

RESOLUTION

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

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

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

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

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

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

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

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

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

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

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

Hollywood Community Plan Revisions for Council Consideration
Compiled by City Planning Department
March 27, 2012
updated June 19, 2012

- 1. Outpost Drive**
Redesignate Outpost Drive from a Collector Street to a Local Street between Mulholland and Franklin.
- 2. Van Ness Avenue**
Revise street redesignation matrix to maintain Van Ness Avenue as a Collector Street from the 101 Freeway to Sunset Boulevard.
- 3. Melrose Avenue**
Revise street redesignation matrix to maintain Melrose Avenue as a Secondary Highway from Highland Avenue to Vermont Avenue.
- 4. Subarea 38:A**
Add a Q condition requiring building setbacks above 35 feet in height.
- 5. Subarea 6:1**
Revise boundary to include full Siren Studios site as Regional Center Commercial land use, maintaining R4 Zoning in the add area.
- 6. Subarea 6:2**
Revise boundary to be contiguous with Subarea 6:3 on the north side of Sunset Boulevard with Regional Center Commercial land use, maintaining existing zoning in the add area.
- 7. Subarea 3:2C**
Clarify base floor area ratio is 3:1.
- 8. Subareas 4:5B and 4:5E**
Shift western boundary of subareas from Cole to Wilcox.
- 9. Subarea 42:2 (Western Avenue) **revised 6/19/12***
Add a Q condition with requirements for transitional height, limiting building height to 16 feet within 15 feet of property line adjacent to residential zones and requiring building setbacks.
- 10. Western Avenue (Subareas 41:6 and 42:2), Santa Monica Boulevard (Subareas 26:1, 26:2, 28, 29, 42, 42:3, 44, and 44:A), and Melrose Avenue (Subareas 42:1, 43, and 43:1)**
Direct Planning Department to prepare revised ordinance maps limiting residential and mixed use development to R3 density for Council consideration.
- 11. Santa Monica Boulevard Pedestrian-Oriented District**
Include proposal for Pedestrian Oriented District in Program LU.1.26.2 for the Route 66 Design Overlay.

12. Subarea 18:6 and Fountain Avenue

Downzone lots to RD1.5-1XL, keeping Fountain Avenue frontage zoned R3-1 as a transition, include policy language to evaluate need for street dedications as part of future subdivisions in this area.

13. Subarea 39:4

Revise proposed zone change from MR1-2D to M1-2D.

14. Central Hollywood

Include proposal for Specific Plan or Community Plan Implementation Overlay (CPIO) in Program LU.2.5.1 for Central Hollywood.

15. Sunset Boulevard

Add program supporting the study of additional crosswalks on Sunset Boulevard between Fairfax and La Brea, including locations between Gardner Avenue and Poinsettia Place, in coordination with LADOT.

16. Community Redevelopment Agency

Remove all zoning references to CRA/LA.

17. Media District **added 6/19/12*

Revise Policy LU.2.29 to accurately refer to the Media District, generally bounded by Fountain Avenue, Vine Street, Waring Avenue, and La Brea Avenue

18. Subarea 16 **added 6/19/12*

Restore the proposed zone change for Subarea 16 in the Media District from C2-1D to [Q]C2-2D, with a limitation on non-residential floor area at 1.5:1 FAR.

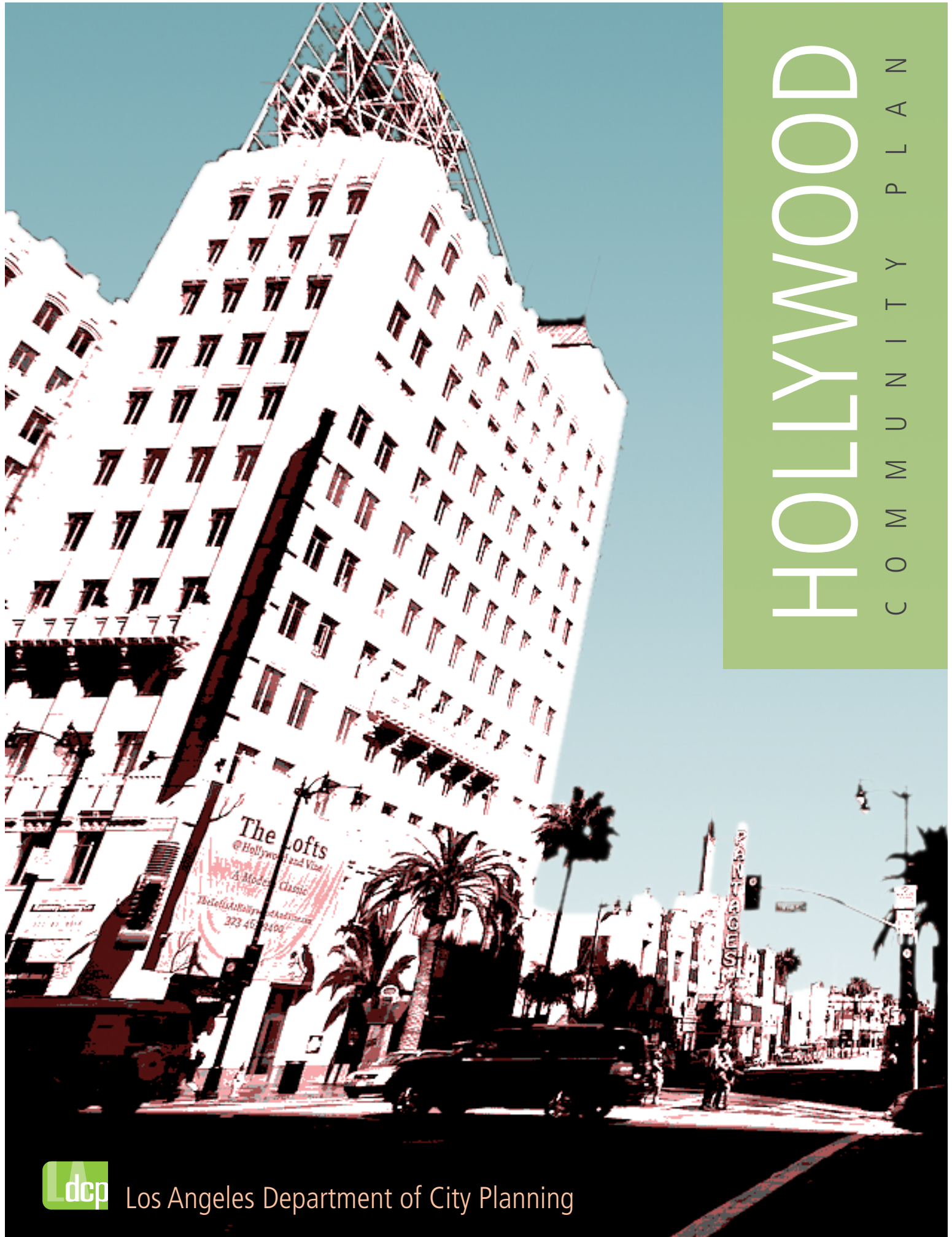
EXHIBIT B: Hollywood Community Plan Proposed Plan Text

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

For Council consideration

June 19, 2012

*



HOLLYWOOD

C O M M U N I T Y P L A N



Los Angeles Department of City Planning

LOS ANGELES DEPARTMENT OF CITY PLANNING







TABLE OF CONTENTS

Chapter 1: Introduction and Orientation	12
Community Vision Statement.....	13
Purpose of the Plan.....	14
Plan Organization and Overview.....	17
Relationship of the Community Plan to Other Plans.....	18
Relationship to the General Plan.....	18
The General Plan Framework: Guiding Principles.....	19
Relationship to Other Agency Plans.....	20
The Hollywood Redevelopment Project.....	21
The E. Hollywood/Beverly-Normandie Earthquake Disaster Assistance Project.....	21
State Enterprise Zones.....	23
Relationship to Specific Plans and Overlay Zones.....	23
The Vermont Western Station Neighborhood Area Plan (SNAP).....	23
Hollywoodland and Mulholland Scenic Parkway Specific Plans.....	23
Hollywood Signage Supplemental Use District.....	23
Historic Preservation Overlay Zones.....	27
Planning Process.....	27
New Features of the Hollywood Community Plan.....	30
 Chapter 2: Background	 32
Historic Overview.....	32
Hollywood Today.....	33
Distinguishing Features: Relationship to Adjacent Communities.....	35
Geography of Hollywood.....	37
Hollywood's Historic Resources.....	39
Existing Mobility and Access.....	40
Trends and Projections.....	46
 Chapter 3: Land Use Plan	 52
Community Plan Goals and Policies.....	52
 Goal LU.1: Conserve viable neighborhoods, industrial districts, pedestrian-oriented districts, historic/cultural resources and alleys	 54
Policies to conserve industrial jobs: Policy LU.1.1 – Policy LU.1.2.....	54
Policies to conserve cultural resources: Policy LU.1.3.....	54

Policy to maintain transit-oriented districts: Policy LU.1.4..... 54

Policies and Programs to protect historic neighborhoods:

Policy LU.1.5 – Policy LU.1.9..... 54

Policies and Programs to protect identified Historic-Cultural Resources:

Policy LU.1.10 – Policy LU.1.14A 56

Policies to identify undesignated historic resources which may eligible for protection: Policy LU.1.15 61

Policies to promote existing historic preservation incentive programs:

Policy LU.1.16 – Policy LU.1.17 61

Policies to preserve stable single-family residential neighborhoods:

Policy LU.1.18 – Policy LU.1.20 63

Policies to protect the character of front yard landscapes in residential neighborhoods: Policy LU.1.21 – Policy LU.1.21.1A 63

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

Policy LU.1.22 – Policy LU.1.25 63

Policies and Programs to Maintain Existing Pedestrian-Oriented Districts:

Policy LU.1.26 – Policy LU.1.27 70

Policies to protect hillside neighborhoods:

Policy LU.1.28 – Policy LU.1.36 70

Goal LU.2: Provide a range of employment and housing opportunities..... 71

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

Policy LU.2.1 – Policy LU.2.4B..... 77

Policies to ensure that infill development is well-designed:

Policy LU.2.5 – Policy LU.2.9B..... 77

Policies to promote job-housing balance:

Policy LU.2.10 – Policy LU.2.11 79

Policies to focus jobs and housing growth around transit nodes and along transit corridors: Policy LU.2.12 – Policy LU.2.16 79

Policies to provide an adequate range of housing opportunities:

Policy LU.2.17 – Policy LU.2.23 83

Policies to encourage the growth of retail and office commercial use along commercial corridors: Policy LU.2.24 83

Policies to encourage well-designed and appropriately located commercial signage: Policy LU.2.25 – Policy LU.2.27 83

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

Policy LU.2.28 – Policy LU.2.33 86





Goal LU.3: Make streets walkable86

Policies to maintain and create wide, walkable sidewalks:
 Policy LU.3.1 – Policy LU.3.3A 87

Policies to direct the flow of vehicular traffic away from pedestrian traffic, where possible: Policy LU.3.4 – Policy LU.3.7 87

Polices to provide pedestrian amenities that make walking comfortable, safe and convenient: Policy LU.3.8 – Policy LU.3.16 89

Policies and programs to make streets attractive:
 Policy LU.3.17 – Policy LU.3.20 90

Policies to encourage building designs which consider the pedestrian experience: Policy LU.3.21 – Policy LU.3.23 90

Policies to promote streets with pedestrian-friendly land uses:
 Policy LU.3.24 – Policy LU.3.28 91

Goal LU.4: Improve open space, parks and public spaces.....92

Policies to maintain existing open space: Policy LU.4.0 92

Policy and programs to create new open space:
 Policy LU.4.1–Policy LU.4.1A 92

Policies to convert sites containing underutilized uses to open space:
 Policy LU.4.2 – Policy LU.4.4 92

Policies to improve the public right-of-way as open space:
 Policy LU.4.5 – Policy LU.4.7 94

Policies to improve open space around rivers and streams:
 Policy LU.4.8 – Policy LU.4.11 94

Policies to improve access to open space:
 Policy LU.4.12 – Policy LU.4.14 94

Policies to encourage street trees: Policy LU.4.15 – Policy LU.4.16 94

Policies to promote green roofs: Policy LU.4.17 – Policy LU.4.18 96

Policies to promote public plazas: Policy LU.4.19 – Policy LU.4.23 96

Policies to support community facilities:
 Policy LU.4.24 – Policy LU.4.26 96

Policies to support the use of open space as cemeteries:
 Policy LU.4.27 96

Goal LU.5: Encourage sustainable land use and building design.....98

Policy LU.5.1 – Policy LU.5.29 94

Chapter 4: Mobility and Access 104

Goals and Policies 104

Street Designations: Standard and Modified..... 105

The Community Plan’s Traffic Improvement and Mitigation Program (TIMP)..... 105

Goal M.1: Expand mobility and access options 107

Policies to manage transportation systems:

Policy M.1.1 – Policy M.1.17 107

Policies to improve transit: Policy M.1.18 – Policy M.1.25A 108

Policies to improve transit access and connectivity:

Policy M.1.26 – Policy M.1.40 109

Policies to improve bicycle mobility: Policy M.1.41 – Policy M.1.54 110

Policies to improve pedestrian mobility 113

Policies to manage transportation demand:

Policy M.1.55 – Policy M.1.71 114

Capital improvement policies: Policy M.1.72 – Policy M.1.85..... 115

Policies to manage neighborhood traffic:

Policy M.1.86 – Policy M.1.89 117

Parking policies: Policy M.1.90 – Policy M.1.111 118

Chapter 5: Community Facilities and Infrastructure..... 122

Overview: The New Hollywood Community Plan..... 123

Public Facilities and Services 124

Infrastructure 132

Goals and Policies 143

General Community Facilities Policies: Policy CF.5.1 – CF.5.9..... 143

Public Services Policies..... 144

Police Protection Policies: Policy CF.5.10 – CF.5.16 144

Fire Protection and Emergency Medical Services Policies:

Policy CF.5.17 – CF.5.19A..... 145

Library Policies: Policy CF.5.20 – CF.5.29 145

Schools Policies: Policy CF.5.30 – CF.5.44..... 146

Park Policies: Policy CF.5.51 – CF.5.67B..... 147

Health Services and Social Services Policies:

Policy CF.5.68 – CF.5.72 148

Infrastructure Policies 151

Water Supply Policies: Policy CF.5.73 – CF.5.76 151

Wastewater Policies: Policies CF.5.77 – CF.5.80..... 151

Stormwater Policies: Policies CF.5.81 – CF.5.83 152

Solid Waste Policies: Policies CF.5.84 – CF.5.86 152





Energy (Power) Policies: Policy CF.5.87 – CF.5.92..... 153

Chapter 6: Implementation Programs

Implementing, Monitoring, and Amending the Community Plan..... 156

Contents of the Community Plan 156

Implementation - Implementation Tools 157

Updating the Plan: A Process 158

Amendments..... 158

Implementation Programs..... 159

Table 6-1: Plan Recommendations Enacted Concurrently with Plan Adoption..... 160

Table 6-2: Long Range Implementation Programs..... 163

Potential Funding Sources for Long Range Implementation Programs..... 166

Development Impact Fee 167

Tax Allocation Bonds 167

Metro’s Call for Projects 167

Assessment Districts..... 167

Business Improvement Districts (BIDs)..... 168

Chapter 7: Urban Design Guidelines 170

Relationship to Other Plans in Hollywood..... 170

Hollywood Community Urban Design Goals 171

Citywide Urban Design Principles..... 172

Urban Design Guidelines 173

Building Orientation Checklist..... 174

Scale, Height and Massing Checklist 179

Circulation, Parking and Loading Checklist..... 182

Pedestrian Amenities Checklist..... 187

Sustainability Checklist..... 191

On-Site Open Space Checklist..... 195

Landscaping Checklist 198

Building Façade Checklist 205

Other Building Elements Checklist 209

Appendix: Table 1

Designated Historical-Cultural Monuments 217

Maps and Figures

Map 1. Proposed Generalized Land Use.....	15
Map 2. Community Redevelopment Agency Project Areas.....	22
Map 3. State Enterprise Zones.....	24
Map 4. Vermont/Western Transit Oriented District Specific Plan	25
Map 5. Overlay Zones, Specific Plans & Supplemental Use Districts	26
Map 6. Council & Neighborhood Council Districts.....	28
Map 7. Business Improvement Districts.....	29
Map 8. Major Cultural Facilities.....	34
Map 9. Location of Hollywood Community Plan Area within the City of Los Angeles.....	36
Map 10. Generalized Circulation	41
Map 11. Major Public Transit Corridors	43
Map 12. Existing and Proposed Bikeways	45
Map 13. Media District Industry Retention Area.....	55
Map 14. Theater Row	57
Map 15. Existing and Proposed Historic Preservation Overlay Zones.....	58
Map 16. Registered Historic Districts.....	59
Map 17. Transition Areas Adjacent to Historic Neighborhoods	60
Map 18. Hollywood Walk of Fame.....	62
Map 19. Design and Scale Transition Areas.....	64
Map 20. Existing Alleys.....	65
Map 21. Melrose District Design Overlay and Streetscape Plan	66

