

## **Revised Findings**

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

For Council consideration

June 19, 2012

## FINDINGS

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

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

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

The plan update and zone change ordinances provide for a variety of different land uses to meet the diverse needs of the community, including housing for a projected increase in population, and commercial and industrial businesses that contribute to the economy of the community as well as the Los Angeles region. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in Hollywood through the year 2030. The Proposed Plan includes a recommended pattern of land use that directs future growth to areas of Hollywood where new development can be supported by transportation infrastructure and different types of land uses can be intermingled to reduce the length and number of vehicle trips. Mixed-use development around Metro stations and transit corridors would give residents and visitors mobility choices that would enable reduction in the number and length of vehicle trips thus reducing greenhouse gas emissions associated with local trip generation, in accordance with recent legislation (Senate Bill 375).

By encouraging transit oriented development and making a strong connection between transportation and land use planning, the proposed plan promotes several principles that are key to creating livable communities, including: improved mobility options for residents, employees, and visitors; increased access to a wide range of uses; and expanded

opportunity for location-efficient housing in the city.

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

*Policy 3.3.1: Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 (see Chapter 2: Growth and Capacity), using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.*

Consistent with the above objective and policies contained in the General Plan Framework (as well as SCAG's recently adopted Sustainable Communities Strategy), the Proposed Plan accommodates projected population and employment growth within the community plan area and includes policies and programs aimed at providing adequate supporting transportation and utility infrastructure and public services. The Proposed Plan as approved by the City Council is estimated to reasonably accommodate approximately 244,336 people and 131,597 jobs, providing essentially enough capacity to meet the SCAG 2030 forecast of 244,602 people (difference of less than 1 percent) and more than enough capacity to meet the SCAG forecast of 119,013 jobs in Hollywood in the year 2030. The Framework includes a 2010 forecast of approximately 257,035 people and 115,157 jobs within the Hollywood Community Plan Area. The Framework forecasts are best estimates as of the adoption of the Framework in 1996 and 2001, and as implementation of the Framework proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the community plan update process." Consistent with the Framework strategy, the Proposed Plan accommodates projected growth that reflects revised forecasts from SCAG and the community plan update process.

Although the current plan's capacity may be enough to accommodate the existing population in the near term, considering that economic cycles are reasonably anticipated to return to a pattern of growth and considering state, regional and City policies to reduce greenhouse gas emissions including through concentrating growth adjacent to transit, these figures fall short of the capacity needed in the long term plan. The Proposed Plan's reasonable expected development capacity gives a degree of flexibility to accommodate additional employment, if necessary, to meet the requirements of the Sustainable Communities Strategy adopted by SCAG as part of the latest update to the Regional Transportation Plan (RTP) in accordance with Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375. These legislative acts require that California cities lay out a vision for regional growth that considers the relationship of land use to transportation in reducing vehicle trips to achieve greenhouse gas emission reduction targets. Because of significant transit infrastructure investment with the opening of the Red Line Metro Rail service in phases between 1992 and 2000 and a large area planned for Regional Center commercial uses, Hollywood's land use pattern can and should support increased transit use. Since SCAG anticipates this level of growth in Hollywood, and since Hollywood is an area where growth is anticipated and encouraged due to the area's investment in transit infrastructure, the Proposed Plan's increases in capacity are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework.

Aside from accommodating future growth, if and when it occurs, there are other reasons for the targeted increase of capacity in Hollywood, such as focusing growth around transportation infrastructure, maintaining the City's jobs/housing ratio, and conserving existing residential neighborhoods. The Proposed Plan redirects growth, strategically increasing capacity in certain areas in a manner that is consistent with the General Plan and achieves General Plan Framework goals. In its discussion of economic development policies, the Framework states:

"The baseline 2010 employment and housing forecasts prepared by SCAG indicate that the City's jobs/housing ratio will decline by 2010. This decline would be economically detrimental to the City...In order to avoid the potentially detrimental consequences of a decline in the City's jobs/housing ratio, the City must implement a proactive economic development program which seeks to generate employment growth commensurate with projected population increases. Maintenance of the existing jobs/housing ratio of 1.46 will require that the City attract approximately 400,000 new jobs, compared to the 200,000 new jobs indicated in the SCAG forecasts" (Chapter 7 – Economic Development).

The Proposed Plan accommodates employment growth in centers and along transit corridors, consistent with Framework policies on economic development. The Proposed Plan also accommodates mixed-use development in commercial zones, alleviating pressure to up-zone many residential areas and helping to preserve existing affordable housing and maintain existing neighborhood character. The plan update and zone changes propose to up-zone some commercial areas so as to minimize the need to up-zone residential areas. Increasing capacity outside of residential areas in commercial zones helps make it possible to conserve housing in many existing residential neighborhoods at the existing density and scale.

The Framework is intended to offer "a strategy for long-term growth which sets a citywide context to guide the update of the community plan and citywide elements." The Framework is not intended to cause population or employment growth to occur but, rather, to accommodate changes in population and employment that may occur in the future. The Proposed Plan is consistent with this framework for growth in that it concentrates future growth, should it occur as forecast, around commercial centers and corridors supported by transit infrastructure while limiting development in surrounding low-density neighborhoods.

The Framework Element's Long Range Land Use Diagram also states:

"As the city evolves over time, it is expected that areas not now recommended as Neighborhood Districts, Community and Regional Centers, and Mixed Use Boulevards may be in the future appropriately so designated, and areas now designated may not be appropriate. Therefore, the Framework long range diagram may be amended to reflect the final determinations made through the Community Plan update process should those determinations be different from the adopted Framework."

Consistent with the General Plan Framework, the Proposed Plan evaluates the Framework's identified centers and districts and amends the Long Range Land Use Diagram map to make adjustments to the general boundaries of the previously identified Regional Center, Community Centers, and Mixed Use Boulevards in Hollywood. The Regional Center and Community Center adjustments include some expansion in the vicinity of new Red Line

Metro Rail subway stations due to the increased levels of transportation service associated with this new transit infrastructure. The Mixed Use Boulevard adjustments include some new transit corridors that are mixed-use incentives areas in the Proposed Plan. The Hollywood Community Plan focuses growth around the Red Line Metro Rail and the Metro Rapid bus lines in conformance with Framework Element policies that aim for a spatial distribution of development that facilitates a reduction of peak hour vehicle trips. The Proposed Plan is projected in 2030 to result in a small decrease in peak hour vehicle trips from the plan area compared to the Existing 1988 Plan, despite the Proposed Plan accommodating higher levels of population and employment in 2030. Focused growth and a mix of uses designed to reduce trips also conform to State and regional regulations and policies, including SCAG's regional growth vision and recently adopted Sustainable Communities Strategy, that encourage infill development and high-density activity centers near transit to achieve the mandated clean air and greenhouse gas emission targets.

