Plan area. This required the disaggregation of traffic analysis zones (TAZ), addition of roads to the street network and updates of the socioeconomic data (SED). The following is a short discussion of the refinement work conducted for the Hollywood CPU.

The number of TAZ's was increased from 42 zones to 50 zones in the Hollywood Community Plan area. The new zone boundaries were determined based on current and future land use/development boundaries. The SCAG model contained roadways only down to the secondary highway level. The network refinement task added all roadways that were determined to be significant for the study, including important collector streets. The SED data was adjusted to reflect the pattern of growth anticipated by the Hollywood Community Plan.

Selected Highway Segments for Analysis

As discussed in the Highway System Characteristics discussion above, a majority of the streets in Hollywood are designated as collectors and local streets. This is true even of non-continuous streets and streets that provide only local access. In reality, many of these streets function and operate as local streets. Such roadways seldom experience significant traffic impacts due to congestion but they are often used as cut through routes by drivers seeking to avoid congestion on nearby major or secondary highways.

One of the purposes of the TIMP is to identify transportation facilities that may need improvements in order to facilitate regional and inter-community connections. The TIMP is to examine collector-level and higher facilities within the City's jurisdiction. The reason for evaluating these facilities is that, typically, streets designated as Collectors, Secondary and Major Class II Highways play a significant role in the movement of traffic.

Within the Hollywood area, all roadways designated higher than collector-level are analyzed for impact significance. At the collector street level, the roadways are carefully examined to determine their true functional classification. Only streets that truly function in the capacity of a collector are included in the analysis.

Existing Link Levels of Service (LOS)

Table A-1 in the Appendix to the Transportation Improvement and Mitigation Program (TIMP; the TIMP is included as **Appendix C** of this EIR) presents the detailed results of the volume-to-capacity calculations for links analyzed in the 2005 Existing Conditions. The existing traffic volumes are identified with traffic volumes separated by direction, indicated by the "NB/EB" or "SB/WB" heading. These represent north and south directions or east and west directions of travel, depending on the orientation of the facility.

The calculated volume-to-capacity ratio for each direction is presented under the column "V/C". The associated Level of Service for each V/C range is presented in the final columns under "LOS." **Table 4.5-2** provides the 2005 roadway Hollywood Arterial Summary including the vehicle miles traveled (VMT), vehicle hours of travel (VHT), and average speed on the streets within the Hollywood Community Plan area.

VMT is a measure of how much and how far people are driving. The higher the VMT, the more auto travel there is, with related increases in emissions. VHT is a measure of how much time is spent traveling. Increasing VHT indicates more time spent in slower-moving, congested streets. The number of segments operating at LOS E or F, with a V/C of 0.91 or worse, is reported since the number of such congested segments will be used to assess the significance of growth impacts.

A total of 41% of Hollywood roadways (285 Links) operate at an LOS E or F is in the 2005 base year. **Figure 4.5-2** identifies the location of all links that are operating at LOS E or worse in the existing condition during the PM peak hour. The volume-weighted V/C ratio is 0.939 for the 2005 base year. This indicates that on the whole, the streets in the Hollywood are an average of

93.9 percent of capacity in the PM peak hour. **Table 4.5-2** presents data for the AM peak period, Mid-day (MD), PM peak period, night-time (NT), and total 24-hour period. VMT and VHT are typically highest in the PM peak period when retail, entertainment, and tourist trips overlap with commute trips. Table A-1 in the Appendix to the TIMP shows the existing Level of Service for each arterial segment in the Hollywood CPA.

Table 4.5-2: Arterial Summary, Existing Conditions 2005

	VMT	VHT	Avg Speed (mph)
AM	429,148	23,013	19
MD	571,769	21,614	26
PM	668,102	36,832	18
NT	252,038	8,238	31
Total	1,921,057	89,698	21

2005 Existing conditions PM Weighted Average V/C: 0.939
2005 Existing Conditions % Links Operating at E-F: 41%

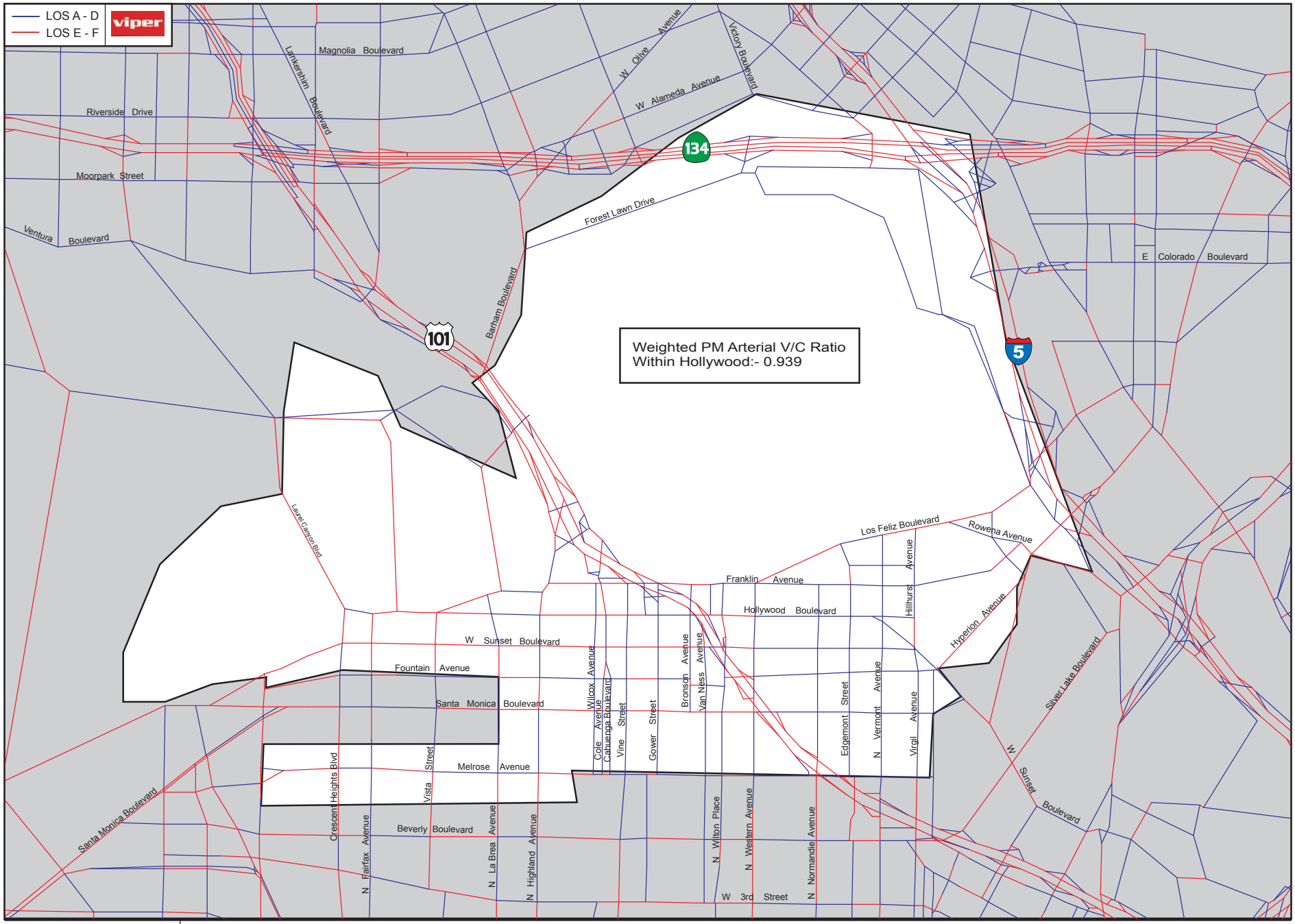
Transit Services

The Hollywood Community Plan Area is currently served by the Los Angeles County Metropolitan Transit Authority (Metro) that operates 23 bus routes in and around the area. **Table 4.5-3** summarizes the service area, the days of operation, and approximate weekday hours of operation.

Bus lines operate along Hollywood Boulevard, Highland Avenue, Hillhurst Avenue, Sunset Boulevard, Santa Monica Boulevard, Hawthorn Avenue, Vermont Avenue, Normandie Street, Franklin Avenue, Cahuenga Boulevard, Laurel Canyon Boulevard, Melrose Street, and La Brea Avenue.

Most of the local routes in the Hollywood area provide daily service from early morning until late evening; nineteen of those bus routes operate on weekends. The Hollywood area is also served by four DASH bus routes and one Commuter Express Bus route (422) operated by LADOT. Hollywood LADOT routes include the following:

- Hollywood DASH
- Hollywood/West Hollywood DASH
- Hollywood/Wilshire DASH
- Los Feliz DASH
- Commuter Bus (422)- US-101/Western Stop



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Hollywood TIMP

Figure 4.5-2

EXISTING LINKS LEVELS OF SERVICE

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Table 4.5-3: Existing Transit Service

Line	Route Name	Service Area in Hollywood	Operating Hours		M-F	Sat	Sun-Hol
2/302	Downtown LA - Pacific Palisades via Sunset Bl	Sunset/La Brea to Sunset/Vermont	5:10 AM	4:40 AM	X	X	X
10	Downtown LA - West Hollywood via Temple St & Melrose Av	Melrose/La Brea to Melrose/Western	4:17 AM	12:44 AM	X	X	X
26/51/52/ 352	Hollywood - Compton - Artesia Transit Center via Avalon Bl	Hollywood/Rodney to Virgil/Santa Monica	4:31 AM	11:43 PM	X	X	X
156/556	Van Nuys - Hollywood via Van Nuys - Downtown L.A. Owl	Highland/Hollywood to Highland/Santa Monica	5:08 AM	10:05 PM	X	X	X
163/363	West Hills - Hollywood via Sherman Way & Hollywood Way	Cahuenga/Barham to Hawthorn/Highland	4:23 AM	2:01 AM	X	X	X
175	Silverlake - Hollywood via Hyperion Av & Fountain Av	Vermont/Sunset to St. Andrews/Santa Monica	6:18 AM	8:37 PM	X		
180/181	Pasadena - Hollywood via Colorado Bl and Hollywood Bl	Vermont/Prospect to Hollywood/Vine	5:53 AM	5:05 AM	X	X	X
204	Hollywood - Athens via Vermont Av.	Vermont/Hollywood to Vermont/Santa Monica	5:25 AM	5:00 AM	X	X	X
206	Athens - Hollywood via Normandie Ave	Vermont/Hollywood to Normandie/Santa Monica	5:45 AM	12:30 AM	X	X	X
207	Athens - Hollywood via Western Ave	Hollywood/Western to Western/Franklin	4:53 AM	4:11 AM	X	X	X
210	South Bay Galleria - Hollywood via Crenshaw Bl	Hollywood/Vine to Vine/Sunset	5:21 AM	1:04 AM	X	X	X
212/312	Hollywood - La Brea Av. - Downtown Inglewood - Hawthorne & La Brea Av. Limited - Inglewood - Hawthorne	La Brea/Hollywood to Hollywood/Vine	6:13 AM	1:29 AM	X	X	X
217	Fairfax/Washington - Silverlake via Fairfax Av & Hollywood Bl	Hollywood/La Brea to Hollywood/Western	4:17 AM	3:32 AM	X	X	X
218	Cedars Sinai Medical Center - Laurel Canyon Bl. - Studio City	Willow Glen/Laurel Canyon to Sunset/Laurel Canyon	6:16 AM	9:02 PM	X	X	X

Table 4.5-3: Existing Transit Service

Line	Route Name	Service Area in Hollywood	Operating Hours		M-F	Sat	Sun-Hol
657	Hollywood - Torrance via I-101 Freeway & I-110 Freeway	US-101	5:08 AM	4:49 AM	X	X	X
704*	Downtown LA - Santa Monica via Santa Monica Bl	Santa Monica/La Brea to Santa Monica/Vermont	6:38 AM	8:16 PM	X	X	X
754*	Athens - Hollywood via Vermont Ave	Vermont/Sunset to Vermont/Santa Monica	5:50 AM	7:11 AM	X	X	X
757*	Hollywood - Hawthorne via Western Av	Western/Franklin to Western/Santa Monica	6:07 AM	9:29 PM	X	X	X
780*	Pasadena - West Los Angeles via Colorado Bl & Hollywood Bl	Vermont/Sunset to Hollywood/Sunset	5:01 AM	9:35 PM	X	X	X

*Metro Rapid Bus Routes

The Hollywood DASH route operates seven days a week (including holidays) from 7:00 AM until 8:30 PM with 30-minute headways on weekdays and weekends. The route is a circular route around the Hollywood area extending in the easterly direction to Vermont and in the westerly direction to Highland. The Hollywood/West Hollywood DASH route operates six days a week (Monday through Saturday). On weekdays it operates from 6:00 AM until 7:00 PM with 10-minute headways from 6:00 AM to 9:00 AM; 20-minute headways from 9:00 AM to 3:30 PM; and 12-minute headways from 3:30 PM to 7:00 PM. The Hollywood/West Hollywood DASH route extends from Gracie Allen/George Burns at Cedar Sinai Hospital to Hollywood/Highland Metro Rail Red Line Station. The Saturday operations schedule follows the same route from 9:00 AM to 6:00 PM with headways of 20 minutes. The Hollywood/Wilshire DASH route extends from Hollywood/Argyle to Wilshire/Western. It operates from 7:00 AM to 7:00 PM in the southbound direction and 6:00 AM to 6:00 PM in the northbound direction with headways of 25 minutes. The DASH Los Feliz route provides service along Vermont Avenue, Los Feliz Boulevard, Hillhurst Avenue, Franklin Avenue, and Sunset Boulevard. This service operates Monday through Friday from 7:00 AM to 6:50 PM.

The Hollywood area is also served by a LADOT Commuter Express route (422) bus stop at US-101/Western from 5:20 AM to 9:30 AM in the morning providing service from San Fernando Valley/Thousand Oaks (not during major holidays). In the afternoon service is provided from Downtown Los Angeles from 3:30 PM to 8:00 PM on during weekdays (not during major holidays).

This area is served by the Metro Red Line stations at Sunset Boulevard/Vermont Avenue, Vermont/Santa Monica, Hollywood Boulevard/Western Avenue, Hollywood Boulevard/Vine Street, and Hollywood Boulevard/Highland Avenue. Metro Red Line service provides 10-minute headways between North Hollywood and Union Station during peak periods, 12-minute headways mid-day, and 15-20 minute headways early morning and late at night. Service is

provided from 4:30 AM to 1:20 AM. **Table 4.5-3** displays the existing transit service in the Hollywood Plan area.

Bicycle Facilities

The Bicycle Plan in the Transportation Element of the General Plan of the City of Los Angeles includes Class I, Class II, Class III and Commuter Bikeways within the Hollywood area, as noted on **Table 4.5-4**. A Class I Bike Path is a special pathway facility for the exclusive use of bicycles which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be located on a portion of a street or highway right-of- way or in a special right-of-way not related to a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with "Bike Route" signs and also may have pavement markings. A Class II Bike Lane is a lane on the paved area of a road for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle travel lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines, and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it. A Class III bicycle route is a street identified as a bicycle facility by "Bike Route" guide signing only. There are no special lane markings; bicycle traffic shares the roadway with motor vehicles. A Commuter Bikeway is enhanced Class III Bike Facility, located on the paved area of a road in the first four feet of the curb lane. It is designated for preferential use by bicycles during posted peak hours (e.g. 7-9 AM and 4-7 PM). It is identified by "Bike Route" guide signing and a pavement symbol, and can only be located on streets with peak hour "Tow Away/No Stopping" parking restrictions. There are also several corridors identified for study in the Hollywood CPU area. **Figure 4.5-3** shows the proposed bicycle facilities plan around the Hollywood CPU area.

Table 4.5-4: Designated Bikeways and Study Corridors

Class I Bike Path
Los Angeles River Path
Class II Bike Lanes
Forest Lawn Drive (Barham Boulevard to -Zoo Drive) Griffith Park Boulevard (Los Feliz Boulevard to Hyperion Avenue) Los Feliz Boulevard (-Crystal Springs to Griffith Park Boulevard) Mulholland Drive (Laurel Canyon Boulevard to -101 Freeway) Sunset Boulevard (-Hillhurst Avenue to Santa Monica Boulevard)
Class III Bike Routes
Zoo Drive (Forest Lawn Drive to Crystal Springs Drive) Crystal Springs Drive (Zoo Drive to Los Feliz Boulevard)
Proposed Class II Bike Lane or Class II Bike Route
Fountain Avenue (-La Brea Avenue to Sunset Boulevard) Fairfax Avenue (Willoughby Avenue to Melrose Avenue) Fairfax Avenue (Hollywood Boulevard to Fountain Avenue)
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

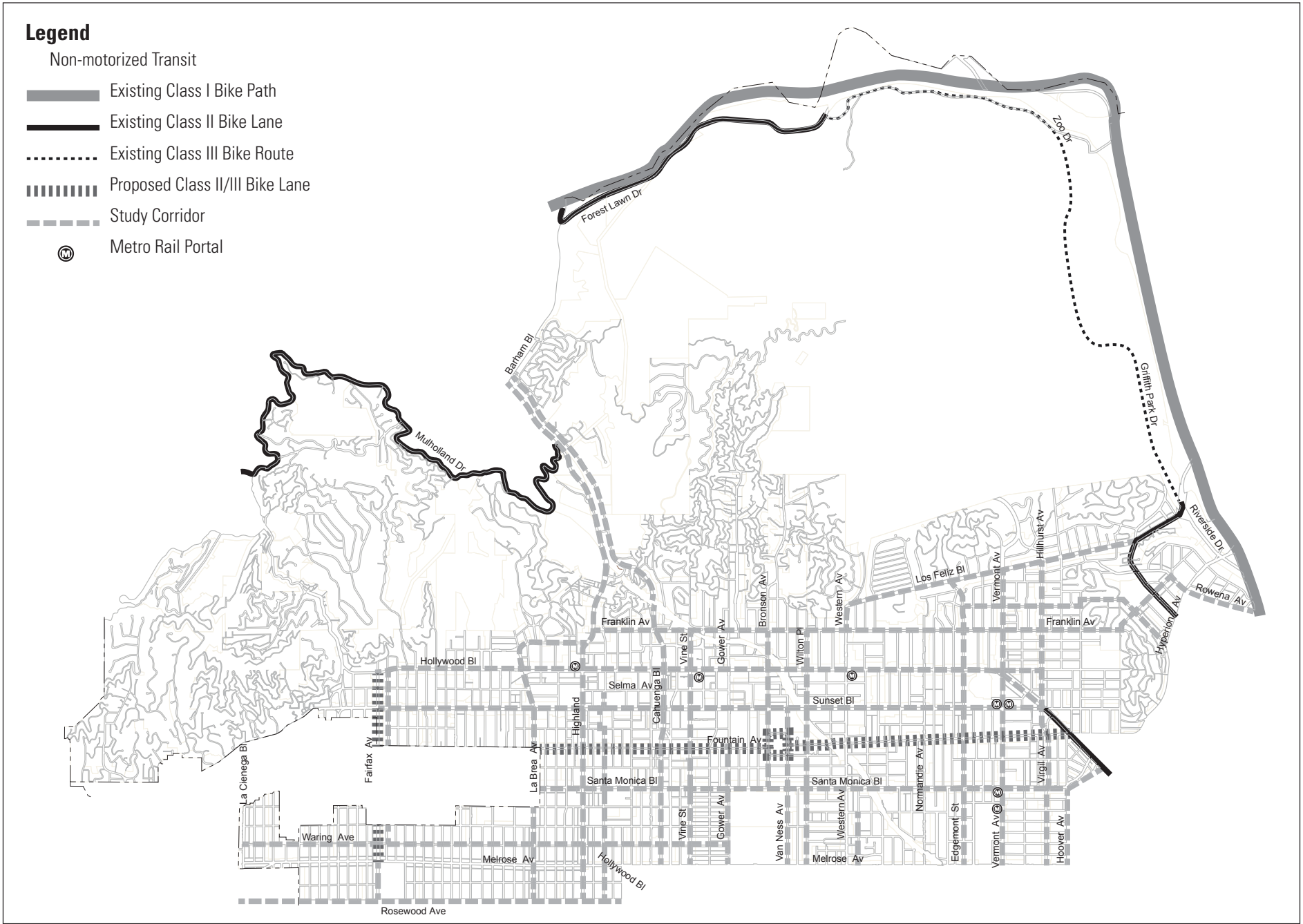
Table 4.5-4: Designated Bikeways and Study Corridors

- 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
- 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 Barham Boulevard and Highland Avenue
- Barham Boulevard between Cahuenga Boulevard and Forest Lawn Drive
- Waring Avenue between La Cienega and Gower Avenue
- Rosewood between La Cienega Boulevard and June Street
- Orange Drive between Rosewood Avenue and Franklin Avenue
- Las Palmas Avenue between Waring Avenue and Selma Avenue
- 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 Avenue
- Finley Avenue between Talmadge Street and Edgemont Street

The primary gaps in the Bicycle Plan network within Hollywood are Sunset Boulevard, Highland Avenue, Wilton Place, and Fairfax Avenue corridors that are currently being studied for future consideration.

Bicycle Racks

The Los Angeles County Metropolitan Transportation Authority (Metro) has funded a project that will provide a minimum of 1600 inverted bicycle racks throughout the City on public right-of-way. The Hollywood area is included in this project area.



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Hollywood TIMP

Figure 4.5-3

BICYCLE FACILITIES

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Commute Characteristics

Means of Travel

The means of travel, or mode split, for trips to work made by residents of the Hollywood Community Plan Area is shown on **Table 4.5-5**. Approximately 65 percent of workers in Hollywood drive alone. This is comparable to the 66 percent average for the City of Los Angeles and lower than 70 percent countywide average. Only 11 percent of Hollywood residents carpool taht is lower than the 15 percent average for the City and County of Los Angeles. Approximately 13 percent of Hollywood residents travel to work by way of transit. Comparatively, around 10 percent of City of Los Angeles residents travel by transit and only 7 percent across Los Angeles County. Mode split ratios used in the models to forecast trip making for the Transportation Improvement and Mitigation Program (TIMP) are consistent with the higher than average mode share figures found in the Census data.

Table 4.5-5: Means of Travel

Mode of Travel	Hollywood	City of Los Angeles	Los Angeles County
Drive Alone	65%	66%	70%
Car Pool	11%	15%	15%
Transit	13%	10%	7%
Bike	1%	1%	1%
Walk	4%	4%	3%
Work At Home	6%	4%	3%
Other	1%	1%	1%

Source: 2000 Census

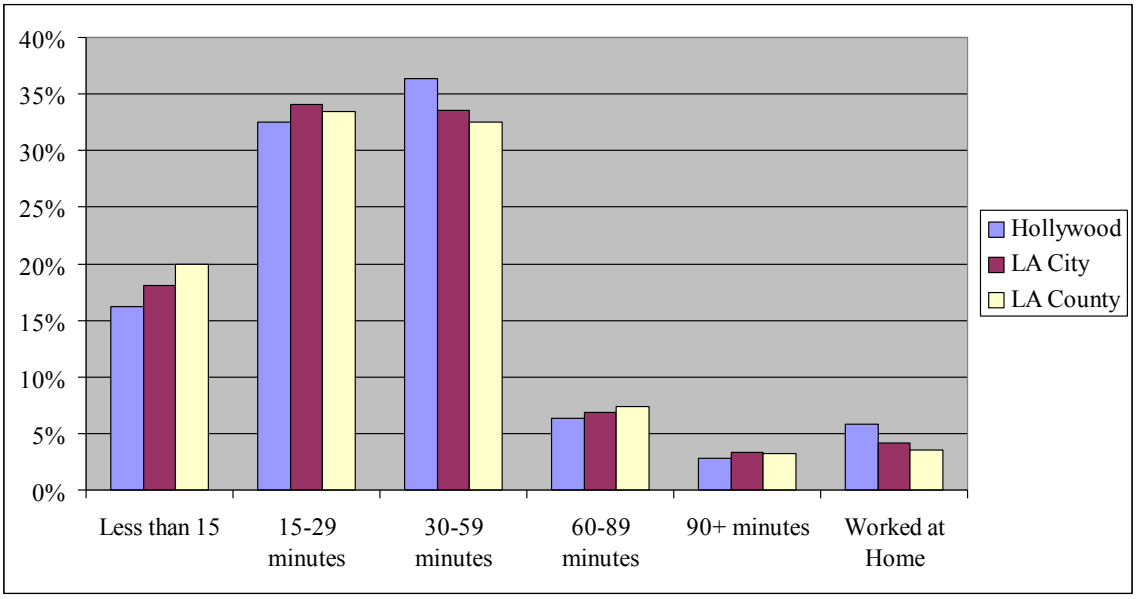
Travel Time to Work

Overall, residents of Hollywood take more time to travel to work than others living in Los Angeles. **Table 4.5-6** shows that when compared to average travel times to work for the City of Los Angeles and Los Angeles County, a higher percentage of Hollywood residents travel to work in 30-59 minutes. Conversely, a lower percentage of Hollywood residents take less than 30 minutes to travel to work when compared to the citywide and countywide averages. According to the 2000 Census data, 36 percent of Hollywood residents commute within the "30-59 minutes" travel time range, compared to 34 percent for the City of Los Angeles and 33 percent across all of Los Angeles County.

Time of Departure to Work

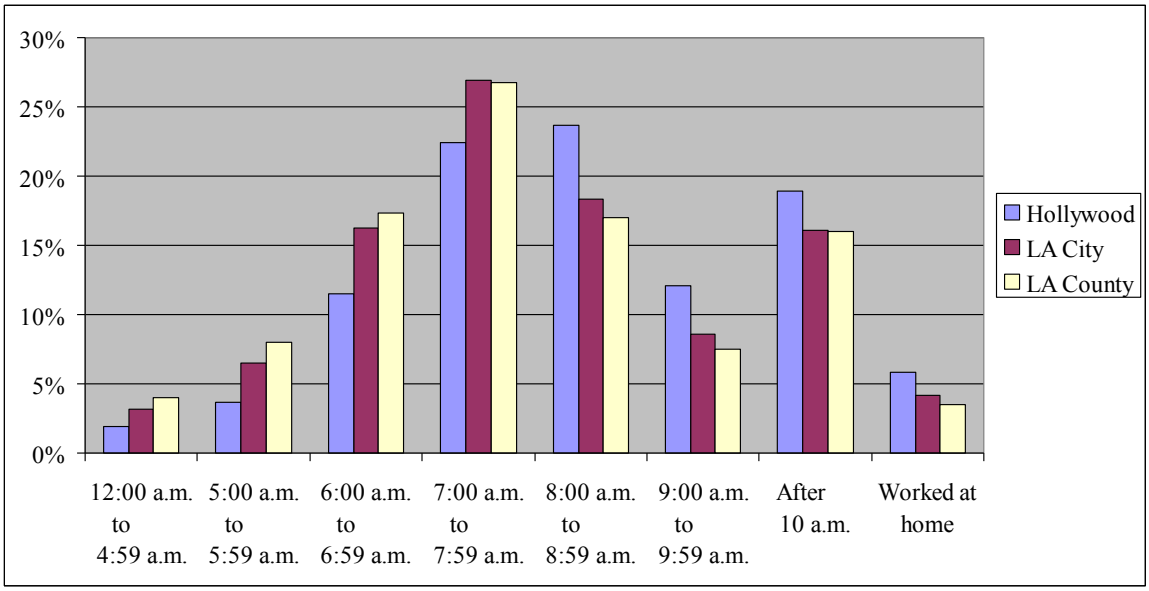
Residents of Hollywood depart for work later than both citywide and countywide averages, as shown in **Table 4.5-7**. In total, only 39 percent of Hollywood residents depart for work before 8:00 a.m., compared to 53 percent of City residents and 56 percent of County residents. The highest concentration of work departures in Hollywood occurs between 8:00 a.m. and 8:59 a.m., with 24 percent of resident workers.

Table 4.5-6: Travel Time to Work



Source: 2000 Census

Table 4.5-7: Time of Departure to Work



Source: 2000 Census

IMPACT ASSESSMENT

Thresholds of Significance

The Proposed Plan would have a significant transportation impact if one or both of the following conditions exist:

- The "volume-weighted" average V/C ratio under the 2030 Proposed Plan (including implementation of the TIMP) conditions for all of the analyzed roadway segments substantially exceeds that of 2005 Existing Conditions; or

- 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.

The SCAG 2030 Forecast was not analyzed as the impacts would fall within the range analyzed for the above two scenarios. The volume weighted average V/C ratio is calculated by taking each link volume and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volumes. It essentially represents the average V/C ratio for the entire network in Hollywood.

Relevant Policies of the Proposed Community Plan Update

The Transportation Improvement and Mitigation Program (TIMP) is the transportation component of the Proposed Plan and is designed to anticipate traffic impacts associated with planned future developments in the Hollywood Community Plan Area. A vital portion of the TIMP includes the analysis of output provided by the travel demand model. The output provided by the model was utilized to estimate and compare total vehicle miles travelled, total vehicle hours travelled, and a percentage of congested streets segments under varying land use scenarios. Included in the TIMP are a host of recommendations for mitigating the increase of traffic volume and shift in traffic patterns associated with each respective land use scenario.

The proposed Hollywood Community Plan incorporates TIMP mitigation measures into a series of recommended policies to improve mobility and access in Hollywood. These are found in Chapter 4 Mobility Plan of the proposed Hollywood Community Plan and contain policies in each of the following areas:

- Transportation System Management (TSM) Strategies (Policies M.1.1 through -M.1.17)
- Transit Improvements (Policies -M.1.18 through -M.1.25)
- Transit Access and Connectivity Policies (Policies -M.1.26 through -M.1.40)
- Bicycle Mobility (Policies M.1.41 through M.1.54)
- Pedestrian Mobility (Policies LU.3.1 through LU.3.28)
- Transportation Demand Management (TDM) Strategies (Policies M.1.55 through -M.1.71)
- Capital Improvements (Policies M.1.72 through -M.1.85)
- Neighborhood Traffic Management Plans (Policies M.1.86 through -M.1.89)
- Parking Policies (Policies M.1.90 through M.1.111)

Assessment

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.

The following 2030 scenarios are evaluated in the analysis below:

- 2030 Existing (1988) Plan (No Project): this scenario is based on City projections to 2030 using the existing community plan distribution of land uses as the basis for the forecast

- 2030 Proposed Plan: this scenario includes the level of development reasonably expected to occur by 2030 under the proposed plan's distribution of land uses

To better capture cumulative growth, the impacts of two major proposed projects which lie outside, but near the border of the Hollywood Community Plan area were included in this analysis. These two projects are the Metro/Universal project and the Universal Vision Plan. The Metro/Universal joint development project includes construction of residential, retail and office towers over and around the Universal City Metro Red Line subway portal. The NBC/Universal Vision Plan is a 1.5 million square foot development project that is anticipated to be completed by 2015. The total anticipated number of jobs created by these two projects is 9,580. The TIMP analysis incorporated these future jobs because of the large anticipated impact on traffic in Hollywood even though the projects technically are not located within the boundaries of the Community Plan area.

Level of Service Conditions

Existing (1988) Plan in 2030

The 2030 scenario with the currently adopted Community Plan is considered the Existing Plan or No Project Alternative**.** **Table 4.5-8** shows the summary highway statistics for the year 2030 under the Existing (1988) Plan or No Project scenario. Roadway segments operating at LOS E or F with a V/C of 0.91 or worse were identified to ascertain the level of congestion expected in the future. A total of 58 % of Hollywood roadways are forecast to operate at an LOS E or F in the 2030 Existing (1988) No Project scenario. This compares to 41% that are currently at LOS E or F.

Figure 4.5-4 identifies the location of all links that are operating at LOS E or worse in the 2030 Existing Plan conditions during the PM peak hour. The volume-weighted V/C ratio is 0.993 for the year 2030 under the Existing (1988) Plan (No Project) scenario. This indicates that on the whole, the streets in the Hollywood would operate at an average of 99.3 percent of capacity in the PM peak hour under the Existing (1988) Plan conditions in 2030 as compared to 93.9% in 2005. Table A-2 in the Appendix to the TIMP shows the detailed 2030 Existing (1988) Plan Level of Service for each arterial segment in the Hollywood planning area.

Table 4.5-8: Arterial Summary, 2030 Existing (1988) Plan		
	VMT	**VHT**
AM	482,634	25,999
MD	696,535	27,271
PM	780,041	43,056
NT	296,641	9,525
Total	2,255,851	105,851

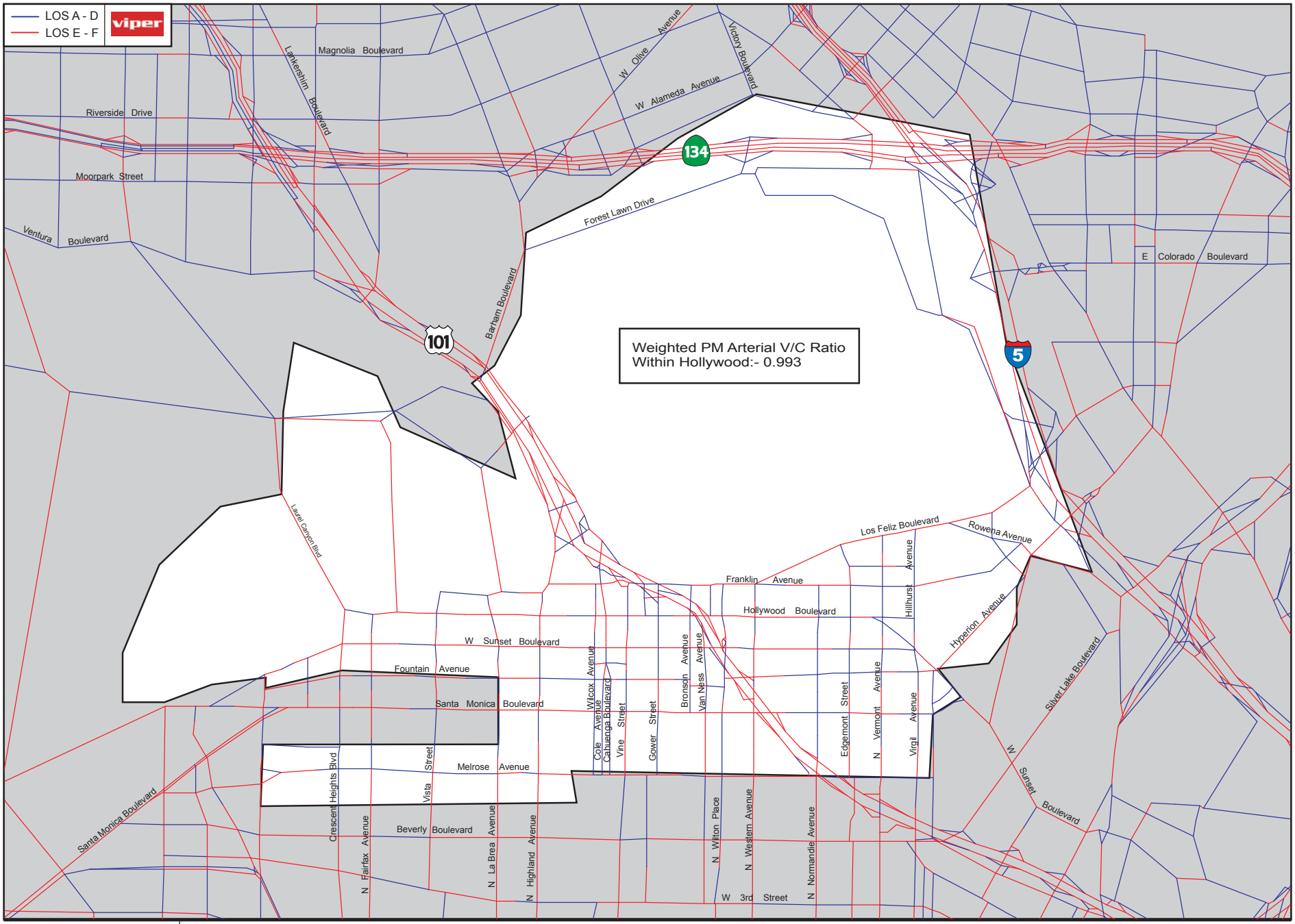
2030 Existing Plan PM Weighted Average V/C: 0.993
2030 Existing Plan % Links Operating at E-F: 58%

Table 4.5-9 presents a comparison of arterial summary data for the 2005 Existing Condition to the Existing (1988) Plan scenario in 2030. The total VMT on Hollywood roadway segments would increase by 17.4% when comparing the Existing (1988) Plan in 2030 condition to 2005 Existing Conditions. There would be an overall total increase in VHT of 18% in comparing the 2005 Existing Condition to the Existing (1988) Plan condition in 2030. Table A-2 in the Appendix to the TIMP shows a detailed comparison of 2005 conditions to Existing (1988) Plan levels of service (LOS) for each arterial segment in the Hollywood CPA in 2030.