Map 22. Route 66 Design Overlay.....	67
Map 23. Hillhurst Avenue Design District	68
Map 24. The Oaks Hillside Study Area	69
Map 25. Proposed Floor Area Ratios in Regional Center	72
Map 26. Sunset Boulevard Community Design Overlay	73
Map 27. Hollywood Boulevard Community Design Overlay.....	74
Map 28. Design Standard Area	75
Map 29. Mixed-use Incentive Areas Along Transit Corridors	76
Map 30. Multi-family Residential Areas in Central Hollywood: High Medium Density	78
Map 31. Hybrid Industrial Areas	80
Map 32. Media/Entertainment Industry Opportunity Area	81
Map 33. Modified Street Standards: Central Hollywood	82
Map 34. Proposed Streetscape Plans: Central and East Hollywood.....	84
Map 35. La Brea Streetscape Plans	85
Map 36. Melrose East Streetscape Plan.....	88
Map 37. Existing Open Space.....	93
Map 38. Proposed River Improvement Overlay Zone (RIO) and Study Areas of the L.A. River Revitalization Master Plan	95
Map 39. Equestrian Trails.....	97
Map 40. Community Gardens	99
Map 41. Public Facilities.....	127
Map 42. Proposed Open Space: Hollywood Central Park.....	149
Map 43. Proposed Open Space: Franklin / Ivar Park	150
Figure 1. Standard and Modified Street Standards	106



Introduction & Orientation

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

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

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

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

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

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

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

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

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

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



Community Vision Statement

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

A Vision for Hollywood 2030

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

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

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

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

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

Purpose of the Plan



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

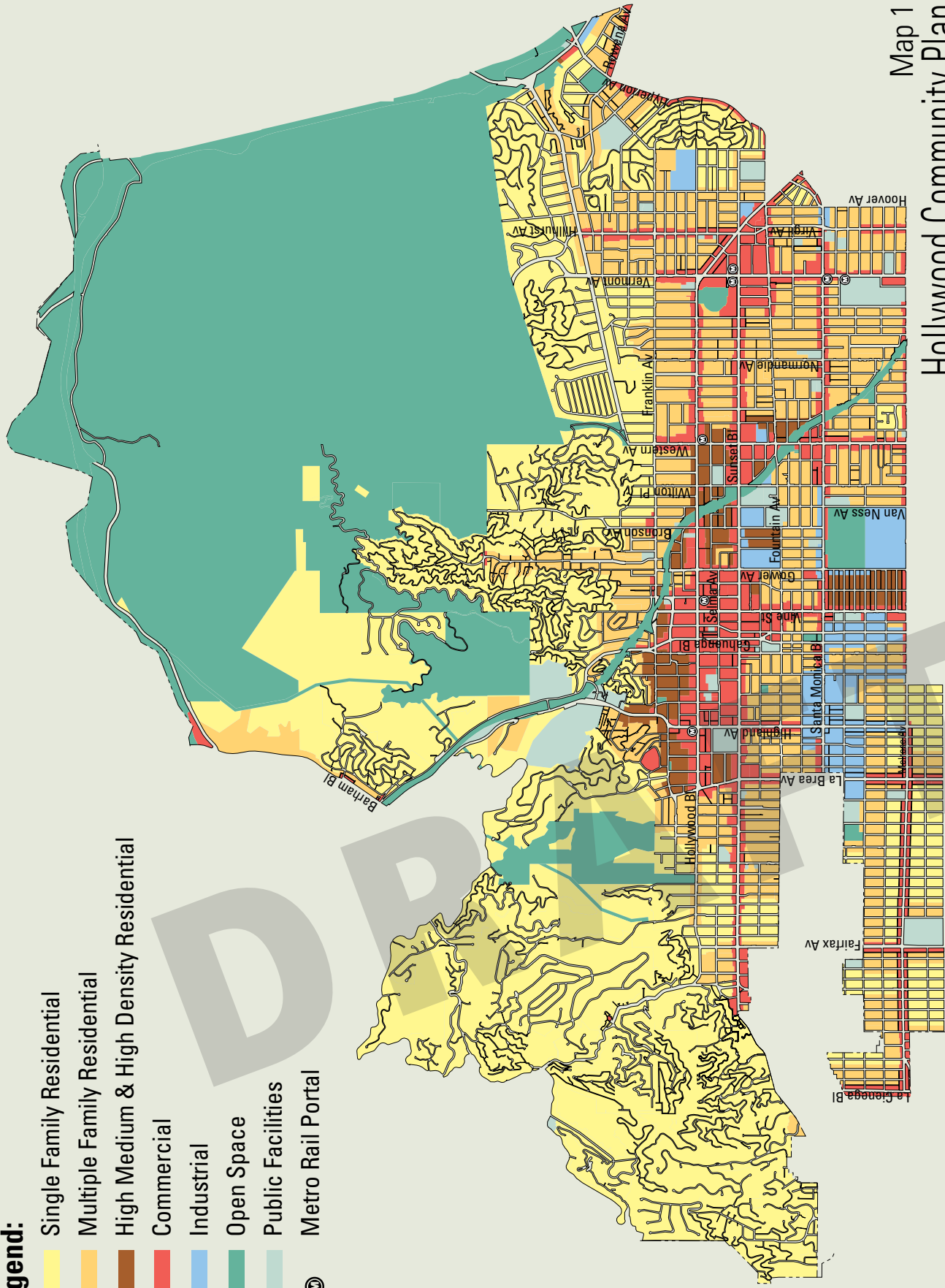
- To outline a vision for Hollywood's long-term physical and economic development and community enhancement;
- To provide strategies and specific implementing actions that will allow this vision to be accomplished;
- To establish a basis for judging whether specific development proposals and public projects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

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

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

Legend:

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



Map 1

Hollywood Community Plan

PROPOSED GENERALIZED LAND USE

Los Angeles City Planning Department • Graphic Services Section • December 2018 | Not to Scale

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

How to Use the Plan

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

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



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

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

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

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

Plan Organization and Overview

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

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

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

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

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

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

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

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

Relationship of The Community Plan to Other Plans

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

Relationship to General Plan

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

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

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

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

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

The General Plan Framework: Guiding Principles

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

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

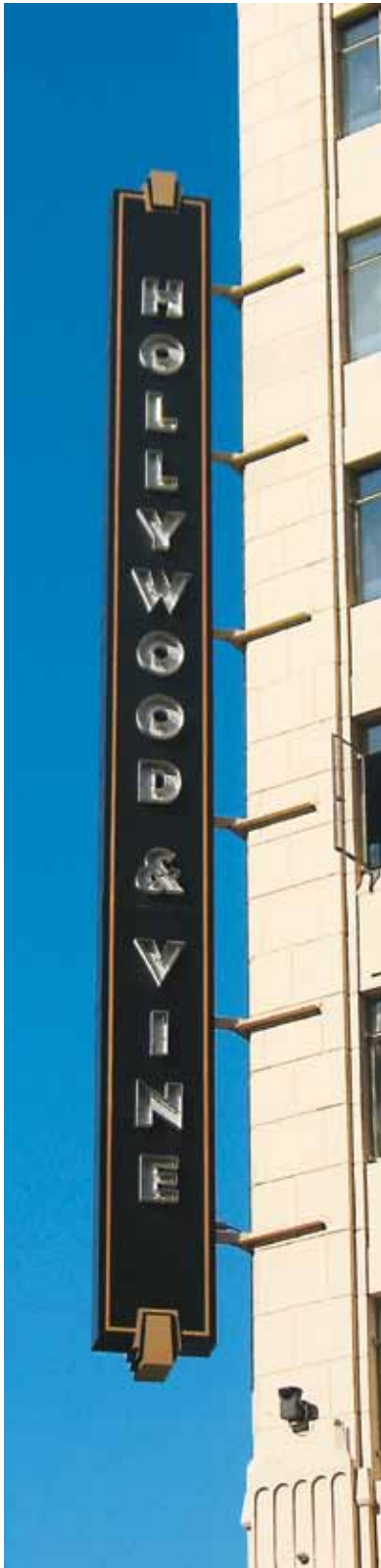
Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different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

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

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

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

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



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

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

Relationship to Other Agency Plans

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

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

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

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

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

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

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

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

The Hollywood Redevelopment Project:

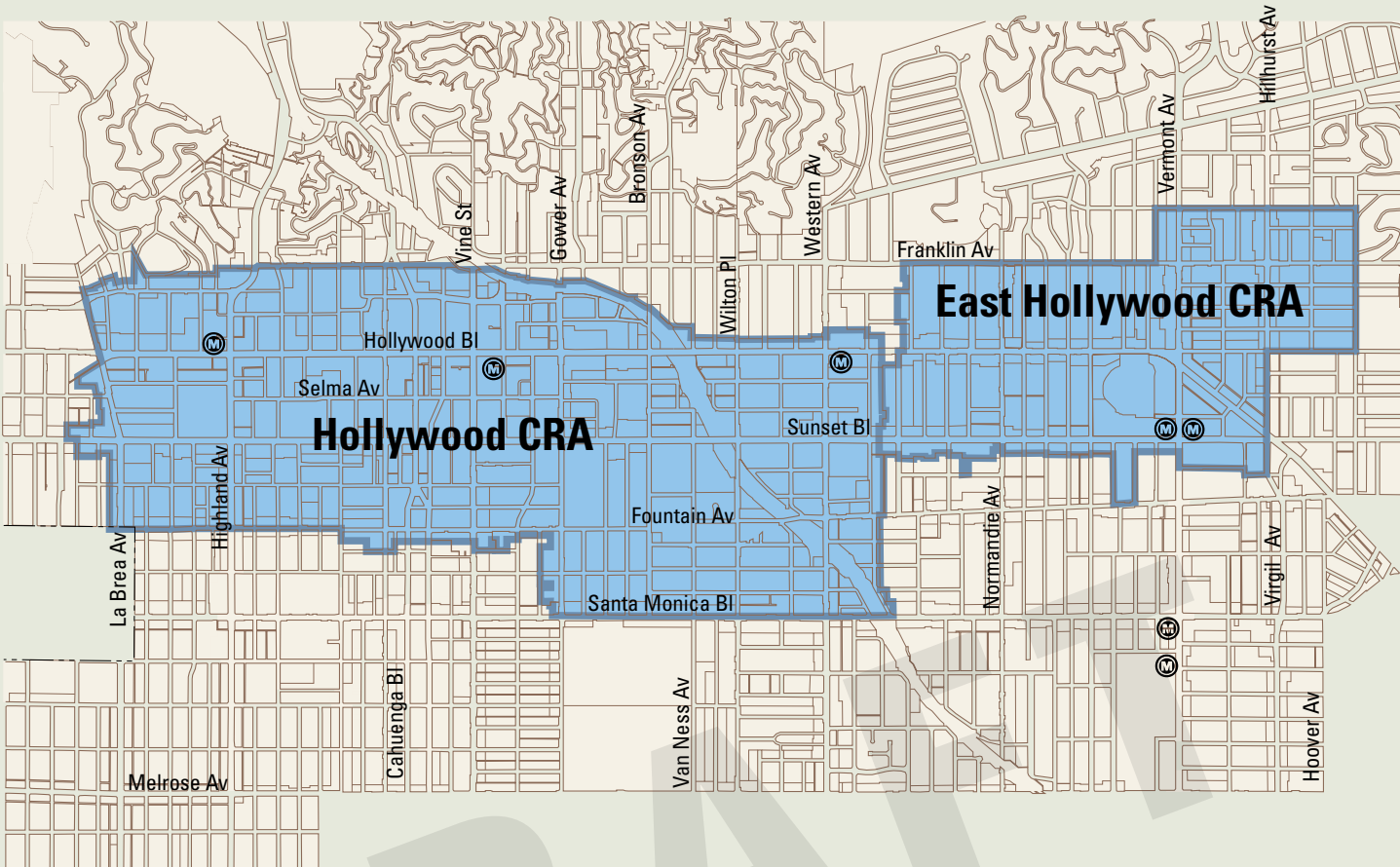
The 1,107-acre Hollywood Redevelopment Project is located approximately six miles northwest of the Los Angeles Civic Center at the foot of the Hollywood Hills. The project is generally bounded by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the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

The Redevelopment Plan attempts to encourage economic development, promote and retain the entertainment industry, revitalize the historic core, preserve and expand housing for all income groups, meet the social needs of area residents, provide urban design guidelines and preserve historically significant structures.

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

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

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



Legend:

- CRA Project Areas
- M Metro Rail Station

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

Map 2 Hollywood Community Plan **COMMUNITY REDEVELOPMENT AGENCY PROJECT AREAS**

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

State Enterprise Zones

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

Relationship to Specific Plans and Overlay Zones

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

The Vermont Western Station Neighborhood Area Plan (SNAP)

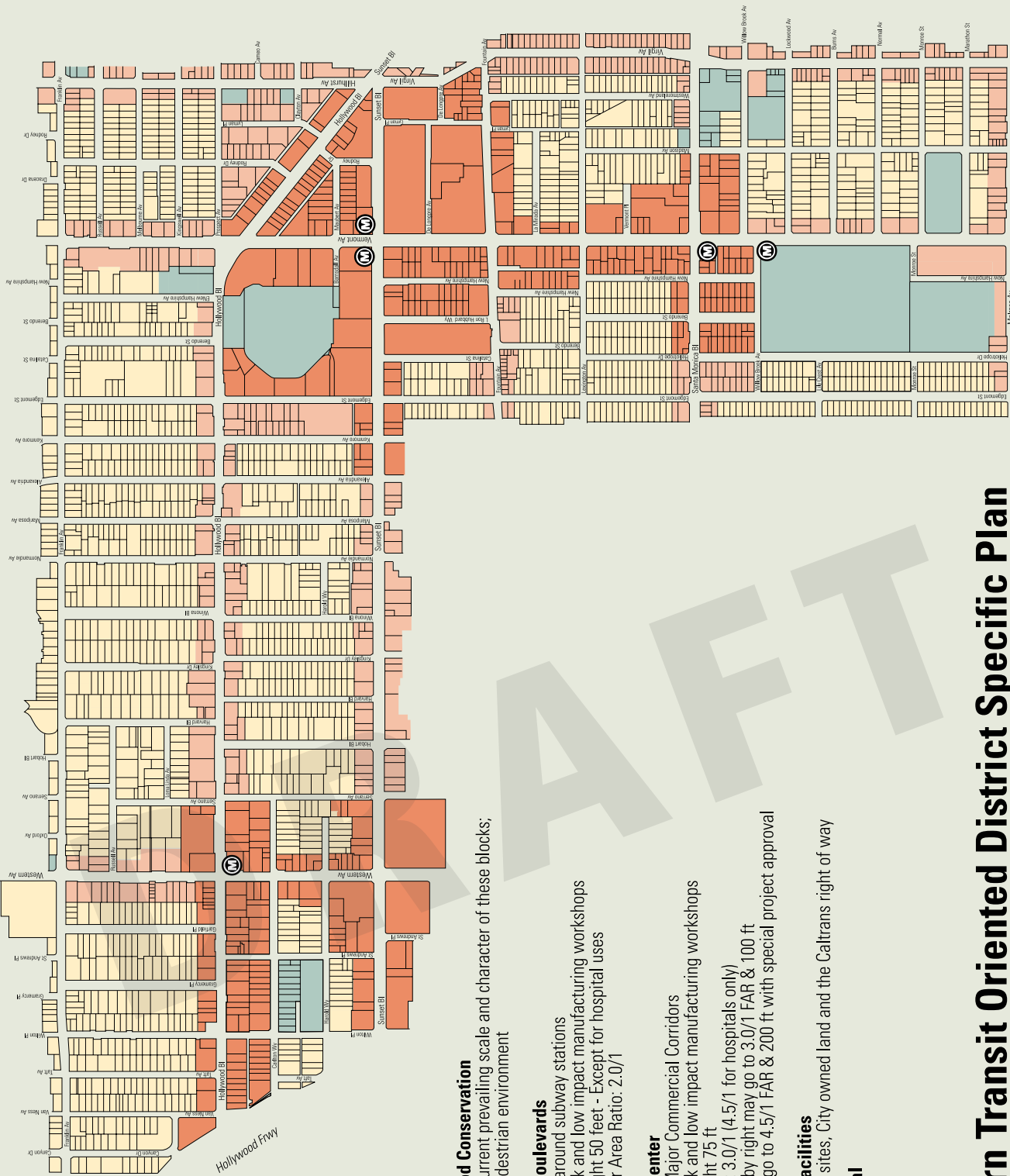
The Vermont Western Station Neighborhood Area Plan (SNAP) (Map 4) is a specific plan created to encourage transit-oriented development around the Metro Red Line in East Hollywood. It features different planning rules for three different subareas. SNAP regulations for residential areas (Subarea A) are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

Hollywoodland and Mulholland Scenic Parkway Specific Plans

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

Hollywood Signage Supplemental Use District

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



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



Subarea A: Neighborhood Conservation

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



Subarea B: Mixed Use Boulevards

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



Subarea C: Community Center

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



Subarea E: Community Facilities

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



Subway Portal

Map 4

Vermont/Western Transit Oriented District Specific Plan

(Station Neighborhood Area Plan)