*Policy 3.3.2: Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area. The results of this monitoring effort will be annually reported to the City Council and shall be used in part as a basis to:*

- a. Determine the need and establish programs for infrastructure and public service investments to accommodate development in areas in which economic development is desired and for which growth is focused by the General Plan Framework Element.*
- b. Change or increase the development forecast within the City and/or community plan area as specified in Table 2-2 (see Chapter 2: Growth and Capacity) when it can be demonstrated that (1) transportation improvements have been implemented or funded that increase capacity and maintain the level of service, (2) demand management or behavioral changes have reduced traffic volumes and maintained or improved levels of service, and (3) the community character will not be significantly impacted by such increases. Such modifications shall be considered as amendments to Table 2-2 and depicted on the community plans.*
- c. Initiate a study to consider whether additional growth should be accommodated, when 75 percent of the forecast of any one or more category listed in Table 2-2 (see Chapter 2: Growth and Capacity) is attained within a community plan area. If a study is necessary, determine the level of growth that should be accommodated and correlate that level with the capacity, facility, or service improvements and/or transportation demand reduction programs that are necessary to accommodate that level.*
- d. Consider regulating the type, location, and/or timing of development, when all of the preceding steps have been completed, additional infrastructure and services have been provided, and there remains inadequate public infrastructure or services to support land use development.*

Consistent with Framework Policy 3.3.2, the Proposed Plan incorporates updated development forecasts for the community plan area and is supported by analysis that details existing and future transportation improvements, estimated impacts on travel behavior, and preservation of community character. The analysis of the Proposed Plan takes into account recent increases to the capacity of the transportation system in Hollywood, including the addition of five stations along the Metro Red Line heavy rail subway, resulting in improved levels of transportation service between Hollywood, the rest of the city, and the region.

While transit service frequencies are adjusted on a regular basis to account for short-term fluctuations in ridership, overall levels of transit service have been increased. The Proposed Plan includes policies that concentrate growth in mixed-use development near transit corridors and is projected in 2030 to result in a small decrease in peak hour vehicle trips from the plan area compared to the Existing 1988 Plan. This is despite the fact that the Proposed Plan accommodates higher levels of population and employment in 2030 compared to the existing plan.

The Framework forecasted growth in Hollywood's population, dwelling units, jobs, and commercial square footage from 1990 to 2010. Given that more than 75 percent of the Framework's forecasted increase in commercial square footage has been attained in the community plan area, and that the increase in employment and dwelling units projected by SCAG for 2030 will exceed 75 percent of the Framework's 1990-2010 forecasted increase in employment and dwelling units, the plan update process has considered whether additional growth should be accommodated beyond the Framework's 2010 forecasts. The Proposed Plan specifies the level of growth that should be accommodated, and, as approved by the City Council, the Proposed Plan is estimated to reasonably accommodate approximately 244,336 people, 112,669 dwelling units, and 131,597 jobs, providing essentially enough capacity to meet the SCAG 2030 forecasts of 244,602 people and 113,729 dwelling units (difference of less than 1 percent) and providing more than enough capacity to meet the SCAG forecast of 119,013 jobs in Hollywood in the year 2030. The Proposed Plan includes an arrangement of land uses that accommodates growth in a manner consistent with policies contained in the Framework Element (as well as SCAG's recently adopted Sustainable Communities Strategy). The Proposed Plan also includes an analysis of the infrastructure demands anticipated from such growth and incorporates policies and programs accordingly to help meet such demands. Levels of public services and infrastructure demands have been programmatically determined by estimates of population, land use designations, zoning and reasonably expected development levels, existing infrastructure resources and other factors.

The Department of City Planning (DCP) provides quarterly and annual data on building permit activity in the City by community plan area, and City departments access building permit data, population projections, and U.S Census data and other data pertinent to their department (for example, most recent data on service and utility usage rates), to prepare public service and infrastructure plans. Examples of City department plans which can be accessed on the City's website include: the 2009 Citywide Parks Needs Assessment Report, the 2010 Integrated Resources Plan, and the 2010 Urban Water Management Plan. DCP and the service and utility departments continuously upgrade their systems which monitor changes in the utilization of services and infrastructure and continually undertake long-term planning to deliver budgeted public services and infrastructure. Each department typically looks at least 20 years ahead to plan for improvement within its area of responsibility. Metro's Long Range Transportation Plans prepare thirty-year projections for traffic patterns in the region based on census data and travel surveys. Metro's Travel Demand Simulation Model evaluates how well the highway and transit systems function under existing conditions and a series of future year alternatives, looking at traffic volumes and speeds. This analysis is conducted to determine the effectiveness of alternative transportation strategies and assist in the development of program and project recommendations. The Proposed Plan includes a Transportation Improvement and Mitigation Program (TIMP) that also uses travel demand modeling to recommend traffic mitigation measures. The Proposed Plan also includes a Mitigation Monitoring Program, to be adopted with the Final EIR, which addresses programs specific to the Hollywood Community Plan. Although the Proposed

Plan allows for increased density in targeted areas, future discretionary city project approvals will also be subject to CEQA, requiring individual environmental review and evaluation.

Framework Policy 3.3.2 is a broad policy statement that identifies measures intended to help track future growth with future analysis of infrastructure needs. Determining the adequacy of public infrastructure or services to support land use development, as identified in Framework policies, involves an analysis to determine the long-term projected impacts to such services. The Proposed Plan includes such an analysis of community-wide infrastructure capacity and the demands anticipated from growth accommodated under the Plan. In response, appropriate policies and programs have been incorporated to the Proposed Plan accordingly to help meet such demands. Consistent with Framework policies, the Proposed Plan accommodates updated growth forecasts for the year 2030, includes analysis of infrastructure impacts at the community-wide level, and incorporates appropriate policies and programs to help meet community needs.

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

within Hollywood and for the City at large, by encouraging the use of alternative forms of transportation, improving accessibility, and providing housing opportunities near centers of employment.

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

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

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

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

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

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

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

Project, within the Plan area.

With respect to housing, the General Plan Framework states:

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

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

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

*Objective 4.3: Conserve scale and character of residential neighborhoods.*

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

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

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

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

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

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

*Program 2.2.6.A: Targeting Growth in Community Plan Areas – Update Community Plans to establish appropriate land uses, densities, and mixes of housing types and levels of affordability in areas well served by public transit, including employment centers and activity centers. Resolve design issues and adopt design guidelines to*

*assure that residential, commercial and industrial development facilitate corresponding development goals for the area. Change land use designations and initiate zone changes.*

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

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

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

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

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

The Proposed Plan is consistent with and helps to implement the above-stated housing objectives, policies, and programs of the City in that it encourages the development of additional housing for current and future residents in designated centers, transit oriented districts, and along mixed-use boulevards through specific policies and the inclusion of zoning incentives to produce housing in areas well-served by public transportation. As previously discussed, the Proposed Plan includes incentives for mixed-use development, which encourage the integration of housing with other compatible land uses as called for in the Framework Element. Additionally, the Proposed Plan provides for a mix of housing types, balancing additional housing at higher densities in appropriate locations near transit with the preservation of existing, lower density single-family neighborhoods in other parts of the Plan Area including the hillside areas. The proposed plan promotes livable neighborhoods, consistent with the adopted Housing Element, by encouraging new residential development to be located near transit options and within proximity to a mixture of compatible uses, thereby increasing mobility options and improving accessibility to employment and activity centers.

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

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

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

*Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels*

*through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.*

*Policy 5.1.1: Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.*

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

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

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

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

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

*Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus of investment in the community.*

The Proposed Plan is consistent with the City's goals, policies, and objectives for urban form and neighborhood design in that it concentrates new growth in designated centers and in locations with access to public transportation. The Plan also provides transitions in scale between single-family neighborhoods and adjacent multi-family and commercial areas through height limitations and design standards. Further, Chapter 7, Urban Design Guidelines, supports high-quality architecture and urban design for projects reviewed by the Department of City Planning, the Area Planning Commission, and the City Planning Commission. Topic areas covered by the urban design guidelines include building orientation, scale, height and massing, circulation, parking and loading, pedestrian amenities, sustainability, on-site open space, landscaping, and building façade.