Table 4.5-9: Arterial Comparison: 2030 Existing (1988) Plan to 2005 Existing Conditions				
	Change in VMT	**% Change**	**Change in VHT**	**% Change**
AM	53,486	12.5%	2,986	13%
MD	124,766	21.8%	5,657	26%
PM	111,939	16.8%	6,224	17%
NT	44,603	17.7%	1,287	16%
Total	334,794	17.4%	16,153	18%

Proposed Hollywood Community Plan (With TIMP)

The land use changes included in the Proposed Plan concentrate development in the core area of Hollywood adjacent to the Metro Red Line stations. The goals of the Proposed Plan are to concentrate development in close proximity to major transit facilities to encourage transit usage and to develop a mix of land uses in proximity to one another to encourage walking or bicycle trips. The Proposed Plan embodies the goals promoted by SCAG for what is called "4D" or "Smart Growth" land use policies. The four Ds stand for Density, Diversity (mix and balance of land use), Design (plans that encourage walkability) and Regional Accessibility (particularly access to transit).



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Hollywood TIMP

Figure 4.5-4

2030 NO PROJECT LINKS LEVELS OF SERVICE

Jan 2011:010

Customized Street Standards.

Development of the Proposed Plan included a detailed reevaluation of the street standards in Hollywood. City standard street dimensions for Major Highways (104' ROW, 80' roadway), Secondary Highways (90' ROW, 70' roadway) and Collector Streets (64' ROW, 44' roadway) treat all streets so designated in a similar fashion in terms of dedication and widening requirements when developments occur in the City. In Hollywood, there are a number of reasons why the standard street dimensions cannot be achieved or may not be appropriate given the character of the streets and the land uses along them. One of the reasons that many streets in Hollywood will not likely ever be widened is the historic nature of the area, particularly the Hollywood Walk of Fame. There are also many historic buildings in Hollywood that would have to be displaced to implement the roadway cross sections called for by the current standard street dimensions.

In order to reflect the historic nature of many of Hollywood's streets, as well as to make them more pedestrian friendly and conducive to transit usage, a block-by-block review of the existing and proposed street dimensions was undertaken as part of the community plan update. The need for adequate sidewalk width and parkways to buffer pedestrians from moving cars was considered, as well as the number and location of historic buildings that would preclude street widening. Customized street design standards were developed for most of the major streets in Hollywood that reflected the changing character of the streets and the land uses along them. **Figure 4.5-5** illustrates the proposed new street designations for Hollywood. Many of the streets are designated "Modified Major Highway" and "Modified Secondary Highway" meaning that they are still planned to function as Major Highways or Secondary Highways, but they will have a non-standard cross section.

The standards would not change the number of travel lanes from what currently exists, but they would change the number of lanes that would normally be required at build-out on some streets and instead dedicate some of the right of way to parking, wider sidewalks or parkways. The new street standards were developed on a block-by-block basis to take into account historic resources in Hollywood, such as the Hollywood Walk of Fame streets which will not be widened, and other elements, such as large buildings that are not likely to be torn down to allow for roadway widening.

Transportation Improvement and Mitigation Program (TIMP)

The Proposed Plan includes a Transportation Improvement and Mitigation Program (TIMP; see **Appendix C** of this Draft Program EIR). It includes the following elements:

- Transportation System Management (TSM) Strategies
- Transit Improvements
- Non-Motorized Transportation
- Transportation Demand Management (TDM) Strategies
- Capital Improvements
- Residential Neighborhood Traffic Management Plans

Figure 4.5-5

PROPOSED HOLLYWOOD STREET STANDARDS

Jan 2011: 010

Programs and policies for each element are included in the TIMP. 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.

Table 4.5-10 demonstrates the effect of the Proposed Community Plan on vehicular trip generation in Hollywood as compared to the Existing Plan. Peak hour vehicle trips would be decreased by 0.13% as a result of the Proposed Plan and its TIMP, because of the redistribution of land uses and the policies that support alternative modes despite the fact that the Proposed Plan accommodates higher levels of population and employment in 2030, compared to the Existing Plan.

Table 4.5-10: PM Peak Hour Vehicle Trips With and Without Proposed Plan

2030 Existing (1988) Plan	2030 Proposed Plan	Percent change
125,194	125,036	-0.13%

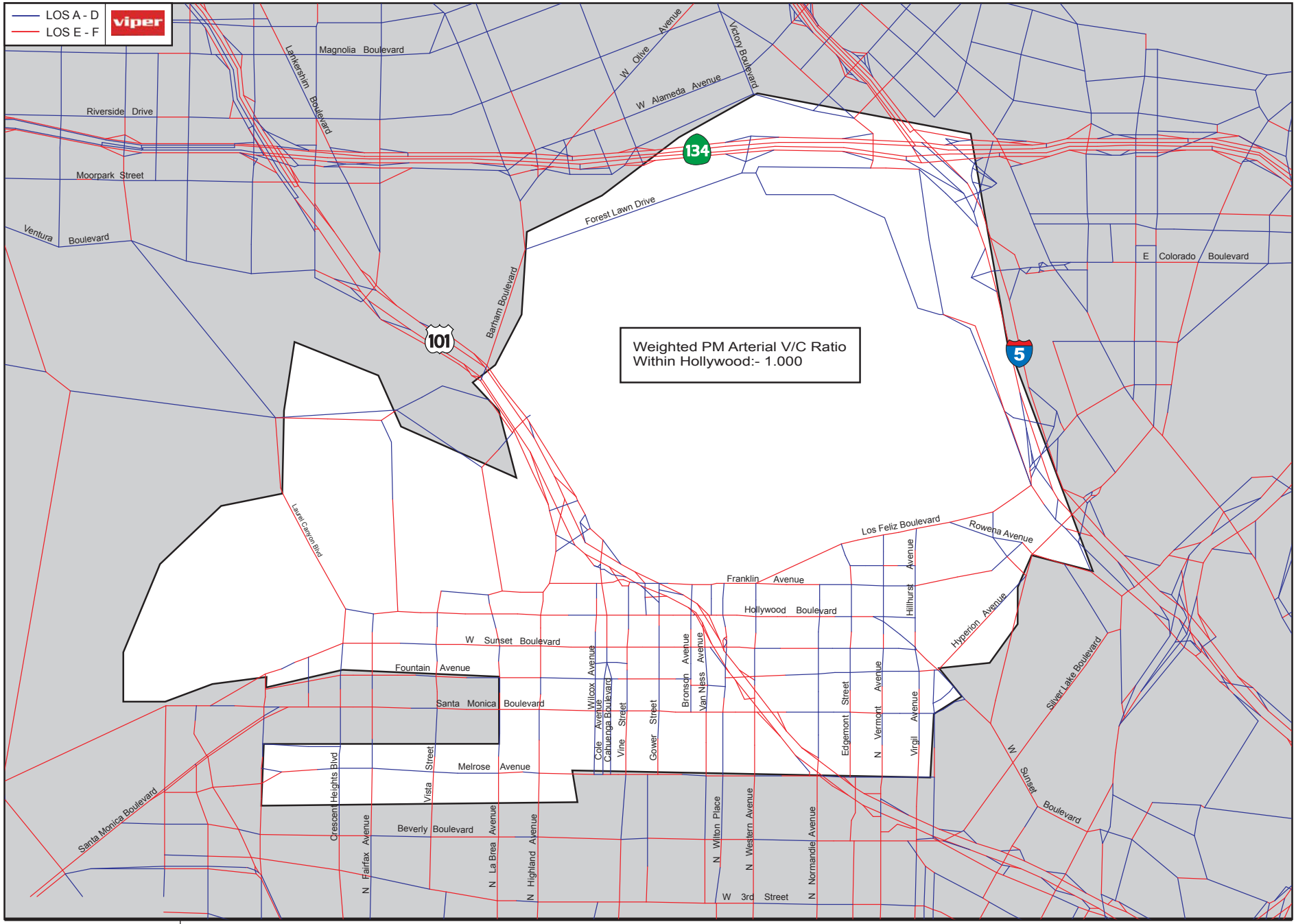
Table 4.5-11 shows the summary data for arterials in the Hollywood planning area in 2030 with the Proposed Plan. A total of 58% of Hollywood roadways are forecast to operate at an LOS E or F in 2030 under the Proposed Plan scenario, the same as for the Existing (1988) Plan in 2030.

Figure 4.5-6 identifies the location of all links that are forecast to operate at LOS E or worse for the 2030 Proposed Plan conditions during the PM peak hour. The volume-weighted V/C ratio is 1.000 for the year 2030 Proposed Plan scenario. This indicates that on the whole, the streets in the Hollywood planning area would operate at 100 percent of capacity in the PM peak hour. Table A-3 in the Appendix to the TIMP shows the detailed 2030 Proposed Plan Level of Service for each arterial segment in the Hollywood planning area.

Table 4.5-11: Arterial Summary, 2030 Proposed Plan

	VMT	VHT
AM	478,288	25,043
MD	700,272	27,475
PM	787,448	44,623
NT	298,523	9,591
Total	2,264,531	106,732

2030 Proposed Plan PM Weighted Average V/C: 1.000
2030 Proposed Plan % Links Operating at E-F: 58%



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Hollywood TIMP

Figure 4.5-6

2030 PROPOSED PLAN WITH TIMP LEVELS OF SERVICE

Jan 2011:010

As noted earlier, a large percentage of traffic in the Hollywood planning area in the year 2030 is anticipated to be traffic passing through the Hollywood CPU area. This is reflected in the mixed results in terms of highway performance for the Proposed Plan. Some statistics are improved (e.g. Hollywood-generated vehicle trips are reduced, as some trips would be converted to non-auto trips), but other statistics are not significantly affected by the localized land use changes, due to the effect of through traffic which fills the streets of Hollywood as capacity is "freed up" by the reduction in local trip generation.

Table 4.5-12 provides a comparison of the summary statistics for the Proposed Plan in relation to the 2030 Existing Plan and 2005 Conditions.

Table 4.5-12: Comparison of Hollywood PM Peak Hour Statistics

PM Peak Hour Data	Existing (2005)	2030 Existing (1988) Plan	2030 Proposed Plan (with TIMP)
Hollywood Population	224,426	235,850	249,062
Hollywood Employment	100,980	105,782	130,203
Hollywood Vehicle Trips	80,744	125,194	125,036
VMT	1,921,057	2,255,851	2,264,531
VHT	89,698	105,851	106,732
Weighted V/C	0.939	0.993	1.000
% E/F Links	41%	58%	58%

Table 4.5-12 illustrates that the proposed Hollywood Community Plan would reduce future trip generation in the plan area by 0.13% as compared to the Existing Plan (No Project Condition), however, both the Existing Plan and the Proposed Plan would result in an increase in trips of nearly 55% as compared to Existing (2005) conditions. The difference in total Hollywood generated vehicle trips between the Proposed Plan and Existing Plan would be negligible.

The total vehicle miles of travel on Hollywood streets would be increased under the Proposed Plan as compared to the Base Year 2005 Conditions and the 2030 Existing Plan. This increase is partially due to additional longer-distance through-trips traveling through Hollywood. The weighted V/C ratio for roadway segments in Hollywood with the Proposed Plan and TIMP would be increased from 0.993 to 1.000 compared to the Existing Plan and as compared to 0.939 in 2005. There would be a small increase in vehicle hours of travel indicating increased congestion, but the same percentage of roadway segments would be operating at LOS E or F under the Existing Plan and under the Proposed Plan (58%), both of which would be a substantial increase over 2005 conditions (41%).

Table 4.5-12 also illustrates that the Proposed Plan substantially increases all of the travel statistics in comparison to Existing 2005 Conditions.

As noted earlier, due to the latent demand for travel through Hollywood by trips between origins and destinations outside Hollywood, as Hollywood-generated vehicle trips are reduced, and capacity on Hollywood streets is theoretically "freed up," trips generated by land uses in areas around Hollywood are anticipated to make use of this capacity to travel through Hollywood. The ability of the City of Los Angeles to reduce congestion in Hollywood based solely on land use

decisions in the Hollywood Community Plan area is limited due to the areas strategic location between regional destinations and the high volumes of non-Hollywood-generated traffic passing through the community.

In summary, the Proposed Plan compared to 2005 conditions would result in an unavoidable significant adverse transportation impact. The percentage of links at LOS E or F would increase significantly and the weighted V/C ratio would increase from 0.939 to 1.000. There would also be substantial increases in VMT and VHT in 2030 compared to 2005 conditions. The Proposed Plan would result in similar impacts as compared to 2030 conditions under the Existing Plan.

MITIGATION MEASURES

The following measure would reduce traffic impacts in the area but not to a less than significant level:

1. Implement development review procedures to ensure that the applicable Mobility policies of the Hollywood Community Plan are applied and implemented by individual development projects when they are considered for approval in the plan area.

Further Recommendation: In order to provide an additional source of funding for transportation improvements, beyond the local and regional funds typically available to the City of Los Angeles, it is recommended that a nexus study be conducted to determine the transportation impact of development accommodated by the 2030 Proposed Plan, estimate the cost of implementing the transportation mitigation measures recommended by the Hollywood Community Plan Update, and develop a means of allocating the cost of such measures to individual development projects.

LEVEL OF IMPACT AFTER MITIGATION

The recommended mitigation measures would help to implement the measures identified in the Mobility policies of the Proposed Hollywood Community Plan. There would still be a significant adverse transportation impact as a result of the Proposed Hollywood Community Plan as compared to 2005 conditions. The percentage of roadway segments projected to operate at LOS E or F would be increased, as would the weighted V/C ratio in Hollywood. Total vehicle miles of travel and vehicle hours of travel also would be significantly increased.

4.6 AIR QUALITY

EXISTING CONDITIONS

The Hollywood Community Plan Area is located about 3 miles northwest of downtown Los Angeles. The CPA is generally bounded by the City of Glendale on the northeast, the Northeast Los Angeles Community Plan Area (City of Los Angeles) on the east, the Silver Lake-Echo Park-Elysian Valley Community Plan Area (City of Los Angeles) on the southeast, the Wilshire Community Plan Area (City of Los Angeles) on the south, the City of Beverly Hills on the southwest, the City of West Hollywood on the west, the Bel Air-Beverly Crest Community Plan Area (City of Los Angeles) on the west, the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area (City of Los Angeles) on the northwest, Universal City (County of Los Angeles) on the northwest, and the City of Burbank on the north.

Hollywood is located in the South Coast Air Basin (Basin) within the jurisdictional boundaries of the SCAQMD. The Basin incorporates approximately 6,480 square miles within four counties—all of Orange County, most of Los Angeles and Riverside Counties and the western portion of San Bernardino County.

Topography and Climate

Air quality is affected by both the amount and location of pollutant emissions and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality. The distinctive climate of the Basin is determined by its terrain and geographical location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and mountains to the remaining sides (CARB, 2008a). During the summer, a warm air mass frequently descends over the cool, moist marine layer forming a cap that inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation and sunlight triggers the photochemical reactions which produce ozone (SCQAMD, 2007).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. According to the Western Regional Climate Center, the average annual rainfall is 14.9 inches at the Los Angeles Civic Center (WRCC, 2009). The closest climate monitoring station to the Hollywood CPA is located at the Los Angeles Civic Center. Data from this climate monitoring station were used to characterize climate conditions in the study area. As summarized in **Table 4.6-1**, the average summer (August) high temperature is 83.0°F and the average summer (June) low temperature is 59.7°F. The average winter (December) high temperature is 67.4°F and the average winter (January) low temperature is 48.3°F (WRCC, 2009).

Table 4.6-1: Average Temperatures in the Vicinity of Hollywood

Month	Average Maximum (°F)	Average Minimum (°F)
January	66.4	48.4
February	67.4	49.7
March	68.8	51.2
April	71.0	53.5
May	73.1	56.6
June	77.1	59.8
July	82.5	63.2
August	83.2	64.0
September	81.8	62.7
October	77.5	58.8
November	72.9	53.4
December	67.6	49.3
Annual	74.1	55.9

Source: WRCC, 2009.

Air Quality

The closest air quality monitoring station maintained by SCAQMD is located on 1630 North Main Street in Los Angeles. This monitoring station is approximately 3.5 miles southeast of the Hollywood CPA. Pollutants monitored at this station include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), and particulate matter less than 10 microns and less than 2.5 microns (PM_{10} and $PM_{2.5}$). A three-year summary (2006 to 2008) of data collected at this station is shown in **Table 4.6-2.**

Ozone: O_3 is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). ROG and NO_x are known as precursor compounds for ozone. Significant ozone production generally requires ozone precursors to be present in a stable atmosphere with strong sunlight for approximately three hours. As shown on **Table 4.6-2**, the O_3 standards were exceeded eight times in 2006, decreasing to three times in each of 2007 and 2008.

Table 4.6-2: Project Area Air Pollutant Summary (2006 – 2008)

Pollutant	Standard [a]	2006	2007	2008
Ozone				
Highest One-Hour Average, ppm	0.09	**0.108**	**0.115**	**0.109**
Days above Standard		8	3	3
Highest Eight-Hour Average, ppm	0.07	**0.079**	**0.103**	**0.090**
Days above Standard		7	6	6
PM_{10}				
Highest 24-Hour Average, $\mu g/m^3$	50	**58**	**77**	36
Estimated Days above Standard [b]		18.1	31.0	-- [c]
Annual Average, $\mu g/m^3$	20	**30.1**	**33.0**	-- [c]
$PM_{2.5}$				
Annual Average, $\mu g/m^3$	12	**16**	-- [c]	-- [c]
NO_2				
Highest One-Hour Average, ppm	0.18	0.111	0.104	0.082
Days above standard		0	0	0
CO				
Highest Eight-Hour Average, ppm	9.0	2.68	2.15	1.96
Days above Standard		0	0	0

Notes: ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.
Bolded values indicate an exceedance of the applicable standard.
[a] State standard, not be exceeded.
[b] Particulate matter measured once every six days; estimated exceedances represent estimated number of days the standard would have been exceeded if monitoring was conducted every day.
[c] There was insufficient data available to determine the value.
Source: CARB, 2009.

Particulate Matter: PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled into air passages and the lungs and can cause adverse health effects. Particulate matter in the atmosphere results from many kinds of dust- and fume-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition and construction activities, are more local in nature, while others, such as vehicular traffic, have a more regional effect. Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. According to a recent study by CARB, exposure to PM2.5 from 2004 – 2006 can be associated with approximately 18,000 premature deaths statewide annually, with an uncertainty ranging from 5,600 to 32,000 deaths (CARB, 2008b). Particulates can also damage materials and reduce visibility. As shown on Table 4.6.2, the particulate standards were exceeded in the 2006 and 2007 timeframe.

Nitrogen Dioxide: NO_2 is an air quality pollutant of concern because it acts a respiratory irritant. Nitrogen dioxide is a major component of the group of gaseous nitrogen compounds commonly referred to as NO_x. NO_x is a precursor to ozone formation and is produced by fuel combustion in motor vehicles, industrial stationary sources (such as industrial activities), ships, aircraft, and rail transit. Typically, NO_x emitted from fuel combustion is in the form of nitric oxide (NO) and NO_2.

NO is often converted to NO_2 when it reacts with ozone or undergoes photochemical reactions in the atmosphere. Therefore, emissions of NO_2 from combustion sources are typically evaluated based on the amount of NO_x emitted from the source. As shown on Table 4.6.2, there were no exceedances for NO_2 during the 2006 to 2008 timeframe.

Carbon Monoxide: CO is a non-reactive pollutant that is a product of incomplete combustion and is mostly associated with motor vehicle traffic. High CO concentrations develop primarily during winter when periods of light winds combine with the formation of ground level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia. As shown on Table 4.6.2, there were no exceedances of CO emissions during the 2006 to 2008 timeframe.

Other Criteria Pollutants: Sulfur dioxide is a combustion product of sulfur or sulfur-containing fuels such as coal. SO_2 is also a precursor to the formation of atmospheric sulfate and particulate matter (both PM_{10} and $PM_{2.5}$) and contributes to potential atmospheric sulfuric acid formation that could precipitate downwind as acid rain. Lead has a range of adverse neurotoxin health effects, and was formerly released into the atmosphere primarily via leaded gasoline. The phase-out of leaded gasoline in California resulted in decreasing levels of atmospheric lead.

Greenhouse Gases: Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the most common reference gas for climate change. To account for the warming potential of greenhouse gases, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2E). Large emission sources are reported in million metric tons of CO_2E ($MMTCO_2E$).

The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects (IPCC, 2001):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully

understood, and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

Sensitive Receptors

Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. While the ambient air quality standards are designed to protect public health and are generally regarded as conservative for healthy adults, there is greater concern to protect adults who are ill or have long-term respiratory problems and young children whose lungs are not fully developed. According to CARB, sensitive receptors include children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. The SCAQMD identifies the following as locations that may contain a high concentration of sensitive receptors; long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. Hollywood, which is a built-out urban community, contains a number of each of these different land uses. Even though CPA is made up significantly of commercial and residential based land uses, each of the identified sensitive land use types is present within the Planning Area.

REGULATORY BACKGROUND

Federal Standards

Regulation of air pollution is achieved through both national and State ambient air quality standards and emission limits for individual sources of air pollutants. As required by the federal Clean Air Act (CAA), the United States Environmental Protection Agency (USEPA) has identified criteria pollutants and has established national ambient air quality standards (NAAQS) to protect public health and welfare. NAAQS have been established for O_3, CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), PM_{10} and $PM_{2.5}$, and lead (Pb). These pollutants are called "criteria" air pollutants because standards have been established for each of them to meet specific public health and welfare criteria.

To protect human health and the environment, the USEPA has set "primary" and "secondary" maximum ambient thresholds for each of the criteria pollutants. Primary thresholds were set to protect human health, particularly sensitive receptors such as children, the elderly, and individuals suffering from chronic lung conditions such as asthma and emphysema. Secondary standards were set to protect the natural environment and prevent further deterioration of animals, crops, vegetation, and buildings.

The NAAQS are defined as the maximum acceptable concentration that may be reached, but not exceeded more than once per year. California has adopted more stringent ambient air quality standards for most of the criteria air pollutants. **Table 4.6-3** presents both sets of ambient air quality standards (i.e., national and State) and the Basin's attainment status for each standard.

Table 4.6-3: Ambient Air Quality Attainment Status

Pollutant	Averaging Time	State Standard		National Standard	
		Concentration	Attainment	Concentration	Attainment
Ozone	One Hour	0.09 ppm	Non-Attainment	--	--
	Eight Hour	0.07 ppm	Non-Attainment	0.075 ppm	Non-Attainment
Carbon Monoxide	One Hour	20 ppm	Attainment	35 ppm	Attainment
	Eight Hour	9 ppm	Attainment	9 ppm	Attainment
Nitrogen Dioxide	One Hour	0.18 ppm	Attainment	--	--
	Annual	0.030 ppm	--	0.053 ppm	Attainment
Sulfur Dioxide	One Hour	0.25 ppm	Attainment	--	--
	Three Hour	--	--	0.5 ppm	--
	24 Hour	0.04 ppm	Attainment	0.14 ppm	Attainment
	Annual	--	--	0.03 ppm	Attainment
PM_{10}	24 Hour	50 $\mu g/m^3$	Non-Attainment	150 $\mu g/m^3$	Non-Attainment
	Annual	20 $\mu g/m^3$	Non-Attainment	--	--
$PM_{2.5}$	24 Hour	--	--	35 $\mu g/m^3$	Non- Attainment
	Annual	12 $\mu g/m^3$	Non-Attainment	15 $\mu g/m^3$	--
Lead	Monthly	1.5 $\mu g/m^3$	Attainment	--	--
	Quarterly	--	--	1.5 $\mu g/m^3$	Attainment

Source: CARB, 2006.

The USEPA is responsible for implementing the myriad programs established under the federal CAA, such as establishing and reviewing the NAAQS and judging the adequacy of State Implementation Plans (SIPs), but has delegated the authority to implement many of the federal programs to the states while retaining an oversight role to ensure that the programs continue to be implemented.

State Standards

The California Air Resources Board (CARB) has also established State ambient air quality standards for sulfates, hydrogen sulfide, and vinyl chloride; however, substantial emissions of these pollutants are not expected to result from the project and thus, there is no further mention of these pollutants in this EIR. As shown, the Basin is currently classified as non-attainment for the one-hour State ozone standard as well as the federal and State eight-hour ozone standards. Additionally, the Basin is classified as non-attainment for State and federal PM_{10} and $PM_{2.5}$ standards. The Basin is unclassified or classified as attainment for all other pollutants standards. CARB is responsible for establishing and reviewing the State standards, compiling the California SIP and securing approval of that plan from the USEPA, conducting research and planning, and identifying TACs. CARB also regulates mobile sources of emissions in California, such as construction equipment, trucks, and automobiles, and oversees the activities of California's air quality management districts, which are organized at the county or regional level. County or regional air quality management districts are primarily responsible for regulating stationary sources at industrial and commercial facilities within their geographic areas and for preparing the air quality plans that are required under the federal CAA and California CAA.

CARB Air Quality and Land Use Handbook: CARB published the *Air Quality and Land Use Handbook* in April 2005, which serves as a general guide for considering impacts to sensitive receptors from facilities that emit TAC emissions (CARB, 2005). The goal of this guidance document is to provide information to help protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. The handbook highlights recent studies that have shown that public exposure to air pollution can be substantially elevated near freeways and certain other facilities. However, studies show that the health risk is greatly reduced with distance. As a result, the document provides general recommendations aimed at keeping appropriate distances between sources of air pollution and sensitive land uses.

Executive Order S-3-05: The California Energy Commission (CEC) estimated that in 2004, California produced 492 million gross metric tons of CO_2-equivalent GHG emissions (CEC, 2006). The CEC found that transportation is the source of 41 percent of the State's GHG emissions; followed by electricity generation at 22 percent and industrial sources at 21 percent.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 32 – California Global Warming Solutions Act: California Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, was enacted as legislation in 2006 and requires CARB to establish a statewide GHG emission cap for 2020 based on 1990 emission levels. AB 32 requires CARB to adopt regulations by January 1, 2008, that will identify and require selected sectors or categories of emitters of GHGs to report and verify their statewide GHG emissions, and CARB is authorized to enforce compliance with the program that will be developed. Under AB 32, CARB also is required to adopt, by January 1, 2008, a statewide GHG emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990, which must be achieved by 2020. In response to these requirements CARB has published the Climate Change Proposed Scoping Plan (discussed in more detail below). By January 1, 2011, CARB is required to adopt rules and regulations (which shall become operative January 1, 2012), to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 permits the use of market-based compliance mechanisms to achieve those reductions. AB 32 also requires CARB to monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism that it adopts.

In June 2007, CARB directed staff to pursue 37 early actions for reducing GHG emissions under AB 32. The broad spectrum of strategies to be developed – including a Low Carbon Fuel Standard, regulations for refrigerants with high global warming potentials, guidance and protocols for local governments to facilitate GHG reductions, and green ports – reflects that the serious threat of climate change requires action as soon as possible (CARB, 2007a). In addition to approving the 37 GHG reduction strategies, CARB directed staff to further evaluate early action recommendations made at

the June 2007 meeting, and to report back to CARB within six months. The general sentiment of CARB suggested a desire to try to pursue greater GHG emissions reductions in California in the near-term. Since the June 2007 CARB hearing, CARB staff has evaluated all 48 recommendations submitted by stakeholders and several internally-generated staff ideas and published the *Expanded List of Early Action Measures To Reduce Greenhouse Gas Emissions In California Recommended For Board Consideration in October 2007* (CARB, 2007b).

Senate Bill 375: California Senate Bill (SB) 375, passed September 30, 2008, provides a means for achieving AB 32 goals through regulation of cars and light trucks. SB 375 aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emissions reductions targets for the transportation sector. SB 375 establishes a process for CARB to develop the GHG emissions reductions targets for each region (as opposed to individual local governments or households). CARB must take certain factors into account before setting the targets, such as considering the likely reductions that will result from actions to improve the fuel efficiency of the Statewide fleet and regulations related to the carbon content of fuels (low carbon fuels). CARB must also convene a Regional Targets Advisory Committee, which includes representation from the League of California Cities, California State Association of Counties, metropolitan planning organizations, developers, planning organizations and other stakeholder groups. Furthermore, before setting the targets for each region, CARB is required to exchange technical information with the Metropolitan Planning Organizations (MPOs) for that region and with the affected air district. SB 375 provides that the MPOs may recommend a target for its region.

SB 375 relies upon regional planning processes already underway in the 17 MPOs in the State to accomplish its objectives. The provisions related to GHG emissions only apply to the MPOs in the State, which includes 37 of the 58 counties. Most notably, the measure requires the MPO to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP), which sets forth a vision for growth for the region taking into account the transportation, housing, environmental, and economic needs of the region. The SCS is the blueprint by which the region will meet its GHG emissions reductions target if there is a feasible way to do so.

SB 375 indirectly addresses another longstanding issue: single purpose State agencies. The new law will require the cooperation of CARB, the California Transportation Commission (CTC), the California Department of Transportation (Caltrans) and the State Department of Housing and Community Development (HCD). For example, SB 375 takes a first step to counter this problem by connecting the Regional Housing Needs Allocation (RHNA) to the transportation planning process. While these State agencies will be involved in setting the targets and adopting new guidelines, local governments and the MPOs will not only provide input into setting the targets, but will serve as the lead on implementation. Member cities and counties working through their MPOs are tasked with development of the new integrated regional planning and transportation strategies designed to meet the GHG targets.

SB 375 also includes a provision that applies to all regional transportation planning agencies in the State that recognizes the rural contribution towards reducing GHGs. More specifically, the bill requires regional transportation agencies to consider financial incentives for cities and counties that

have resource areas or farmland, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system, farm to market, and interconnectivity transportation needs. An MPO or county transportation agency shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the GHG emissions reductions targets by implementing policies for growth to occur within their cities.

SB 375 uses California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Cities and counties that find the CEQA streamlining provisions attractive have the opportunity (but not the obligation) to align their planning decisions with the decisions of the region.

SB 375 provides more certainty for local governments and developers by framing how AB 32's reduction goal from transportation for cars and light trucks will be established. It should be noted, however, that SB 375 does not prevent CARB from adopting additional regulations under its AB 32 authority. However, based on the degree of consensus around SB 375 and early indications from CARB, such actions are not anticipated in the foreseeable future.

Climate Change Scoping Plan: In December 2008, CARB approved the Climate Change Scoping Plan outlining the State's strategy to achieve the 2020 GHG emissions limit (CARB, 2008c). This Scoping Plan, developed by CARB in coordination with the Climate Action Team (CAT), proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The measures in the Scoping Plan approved by the Board will be in place by 2012.

The Scoping Plan expands the list of nine Early Action Measures into a list of 39 Recommended Actions contained in Appendices C and E of the Climate Change Scoping Plan. These measures are presented in **Table 4.6-4** below.

Table 4.6-4: Recommended Actions of Climate Change Scoping Plan

ID #	Sector	Strategy Name
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards
T-2	Transportation	Low Carbon Fuel Standard (Discrete Earl Action)
T-3	Transportation	Regional Transportation-Related GHG Targets
T-4	Transportation	Vehicle Efficiency Measures
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)
T-6	Transportation	Goods-movement Efficiency Measures
T-7	Transportation	Heavy Duty Vehicle Greenhouse Has Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization
T-9	Transportation	High Speed Rail
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs ; More stringent Building and Appliance Standards

Table 4.6-4: Recommended Actions of Climate Change Scoping Plan

ID #	Sector	Strategy Name
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWh
E-3	Electricity and Natural Gas	Renewables Portfolio Standard
E-4	Electricity and Natural Gas	Million Solar Roofs
CR-1	Electricity and Natural Gas	Energy Efficiency
CR-2	Electricity and Natural Gas	Solar Water Heating
GB-1	Green Buildings	Green Buildings
W-1	Water	Water Use Efficiency
W-2	Water	Water Recycling
W-3	Water	Water System Energy Efficiency
W-4	Water	Reuse Urban Runoff
W-5	Water	Increase Renewable Energy Production
W-6	Water	Public Goods Charge (Water)
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission
I-4	Industry	Refinery Flare Recovery Process Improvements
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements
RW-3	Recycling and Waste Management	High Recycling/Zero Waste
F-1	Forestry	Sustainable Forest Target
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)
H-2	High Global Warming Potential Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)
H-3	High Global Warming Potential Gases	Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action)
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources
H-7	High Global Warming	Mitigation Fee on High GWP Gases

Table 4.6-4: Recommended Actions of Climate Change Scoping Plan		
ID #	**Sector**	**Strategy Name**
	Potential Gases	
A-1	Agriculture	Methane Capture at Large Dairies
Source: CARB, 2008c.		

CARB Preliminary Draft Staff Proposal, October 2008: In its Staff Proposal, CARB is taking the first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use. The proposal does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that, collectively, are responsible for substantial GHG emissions – specifically, industrial, residential, and commercial projects. CARB is developing thresholds in these sectors to advance climate objectives, streamline project review, and encourage consistency and uniformity in the analysis of GHG emissions under CEQA.

CARB has developed a multi-tiered approach to addressing GHG emissions. If a project is consistent with the first tier than it is considered to have a less than significant impact; if it is found to be inconsistent then consistency with the following tier should be evaluated, and so on. The tiers are as follows (CARB, 2008d):

> **Industrial, Residential, and Commercial projects - Tier 1:** The project is exempt under existing statutory or categorical exemptions. If "no" proceed to Tier 2.
>
> **Industrial projects - Tier 2:** (a) The project meets both of the below minimum performance standards, or includes equivalent mitigation measures: 1). Construction - Meets an interim ARB performance standard for construction-related emissions; 2). Transportation - Meets an interim ARB performance standard for transportation, and (b) The project, with mitigation, will emit no more than 7,000 metric tons CO2e/yr from non-transportation related GHG sources (which addresses ~90% of industrial sector GHG emissions).
>
> **Residential and Commercial projects- Tier 2:** The project complies with a previously approved plan that addresses GHG emissions (e.g. a local general plan). The previously approved plan must satisfy the following requirements: (1) meet a community level GHG target consistent with the statewide emissions limit in AB 32 and, where the plan will apply beyond 2020, Executive Order S-3-05; (2) is consistent with a transportation related GHG reduction target adopted by CARB pursuant to SB375; (3) includes a GHG inventory and mechanisms to monitor and evaluate emissions; (4) includes specific, enforceable GHG requirements; (5) incorporates mechanisms that allow the plan to be revised in order to meet targets; and (6) has a certified final CEQA document.
>
> **Residential and Commercial projects - Tier 3:** The project meets minimum performance standards, or includes equivalent mitigation measures. For construction, the project must meet an interim CARB performance standard for construction-related emissions. For

operations, the project must meet an energy use performance standards defined as CEC's Tier II Energy Efficiency goal as well as interim CARB performance standards for water use, waste and transportation.