CPC 00-1976






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

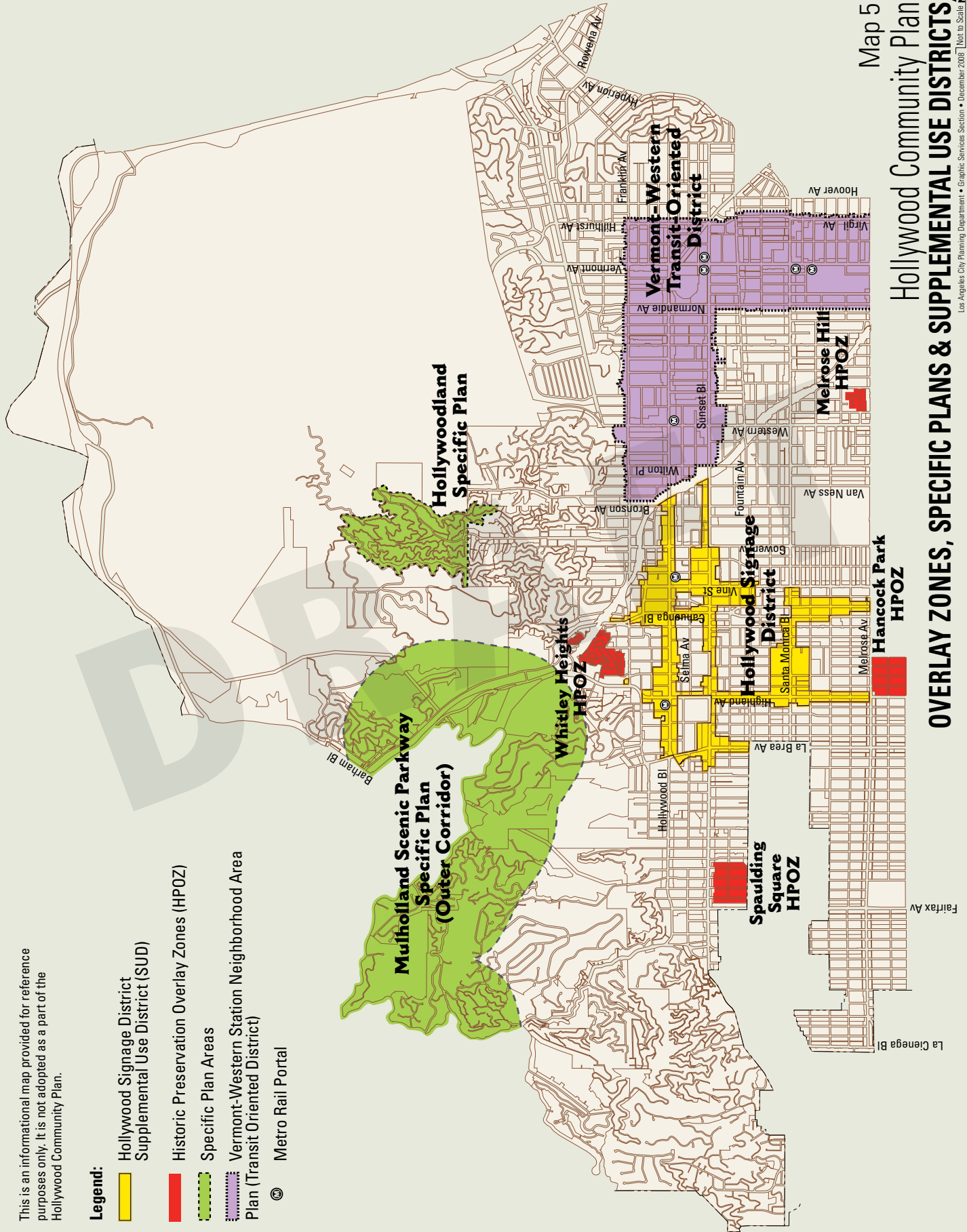
Not to scale



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

Legend:

-  Hollywood Signage District Supplemental Use District (SUD)
-  Historic Preservation Overlay Zones (HPOZ)
-  Specific Plan Areas
-  Vermont-Western Station Neighborhood Area Plan (Transit Oriented District)
-  Metro Rail Portal



Map 5
Hollywood Community Plan
OVERLAY ZONES, SPECIFIC PLANS & SUPPLEMENTAL USE DISTRICTS

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



Historic Preservation Overlay Zones

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

Planning Process

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

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

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

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

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

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

Legend:

Council Districts

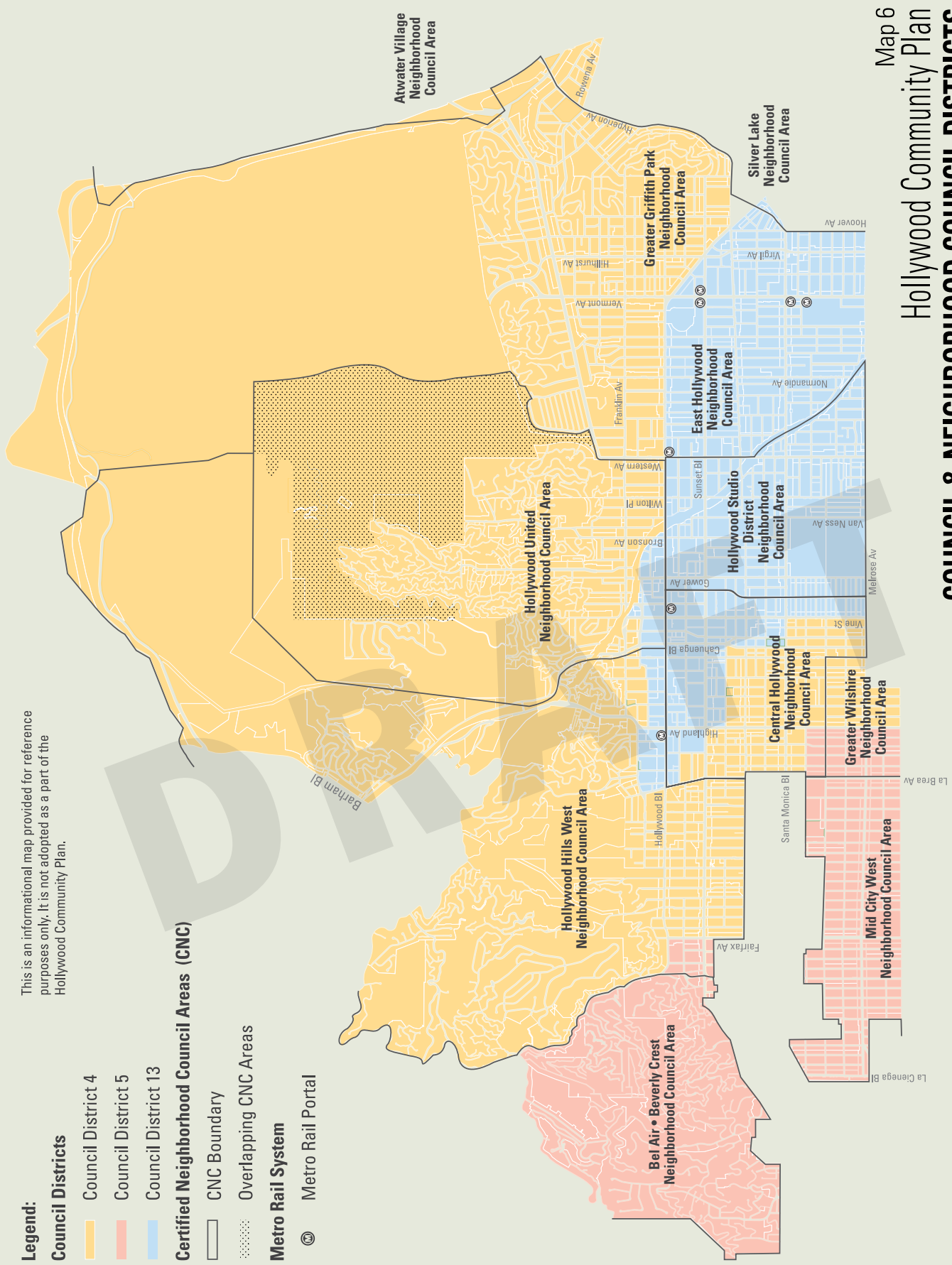
- Council District 4
- Council District 5
- Council District 13

Certified Neighborhood Council Areas (CNC)

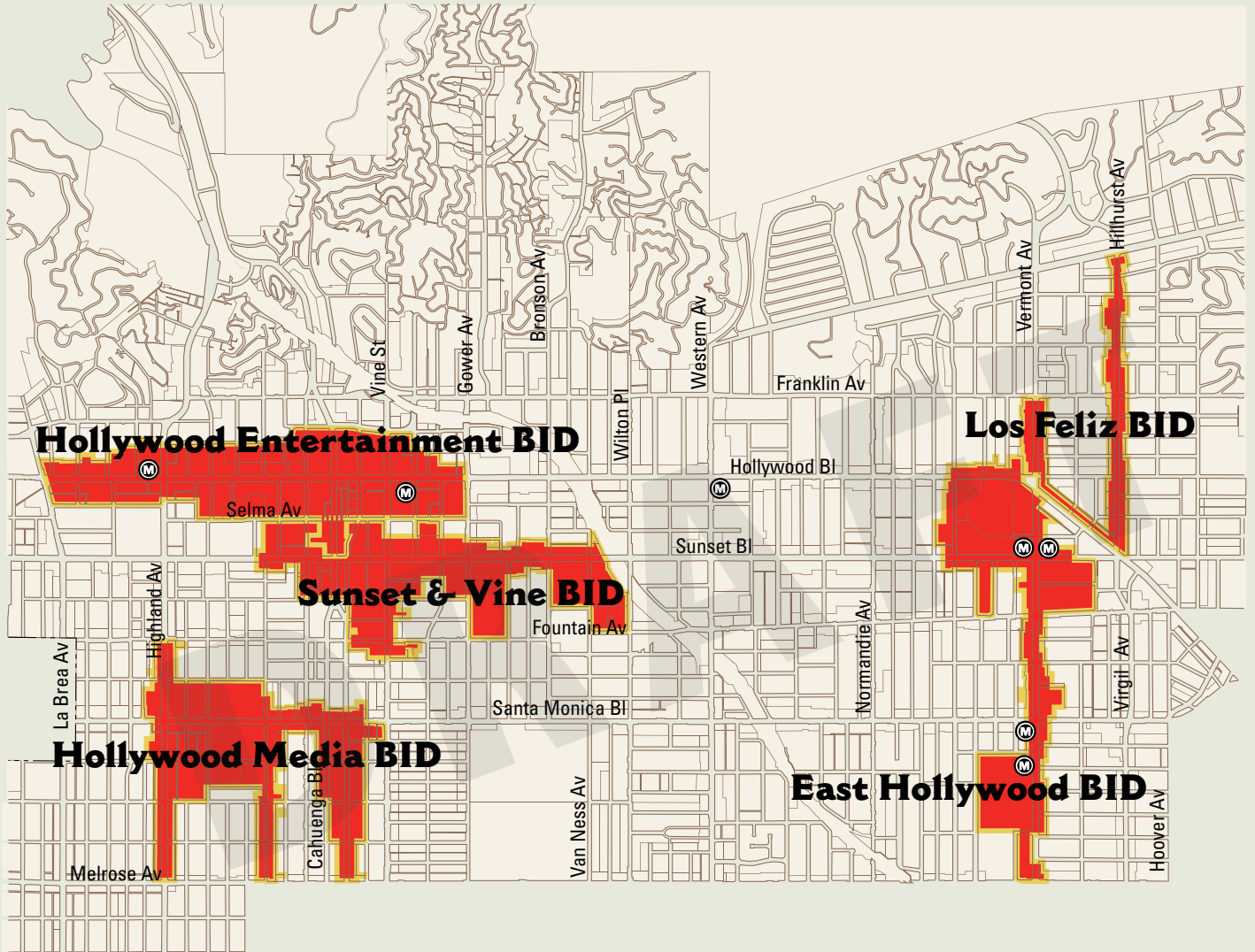
- CNC Boundary
- Overlapping CNC Areas

Metro Rail System

- Metro Rail Portal



Map 6
Hollywood Community Plan
COUNCIL & NEIGHBORHOOD COUNCIL DISTRICTS
Los Angeles City Planning Department • Graphic Services Section • August 2010 | Not to Scale



Legend:

- Business Improvement Districts
- M Metro Rail Station

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

Map 7
 Hollywood Community Plan
BUSINESS IMPROVEMENT DISTRICTS

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

New Features of the Hollywood Community Plan

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

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





Hollywood Presbyterian
Medical Center

Emergency →
Main Entrance & Parking →

Background

Historic Overview²

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

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

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

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

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

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



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

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

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

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



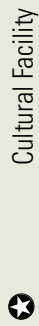
Hollywood Today

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

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

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

Legend:



Cultural Facility



Hollywood Walk of Fame

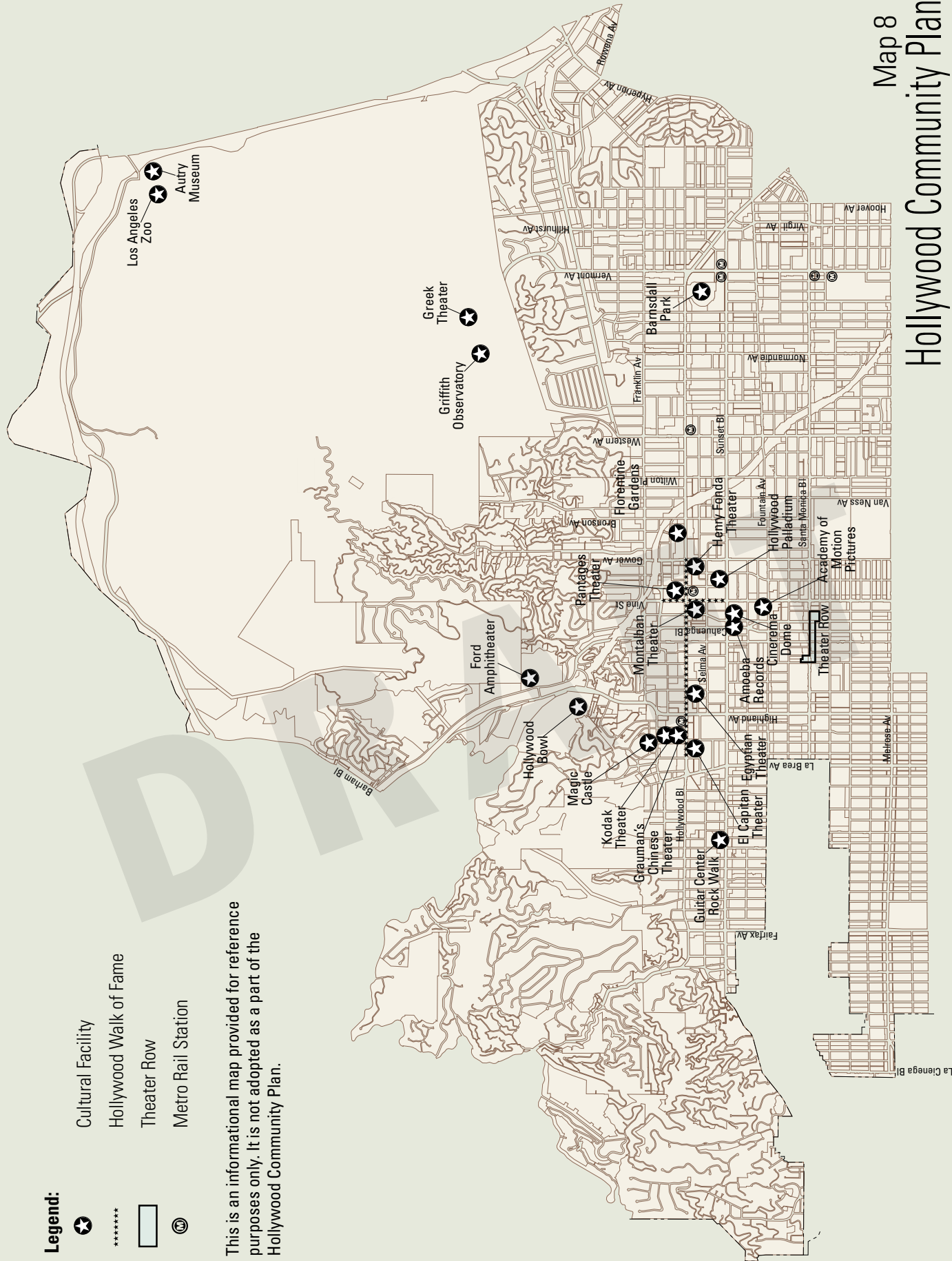


Theater Row



Metro Rail Station

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



Map 8
Hollywood Community Plan
MAJOR CULTURAL FACILITIES

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

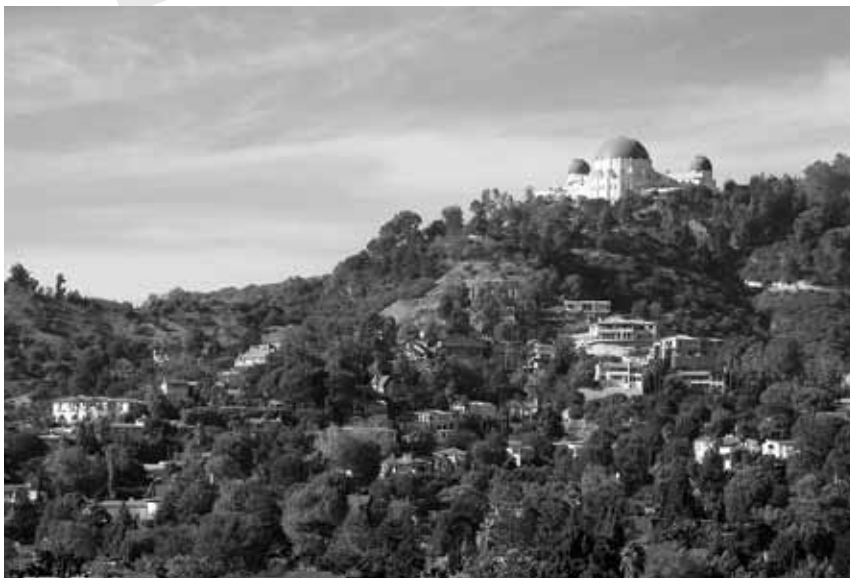
The Hollywood Community Plan recognizes the role that visitors to Hollywood play in the local and regional economy. Policies within the Plan address the needs of Hollywood’s visitors as well as the needs of current and future residents.