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

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

*Objective 2: Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that*

*encompass physical and operational improvements as well as demand management.*

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

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

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

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

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

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

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

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

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

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

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

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

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

The Proposed Plan is consistent with the Transportation Element of the General Plan in that it concentrates future employment and housing in accessible locations near transit stations, thereby helping to minimize increases in vehicle trip generation and improve air quality. The Proposed Plan is projected in 2030 to result in a small decrease in peak hour vehicle trips from the plan area compared to the Existing 1988 Plan. This is despite the fact that the Proposed Plan accommodates higher levels of population and employment in 2030 compared to the existing plan. The Proposed Plan contains modified street standards which protect the existing wide sidewalks found in pedestrian-priority areas, while planning for wider sidewalk widths where current dimensions do not provide for adequate pedestrian circulation. Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance both pedestrian and vehicular circulation within the Plan Area.

Other General Plan Elements also contain policies and programs related to the Proposed Hollywood Community Plan, including the Air Quality Element, the Open Space Element, and the Public Recreation Plan of the Service Systems Element. Some of these policies include:

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

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

*Service Systems Element – Public Recreation Plan Policies:*

- Recreational facilities and services should be provided for all segments of the population on the basis of present and future projected needs, the local recreational standards, and the City's ability to finance.
- Park and recreation sites shall be acquired and developed first in those areas of the City found to be most deficient in terms of the recreation standards.

- Recreational use should be considered for available open space and unused or underused land, particularly publicly owned lands having potential for multiple uses.
- High priority will be given to areas of the City which have the fewest recreational services and the greatest numbers of potential users.

The Proposed Plan is consistent with the General Plan in that it helps to implement policies contained in a number of the other Elements, including the Air Quality Element, Open Space Element, and the Service Systems Element – Public Recreation Plan. As stated previously, the Proposed Plan promotes transit-oriented development and mixed-use development for a number of reasons, one of which is to help the City to achieve regional air quality benefits over traditional, single-use sprawl development. This is consistent with the Air Quality Element which encourages the City to develop in a more compact, efficient urban form.

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

The Proposed Plan is also consistent with the Public Recreation Plan of the Service Systems Element in that it supports the acquisition and expansion of parkland and recreational facilities, including the establishment of a new central park over the 101 freeway, the acquisition and expansion of Griffith Park, and the preservation of hillside areas through effective subdivision controls. The Proposed Plan identifies park and open space opportunity areas, including neighborhood and pocket parks. The Proposed Plan also identifies publicly owned parcels that may be suitable for future conversion into parkland where appropriate. Many of these sites are in high-density neighborhoods with a great demand for additional recreation options. In addition the Proposed Plan includes policies to maintain and enhance publicly owned right of ways for pedestrian and recreational uses, including alleys.

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



3. **Charter Section 558** – That in accordance with Charter Section 558(b)(2), the Proposed Plan inclusive of the proposed zone change ordinances will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan and land use ordinances are consistent with the City’s General Plan and directly implement the policies of the Framework Element for the reasons stated in the findings above. In addition, the Proposed Plan inclusive of the proposed zone change ordinances will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. One of the objectives of the Proposed Plan and land use ordinances is to promote economic well being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The Proposed Plan accomplishes this by including policies that concentrate potential future growth in existing centers near public transportation and limit further intensification of existing single-family residential neighborhoods. The proposed zone change ordinances directly implement these policies. The Proposed Plan and zone change ordinances follow good zoning practice in implementing such policies by including development restrictions such as height limitations in areas that transition between higher and lower density and including development incentives to encourage new housing near jobs and in locations with multimodal transportation options.
  
4. **LAMC 12.32 C.2** – That in accordance with LAMC 12.32 C.2, the proposed zone change ordinances will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the proposed zone change ordinances are consistent with the City’s General Plan and directly implement the policies of the Framework Element for the reasons stated in the findings above. In addition, the proposed zone change ordinances will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. The land use ordinances promote economic well being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The proposed zone change ordinances directly implement policies contained in the Proposed Plan that concentrate potential future growth in existing centers near public transportation and limit further intensification of existing single-family residential neighborhoods. The proposed zone change ordinances follow good zoning practice in implementing such policies by including development restrictions such as height limitations in areas that transition between higher and lower density and including development incentives to encourage new housing near jobs and in locations with multimodal transportation options.
  
5. **California Environmental Quality Act (CEQA)** – HAVING RECEIVED, REVIEWED, AND CONSIDERED THE FOLLOWING INFORMATION AS WELL AS ALL OTHER INFORMATION IN THE RECORD OF PROCEEDINGS ON THIS MATTER, THE CITY COUNCIL OF THE CITY OF LOS ANGELES HEREBY FIND, DETERMINE, AND DECLARE AS FOLLOWS:

**I. CERTIFICATION OF THE FINAL EIR**

The City Council of the City of Los Angeles (the “City”) hereby finds that the Final Environmental Impact Report State Clearinghouse No. 2002041009, dated October 2011, as further clarified by the “Addition to the Hollywood Community Plan Final EIR” dated April 2012 (the “Final EIR”) for the proposed Project described below has been completed in

compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. This Final EIR is being certified in connection with all approvals required to implement the Project.

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

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

On March 3, 2011, the City released the Draft EIR for public comment. The comment period was 90 calendar days (and therefore in excess of the 45-day public review period required by State law) and ended on June 1, 2011. The lead agency also accepted a comment letter received after the comment period closed. The lead agency received 68 written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period are included in the Final EIR.

## II. ENVIRONMENTAL FINDINGS

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

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

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

All Final EIR mitigation measures, as discussed herewith and as set forth in the Plan's Mitigation Monitoring Program (the "MMP"— included in the Final EIR, contained in Exhibit O) are incorporated by reference into these findings. In addition, any revisions to the Plan

that have occurred during the administrative process are incorporated by reference into these findings. In accordance with the provisions of CEQA (California Public Resources Code §§ 21000, et seq.) and the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, §§ 15000 et seq.), these findings are hereby adopted as part of the certification of the Final EIR and adoption of a Statement of Overriding Considerations for the Plan.

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

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

#### **A. Population, Employment, and Housing**

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

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

#### **B. Public Services: Public Libraries**

Description of Potentially Significant Effects. Exacerbating the failure to meet the guidelines and standards set by the City of Los Angeles and/or in the State of California would constitute an adverse impact on the availability of library services. Implementation of the Proposed Plan without additional library facilities, with its concomitant population increases, could worsen existing deficiencies in library services in the Hollywood CPA. The City has prepared a Library Strategic Plan that is implemented City-wide. No mitigation measures are necessary at the Community Plan level.

### **C. Geology**

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

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

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

### **A. Land Use**

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

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

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

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

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

Mitigation Measure 4. The City shall ensure that review of individual discretionary projects shall address aesthetic concerns as appropriate to minimize site-specific aesthetic impacts, including impacts to views, scenic resources, lighting, and shading.

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

## **B. Public Services: Fire**

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

Mitigation Measure 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.

Mitigation Measure 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.

Mitigation Measure 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.

Mitigation Measure 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.