Industrial, Residential, and Commercial projects -Tier 4: The project will have a significant GHG impact. An EIR must be prepared and all feasible mitigation measures must be implemented.

CARB Engine Idling Rule: CARB idling limits provided in section 2449(d)(3) requires that no vehicle or engine subject to this regulation (e.g. off-road heavy duty construction equipment) may idle for more than five consecutive minutes. The idling limit does not apply to 1) idling when queuing, 2) idling to verify that the vehicle is in safe operating condition, 3) idling for testing, servicing, repairing or diagnostic purposes, 4) idling necessary to accomplish work for which the vehicle was designed (such as operating a crane), 5) idling required to bring the machine system to operating temperature, and 6) idling necessary to ensure safe operation of the vehicle.

California Health and Safety Code: The Health and Safety Code defines toxic air contaminants (TACs) as air pollutants which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. TACs are less pervasive in the urban atmosphere than criteria air pollutants, but are linked to short-term (acute) or long-term (chronic and/or carcinogenic) adverse human health effects. There are hundreds of different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust. The current list of TACs includes approximately 200 compounds, including all of the toxics identified under federal law plus additional compounds, such as particulate emissions from diesel-fueled engines, which was added in 1998. Unlike regulations concerning criteria air pollutants, there are no ambient air quality standards for evaluating TACs. Instead, TAC emissions are evaluated based on the degree of health risk that could result from exposure to these pollutants.

Regional and Local Regulations

The SCAQMD is the air pollution control agency for the Basin. The SCAQMD has two basic roles under CEQA. First, if acting as a Lead Agency; the district can be responsible for preparing environmental analysis in the form of an Environmental Impact Report, Environmental Impact Statement, Negative Declaration, or Environmental Assessment. Secondly, and most commonly, SCAQMD will review and comment on air quality analysis prepared by other public agencies.
SCAQMD has published the *CEQA Air Quality Handbook* which is still the currently available guidance document for preparing air quality analyses, but is in the process of being revised. It is intended to assist the Lead Agency with conducting an air quality analysis for CEQA documents. The Handbook provides baseline information, recommendations for significance thresholds for both local and regional impacts, how to calculate emissions from both the construction and the operational phases of the project, how to assess impacts from TACs and suggestions as to how to best mitigate adverse air quality impacts of the project.

2007 Air Quality Management Plan: SCAQMD is responsible for preparing an air quality management plan (AQMP), which addresses federal and State CAA requirements. The current AQMP was adopted by the SCAQMD Governing Board on June 1, 2007. The purpose of the 2007 AQMP is to set forth a comprehensive program that will lead the region into compliance with federal eight-hour ozone and PM2.5 air quality standards. The 2007 AQMP proposes attainment demonstration of the federal PM2.5 standards through a more focused control of SO_x, directly-emitted PM2.5, and NO_x supplemented with VOCs by 2015. The eight-hour ozone control strategy builds upon the PM2.5 strategy, augmented with additional NO_x and VOCs reductions to meet the standard by 2024.

The AQMP proposes policies and measures currently contemplated by responsible agencies to achieve federal standards for healthful air quality in the Basin. This Plan also addresses several federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. Future emission forecasts used to develop the AQMP were based on demographic and economic growth projections provided by the Southern California Association of Governments (SCAG).

The 2007 AQMP builds upon the approaches taken in the 2003 AQMP for the Basin for the attainment of the federal ozone air quality standard. However, the 2007 AQMP highlights the significant amount of reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under federal CAA.

SCAQMD's Air Toxics Control Plan: The South Coast Air Quality Management District (SCAQMD) has a long and successful history of reducing air toxics and criteria emissions in the South Coast Air Basin. SCAQMD has an extensive control program, including traditional and innovative rules and policies. These policies can be viewed in the SCAQMD's Air Toxics Control Plan for the Next Ten Years (March 2000). To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study (MATES-III), conducted by the SCAQMD and released in 2007. The monitoring program measured more than 30 air pollutants, including both gas and particulates. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-III found that the average cancer risk in the region from carcinogenic air pollutants ranges from about 870 in a million to 1,400 in a million, with an average regional risk of about 1,200 in a million.

SCAQMD Land Use Planning Guidelines: SCAQMD has adopted a Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, which also considers impacts to sensitive receptors from facilities that emit TACs emissions (SCAQMD, 2005). SCAQMD's distance recommendations are the same as CARB's in that a 500-foot siting distance for sensitive receptors is recommended in proximity of freeways and high-traffic roads, and SCAQMD's criteria includes siting distances for distribution centers and dry cleaning facilities. SCAQMD's document introduces land use related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives

recommended for consideration by local planning agencies. Additionally, SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993 (SCAQMD, 1993). The new Handbook is intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts, pursuant to the CEQA.

SCAQMD Draft Guidance Document - Interim CEQA GHG Significance Threshold: In the absence of an adopted statewide threshold, SCAQMD has developed a draft interim approach for addressing GHGs in CEQA documents. The SCAQMD's interim threshold for commercial and residential projects is similar to CARB's approach described previously. However, SCAQMD has identified a screening level emissions threshold of 3,000 metric tons of CO_2e per year for residential and commercial projects. This screening threshold includes operational emissions as well as construction emissions amortized over 30 years. However, SCAQMD is currently not recommending the use of its interim guidance for addressing impacts from residential and commercial projects.

City of Los Angeles – GreenLA and ClimateLA: The City of Los Angeles 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, includes enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow the plan to be revised in order to meet targets. By 2030, the plan aims to reduce GHG emissions by 35 percent from 1990 levels which were estimated to be approximately 54.1 million metric tons.

Therefore, the City will need to lower annual GHG emissions to approximately 35.1 million metric tons per year by 2030. To achieve these reductions the City has developed strategies that focus on energy, water use, transportation, land use, waste, open space and greening, and economic factors. The Proposed Plan's consistency with these strategies is discussed in more detail below.

To reduce emissions from energy usage, ClimateLA proposes the following goals: increase the amount of renewable energy provided by the Los Angeles Department of Water and Power (LADWP); present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizen to use less energy. With regard to waste, ClimateLA sets the goal of reducing or recycling 70 percent of trash by 2015. With regard to open space and greening, ClimateLA includes the following goals: create 35 new parks; revitalize the Los Angeles River to create open space opportunities; plant one million trees throughout the City; identify opportunities to "daylight" streams; identify promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborate with schools to create more parks in neighborhoods.

IMPACT ASSESSMENT

Threshold of Significance

According to Appendix G, the Proposed Plan would be considered significant 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 non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors);

4. Expose sensitive receptors to substantial pollutant concentrations;

5. Create objectionable odors affecting a substantial number of people;

6. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance;[1]

7. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.[2]

SCAQMD Thresholds of Significance: **Table 4.6-5** contains air quality significance thresholds set by the SCAQMD for construction and operational activities. The SCAQMD *1993 CEQA Air Quality Handbook* recommends that at a programmatic level, air quality assessments should be as comprehensive as possible.

However, the handbook acknowledges that there are some cases, such as construction impacts of a General Plan, where specific information may not be available. In these cases it is recommended that a best effort is made to disclose all reasonably available information. If significant effects cannot be evaluated in the EIR, then SCAQMD suggests that such evaluation should be performed when subsequent activities involving site specific operations are proposed. Additional analysis is required by CEQA when a project could result in significant impacts not analyzed in or changed from the EIR.

[1] Significance Criteria are proposed in Governor's Office of Planning and Research, *Preliminary Draft CEQA Guideline Amendments for Greenhouse Gas Emissions* released January 2009 which have not officially been adopted.
[2] *Ibid.*

Table 4.6-5: SCAQMD Thresholds of Significance

Pollutant	Construction	Operations
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

Source: SCAQMD, 2008.

Localized Thresholds of Significance (Construction): The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. Individual construction projects occurring as a result of the Community Plan may cover areas greater than five acres. In the event that future projects under the Community Plan cover areas greater than 5 acres, ISCST3 dispersion modeling would be required for CO, NOx, PM10 and PM2.5 (refer to Mitigation Policy 4.6.3 below). Dispersion modeling can be done on a voluntary basis by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. Localized Significant Thresholds (LST) have been established by the SCAQMD only for construction of projects, and do not apply to emissions during operation as localized concentration cannot be properly quantified during operation due to the variable locations of mobile sources, which make up the largest source of criteria air pollutants during operation of the proposed project.

Localized CO Concentration Thresholds (Operation): Due to the decline in CO concentrations, future local concentrations in the Hollywood CPA are assumed to be less than significant. As a result, a qualitative analysis has not been performed in this analysis. According to the 2004 Revision to the California State Implementation Plan for Carbon Monoxide, requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth (CARB, 2004). EMFAC2007 estimates that 2005 emission rates are almost five times greater than those that are anticipated in 2030.

Relevant Goals and Objectives of the Proposed Community Plan

The Proposed Plan would generally increase density compared to today (and compared to the existing Community Plan, although density in a few areas would decrease compared to the current Community Plan). The proposed Community Plan could have a potential for significant environmental impacts to air quality. The Proposed Plan sets forth planning goals and objectives to improve air quality:

Land Use:

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

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

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.

LU.2.15: Encourage projects to provide bicycle parking and bicycle lockers.

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

LU.6.53: Encourage the location of health services and social services near transit.

LU.6.54: Coordinate with large Hollywood hospitals, such as Kaiser, Children's Hospital and Hollywood Presbyterian Medical Center to pursue transit-oriented development goals.

Sustainability:

LU.7.1: Promote sustainable land use, streetscape and building policies to protect the environment and public health. Require large projects to address sustainable development.

LU.7.2: 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.

LU.7.3: 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.

LU.7.4: Encourage green space, landscaping and street management policies which reduce the energy costs of cooling, support the pedestrian environment, and improve the public realm.

LU.7.5: Promote the planting of street trees to provide comfortable, shady walking environments, cooling, and absorption of carbon dioxide.

LU.7.15: Encourage the temporary closure of local and collector streets for the purpose of providing space for Farmers' Markets, where appropriate.

LU.7.19: Encourage the joint use of public facilities for the purpose of promoting the efficient use of space, energy and public resources. . .

LU.7.20: 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.

LU.7.21: Support the use of wind energy, hydropower, geothermal energy, biomass energy and solar power. Encourage passive and active solar energy systems, particularly photo voltaic.

LU.7.22: 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.

LU.7.23: Encourage flexibility in building designs of residential, commercial, and industrial uses, and public facilities to accommodate solar panels.

LU.7.25: 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.

LU.7.26: Support adaptation to climate change through the preparation of land use plans, building codes and zoning codes which mitigate impacts.

LU.7.26.1: Review current zoning and building codes to minimize climate change impact.

LU.7.27: Encourage the use of fire-resistant building design, materials and siting.

LU.7.29: Encourage mixed-use projects to include a green business tenant.

The Plan also includes a number of Transportation System Management (TSM) strategies to increase the efficiency of the existing transportation infrastructure (Policies M.1.1 to M.1.2.15), as well policies to improve transit and transit ridership (Policies M.1.3 to M.1.3.7), policies to improve access to transit (Policies M.1.4 to M.1.4.13), policies to encourage non-motorized transportation (Policies M.1.5 to M.1.5.10), policies to support pedestrian mobility (Policies LU.3.1 to LU.3.25), policies to facilitate the use of transit and shared car options (Policies M.1.6 to M.1.6.16), and policies to invest in capital improvements to maintain the transportation infrastructure (Policies M.1.7 to M.1.7.13).

Assessment

The Proposed Plan is located in an area containing sensitive receptors, and new developments resulting in an increase in emissions form construction and operation could result in a significant impact. Potential impacts resulting from the Hollywood CPA are discussed below:

Air Quality Management Plan

The *2007 AQMP* sets forth goals for achieving attainment of O_3 and $PM_{2.5}$ in the Basin and was prepared to accommodate growth, to reduce the high levels of pollutants within areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact of reduced air quality on the economy. 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. Generally, if a project is consistent with the assumptions regarding population, housing, and growth trends utilized to develop the AQMP it would not conflict with implementation of the applicable plan. The *2007 AQMP* was developed using population and vehicle miles traveled (VMT) projections developed by SCAG (the No Project condition in this EIR). Implementation of the Proposed Plan could increase the population capacity in the Hollywood CPA to 254,116, which is greater than the SCAG forecast of 244,602 people in 2030. Therefore, the Proposed Plan would increase population beyond the level that was assumed when developing the applicable air quality plan. However, the Proposed Plan is increasing density in an urban area that is well-served by transit consistent with SCAG policies. Therefore it is likely that the Proposed Plan will be incorporated in to SCAG's next set of 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 an improve 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 Plan and the No Project condition trips 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 VMT using the projections assumed in development of the *2007 AQMP* (No Project conditions).

Construction

Implementation of the Proposed Plan would increase development capacity in the Hollywood CPA to approximately 36.2 million square feet of commercial space, 10.3 million square feet of industrial space and 117,182 single and multiple family dwelling units. This represents an approximate increase of 6.6 million square feet of commercial space, 1.6 million square feet of industrial space, and 14,268 additional single and multiple family dwelling units as compared to Existing (2005) Conditions. Construction activities associated with such development would 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. In the case of the Plan update, which is considered a project under CEQA, it is expected that a number of construction projects could occur every year simultaneously. Without adequate construction schedules or information regarding project locations and schedules, construction emissions for individual projects cannot be quantified; therefore, it would be difficult, if not impossible, to quantify specific emissions related to construction activities under the Plan update as the amount and timing of each construction event is not known at this time. Even so, there is

sufficient data available to determine the types of construction that may occur (e.g. residential, commercial, and industrial), and associated square footage.

Table 4.6-6 provides an estimate average annual construction related emissions that could be associated with implementation of the Proposed Plan. This represents average emissions and is not based on project specific assumptions (e.g. location and schedule). Instead this data provides an average of emissions assuming total emissions are spread equally for the duration of the CPA planning horizon.

Table 4.6-6: Estimated Average Construction Emissions (tpy and lbs/day)

Scenario	ROG	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
Residential	207	625	597	0	312	93
Commercial	129	160	158	0	34	14
Industrial	28	66	55	0	8	4
Total	**364**	**851**	**810**	**0**	**354**	**111**
Average Tons Per Year	**15**	**34**	**32**	**0**	**14**	**4**
Average Pounds Per Day	**112**	**262**	**249**	**0**	**109**	**34**

Sources: EMFAC2007 and URBEMIS2007.
Bold numbers exceed SCAQMD significance thresholds.
Assumptions: Total development of 152 residential developments of 100 units; 47 commercial developments each 200,000 square feet; and 16 industrial developments each 100,000 square feet evenly distributed over 25 years. Methodology: URBEMIS (default mode) used to determine total emissions from construction; development assumed distributed evenly over 25 years to determine the annual average. Average Daily Emissions = annual divided by 260 days (assuming 5 work days per week – 52 weeks per year). The model was run assuming 2008/2009 model emission factors. Since projects would be spread over the entire plan horizon this is likely a conservative estimate of total emissions, since emissions would be expected to decrease with improved equipment and emission controls over time. However, daily emissions could be substantially more in periods of increased activity as construction varies with economic cycles.

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

Operational Emissions

As discussed previously, the Proposed Plan would accommodate a population of 254,116 people, which represents a 29,690 person increase from 2005 population estimates. As a result VMT will increase between 2005 and 2030. Daily operational emissions from increased VMT were calculated using CARB's emission factor model, EMFAC2007, along with estimated VMT from the Proposed Plan's traffic analysis.[3] Emissions from area sources such as natural gas combustion, landscaping equipment usage, and architectural coatings were quantified using URBEMIS2007. **Table 4.6-7**

[3] The air quality calculations were based on a preliminary traffic analysis that has been refined; the refinements would not substantially affect the numbers contained in this analysis.

shows estimated mobile and area source emissions associated with existing conditions and future emissions at project build out. Emissions shown reflect maximum daily emissions during summer months. Winter emissions could be higher due to hearth usage; however, in March 2008 the SCAQMD adopted Rule 445 that prohibits installation of wood burning devices into any new development. Therefore, it can be assumed that new developments constructed under the Proposed Plan would not include wood burning devices, and hearth emissions would not increase from existing conditions.

Table 4.6-7: Daily Operational Emissions (lbs/day)

Scenario	ROG	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
Existing Conditions (2005)						
Mobile Sources	3,134	68,301	16,383	151	893	636
Area Sources	6,242	1,537	3,000	0	9	9
Total	**9,376**	**69,838**	**19,382**	**152**	**902**	**645**
Future with Project (2030)						
Mobile Sources	611	17,229	3,434	76	782	477
Area Sources	7,204	1,801	3,474	0	10	10
Total	**7,815**	**19,030**	**6,909**	**76**	**793**	**487**
Change from Existing	*(1,562)*	*(50,808)*	*(12,474)*	*(75)*	*(110)*	*(158)*

Bold numbers exceed SCAQMD significance thresholds.
Sources: EMFAC2007 and URBEMIS2007.

In fact, beginning in November 2011, Rule 445 will prohibit the use of wood burning devices when mandatory wood burning curtailment days are forecasted. Therefore, hearth emissions are expected to decline in future years. As shown in the table above, future daily emission of all criteria pollutants under implementation of the Proposed Plan are expected to decrease from existing emissions. This is largely a 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, impacts would be less than significant.

Also, as discussed previously, the Proposed Plan includes policies to help reduce VMT generated by projected growth. For example, Policy LU.7.2 would promote land use policies which support mobility options to reduce auto dependence and would also promote the General Plan Framework's transit-oriented development policies. Such policies would further ensure that impacts from implementation of the Proposed Plan would be less than significant.

Intersection Hot Spots

As mentioned above, 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. According to the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth (CARB, 2004). EMFAC2007 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 NAAQS and CAAQS in the Hollywood CPA, it can be assumed that impacts would be less than significant.

Sensitive Receptors and LSTs

As mentioned above, LSTs have been developed by the SCAQMD to determine maximum allowable concentrations of criteria air pollutants during construction under the Plan update. As stated above, LSTs have been established by the SCAQMD only for construction of projects and do not apply to emissions during operation. For projects greater than five acres in total area, dispersion modeling is done to determine worst-case pollutant concentration at sensitive receptors associated with construction of the project. For projects less than five acres, a screening analysis would occur using the concentrations identified in the LST lookup tables developed by the SCAQMD. Each sensitive receptor area (SRA) in the Basin has a unique LST for pollutants. Because specific construction activity under the Plan update cannot be determined at this time, this impact is considered significant and unavoidable.

Air Toxics

In 2005 CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective*. This document provides recommendations that local governments should consider when siting new sensitive lands uses to help keep children and other vulnerable populations out of harm's way with respect to sources of air pollution and TACs. Sources of particular concern include freeways and high-traffic roadways, distribution centers, rail yards, ports, refineries, chrome platers, dry cleaners, and gasoline dispensing facilities (CARB, 2005).

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 of Los Angeles 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 air filtration system having efficiency equal to or exceeding ASHRAE Standard 52.2 MERV 13 (excluding storage/warehouse areas or garages). Such filtration systems would reduce 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.

Greenhouse Gas 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 of Los Angeles published a climate action plan in 2007 titled "GreenLA." As previously discussed, 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, includes 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 which were estimated to be approximately 54.1 million metric tons. Therefore, the City will need to lower annual GHG emissions to approximately 35.1 million metric tons per year by 2030.

Construction. With regard to construction, ClimateLA sets the goal of reducing or recycling 70 percent of trash (including construction waste) by 2015. The Proposed Plan would help promote this goal through policies such as Policy LU.7.13, which would reduce waste by encouraging recycling of construction materials and encouraging reuse of materials rather than demolition and dumping. The Proposed Plan would not impede implementation of such measures. The Proposed Plan, which is considered a project under CEQA, is expected to result in a number of construction projects occurring simultaneously every year. Without adequate construction schedules or information regarding project locations and schedules, construction emissions for individual projects cannot be quantified. Even so, there is sufficient data available to determine the types of construction that may occur (e.g. residential, commercial, and industrial), and associated square footage and therefore to estimate average annual emissions over the planning horizon of the Proposed Plan.

Table 4.6-8 provides an estimate of average annual GHG emissions that could be associated with construction under the Proposed Plan. The analysis assumed that 152 residential developments of 100 units; 47 commercial developments each 200,000 square feet; and 16 industrial developments each 100,000 square feet would be constructed during the CPA build-out year of 2030. The analysis assumed that individual projects would be constructed 'evenly' during the entire plan horizon. This represents average annual emissions and is not based on project specific assumptions (e.g. location and schedule). Instead this data provides an average of emissions each year between 2005 and 2030.

Emissions would be expected to be lower during years where economically the area is experiencing a slow down and potentially considerably higher during years where the economic situation is at peak, respectfully. To the extent that construction occurs later in the planning horizon, emissions would be expected to be reduced as emission controls are expected to reduce emissions from all equipment in future years.

Table 4.6-8: Estimated Average Annual GHG Emissions (Metric Tons)

Source	CO_2 Equivalent Emissions
Residential	72352
Commercial	19129
Industrial	7440
Total	98921
Average Tons Per Year	3297

Sources: URBEMIS2007; EMFAC2007; CAPCOA, 2008; and CCAR, 2009. (see Appendix D of this EIR for calculation sheets) Assumptions: Total development of 152 residential developments of 100 units; 47 commercial developments each 200,000 square feet; and 16 industrial developments each 100,000 square feet evenly distributed over 25 years. Methodology: URBEMIS (default mode) used to determine total emissions from construction; development assumed distributed evenly over 25 years to determine the annual average. Average Daily Emissions = annual divided by 260 days (assuming 5 work days per week – 52 weeks per year). The model was run assuming 2008/2009 model emission factors. Since projects would be spread over the entire plan horizon this is likely a conservative estimate of total emissions, since emissions would be expected to decrease with improved equipment and emission controls over time.

Operation. To reduce emissions from energy usage, ClimateLA proposes the following goals: increase the amount of renewable energy provided by the Los Angeles Department of Water and Power (LADWP); present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizen to use less energy. Policy LU.7.20 from the Proposed Plan would help the City achieve these goals by promoting the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of GHGs and increase the reliability of the power supply. Similarly, Policy LU.7.21 would support the use of wind energy, hydropower, geothermal energy, biomass energy, and both passive and active solar energy systems. Policy LU.7.22 would promote energy efficiency in the production and delivery of electricity and would 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. To help increase solar panel usage, Policy LU.7.23 would encourage flexibility in building design to accommodate such panels. Additionally, Policy LU.7.12 would support facilities that convert wastewater into electricity such as the Hyperion Treatment Plant.

With regard to water, ClimateLA sets the following goals: meet all additional demand for water resulting from growth through water conservation and recycling; reduce per capita water consumption by 20 percent; and implement the City's water and wastewater integrated resources plan that will increase conservation, and maximize the capture and reuse of storm water. Policy LU.7.6 from the Proposed Plan would be consistent with these goals by promoting policies which conserve water, recharge local groundwater aquifers and reduce the pollution of water resources to help meet increases in demand for water. Policy LU.7.7 would maximize the use of recycled water, including capture and reuse of stormwater. Policy LU.7.8 and LU.7.9 would help improve storm water infiltration by promoting use of permeable surfaces and by encouraging "day lighting" of streams buried under public right of way. Policy LU.7.10 would also help improve the quality of stormwater runoff and groundwater by promoting watershed management policies. These policies would be consistent with goals set forth in the ClimateLA plan.

With regard to transportation, ClimateLA primarily focuses on reducing emissions from City owned vehicles. However, it does also include measures to help reduce GHG emissions from private vehicle use. Policy LU.7.2 from the Proposed Plan would help achieve these goals by promoting land use policies to reduce auto dependence and promoting transit oriented development policies to reduce vehicle trips. Additionally, Policy LU.6.53 and 6.54 would encourage health and social services to pursue transit-oriented goals, thereby reducing GHG emissions. Land use policies such as promoting high density near transportation, promoting transit-oriented development, and making underutilized land available for housing and mixed-use development especially when near transit are included in the ClimateLA plan. As discussed above, Policy LU.7.2 would promote transit oriented development to reduce vehicle trips. Furthermore, the Proposed Plan uses a strategy for targeted growth which encourages mixed-use development along commercial corridors well served by public transportation.

With regard to waste, ClimateLA sets the goal of reducing or recycling 70 percent of trash by 2015. The Proposed Plan would help promote this goal through policies such as Policy LU.7.11 which would promote recycling and waste reduction by supporting recycling centers which transform waste disposal into resource recovery and economic development opportunities. With regard to open space and greening, ClimateLA includes the following goals: create 35 new parks; revitalize the Los Angeles River to create open space opportunities; plant one million trees throughout the City; identify opportunities to "daylight" streams; identify promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborate with schools to create more parks in neighborhoods. The Proposed Plan would help promote such measures through Policy LU.7.4, which would encourage green space, landscaping, and street management policies. Also, as discussed previously, Policies LU.7.7 through 7.10 would promote increased water infiltration, "day lighting" of streams, and reuse and capture of stormwater. Economic measures outlined in ClimateLA include measures to create demand and catalyze growth of the green economic sector. The Proposed Plan would not impede implementation of such measures. **Table 4.6-9** shows estimated GHG emissions under existing (2005) conditions and under future (2030) conditions with implementation of the Proposed Plan.

Estimated future emissions from area sources, electricity consumption, and landfills do not account for reductions that would occur under policies described above. This is due to 1) such reductions are highly 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 VMT. Estimated future VMT under the Proposed Plan does include reductions that would result from the Plan's transportation improvement and mitigation program (TIMP).

Table 4.6-9: GHG Emissions (Metric Tons per Year) Operations

Source	CO_2 Equivalent Emissions
Existing (2005)	
Mobile Sources	1,104,941
Area Sources	329,690
Electricity Usage	432,041
Landfill	107,906
Total Existing Emissions	**1,974,578**
Future with Project (2030)	
Mobile Sources	1,400,204
Area Sources	385,707
Electricity Usage	527,593
Landfill	122,181
Total Future Emissions	**2,435,685**
Increase (Project – Existing)	***461,107***

Sources: URBEMIS2007; EMFAC2007; CAPCOA, 2008; and CCAR, 2009. (See Appendix D of this EIR for calculations.)

Future VMT under the Proposed Plan would be similar (less than 0.5% difference) to VMT that would occur in 2030 under the existing plan (No Project condition). VMT is expected to increase approximately 18 percent from 2005 conditions. As shown in the table above, growth under the Proposed Plan would result in an increase of approximately 461,000 metric tons of CO_2e per year from existing conditions. Approximately 295,000 metric tons of this increase can be attributed to growth in VMT. Therefore, even if emissions from electricity, area sources, and landfills would not increase due to measures discussed previously, 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 subsequently could interfere with the State's ability to meet its goals under AB 32. Therefore, impacts from the Proposed Plan would be significant and unavoidable.

MITIGATION MEASURES

As discussed above, the proposed Hollywood Community Plan incorporates sustainable programs and policies which would help mitigate significant impacts on regional and local air quality. In addition to these programs and policies, the following additional mitigation measures are recommended:

1. The City, as a condition of approval of all discretionary projects, shall require contractors building projects within the Hollywood CPA to:
   - i) Use properly tuned and maintained equipment. Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations
   - ii) Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible
   - iii) Use heavy duty diesel-fueled equipment that uses low NOx diesel fuel to the extent it is readily available and feasible

iv) Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible
v) Maintain construction equipment in good operating condition to minimize air pollutants.
vi) Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.

2. The City, as a condition of approval for all discretionary projects, shall require developers to implement applicable GHG reduction measures in project design and comply with regulatory targets.

3. In the event that future projects under the Community Plan cover areas greater than 5 acres, appropriate analysis and modeling would be required for CO, NOx, PM10 and PM2.5.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Implementation of the Proposed Plan could provide new sources of regional air emissions that could conflict with or obstruct implementation of the Air Quality Management Plan (AQMP), but the growth projections are anticipated to be consistent with the AQMP. Construction of development projects that would be allowed under implementation of the Proposed Plan would result in substantial criteria pollutant emissions. Implementation of the Proposed Plan could expose sensitive receptors to substantial pollution concentrations in excess of the established LST during construction of individual projects. Implementation of the Proposed Plan would result in increased GHG emissions that would contribute significantly to global climate change. Operational impacts are anticipated to be less than significant.

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4.7 NOISE

FUNDAMENTALS OF NOISE AND VIBRATION

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA).

Noise Exposure and Community Noise

An individual's noise exposure is a measure of the noise experienced by the individual over a period of time. A noise level is a measure of noise at a given instant in time. However, noise levels rarely persist consistently over a long period of time. In fact, community noise varies continuously with time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. Background noise levels change throughout a typical day, but do so gradually, corresponding with the addition and subtraction of distant noise sources and atmospheric conditions. The addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens) makes community noise constantly variable throughout a day. These successive additions of sound to the community noise environment vary the community noise level from instant to instant requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

L_{eq}: The equivalent sound level is used to describe noise over a specified period of time, in terms of a single numerical value. The L_{eq} is the constant sound level which would contain the

same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).

L_{max}: The instantaneous maximum noise level measured during the measurement period of interest.

L_{dn}: The energy average of the A-weighted sound levels occurring during a 24-hour period, and which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and seven a.m. is weighted (penalized) by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: Similar to the L_{dn}, the Community Noise Equivalent Level (CNEL) adds a five dBA penalty for the evening hours between seven p.m. and 10:00 p.m. in addition to a 10 dBA penalty between the hours of 10:00 p.m. and 7:00 a.m.

Effects of Noise on People

The effects of noise on people can be placed into three categories:

- subjective effects of annoyance, nuisance, dissatisfaction;
- interference with activities such as speech, sleep, learning; and
- physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers at industrial plants often experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation exists in the individual thresholds of annoyance, and different tolerances to noise tend to develop based on an individuals past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way the new noise compares to the existing noise levels that one has adapted, which is referred to as the "ambient noise" level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of one dBA cannot be perceived;
- Outside of the laboratory, a three dBA change is considered a just-perceivable difference when the change in noise is perceived but does not cause a human response;
- A change in level of at least five dBA is required before any noticeable change in human response would be expected; and

- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. A ruler is a linear scale: it has marks on it corresponding to equal quantities of distance. One way of expressing this is to say that the ratio of successive intervals is equal to one. A logarithmic scale is different in that the ratio of successive intervals is not equal to one. Each interval on a logarithmic scale is some common factor larger than the previous interval. A typical ratio is 10, so that the marks on the scale read: 1, 10, 100, 1,000, 10,000, etc., resulting in a ten-fold increase in the variable plotted on the x-axis. The human ear perceives sound in a non-linear fashion; hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather they combine logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise Attenuation

Point sources of noise, including stationary mobile sources such as idling vehicles or onsite construction equipment, attenuate (lessen) at a rate of 6 dBA to 7.5 dBA per doubling of distance from the source, depending upon environmental conditions (e.g., atmospheric conditions, noise barriers, type of ground surface, etc.). Widely distributed noises such as a large industrial facility spread over many acres or a street with moving vehicles (a "line" source) would typically attenuate at a lower rate of approximately 3 to 4.5 dBA per doubling distance from the source (also dependent upon environmental conditions) (Caltrans, 1998).

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the affect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration (FTA, 2006). Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration.

EXISTING CONDITIONS

The Hollywood Community Plan Area (CPA) is located approximately three miles northwest of Downtown Los Angeles. Land uses within the CPA include a range of residential, commercial, institutional, and recreational open space areas. The Hollywood Community does not contain certain facilities such as airports or heliports, and the primary source of noise is vehicular traffic. Noise also occurs from various stationary sources, such as mechanical equipment associated with building structures, the operation of various types of businesses (e.g. machinery), and sources produced at residential locations.

Sensitive Receptors

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication, and can cause physiological and psychological stress and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others. In general, residences, schools, hotels, hospitals, and nursing homes are considered to be the most sensitive to noise. Places such as churches, libraries, and cemeteries, where people tend to pray, study, and/or contemplate are also sensitive to noise. Commercial and industrial uses are considered the least noise-sensitive. The Hollywood CPA contains various types of land uses, which include sensitive receptors.

Arterial Roadways

The dominant noise sources throughout the Hollywood CPA are transportation related. Motor vehicle noise generated by automobiles, motorcycles, tacks, and buses commonly causes sustained noise levels and is often in close proximity of sensitive land uses. The major freeway within the CPA is the US 101 (Hollywood Freeway), which is a primary source of traffic noise, as well as other major streets. Major streets in the CPA that have high noise levels include Hollywood, Highland, and Sunset Boulevards. Vehicular traffic is also a major source of ground-borne vibration in the CPA, which include refuse trucks, delivery trucks, and transit buses on local roadways and automobile circulation within underground parking facilities.

Stationary Sources

The dominant stationary sources throughout the CPA include those typical of an urban setting, which include outdoor concert facilities (e.g. Hollywood Bowl), landscape maintenance activities such as gasoline-powered lawnmowers, leaf blowers, trash collection, outdoor sports facilities that attract large numbers of spectators (e.g. high school football fields), and industrial air conditioning units.

Existing Noise Levels

Eight 10-minute average noise measurements were taken along roadways in the Hollywood CPA (see **Appendix E** of this EIR). **Figure 4.7-1** shows the locations at which 10-minute average measurements were collected. **Table 4.7-1** displays the L_{eq} and L_{max} for these 10-minute measurements. As shown, ambient L_{eq} noise levels in the study area were between 62.4 and 72.3 dBA. The predominant noise source at most of the noise monitoring locations was vehicle traffic on nearby roadways.

Table 4.7-1: 10-Minute Average Ambient Noise Levels in Hollywood

#	Measurement Location	Time	L_{eq}	L_{max}	Description of Noise Sources
1	Highland Ave. near Franklin Ave.	13:00	62.4	76.3	Vehicle traffic
2	Sunset Blvd. near Fairfax Ave.	13:18	64.9	79.1	Vehicle and pedestrian traffic
3	La Brea Ave. near Willoughby Ave.	13:41	72.0	89.9	Vehicle traffic; construction nearby
4	Sunset Blvd. near Van Ness Ave.	14:09	70.8	90.0	Vehicle traffic
5	Melrose Ave. near Ardmore Ave.	14:32	63.3	81.9	Vehicle traffic
6	Sunset Blvd. near Hyperion Ave.	14:52	64.7	78.1	Vehicle and pedestrian traffic
7	Griffith Park Blvd. near St. George St.	15:09	71.3	90.0	Vehicle traffic; students at nearby school
8	Los Feliz Blvd. near Rowena Ave.	15:22	72.3	86.7	Vehicle traffic; students at nearby school

Notes: Noise measurements were taken on Monday March 30, 2009 and are provide in Appendix E of this Draft EIR.
Source: ESA, 2009.