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

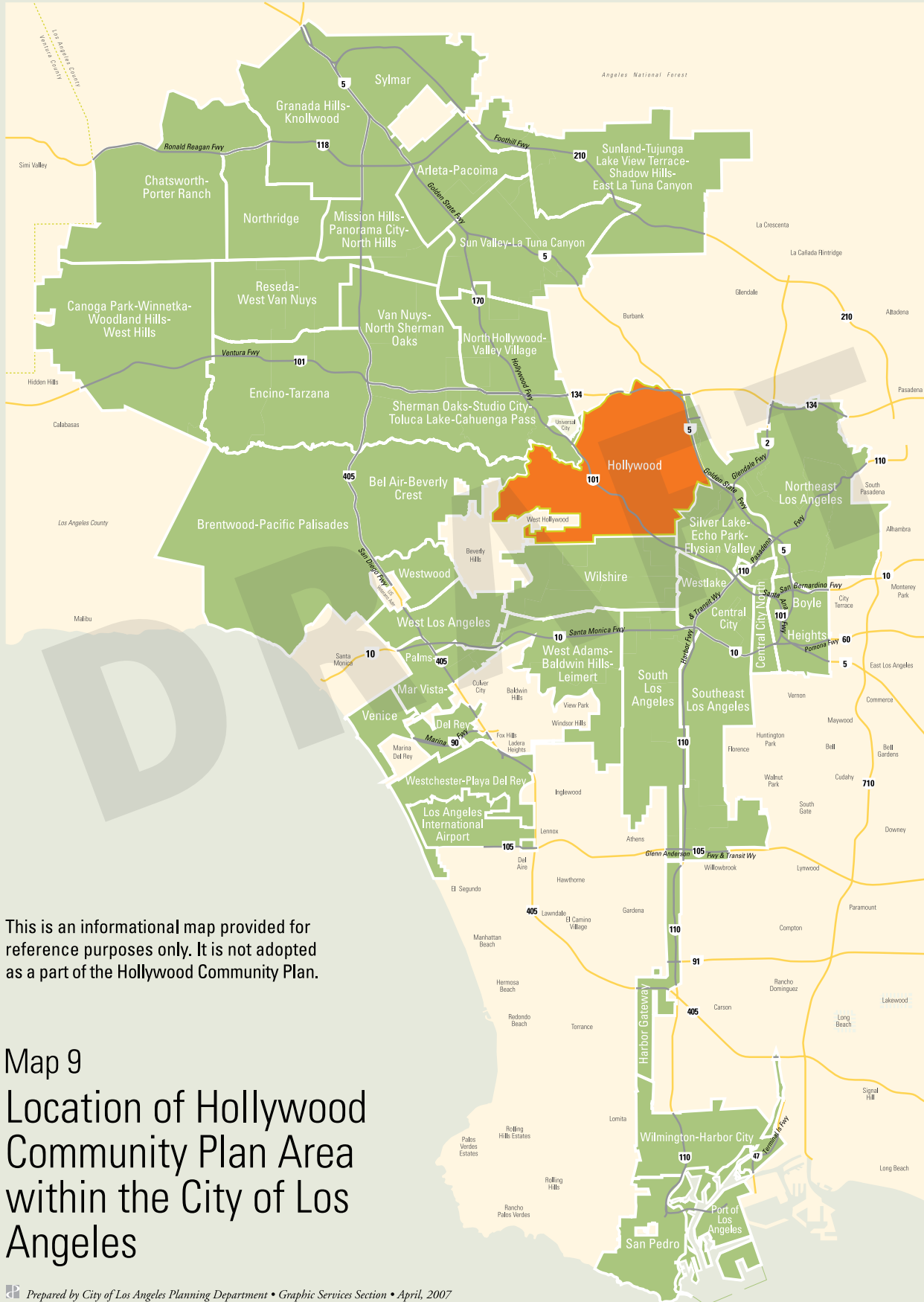
Distinguishing Features: Relationship to Adjacent Communities

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

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



Los Angeles Department of City Planning Planning Areas



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

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

Prepared by City of Los Angeles Planning Department • Graphic Services Section • April, 2007

The Geography of Hollywood

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

The Hills

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

The Flatlands

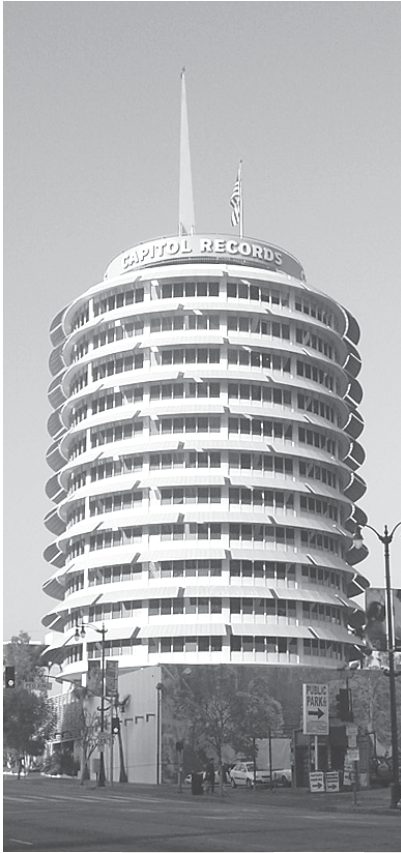
The grid of streets south of Franklin Boulevard is lined with commercial centers and corridors. These flatlands are densely populated with multifamily residential neighborhoods. They also include a few low-density neighborhoods around the western, southern and eastern edges of the Plan area, which are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

Existing Land Uses and Physical Development Patterns

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

The Regional Center

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



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

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

Major Commercial Corridors

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

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

Industrial Districts

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

Residential Neighborhoods

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

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

Hollywood's Historic Resources

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

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

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

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



Existing Mobility and Access

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

Freeways



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

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

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

Surface Roadways






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

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

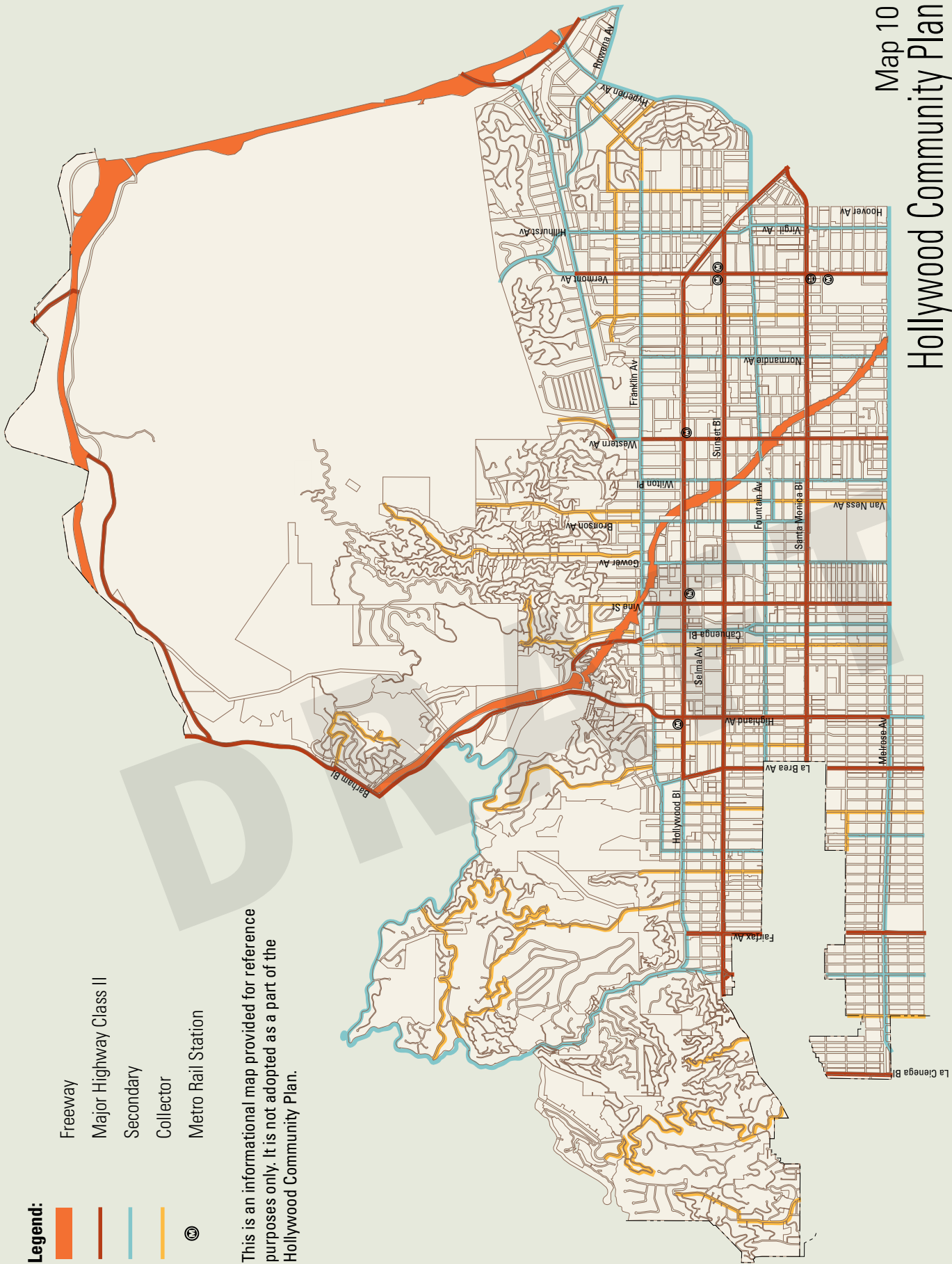
Secondary highways have an 80-to-90 foot rights-of-way with two lanes in each direction. Collector streets have a 50-to-64 foot right of ways with one lane in each direction that collect traffic from the local residential streets and direct it to the highways.

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

Legend:

-  Freeway
-  Major Highway Class II
-  Secondary
-  Collector
-  Metro Rail Station

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



Map 10

Hollywood Community Plan

GENERALIZED CIRCULATION



Public Transit: Regional and Local³

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

Metro Rail

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

Metro Rapid Bus Service

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

Local Bus Service

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

Commuter Express Bus

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

DASH Service

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

Bicycle Mobility

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


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

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

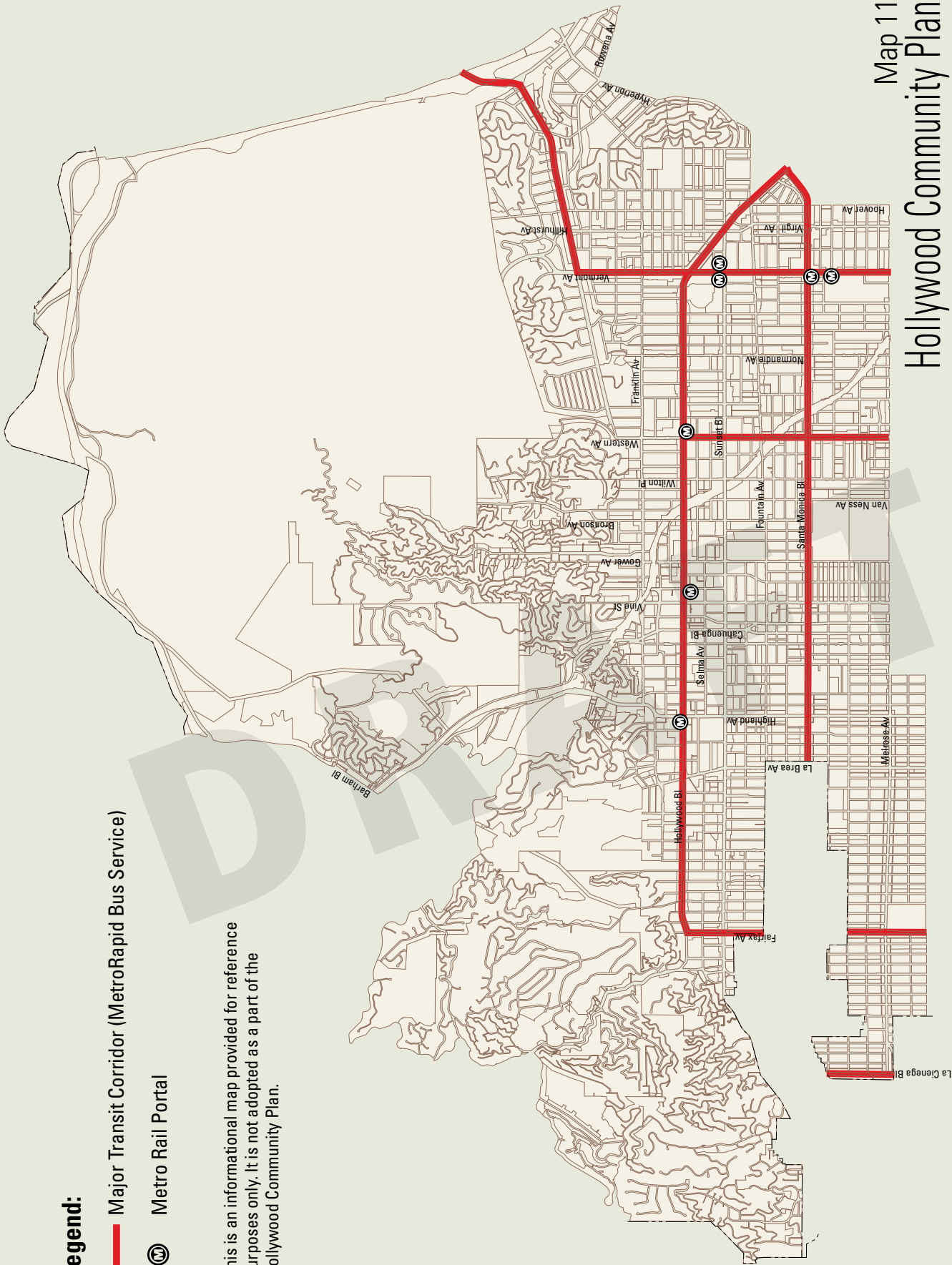
³This overview of public transit service in Hollywood is provided for informational purposes only and is not adopted as part of the Plan.

Legend:

 Major Transit Corridor (MetroRapid Bus Service)

 Metro Rail Portal

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



Map 11
 Hollywood Community Plan
MAJOR PUBLIC TRANSIT CORRIDORS

Los Angeles City Planning Department • Graphic Services Section • February 2012 • 005 | Not to Scale



Class I Bike Paths

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

Class II Bike Lanes

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

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

Class III Signed Bike Routes

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

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







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

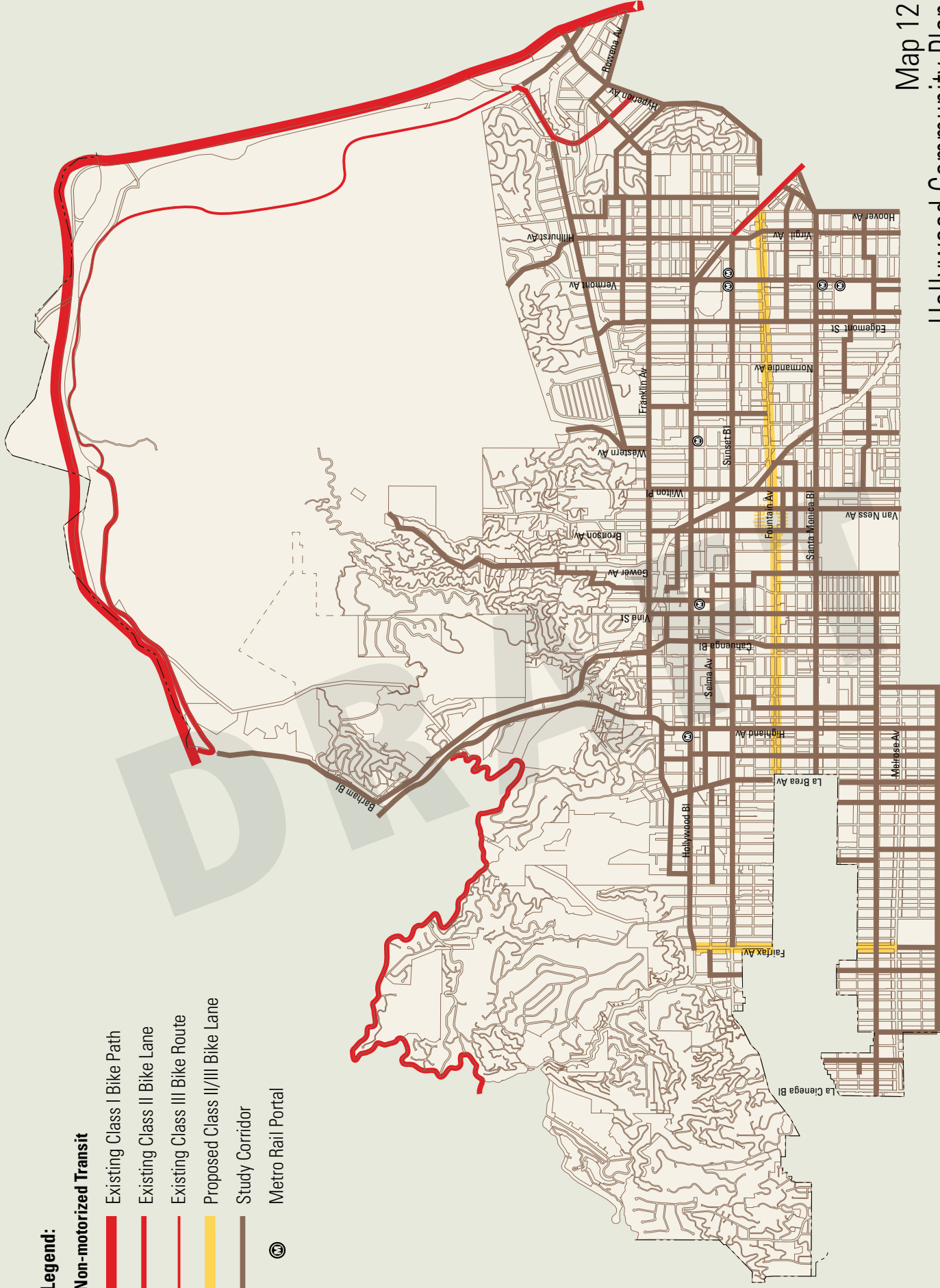
Study Corridors

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

Legend:

Non-motorized Transit

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



Map 12
 Hollywood Community Plan
EXISTING AND PROPOSED BIKEWAYS in

Los Angeles City Planning Department • Graphic Services Section • February 2012, 005 [Not to Scale] N

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

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

Trends and Projections

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

TABLE 2-1

**Adjusted Projected Population, Housing,
and Employment**

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

Source: SCAG, City of Los Angeles DCP

Projected Population, Housing, and Employment

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

Plan Capacity

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

Methodology

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



TABLE 2-2

Reasonable Expected Plan Population Capacity and Dwelling Units (2030)*

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

**The estimate for Reasonable Expected Plan Population Capacity and Dwelling Units (2030) will be updated to reflect any final changes during adoption of the Plan.*

Estimating Population and Housing

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

Estimating Employment

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

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

Other Factors Which Influence Future Trends

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

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

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



HOLLYWOOD & DOORWAY

WANTED
VISA ONLY
13221 401-8568

LOUNGE

PARTIES

LUNCH

Land Use Plan

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

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

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

Community Plan Goals and Policies

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

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

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

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

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

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



Land Use Goals, Policies and Programs

Goal LU.1

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



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

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

Policies to conserve industrial jobs:

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

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

Policies to conserve cultural resources:

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

Policies to maintain transit-oriented districts:

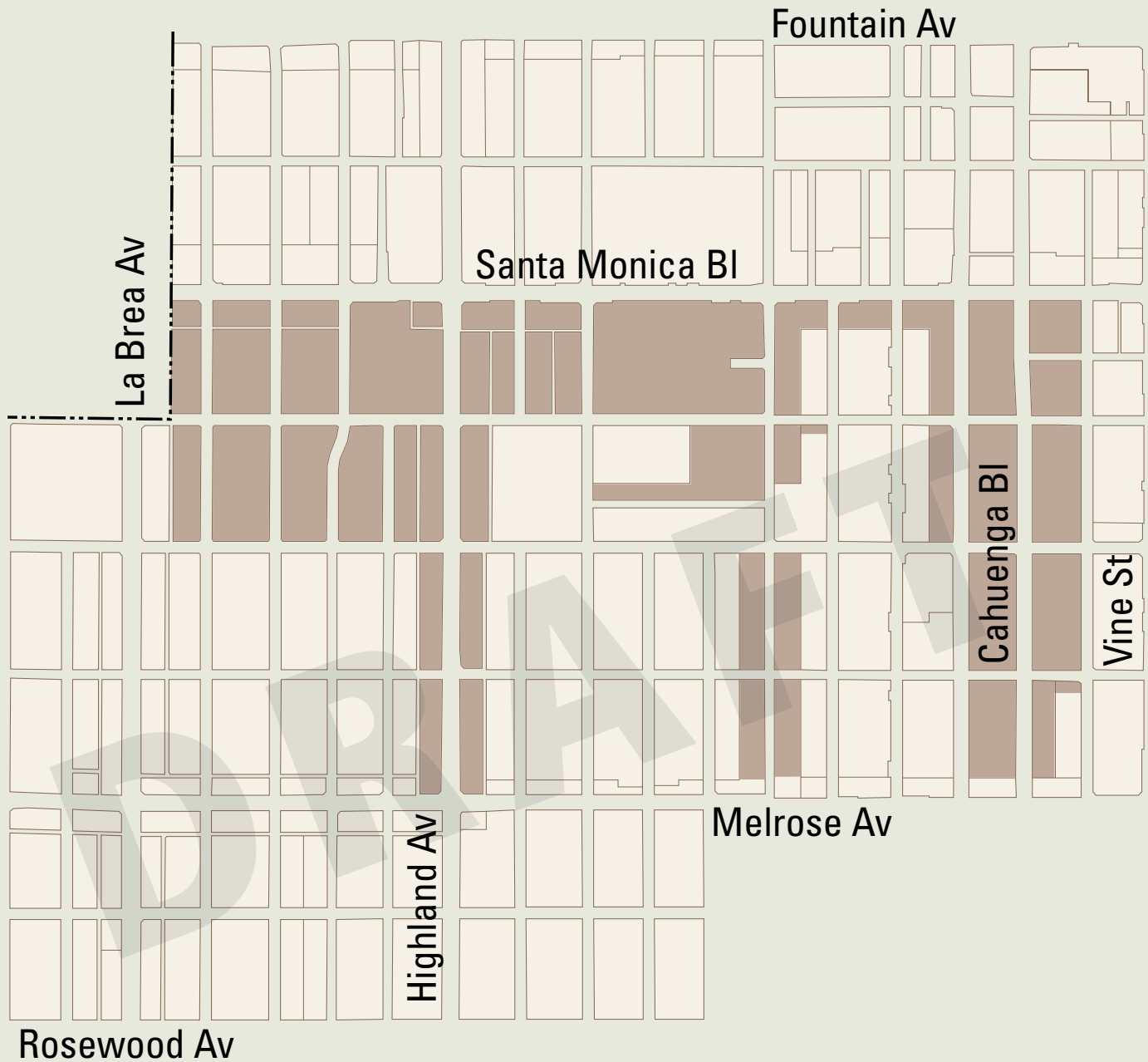
Policy LU.1.4: Maintain the Vermont-Western Station Neighborhood Area Plan (SNAP - Map 6), a transit-oriented plan in East Hollywood which encourages growth around metro rail stations and protects residential neighborhoods.

Policies and Programs to protect historic neighborhoods:

Policy LU.1.5: Protect historic neighborhoods.

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





Legend:

Industry Retention Area

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

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Map 13
Hollywood Community Plan
MEDIA DISTRICT INDUSTRY RETENTION AREA

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

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

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

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



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

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

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

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

Policies and Programs to protect identified Historic-Cultural Resources:

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




Legend:

 Theater Row

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

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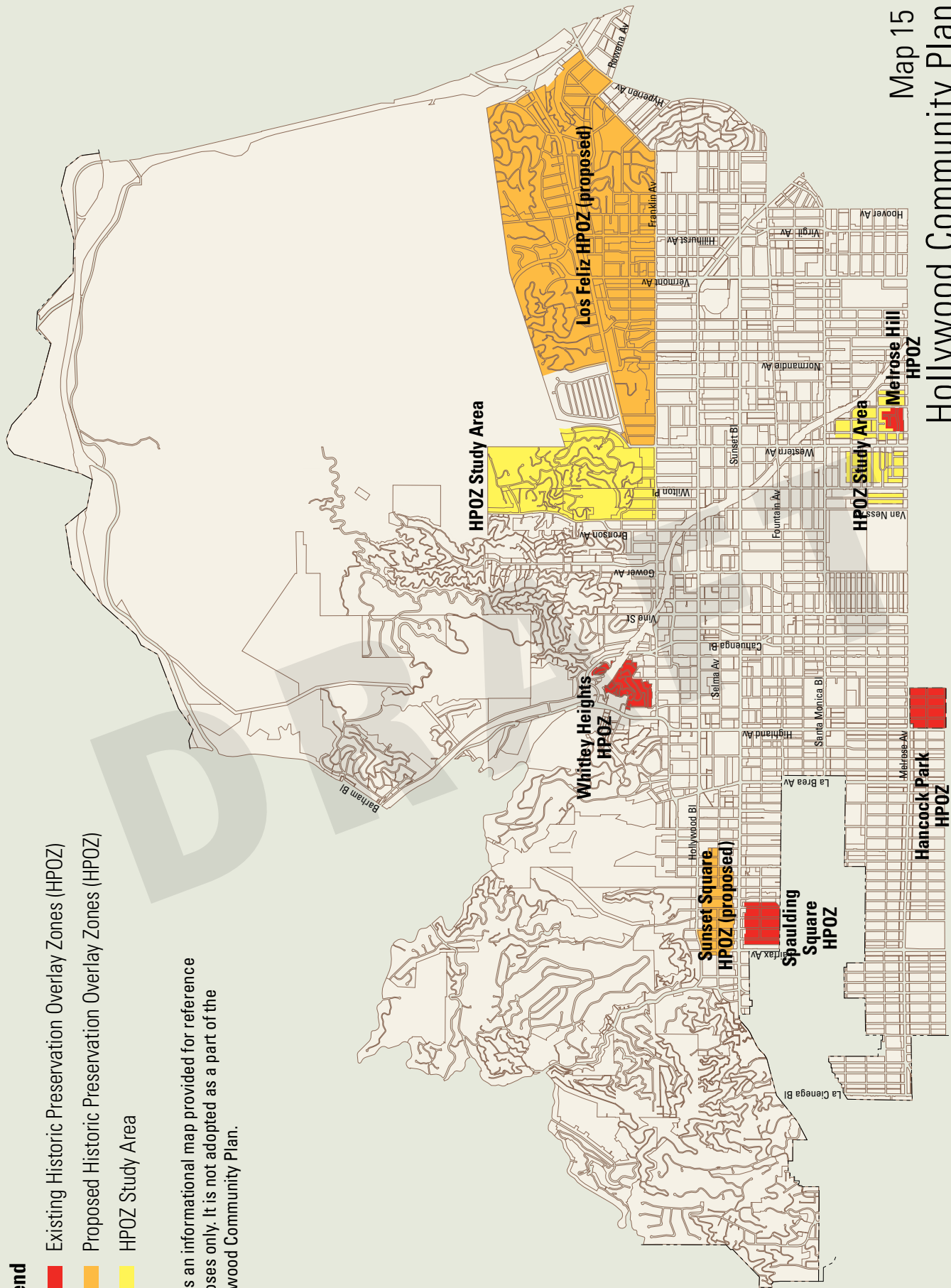
Map 14
 Hollywood Community Plan
THEATER ROW

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

Legend

- Existing Historic Preservation Overlay Zones (HPOZ)
- Proposed Historic Preservation Overlay Zones (HPOZ)
- HPOZ Study Area

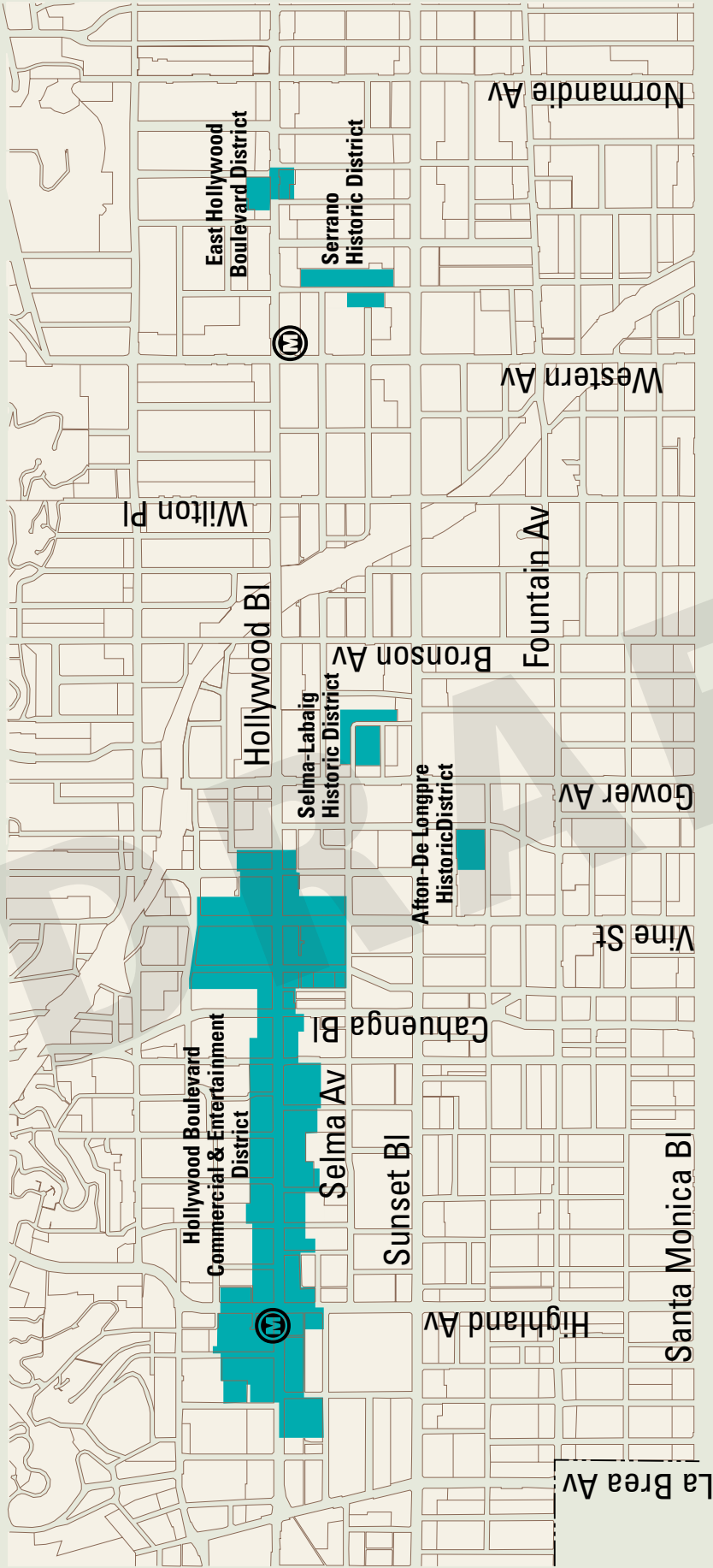
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Map 15
Hollywood Community Plan
EXISTING & PROPOSED HISTORIC PRESERVATION OVERLAY ZONES IN HOLLYWOOD

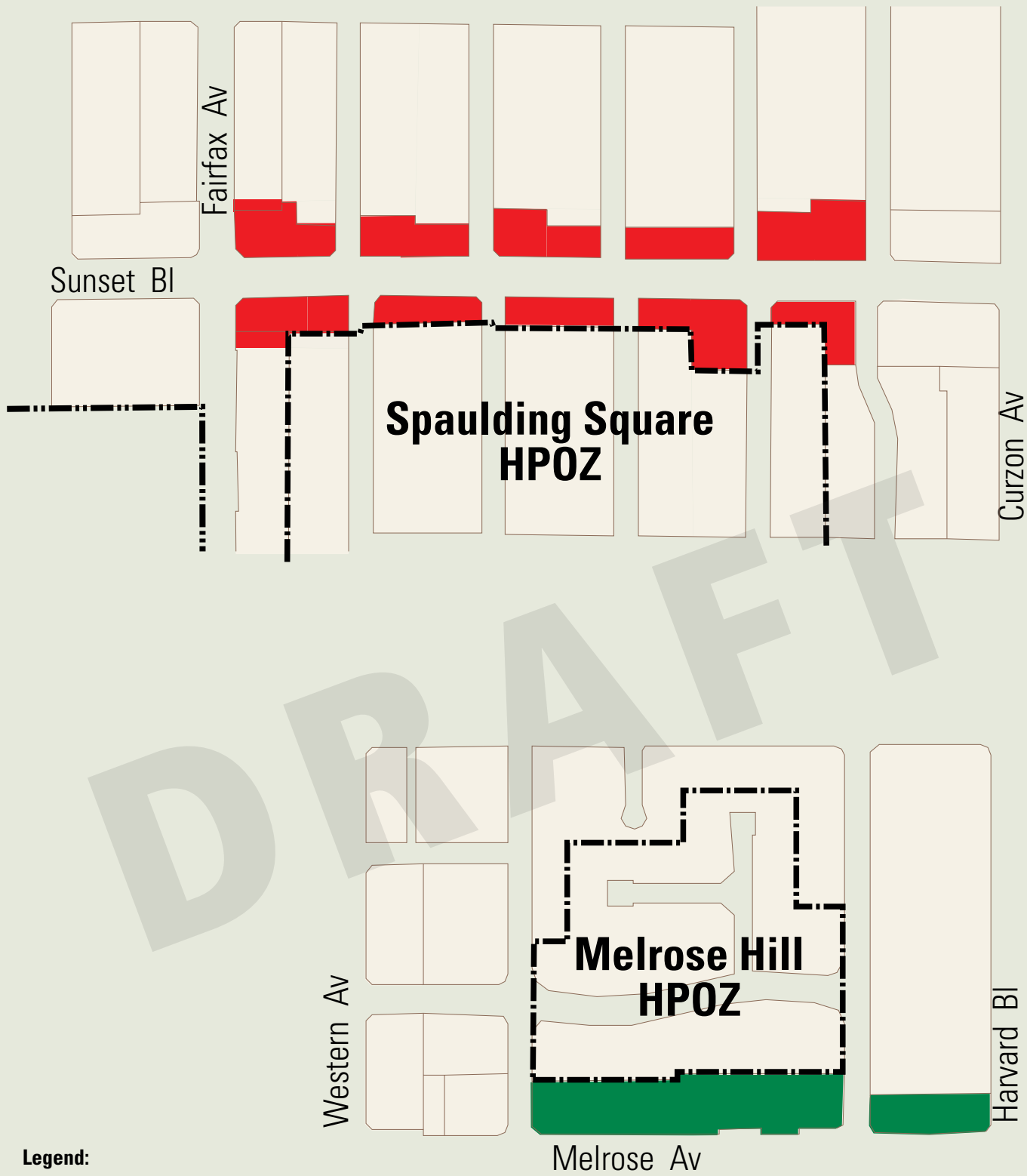
Los Angeles City Planning Department • Graphic Services Section • December 2008

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- Legend:**
- Registered Historic Districts*
 - M Metro Rail Station

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



Legend:

 Transition Areas

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

Map 17

Hollywood Community Plan

TRANSITION AREAS ADJACENT TO HISTORIC NEIGHBORHOODS

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

Program LU.1.11.1: Study the feasibility of implementing a Transfer of Development Rights program in Hollywood to encourage preservation of historic resources.