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

### **C. Public Services: Police**

Description of Potentially Significant Effects. A potentially significant impact to police services could result if, (1) the Proposed Plan were to induce substantial growth or concentration of population beyond the capacities of existing police personnel and facilities, and/or, (2) cause deterioration in the operating traffic conditions that would adversely affect the police emergency response time. Implementation of the Proposed Plan would likely require increased police protection services in this part of the City in terms of additional police officers, civilian employees and corresponding increase or expansion in police facilities and equipment. Without deployment of additional staff resources, facilities, and equipment police service levels could drop and traffic conditions could adversely affect response times for police emergencies. However, as the Final EIR concluded, implementation of Police Protection Mitigation Measures 1 through 5 would reduce the Plan's potential impacts on police protection services, including potential cumulative impacts, to a level of less-than-significant.

Mitigation Measure 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.

Mitigation Measure 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.

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

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

Mitigation Measure 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.

Finding. The mitigation measures are feasible and would avoid potentially significant

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

#### **D. Public Services: Public Schools**

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

Mitigation Measure 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 school sites in the immediate vicinity of transit stations 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.

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

Mitigation Measure 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.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to public school impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted.

Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

### **E. Utilities: Energy Resources**

Description of Potentially Significant Effects. A significant adverse impact would occur if the implementation of the Proposed Plan results in: (1) an inability to accommodate projected energy demand, and/or (2) the projected energy supply needs of the Community Plan Area will not be adequately served by existing and planned future energy supplies. The implementation of the Proposed Plan and the resulting increase in development would result in increased demand for electricity and natural gas resources during the planning period. However, increasing energy conservation as well as the incorporation of alternative renewable energy sources (solar) into projects designs, and price-sensitive user demand are anticipated to substantially reduce demand for electricity in the future. Additionally, sufficient natural gas resources will be available for the projected consumption resulting from the anticipated development due to implementation of the Proposed Plan. As the EIR concluded, implementation of the Proposed Plan is not anticipated to have an adverse impact on the supply of natural gas and the implementation of Energy Resources Mitigation Measures 1 through 5 would reduce the plan's potential impacts on energy resources, including potential cumulative impacts, to a level of less-than-significant.

Mitigation Measure 1. Promote energy conservation and efficiency to the maximum extent that area cost effective and practical.

Mitigation Measure 2. Encourage and provide incentives for the development and use of alternative sources of energy.

Mitigation Measure 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.

Mitigation Measure 4. Promote the responsible use of natural resources in consonance with City environmental policies.

Mitigation Measure 5. Expand, upgrade or improve local distribution lines and facilities within the community plan area whenever necessary to accommodate increased demand for energy.

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

### **F. Utilities: Wastewater System**

Description of Potentially Significant Effects. A significant adverse impact will occur if the implementation of the Proposed Plan would result in: (1) an inability to accommodate the



Community Plan Area's projected wastewater flow; (2) the Community Plan Area requiring a disproportionate share of the City's wastewater capacity; or, (3) the projected wastewater needs of the Community Plan Area not being adequately served by existing and known future facilities and programs. Under the Proposed Plan, the Hollywood CPA is expected to generate wastewater flows within the planned capacity of the City's treatment facilities and at a proportionate share of the citywide total flows. With the implementation of Wastewater Mitigation Measures 1 through 7, potential impacts to the wastewater system, including potential cumulative impacts, would be less than significant.

Mitigation Measure 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.

Mitigation Measure 2. Adopt a comprehensive water reuse ordinance that will establish, among other things, goals on reuse of reclaimed water.

Mitigation Measure 3. Establish water reuse demonstration and research programs and implement educational programs among consumers to increase the level of acceptance of reclaimed water.

Mitigation Measure 4. Provide incentives for the development of new markets and uses of reclaimed water.

Mitigation Measure 5. Rehabilitate existing sewers in poor structural condition and construct relief sewers to accommodate growth whenever necessary.

Mitigation Measure 6. Expand or upgrade existing local sewers in the community plan area to accommodate increased wastewater flow whenever necessary.

Mitigation Measure 7. As part of the review of individual discretionary projects, drainage and hydrology issues shall be evaluated to ensure that impacts to drainage, groundwater and water quality are mitigated as necessary to comply with State law and City Code, including the City's Low Impact Development Ordinance.

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

## **G. Utilities: Solid Waste Generation and Disposal**

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

Proposed Plan to 2005 levels of solid waste generation and disposal and therefore the impact would be less than significant.

Mitigation Measure 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.

Mitigation Measure 2. Encourage and provide incentives for the processing and marketing of recyclable items.

Mitigation Measure 3. Accelerate on-going efforts to provide alternative solid waste treatment processes and the expansion of existing landfills and establishment of new sites.

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

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

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

##### **(a) Air Quality Management Plan**

The 2007 AQMP sets forth goals for improving air quality in the region. Projects that are considered to be consistent with the AQMP would not interfere with attainment because their growth is included in the projections used during the preparation of the AQMP. As analyzed in the Final EIR, implementation of the Proposed Plan could increase the population capacity in the Hollywood CPA above that of the SCAG forecast incorporated into the AQMP; however, the Proposed Plan is increasing density in an urban area that is well-served by transit consistent with SCAG policies and, as such, is likely to be incorporated into the next set of SCAG projections making this impact less than significant. Further, the Proposed Plan as adopted by Council accommodates slightly less population growth than forecast by SCAG (less than 1 percent) so this impact is less than significant. Another measurement tool in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of VMT, that aspect of the project is consistent with the AQMP. The Proposed Plan would use a strategy for targeted growth in an attempt to reduce traffic congestion and reduce air quality. Due to planning goals and

policies set forth in the Proposed Plan, trip generation under the Proposed Plan would be incrementally less than under the No Project condition; however, VMT could be incrementally greater (possibly due to increased through-traffic). Under both the Proposed Plan and the No Project condition, VMT would increase substantially as compared to existing conditions (2005); however, the Proposed Plan would not result in a substantial increase in VMT compared to the projections assumed in the development of the 2007 AQMP.

(b) Operational Emissions

As a result of population increases, VMT will increase between 2005 and 2030. Daily operational emissions from increased VMT were calculated using the California Air Resources Board (CARB) emission factor model, along with estimated VMT from the Proposed Plan's traffic analysis. Future daily emission of all criteria pollutants under implementation of the Proposed Plan are expected to decrease from existing emissions. This is largely the result of reductions in vehicle emissions that are projected to occur between 2005 and 2030 due to stricter regulations and improved technology. Nevertheless, since future emissions under implementation of the Proposed Plan would be substantially less than existing emissions, air quality impacts due to operations would be less than significant. The Proposed Plan also includes policies to help reduce VMT generated by projected growth, including land use policies to support mobility options and reduce auto dependence. Air Quality Mitigation Measures 2 and 3 would ensure that air quality impacts related to operational impacts under implementation of the Proposed Plan would be less than significant.

(c) Intersection Hot Spots

As documented in the Final EIR, carbon monoxide concentrations in the Hollywood CPA have been steadily declining over recent years. In fact, neither the one- nor eight- hour ozone standards have been exceeded at the nearest monitoring station since 1992. Requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth. CARB's emission factor model estimates that 2005 emission rates are almost five times greater than those that are anticipated in 2030. Since peak hour VMT will only increase by approximately 26 percent between 2005 and 2030 under implementation of the Proposed Plan, and the greatest increase in traffic volumes on any given roadway segment would be approximately three times that of 2005 volumes, it is reasonable to assume that CO concentrations would not increase at any intersections under implementation of the Proposed Plan. Since CO concentrations are already significantly below applicable national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) in the Hollywood CPA, it can be assumed that impacts would be less than significant. Air Quality Mitigation Measures 2 and 3 would also further reduce any potential impacts associated with intersection hot spots to a less-than-significant level.