REGULATORY BACKGROUND

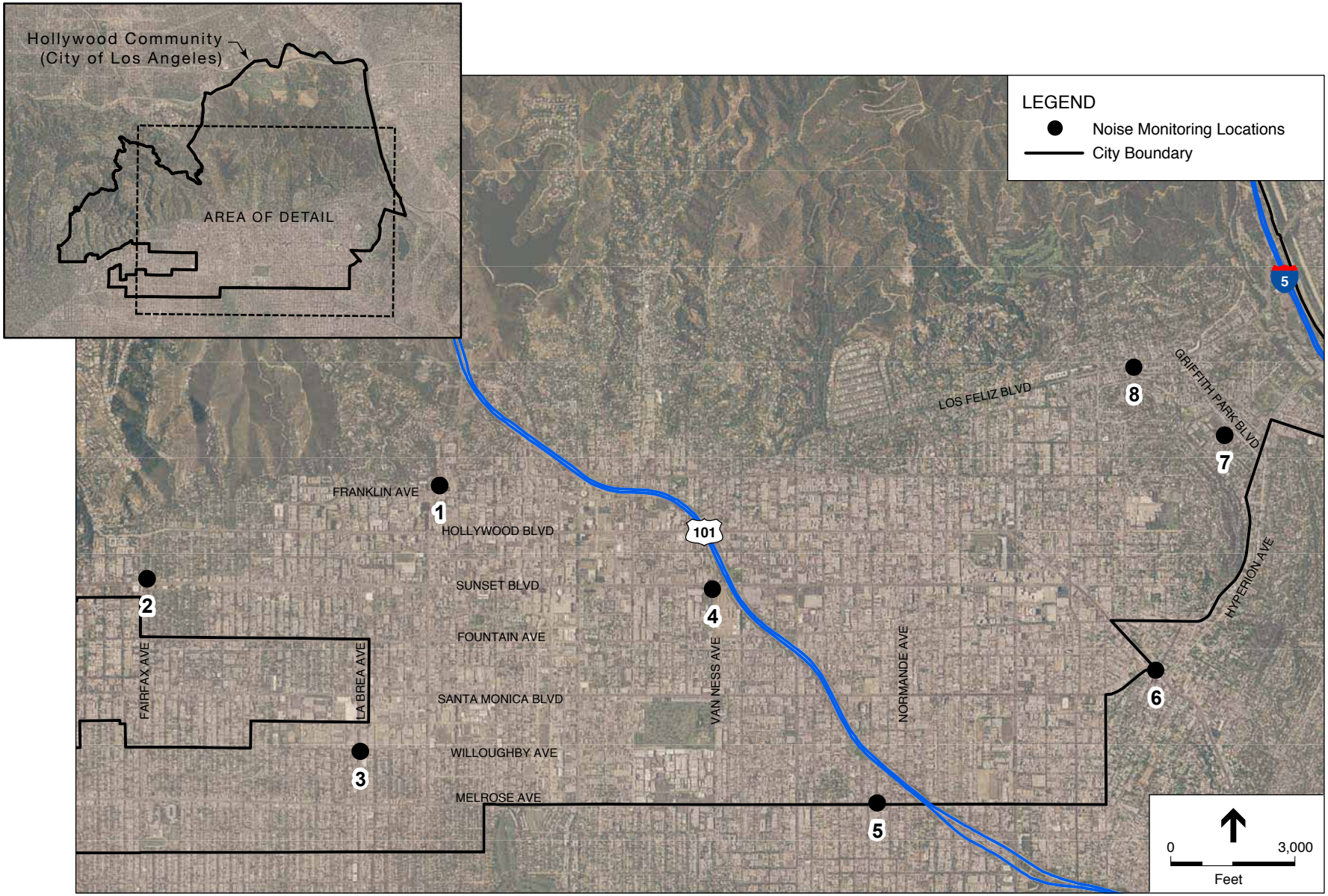
Federal Standards

The Federal Aviation Administration (FAA) sets noise limits for commercial aircraft (14 CFR Part 36) and establishes procedures for airport noise studies and land use compatibility evaluations (14 CFR Part 150) in the Federal Aviation Regulations. The federal Department of Housing and Urban Development (HUD) has site acceptability standards for HUD financed or assisted projects. These standards consider a site with an Ldn of 65 dBA or less "acceptable," while those with an Ldn greater than 75 dBA are "unacceptable." With respect to residential and other sensitive uses, the exterior standard of 65 dBA CNEL is generally consistent with the interior standard of 45 dBA CNEL. This is because normal wood frame residential construction usually provides from 12 to 18 dBA of reduction from exterior to interior areas, and a 20 dBA reduction is commonly achieved in new structures.

There are no federal standards for ground-borne vibration; however, the Federal Transportation Authority (FTA) has established a PPV threshold of 0.2 inch per second for vibration in proximity to fragile buildings.

State Standards

Department of Health Services: The State of California, Department of Health Services, Environmental Health Division, has published the Guidelines for Noise and Land Use Compatibility (the State Guidelines) which recommend guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for general plans. The State Guidelines, summarized in **Table 4.7-2**, indicate that residential land uses and other noise sensitive receptors generally should be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA (CNEL or L_{dn}). Application of this compatibility matrix to development projects is not mandated by the Department of Health Services; however, each jurisdiction is required to consider



SOURCE: NAIP Imagery. 2006; ESA, 2009.

Figure 4.7-1

NOISE MONITORING LOCATIONS

Jan 2011:010

Table 4.7-2: Noise and Land Use Compatibility Criteria

Land Use Category	Normally acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density	50-60	55-70	70-75	75-85
Residential-Multiple Family	50-65	60-70	70-75	75-85
Transient Lodging-Motel, Hotels	50-65	60-70	70-75	75-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	70-85
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NS	67.5-75	72.5-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	NS	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	NS
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	75-85	NS

Notes:

Normally Acceptable - Specified land use is satisfactory, based on the assumption that any buildings involved are of normal construction without special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and noise insulation features have been included in the design.

Normally Unacceptable - New construction or development should generally be discouraged. Prior to new construction or development, a detailed analysis of the noise reduction requirements must be made.

Clearly Unacceptable - New construction or development should generally not be undertaken.

NS=Not specified.

Source: Modified from the State of California Governor's Office of Planning and Research General Plan Guidelines, Appendix A.

the State Guidelines when developing its general plan noise element and when determining acceptable noise levels within its community. According to the State Guidelines, an exterior noise level of 60 dBA CNEL is considered to be a "normally acceptable" noise level for single-family, duplex, and mobile homes involving normal, conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 dBA CNEL are typically considered "normally acceptable" for multi-family units and transient lodging without any special noise insulation requirements. Between these values and 70 dBA CNEL, exterior noise levels are typically considered "conditionally acceptable," and residential construction should only occur after a detailed analysis of the noise reduction requirements is made and needed noise attenuation features are included in the project design. Exterior noise attenuation features include, but are not limited to, setbacks to place structures outside the conditionally acceptable noise contour and orientation.

Department of Housing and Community Development: The State Department of Housing and Community Development has required that new residential units should not be exposed to outdoor ambient noise levels in excess of 65 dBA (CNEL or L_{dn}), and, if necessary, sufficient noise insulation must be provided to reduce interior ambient levels to 45 dBA. Within a 65 dBA exterior noise environment, interior noise levels are typically reduced to acceptable levels (to at least 45 dBA CNEL) through conventional construction, but with closed windows and fresh air supply systems or air conditioning.

There are no adopted State policies or standards for ground-borne vibration. The traditional view has been that common vibrations related to roadway traffic and construction activities pose no threat to buildings or structures. However, Caltrans recommends that extreme care be taken when sustained pile driving occurs within 7.5 meters (25 feet) of any building and 15-30 meters (50-100 feet) of a historic building or a building in poor condition.

Local Standards

City of Los Angeles General Plan Noise Element: The City of Los Angeles General Plan Noise Element identifies potential significant noise sources, addresses vibration issues and identifies historic and current noise management approaches. The Noise Element includes the following implementation programs that may apply to the Proposed Plan:

P6 When processing building permits, continue to require appropriate design and/or insulation measures, in accordance with the California Noise Insulation Standards (Building Code Title 24, Section 3501 et seq.), or any amendments thereto or subsequent related regulations, so as to assure that interior noise levels will not exceed the minimum ambient noise levels, as set forth in the city's noise ordinance (LAMC Section 111 et seq., and any other insulation related code or standards or requirements) for a particular zone or noise sensitive use, as defined by the California Noise Insulation Standards.

P11 For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and City procedures.

P12 When issuing discretionary permits for a proposed noise-sensitive use or subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level CNEL of 45 dB, or less, in any habitable room as required by Los Angeles Municipal Code Section 91.

P13 Continue to plan, design and construct or oversee construction of public projects, and projects on City owned properties, so as to minimize potential noise impacts on noise sensitive uses and to maintain or reduce existing ambient noise levels.

P15 Continue to take into consideration, during updating/revision of the city's general plan community plans, noise impacts from freeways, highways, outdoor theaters and other significant noise sources and to incorporate appropriate policies and programs into the plans that will enhance land use compatibility.

P16 Use, as appropriate, the "Guidelines for Noise Compatible Land Use", or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and variance determinations and environmental assessment considerations, especially relative to sensitive uses within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads or truck haul routes.

City of Los Angeles Municipal Code: The City of Los Angeles sets forth noise restrictions in Chapter XI (Noise Regulation) of the Los Angeles Municipal Code. This chapter includes regulations for mobile and stationary sources including but not limited to air conditioning, refrigeration, heating and pumping equipment and powered equipment or powered hand tools. Construction noise is addressed in Chapter IV, Article 1 Section 41.40 of the Los Angeles Municipal Code. This section states that no person shall perform construction or repair work of any kind between the hours of nine p.m. and seven a.m., where such work would entail the use of any power driven drill, riveting machine, excavator or any other machine, tool, device or equipment which makes loud noises that could disturb persons occupying sleeping quarters in nearby residences or hotels. Additionally, operation, repair or servicing of construction equipment and delivering of construction materials shall be prohibited during the previously stated time period. Construction activities are also limited to between the hours of eight a.m. and six p.m. on Saturdays and national holidays and are prohibited at all times on Sundays.

IMPACT ASSESSMENT

Threshold of Significance

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; or

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;

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.

The *L.A. CEQA Thresholds Guide* was published in 2006 by the City of Los Angeles to help aid in the environmental review of projects subject to CEQA. For noise analyses, the guidance provides recommendations for analyzing noise associated with both construction and operation.

Construction Noise. According to the *L.A. CEQA Thresholds Guide* a project would have a significant noise impact from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a sensitive noise use;

- Construction activities lasting more than 10 days in a three month period would exceed existing ambient noise levels by five dBA or more at a noise sensitive use; or

- Construction activities would exceed the ambient noise level by five dBA at a noise sensitive use between the hours of nine p.m. and seven a.m. Monday through Friday, before eight a.m. or after six p.m. on Saturday, or anytime on Sunday.

Operational Noise. According to the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on noise levels if project operations cause the ambient noise level measured at the property line of affected uses to increase by three dBA in CNEL (see **Table 4.7-3**), or any five dBA or greater increase.

Assessment

The Hollywood area includes a number of sensitive receptors (schools, hospital, senior care facilities, residences), and new developments requiring construction and operation could result in a significant impact to these uses.

The nearest airport is the Burbank-Glendale-Pasadena Airport, which is located approximately three miles north of Hollywood. However, the Hollywood area is well outside of the airport's 65 dB CNEL contour; therefore, no impacts would be associated with criterion five and six shown above. Potential impacts resulting from the Hollywood CPA are discussed below:

Table 4.7-3 Land Use Compatibility - Community Noise Exposure (CNEL)

Land Use	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	above 75
Multi-Family Homes	50-65	60-70	70-75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	above 80
Transient Lodging – Motels, Hotels	50-65	60-70	70-80	above 80
Auditoriums, Concert Halls, Amphitheaters	-	50-70	-	above 65
Sports Arena, Outdoor Spectator Sports	-	50-75	-	above 70
Playgrounds, Neighborhood Parks	50-70	-	67-75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	-	70-80	above 80
Office Building, Business and Professional Commercial	50-70	67-77	above 75	-
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	above 75	-

Source: City of Los Angeles, 2006.

Construction Noise

Construction activities associated with implementation of the Proposed Plan would generate high noise levels intermittently throughout the Hollywood CPA. Noise levels would fluctuate depending on the construction phase, amount of equipment used, and distance between activities and sensitive receptors.

Table 4.7-4 shows typical outdoor construction noise levels associated with various phases of construction activities. As shown, unmitigated noise levels at 50 feet range from 78 dBA to 89 dBA. If mufflers would be utilized, noise levels would be between 77 and 86 dBA. As discussed previously, construction activities lasting more than one day that would exceed existing ambient exterior noise levels by 10 dBA or more would be considered to have a significant impact. Furthermore, construction activities lasting more than 10 days in a three month period that would exceed ambient exterior noise levels by five dBA or more at a sensitive use would be considered to have a significant impact. Presumed ambient noise levels at residences are 50 dBA during the daytime and 40 dBA during the night. Therefore, if construction activities would occur within 50 feet of a residential receptor, impacts from construction noise would be considered significant.

Table 4.7-4: Outdoor Construction Noise Levels

Construction Phase	Noise Level (dBA L_{eq})	
	50 feet	50 feet with Mufflers
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86
Source: City of Los Angeles, 2006.		

Construction activities that would occur under implementation of the Proposed Plan are uncertain at this time. Therefore, it is impossible to accurately predict all construction noise impacts in this Program EIR. Construction impacts would need to be evaluated further under subsequent CEQA documentation for individual projects proposed in the Hollywood CPA.

Construction Vibration

Construction activities associated with implementation of the Proposed Plan could cause ground-borne vibration from operation of heavy construction equipment such as pile drivers, drill rigs, bulldozers, and loaded haul trucks. **Table 4.7-5** shows typical vibration levels associated with construction equipment at different distances from the source.

Table 4.7-5: Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity (inches/second)		
		25 feet	50 feet	100 feet
Pile Driver (Impact)	Upper range	1.518	0.537	0.190
	Typical	0.644	0.228	0.081
Pile Driver (Sonic)	Upper range	0.734	0.260	0.092
	Typical	0.170	0.060	0.021
Vibratory Roller		0.210	0.074	0.026
Large bulldozer		0.089	0.031	0.011
Caisson drilling		0.089	0.031	0.011
Loaded trucks		0.076	0.027	0.010
Jackhammer		0.035	0.012	0.004
Source: FTA, 2006.				

A PPV of 0.5 inches per second can result in damage to newer more sturdy buildings while fragile buildings may be damaged by a PPV of 0.12 inches per second (FTA, 2006). Therefore, based on information presented in **Table 4.7-5**, construction activities that may occur under implementation of the Proposed Plan would have the potential to expose buildings to ground-borne vibration levels that may result in structural damage. Since the exact location and intensity of construction activities is currently unknown, it is impossible to accurately predict vibration impacts at this time. There are many older buildings (many of which are historic) in Hollywood; these buildings should be protected from potential vibration impacts as part of the entitlement process of projects within 100 feet of such buildings.

Implementation of mitigation would help reduce impacts from ground-borne vibration. However, if construction techniques such as impact pile driving would be used within close proximity to existing structures, especially fragile structures, damage may occur. In the absence of detailed information on construction activities, impacts from vibration would be considered significant and unavoidable. Construction vibration impacts would need to be evaluated further under subsequent CEQA documentation for individual projects proposed in the Hollywood CPA.

Operational Stationary Noise Sources

Implementation of the Proposed Plan would increase development capacity in the Hollywood CPA to approximately 36.2 million square feet of commercial space, 10.3 million square feet of industrial space and 117,182 single and multiple family dwelling units. This represents an approximate increase of 9.4 million square feet of commercial space, 1.6 million square feet of industrial space, and 15,143 additional single and multiple family dwelling units. This would accommodate a population increase of 29,690 people and creation of 38,506 jobs in the Hollywood CPA.

New noise sources associated with development planned under the Proposed Plan would lead to increased ambient noise levels in parts of the CPA. New noise sources would include industrial and commercial sources that would be spread throughout the Plan area.

Goals, objectives, and policies included in the Proposed Plan would encourage new industrial development designs to be compatible with adjacent land uses. This would be achieved by encouraging buffers between residential and industrial land uses and promoting a transition between industrial uses from intensive uses to less intensive uses in those areas in close proximity to residential neighborhoods. These policies would help reduce potential impacts from industrial noise sources on sensitive land uses.

The Proposed Plan also contains goals, objectives and policies that promote development of new housing along mixed-use boulevards, in close proximity to regional and community commercial centers, subway stations, and bus route stops. Such development would have the potential to expose residential receptors to increased noise levels. However, the City's General Plan Noise Element Implementation Program P6 would help reduce potential impacts by requiring appropriate design and insulation measures when processing building permits. Furthermore, Implementation Program P12 requires that when issuing discretionary permits for noise-sensitive uses that mitigation measures be implemented to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room. This may be achieved through design measures such as building orientation and buffering, installing insulation as recommended by an acoustical expert, or by applying other measures deemed appropriate by the City. These implementation plans would reduce potential impacts to a less than significant level.

Operational Mobile Noise Sources

A spreadsheet that was developed using algorithms from the Federal Highway Administration's Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to analyze roadway segments that would experience the greatest percentage change in peak p.m. hour roadway volumes under implementation of the Proposed Plan. To assess the significance of the increase in traffic noise due to implementation of the Proposed Plan, peak-hour noise levels were estimated for existing (2005) conditions, future (2030) conditions without the project and future (2030) conditions with the project. Results of the modeling are presented in **Table 4.7-6**. The segments shown in the table represent all segments that would experience an increase of three dBA or greater from existing conditions under implementation of the Proposed Plan.

Table 4.7-6: Traffic Noise Increase Along Local Roadways in the CPA

Street Segment (From – To)	Modeled Noise Level at 50 feet from Roadway Centerline				
	Existing (2005)	Future w/o Project (2030)	Future with Project (2030)	Project increase from Existing	Receptors in Vicinity
1. Griffith Park Boulevard *(St. George - Hyperion)*	67.0	70.6	71.8	4.8	Residential
2. Hollywood Boulevard *(Prospect - Vermont)*	68.8	69.5	72.1	3.3	Church; School; Park
3. Normandie Avenue *(Santa Monica - Fountain)*	66.4	70.4	69.7	3.3	Residential; Church
4. Wilton Place *(Hollywood – Franklin)*	65.9	67.6	69.0	3.1	Residential
5. Wilcox Avenue *(Melrose – Santa Monica)*	57.7	62.3	60.7	3.0	Residential; Church
6. Fountain Avenue *(Cahuenga – Vine)*	67.4	70.6	70.4	3.0	Primarily Commercial; Some Residential

This table is based on initial traffic data that has been refined; these refinements would not substantially change the numbers in this table.
Source: ESA, 2009

As discussed above, a project would be considered to have a significant impact on noise levels if it would increase ambient noise levels measured at the property line of affected uses by three dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (see **Table 4.7-2**), or by five dBA under any circumstances. For residential receptors, the normally unacceptable and clearly unacceptable range starts at 70 dBA. Therefore, increased traffic on the following street segments could result in a significant impact with regard to ambient noise levels: Griffith Park Boulevard between St. George Street and Hyperion Avenue, Hollywood Boulevard between Prospect and Vermont Avenue, and Fountain Avenue between Cahuenga and Vine. It should be noted that modeled noise levels are representative of the peak hour noise levels, and therefore CNEL is likely to be lower than values presented in the table above. Impacts would need to be evaluated further under subsequent CEQA documentation for individual projects proposed in the Hollywood CPA. Impacts would be considered significant and unavoidable.

Cumulative Noise Impacts

Temporary noise levels would be generated by construction and as discussed above, the proposed project by itself would expose some receptors to noise levels in excess of acceptable City standards. Construction noise impacts would decrease substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction would need to be in close proximity to a noise receptor. Construction activity associated with individual projects may overlap with other construction activity proposed by CPA update. Thus, the possibility exists that a substantial cumulative increase in construction noise levels could result from construction associated with multiple projects under the CPA update. The cumulative impact concerning the proposed project and the related projects, concurrently emitting high levels of construction noise, would likely be significant and unavoidable.

MITIGATION MEASURES

The following mitigation measures are recommended to reduce construction noise impacts associated with implementation of the Proposed Plan. The City as a condition of approval of all discretionary projects shall require all contractors to include the following best management practices in contract specifications:

1. Re-route truck traffic away from residential streets, if possible. If no alternatives are available, route truck traffic on streets with the fewest residences.

2. Site equipment on construction lots as far away from noise-sensitive sites as possible.

3. When construction activities are located in close proximity to noise-sensitive sites, construct noise barriers, such as temporary walls or piles of excavated material between activities and noise sensitive uses.

4. Avoid use of impact pile drivers where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives where geological conditions permit their use. Use noise shrouds when necessary to reduce noise of pile drilling/driving.

5. Use construction equipment with mufflers that comply with manufacturers' requirements.

6. Consider potential vibration impacts to older (historic) buildings in Hollywood as part of the approval process.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

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.

REFERENCES

California Department of Transportation (Caltrans), 1998. Technical Noise Supplement to the Traffic Noise Analysis Protocol, October 1998.

Caltrans, Noise, Air Quality, and Hazardous Waste Management Office, Technical Noise Supplement, October 1998, p. 18.

City of Los Angeles, 2006. L.A. CEQA Thresholds Guide, Chapter I. Noise, 2006.

Federal Transit Administration (FTA), 2006. Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006.

State of California Governor's Office of Planning and Research (OPR). 2007. General Plan Guidelines, Appendix A.

4.8 GEOLOGY AND SOILS

EXISTING CONDITIONS

The Hollywood Community Plan Area (CPA) is located in the City of Los Angeles within the Los Angeles basin, at the southern edge of the Transverse Ranges geomorphic province and near the northern boundary of the Peninsular Ranges geomorphic provinces (Yerkes et a1. 1965). The Transverse Ranges province is primarily mountainous, including the San Gabriel and San Bernardino Mountains to the east and the Santa Monica Mountains to the north and west. The foremost structural feature that has affected the geologic evolution of the province is the San Andreas Fault. This fault, which transects Palmdale, is located approximately 40 miles northeast of the CPA (CDC, 1999). The geomorphic province of the Transverse Ranges province is bounded by the east/west-trending Santa-Ynez Fault to the north and the Malibu-Santa Monica-Raymond Fault series to the south.

Geological Formations

The community of Hollywood has geologic formations that consist of older surficial deposits in the southern portion and bedrock units found in the Santa Monica Mountains in the northern portion. The CPA is located at the base of the Santa Monica Mountains and contains both flatlands areas to the south, and rugged hills to the north (USGS 1966, revised 1999). Most of the community is underlain by sedimentary rocks primarily dating from the Tertiary era, 66 million years ago (CDC 1998). The sedimentary rock is overlain with alluvial deposits of varying ages, all within the Quaternary era, two million years ago (CDC 1998). These include Mesozoic granitic rocks, Cretaceous sandy conglomerates, and Tertiary sedimentary rocks all surrounded by minor amounts of surficial deposits (alluvium and older alluvium). Soils present m the project area are predominately Hanford loam, with some pockets of Ramona loam at the base of the mountains and at the eastern edge of the project area. The bedrock is folded and tilted yielding a relatively complex geologic structure with bedding attitudes (strikes and dips) oriented in various directions. Scattered known and probable bedrock landslides are found mainly near the crest of the ranges, and on the south and east facing slopes. Essentially all of the bedrock area has slopes greater than 15 percent. The elevation in this area is generally 600 to 1,300 feet above mean sea level (USGS 1966, revised 1999).

Surface Fault Rupture

The entire southern California area is considered a seismically active region and prone to surface rupture. Active faults are defined as a fault that has had surface displacement within Holocene times (about the last 11,000 years). A potentially active fault is a fault that has demonstrated surface displacement of Quaternary age deposits (within the last 1.6 million years). Inactive faults have not moved in the last 1.6 million years. Surface fault ruptures can be identified by the breakage of ground along the surface trace of a fault, which is caused by the intersection of the surface area of a fault ruptured in an earthquake with the Earth's surface. Fault displacement occurs when material on one side of a fault moves relative to the material on the other side of the fault, potentially resulting in surface rupture. This can have particular adverse consequences when buildings are located within the

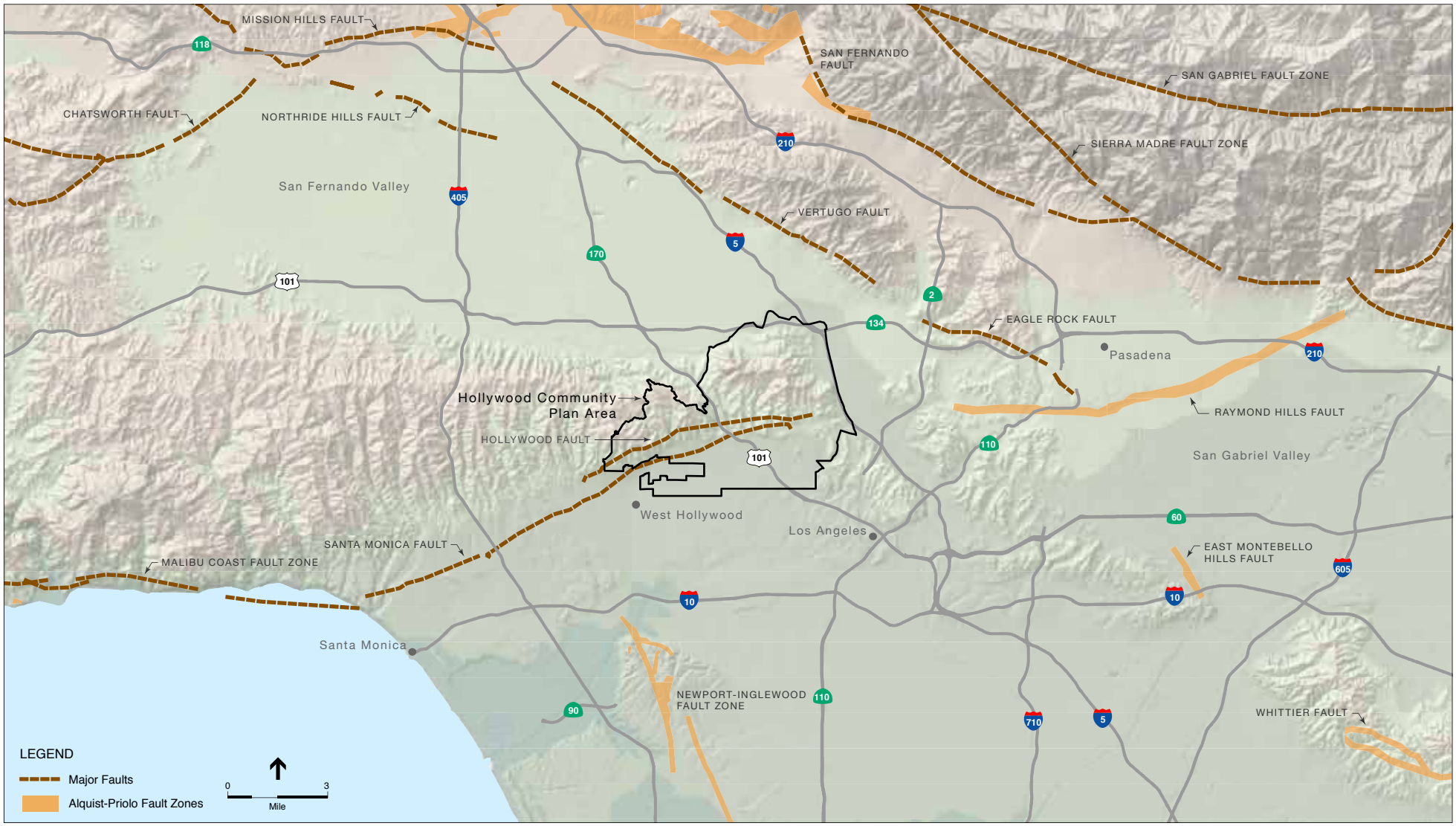
rupture zone. Surface displacement can range from a few inches to tens of feet during a rupture event.

Both active and potentially active faults are located within, or in close proximity to, the community. Major faults in the vicinity of the Hollywood area include Newport-Inglewood, Hollywood, Santa Monica, San Fernando, Raymond Hill, Sierra Madre, Verdugo, Northridge Hills, and Whittier.

The State Alquist-Priolo Special Studies Zone Act mitigates fault rupture hazards by prohibiting the location of most structures for human occupancy across the traces of active faults. No Alquist-Priolo Special Study Zones are located within or adjacent to the project site. The closest Alquist-Priolo Zone to the project area is the Newport-Inglewood Fault, approximately five miles to the south. **Figure 4.8-1** demonstrates the potentially active faults in the region and illustrates the locations of faults in relation to the CPA and surrounding areas. Major active faults in the region are as follows:

Newport-Inglewood Fault. The active Inglewood fault of the Newport-Inglewood fault zone is about five miles south of the CPA. This fault zone is reflected at the surface by a line of geomorphically young hills and mesas formed by the folding and faulting of a thick sequence of Pleistocene age sediments and Tertiary age sedimentary rocks (Barrows, 1974). Fault-plane solutions for 39 small earthquakes between 1977 and 1985 show mostly strike-slip faulting with some reverse faulting along the north segment (north of Dominguez Hills) and some normal faulting along the south segment (south of Dominguez Hills to Newport Beach) (Hauksson, 1987). In 1993, investigations by Law/Crandall in the Huntington Beach area indicated that the South Branch segment of the Newport-Inglewood fault zone offsets Holocene age alluvial deposits in the vicinity of the Santa Ana River. This zone also contains the Overland Fault, which extends from the northwest flank of the Baldwin Hills to North Santa Monica Boulevard in the vicinity of Overland Avenue.

Northridge Fault. The Northridge fault is an inferred deep thrust fault that is considered the eastern extension of the Oak Ridge fault. The vertical surface projection of this thrust is located approximately 16 miles north of the CPA. The Northridge Thrust is located beneath the majority of the San Fernando Valley and is believed to be the causative fault of the 1994 Northridge earthquake. This thrust fault is not exposed at the surface and does not present a potential surface fault rupture hazard. However, the Northridge Thrust is an active feature that could generate future earthquakes. The most recent earthquake of regional significance in Southern California affecting the community of Hollywood was the 1994 Northridge Earthquake, a magnitude 6.7 earthquake that occurred in the San Fernando Valley. The epicenter of this blind thrust fault earthquake was located 11.4 miles below the surface, near the Saticoy Street and Reseda Boulevard intersection in Reseda on a previously unmapped fault. Major structural failures along Los Angeles County freeways occurred, including the collapse of the Interstate 10 (I-10), (a major transportation route to Hollywood) overpass at La Cienega Boulevard.



SOURCE: LA County GIS, 2009; USGS, 2009.

Figure 4.8-1

REGIONAL AND LOCAL FAULTS

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Hollywood Fault. The Hollywood fault is located along the southern base of the Santa Monica Mountains, beneath northern Hollywood. Rupture of the entire Hollywood fault could produce a magnitude 6.6 earthquake (Dolan et al., 1997). The active Hollywood fault trends approximately east-west along the base of the Santa Monica Mountains from the Beverly Hills area to the Los Feliz area of Los Angeles (Dolan et al., 2000). Studies by several investigators have indicated that the fault is active, based on geomorphic evidence, stratigraphic correlation between exploratory borings, and fault trenching studies (Dolan et al., 2000). The fault is also considered active by the State Geologist. However, there is an absence of well-defined surface fault traces. For this reason, an Alquist-Priolo zone has not been established for this fault.

Santa Monica Fault. The Santa Monica fault is the western segment of the Santa Monica-Hollywood fault zone. The fault zone trends east west between the Santa Monica coastline on the west and the Hollywood on the east. The Santa Monica fault has been previously mapped as trending northeast southwest across Hollywood (Hill, et al., 1979). Recent studies and other investigations indicate the "active portion" of the Santa Monica fault does not extend into the Hollywood area (Dolan, et al., 2000). Therefore, the previously mapped locations of the Santa Monica fault in the Beverly Hills are not considered active.

Soils and Sediments

Much of the community of Hollywood is built on an alluvial fan created by sediments carried by water flowing out of area canyons. Since not all alluvial material is unconsolidated (clay, for example, is highly cohesive), the risk of structure damage in the CPA as the result of earthquake induced of ground shaking would vary from site to site. The geologic unit underling the CPA, south of Sunset Boulevard, is alluvium. Alluvium consists of sediments eroded, transported and deposited by water flow. These sediments can range from very small clay sized particles to boulders more than 64 mm in diameter, depending on their source and the sediment carrying capacity of the stream. Courser sediments tend to be deposited in the mountains while finer sediment is deposited far from the mountains. These finer sediments may include large amounts of sand and sandy slit which are very porous and move very easily during seismic activity. This type of soil tends to amplify damage during seismic activity. These finer sediments would be most prominent south of Sunset Boulevard. The areas north of Sunset Boulevard are underlain by Monterey Shale, with the remaining geologic units composed primarily of Santa Monica slate and granitic rocks. All of these latter soils types are relatively stable and do not easily move during seismic activity. The following geologic hazards are related to soil.

Liquefaction

Liquefaction is the process in which loose granular soils below the groundwater table temporarily lose strength during strong ground shaking because of increased pore pressure and thereby, reduced effective stress. The vast majority of liquefaction hazards are associated with sandy soils and silty soils of low plasticity. Potentially liquefiable soils (based on composition) must be saturated or nearly saturated to be susceptible to liquefaction. Significant factors that affect liquefaction include water level, soil type, particle size and gradation, relative density, confirming pressure, intensity of shaking, and duration of shaking. Liquefaction potential has been fond to be the greatest where the groundwater level is shallow and submerged loose, fine sands occur within a depth of about 50 feet

or less. There are areas in the Hollywood CPA subject to liquefaction hazards, primarily located in the northeast portion in areas containing steep slopes, as well as scattered in the hills to the north of Sunset Boulevard (Zimas, 2009). Refer to **Figure 4.8-2** for liquefaction zones in the project area.

Subsidence and Expansive Soils

Subsidence is the downward settling of the earth's surface as a result of fluid withdrawal from deep geologic formations. Unless these voids are refilled, they may collapse causing subsidence in the shallower earth layers between the ground surface and the pumped geologic units. Several inches of subsidence were reported to have occurred during the 1950s to 1970s due to groundwater pumping in the area around Vine between Sunset Boulevard and Santa Monica Boulevard. Soils that volumetrically increase, or expand when exposed to water are considered expansive soils. These soils are typically very fine gained (i.e., clays) and can expand from small fractions to multiples of their volume, depending on their clay mineralogy.

Landslides

Landslides may be triggered by earthquakes, rainstorms, or construction-related activities (e.g., improper grading, structural design, landscaping, etc.). The project area is classified as an area where the likelihood of landslides ranges from "Not Known to be Present" to "High". These factors effecting variability include the slope, the moisture content of the soil, and the composition of the subsurface geology. For example, heavy rains or improper grading may trigger a landslide. The hillside area of the community of Hollywood is almost fully developed with residential uses, and has landslide potential. Areas within the CPA that are susceptible to landslides are illustrated on Figure 4.8-2.