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

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

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

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

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

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

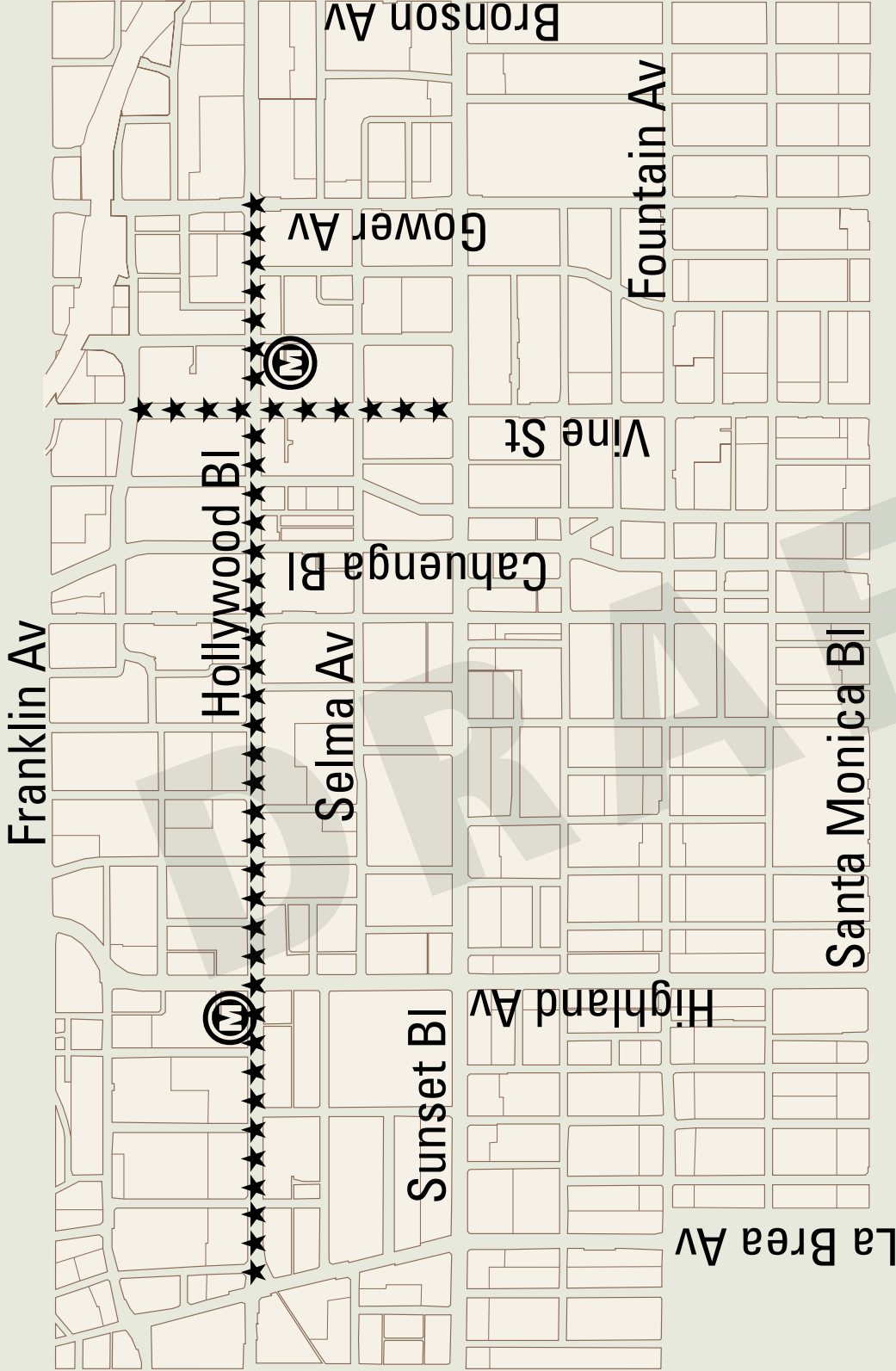
Policy LU.1.15: Support the completion of SurveyLA within the Hollywood Community Plan area. Ensure careful review under the California Environmental Quality Act (CEQA) of project proposals affecting resources identified in the Survey as eligible for historic designation.

Policies to promote existing historic preservation incentive programs:

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

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





- Legend:**
- ★★★★ Walk of Fame
 - Ⓜ Metro Rail Station

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

Map 18
 Hollywood Community Plan
HOLLYWOOD WALK OF FAME

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Policies to preserve stable single-family residential neighborhoods:

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

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

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

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

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

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

Policy LU.1.21.1A: Discourage the paving over of easements. Develop guidelines for commercial streets to encourage the landscaping of those portions of easements which extend past the required sidewalk width and are not used for necessary driveways, sidewalks and other pedestrian uses.

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

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

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

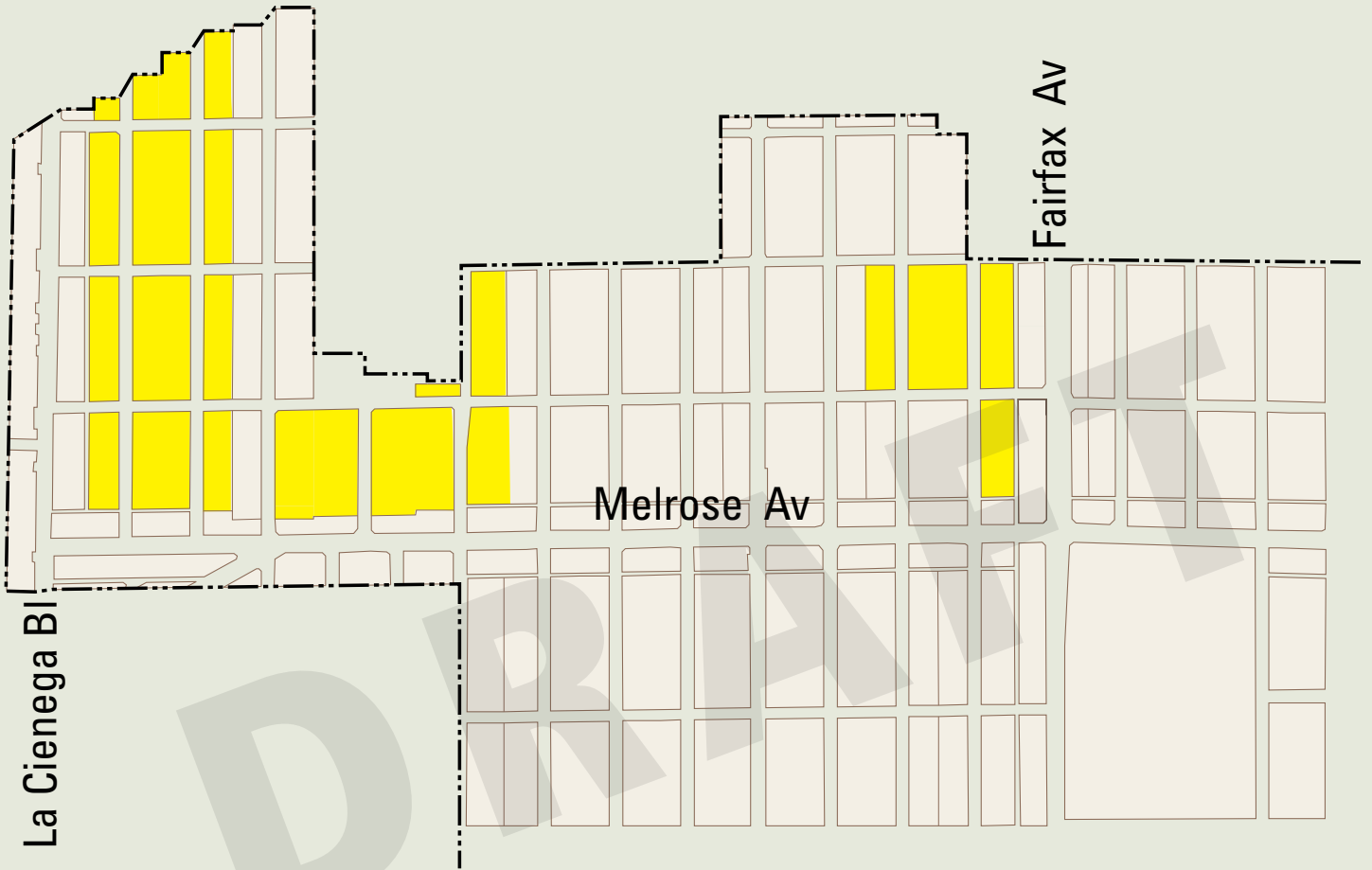
Policy LU.1.24: Maintain alleys for public uses. Protect streets, walkways and alleys from closure, vacation and gating for private use.

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


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




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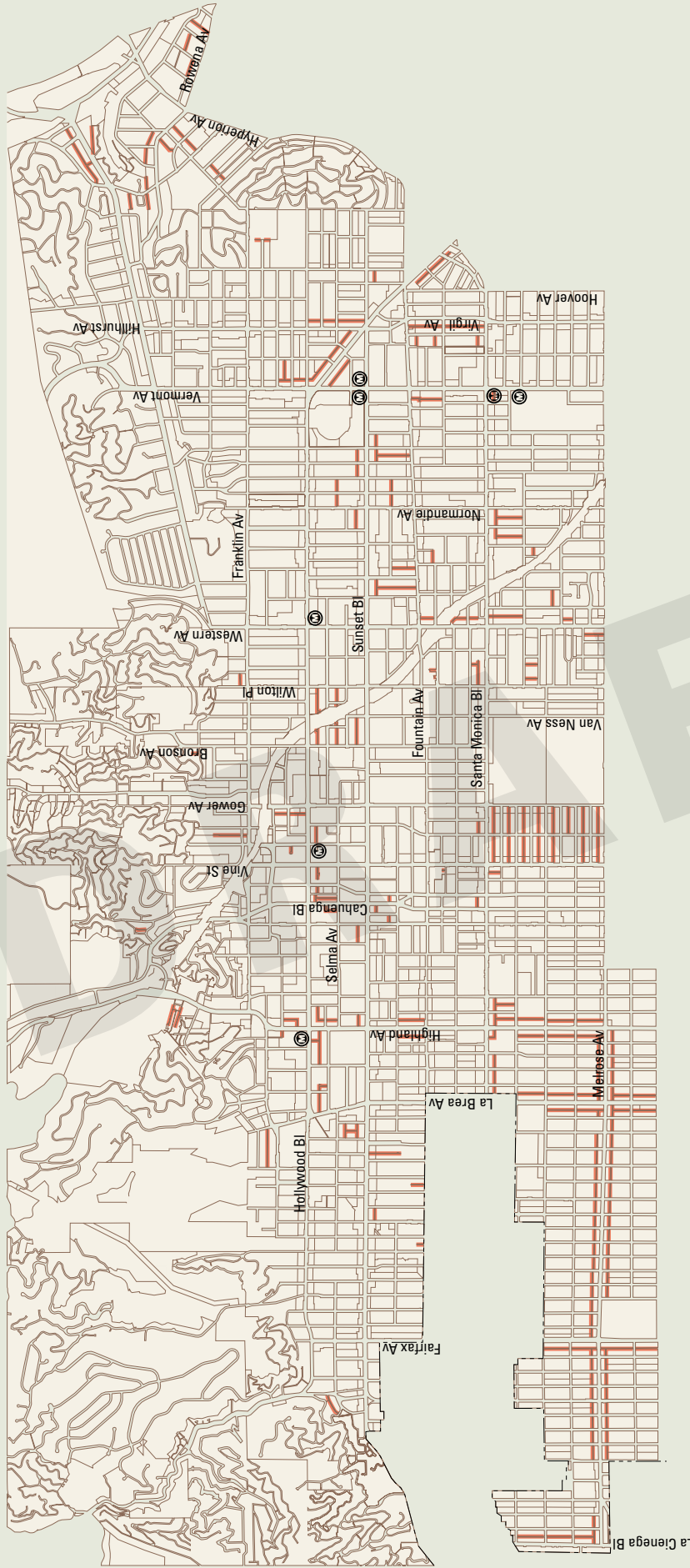


Legend:

 Transition Area

Map 19
Hollywood Community Plan
DESIGN & SCALE TRANSITION AREAS

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Legend:

— Alley

Ⓜ Metro Rail Station

Hollywood Community Plan

Map 20

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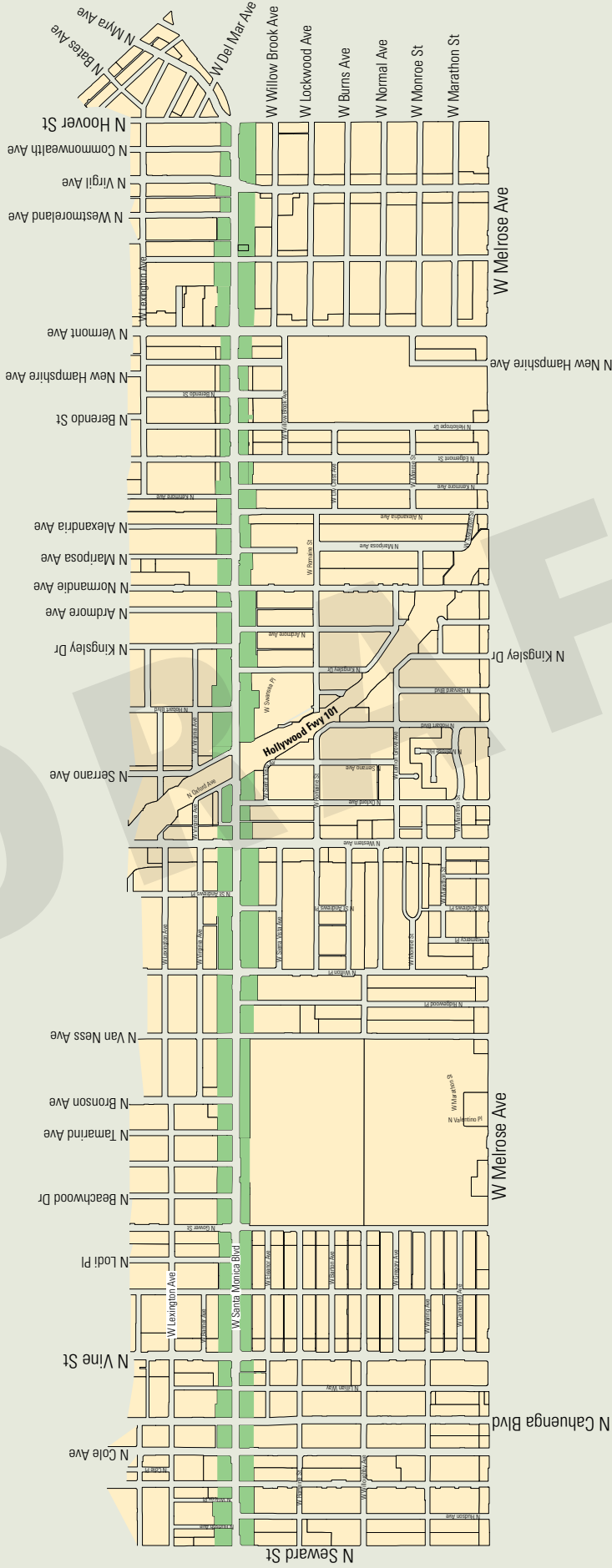
EXISTING ALLEYS

Los Angeles City Planning Department • Graphic Services Section • December 2009 [Not to Scale]

Legend:

Route 66 Design Overlay

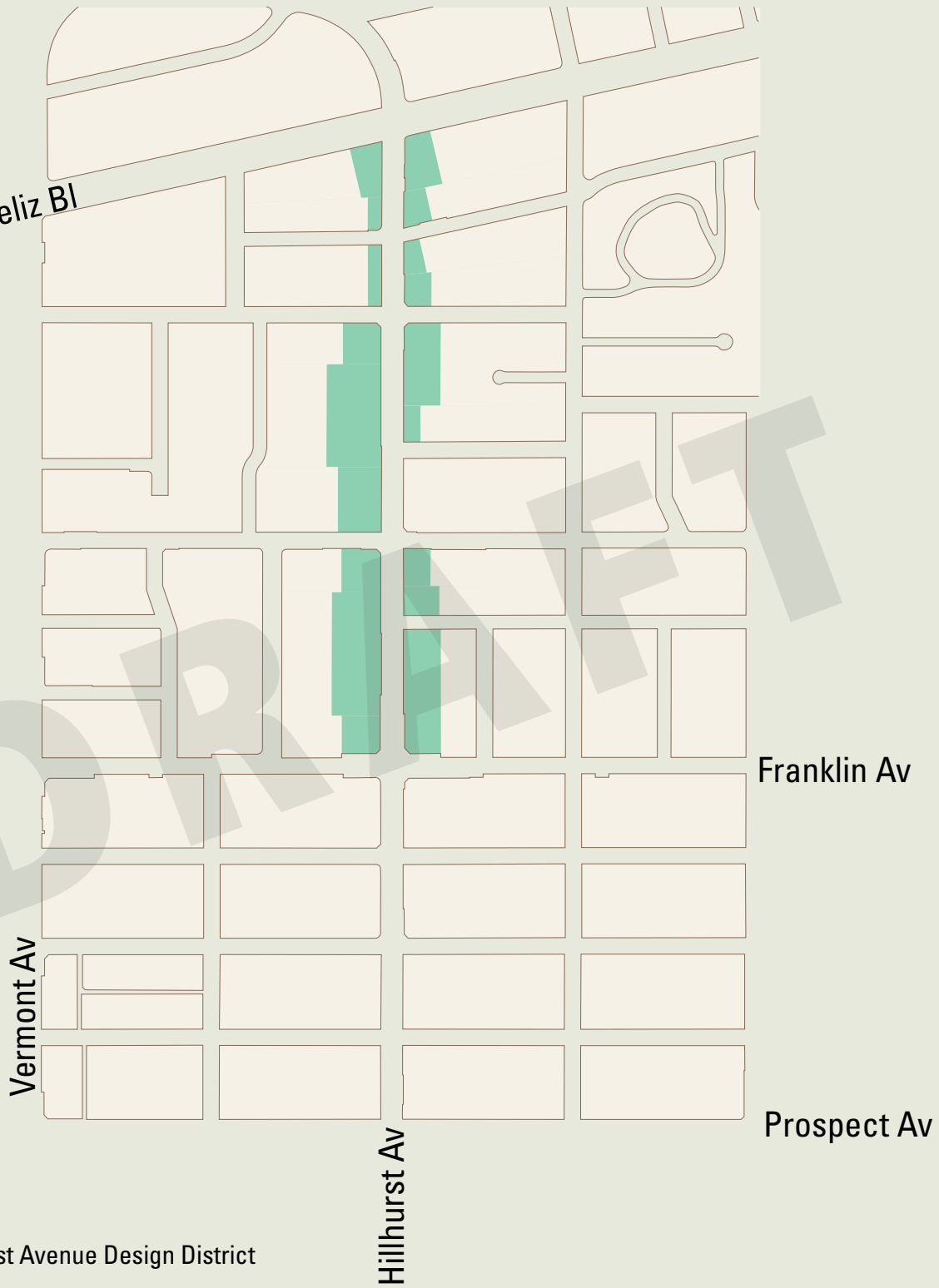
This is an informational map provided for reference purposes only. It is not adopted as a part of the Hollywood Community Plan.



Map 22
 Hollywood Community Plan
ROUTE 66 DESIGN OVERLAY

Los Angeles City Planning Department • Graphic Services Section • February 2012 • 002 Not to Scale

Los Feliz Bl



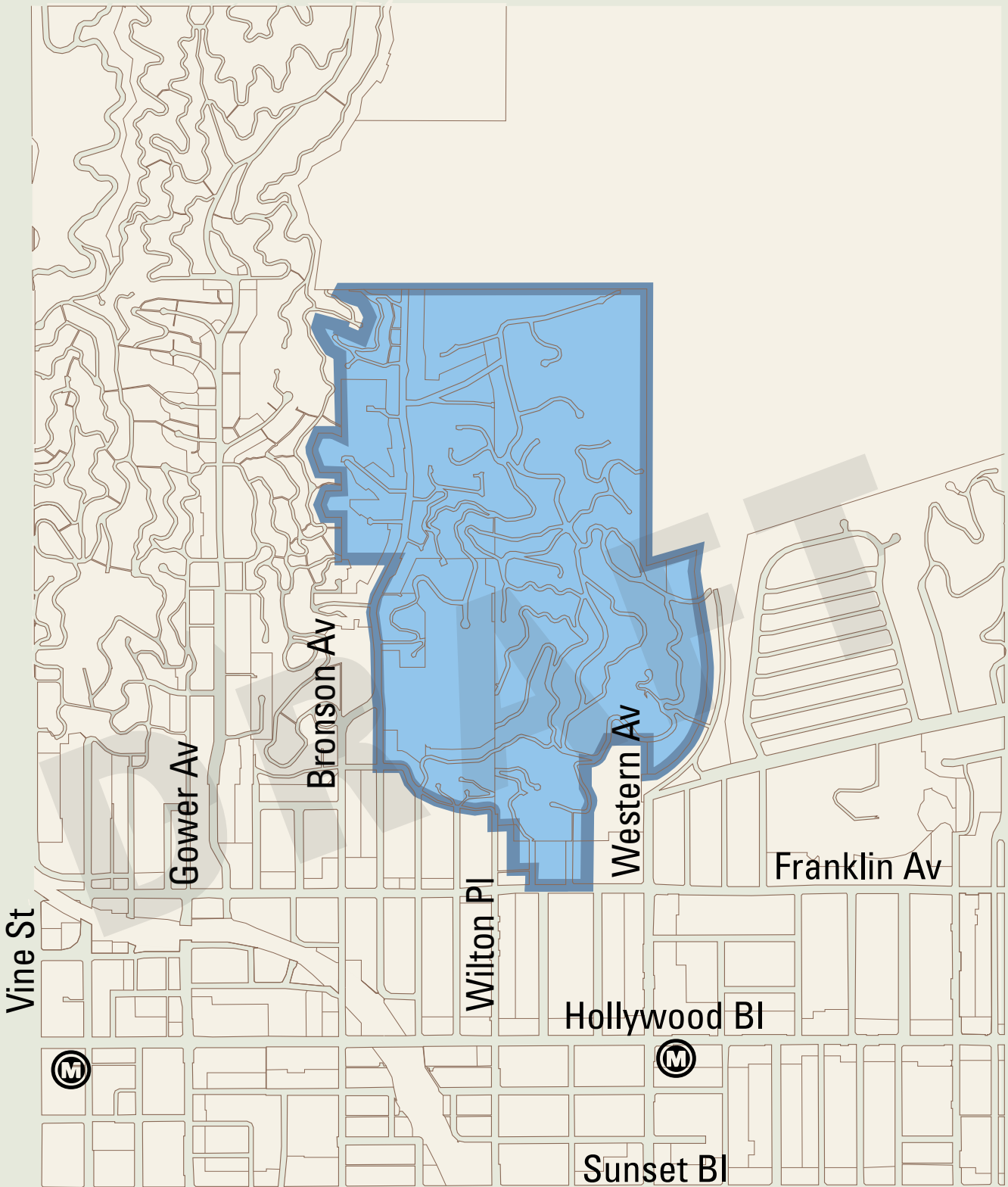
Legend:

Hillhurst Avenue Design District

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Map 23
Hollywood Community Plan
HILLHURST AVENUE DESIGN DISTRICT

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Legend:

- Study Area
- M Metro Rail Station

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

Map 24
Hollywood Community Plan
THE OAKS HILLSIDE STUDY AREA

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

Policies and Programs to Maintain Existing Pedestrian-Oriented Districts

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

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

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

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

Program LU.1.27.1: Establish design guidelines for commercial uses on Hillhurst Avenue between Franklin and Los Feliz Avenues (Map 23) to complement design guidelines of the adjacent Vermont-Western Station Neighborhood Area Specific Plan.

Policies to protect hillside neighborhoods:

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

Policy LU.1.29: Support hillside mansionization regulations to protect single family neighborhoods from out-of-scale development in neighborhoods such as The Oaks of East Hollywood (Map 23) and other neighborhoods as appropriate throughout Hollywood. Enforce the City's baseline hillside mansionization ordinance and The Oaks' hillside zoning restrictions (Map 24).

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

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

Limit density in hillside areas. Notwithstanding any land use designation maps to the contrary, all projects with average natural slopes in excess of 15 percent, including both Tract Maps and Parcel Maps, shall be limited to the minimum density housing category for the purposes of enforcing the slope density formula of LAMC Section 17.05C and 17.50E.

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

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

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

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

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

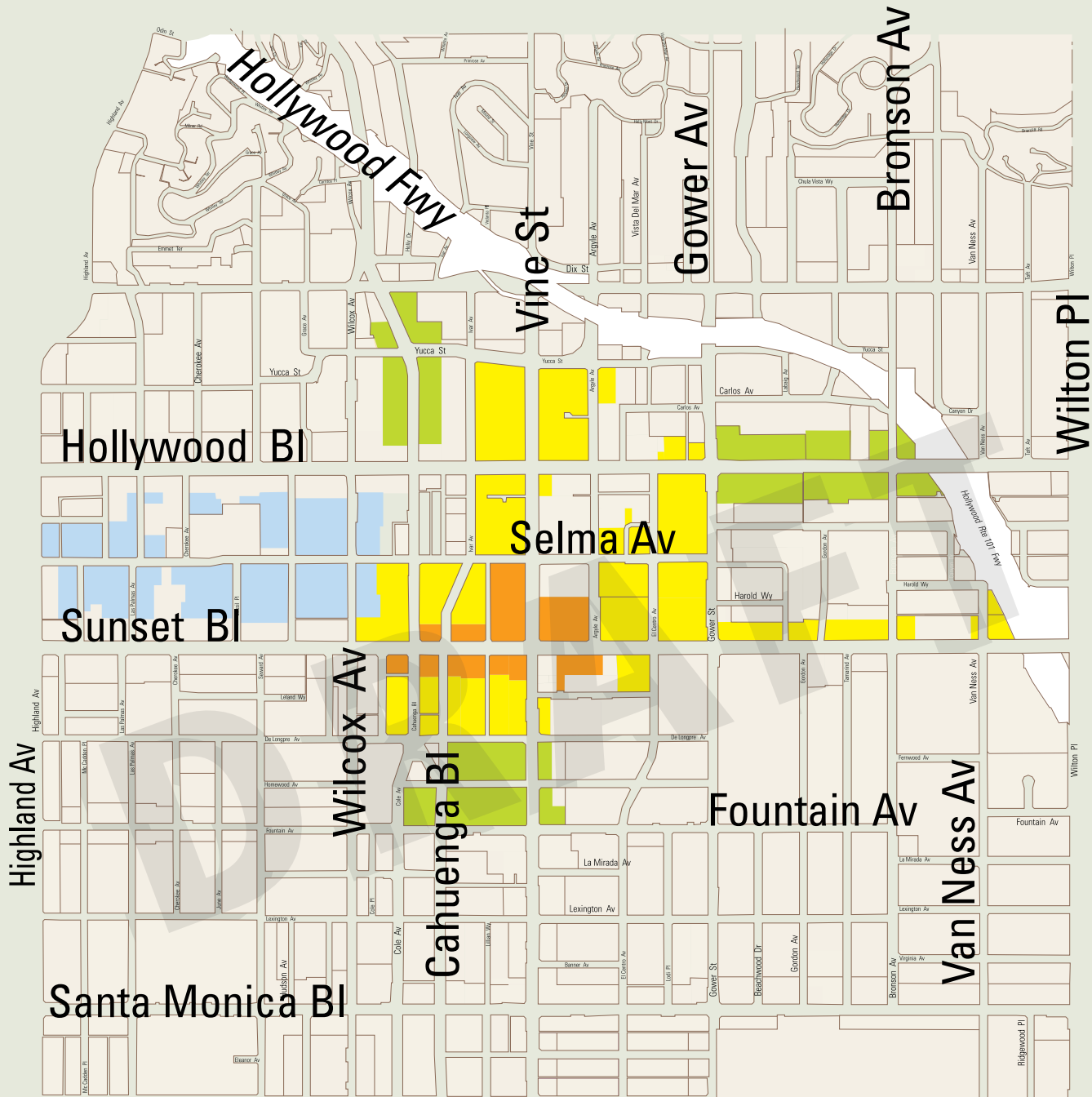
Program LU.1.34.1: Consider the possible extension of Granito Drive westward to Prospect Drive and Laurel Canyon Boulevard as part of future relevant subdivision requests.

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

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

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

The Hollywood Community Plan encourages a balance of jobs and housing growth in specific locations which have supportive infrastructure and under-utilized capacity. Incentives for new development, including commercial office and mixed-use commercial/residential development are established in the Regional Center (Map 25) and along transit corridors (Map 29).



Legend:

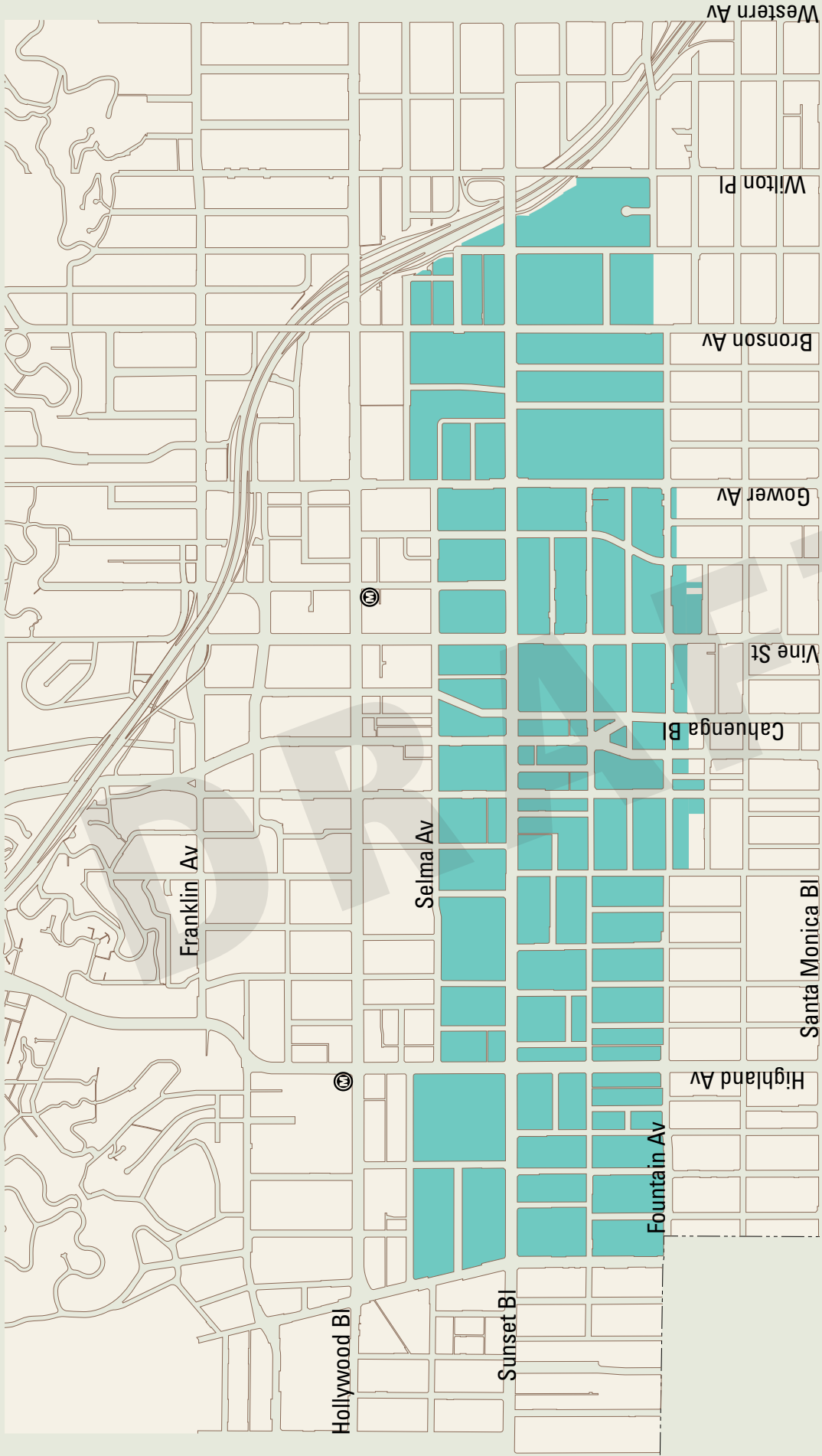
- FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1.5:1 for Commercial Uses
- FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1:1 for Commercial Uses
- FAR 3:1* for Mixed-Use
- FAR 3:1* for Residential, Commercial, or Mixed-Use