(d) Air Toxics

Siting of sensitive land uses should consider sources of air pollution and toxic air contaminants (TACs). Sources of particular concern include freeways and high-traffic roadways. The 101 Freeway runs through the Hollywood CPA; therefore, if receptors are sited within close proximity to the freeway, impacts would be potentially significant. It is the policy and practice of the City to condition approval of private discretionary projects located in the vicinity of major transportation corridors (within 500 feet of a freeway for commercial

and industrial uses and residential uses that front on a Major Highway or are located adjacent to an active heavy rail line) to install and maintain an air filtration system that reduces particulate levels by 75 percent or greater, thereby substantially reducing risk to employees and residents. Furthermore, windows facing freeways are generally not allowed to be operable and the property perimeter nearest the freeway is typically required to be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants. Such requirements would reduce health risks from exposure to airborne toxic air contaminants, and Air Quality Mitigation Measures 4 and 5 would also further reduce any potential impacts associated with air toxics to a less-than-significant level. In addition, Air Quality Mitigation Measure 4 has been clarified to apply to all residential development within 500 feet of the 101 Freeway that utilizes the residential density incentives of the proposed plan. This Mitigation Measure is implemented in this manner through a [Q] Qualified Condition applied to the zoning of the subject parcels.

Mitigation Measure 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.

Mitigation Measure 3. In the event that future projects under the Community Plan cover areas greater than five acres, appropriate analysis and modeling would be required for CO, NOx, PM10 and PM2.5.

Mitigation Measure 4. Require health risk assessments to be conducted for all residential projects located within 500 feet of the 101 Freeway that take advantage of any of the increased residential densities provided by the plan (i.e. a project that builds more units on a parcel than currently permitted under the existing plan). Mitigation measures shall be required at the project level as necessary to reduce health risk (for indoor and outdoor uses) to an acceptable level below SCAQMD's adopted thresholds. These health risk assessments shall be circulated to SCAQMD for review and comment.

Mitigation Measure 5. In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures shall be incorporated into project building design. The appropriate measures shall include one of the following methods:

- a. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to a Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.
- b. The applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing.
- c. Do not locate sensitive receptors near distribution center's entry and exit points.
- d. Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.

- e. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
- f. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air intake system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.
- g. Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- h. Maintain positive pressure within the building.
- i. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
- j. Achieve a performance standard of at least 4 air exchanges per hour of recirculation.
- k. Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.
- l. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

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

#### **I. Safety/Risk of Upset**

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

generation and disposal. With the implementation of Safety/Risk of Upset Mitigation Measures 1 and 2, potential impacts to safety, including potential cumulative impacts, would be less than significant.

Mitigation Measure 1. As part of the discretionary review of individual projects, the City shall ensure that potential hazards are evaluated and mitigated consistent with State Law, City Code and recommendations of the City Building and Safety and Fire Departments, State Department of Toxic Substances Control, Regional Water Quality Board and South Coast Air Quality Management District, as appropriate. The evaluation of hazards shall consider all hazards that might be applicable to an individual project/site including but not limited to, methane gas, lead-based paint, asbestos, potential presence of hazardous materials associated with past use of a site, potential chemicals proposed to be used on-site, and emergency access.

Mitigation Measure 2. As part of the review of individual discretionary projects, the City will ensure that appropriate mitigation measures are identified and required prior to approval of residential or public facility projects within 1,000 feet of a site known to be releasing substantial hazardous materials or wastes (as defined by the State of California), that could present a hazard to proposed development. These measures should address considerations of setbacks and buffers, barriers, risk of upset plans and safety evacuation plans.

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

## **V. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE**

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

### **A. Public Services: Parks**

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

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

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

Mitigation Measure 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.

Mitigation Measure 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.

Mitigation Measure 5. The City shall ensure that individual discretionary projects within the Hollywood Plan Area comply with the Los Angeles Municipal Code with respect to provision of open space and recreational facilities. Compliance with this measure may be sufficient to mitigate project-specific and cumulative impacts to Parks and Recreation.

Findings. The City adopts CEQA Findings 1 and 3 (see page F-17).

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

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

## **B. Utilities: Water Resources**

Description of Significant Effects. As the Final EIR concluded, the implementation of the Proposed Plan could contribute to increased water consumption in the City. Any substantial increase in water demand in the City has the potential to significantly impact water supplies. Therefore, the potential increase in water demand anticipated as a result of the Proposed Plan is considered potentially significant. Water Resources Mitigation Measures 1 and 2, have been provided to reduce the impacts of the Proposed Plan to the extent feasible, but impacts remain potentially significant and unavoidable due to the uncertainty associated with water demand (water consumption factors for future development are anticipated to be less than today but these updated factors were not available as of the writing of the Final EIR and therefore the Final EIR likely substantially over states potential water demand). As the Final EIR concluded, impacts to water resources due to implementation of the Proposed Plan are anticipated to be potentially cumulatively significant.

Mitigation Measure 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 supply and distribution system within the CPA as may be necessary to accommodate anticipated growth.

Mitigation Measure 2. Individual projects that are consistent with the UWMP, undertake a Water Supply Analysis as required by State Law and/or comply with recommendations as appropriate identified on a site by site basis by the Department of Water and Power will be considered to not result in a cumulatively considerable contribution to this potential cumulatively significant impact unless project specific impacts are found to be significant.

Findings. The City adopts CEQA Findings 1 and 3.

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

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

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



of accommodating the citywide growth forecast by SCAG for 2030. Water demand is influenced by a number of variables, including demographics, weather, and the economy.

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

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

Because the Proposed Plan is a planning project with a long term horizon, and not an individual development project, cumulative projects are other plans and policies. The issues of water demand and supply are region wide in the southern California area and transcend the boundaries of individual community plan areas or even the City. The implementation of the Proposed Plan would contribute to increased water consumption in the City, which is projected to increase from 661,000 acre-feet per year in 2005 to 776,000 acre-feet per year in 2030. While water conservation programs would result in a decline of per capita water use in normal years, notwithstanding the effects of commercial growth and other factors that tend to increase per capita use, the rate of the City's population growth would be higher than the rate of decline in per capita use, thus resulting in an increase total water consumption in the future that could be cumulatively considerable. However, as noted above, the City's latest Urban Water Management Plan accounts for anticipated growth and includes necessary water planning to meet projected needs.

### **C. Transportation**

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

The Proposed Plan includes a Transportation Improvement and Mitigation Program (TIMP), which includes the following elements: transportation system management (TSM) strategies, transit improvements, non-motorized transportation, transportation demand management (TDM) strategies, capital improvements, and residential neighborhood traffic management plans. Programs and policies for each element are included in the TIMP. The Proposed Plan incorporates TIMP mitigation measures to improve mobility and access in the CPA. Transportation Mitigation Measure 1 has been provided to reduce the impacts of the Proposed Plan to the extent feasible, but impacts remain significant and unavoidable. The

Proposed Plan's transportation impacts are also anticipated to be cumulatively significant in the project as a result of development anticipated elsewhere in the region that results in travel through Hollywood.

Mitigation Measure 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.

Findings. The City adopts CEQA Findings 1 and 3.