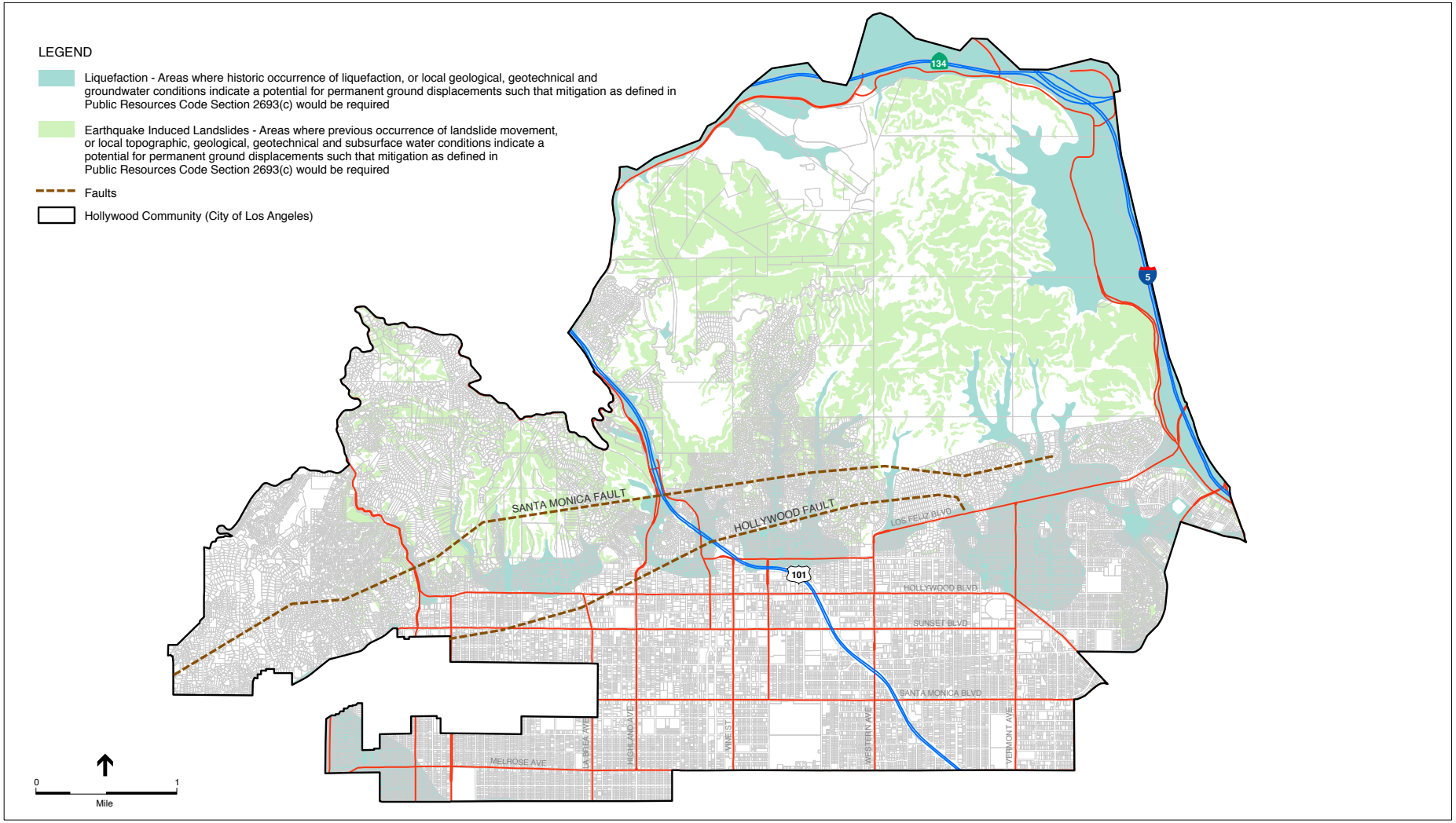
Tsunamis, Flood, and Seiche

The project area is not located within a coastal area or near any other water body; therefore, tsunamis (seismic sea waves) and seiche are not expected to occur within the community. The possibility of dam failures during an earthquake has been addressed by the California Division of Mines and Geology in the earthquake planning scenarios for a magnitude 8.3 earthquake on the San Andreas fault zone and a magnitude 7.0 earthquake on the Newport-Inglewood fault zone (Davis, 1982). These studies found that catastrophic failure of a major dam as a result of a scenario earthquake is regarded as unlikely (Davis, 1982). Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams ensure that all dams are capable of withstanding the maximum credible earthquake for the incentive area.

Mineral Resources

Surface Mining Sources: Based on guidelines adopted by the USGS, areas known as Mineral Resource Zones (MRZ) are classified according to the presence or absence of significant deposits. These classifications indicate the potential for a specific area to contain significant mineral resources:

MRZ-1 - Areas where available geologic information indicates there is little or no likelihood for presence of significant mineral resources.



SOURCE: LA County GIS, 2008; California Division of Mines and Geology, Open-File Report 98-17.

Figure 4.8-2

SEISMIC HAZARD ZONES

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MRZ-2 - areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present or where adequate information indicates that significant mineral deposits are present or where it is fudged that a high likelihood for their presence exists.

MRZ-3 - Areas containing known mineral occurrences of undetermined mineral resource significance.

MRZ-4 - Areas of no known mineral occurrences where geologic information does not rule out the presence or absence of significant mineral resources.

The CPA is classified as MRZ-1 (little or no likelihood of significant mineral resources) (CDC, 1994). There is no active mining within the community.

Oil and Gas Sources: Petroleum resources, such as oil and gas, are considered a mineral resource and commonly occur in many parts of California. There is one source within the CPA; the Salt Lake Field, of which a small portion is located in the southern part of the CPU (see **Figure 4.8-3**). Primarily, oil production activities occurred from the early 1920's until 1935 at this site. Low levels of production currently occur, where oil is extracted via slant drilling under the Cedars-Sinai Medical Center Campus from a portion of the oil field across San Vicente Boulevard.

REGULATORY BACKGROUND

Federal Standards

The Uniform Building Code (UBC) is published by the International Conference of Building Officials. It forms the basis of about half the state building codes in the United States, including California. The UBC has been adopted by the California Legislature together with Additions, Amendments, and the Repeals to address the specific building conditions and structural requirements in California. The UBC defines different regions of the United States and ranks them according to their seismic hazard potential. There are four types of these regions, which include Seismic Zones 1 through 4, with Zone 1 having the lowest seismic potential and Zone 4 having the highest seismic potential. The CPA is located in Seismic Zone 4. Further, the UBC provides guidance on foundation design and structural engineering for various soil types, including alluvium.

State Standards

California Code of Regulations: The CBC is certified in the California Code of Regulations (CCR), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which by law is responsible for coordinating all building standards. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures within its jurisdiction. The 2007 CBC is based on the 2006 International Building Code (IBC) published by the International Code Conference. In addition, the CBC contains necessary California amendments, which are based on the

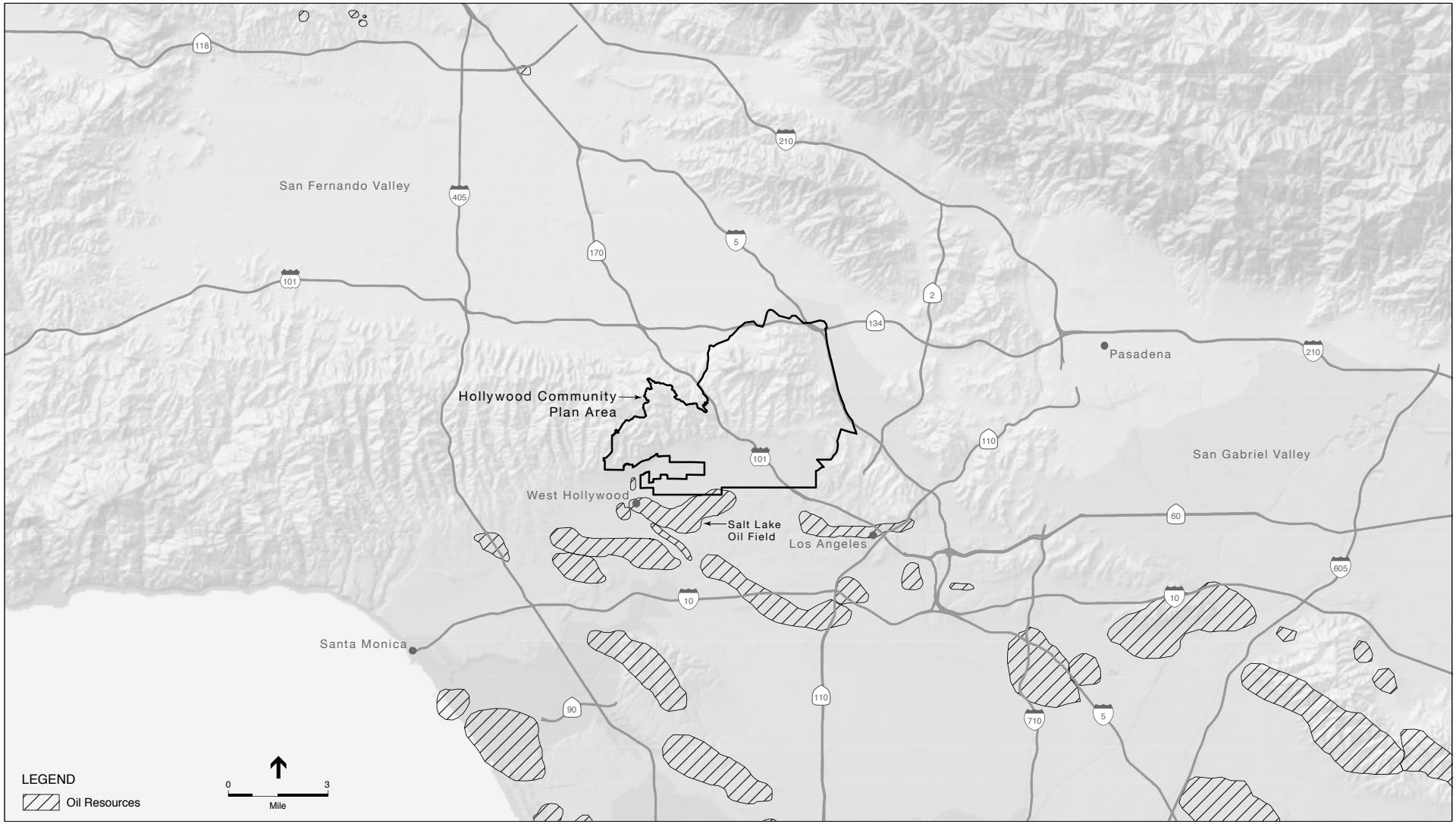

Figure 4.8-3

SOURCE: LA County GIS, 2009; USGS, 2009; California Department of Conservation, Division of Oil, Gas & Geothermal Resources, 2001.

REGIONAL OIL FIELDS

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American Society of Civil Engineers (ASCE) Minimum Design Standards 7-05. ASCE 7-05 provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (flood, snow, wind, etc.) for inclusion into building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

The earthquake design requirements take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients, which are used to determine a Seismic Design Category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at the site and ranges from SDC A (very small seismic vulnerability) to SDC E/F (very high seismic vulnerability and near a major fault). Design specifications are then determined according to the SDC.

Alquist-Priolo Earthquake Fault Zoning Act: The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act) signed into law in December of 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazard of fault rupture and to prohibit the location of most structures for human occupancy across these traces. Cities and counties must regulate certain development projects within the zones, which include withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement. Surface fault rupture is not necessarily restricted within an Alquist-Priolo Zone. As mentioned above, the project area is not located within or immediately adjacent to an Alquist-Priolo fault zone.

Seismic Hazards Mapping Act: The California Geographical Survey provides guidance with regard to seismic hazards. Under California's Geographical Survey's Seismic Hazards Mapping Act, seismic hazard zones are identified and mapped to assist local governments in land use planning. The intent of this act is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, California Geographical Survey's Special Publication, Guidelines for Evaluating and Mitigating Seismic Hazards in California, provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations.

Local Standards

The existing City of Los Angeles regulates development in hillside areas (Planning and Zoning Code Section 12.21(A)17).

IMPACT ASSESSMENT

Threshold of Significance

According to Appendix G, the impacts from the proposed Plan would be considered significant if it would:

1. Expose people or structures to potential substantial adverse effects, including risk of loss injury, or death involving:

   a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault.

   b) Strong seismic groundshaking

   c) Seismic-related ground failure, including liquefaction

   d) 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 potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

4. Be located on expansive soil, as defined in Table 18-1-A of the California Building Code (2001), creating substantial risks to life or property.

5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
6. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

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.

Relevant Goals and Objectives of the Proposed Community Plan

The Proposed Plan would generally increase density compared to today (and compared to the existing Community Plan, although density in a few areas would decrease compared to the current Community Plan). The Proposed Plan could have a potential for significant environmental impacts as a result of local geology. The Proposed Plan sets forth planning goals and objectives to improve conditions related to local geology and topography:

LU.1.26: Develop design standards to protect hillside neighborhoods from over-sized development.

LU.1.28: Limit density in areas with an average slope of 15 percent to that of minimum density land use regulation (equivalent to RE 40 zone).

Assessment

The Proposed Plan is located in a region of high seismic activity, similar to most of Southern California. The Hollywood area is located in the Los Angeles basin, at the southern edge of the Transverse Range, in an area exposed to risk from multiple earthquake fault zones. The highest risks originate from the Hollywood fault zone, the Santa Monica fault zone, and the Newport-Inglewood fault zone, each with the potential to generate moderate to large earthquakes that could cause ground shaking. The closest Alquist-Priolo Earthquake Fault Zone to the area is the Newport-Inglewood fault zone, located approximately five miles south of the Hollywood area. Potential impacts for specific geophysical conditions are discussed below.

Seismic Risk

Alquist Priolo Earthquake Fault Zoning Map. Full implementation of the land uses and densities called out in the Proposed Plan could result in some increase in the size, height and occupancy of structures, however the incremental additional seismic risks to the population and impacts associated with these changes are minimal and do not represent a significant change from current levels of risk. Implementation of the land uses changes permitted by the Proposed Plan would likely result in the replacement of older structures by new, better performing structures, thus reducing the level of risk on a site specific and cumulative basis. Compliance with applicable Building Code requirements and standard conditions of approval would reduce impacts to a less than significant level. As such, the proposed project would not expose people or structures to potential substantial adverse effects involving surface rupture of a known earthquake fault. Therefore, impacts related to surface rupture would be less than significant.

Strong seismic ground shaking. As previously discussed, the project area is located in a seismically active area of California that has the potential to experience strong ground shaking. As shown on **Figure 4.8-1**, several faults are located near the project area. Given the project area's location in proximity to these faults, the anticipated new development is likely to experience some ground shaking due to seismic activity. Ground shaking could dislodge objects from walls, ceilings, and shelves, and damage and destroy buildings and other structures. However, the project area is not located within an Alquist-Priolo earthquake fault zone.

The proposed Plan would allow infill development consistent with existing and proposed land use patterns, intensities, and building types. The proposed Plan conserves the majority of the area's existing patterns and intensities of use. The proposed Plan would allow increased density and or mixed uses in specific, primary commercial areas. In these locations, more intense land uses could potentially result in larger, higher buildings, more dense development and a larger daytime population than is currently permitted in the existing Community Plan.

The Proposed Plan together with other City regulations and requirements would minimize ground shaking hazards through requiring implementation current geotechnical practices and compliance with the California Building Code (CBC), which includes specific structural seismic safety provisions. Compliance with all geotechnical recommendations and geologic design parameters, as provided in the CBC, would also reduce potential impacts to less than significant levels. Therefore, impacts related to ground shaking would be less than significant.

Seismic-related ground failure, including liquefaction. The factors that would cause liquefaction susceptibility at a site include: 1) high groundwater (less than 33 feet below the surface); 2) sandy, low density sedimentary deposits; 3) recent age of materials; and, 4) close proximity to an active fault. Strong ground shaking occurring in areas with high ground water tables and poorly consolidated soils can result in liquefaction. **Figure 4.8-2** identifies areas within the community, which are believed to be susceptible to liquefaction during strong, long duration seismic events. In the event of a long duration moderate to strong earthquake, liquefaction could occur, although the actual hazard posed is at any given site within the liquefaction zone is dependent upon the type of foundation, the structural design of the building and the as graded compaction coefficient of the soil on which a particular structure was built.

The proposed Plan would allow increase density and or mixed uses in specific, primarily commercial areas. In select locations the FAR would be increased. Construction within liquefaction zones is expected to consist primarily of new construction built to current/improved future building, structural, and seismic codes. Under the provisions of California law, and as supported by local building codes, all new construction in the Hollywood area is required to first assess the potential for liquefaction at the building site and then to provide design recommendations to mitigate the site's liquefaction potential to the satisfaction of the building official before any building permits are issued. Therefore, impacts related to liquefaction would be less than significant.

Landslides. The presence of deep-seated landsliding is based only on the presence of surface landforms, and no other data exists to suggest the presence of landsliding. Strong ground motions can worsen existing unstable slope conditions, particularly when coupled with saturated ground conditions. Seismically-induced landslides can overrun structures, people or property, sever utility lines, and block roads, and hinder rescue operations after an earthquake. Hillside areas in the northern reaches of the community are susceptible to landslides (refer to **Figure 4.8-2**). This includes a portion of the community north of Sunset Boulevard. The proposed Plan does not propose any changes to land use in areas susceptible to landslides. Therefore, impacts related to landsliding resulting from implementation would be less than significant.

Soil Erosion

Topsoil is the uppermost 6-8 inches of soil. It has the highest concentration of organic matter and microorganisms, and is where most biological soil activity occurs. Topsoil erosion is of concern when the topsoil layer is blown or washed away, which reduces soil productivity and stability. Since most of the community of Hollywood is built-out and there is no agricultural production, the effect of topsoil erosion on slope stability and surface water quality is of greater concern. All demolition and construction activities within the CPA are presently required to comply with CBC Chapter 70 standards, which are designed to ensure implementation of appropriate measures during grading and construction to control erosion and storm water pollution. While new construction activities carried out as a result of the proposed Plan may slightly increase the potential for construction related soil erosion, consistent enforcement of CBC code requirements and National Pollution Discharge Permit (NPDES) permit conditions can be expected to minimize the polluting effects of erosion from construction sites, and ensure compliance with the Regional Water Quality Control Board (RWQCB) Water Quality Control Plan and its regulations. In addition, the requirement for standard best

management practices regarding post-construction erosion and sediment control would remain in effect. Accordingly, the Proposed Plan would result in a less than significant impact.

Unstable Soils, Landslide Potential, Risk of Liquefaction

As previously discussed, there are no impacts related to landslides and liquefaction; therefore, this discussion addresses impacts related to unstable soils as a result of lateral spreading, subsidence, or collapse. Lateral spreading occurs as a result of liquefaction. As such, liquefaction-prone areas could also be susceptible to lateral spreading. Further, subsidence has been identified as a potential hazard in the area from groundwater withdrawal in excess of groundwater recharge (resulting from the urban environment of Los Angeles County and oil withdrawal). Development resulting from the proposed Plan would be required to comply with the CBC regarding the minimum standards for structural design and site development. The CBC, which is based on the Uniform Building Code (UBC), has been modified for California conditions with more detailed and more stringent regulations. The CBC requires that "classification of the soil at each building site shall be determined when required by the building official" and that "the classification shall be based on observation and any necessary test of the materials disclosed by borings or excavations." The CBC provides standards including, but not limited to: excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soils strength loss. Thus, an acceptable degree of soil stability can be achieved for soil materials by the Building Code required incorporation of soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in the excavation and construction plans to address site-specific soil conditions. A site-specific evaluation of soil conditions is required for all construction projects and must contain recommendations for ground preparation and earthwork specific to the site, that become an integral part of the construction design. These requirements would assure the impacts remain less than significant with regard to the exposure of people or structures to hazards associated with unstable geologic units or soils.

Expansive Soils

Expansive soils behavior can occur when susceptible clayey materials are exposed to the wetting and drying action of water. As water is initially introduced into the soil (by rainfall or watering), an expansion takes place. If dried out, the soil will contract, often leaving small fissures or cracks. Excessive drying and wetting of the soil will progressively deteriorate structures over the years. The CPA is underlain with alluvium, which generally consists of fine particles such as silt and clay along with larger particles like sand and gravel, is generally highly susceptible to ground shaking and, subsequently, is considered an expansive soil.

Using unsuitable materials for fill and for foundation support would have the potential to create future heaving, subsidence, spreading, or collapse problems leading to building settlement and for utility line and pavement disruption. The variations in soils underlying the community may allow for differential settlement. Development permitted under the proposed Plan would be required to comply with applicable provisions of the CBC with regard to soil hazard-related design. The CBC requires a site-specific foundation investigation and report for any new development that identifies potentially unsuitable soil conditions is required. Compliance with applicable regulations and buildings codes would assure potential impacts remain less than significant.

Suitability for Septic Tanks

The CPA is almost entirely built out with an established utility infrastructure and associated services. New development and/or land use changes which would be located in the commercial and mixed-use areas of the community, would connect to existing sewer trunk lines or future expansion of sewer trunk lines. Development under the proposed Plan would not require the use of septic tanks. Therefore, no impact would occur.

Access to Mineral Resources

As previously discussed, active oil and gas wells are located in the project area (e.g. the Salt Lake Oil Field). The future conversion of parcels containing existing oil or gas wells into other various land uses that currently surround the areas (such as commercial, residential, or mixed-use depending on the location of the wells) would serve to decrease the availability of known mineral resources that could be extracted. Oil and gas extraction activities are not ideally suited for urban areas due to the traditionally incompatible nature of oil derricks and extraction operations with adjacent residential and commercial development. The production in the area accounts for a small percentage of total oil and gas production in Southern California and the State and would not significantly alter the availability of known mineral resources that would be of value to the region and the residents of the State. This would be a less than significant impact.

The Proposed Plan does not delineate any locally important mineral resource recovery sites within the community and implementation of the Proposed Plan could result in the loss of availability of a locally-important mineral resource recovery site. The proposed Plan focuses on the current and future needs of the community where mineral extraction is not a priority. As a result, this would be a less than significant impact.

Cumulative Impacts

Soil and geologic conditions are site-specific and there is little, if any, cumulative relationship between this project and other projects in the area. Furthermore, 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. Therefore, since geologic hazards are site-specific, the Proposed Plan in combination with other past, present, and reasonably foreseeable future projects, would not create a potentially significant cumulative impact on geological resources.

MITIGATION MEASURES

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 Hollywood Community Plan does not require mitigation measures as there are no potentially significant impacts.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

With the implementation of the Proposed Plan and existing programs policies and regulations, impacts would be less than significant.

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4.9 CULTURAL RESOURCES

Cultural resources can be in the form of historical/architectural, archaeological or paleontological resources. Cultural resources can include buildings and other structures, monuments, places, human, vegetative and animal artifacts.

Historical/Architectural resources are defined as those monuments, buildings and various types of structures, including churches, bridges, and courthouses, used in the past and are famous/notable in history.

Archaeological resources are defined as the material remains of an area's prehistorical (Aboriginal/Native American) or historical (European and Euro-American) activity. Remains that are 45 years of age or older are of cultural concern, although they are not necessarily of cultural significance as defined by the California Environmental Quality Act (CEQA).

Archaeological resources are recognized as non-renewable resources significant to our culture and are afforded protection by federal and state laws that include the CEQA and the Federal Antiquities Act of 1906.

Paleontological resources are fossils or assemblages of fossils which are unique, unusual, rare, uncommon, diagnostically important, and those that add to an existing body of knowledge in specific areas, or regionally.

EXISTING CONDITIONS

Historical/Architectural

The historic resources listed in **Table 4.9-1** are based on the California State Historic Resources Inventory maintained by the California State Office of Historic Preservation and the Historic-Cultural Monument list maintained by the Office of Historic Resources, Department of City Planning, City of Los Angeles.

Because the inventories shown in **Table 4.9-1** are constantly updated by the inclusion of new historic resources every year, **Table 4.9-1** is subject to change in the future and should not be viewed as the single definitive register of historic resources in the Hollywood Community Plan area.

Table 4.9-1: Identified Historic Resources in the Hollywood Community Plan Area

National Register of Historic Places	
Districts	
National Register District Name	**Status Code**
Whitley Heights Historic District (1982)	1D
Hollywood Boulevard Commercial and Entertainment District (1985)	1D

Table 4.9-1: Identified Historic Resources in the Hollywood Community Plan Area

Individually Listed

Resource Name	Address	Status Code
John Sowden House	5121 Franklin Avenue	1S
Pantages Theater	6233 Hollywood Boulevard	1D
Hollywood Equitable Building	6253 Hollywood Boulevard	1D
	6264 Hollywood Boulevard	1D
Broadway Department Store and Sign	6300 Hollywood Boulevard	1D
Regency Building	6324 Hollywood Boulevard	1D
Guaranty Building	6331 Hollywood Boulevard	1D
Equitable Building	6349-6353 Hollywood Boulevard	1D
Leed's	6352 Hollywood Boulevard	1D
Palmer Building	6362 Hollywood Boulevard	1D
Owl Drug Company	6380 Hollywood Boulevard	1D
Security Trust and Savings Building	6381 Hollywood Boulevard	1D
JP Creque Building	6400 Hollywood Boulevard	1D
Warner Brothers Hollywood Theater Building	6423 Hollywood Boulevard	1D
Attie Building	6436 Hollywood Boulevard	1D
	6523 Hollywood Boulevard	1D
Hillview Apartments	6531 Hollywood Boulevard	1D
	6542 Hollywood Boulevard	1D
	6553 Hollywood Boulevard	1D
	6554 Hollywood Boulevard	1D
	6600 Hollywood Boulevard	1D
Baine Building	6601 Hollywood Boulevard	1D
Kress Building	6606 Hollywood Boulevard	1D
	6626 Hollywood Boulevard	1D
Cherokee Building	6630 Hollywood Boulevard	1D
Shane Building	6652 Hollywood Boulevard	1D
Musso and Frank Grill	6663 Hollywood Boulevard	1D
	6679 Hollywood Boulevard	1D
Outpost Building	6701 Hollywood Boulevard	1D
Egyptian Theater	6708 Hollywood Boulevard	1D
Pig N Whistle	6718 Hollywood Boulevard	1D
Christie Hotel	6724 Hollywood Boulevard	1D
	6740 Hollywood Boulevard	1D
	6743 Hollywood Boulevard	1D
Montmartre	6755 Hollywood Boulevard	1D
	6765 Hollywood Boulevard	1D
Hollywood Theater	6766 Hollywood Boulevard	1D
Security First National Bank	6777 Hollywood Boulevard	1D
Bank of America Building	6780 Hollywood Boulevard	1D
Rexall Drug Store	6800 Hollywood Boulevard	1D
	6806 Hollywood Boulevard	1D
Seven Seas	6904 Hollywood Boulevard	1D
	7001 Hollywood Boulevard	1D
Arthur Murray	7024 Hollywood Boulevard	1D
Hollywood Professional Building	7046 Hollywood Boulevard	1D
	7051 Hollywood Boulevard	1D
	7055 Hollywood Boulevard	1D
	7065 Hollywood Boulevard	1D

Table 4.9-1: Identified Historic Resources in the Hollywood Community Plan Area

Knickerbocker Hotel	1714 N. Ivar Avenue	1D
Hollywood Plaza Hotel	1633 Vine Street	1D
Taft Building	1680 Vine Street	1D
Hollywood Playhouse	1735 N. Vine Street	1D
Montecito Apartments	6650 Franklin Avenue	1D
Hollywood Station (US Post Office)	1615 N. Wilcox Avenue	1D
Barnsdall Art Park	4800 Hollywood Boulevard	1D
Cahuenga Branch Library	4591 Santa Monica Boulevard	1D
El Greco Apartment	817 N. Hayworth Avenue	1D
Fire Station No. 27	1355 N. Cahuenga Boulevard	1D
Ennis - Brown House	2607 Glendower Avenue	1D
Samuel Freeman House	1962 Glencoe Way	1D
John C. Fremont Branch Library	6121 Melrose Avenue	1D
Jardinette Apartments	5128 Marathon Street	1D
Lovell House	4616 Dundee Drive	1D
Storer House	8161 Hollywood Boulevard	1D
Hollywood Masonic Temple	6840 Hollywood Boulevard	1D
La Belle Tour	6200 Franklin Avenue	1D
Villa Bonita	1817 Hillcrest Road	1D
YWCA Hollywood Studio Club	1215 Lodi Place	1D
Crossroads of the World	6671 Sunset Boulevard	1D
I. Magnin & Company	6336-6340 Hollywood Boulevard	1D
St. Andrews Bungalow Court	1514-1544 N. St. Andrews Place	1S
Hollywood Cemetery	6000 W. Santa Monica Boulevard	1D
California Register of Historic Places		
Districts		
Resource Name		**Status Code**
Afton Square District (1995)		2D2
East Hollywood Blvd. District (1995)		2D2
Hollywood Reservoir Complex		2D2
Selma-LaBaig District (1994)		2D2
Serrano District (1994)		2D2
Toberman Storage Company		2D3
Vista del Mar/Carlos District (1994)		2D2
Individual Listings		
Resource Name	**Address**	**Status Code**
Dunning House	1606-1616 Saint Andrews Pl	2S2
Griffith Observatory	2800 Observatory Ave	2B
Franklin Avenue Bridge (Shakespeare Bridge)	Franklin Avenue	
Franklin Townhouses	5640 Franklin Avenue	2S2
	7357 Franklin Avenue	2S2
Hollywood Walk of Fame	Various	2S2
French-American Building	4949 Hollywood Blvd	2S2
Hollywood Western Building	5500-5510 Hollywood Boulevard	2S2
	5611 Hollywood Blvd	2S2
	5618 Hollywood Blvd	2S2
	5701 Hollywood Blvd	
Hollywood Sports Car	5766 Hollywood Blvd	2S2

Table 4.9-1: Identified Historic Resources in the Hollywood Community Plan Area

	5941 Hollywood Blvd	2S2
John C. Fremont Branch Library	6121 Melrose Avenue	2S2
Durfee Residence	2003 N. La Brea Terrace	2S2
Los Feliz Elementary School	1740 N. New Hampshire	2S2
Hollywood YMCA	1553 Schrader Blvd.	2S2
Trianon Apartments	1750-1754 N. Serrano Ave	2D3
Nicholas Priester Building	1101 N. Vermont Ave	2S2
Hollywood Presbyterian Med. Center	1300 N. Vermont Ave.	2S2
Vine Street Elementary School	955 N. Vine Ave.	2S2
Capitol Records	1750 N Vine St	2S2
Security 1st National Bank	1101 N. Western Avenue	2S2
Highland - Camrose Bungalow #3	2122 Woodland Way	2S2
	6500 Yucca	2S2
Riverside-Zoo Drive Bridge	Zoo Drive	2S2

Historic Cultural Monuments

HCM #	Adopted	HCM Name	Address
12	1/4/1963	Hollyhock House	4800 Hollywood Boulevard
20	5/24/1963	Two Stone Gates (Inter. Beachwood & Westshire Drives)	Westshire Drive
33	2/26/1965	Barnsdall Park Arts Center (Residence A)	4800 Hollywood Boulevard
34	2/26/1965	Barnsdall Art Park	4800 Hollywood Boulevard
55	6/5/1968	Grauman's Chinese Theater	6915-6927 Hollywood Boulevard
58	2/5/1969	A & M Records Studio (Formerly Charlie Chaplin Studio)	1416 N. La Brea Avenue
67	9/2/1970	Cedar Trees	Los Feliz Boulevard
94	1/26/1972	Palm Trees (Queen & Washingtonia Robusta) and the Median Strip	Highland Avenue
96	2/23/1972	Storer House	8161 Hollywood Boulevard
111	2/7/1973	Hollywood Sign	Mount Lee
112	3/7/1973	Gabrielino Indian Site	Fern Dell (Griffith Park)
123	3/20/1974	Lovell House	4616 Dundee Drive
126	4/17/1974	Franklin Avenue Bridge (Shakespeare Bridge)	Franklin Avenue
130	7/17/1974	Samuel - Novarro House	2255 Valley Oak Drive
134	12/4/1974	Crossroads of the World	6671-6679 Sunset Boulevard
136	12/4/1974	Saint Mary of the Angels	4510 Finley Avenue
149	3/3/1976	Ennis - Brown House	2607 Glendower Avenue
151	3/24/1976	Chateau Marmont	8215-8221 Sunset Boulevard
162	10/6/1976	William Mulholland Memorial Fountain	Riverside Drive & Los Feliz Boulevard
163	10/6/1976	Site of First Walt Disney Studio	2701-2739 Hyperion Avenue
165	10/20/1976	Fire Station No. 27	1355 N. Cahuenga Boulevard & 1333 Cole Place
168	11/17/1976	Griffith Observatory	Griffith Park
175	5/4/1977	YWCA Hollywood Studio Club	1215-1233 Lodi Place
180	9/21/1977	Site of the Filming of First Talking Film	5800-5858 Sunset Boulevard
181	1/18/1978	Site of Burial Place of J. B. Lankershim	Nichols Canyon Road
192	6/7/1978	Franklin Garden Apartments (Former Site of)	6915-6933 Franklin Avenue - Demolished: 07-01-1978
193	7/5/1978	Pantages Theater	6225-6249 Hollywood Boulevard
194	7/5/1978	Hollywood Walk of Fame	Hollywood Boulevard

Table 4.9-1: Identified Historic Resources in the Hollywood Community Plan Area

198	9/20/1978	KCET Studios	4391-4421 Sunset Boulevard
226	8/29/1979	Masquers Club Building (Former Site of)	1765 N. Sycamore Avenue
227	4/3/1980	Janes House	6541 Hollywood Boulevard
231	4/9/1981	El Greco Apartments	817-823 N. Hayworth Avenue
233	10/9/1980	Sunset Plaza Apartments (Former Site of)	1216-1220 Sunset Plaza Drive - Demolished: 07-01-1987
234	11/3/1980	Taft House (Former Site of)	7771-7791 Sunset Boulevard - Demolished: 06-01-1982
235	11/3/1980	Bollman House	1530-1534 N. Ogden Drive
243	4/28/1981	Garden Court Apartment (Former Site of)	7021 Hollywood Boulevard
246	11/25/1981	Residence	1443-1447 N. Martel Avenue
247	11/25/1981	Freeman House	1962 Glencoe Way
248	12/4/1981	First United Methodist Church of Hollywood	6817 Franklin Avenue
260	5/17/1983	Edward's House	5642 Holly Oak Drive
277	6/12/1984	Hollywood Masonic Temple	6840 Hollywood Boulevard
285	10/3/1984	C. E. Toberman Estate	1847 Camino Palmero
291	4/23/1985	Highland - Camrose Bungalow Village	2103-2115 1/2 N. Highland Avenue
301	10/29/1986	Arzner-Morgan Residence	2249 Mountain Oak Drive
303	6/27/1986	John C. Fremont Branch Library	6121 Melrose Avenue
314	10/24/1986	Cahuenga Branch Library	4591 W. Santa Monica Boulevard
315	10/28/1986	Villa Carlotta	5959 Franklin Avenue
316	1/7/1987	William Stromberg Clock	6439 Hollywood Boulevard
325	8/26/1987	Shulman House	7875-7877 Woodrow Wilson Drive
329	9/23/1987	Chateau Elysee	5930-5936 Franklin Avenue
334	12/18/1987	Security Trust and Savings Building	1708 Cahuenga Boulevard
336	1/6/1988	Hollywood Western Building	5500-5510 Hollywood Boulevard
343	1/22/1988	Avocado Trees	4400 Avocado Street
353	5/11/1988	Monterey Apartments	4600-4602 Los Fellz Boulevard
382	7/26/1988	Falcon Studios	5524 Hollywood Boulevard
390	10/4/1988	Jardinette Apartments	5128 Marathon Street
397	11/23/1988	Roman Gardens	2000 N. Highland Avenue
401	11/30/1988	Feliz Adobe	4730 Crystal Springs Drive
406	1/17/1989	Magic Castle	7001 Franklin Avenue
421	3/31/1989	Lake Hollywood Reservoir (including Mulholland Dam)	2460 Lake Hollywood Drive
435	5/16/1989	Andalusia Apartments	1471-1475 Havenhurst Drive
441	5/31/1989	Dunning House	1606-1616 Saint Andrews Pl & 5552 Carlton Wy
445	6/20/1989	Courtney Desmond Estate	1801-1811 Courtney Avenue
448	12/13/1988	Whitley Court	1720-1728 Whitley Avenue
453	10/17/1989	Artisan's Patio Complex	6727-6733 Hollywood Boulevard
462	11/3/1989	Hollywood American Legion Post #43	2035 N. Highland Avenue
463	11/3/1989	Afton Arms Apartment	6141 Afton Place
474	1/26/1990	Little Nugget (Travel Town-Griffith Park)	5200 Zoo Drive
475	10/16/1990	Highland Towers Apartments	1920-1928 N. Highland Avenue
495	6/12/1990	El Capitan Theater Building	6834-6838 Hollywood Boulevard
508	3/23/1992	Gilmore Gasoline Service Station	6800 Willoughby Ave & 853-859 N Highland Ave
521	3/15/1991	Taggart House	2150-2158 Live Oak Drive
527	4/2/1991	Residence	1437 N. Martel Avenue
535	6/11/1991	Hollywoodland's Historic Granite Retaining	Hollywoodland

Table 4.9-1: Identified Historic Resources in the Hollywood Community Plan Area

		Walls and Stairs	
545	8/13/1991	Hollywood Roosevelt Hotel and Pool	7000-7034 Hollywood Boulevard
553	11/12/1991	Midtown School	4155 Russel Avenue
559	4/21/1992	Thirteenth Church of Christ Scientist	1748-1780 N. Edgemont Street
567	10/2/1992	Little Country Church of Hollywood	1750 N. Argyle Avenue & 6151-61 Carlos Ave.
572	2/9/1993	Warner Brothers Hollywood Theater	1700-1718 Wilcox Ave & 6423-6445 Hollywood
579	5/25/1993	Wattles Park (Mansion and Garden)	7561 Hollywood Blvd/1701-1755 Sierra Bonita
584	9/21/1993	Egyptian Theater and Forecourt Storefronts	6706-6712 Hollywood Blvd
592	3/3/1994	Philosophical Research Society	3910-3918 Los Feliz Blvd.
593	4/26/1994	Max Factor Make-Up Salon	1666 N. Highland Avenue
597	8/5/1994	Raymond Chandler Square	Cahuenga Ave & Hollywood Blvd Intersection
603	9/27/1994	Villa Vallambrosa	2074 Watsonia Terrace
604	11/1/1994	Hollywood School for Girls (Womens Club of Hollywood)	1741-1751 N. La Brea Avenue
616	6/23/1995	The Trianon and Neon Roof Sign	1750-1754 N. Serrano Ave
617	7/25/1995	Hollywood Pilgrimage Memorial Monument	2580 Cahuenga Blvd
630	11/13/1996	Pierson Residence	3124 Belden Drive
648	12/9/1997	Withers Residence	2731 Woodshire Drive
657	10/14/1998	Los Feliz Heights Steps	Cromwell Ave & Bonvue Ave
659	12/18/1998	Pacifics Cinerama Dome Theatre and Marquee	6360 Sunset Boulevard
664	9/29/1999	Broadway Department Store and Neon Sign	6300 W.Hollywood Boulevard
665	9/29/1999	Hollywood Plaza Hotel and Neon Sign	1633 Vine Street
666	9/29/1999	Taft Building and Neon Sign	6280 W. Hollywood Boulevard
668	9/29/1999	Hillside House by Carl Maston	8707 St. Ives Drive
670	11/9/1999	Stahl House - Case Study House #22	1635 Woods Drive
673	11/17/1999	The Outpost 11	1851 Outpost Drive
674	2/25/2000	Jacobson House	4520 Dundee Drive
675	2/25/2000	Villa Elaine	1241-1249 N. Vine Street
681	6/14/2000	S.H. Woodruff Residence	3185 N. Durand Drive
687	10/24/2000	Tornborg House	1918 N. Tamarind Avenue
689	2/6/2001	Philip Chandler House	2531 N. Catalina Street
690	2/6/2001	Elliot House	4237 Newdale Drive
702	7/31/2001	Hewitt Residence	1543 N. Curson Avenue
714	4/24/2002	Don Carlos Apartments	5226 Hollywood Blvd.
715	5/15/2002	Lehman House	2720 Belden Drive
733	10/23/2002	The Garrick	539 N Sycamore Ave
755	6/3/2003	Vista Del Mar Steps	Vista Del Mar Ave/Holly Mount Dr
762	8/13/2003	Sowden House	5121 Franklin Avenue
769	10/29/2003	Toberman House	1749 Harvard Boulevard
773	12/16/2003	El Cabrillo Apartments	1832 - 1850 Grace Avenue
775	4/27/2004	El Cadiz Apartments	1721 N Sycamore Avenue
783	3/24/2004	Covert Cottages Bungalow Court	938- 944 1/2 N Martel Avenue
784	8/10/2004	Paul Lauritz House	3955 Clayton Avenue
785	8/10/2004	Chemosphere House	7776 Torreyson Drive
799	5/18/2005	Chateau Des Fleurs	6626 Franklin Avenue
801	6/1/2005	The Courtyard Apartments	1570 LaBaig Avenue
812	7/8/2005	Wirin House	2622 Glendower Avenue

Table 4.9-1: Identified Historic Resources in the Hollywood Community Plan Area

816	7/13/2005	Nirvana Apartments	1775-1781 N Orange Dr
817	7/13/2005	La Leyenda Apartments	1735-1737 N Whitley Avenue
821	9/14/2005	Las Orchidas	1903 N Orchid Avenue
822	9/14/2005	Hellman House	1845 N Courtney Avenue
832	1/25/2006	Casa Laguna	5200 W Franklin Avenue
833	1/25/2006	Grier House	2690 Hollyridge Dr
840	3/17/2006	Amsalem A. Ernst House	5670 Holly Oak Dr
842	5/10/2006	Ojai Apartments	1929-1933 N Whitley Avenue
843	5/19/2006	Los Feliz Brown Derby	4500 W Los Feliz Boulevard
846	8/16/2006	B. A. G. Fuller House	6887 West Alta Loma Terrace
852	9/27/2006	Wolff Residence	8530 W Hedges Place
857	11/15/2006	Capitol Tower and Rooftop Sign	1740-1750 N Vine Street
859	2/6/2007	Orchard Gables Cottage	6516 West Fountain Avenue
867	4/27/2007	Mayfair Apartments and Rooftop Neon Sign	1760 North Wilcox Avenue
874	6/5/2007	Garber House	6060 Scenic Avenue
876	6/5/2007	Hollywood Professional Building	7046 Hollywood Boulevard
882	7/25/2007	The Fontenoy	1811 North Whitley Avenue
896	12/5/2007	Harpel House #1	7764 West Torreyson Drive
910	1/30/2008	Riverside-Zoo Drive Bridge (No. 53C1298)	Zoo Dr from Western Heritage Way to the end of Zoo Dr
912	2/26/2008	Bukowski Court	5124 West DeLongpre Avenue
913	4/8/2008	Blackburn Residence	4791 Cromwell Avenue
915	4/8/2008	Victor Rossetti Residence	2188 North Ponet Drive
916	4/8/2008	Petitfils Residence	4519 West Cockerham Drive
921	6/11/2008	Yamashiro	1999 Sycamore Avenue
940	1/14/2009	North Vermont Avenue Moreton Bay Fig Trees	N. Vermont between Los Feliz Blvd. and Aberdeen Avenue
942	1/27/2009	Griffith Park	2715 N. Vermont Avenue
947	3/10/2009	CBS Columbia Square Studios	6121 Sunset Boulevard

Historic Preservation Overlay Zones

HPOZ Name	**Adopted**
Melrose Hill	1988
Whitley Heights	1992
Spaulding Square	1993
Hancock Park	2007

The Hollywood Community Plan Area contains four Historic Preservation Overlay Zones (HPOZ): Hancock Park HPOZ, Melrose Hill HPOZ, Spaulding Square HPOZ and Whitley Heights HPOZ. In addition, there are two proposed HPOZs, Hollywood Grove HPOZ and Sunset Square HPOZ, as well as a HPOZ Study Area surrounding the Melrose Hill HPOZ. The location of the HPOZs are shown in **Figure 4.9-4** below.

Existing HPOZs

Melrose Hill HPOZ*:* Melrose Hill HPOZ is a small neighborhood of modest single-family homes, built between 1911 and 1926, at the height of the popularity of the California bungalow. Nearly half of its 45 residences were designed and constructed by the Briggs Company, whose

president, Sidney L. Briggs, was the principal motivator for the subdivision and development of the area.

Whitley Heights HPOZ*:* Whitley Heights is located in Hollywood, east of the Hollywood Bowl, to the north of Franklin Avenue. It was developed by H.W. Whitley, who employed architect A.S. Barnes to design the majority of the residences in Whitley Heights from 1918 to 1928. Featuring residences in the Spanish Colonial Revival style, Whitley Heights became the home of many of Hollywood's elite. The construction of the Hollywood Freeway divided the original layout of the neighborhood and destroyed many houses. Whitley Heights Historic District is also listed in the National Register of Historic Places.

Spaulding Square HPOZ*:* Spaulding Square HPOZ is a neighborhood of modest one-story Period Revival styles houses built between 1916 and 1926. It was named after real estate speculator Albert Starr Spaulding who purchased and subdivided the land in 1914. Located off Sunset Boulevard, a major route between studios in Hollywood and stars' homes in Beverly Hills, it became an appealing place for film technicians and up-and-coming actors to settle.

Hancock Park HPOZ*:* Hancock Park HPOZ is located in the eastern portion of the original Rancho La Brea area. It was purchased by Major Henry Hancock in 1863 and developed in the 1920s by Major Hancock's son, G. Allan Hancock. Designed by outstanding architects of the era for influential members of Los Angeles society, the palatial two-story, single-family residences are in various Period Revival styles (including Tudor Revival, English Revival, Spanish Colonial Revival, Mediterranean Revival, Monterey Revival, and American Colonial Revival). The majority of the residences are set back 50 feet from the street and include side driveways generally leading though a porte cochere to a rear garage.

In Process HPOZ

Hollywood Grove: The proposed Hollywood Grove HPOZ is located in an area of the Hollywood Community Plan generally bounded by both sides of Canyon Drive on the west, St. Andrews Place on the east, Foothill Drive on the north side (south side only) and Franklin Avenue on the south. The area is comprised of 138 parcels of primarily single-family residential buildings. Predominant styles in the neighborhood include Craftsman, Colonial Revival, English Tudor Revival, and Spanish Colonial Revival. As of 2011, the Department of City Planning is currently processing the approval of the proposed Hollywood Grove HPOZ.

Archaeological/Paleontological Resources

Prehistory

The prehistoric occupation of southern California is divided chronologically into several temporal phases of horizons. Horizon I, or the Early Man Horizon, began at the first appearance of people in the region (perhaps approximately 11,000 years ago) and continued until about 5000 B.C. Although little is known about these people, it is assumed that they were semi-nomadic and subsisted primarily on game.

Horizon II, also known as the Millingstone Horizon or Encinitas Tradition, began around 5000 B.C. and continued until about 1500 B.C. The Millingstone Horizon is characterized by widespread use of milling stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon appears to represent a diversification of subsistence activities and a more sedentary settlement pattern. Archaeological evidence suggests that hunting became less important and that reliance on collecting shellfish and vegetal resources increased.
Horizon III, the Intermediate Horizon or Campbell Tradition, began around 1500 B.C. and continued until about A.D. 600-800. Horizon III is defined by a shift from the use of milling stones to increased use of mortar and pestle, possibly indicating a greater reliance on acorns as a food source. Projectile points became more abundant and, together with faunal remains, indicate increased use of both land and sea mammals.

Horizon IV, the Late Horizon, which began around A.D. 600-800 and terminated with the arrival of the Europeans, is characterized by dense populations; diversified hunting and gathering subsistence strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of the bow and arrow; and a general cultural elaboration.

Ethnography

When Spanish explorers and missionaries first visited the southern coastal areas of California, the indigenous inhabitants of the Los Angeles area (the Tongua) were given the Spanish name "Gabrielino." Gabrielino territory included the watersheds of the San Gabriel, Santa Ana, and Los Angeles rivers; portions of the Santa Monica and Santa Ana mountains; the Los Angeles basin; the coast from Aliso Creek to Topanga Creek; and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrielino language is classified as belonging to the Takic family, Uto-Aztecan stock, and is subdivided into four or more separate dialects. The project area is in the region where the Gabrielino dialect of the Gabrielino language was spoken.

Because the Gabrielino culture disintegrated soon after contact with Europeans, little is known of the group's way of life. Much of the available ethnographic information about the Gabrielino Indians is based on the letters of Hugo Reid. Reid was a Scottish settler who married a Gabrielino woman and subsequently observed their ways of life throughout the early 1850s.

Like their Chumash neighbors to the north, the Gabrielino had an elaborately developed material culture. Technological and artistic items included shell set in asphalt; carvings; painting; and extensive steatite industry; baskets; and a wide range of stone, shell, and bone objects that were both utilitarian and decorative.

Gabrielino subsistence was based on a varied hunting and gathering strategy that included large and small land and sea mammals, river and ocean fish, and a variety of plant resources. Deep-sea fishing was accomplished from boats of wooden planks tied together and sealed with asphalt and other materials. Sea mammals were taken with harpoons, spears, and clubs. River fishing was undertaken with the use of line and hook, nets, basket traps, spears, and poisons. Land mammals were hunted with bow and arrow, trapped, clubbed, or taken with the use of deadfalls.

The Gabrielino were apparently first contacted by Europeans in 1542 when the Spanish conquistador Juan Rodriguez Cabrillo entered the area. Following other Spanish visits to the region, colonization began in 1769 and resulted in the establishment of Missions San Fernando and San Gabriel. Because of Euro-American introduced diseases and the harsh effects of mission life, the Gabrielino population and culture were greatly diminished. Following the secularization of the missions, most surviving Gabrielino became wage laborers on the ranchos of Mexican California. In the early 1860s, a smallpox epidemic nearly wiped out the remaining Gabrielino.

Significant archeological resources found in the Hollywood area include a Gabrielino Indian site in Griffith Park. Prehistoric and historic archaeological sites and survey areas in the Hollywood area are generally shown in **Figure 4.9-1**, vertebrate paleontological resources in the area are generally represented in **Figure 4.9-2**, and the invertebrate paleontological resources in the area are generally represented in **Figure 4.9-3**. The sites and survey areas depicted on these maps represent generalized locations. Disclosure of specific site locations is prohibited by law in order to protect the integrity of the archaeological site as well as the archaeological and paleontological resources.

REGULATORY BACKGROUND

Federal Standards

National Historic Preservation Act

The National Historic Preservation Act (Public Law 89-665; 16 U.S.C. 470 et. Seq.) of 1966 (last amended 2006) established the National Register of Historic Places (NRHP), which is maintained by the National Park Service (NPS) under the Department of the Interior, the Advisory Council on Historic Preservation, State Historic Preservation Offices, and grants-in-aid programs. The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[1]

Criteria

Criteria for listing a property in the NRHP is defined in Title 36 Code of Federal Regulations 60.4:

A. Associated with events that have made a significant contribution to the broad patterns of our history; or
B. Associated with lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity who's components may lack individual distinction; or
D. Yield, or may be likely to yield, information important in prehistory or history.

A property must meet one or more of the established criteria and be at least 50 years of age.

[1] Title 36 Code of Federal Regulations Part 60.2

Figure 4.9-1

PREHISTORIC AND HISTORIC ARCHEOLOGICAL RESOURCES IN HOLLYWOOD

Jan 2011:010

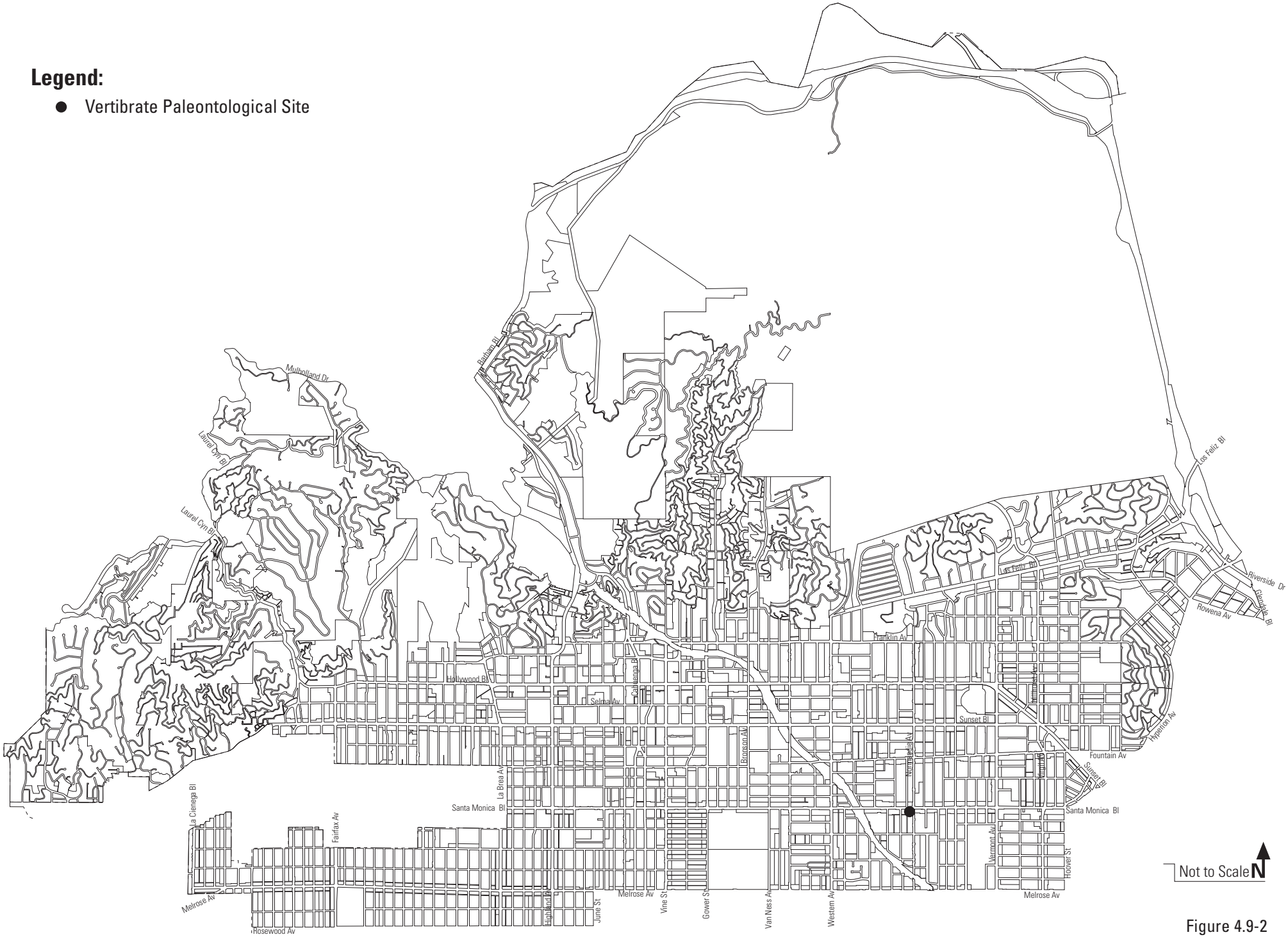

Figure 4.9-2

VERTEBRATE PALEONTOLOGICAL RESOURCES IN HOLLYWOOD

Jan 2011:010

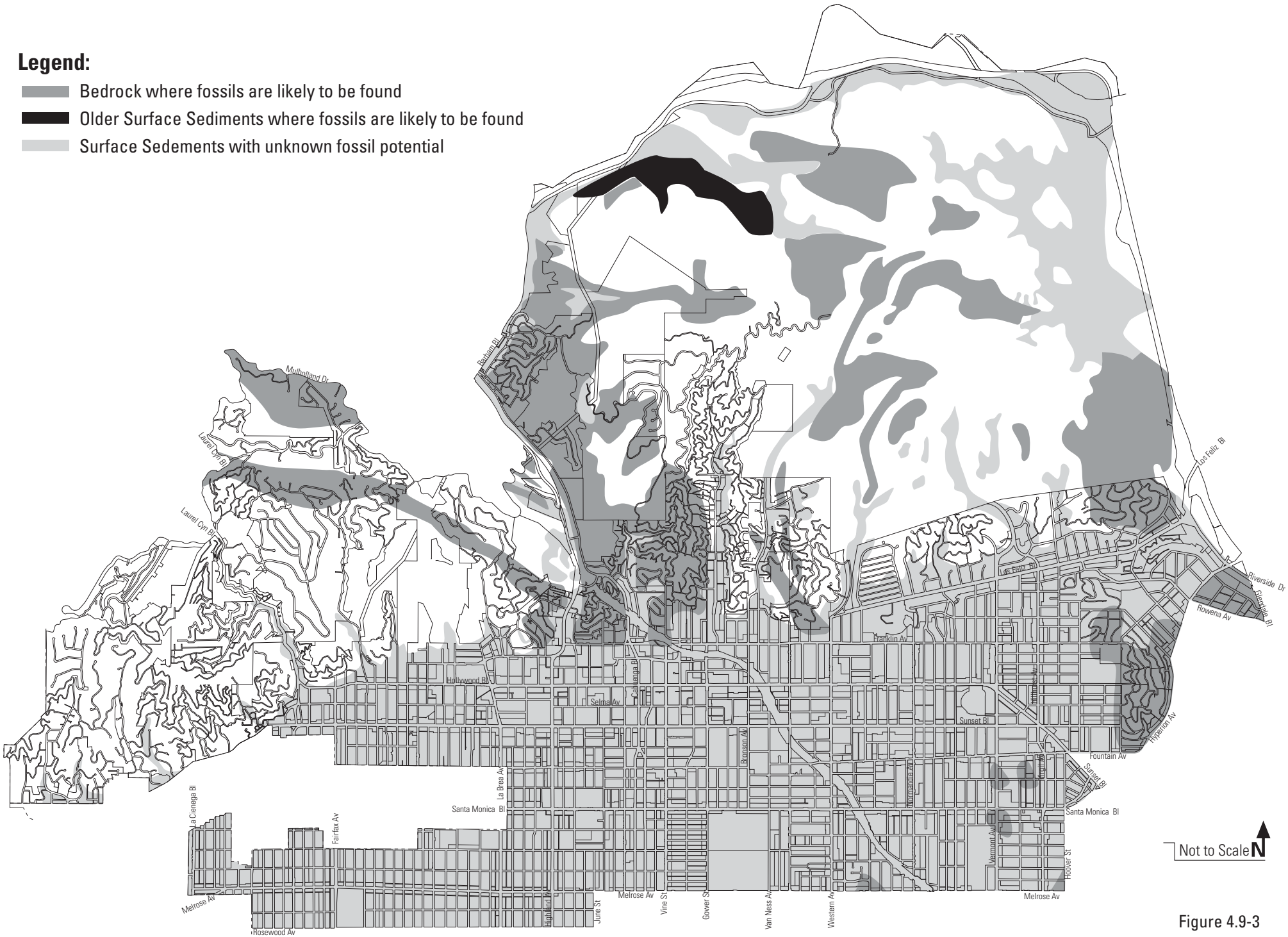

Figure 4.9-3

INVERTEBRATE PALEONTOLOGICAL RESOURCE SENSITIVITY AREAS IN HOLLYWOOD

Jan 2011:010

Historic Context

National Register Bulletin #15 (1990, revised 1997) by the National Park Service states that for a property to be eligible for listing in the National Register, a property "must represent a significant part of the history, architecture, archeology, engineering, or culture of an area, and it must have the characteristics that make it a good representative of properties associated with that aspect of the part." A property must therefore be evaluated and be found significant within a historic context, "those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear."[2]

Integrity

As stated in National Register Bulletin #15, a property must also retain sufficient integrity, defined as "the ability of a property to convey its significance."[3] Integrity is based on seven aspects: location, design, setting, workmanship, materials, feeling, and association.

Secretary of the Interior's Standards

The Secretary of the Interior is responsible for establishing professional standards and providing advice on the preservation and protection of all cultural resources listed in or eligible for listing in the National Register of Historic Places. The Secretary of the Interior's Standards for the Treatment of Historic Properties were originally published in 1977 and updated in 1995: *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or *the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.* The Secretary of the Interior's Standards for Rehabilitation are the guidelines most often used to address historic resources:

> *1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*
>
> *2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*
>
> *3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*
>
> *4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

[2] National Register Bulletin #15, National Park Service, p. 7
[3] National Register Bulletin #15, National Park Service, pp. 44-45

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

State Standards

California Register of Historical Resources

The State of California in 1992 established the California Register of Historical Resources (CRHP; Public Resources Code Section 5020 et seq.), the authoritative guide for identifying and listing historic and archeological resources in California. Resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts.

Criteria

Criteria for listing in the California Register is based on National Register of Historic Places criteria. A property must meet one or more of the four criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States (Criterion 1); or

2. Associated with the lives of persons who were important to local, California or national history (Criterion 2); or

3. Embodies the distinctive characteristics or a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3); or

4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

Although there is no age criteria for the California Register, resources less than 50 years of age must demonstrate that sufficient time has passed obtain a scholarly perspective and to understand its historical importance.

The California Register also consists of resources that are listed automatically such as properties located in California that are listed or formally determined eligible for listing in the National Register of Historic Places, California Registered Historic Landmarks beginning with #770, and California Points of Historical Interest evaluated by the State Office of Historic Preservation and recommended to State Historical Resources Commission for listing on the California Register.

California State Historical Resource Status Codes

The California State Office of Historic Preservation (OHP) created the National Register Status Codes in 1975 as a database tool to classify historical resources in the state's inventory which had been identified through a regulatory process or local government survey. In the early 1990s, a system of complex elaborations on the code groups was adopted which resulted in nearly 150 individual codes. Effective August 2003, in order to simplify and clarify the identification, evaluation, and understanding of California's historic resources and better promote their recognition and preservation, the National Register status codes were renamed "California Historical Resource Status Codes" and revised to reflect the application of California Register and local criteria.

1 Properties Listed in the National Register (NR) or the California Register (CR)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.
1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS Listed in the CR as individual property by the SHRC.
1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties Determined Eligible for Listing in the National Register (NR) or the California Register (CR)

2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears Eligible for National Register (NR) or California Register (CR) through Survey Evaluation

3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.
3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears Eligible for National Register (NR) or California Register (CR) through other Evaluation

4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

5D1 Contributor to a district that is listed or designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.
5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as Specified

6C Determined ineligible for or removed from California Register by SHRC.
6J Landmarks or Points of Interest found ineligible for designation by SHRC.
6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T Determined ineligible for NR through Part I Tax Certification process.
6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W Removed from NR by the Keeper.
6X Determined ineligible for the NR by SHRC or Keeper.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

7J Received by OHP for evaluation or action but not yet evaluated.
7K Resubmitted to OHP for action but not reevaluated.
7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – needs to be reevaluated using current standards.
7M Submitted to OHP but not evaluated - referred to NPS.
7N Needs to be reevaluated (Formerly NR Status Code 4)
7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R Identified in Reconnaissance Level Survey: Not evaluated.
7W Submitted to OHP for action – withdrawn.

California State Historical Building Code

The California State Historical Building Code is defined in Sections 18950 to 18961 of Division 13, Part 2.7 of the Health and Safety Code. The California State Historical Building Code is a state-adopted building that code that permits city agencies to approve reasonable alternatives to the standard building, plumbing, electrical, and mechanical requirements for qualifying buildings identified as historic resources. It allows certain non-conforming conditions to remain without alteration to meet current building standards.

Native American Heritage Commission

Section 50907.9 of the Public Resource Code and Section 7050 of the Health and Safety Code empower the Native American Heritage Commission (NAHC) to regulate Native American concerns toward the excavation and disposition of Native American cultural resources. Among its duties, NAHC is authorized to resolve disputes relating to the treatment and disposition of Native American human remains and items associated with burials. Upon notification of the discovery of human remains by a county coroner, NAHC notifies the Native American group or individual most likely descended from the deceased.

City of Los Angeles Local Standards

City of Los Angeles General Plan and Municipal Code

Section 5 of the Conservation Element of the City of Los Angeles General Plan states that the City must "protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes." Objective 3.17 of the City of Los Angeles General Plan Framework states that the City must "maintain significant historic and architectural districts while allowing for the development of economically viable uses." Framework Policy 3.17.2 also reads that the City must "develop other historic preservation tools, including transfer of development rights, adaptive re-use, and community plan historic preservation policies."

Los Angeles Municipal Code (LAMC) Section 91.106.4.5 states that the City of Los Angeles Department of Building & Safety "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or

structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of Historic-Cultural Monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset."

Historic-Cultural Monuments (HCMs)

In 1962, the City of Los Angeles enacted the Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.171), a comprehensive ordinance to identify Historic-Cultural Monuments. As a part of the ordinance, the five-member Cultural Heritage Commission was created as the mayoral-appointed body that oversees the designation and protection of local landmarks. The City's Office of Historic Resources provides staff support to the Commission.

Criteria

The Cultural Heritage Ordinance identifies a Historic-Cultural Monument as "any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles." For designation as a Historic-Cultural Monument, a property must meet one or more of the following criteria:

- The broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or

- Identified with historic personages or with important events in the main currents of national, State or local history; or

- Embodies the distinguished characteristics of an architectural type specimien, inherently valuable for a study of a period, style or method of construction; or

- A notable work of a master builder, designer, or architect whos individual genius influenced his or her age.

Properties do not need to meet a minimum age requirement for local designation.

As of 2011, the City of Los Angeles has designated nearly 1000 Historic-Cultural Monuments. The Office of Historic Resources in the Department of City Planning manages and coordinates the City of Los Angeles' historic preservation activities. The staff of the Office of Historic Resources oversees permit review of all properties in the City of Los Angeles registered as Historic-Cultural Monuments as well as properties listed in or eligible to be listed in the National Register of Historic Places and the California Register of Historical Resources.

Historic Preservation Overlay Zones (HPOZs)

Established by the City of Los Angeles in 1979 though the Citywide HPOZ Ordinance (Los Angeles Municipal Code, Section 12.20.3), Historic Preservation Overlay Zones (HPOZs) are

locally-designated historic districts determined to have a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

HPOZ areas range in size from neighborhoods of approximately 50 parcels to more than 3,000 properties. While most districts are primarily residential, many have a mix of single-family and multi-family housing, and some include commercial and industrial properties. HPOZs are established and administered by the Los Angeles City Planning Department's HPOZ unit. Individual buildings in an HPOZ need not be individually eligible: it is the collection of a cohesive, unique, and intact collection of historic resources that qualifies a neighborhood for HPOZ status. To receive such designation, areas must be adopted as an HPOZ by the City Planning Commission and the City Council through a zone change procedure that includes notification of all affected and nearby property owners and public hearings. Once designated, areas have an HPOZ overlay added to their zoning, and are subject to special regulations under Section 12.20.3 of the Los Angeles Municipal Code. Each HPOZ area has a five member HPOZ Board to review and make recommendations on projects and promote historic preservation within the designated area. Most types of exterior changes or improvements to properties in an HPOZ area require written approval from the City Planning Department.

Criteria

According to Section 12.20.3 of the City of Los Angeles Municipal Code, the criteria for the designation of an HPOZ are:

1) Adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or

2) Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or

3) Retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of a Historic place or area of Historic interest in the City.

As of 2011, the City of Los Angeles has designated 27 HPOZs.

Citywide Historic Resources Survey (SurveyLA)

Background

In 2005, the City of Los Angeles entered into a multi-year grant agreement with the J. Paul Getty Trust to complete a citywide historic resources survey, a process of systematically identifying and gathering information on properties and neighborhoods that reflect Los Angeles' architectural, social and cultural history. The project is managed by the staff of the Office of Historic Resources (OHR) within the Department of City Planning (DCP), which named this

project SurveyLA. This multi-year project is partially funded by a matching grant from the Getty Foundation; the Getty Conservation Institute (GCI) provides technical and advisory support. In 2006, the City of Los Angeles launched SurveyLA – Los Angeles' first-ever citywide survey of historic resources. SurveyLA resulted from a five-year study conducted by the GCI, which determined that only about 15 percent of Los Angeles has been previously surveyed to identify historic resources.

The surveys identify and evaluate properties according to standardized criteria for listing in the National Register of Historic Places, California Register of Historical Resources, and for local designation as Historic Cultural Monuments and Historic Preservation Overlay Zones. However, no actual designation results directly from survey activity. Designation by the City of Los Angeles and nominations to the California or National Registers are separate processes which include property owner notification and public hearings.

The survey will not result in properties being listed in the National Register of Historic Places, California Register of Historical Resources, or designation as Historic-Cultural Monuments, all which require more in-depth research and an application process. In addition, public hearings will be held before the survey results are formally adopted by the City.

Pilot surveys to test SurveyLA's methods and tools were completed during 2009 in Boyle Heights, two portions of the West and East San Fernando Valley, and along portions of Pico Boulevard and Vermont Avenue. The survey will eventually cover eleven Community Plan Areas including the Hollywood Community Plan.

Properties surveyed for SurveyLA are evaluated for eligibility for listing in the National Register of Historic Places, California Register of Historical Resources and for local designation as City Historic-Cultural Monuments (HCM) or Historic Preservation Overlay Zones (HPOZ), commonly known as historic districts. A discussion of the criteria for each of these programs is summarized in previous sections.

SurveyLA Evaluations

The California State Office of Historic Preservation has developed California Register Status Codes as a standardized system for classifying historical resources in the State's Historic Resources Inventory. These Status Codes are used statewide and are assigned to properties and districts by field surveyors as part of the survey process.

Field surveyors will apply the following CHR Status Codes when evaluating properties for SurveyLA. (A property may at times have more than one Status Code.)

3S – Appears eligible for National Register as an individual property through survey evaluation.

3CS – Appears eligible for California Register as an individual property through survey evaluation.

5S3 – Appears to be individually eligible for local listing or designation through survey evaluation.

6L – Property identified through the SurveyLA process as ineligible for National Register, California Register or local designation; may warrant special consideration for local planning

6LQ – Determined ineligible for local listing or designation as a historic district through a survey process; neighborhood or area may warrant special consideration for local planning.

6Z – Found ineligible for National Register, California Register or local designation through survey evaluation.

7RQ – Individual property identified in a SurveyLA Survey – Not evaluated.

7SQ – Individual property assessed for significance in accordance with the SurveyLA Multiple Property Documentation approach, but does not meet eligibility standards.

Properties identified as 3S/3CS/5S3 will be subject to CEQA review if a project is identified that requires discretionary action by a public agency.

Community Redevelopment Agency (CRA)

Founded in 1948, the Community Redevelopment Agency of the City of Los Angeles (CRA) is a public agency that was founded to promote community growth and prosperity and enable private investment to revitalize neglected communities. Authorized by the California Community Redevelopment Law (California Health and Safety Code, Division 24, Part 1), the CRA is financed primarily through tax increment revenue. The CRA manages 32 redevelopment project areas and three revitalization areas in seven identified regions: Downtown, Eastside, East Valley, West Valley, Hollywood & Central, South Los Angeles, and Watts & Harbor.

The Hollywood Community Plan area contains two CRA Project Areas in the Hollywood & Central Regional Area.

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 area is generally bounded by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south and La Brea Avenue on the west.

The Hollywood Redevelopment Plan was adopted by the Los Angeles City Council on May 7, 1986. This plan sets forth an array of goals that include encouraging economic development; promoting and retaining the entertainment industry; revitalizing the historic core; preserving and expanding housing for all income groups; meeting social needs of area residents; providing urban design guidelines; and preserving historically significant structures. The project area is set to expire on May 7, 2027.

Historic Resources Survey: CRA Hollywood Redevelopment Area

The first historic resource survey for the CRA's Hollywood Redevelopment Project was completed in 1986. Reconnaissance level historic resource surveys were completed in 1997 and 2003 to update survey findings from the first intensive-level survey.

In 2008, the CRA conducted and an additional intensive-level survey of the Hollywood Redevelopment Project Area. Field surveying was conducted between September 10, 2008 and February 2, 2009. Preliminary survey findings have identified 14 properties individually eligible for the National Register of Historic Places; 151 properties individually eligible for the California Register of Historical Resources and 9 potential districts eligible for the California Register of Historical Resources; 11 properties individually eligible for local designation and two potential districts eligible for local designation. The CRA is continuing to review these preliminary findings and conduct additional public outreach and is expected to finalize the survey in 2011.

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 and Finley Avenues 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 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.

IMPACT ASSESSMENT

Methodology and Thresholds of Significance

Historical/Architectural

This section analyzes the potential for significant impacts to cultural resources with the implementation of the Hollywood Community Plan Update. Section 15064.5 of the CEQA Guidelines, Determining the Significance of Impacts to Historical Resources and Unique Archaeological Resources, indicates how to determine whether a proposed project will have any significant effect on cultural resources. According to these criteria, a project would result in a significant impact if it causes a substantial adverse change in the significance of a historical resource based on the following criteria established by the CEQA Guidelines:

- A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

1) Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration in the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired.