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

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

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

The Proposed Plan includes a further recommendation for a nexus study to determine the transportation impact of development accommodated by the Proposed Plan, estimate the cost of implementing the transportation mitigation measures recommended by the Proposed Plan, and develop a means of allocating the cost of such measures to individual

development projects. The TIMP and the mitigation measure contained in the MMP would reduce traffic impacts in the area but not to a less than significant level. There would still be a significant adverse transportation impacts as a result of the Proposed Plan as compared to 2005 conditions. The percentage of roadway segments projected to operate at LOS E or F and the weighted V/C ratio are anticipated to increase, as are the number of vehicle miles traveled and vehicle hours of travel.

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

While the Proposed Plan is anticipated to result in impacts as indicated above, the project is consistent with SB 375 and the Sustainable Communities Strategy, adopted by SCAG in April 2012. It is expected that as a result of increased development adjacent to transit in areas such as Hollywood this will correspondingly relieve development pressure in other areas further from transit. Thus although traffic and Greenhouse Gas emissions may increase in Hollywood, it is anticipated that regionally vehicle miles traveled and greenhouse gas emissions will be less.

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

Description of Significant Effects. Construction of development projects that would be allowed under implementation of the Proposed Plan would result in substantial localized criteria pollutant emissions especially NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Implementation of the Proposed Plan could expose sensitive receptors to substantial pollution concentrations in excess of the established Localized Significant Thresholds (LST) during construction of individual projects. Implementation of the Proposed Plan would result in increases greenhouse gas (GHG) emissions that would contribute significantly to global climate change. Air Quality Mitigation Measures 1 through 5 would help mitigate significant impacts on regional and local air quality to the extent feasible; however, air quality impacts due to construction and greenhouse gas emissions remain significant and unavoidable.

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

Mitigation Measure 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 NO<sub>x</sub> 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
  - vii) Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow
  - viii) Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site
  - ix) Reroute construction trucks away from congested streets or sensitive receptor areas
  - x) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation
  - xi) Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications
  - xii) Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113
  - xiii) Construct or build with materials that do not require painting
  - xiv) Require the use of pre-painted construction materials
  - xv) Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export)
  - xvi) During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards, or higher according to the following:
    - Project Start, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
    - January 1, 2012 to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
    - Post-January 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
    - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
    - Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON"

funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy-duty construction equipment. More information on this program can be found at the following website:  
<http://www.aqmd.gov/tao/implementation/soonprogram.html>

- xvii) Other measures as applicable on a project by project basis and as may be recommended by SCAQMD on their website or elsewhere:  
[http://www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html)

Mitigation Measure 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.

Mitigation Measure 3. In the event that future projects under the Community Plan cover areas greater than five acres, appropriate analysis and modeling would be required for CO, NOx, PM10 and PM2.5.

Mitigation Measure 4. Require health risk assessments to be conducted for discretionary residential projects located within 500 feet of the 101 Freeway. Mitigation measures shall be required as necessary to reduce health risk (for indoor and outdoor uses) to an acceptable level. A zoning condition is added to those subareas of the Plan that contain new residential development incentives within 500 feet of the US 101 Freeway: Any project containing residential land uses that is located within 500 feet of the US 101 Freeway and takes advantage of the residential density incentives provided by the Plan (i.e., builds more units on a parcel than currently permitted under the existing plan) shall conduct a health risk assessment. Mitigation measures shall be required at the project level as necessary to reduce risks (for indoor and outdoor uses) below SCAQMD's adopted thresholds. These health risk assessments shall be circulated to SCAQMD for review and comment.

Mitigation Measure 5. In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures shall be incorporated into project building design. The appropriate measures shall include one of the following methods:

- m. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to a Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.
- n. The applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing.
- o. Do not locate sensitive receptors near distribution center's entry and exit points.
- p. Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.
- q. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).

- r. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air intake system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.
- s. Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- t. Maintain positive pressure within the building.
- u. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
- v. Achieve a performance standard of at least 4 air exchanges per hour of recirculation.
- w. Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.
- x. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

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

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

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

(a) Construction

Implementation of the Proposed Plan would increase development capacity in the Hollywood CPA. Construction activities associated with such development may result in criteria pollutant emissions from fugitive dust associated with ground disturbance during grading and exhaust emissions from construction equipment as well as worker and delivery

vehicles traveling to and from the site. Without adequate construction schedules or information regarding project locations and schedules, construction emissions for individual projects allowed under the Plan cannot be quantified; however, there is sufficient data available to determine the types of construction that may occur (e.g., residential, commercial, and industrial), and associated square footage. Emissions would be anticipated to be lower during years where, economically, the area is experiencing a slow down, and higher during years where the economy is at peak. It is anticipated that the daily average emission (between 2005 and 2030) would exceed the SCAQMD's recommended thresholds for construction emissions and impacts would be significant and unavoidable. However, individual years (and months and days) would vary substantially over the planning horizon.

(b) Sensitive Receptors and LSTs

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

(c) Greenhouse Gas (GHG) Emissions

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

is anticipated that growth in other areas of the region (further from transit) will not occur and therefore region-wide trips and emissions are anticipated to decrease – consistent with SB 375. Nonetheless, impacts from the Proposed Plan are considered significant and unavoidable due to the uncertainty associated with quantifying greenhouse gas emission reductions from certain industries (notably the power industry) in meeting AB 32 requirements.

(d) Cumulative Impacts

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

**E. Noise (Construction and Operational Impacts)**

Description of Significant Effects. As the Final EIR concluded, the Proposed Plan would result in significantly increased noise levels during construction activities. The Proposed Plan could expose people and/or structures to substantial ground-borne vibration levels during construction. Increased traffic in the Plan area would significantly increase noise levels at sensitive receptors along certain street segments. The Hollywood area includes a number of sensitive receptors (schools, hospitals, senior care facilities, residences) and new developments requiring construction and operation, as well as increased traffic in the Hollywood CPA, would significantly increase noise levels at sensitive receptors along certain street segments. Noise Mitigation Measures 1 through 8 would help mitigate construction noise impacts associated with implementation of the Proposed Plan to the extent feasible; however, the Final EIR concluded that noise impacts would remain significant and unavoidable. The Final EIR also concluded that this would be a cumulatively significant impact, as the Proposed Plan would contribute to increased noise levels in the region as compared to 2005 conditions.

Mitigation Measure 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.

Mitigation Measure 2. Site equipment on construction lots as far away from noise-sensitive sites as possible.

Mitigation Measure 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.

Mitigation Measure 4. Avoid the 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 driving/drilling.



Mitigation Measure 5. Use construction equipment with mufflers that comply with manufacturers' requirements.

Mitigation Measure 6. Consider potential vibration impacts to older (historic) buildings in Hollywood as part of the approval process.

Mitigation Measure 7. Commercial rooftop discretionary uses within 500 feet of residentially zoned areas shall be subject to noise analyses; mitigation shall be required to ensure that noise levels in residential areas will not result in a significant impact.

Mitigation Measure 8. For all newly proposed entertainment venues requiring discretionary approval, noise abatement plans shall be required as conditions of approval.

Findings. The City adopts CEQA Findings 1 and 3.

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

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

## **F. Cultural Resources**

Description of Significant Effects. Implementation of the Proposed Plan could result in development projects affecting properties listed in or eligible for the National Register of Historic Places, California Register of Historical Resources, eligible or designated as a City Historic-Cultural Monument, or eligible for inclusion or part of a Historic Preservation Overlay Zone. The Proposed Plan could also cause the disturbance of archaeological or paleontological resources. The implementation of Cultural Resources Mitigation Measures 1 through 9 would minimize impacts but there exists the potential for unavoidable significant adverse impacts as a result of the possible redevelopment of sites with historic resources as well as sites where archaeological/paleontological resources may be present. These impacts would be considered significant and unavoidable. As the Final EIR concluded, potential impacts to cultural resources could be cumulatively significant.