2) The significance of a historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

B) Demolishes or materially alters in an adverse manner those physical characteristics [of a historical resource] that account for its inclusion in a local register of historical resources (pursuant to section 5021.1(k) of the Public Resources Code), or its identification in a historical resources survey meeting the criteria in section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

Archaeological/Paleontological

For the purposes of this EIR, and in accordance with Section 21084.1 of CEQA, a proposed project would have a significant adverse environmental impact if it causes a substantial or potentially substantial adverse change in the significance of an historical resource. CEQA allows Lead Agencies to impose appropriate reasonable, feasible measures to reduce (or eliminate) significant or potentially significant impacts of a project.

Environmental review of individual projects is required to comply with the CEQA Statutes and the State CEQA Guidelines, which direct lead agencies to first determine whether an archaeological site is a "historically significant" cultural resource. Generally, a cultural resource shall be considered by the lead state agency to be "historically significant" if the resource meets any of the following criteria for listing on the California Register of Historical Resources:

- is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- is associated with the lives of persons important in our past;
- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- has yielded, or may be likely to yield, information important in prehistory or history.

The cited statutes and guidelines specify how cultural resources are to be managed for individual (as opposed to plan-level) projects. These regulations require that archival and field surveys are conducted, and identified cultural resources are inventoried and evaluated in prescribed ways. Prehistoric and historical resources deemed "historically significant" must be considered in project planning and development.

If potentially significant archaeological resources are discovered during implementation of a project, those resources must be inventoried and evaluated to ascertain whether they meet the criteria for listing on the California Register of Historical Resources.

Significant impacts to archaeological or paleontological properties, of either prehistoric or historical origin, would occur from any surface or subsurface modifications which disturbs, scatters, relocates or otherwise reduces the integrity and scientific research potential of the cultural resource.

Any process of demolition grading, construction, landscaping, installation of utilities, or other modification of the surface or subsurface could impair the condition and associations of structures or cultural material.

Relevant Policies and Programs of the Proposed Community Plan

Policies and programs to protect cultural resources are included in the Proposed Plan:

> 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 Lilian Way.
>
> Policy LU.1.5: Protect historic neighborhoods.

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

LU.1.5.2: Develop a historic preservation district in Sunset Square with community involvement and support.

LU.1.5.3: Study the historic resources in neighborhoods surrounding the Melrose Hill HPOZ.

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.

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.

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.

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.

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.

LU.1.10: Protect identified Historic-Cultural Resources.

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.

LU.1.12: Any development project which involves designated historic resources, including City of Los Angeles Historic-Cultural monuments shall conform with the Secretary of Interior's Standards for Rehabilitation.

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. Maintain existing street dimensions along the walk of fame.

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.

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

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.

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.

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.

Figure 4.9-4 shows existing and proposed HPOZs in the Hollywood CPA.

Assessment

Historic Resources

Impacts to Identified Historic Resources

Adoption 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 Hollywood Community 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. 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 Hollywood Community Plan may not be feasible without impacting historic resources.

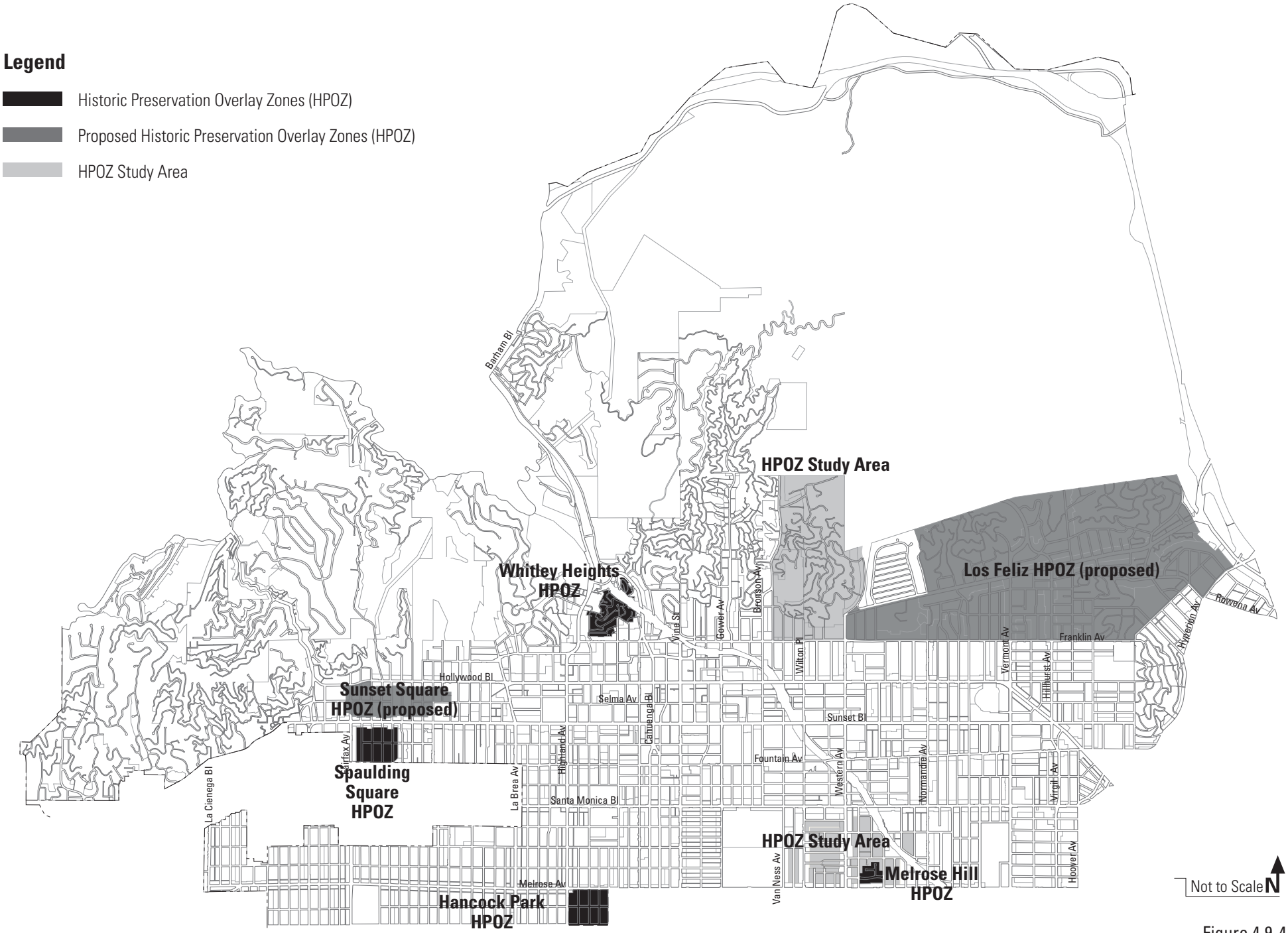

Figure 4.9-4

EXISTING & PROPOSED HISTORIC PRESERVATION OVERLAY ZONES IN HOLLYWOOD

Jan 2011: 010

The Proposed Plan includes the following:

- A policy that reiterates the Cultural Heritage Ordinance policies regarding treatment and review of designated Historic-Cultural Monuments (see also Mitigation Measure 1 below)
- A policy (LU.1.6) aimed at recognizing building permit review of buildings listed on or eligible for the National Register (see also Mitigation Measure 2 below).
- Programs (LU.1.5.1, LU.1.5.2, LU.1.5.3) that encourage additional study and HPOZ designation of areas (see also Mitigation Measure 3 below).
- A policy and a program (LU.1.15, LU.1.5.4) encouraging generalized support for SurveyLA and additional study of a particular area to be surveyed (see also Mitigation Measure 4 below).
- A policy (LU.1.7) stressing conformance with the Secretary of the Interior's Standards for high-density projects impacting historic resources and addressing potential impacts to projects located adjacent to historic districts (see also Mitigation Measure 5 below regarding project specific review).
- A policy (LU.1.11) to protect historic resources in FAR Incentive areas (see also Mitigation Measure 6 below).

Potential Impacts to Hollywood Walk of Fame

Adoption of the Hollywood Community Plan Update may result in increased development projects abutting the Hollywood Walk of Fame. Higher-density projects and the resultant ground surface and subsoil disturbance could potentially impact the Hollywood Walk of Fame.

The Proposed Plan contains a policy and a program (LU.1.13, LU.1.13.1) specifically addressing the Hollywood Walk of Fame (see also Mitigation Measures 7 and 8 below).

Archaeological/Paleontological Resources

Adoption of the Hollywood Community Plan Update may cause the disturbance, of archaeological or paleontological resources, resulting in the following impacts:

- The disruption of a prehistoric or historic archaeological site.

- The uncovering of artifacts during site development.

MITIGATION MEASURES

Historic Resources

1. Cultural Heritage Commission/Office of Historic Resources Building Permit Review of Historic-Cultural Monuments.

Discussion: Section 22.171.14 of the City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.171) regulates the building permit issuance standards

for designated Historic-Cultural Monuments. While subjecting Historic-Cultural Monuments to review of all building permits, the Cultural Heritage Ordinance enables the Cultural Heritage Commission and City Council to deny the issuance of buildings permits for up to 360 days for proposed projects that do not meet the Secretary of the Interior's Standards. The Hollywood Community Plan contains 146 Historic-Cultural Monuments subject to this review, such as the entire extent of the 4,218- acre Griffith Park (HCM #942), the Hollywood Walk of Fame (HCM #194), the Chinese Theater (HCM #55), and the Hollywood Sign (HCM #111). The Cultural Heritage Commission also has the jurisdiction to formally recommend and propose designation of potentially historic properties to the City Council that may not currently have historic designation.

2. Office of Historic Resources Building Permit Review of Properties on the National Register/California Register.

Discussion: Los Angeles Municipal Code (LAMC) Section 91.106.4.5 states that the City of Los Angeles Department of Building & Safety "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of Historic-Cultural Monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset."

This regulation enables all building permits associated with historic properties listed or eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and/or listed as a Historic-Cultural Monument to be discretionary and therefore subject to review by staff of the Office of Historic Resources for compliance with the Secretary of the Interior's Standards. The inventory of historic properties listed in the Historic Resources section of this EIR would all be subject to this permit review process including properties such as the Taft Building (listed on the National Register), all properties on the Hollywood Boulevard National Register District, and all properties in the Afton Square, Selma-LaBaig, and Serrano California Register Districts. Thereby, the City Planning Department currently has discretionary building permit review of hundreds of properties identified as historic resources. For district level designations, such as National Register/California Register Districts, infill development within the boundaries of these districts would also be subject to building permit review by the City Planning Department for conformance with the Secretary of the Interior's Standards.

3. Historic-Preservation Overlay Zones (HPOZ) Program.

Discussion: The Citywide HPOZ Ordinance (Los Angeles Municipal Code, Section 12.20.3) enables the City of Los Angeles to designate Historic Preservation Overlay Zones (HPOZs), locally-designated historic districts. These districts are determined to have a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. Once established, properties are subject to special regulations, with most types of exterior changes or improvements to properties in an HPOZ requiring written approval from the City Planning Department. Each HPOZ has a five

member HPOZ Board to review and make recommendations on projects and promote historic preservation within the designated area.

The Hollywood Community Plan currently contains four HPOZs, with two additional proposed HPOZs. The City of Los Angeles has the ability to pursue additional HPOZ designations for other potentially eligible communities in the Hollywood Community Plan area as well as expand existing HPOZs to encompass additional historic resources.

4. SurveyLA.

Discussion: SurveyLA, the citywide historic resources survey, will identify and evaluate properties according to standardized criteria for listing in the National Register of Historic Places, California Register of Historical Resources, and for local designation as Historic Cultural Monuments and Historic Preservation Overlay Zones. Surveying of the Hollywood Community Plan area will be conducted in areas where there has been no prior historic resources survey conducted. Although no actual National Register/California Register/Historic-Cultural Monument/HPOZ designation results directly from survey activity, properties identified as eligible for these listings will be subject to CEQA review if a project is identified that requires discretionary action by the City Planning Department.

5. Project-Specific CEQA Review by City.

Discussion: The Department of City Planning (or the Community Redevelopment Agency as appropriate) conducts project-specific CEQA review to evaluate potential historic resources impacts as discretionary planning approvals (i.e. permits from the City that require exercise of discretionary judgment on the part of the City) are proposed within the Hollywood Community Plan area. The Office of Historic Resources serves as the expert resource for assessing potential historic resource impacts on project-specific CEQA review by the Department of City Planning. For projects where the Department of City Planning is the Lead Agency, the Office of Historic Resources is consulted on all environmental reviews affecting identified historic resources and/or buildings older than 45 years of age. For identified historic resources, the Office of Historic Resources reviews environmental documents to ensure that proposed project work descriptions meet the Secretary the Interior's Standards and/or allow for affected historic resources to retain eligibility. For all buildings older than 45 year of age, the Office of Historic Resources reviews building information for potential historic resource eligibility. Based on this information, the City Planning Department may request a historic resource assessment report prepared by a qualified professional for determining potential eligibility.

6. Floor Area Ratio (FAR) Incentive Areas Compliance with Secretary of the Interior's Standards.

Discussion: All projects utilizing the Floor Area Ratio (FAR) incentives in the identified incentives areas and potentially impacting historic resources must meet the Secretary of the Interior's Standards. The project would also be subject to any other historic resources review process triggered by any other historic designation. This requirement would be reviewed for compliance by Office of Historic Resources staff.

7. Cultural Heritage Commission/Office of Historic Resources Building Permit Review of the Hollywood Walk of Fame.

Discussion: The Hollywood Walk of Fame is designated as Historic-Cultural Monument #194. Section 22.171.14 of the City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.171) regulates the building permit issuance standards for all designated Historic-Cultural Monuments. The Office of Historic Resources reviews all building permits associated with the Hollywood Walk of Fame for compliance with the Secretary of the Interior's Standards. Because of the Hollywood Boulevard National Register District, nearly all properties abutting the Hollywood Walk of Fame are subject to additional building permit review. All permit-required activities on these properties are reviewed by Office of Historic Resources for potential impacts to the Hollywood Walk of Fame.

8. Project-Specific CEQA Review by City of Projects along Hollywood Walk of Fame.

Discussion: For all proposed projects located adjacent to the Hollywood Walk of Fame, the City of Los Angeles Office of Historic Resources is consulted on the CEQA review process when the Department of City Planning is the Lead Agency. The Office of Historic Resources reviews environmental documents to ensure that proposed work in and around the Hollywood Walk of Fame meets the Secretary of the Interior's Standards. Staff of the Office of Historic Resources also serve on the Hollywood Walk of Fame Task Force which has been developing the *Hollywood Walk of Fame Terrazzo Pavement Installation and Repair Guidelines* with procedures and specifications for work on the Hollywood Walk of Fame. The City of Los Angeles is currently in the process of adopting these specifications prepared by the Hollywood Walk of Fame Taskforce as the city standard for work on the Walk of Fame. Community Redevelopment Agency staff also perform a review of projects abutting the Walk of Fame when they are the Lead Agency.

Archaeological/Paleontological Resources

9. As part of individual project CEQA review the potential for impacts to archaeological and paleontological resources, shall be evaluated and mitigation measures identified as appropriate. In the event any archaeological and/or paleontological resources are determined to be potentially present, as appropriate the City shall require the developer to retain an on-site qualified archaeologist and/or paleontologist with expertise in the area in order to monitor excavation in previously undisturbed areas and to assess the nature, extent and significance of any cultural materials that are encountered and to recommend appropriate methods to preserve any such resources. Said archaeologist and/or paleontologist will have the authority to put a hold on grading operations and mark, collect and evaluate any archaeological materials discovered during construction. Said archaeologist and/or paleontologist shall be provided a reasonable amount of time to prepare and implement protection measures coordinating with the City of Los Angeles Building and Safety Department.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Historical/Architectural: The implementation of the proposed mitigation measures would minimize impacts but there may be some unavoidable significant adverse impacts as a result of the redevelopment of sites with historic resources.

Archaeological/Paleontological: The implementation of the proposed mitigation measures would minimize impacts but there may be some unavoidable significant adverse impacts as a result of the development of sites where archaeological/paleontological resources may be present.

4.10 SAFETY/RISK OF UPSET

EXISTING CONDITIONS

Within the Hollywood Community Plan Area (CPA), manufacturing, processing, and research and development activities involve practices, chemicals and materials that pose some risk of fires, spills, gaseous releases, or other health and environmental hazards. These risks are primarily generated during production, transportation, storage, treatment, handling or disposal of toxic or otherwise hazardous materials. The greatest risk of upset or exposure to hazardous materials is in the industrial areas of the CPA where handling of hazardous materials is more commonplace. What follows is a description of the various sources of risk of upset and how they are currently regulated.

Natural Gas Storage and Transmission

Natural gas is a highly combustible material that poses a risk of upset potential. The Southern California Gas Company (SoCalGas) is the primary operator of underground natural gas fields, natural gas storage wells, and natural gas transmission facilities within the City. Oil and natural gas fields and wells are regulated by the California Department of Conservation Division of Oil and Gas (DOG). The State mandates that oil and natural gas fields be closely monitored to establish that no damage to health, property, or natural resources is occurring (Title 14, California Administrative Code [CAC], Section 1724.10). Natural gas storage wells located near homes, commercial buildings, and public roads must be equipped with surface and subsurface safety valves in accordance with Title 14, CAC, Section 1724.3. Title 14, Division 2, Chapter 4 regulates the extraction and injection of natural gas. There are no major natural gas fields or major natural gas wells within the Hollywood CPA.

The California Public Utilities Commission regulates the transmission of natural gas under the State guidelines set forth by General Order 112D. All SoCalGas operations are also closely monitored for compliance with the safety standards of the Occupational Safety and Health Administration.

Oil Activity

Figure 4.10-1 illustrates the locations of major oil drilling areas and State-designated oil fields in the vicinity of the CPA. These areas are a source of risk, primarily because of the poisonous and combustible methane gas (methane gas is the main component of natural gas) associated with petroleum rich deposits. As indicated, a portion of the southern boundary of the Hollywood CPA adjoins the northern boundary of the San Vicente Oil Field, located below Melrose Avenue. There are no other State-designated oil fields in the CPA.

There is the potential for unrecorded oil wells to be found during excavation and grading, any such wells may require abandonment as regulated by the DOG under Title 14, Chapter 4 of the California

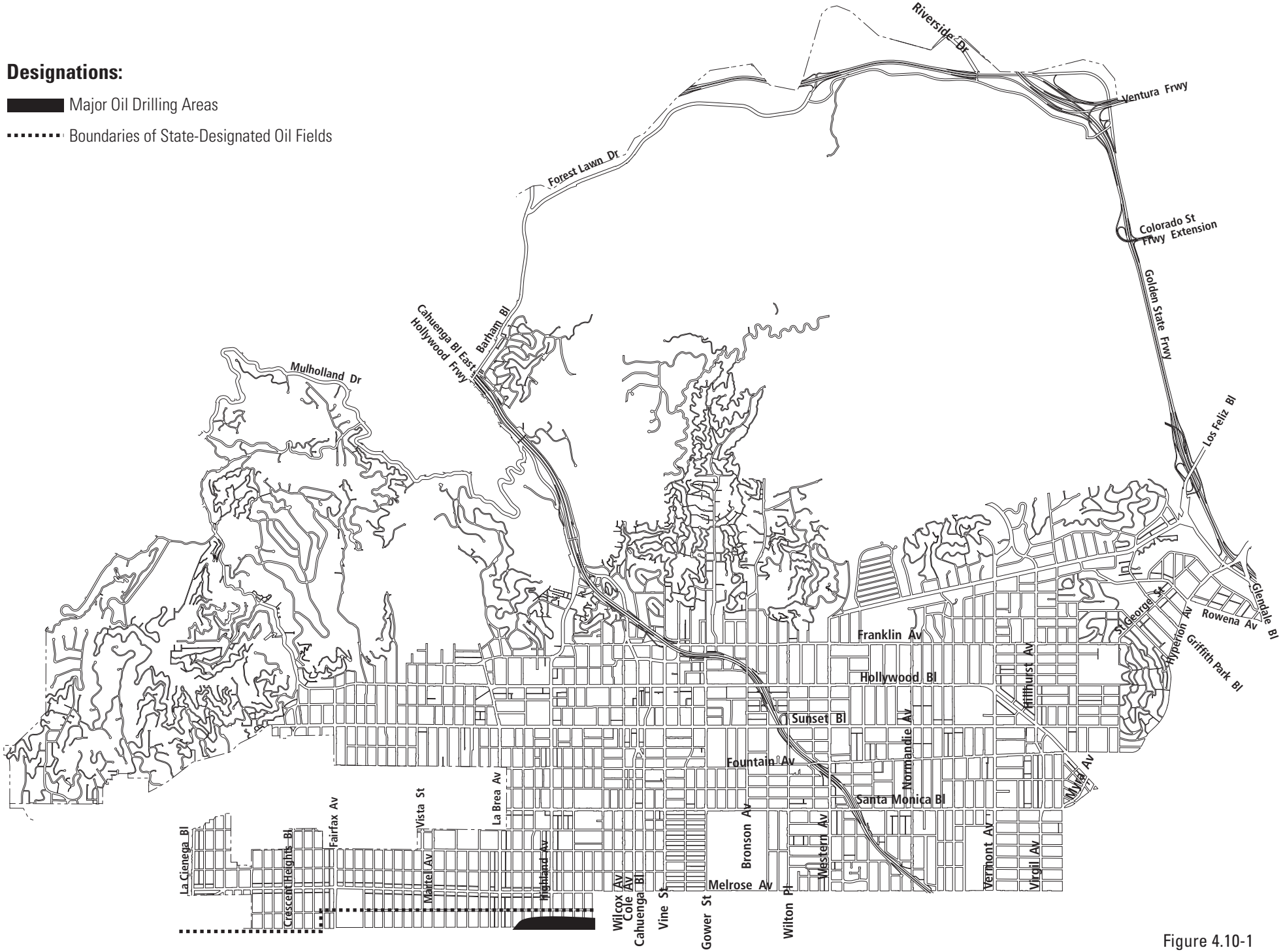

Figure 4.10-1

MAJOR OIL FIELDS AND OIL DRILLING AREAS IN THE HOLLYWOOD COMMUNITY

Jan 2011:010

Administrative Code. In addition, DOG may require re-abandonment of wells in the proximity of planned development in accordance with present standards. Chapter V, Article 7, Division 90 (57.90.01-45) of the Los Angeles City Municipal Code further regulates the location, drilling safeguards, and abandonment of oil wells in the City. It also establishes allowable distances between oil wells and buildings.

The major petroleum product transmission lines in the City which serve various oil companies can also be considered to be a risk of upset, because if a line breaks or leaks, it can contaminate the soil and/or groundwater, possibly ignite and, depending upon the quality of the petroleum product, possibly generate a poisonous sulfur dioxide cloud. Figure RU-1 of the Framework EIR illustrates the location of major petroleum transmission lines in the City.

Hazardous Materials Management

Because industrial facilities tend to store, use and generate the greatest quantities of hazardous materials, and hazardous wastes, industrial land use is most directly associated with high levels of risk of upset. However, many older buildings (including residential buildings) still contain large amounts of asbestos and lead based paints, which do pose a hazard to members of the community if not handled in accordance with appropriate standards and regulations.

Common industries that use and/or generate hazardous materials/wastes include metal plating, painting and machining, manufacturing and testing, dry cleaning facilities (which may also be located in commercial areas) and also the entertainment industry. However, transportation of hazardous and/or toxic materials and wastes occurs throughout the City and therefore all of the major arterials can be considered to be areas where risk of upset is a concern.

REGULATORY BACKGROUND

Hazardous materials storage and handling and hazardous waste generation and disposal are regulated by the following Federal, State and local regulations.

The Resource Conservation and Recovery Act (RCRA): has mandated a national waste management program since 1976. Under RCRA, hazardous wastes must be tracked from the time of generation to the point of disposal. A program must be instituted by every generator and handler to manage hazardous wastes in a manner that minimizes the present and future threat to the environment and human health. Each hazardous waste generator must register and obtain an EPA identification number under RCRA regulations.

The National Emission Standards for Hazardous Air Pollutants (NESHAP): sets standards for the use, removal, and disposal of asbestos-containing material. Notification to the appropriate EPA Regional office for demolition and renovation projects is also required.

The U.S. Occupational Safety and Health Administration (OSHA): asbestos standard for the construction industry applies to demolition, renovation, alteration, repair and maintenance activities which involve asbestos-containing material. The main provisions of this rule include safe work procedures and engineering controls, personal protection equipment, personal air monitoring, training and medical surveillance.

The State Hazardous Waste Control Law (HWCL): is the basic hazardous waste control law which implements the RCRA waste management system. The Department of Toxic Substances Control (DTSC) is the primary regulatory agency administering the State hazardous waste program. However, DTSC has delegated local agencies to inspect and regulate small generators.

Any business handling hazardous materials (as defined in Section 25500 of California Health and Safety Code [CH & SC], Division 20, Chapter 6.95 requires a local Fire Department permit and fee in order to register the business as a hazardous materials handler, as described below. Such businesses are also required to comply with California's Hazardous Material Response Plans and Inventory Law (AB 2185). AB 2185 requires immediate reporting to the local administering agency and the State Office of Emergency Services, any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under AB 2185, to file a Business Plan. The Business Plan must be submitted to the local administering agency of the program. Emergency response procedures should be included in the business plan.

The Los Angeles County Department of Health Services (LADHS): regulates and permits all generators of hazardous waste within the Los Angeles County. LADHS regulations pertaining to hazardous waste procedures are found in Title 8 of the Los Angeles County Code. Persons who generate hazardous waste within the County are required to manage their hazardous waste in compliance with the State waste Management program. In addition, County generators must obtain a Hazardous Waste Control Permit, and provide the LADHS with a contingency plan as defined in Article 20, Title 22 CAC.

The lead agency regulating hazardous materials for the City of Los Angeles is the City Fire Department (LAFD). LAFD issues permits for hazardous materials handling, enforces AB 2185, and administers the applicable sections of the Los Angeles City Fire Code, including the Division 8, Hazardous Materials Disclosures Program. In addition, LAFD issues a Business Identification number to businesses that handle hazardous materials. Those who store hazardous waste or hazardous materials must submit a Certificate of Disclosure to the LAFD.

Hazardous Materials Sites

There are various hazardous materials sites lists which identify contaminated sites or facilities utilizing hazardous materials in the City of Los Angeles. These include:

- The California Regional Water Quality Control Boards (RWQCB) Underground Storage Tank (UST) and Solid Waste Disposal Sites list which is a list of all leaks of hazardous substances from underground storage tanks in the State of California pursuant to Section

25295(b) of the Health and Safety Code.

- The Federal EPA Comprehensive Environmental Response, Compensation and Liability Information System (CERLIS) which is a database developed and maintained by the EPA to track activities conducted at potential hazardous waste sites.

- The National Priorities List (NPL) which is maintained by the EPA and is a ranked list of the hazardous waste sites which present the greatest risk to human health and the environment.

- The Hazardous Waste and Substances Site List (CORTESE) which is compiled by the California Governor's Office of Planning and Research, listing all potential and confirmed hazardous waste sites throughout California.

IMPACT ASSESSMENT

Thresholds of Significance

Impact to safety will be considered significant if the Proposed Plan could cause an increased risk of exposure to hazards.

Assessment

The land area designated for industrial uses in the Hollywood CPA consists of 292 acres, or 1.9 percent of the total CPA acreage. Industrial land use designations in the CPA may be further categorized as follows: Commercial Manufacturing, which consists of approximately 43 acres (15 percent of the industrial land use category or 0.3 percent of the total CPA acreage) and Limited Industrial, which consists of approximately 249 acres (85 percent of the industrial land use category or 1.6 percent of the total CPA acreage).

The Proposed Plan land use designation changes would result in approximately 281.16 acres (1.84 percent of the CPA) being designated as Industrial, a decrease of 10.99 acres, with a corresponding reduction of 0.08 percent in the area of the total CPA being designated for industrial land use.

The Proposed Plan does not represent an increase in the total acreage in industrial land use designation; nor does the Proposed Plan propose 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 (and associated processes and materials) 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.

While the Proposed Plan may encourage greater redevelopment of older potentially contaminated sites, there are also strict regulations in place to control how potentially contaminated materials are to be handled and disposed of.

Therefore, Safety/Risk of Upset impacts would be less than significant.

MITIGATION MEASURES

1. As part of the discretionary review of individual projects, the City shall ensure that all pertinent safety/mitigation standards in the City's Building Code, Fire Code and Planning and Zoning Code are met, the City shall prohibit the construction of any building where there is potential for methane gas hazards; and for instances where there is significant methane gas detected, the developer must immediately notify the City's Building and Safety Department and the Southern California Air Quality Management District.

2. As part of the review of individual projects, the City will require mitigation measures prior to approval of residential or public facility projects within 1,000 feet of a designated hazardous site/condition. These measures should address considerations of setbacks and buffers, barriers, risk of upset plans and safety evacuation plans.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

With the implementation of the recommended mitigation measures impacts would be less than significant.

5.0 ALTERNATIVES

5.1 OVERVIEW OF ALTERNATIVES ANALYSIS

According to CEQA, an EIR must describe a reasonable range of alternatives to a proposed project that could feasibly attain most of the basic project objectives, and would avoid or substantially lessen any of the proposed project's significant effects. Additionally, a "No Project" alternative must be analyzed. An EIR must evaluate the comparative merits of the alternatives.

The range of alternatives in an EIR is governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasonable choice. An EIR need not consider every conceivable alternative to a project. Rather, the alternatives must be limited to ones that meet the project objectives, are feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

The EIR should briefly describe the rationale for selection and rejection of alternatives and the information the Lead Agency relied on when making the selection. It also should identify any alternatives considered, but rejected as infeasible by the lead agency during the scoping process and briefly explain the reasons for the exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

This chapter identifies the alternatives that attain the project objectives, are feasible, and could avoid or lessen environmental impacts. This chapter concludes by identifying the environmentally superior alternative.

An EIR is required to evaluate and analyze the impacts of a No Project Alternative. The purpose of evaluating the No Project Alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project. However, the No Project Alternative is not the baseline for determining whether the proposed project's impacts are significant, unless it is identical to the existing environmental setting analysis that establishes the baseline (*CEQA Guidelines*, Section 15126.6(e)(1)).

The No Project Alternative analysis must discuss the existing conditions and what would be reasonably expected to occur in the foreseeable future if the project were not approved based on current plans and/or available infrastructure and community services (*CEQA Guidelines*, Section 15126.6(e)(2)).

A comparison of the alternatives will reveal which alternative is environmentally superior and which alternative best meets the planning goals and objectives of the lead agency. Three alternatives have been developed as follows:

Alternative #1 is the Proposed Plan analyzed by this EIR. This alternative will serve as the Project. The Proposed Plan, in general, has a reasonable anticipated level of development for land use and

population, which is greater than the level of development projected as anticipated to occur during the Proposed Plan period according to the SCAG 2030 Forecast.

Alternative #2 is the Existing 1988 Plan Reasonable Expected Development (No Project) alternative. With this alternative, there would be no project and 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.

Alternative #3 is the SCAG 2030 Forecast alternative. Under this alternative, employment, housing and population levels are analyzed at levels based on those projected by SCAG for the year 2030.

Table 5-1 compares the environmental effects of the Proposed Plan and the alternatives against the existing (2005) conditions.

Table 5-1: Comparison of Impacts -- Proposed Project and Alternatives (2030) to Existing (2005) Conditions

Environmental Impacts	Existing 2005 Conditions	Alt #1-Proposed Community Plan (Proposed Project)	Alt #2-Existing Plan (No Project)	Alt#3- SCAG 2030 Forecast
Land Use	--	L	L	L
Population, Housing & Employment	--	L	L	L
Public Services – Fire, Police, Libraries, Schools	--	L	L	L
Public Services -- Parks	--	S	S	S
Utilities -- Water	--	S	S	S
Utilities – Energy, Wastewater, Solid Waste		L	L	L
Transportation	--	S	S	S
Air Quality – Construction and GHG	--	S	S	S
Air Quality -- Operation		L	L	L
Noise -- Construction	--	S	S	S
Noise -- Operation		S	S	S
Geology	--	L	L	L
Cultural Resources	--	S	S	S
Safety/Risk of Upset	--	L	L	L
S = Significant or Potentially Significant L = Less than significant				

The environmental effects of the existing conditions are considered to be the baseline for evaluation of all impacts. Alternative #1 (Proposed Plan), Alternative #2 (No Project), and Alternative #3 (SCAG Forecast – less development than Proposed Plan), all allow new development to occur. Therefore, as shown in **Table 5-1**, compared to the existing conditions, the implementation of any of these three alternatives could potentially have significant impacts that cannot be mitigated. **Table 5-2** compares the existing and projected population levels in the CPA for the Proposed Plan and each alternative.

Table 5-2: Projected Population of Hollywood Under Existing (2005) Conditions and Each Alternative in 2030

	Population
Existing (2005) Conditions	224,426
Alternatives	
#1 Proposed Plan – Project -- 2030	249,062
#2 Existing Plan Capacity – No Project -- 2030	235,850
#3 SCAG 2030 Forecast -- 2030	244,602
Source: City of Los Angeles Planning Department Community Plan Bureau, May 20, 2010	

As indicated by **Table 5-2**, the Proposed Plan would result in an increase in the reasonable anticipated level of development in the Hollywood CPA with the potential to accommodate an estimated 249,062 persons as opposed to the existing population of 224,426 persons as of 2005. This represents a level of development and planning to accommodate 24,636 more persons than currently (2005) live in the Hollywood CPA.The Proposed Plan would create an increase in the reasonable anticipated level of development to potentially accommodate 13,212 persons over the Existing 1988 Plan's reasonable anticipated level of development of 235,850 persons.

Furthermore, the Proposed Plan has the potential to accommodate 4,460 more persons than the estimated population of 244,602 persons anticipated by the SCAG 2030 Forecast . This represents an increase in reasonably anticipated population that is 1.02% larger than the population that is anticipated for Hollywood in the 2030 SCAG Forecast. This expanded capacity offers the flexibility to accommodate more population than the amount forecast by SCAG, in the event that economic trends generate higher population growth than was anticipated. As a transit-rich community, Hollywood is an optimal location for sustainable urban development. Directing growth to Hollywood offers an opportunity to maximize the return on public investment in transit infrastructure that is located in this community. Furthermore, directing growth to Hollywood contributes to regional sustainability by providing mobility choices to a larger segment of the region's population**. Table 5-3** compares the dwelling units under Existing (2005) Conditions with those anticipated under each of the alternatives in 2030.

Table 5-3: Number of Dwelling Units Under Existing (2005) Conditions and Each Alternative in 2030

	Single-Family	**Multi-Family**	**Total**
Existing (2005) Conditions	20,400	80,200	100,600
Alternatives			
#1 Proposed Plan (Project) -- 2030	20,958	93,910	114,868
#2 Existing Plan - (No Project) -- 2030	20,968	87,754	108,722
#3 SCAG 2030 Forecast -- 2030	21,421	92,308	113,729
Source: City of Los Angeles Planning Department Community Planning Bureau, May 20, 2010			

Table 5-3 reveals that the Proposed Plan has a total anticipated level of housing development that is greater than the total reasonable expected level of housing development under the Existing 1988 Plan and the projected growth in total housing forecasted by the SCAG 2030 Forecast. Therefore, the Proposed Plan has the potential to accommodate a higher level of housing development than either the Existing 1988 Plan or the SCAG 2030 Forecast.

While the Proposed Plan would have a higher level of development for total housing than either the Existing 1988 Plan or the SCAG 2030 Forecast, it has a lower level of development for single-family housing. The Proposed Plan has a potential for 10 fewer single-family dwelling units than the Existing Plan's single-family housing level and 463 single-family dwelling units less than the SCAG 2030 Forecast.

However, the Proposed Plan's reasonable expected level of development for multi-family housing is greater than the Existing Plan's reasonable expected level of development for multi-family housing and the projected growth in multi-family housing forecasted by the SCAG Market Forecast for the year 2030, reflecting both a trend in the increase of multi-family dwelling units and the City's goal of promoting higher density in transit rich urban areas.

Table 5-4 compares the levels of development in terms of employment generating commercial and industrial square footage for the Proposed Plan and the alternatives.

Table 5-4 Commercial and Industrial Floor Space Under Existing (2005) Conditions and Each Alternative in 2030

	Commercial	Industrial	Total
Existing (2005) Conditions	26,880,585	8,671,909	35,552,494
Alternatives			
#1 Proposed Plan – Project -- 2030	33,446,023	10,293,958	43,739,981
#2 Existing Plan – No Project -- 2030	26,617,322	10,976,222	37,593,544
#3 SCAG 2030 Forecast -- 2030	31,849,781	8,683,858	40,533,639

Source: City of Los Angeles Planning Department Community Plan Bureau, May 20, 2010

Table 5-4 reveals that, while the Proposed Plan's reasonable expected level of development for commercial square footage is greater than the Existing Plan's reasonable expected level of development for the same category by 6,828,701 square feet, the Proposed Plan's reasonable expected level of development for industrial square footage is less than the Existing Plan's reasonable expected level of development by 682,264 square feet. This reflects a trend in an increase in the commercial/retail employment sector and a decline in the industrial employment sector.

Furthermore, **Table 5-4** reveals that the Proposed Plan's commercial and industrial square footage development levels are greater than the projected growth in commercial and industrial square footage development forecasted by the SCAG Market Forecast for the year 2030.

Table 5-5 compares the retail and non-retail employment levels for the Proposed Plan and the alternatives.

Table 5-5: Retail and Non-Retail Employment Under Existing (2005) Conditions and Each Alternative in 2030

	Retail	Non-Retail	Total
Existing (2005) Conditions	15,907	85,073	100,980
Alternatives			
#1 Proposed Plan – Project -- 2030	20,507	109,696	130,203
#2 Existing Plan – No Project -- 2030	16,661	89,121	105,782
#3 SCAG 2030 Market Forecast -- 2030	18,833	100,180	119,013

Source: City of Los Angeles Planning Department Community Planning Bureau, May 20, 2010

Table 5-5 indicates that the Proposed Plan's employment capacity is greater than the Existing Plan's employment capacity and the projected growth in employment forecasted by the SCAG Market Forecast for the year 2030.

CEQA Required Identification of an Environmentally Superior Alternative

The California Environmental Quality Act (CEQA) requires the identification of an environmentally superior alternative to the project. The environmentally superior alternative is the alternative with the overall least environmental impact.

The analysis below considers the impacts of the various alternatives on a number of environmental categories, including land use, population, employment, housing, public services, utilities, transportation, air quality, noise, geology, cultural resources, and safety/risk of upset. Based on this analysis, an environmentally superior alternative to the project is identified.

5.2 ALTERNATIVE #1 - PROPOSED PLAN

Alternative #1 is the alternative analyzed in detail as the Proposed Project in this Program EIR.

This alternative contains land use designation changes designed to accommodate new development and the growth forecast by the SCAG 2030 Forecast. The Proposed Plan reflects existing land use, promotes land use compatibility and reduces land use conflicts. Land use capacity changes and adjustments to accommodate anticipated growth are not considered growth inducing.

While some of the land use designation changes would reflect existing land use and would promote land use compatibility, others could cause some land use impacts if higher density land uses were to intrude into lower density land use areas, or if commercial land uses were to intrude into residential areas, or if neighborhoods were to transition and change their characteristics from one into another. It is anticipated that any such impacts would be temporary and/or mitigated to a less than significant level.

5.3 ALTERNATIVE #2 - EXISTING 1988 COMMUNITY PLAN (NO PROJECT)

Land Use: Alternative #2, in general, is anticipated to result in a lesser growth potential than the Proposed Plan. Therefore, it is anticipated that Alternative #2 would result in a lower potential for land use impacts than the Proposed Plan. However, it should be noted that, some of the land use designation changes proposed with in the Proposed Plan are designed to reflect existing use and are designed to reduce existing land use conflicts, and promote land use compatibility in addition to accommodating new development and the growth forecasted by the SCAG 2030 Market Forecast. Therefore, Alternative #2 would not ameliorate some of those existing land use conflicts caused by incompatible land use and zoning inconsistencies. Nonetheless, as for the Project, land use impacts are anticipated to be less than significant. (See Section 4.1)

Population, Housing and Employment: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan and may not accommodate the growth in population anticipated by the SCAG Forecast for 2030. Since Alternative #2 would allow for fewer total housing units than Alternative #1, this could result in increased household size due to a lack of adequate housing, higher housing prices, and related impacts such as substandard housing. Therefore, Alternative #2 could result in greater housing impacts than Alternative #1. Similarly, since Alternative #2 could result in less commercial growth and therefore fewer job opportunities it could result in greater employment related impacts such as insufficient employment opportunities to meet the demand from an anticipated increase in population. Nonetheless, as for the Project, population, employment and housing impacts are anticipated to be less than significant. (See Section 4.2)

Public Services: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan, the proposed Project, and would not accommodate the growth in population anticipated by the SCAG Forecast for 2030. While the anticipated increase in population under Alternative #2 would result in greater demand for the available public services, the lower growth potential could potentially result in fewer impacts than those resulting from Alternative #1. Nonetheless, as for the Project, because of existing shortages in community and neighborhood parks being exacerbated by any growth, impacts to parks, would be significant and adverse. (See Section 4.3)

Utilities: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan and would not accommodate the growth in population anticipated by the SCAG Forecast for 2030. While the anticipated increase in population could result in greater demand for public utilities, the lower growth potential (as compared to the Proposed Plan) could result in less of an impact on utilities as compared to the Proposed Plan. Nonetheless, as for the Proposed Plan, because of existing challenges in meeting demand for water being exacerbated by any growth, impacts to water supply would be significant and adverse. (See Section 4.4)

Transportation: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan. Therefore, traffic and circulation impacts are anticipated to be less than those from Alternative #1. Even though growth would be less than under the Proposed Plan, transportation impacts would still be significant as compared to 2005. The percentage of roadway segments projected to operate at LOS E or F will be increased, as would the weighted V/C ratio in Hollywood.

Total vehicle miles of travel and vehicle hours of travel will be significantly increased. (See Section 4.5)

Air Quality: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan. Therefore, air quality emissions – both construction and operation are anticipated to be less. Nonetheless, the growth anticipated under Alternative #2 could still result in significant construction air quality impacts (similar to but less than the project). As for the project, operational air quality impacts are anticipated to be less than significant due to on-going vehicle emission controls. (See Section 4.6)

Noise: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan. Therefore, noise impacts are anticipated to be less than those from the Proposed Plan since there would be less construction and new development. Nonetheless, both construction and operational noise impacts are anticipated to be less than the Proposed Plan but still significant under Alternative #2. (See Section 4.7)

Geology: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan. Geologic hazards are fairly consistent throughout the Los Angeles area and everyone is subjected to them to some extent. However, due to the lesser growth capacity of Alternative #2, less development and fewer people could be subjected to geologic hazards both at home and at work. However, even if the growth did not happen in Hollywood, it likely would happen somewhere in the Los Angeles area, and since impacts are similar across the basin geological impacts are anticipated to be the same as the Proposed Plan and therefore less than significant. (See Section 4.8)

Cultural Resources: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan. Therefore, impacts to cultural resources could potentially be less than those from the Proposed Plan as a result of less development. Nonetheless, the potential would still remain to significantly impact cultural resources. (See Section 4.9)

Safety/Risk of Upset: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan. Fewer people would therefore be exposed to any risks present in the area. Safety/risk of upset impacts are anticipated to be less than, but similar to, the Proposed Plan and would be less than significant. (See Section 4.10)

5.4 ALTERNATIVE #3 – SCAG 2030 FORECAST

Land Use: Alternative #3 is anticipated to result a lesser growth potential than the Proposed Plan, but more than Alternative #2. As with Alternative #2, it would require fewer land use designation changes to accommodate the anticipated level of development and growth by 2030. Therefore, Alternative #3 could potentially result in fewer land use impacts than the Proposed Plan, but slightly more than Alternative #2. As with Alternative #2, some of the existing land use inconsistencies that would be ameliorated by the Proposed Plan would not be addressed by Alternative #3. As with the Proposed Plan and Alternative #2, this alternative would have a less than significant impact on land use (See Section 4.1)

Population, Housing and Employment: Alternative #3 is anticipated to result in slightly less population and employment growth potential than the Proposed Plan. However, unlike Alternative #2, this alternative would accommodate the SCAG 2030 growth forecast. Alternative #3 could contain a greater number of single-family housing, fewer multi-family housing units and fewer total units than the Proposed Plan, which would be inconsistent with regional policies to concentrate development near transit nodes. This alternative could therefore result in potentially greater housing impacts such as crowding and higher housing costs due to a shortage of housing than the Proposed Plan. Nonetheless, as for the Proposed Plan, impacts are anticipated to be less than significant. (See Section 4.2)

Public Services: Alternative #3 is anticipated to result in a lesser growth potential than the Proposed Plan, but greater than Alternative #2. A smaller population would result in less demand for public services. Therefore, Alternative #3 could result in potentially fewer public services impacts than Alternative #1. Nonetheless, as for the Proposed plan and Alternative #2, impacts to parks are anticipated to be significant under Alternative #3. (See Section 4.3)

Utilities: Alternative #3 is anticipated to result in a lesser growth potential than the Proposed Plan but unlike Alternative #2 would accommodate the growth in population anticipated by the SCAG Forecast for 2030. While the anticipated increase in population would result in greater demand for public utilities, the lower growth potential could result in less of an impact on utilities than those resulting from the Proposed Plan. Nonetheless, as for the Project and Alternative #2, because of existing challenges in meeting demand for water being exacerbated by any growth, impacts to water supply would be significant and adverse. (See Section 4.4)

Transportation: Alternative #3 is anticipated to result in a lesser growth potential than the Proposed Plan. Therefore, traffic and circulation impacts are anticipated to be less than those from Alternative #1 (but more than Alternative #2). Even though growth would be less than under the Proposed Plan, transportation impacts would still be significant as compared to 2005. The percentage of roadway segments projected to operate at LOS E or F will be increased, as would the weighted V/C ratio in Hollywood. Total vehicle miles of travel and vehicle hours of travel will be significantly increased. (See Section 4.5)

Air Quality: Alternative #3 is anticipated to result in a lesser growth potential than the Proposed Plan. Therefore, air quality emissions – both construction and operation are anticipated to be less. Nonetheless, the growth anticipated under Alternative #3 could still result in significant construction air quality impacts (similar to but less than the Proposed Plan). As for the Proposed Plan, operational air quality impacts are anticipated to be less than significant due to on-going vehicle emission controls. (See Section 4.6)

Noise: Alternative #3 is anticipated to result in a lesser growth potential than the Proposed Plan. Therefore, noise impacts are anticipated to be less than those from the Proposed Plan (but more than Alternative #2) since there would be less construction and new development (although more than under Alternative #2). Nonetheless, both construction and operational noise impacts are anticipated to be less than the Proposed Plan but still significant under Alternative #3. (See Section 4.7)

Geology: Alternative #3 is anticipated to result in a lesser growth potential than the Proposed Plan. Geologic hazards are fairly consistent throughout the Los Angeles area and everyone is subjected to them to some extent. However, due to the lesser growth capacity of Alternative #3, less development and fewer people could be subjected to geologic hazards both at home and at work. However, even if the growth did not happen in Hollywood, it likely would happen somewhere in the Los Angeles area, and since impacts are similar across the basin geological impacts are anticipated to be the same as the Proposed Plan and therefore less than significant. (See Section 4.8)

Cultural Resources: Alternative #3 is anticipated to result in a lesser growth potential than the Proposed Plan. Therefore, impacts to cultural resources could potentially be less than those from the Proposed Plan as a result of less development. Nonetheless, the potential would still remain to significantly impact cultural resources. (See Section 4.9)

Safety/Risk of Upset: Alternative #2 is anticipated to result in a lesser growth potential than the Proposed Plan. Fewer people would therefore be exposed to any risks present in the area. Safety/risk of upset impacts are anticipated to be less than, but similar to, the Proposed Plan and would be less than significant. (See Section 4.10)

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The above discussion and the five tables reveal that Alternative #2, 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, Alternative #2 would allow the lowest number of people to be exposed to environmental impacts while at work or at home. The environmentally superior alternative cannot be the No Project Alternative (Alternative #2).

Alternative #2 is superior from a strictly 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.

Alternative #1, which is the Proposed Project, accommodates the growth in population forecasted for the year 2030 and it meets the goals and objectives of preparing the community for the social and economic changes that are expected through the year 2030. It is also the third best alternative environmentally, based on the criteria used in this section.

Alternative #3, (SCAG Forecast), is the second best environmentally; it constitutes the level of anticipated growth which must be accommodated.

The Proposed Project accommodates the level of growth forecast by the SCAG 2030 Forecast and allows for a certain level of growth over and above it to accommodate unanticipated fluctuations. In the view of the Planning department it is the alternative that best meets the social, economic, and planning goals and objectives of the City.

This EIR identifies the environmentally superior alternative as Alternative #3. Alternative #3 would not allow the flexibility to increase growth in this transit-adjacent area to the extent allowed for by the Proposed Plan. Nor would it address existing land use incompatibilities to the extent addressed by the Proposed Plan.

6.0 OTHER CEQA CONSIDERATIONS

The California Environmental Quality Act (CEQA) requires that the assessment of potential environmental impacts specifically address the following topics:

- Short term versus long term impacts
- Growth inducing impacts
- Proposed project impacts that are significant and unavoidable by issue area
- Environmental effects of the proposed project found not to be significant
- Irreversible environmental changes resulting from project implementation
- Cumulative impacts

6.1 SHORT TERM VERSUS LONG TERM IMPACTS

The proposed Hollywood Community Plan Update (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 polices 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.

6.2 GROWTH INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss growth inducing impacts of a proposed project. Growth inducing impacts are ways in which the project could "…foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." This includes projects that would remove obstacles to growth. However, as stated in the Guidelines, "it must not be assumed that growth in any areas is necessarily beneficial, detrimental, or of little significance to the environment."

Generally a project is considered to result in growth inducing effects if it causes one of the following:

- The extension of infrastructure (sewer, water, etc.) to an area currently undeveloped and/or lacking adequate infrastructure; and
- The provision of housing or employment to an area currently undeveloped or lacking in adequate housing or employment.

The Proposed Hollywood Community Plan 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.

The Proposed Plan's reasonable expected development of 130,203 jobs would result in an increase of 29,223 additional jobs over the existing (2005) conditions of 100,980 jobs.

The Proposed Plan would provide an opportunity for developing approximately 33,446,023 gsf of commercial floor space, an increase of 6,565,438 gsf over the existing 2005 space. The Proposed Plan also provides for 10,293,958 gsf of industrial space, which is 1,622,049 gsf more than the existing (2005) conditions.

The Proposed Plan would provide 114,868 dwelling units for an anticipated population of 249,062 persons, an increase of 13,888 dwelling units over the estimated 100,980 housing units under the Existing (2005) conditions.

This compares to the Southern California Association of Governments (SCAG), estimate of 244,602 persons in the Hollywood CPA by 2030. This SCAG 2030 forecast allows for a growth of 20,176 persons over the existing 2005 population level.

As noted in the CEQA Guidelines, increases in population may tax existing community service facilities, requiring construction of new facilities that could themselves cause significant environmental effects. The CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental or of little significance to the environment. As analyzed in Section 4.2, the population, housing and employment associated with the proposed project would be consistent with the growth anticipated for the City of Los Angeles as a whole.

The Proposed Plan is designed to satisfy the projected growth forecast by SCAG. 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 the 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 polices (specifically SCAG policies) encouraging growth in urban areas especially adjacent to transit. To the extent that the Propose 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 Propose Plan will be generally considered more growth accommodating than growth inducing.

The Proposed Plan would not extend the infrastructure beyond that required to meet the anticipated needs of future development in Hollywood. In fact, most of the infrastructure necessary for future development within the area is already in place. Hollywood (other than Griffith Park) is a developed urban area where adjacent properties are already developed and served by existing infrastructure.

Therefore, while minor infrastructure improvements are likely within the area, they are not anticipated to result in growth inducing effects.

The reasonably anticipated level of development within Hollywood would provide capacity for new jobs. Especially given current (November 2010) high unemployment levels in the County of Los Angeles (about 13%) it is anticipated that many of the jobs created by projects implementing the Proposed Plan would be filled by local labor. The additional jobs are anticipated to help fill an existing employment need for area residents.

6.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires that any ***significant*** impacts, including those that can be mitigated but not reduced to a less than significant level, be described and their implications discussed in an EIR. Impacts of the project are analyzed and identified throughout Section 4, Environmental Setting, Impacts and Mitigation Measures, of this Draft EIR and impacts are summarized in the Executive Summary. As discussed therein, project-level significant unavoidable impacts that could occur with the implementation of the Proposed Plan are anticipated to be as follows:

Public Services -- Parks

Significant. While several mitigation measures have been proposed, a number of factors effectively prevent the enumerated mitigation policies from bringing the impacts of the Proposed Plan on parks to a level of insignificance. These factors include the historic lack of and huge deficiency in community and neighborhood parkland and associated facilities (although ample regional parkland is available in Griffith Park), existing budget constraint and a high level of development where lands may not be available for conversion into or the creation of parks. Furthermore, with the comparatively large population expected by 2030, there may not be enough space in the Hollywood CPA to accommodate the projected required community and neighborhood parkland acreage, thus any increase in population would increase demand and exacerbating existing shortages. Therefore, the implementation of the Proposed Plan could result in unavoidable significant adverse impacts.

Utilities -- Water Resources

Significant. The City of Los Angeles is faced with the challenge of providing a sufficient supply of safe, reliable, and affordable water to a growing population and business sector, while, at the same time, dealing with the realities of the availability of water resources. Furthermore, while the majority of existing major water supply facilities in the Hollywood area are considered to be adequately-sized for the anticipated growth, it is likely that upgrading and/or expansion of existing local distribution systems may be needed at certain locations within the CPA. While the implementation of the Proposed Plan's Policies and the EIR's proposed mitigation policies would reduce the impacts of the Proposed Plan, given the uncertainties in the water supply horizon and in the capacities of local delivery systems, impacts to water resources are considered potentially significant and unavoidable.

Transportation

Significant. The recommended mitigation measures would help to implement the measures identified in the Mobility policies of the Proposed Hollywood Community Plan. There would still be a significant adverse transportation impact as a result of the Proposed Hollywood Community Plan as compared to 2005 conditions. The percentage of roadway segments projected to operate at LOS E or F would be increased, as would the weighted V/C ratio in Hollywood. Total vehicle miles of travel and vehicle hours of travel would also be significantly increased.

Air Quality

Significant -- construction impacts. Implementation of the Plan could provide new sources of regional air emissions that could conflict with or obstruct implementation of the Air Quality Management Plan. Construction of development projects that would be allowed under implementation of the Proposed Plan is anticipated to result in significant criteria pollutant emissions. It is anticipated that implementation of the Proposed Plan and associated construction could expose sensitive receptors to substantial pollution concentrations in excess of the established LST for short periods of time.

Significant – operational impacts. Implementation of the Proposed Plan would result in increased GHG emissions that would contribute significantly to global climate change.

Noise

Significant – construction and operation. 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.

Cultural Resources

Significant. Cultural Resources consist of Historical/Architectural resources and Archaeological/Paleontological resources. The implementation of the proposed mitigation measures would minimize impacts but there exists the potential for unavoidable significant adverse impacts as a result of the redevelopment of sites with historic resources as well as sites where archaeological/paleontological resources may be present.

6.4 LESS THAN SIGNIFICANT IMPACTS

Section 15128 of the CEQA Guidelines requires that an EIR contain a brief statement indicating the reasons that certain possible significant effects of a project were determined to be less than significant and thus, were not analyzed in the EIR. Discussions of those impacts found not to be significant are provided here:

Land Use

With the implementation of the proposed mitigation measures, any adverse impacts due to land use change would be mitigated to a less than significant level.

Population, Employment, and Housing

Impacts to to population, employment and housing growth through 2030 are anticipated to be less than significant. The Proposed Plan would be able to accommodate anticipated future population, employment, and housing growth; the Proposed Plan includes policies and zoning controls designed to minimize any impacts from the reasonably anticipated growth.

Public Services

Fire

Implementation of the Proposed Plan could result in increased development in the Hollywood 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 is a potentially significant adverse impact. Increases in delay would adversely affect response times for fire fighting and paramedic and emergency services. With the implementation of the proposed mitigation measures, impacts would be reduced to a less than significant level.

Police

Implementation of the Proposed Plan, with attendant increases in population and development, would cause an increase in the need for 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. This is a potentially significant adverse impact. Increased volume of traffic could create a potential for congestion and delays, especially in areas where street capacity is inadequate to accommodate traffic, which could adversely affect response times for police services. With implementation of the proposed mitigation measures, impacts would be reduced to a less than significant level.

Public Libraries

Implementation of the Proposed Plan without additional library facilities, with its concomitant population increases, could worsen existing deficiencies in library services in the community. This is a potentially significant adverse impact. With the implementation of policies included in the Proposed Plan, impacts would be reduced to less than significant levels.

Public Schools

With the implementation of the required mitigation and proposed mitigation measures, impacts would be reduced to less than significant levels.

Utilities

Energy Resources

Energy resources comprise of electricity and natural gas.

Electricity: The cumulative effect of the increased electrical service demands from additional development and an increasing population could require the installation of additional electrical distribution facilities. With the implementation of the proposed mitigation measures, impacts would be reduced to less than significant levels.

Natural Gas: SoCalGas estimates it will have a total capacity of 3,875 Mmcf/day of gas available in 2030, which is unchanged from the capacity estimated to have been available in 2008. The estimated gas requirements for 2030 are 2,709 Mmcf/day for an average temperature year and 2,776 Mmcf/day for a cold temperature year and dry hydro year. The estimated gas requirement for 2030 average temperature year is lower than the recorded use of 2,717 Mmcf/day in 2007 and below the system capacity of 3,875 Mmcf/day. Therefore, it may be assumed that there will be sufficient gas available for the consumption resulting from the anticipated development due to the implementation of the proposed project in the Hollywood CPA. Therefore, the implementation of the Proposed Plan should not have an adverse impact on the supply of natural gas.

In addition, several mitigation measures have been proposed to further reduce impacts. The implementation of the proposed mitigation policies would reduce impacts of the Proposed Plan on energy resources, both electricity and natural gas, to a level of less than significance.

Wastewater System

With the implementation of the Proposed Plan, the Hollywood CPA would generate approximately 5.8% of the wastewater generated Citywide in 2020. This would be an increase of 0.2% over the existing 2005 levels. This increase would not be considered significant. In addition, several mitigation measures have been proposed and the implementation of the proposed mitigation measures would further reduce any significant impacts of the Proposed Plan to a level of less than significance.

Solid Waste Generation and Disposal

The implementation of the Proposed Plan would result in a 2.16% increase in the relative amount of solid waste being contributed by the Hollywood CPA to the City's solid waste stream, from 11.57% to 13.73%. This increase may be attributed to the increase in land use intensities that results in an increase in the density of development under the Proposed Plan. The Proposed Plan is designed to accommodate a projected increase in the City as well as the CPA's future population. Since the overall amount of developed land area in the CPA remains the same under the Proposed Plan, the projected increase in the future population would be accommodated through an increase in the intensity of land use, which permits greater density. This increased density would result in a corresponding increase in the amount of solid waste generated per unit of developed land and a corresponding increase in the amount of contribution, by the CPA, to the City's solid waste stream. Implementation of the proposed mitigation measures would reduce the impacts of the projected

increase in solid waste generation and disposal needs. Implementation of these mitigation policies is anticipated to reduce the amount of solid waste generated by the CPA to the existing conditions (2005) amounts, and impacts are anticipated to be less than significant.

Air Quality

Operational (criteria pollutants). Implementation of the Proposed Plan would not result in a significant increase in criteria emissions or CO hot spots due to on-going emission controls.

Geology

The proposed Community Plan incorporates programs and policies that help mitigate any significant adverse impact that could 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 Hollywood Community Plan does not require mitigation measures as there are no potentially significant impacts.

Safety/Risk of Upset

The Proposed Plan does not represent an increase in the total acreage in industrial land use designation; nor does the Proposed Plan include 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 industrial facilities containing acutely hazardous materials. Furthermore, the Proposed Plan includes design guidelines for new industrial developments when they are located adjacent to residentially-zoned neighborhoods. This would help mitigate impacts from the storage of hazardous materials. While the Proposed Plan may encourage greater redevelopment of older potentially contaminated sites, strict regulations control how potentially contaminated materials are handled and disposed of. Therefore, Safety/Risk of Upset impacts would be less than significant, and with the implementation of the proposed mitigation measures, impacts would be less than significant.

Aesthetics

The Proposed Project would update the existing 1988 Hollywood Community Plan and would make changes to land use designations to accommodate anticipated growth through 2030. The community plan update is not expected to have a substantial adverse effect on aesthetics, including an adverse effect on scenic vistas and/or scenic resources as a result of design guidelines and zoning controls that would be implemented as part of the Proposed Plan. Nor would the Proposed Plan result in the substantial degradation of the existing visual character or quality of the community plan area and its surroundings or the creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area as a result of as a result of design guidelines and zoning controls that would be implemented as part of the Proposed Plan. Individual projects will be reviewed on a project-by-project basis to ensure compliance with design guidelines.

Agricultural Resources

The community plan area contains no significant acreage in agricultural uses. Therefore, project implementation is not anticipated to result in the conversion of farmland to non-agricultural use. It will not result in a conflict with existing zoning for agricultural use or a Williamson Act Contract. It would not involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use.

Biological Resources

Other than Griffith Park (where no changes are anticipated), the community plan area is highly urbanized. Existing species are those that have adapted to the urban environment or those that have been introduced. The Proposed Plan is not anticipated to adversely affect any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, it is not anticipated to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations, have a substantial adverse effect on federally protected wetlands, interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, conflict with any local policies or ordinances protecting biological resources or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The General Plan Framework Element designates most of Griffith Park (where no changes are anticipated) as a Significant Ecological Area (SEA), within the Hollywood CPA. The CPA, itself, is not identified as a natural habitat for unique, rare or endangered species or as a unique plant community.

Mineral Resources

The Hollywood CPA is already substantially urbanized and thus, the implementation of the Hollywood Community Plan Update would have no impact on mineral resources.

6.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES RESULTING FROM PROJECT IMPLEMENTATION

CEQA Guidelines Section 15126.2(c) requires that an EIR analyze significant irreversible environmental changes that would be caused by the proposed project. This includes the use of nonrenewable resources during construction and operation of a project to such a degree that the use of the resources thereafter is unlikely. It also includes significant and irreversible environmental changes that could result from environmental accidents associated with the proposed project.

Development of the anticipated level and type within the Hollywood Community Plan Area (CPA) 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 CPA Area would include:

- Construction labor
- Materials used in construction (sand and gravel, glass, steel, concrete, and petroleum-based plastics), and
- Fossil fuels consumed by project generated traffic and construction equipment

Commitment of resources following construction of projects within the CPA would be similar to existing conditions including:

- Electricity and gas to operate the projects; and
- Fossil fuels used by project-related traffic

Since fossil fuels are currently the principal energy source, the assumed level of development within the CPA would incrementally reduce existing supplies of fuels including fuel oil, natural gas, and gasoline. 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 off set demand

The construction of future projects within the CPA would also require the commitment or destruction of other non-renewable and slowly renewable resources. These resources include the following: lumber and other forest projects, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead and other metals and water.

Commitment of the CPA 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.

6.6 CUMULATIVE IMPACTS

The potential for impacts associated with the Proposed Plan to have a combined effect with other projects is discussed below. 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.

Land Use

Most of the individual sites and subareas with land use designation changes would not have any significant impacts due to the proposed land use designation changes. Some areas however would have potential localized impacts. Subareas with potential impacts include:

Subarea 13:3C, where 1.43 acres would change from Low I Residential and RE9-1 (FAR3:1) to Low Medium II and RD1.5-1XL (FAR 3:1), resulting in an increase in density;

Subarea 41, where 40.13 acres would change from Medium Residential and R3-1XL (FAR 3:1) to High Medium Residential and [Q]R4-1VL (FAR3:1), resulting in an increase in density;

Subarea 13:1I, where 0.15 acres would change from Low II Residential and C1-1D (FAR 0.5:1) to Limited Commercial and C1-1XL (FAR1.5:1) resulting in a land use change from residential to commercial;

Subarea 13:1J, where 0.01 acres would change from Low Medium I Residential and C1-1D (FAR 0.5:1) to Limited Commercial and [Q]C1-1XL (FAR 1.5:1), resulting in a land use change from residential to commercial;

Subarea 13:1K, where 0.29 acres would change from Low II Residential and C1-1D (FAR 0.5:1) to Limited Commercial and [Q]C1-1XL (FAR 1.5:1), resulting in a land use change from residential to commercial;

These impacts 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.

Population, Employment and Housing

SCAG projects a significant 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.

Public Services

Fire Protection. The implementation of the Proposed Plan could result in increased development in the Hollywood CPA, which may require the upgrading or improvements of existing fire protection equipment or infrastructure or may cause a deterioration in existing operating traffic conditions could adversely affect the response times for fire fighting and paramedic services. Increased land use densities would generate an increased demand for fire protection services in the Metro Los Angeles area. The project includes mitigation polices that would reduce project impacts below a level of significance, it is similarly anticipated that as a result of these polices the project contribution to impacts to citywide fire fighting capabilities would not be considerable.

Police Protection. The implementation of the Proposed Plan would likely contribute to the citywide need for greater and expanded police services. The project includes mitigation polices that would

reduce project impacts below a level of significance, it is similarly anticipated that as a result of these polices the project contribution to impacts to citywide police protection capabilities would not be considerable.

Public Libraries. Public branch libraries located in the Metro Los Angeles Subregion, and in other community plan areas in close proximity to the Hollywood CPA, are presently inadequate to serve their residents in terms of the required library space and materials collection. At present, only two of the existing libraries in the Hollywood CPA, the Frances Howard Goldwyn-Hollywood Regional Branch Library and the Will and Ariel Durant Branch Library, meet the newly adopted library facilities standards in terms of the size of the building for the population served. The project includes mitigation polices that would reduce project impacts below a level of significance, it is similarly anticipated that as a result of these polices the project contribution to impacts to citywide fire fighting capabilities would not be considerable.

Parks. While the existing overall parkland acreage in the CPA is adequate to accommodate the anticipated increase in population, there exists an acute shortage in the community and neighborhood parkland acreage in the CPA and in nearby community plan areas, as well as in the Metro Los Angeles Subregion as a whole. Implementation of the Proposed Plan would further exacerbate this shortage in the CPA and the subregion resulting in a cumulatively significant impact.

Public Schools. The anticipated student population generated by the Proposed Plan would contribute incrementally to the demand for public school services in the Los Angeles Unified School District (LAUSD). The implementation of the Proposed Plan would result in an increase in the student population in the Hollywood CPA. Since the actual student enrollments have been below operating capacities in existing LAUSD schools, it is anticipated that the existing operating capacities of the public schools have the potential to accommodate the anticipated increase in the student population. Thus, the project would not result in a considerable contribution to a cumulative impact to schools.

Utilities

Water. 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 an increased water consumption in the City, which is projected to increase from 661,000 acre-feet per year (AFY) in 2005 to 776,000 AFY 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 increased total water consumption in the future. Thus impacts to water resources are anticipated to be cumulatively significant.

Energy. The implementation of the Proposed Plan would contribute to an increase in the citywide consumption of non-renewable energy resources. Implementation of mitigation policies is anticipated to reduce impacts of the Proposed Plan to less than significant levels and the project contribution to cumulative impacts is anticipated to be less than considerable.

Wastewater. The issue of wastewater flow is a citywide concern and transcends the boundaries of individual community plan areas. The Citywide wastewater flow in 2005 is estimated to have amounted to 421.1 million gallons per day (mgd) and is projected to amount to 470.3 mgd in 2020, which is the latest forecast year for which data was available wen the Draft EIR was prepared. The Hollywood CPA's contribution to this flow is estimated to have amounted to 23.5 mgd in 2005 and is projected to amount to 27.1 mgd in 2030 with the implementation of the Proposed Plan. The implementation of the Proposed Plan would contribute to an anticipated citywide increase in wastewater flow during the planning period. In addition, the implementation of the Proposed Plan would contribute to an increase in the citywide demand for wastewater disposal requirements. Implementation of mitigation policies is anticipated to reduce impacts of the Proposed Plan to less than significant levels and the project contribution to cumulative impacts is anticipated to be less than considerable.

Solid Waste. Solid waste management is another citywide concern, with growing solid waste disposal needs and reduced landfill capacity. Notwithstanding the City's compliance with the State of California Legislature's enacted California Integrated Waste Management Act (Assembly Bill 939 or AB 939) and its modification (AB 2492, which requires a 50 percent diversion of the total waste stream from landfill disposal by January 1, 2000), the management of all waste collected within the City's borders remains a concern due to the daily permit limitations on the amount of waste that are accepted at landfills in the region and the dwindling available landfill space therein. The implementation of the Proposed Plan would thus contribute to this continued depletion of scarce landfill space and have a cumulative impact on the City's solid waste management capacities. Implementation of mitigation policies is anticipated to reduce impacts of the Proposed Plan to less than significant levels and the project contribution to cumulative impacts is anticipated to be less than considerable.

Transportation

In compliance with the Los Angeles County Congestion Management Program (CMP) requirements, a regional analysis was conducted to quantify the potential impacts of the project on the regional transportation system. Project impacts are anticipated to be significant, the number of intersections at LOS E or F is anticipated to increase and the number of vehicle mites travelled and vehicle hours in delay would also significantly increase. This is significant impact and the project contribution to transportation impacts is cumulatively considerable resulting in a cumulatively significant impact.

Air Quality

Continued development in 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 and degrade regional air quality. Growth permitted by the Proposed Plan could incrementally contribute to regional exceedances of air quality standards for ozone and suspended particulates. Project construction emissions are anticipated to result in exceedances of applicable SCAQMD thresholds. The project would contribute a cumulatively considerable increase in emissions as a result of construction activities under the Proposed Plan. 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.

Noise

The project's contributions to cumulative noise impacts relate primarily to increases 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 as compared to 2005 conditions. This would be a cumulatively significant impact.

Geology

As with other areas of Los Angeles, development resulting from the implementation of the Proposed Plan would be subject to potential ground shaking. In the event of a major earthquake, significant ground shaking could result at various project sites and in the surrounding area. Implementation of recommended mitigation measures would reduce but not eliminate seismic risks. However, the project would not contribute considerably to this impact.

Cultural Resources

Potential impacts to cultural resources from individual related projects could compound the effects of the Proposed Plan; therefore, cumulative impacts could occur.

Safety/ Risk of Upset

The Proposed Plan would not substantially increase the potential for industrial activity in the City. In fact, it would decrease the amount of land designated for industrial use from 292.2 acres to 278.6 acres, a decrease of 13.6 acres. Nor would the Proposed Plan encourage large population increases immediately adjacent to oil and gas contamination. Furthermore, the provision of safety policies in the Proposed Plan, would serve to minimize impacts to safety. Thus, analysis concludes that cumulative impacts to safety would be less than significant.

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