Mitigation Measure 1. Cultural Heritage Commission/Office of Historic Resources Building Permit Review of Historic-Cultural Monuments.

Mitigation Measure 2. Office of Historical Resources Building Permit Review of Properties on the National Register/California Register.

Mitigation Measure 3. Historic-Preservation Overlay Zones (HPOZ) Program.

Mitigation Measure 4. SurveyLA.

Mitigation Measure 5. Project-Specific CEQA Review by City.

Mitigation Measure 6. Floor Area Ratio (FAR) Incentive Areas Compliance with Secretary of the Interior's Standards.

Mitigation Measure 7. Cultural Heritage Commission/Office of Historic Resources Building Permit Review of the Hollywood Walk of Fame.

Mitigation Measure 8. Project-Specific CEQA Review by the City of projects along the Hollywood Walk of Fame.

Mitigation Measure 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 area 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.

Findings. The City adopts CEQA Findings 1 and 3.

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

## **VI. ALTERNATIVES TO THE PROJECT**

### Hollywood Community Plan Goals and Objectives

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

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

- Promote the viability and expansion of Hollywood's media, entertainment, and tourism industry

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

ALTERNATIVE – Existing 1988 Plan Reasonable Expected Development (No Project). This Alternative is required by CEQA. Under the No Project Alternative, there would be no revision of the existing community plan. Development could not exceed the levels of reasonable development anticipated to occur under the existing community plan that was adopted in 1988.

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

Finding. With this Alternative, some of the environmental impacts projected to occur from development allowed under the Proposed Plan would be incrementally reduced as a result of lower levels of anticipated residential development. However, none of the significant and unavoidable impacts would be avoided. Therefore, this Alternative would be an environmentally superior alternative to the Proposed Plan in limited ways. The No Project Alternative does not fully meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social,

and technological or other considerations of importance to the City, including the provision of employment opportunities for highly trained workers and the considerations identified in Section XI of these Findings (Statement of Overriding Considerations), make infeasible the Existing 1988 Plan Reasonable Expected Development (No Project) Alternative described in the Final EIR. Additionally, it is anticipated that increased development adjacent to transit (as in the Proposed Plan) in areas such as Hollywood will allow other areas of the region not to develop, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

Rationale for Finding. The No Project Alternative, in general, is anticipated to result in incrementally less growth potential as compared to the Proposed Plan; it would continue the Existing 1988 Hollywood Community Plan, which may not accommodate the growth in population anticipated by the SCAG Forecast for 2030. As such, this Alternative would not meet an underlying purpose of the Proposed Plan to accommodate such growth. Additionally, this Alternative would not include components of the Proposed Plan designed to address the Project's objectives. The No Project Alternative would not include changes to land use designations to reflect existing uses and reduce existing land use conflicts, would not include land use changes designed to promote land use compatibility, would not add urban design guidelines to ensure that buildings and neighborhoods are well-designed, and would not modify street standards to improve mobility options. The reduced levels of anticipated residential development would not be consistent with the projected level of growth forecast by SCAG. If and when such growth were to occur, this may lead to overcrowded and substandard housing within the plan area, and limited opportunities for employment that do not fully meet the objectives of the Plan. It may also therefore result in additional growth pressures outside of the plan area in a manner inconsistent with the General Plan's policies to encourage growth adjacent to transit infrastructure, and may result in pressure to modify or change development patterns in lower-density existing neighborhoods and peripheral lands.

ALTERNATIVE – SCAG 2030 Forecast. Under this Alternative, employment, housing, and population levels would occur at levels based on those projected by SCAG for the year 2030. Under this alternative, development would not be subject to the same controls as those included in the Plan, and development would be less focused in the regional center and along transit corridors. Such growth would not be focused in proximity to transit infrastructure to the same extent as the Proposed Plan, potentially resulting in more dispersed growth, and would not include the policies and programs of the Proposed Plan that help to address impacts of anticipated growth, such as the Proposed TIMP and its TDM measures.

Impact Summary. The following significant and unavoidable impacts would occur under the SCAG 2030 Forecast Alternative: Public Services (Parks), Utilities (Water Resources), Transportation, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), and Cultural Resources; these are the same significant and unavoidable impacts that would occur under the Proposed Plan. This Alternative would have similar impacts as the Proposed Plan with respect to Geology and would reduce, but not avoid, significant and unavoidable impacts associated with Public Services (Parks), Utilities (Water Resources), Transportation, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), and Cultural Resources. This Alternative would reduce the Project's less-than-significant impacts associated with Land Use, Public Services (Fire Protection, Police Protection, Public Libraries, and Public Schools), Utilities (Energy Resources, Wastewater System, and Solid

Waste Generation and Disposal), Air Quality (operational impacts would be similar under this alternative as compared to the Proposed Plan), and Safety/Risk of Upset.

Finding. With this Alternative, as with the No Project Alternative, some of the environmental impacts projected to occur from development allowed under the Proposed Plan would be incrementally reduced. However, none of the significant and unavoidable impacts would be avoided. Due to reduction in impacts, this Alternative would be an environmentally superior alternative to the Proposed Plan but benefits would be limited. As with the No Project Alternative, the SCAG 2030 Forecast Alternative does not fully meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, including the provision of employment opportunities for highly trained workers and the considerations identified in Section XI of these Findings (Statement of Overriding Considerations), make infeasible the SCAG 2030 Forecast Alternative described in the Final EIR. Additionally, it is anticipated that increased development adjacent to transit (as in the Proposed Plan) in areas such as Hollywood will allow other areas not well served by transit to maintain the existing scale of development, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

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

#### ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The Final EIR concluded that the Existing 1988 Plan, which is the No Project Alternative, is environmentally superior to the others. This alternative allows the lowest amount of development, and, therefore, the fewest impacts. Furthermore, this Alternative would allow the lowest number of people to be exposed to environmental impacts while at work or at home. This alternative is superior from a strict environmental stand point, at least at the local level, but it does not meet the goals and objectives of the City, County, and SCAG in terms of preparing communities for planning and economic changes that are expected through the year 2030. It accommodates some of the forecasted growth in population, but not all of it. However, in accordance with CEQA, the environmentally superior alternative cannot be the No Project Alternative.

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

The Proposed Plan (as refined through the review process) accommodates the growth in population forecasted for the year 2030 and allows for a certain level of employment growth over and above the SCAG 2030 forecast to address goals of SB 375 and SCAG's recently adopted Sustainable Communities Strategy through concentrating regional growth adjacent to transit. It also meets the goals and objectives of preparing the community for the social and economic changes that are expected through the year 2030, and in the view of the Los Angeles City Council, as recommended by the City Planning Commission, is the alternative that best meets the social, economic, and planning goals and objectives of the City.

## **VII. OTHER CEQA CONSIDERATIONS**

### Short Term versus Long Term Impacts

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

### Growth Inducing Impacts of the Proposed Plan

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

The Proposed Plan as analyzed in the EIR allows for reasonable expected development to accommodate an estimated 249,062 persons. The Proposed Plan (as refined through the review process) accommodates an estimated 244,336 persons. The adoption and implementation of the (refined) Proposed Plan would create an increase in the level of reasonable expected development to accommodate 19,672 more persons than the previously projected 2005 population of 224,426 persons, and 45,870 more persons than the 2010 census population of 198,228. This compares to the Southern California Association of

Governments (SCAG) estimate of 244,602 persons in the Hollywood Community Plan Area by 2030. This SCAG 2030 forecast allows for a growth of 20,176 persons over the previously projected 2005 population level, and a growth of 46,374 persons over the 2010 census population level.

The Proposed Plan is designed to satisfy the projected population growth forecast by SCAG and further address new policies included in SCAG's recently adopted Sustainable Communities Strategy, prepared to address regional land use and transportation obligations needed to meet SB 375 and AB 32. Since SCAG, which is the regional agency responsible for projecting growth, anticipates growth in the area, land use capacity changes and adjustments to accommodate anticipated growth would not be considered growth inducing; rather they are generally considered growth accommodating. While the Proposed Plan could allow for more employment growth than identified by SCAG, such incremental additional growth would be consistent with state and regional policies (including those in the SCS) encouraging growth in urban areas especially adjacent to transit. The Proposed Plan, as refined through the review process, would accommodate slightly less population growth than forecast by SCAG, but the difference is statistically insignificant at less than 1 percent. The Proposed Plan would not open up undeveloped areas to new development.

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

#### Significant Irreversible Impacts

CEQA Guidelines Section 15126.2(c) states that:

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

Development of the anticipated level and type within the Hollywood Community Plan Area would cause the irreversible commitment of limited resources including energy and water for project development and operation. The construction phases and subsequent occupancy of new development would require the use of non-renewable resources (notably sand and gravel) for construction as well as a commitment of energy resources for building materials, fuel, operation, and the transportation of goods and people to and from the project sites. Commitment of resources during construction of future projects within the Community Plan Area would include: construction labor, materials used in construction, and fossil fuels consumed by project generated traffic and construction equipment. Commitment of resources following construction of projects would be similar to existing conditions, including electricity and gas to operate the projects and fossil fuels used by project-related traffic.

The assumed level of development within the Community Plan Area would incrementally



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

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

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

#### Recirculation of Final EIR

CEQA requires that the responses to comments in the Final EIR demonstrate good faith and a well-reasoned analysis, and not be overly conclusory. Some comments assert that the Final EIR is inadequate for not appropriately addressing impacts of the Plan. However, the information in the Final EIR demonstrates that no additional impacts beyond those already identified in the Draft EIR have been identified by the comments, and thus, the Final EIR is not inadequate for the reasons stated in the comments. Where available, additional data from the 2010 Census was reported and analyzed in the Final EIR; addition of these data did not result in the identification of any new significant impacts. Such data was released by the Federal Government after the Notice of Preparation and after the Notice of Availability was published for the Draft EIR.

Specifically, CEQA Guidelines Section 15088.5 does not require recirculation of the Final EIR based on the following:

- a) No significant new information has been added that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project, a feasible way to mitigate or avoid such an impact that the Applicant has declined to implement, or a feasible Project alternative;
- b) The new information, including certain factual corrections and minor changes, provides clarification to points and information already included in the Draft EIR;

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

#### Project Description

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

#### Miscellaneous

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

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

11. The significant environmental impacts of the Project and the alternatives were identified and evaluated in the Draft and Final EIR.
12. The City Council is approving and adopting findings for the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City is the Lead Agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.
13. The Hollywood Community Plan update increases allowable density in some locations to direct growth around transportation infrastructure and to respond to sustainable planning principles such as those included in the General Plan Framework and the SCAG Sustainable Communities Strategy (including increased development adjacent to transit, a mix of uses that encourages reductions in trip and trip lengths). Floor Area Ratios along selected corridors (adjacent to transit and in proximity to other complementary uses) have been increased in some locations, to increase permitted density per the Framework and Concept Los Angeles long range plans for the City (and to respond to the more-recent SCAG Sustainable Communities Strategy). This increase of some density incorporates design and scale restrictions to address compatibility and transitions between zones. At the Plan level it is not possible to determine which sites would develop and how they would develop in response to this increase in allowable density. The Hollywood Community Plan EIR programmatically addresses total reasonably anticipated development in the Plan area and analyses community-wide (programmatic) impacts anticipated to result from this total anticipated increase in development. Analysis of site-specific impacts as a result of increases in allowable density on any given site is not feasible, as it would be too speculative to identify potential site-specific changes as a result of the Proposed Plan. Rather these impacts are generically addressed in the Program EIR. Site-specific impacts are addressed at the project level. The City's threshold for discretionary review of individual projects (if some other discretionary action is not requested) is the addition of 50 residential units or 50,000 square feet of commercial or industrial space. This threshold is not altered by the proposed Plan. All projects over this size require a site-specific CEQA review process at the project level and the incorporation of all feasible mitigation measures to reduce any significant and potentially significant impacts is required. In addition, any project triggering any other discretionary action will require site-specific CEQA review, including all future subdivisions, variance applications, and projects within specific plans and other implementation overlays.

#### Independent Judgment

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

#### Substantial Evidence

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR and other related materials, each of which are incorporated herein by this reference. Moreover, the City Council finds that where

more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

#### Relationship of Findings to EIR

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

#### Custodian of Documents

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

### **VIII. MITIGATION MONITORING**

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

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

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

### **IX. STATEMENT OF OVERRIDING CONSIDERATIONS**

The Hollywood Community Plan Update Final EIR identifies unavoidable significant impacts that would result from implementation of the Proposed Plan (project). Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when a public agency approves a project that will result in the occurrence of significant impacts that are identified in the Final EIR but are not avoided or at least substantially

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

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

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

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

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

1. The Proposed Plan would protect the quality of life for existing and future residents and confer citywide benefits through goals and policies designed to incorporate smart growth principles, including concentrating growth in areas of the city that have transit infrastructure to support it, thereby reducing new trip generation and emissions from new development and promoting sustainable development in support of AB 32 and SB 375.
2. The Proposed Plan would guide the City in expanding the local economy, including the media and entertainment industry, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and generates sufficient revenue to support various local programs and services.

3. The Proposed Plan promotes development that would accommodate anticipated population growth and guide physical development towards a desired image that is consistent with the social, economic and aesthetic values of the City.
4. The Final EIR provides a programmatic mitigation framework to regulate development projects in order to reduce environmental impacts of future plans and projects.
5. The Proposed Plan supports the policies and goals of the most recent Housing Element adopted by the City in 2009, and allows the City to meet future housing needs for the growth in population projected for the year 2030 by the Southern California Association of Governments.
6. The Proposed Plan would improve local mobility through development of a balanced, multi-modal transportation network, encouraging residential and workplace development near transit centers.
7. The Proposed Plan would guide the preservation and protection of historical and cultural resources, while recognizing the need for continued investment, development, and jobs and housing growth, and would improve the quality of the built environment, and maintain the character and identity of communities.
8. The Proposed Plan is consistent with Senate Bill 375. While increasing vehicle miles traveled and greenhouse gases in the immediate area, the Proposed Plan implements a condensed development pattern adjacent to transit, consistent with SB 375 and the Sustainable Communities Strategy, adopted by the Southern California Association of Governments (SCAG) in April 2012, and therefore would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions.
9. The Proposed Plan would support and benefit the region by protecting and preserving entertainment and media districts in Hollywood that sustain jobs in related industries, and that reinforce tourism as a major source of revenue and employment and a vital sector of the regional economy.
10. The Proposed Plan would support the policies and goals of the General Plan Framework Element by allowing the City to grow strategically and allow for the conservation of existing low-scale residential neighborhoods throughout the City.