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

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Map 25
Hollywood Community Plan
PROPOSED FLOOR AREA RATIOS IN REGIONAL CENTER

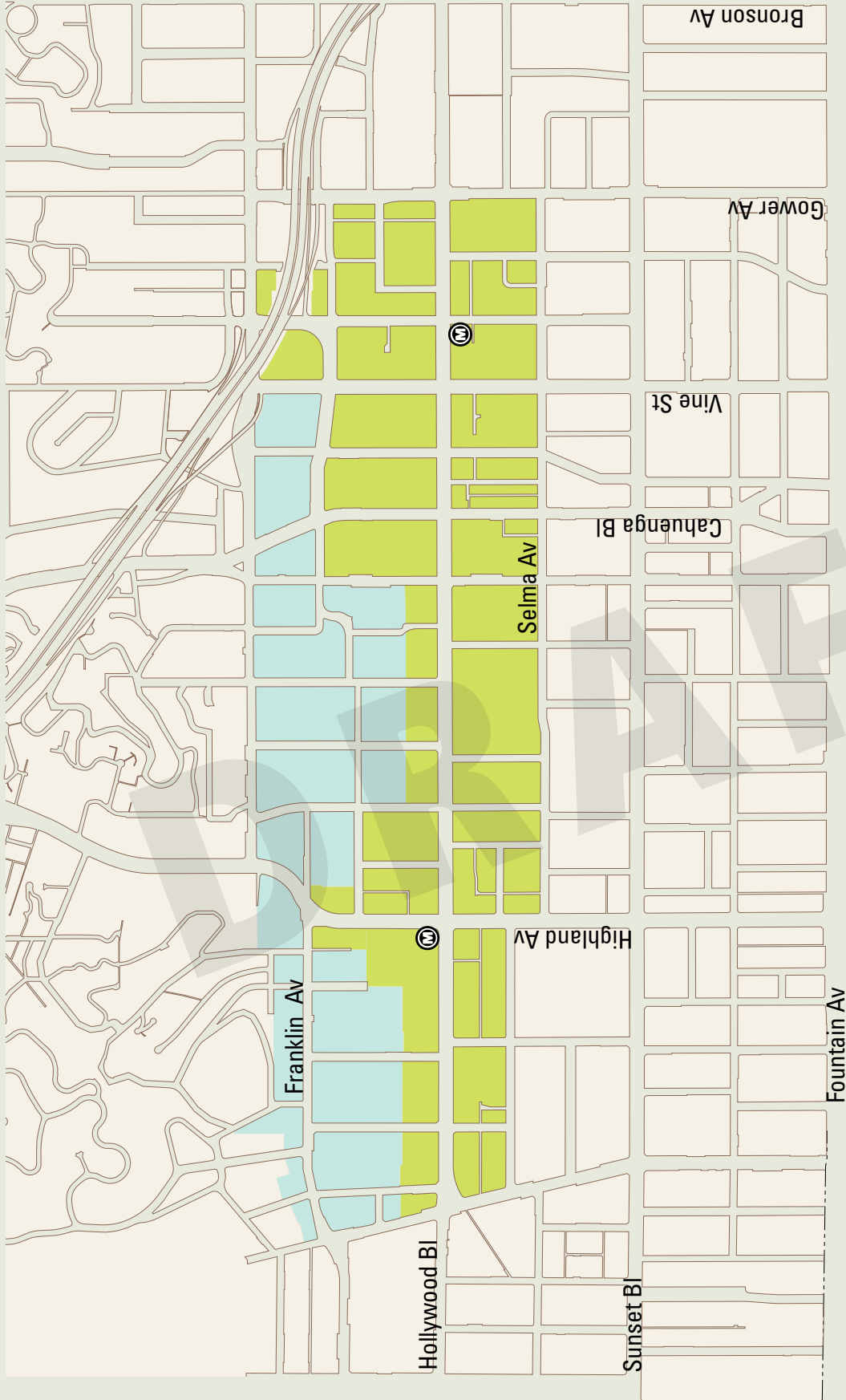
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Legend:

- Sunset Boulevard CDO Area
- M Metro Rail Portal

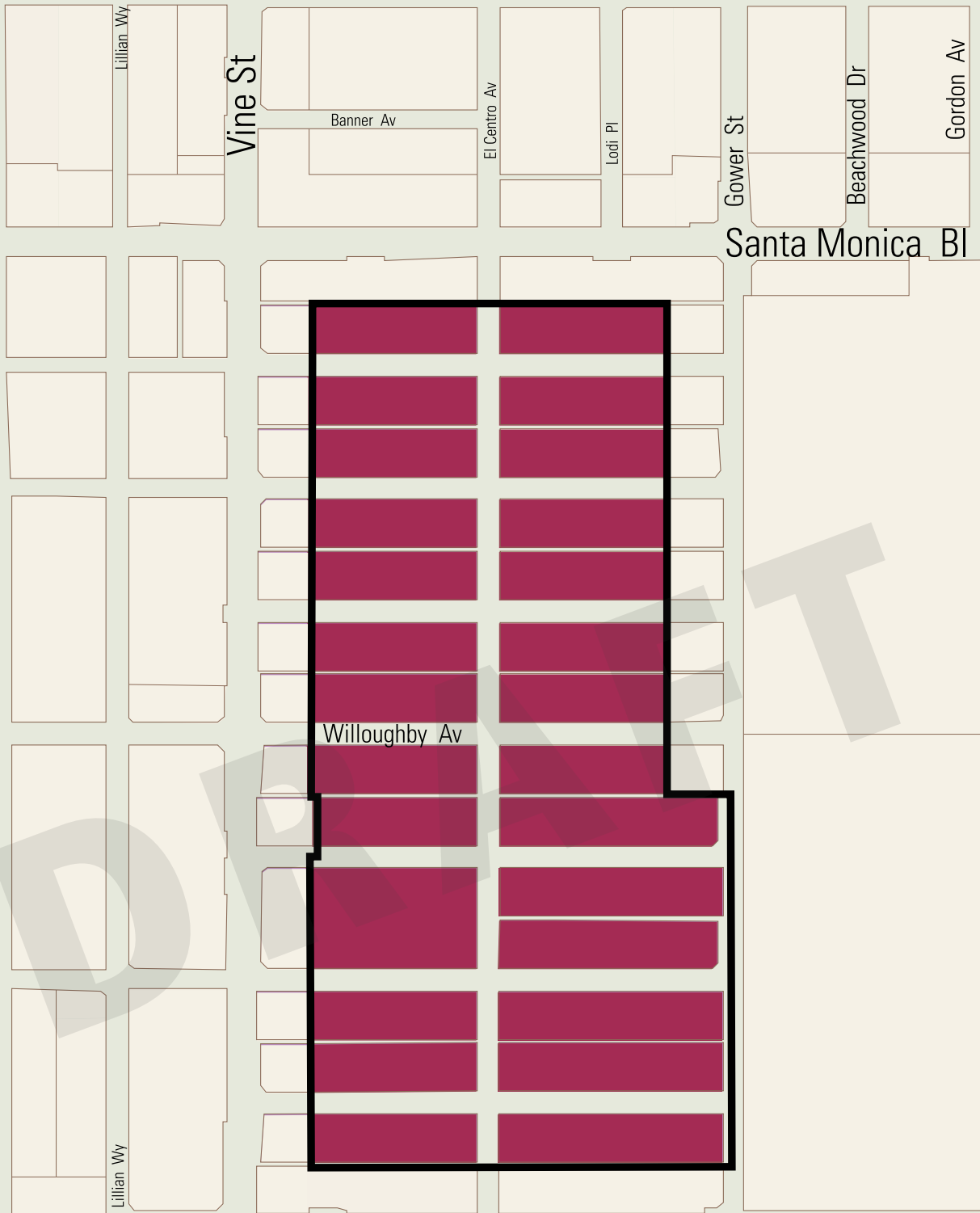
This is an informational map provided for reference purposes only. It is not adopted as a part of the Hollywood Community Plan.



Legend:

- Hollywood Boulevard CD0 Area
- Franklin Corridor Area
- Metro Rail Portal

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Melrose Av

Legend:

Design Standards Area

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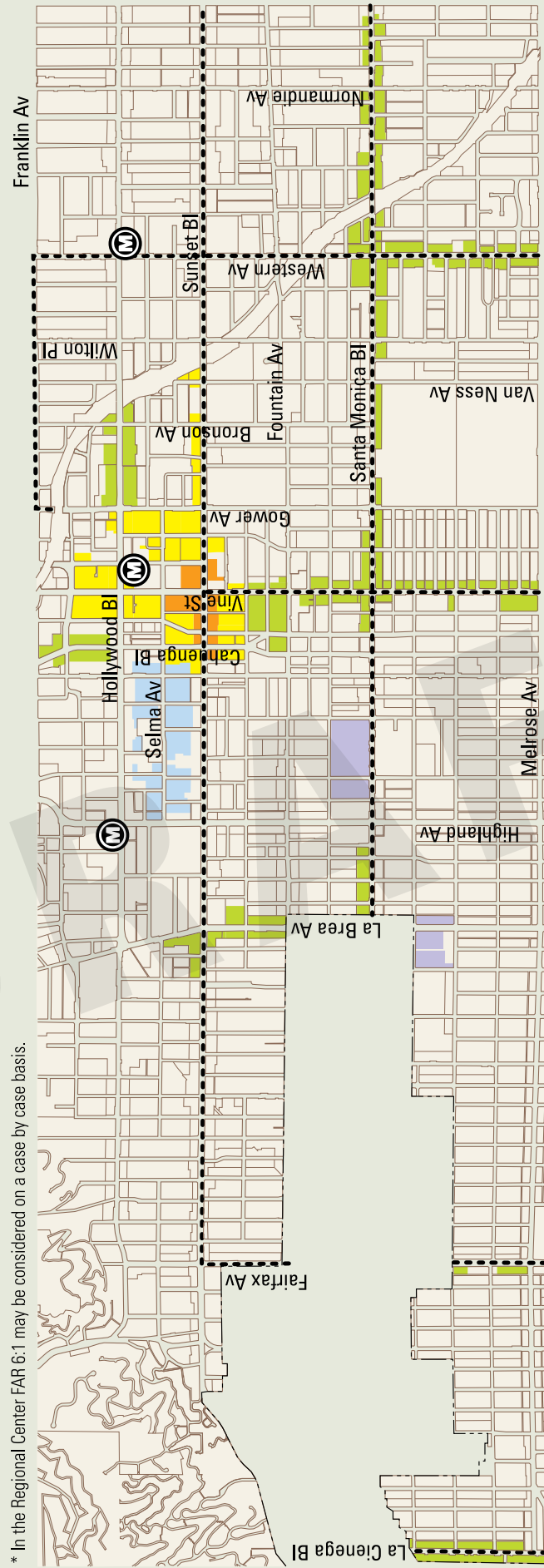
Map 28
Hollywood Community Plan
DESIGN STANDARD AREA

Los Angeles City Planning Department • Graphic Services Section • February 2012: 005 Not to Scale

Legend:

- FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1.5:1 for Commercial Uses
- FAR 4.5:1* for Commercial Uses or Mixed-Use, minimum FAR 1:1 for Commercial Uses
- FAR 3:1* for Mixed-Use
- FAR 3:1* for Residential, Commercial, or Mixed-Use
- FAR 3:1, minimum FAR 0.7:1 for targeted Industrial Uses
- Metro Rapid Bus Line
- M Metro Rail Portal

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



Map 29
Hollywood Community Plan
FAR INCENTIVE AREAS

Los Angeles City Planning Department • Graphic Services Section • February 2012, 005 | Not to Scale

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

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

Hybrid industrial zones (Map 31) allow a mixture of industrial uses with residential or commercial uses along the borders of the Media District, to provide a transition between industrial uses and surrounding neighborhoods. The Plan restores citywide standards of housing density in High Medium Residential Land Use designations (Map 30) and reinstates citywide standards for commercial intensity along commercial corridors.

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

Policies and Programs

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

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

Policy LU.2.2: Utilize Floor Area Ratio bonuses to incentivize commercial and residential growth in the Regional Center (Map 25).

Policy LU.2.3: Provide opportunities for commercial office and residential development within downtown Hollywood by extending the Regional Center land use designation to include Hollywood Boulevard and Sunset Boulevards, between Gower and the 101 Freeway (Map 25).

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

Policy LU.2.4A: Support entertainment uses in the Regional Center.

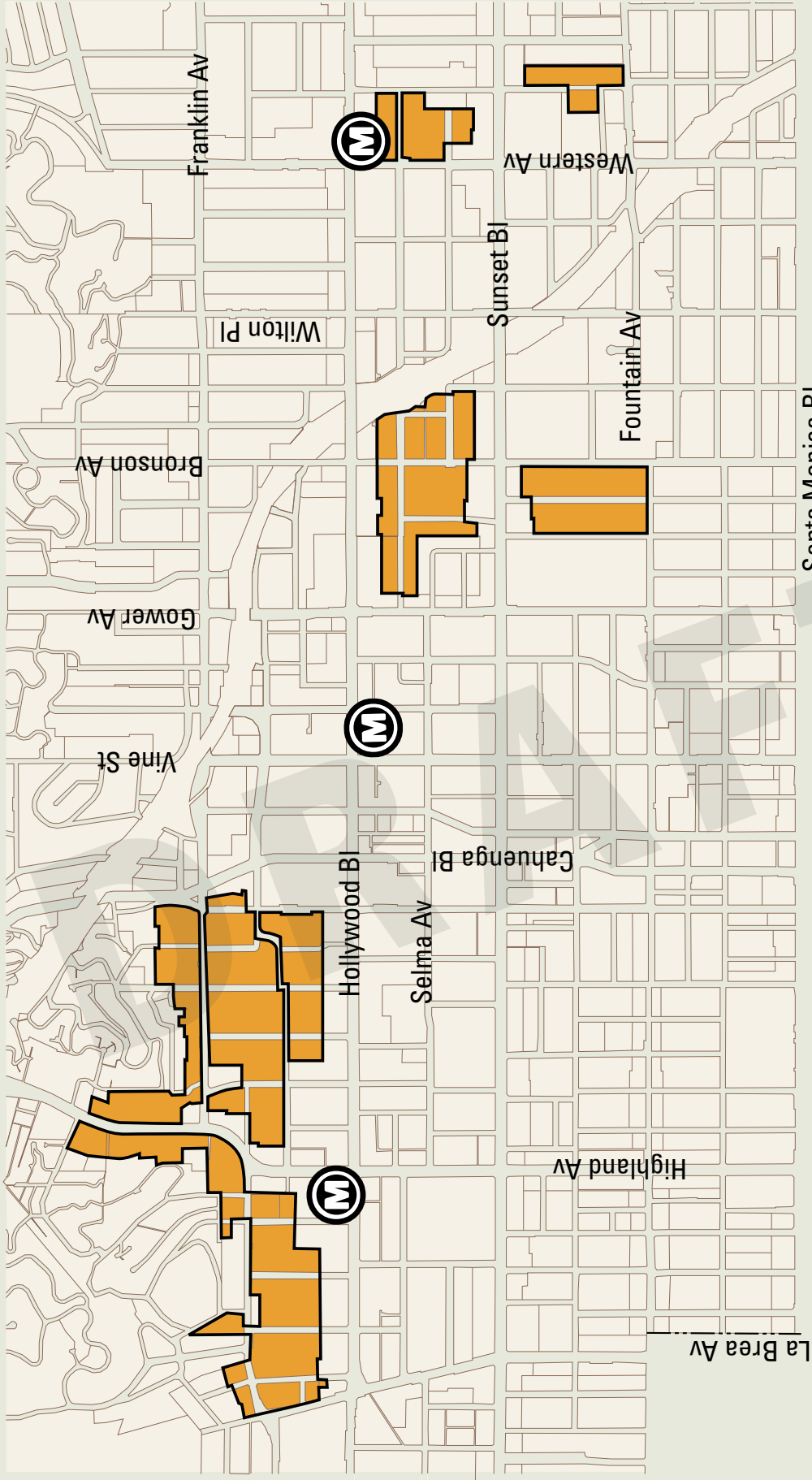
Policy LU.2.4B: Support hotels and tourist amenities, including a variety of accommodations and encourage flexible parking models to best serve the local context.

Policies to ensure that infill development is well-designed:

Policy LU.2.5: Support guidelines for well-designed development.

Program LU.2.5.1: Support the implementation of a Sunset Boulevard Community Design Overlay District (Map 25) and a Hollywood Boulevard Community Design Overlay District (Map 26) design overlay or zoning overlay in





Legend:

High Medium Density Area



Metro Rail Station



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central Hollywood, including Sunset Boulevard and Hollywood Boulevard, which may include guidelines for site planning and building design, controls on lot consolidation, and possible requirements for approved plans prior to demolition, in order to ensure that infill development in the Regional Center complements existing neighborhood character.

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

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

Policy LU.2.8: Support design standards that utilize existing alleys to reinforce pedestrian character, walkability and bikeability in multifamily residential neighborhoods (Map 28). Encourage use of rear alleys for access to parking areas.

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

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

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

Policy LU.2.9C: Support architectural innovation and dynamic roof forms while balancing life safety issues in consultation with the Fire Department.



Policies to promote jobs-housing balance:

Policy LU.2.10: Use planning tools to encourage a balance of jobs and housing growth in the Regional Center. Limit stand-alone residential development in Floor Area Ratio (FAR) Incentive Areas (Map 25).

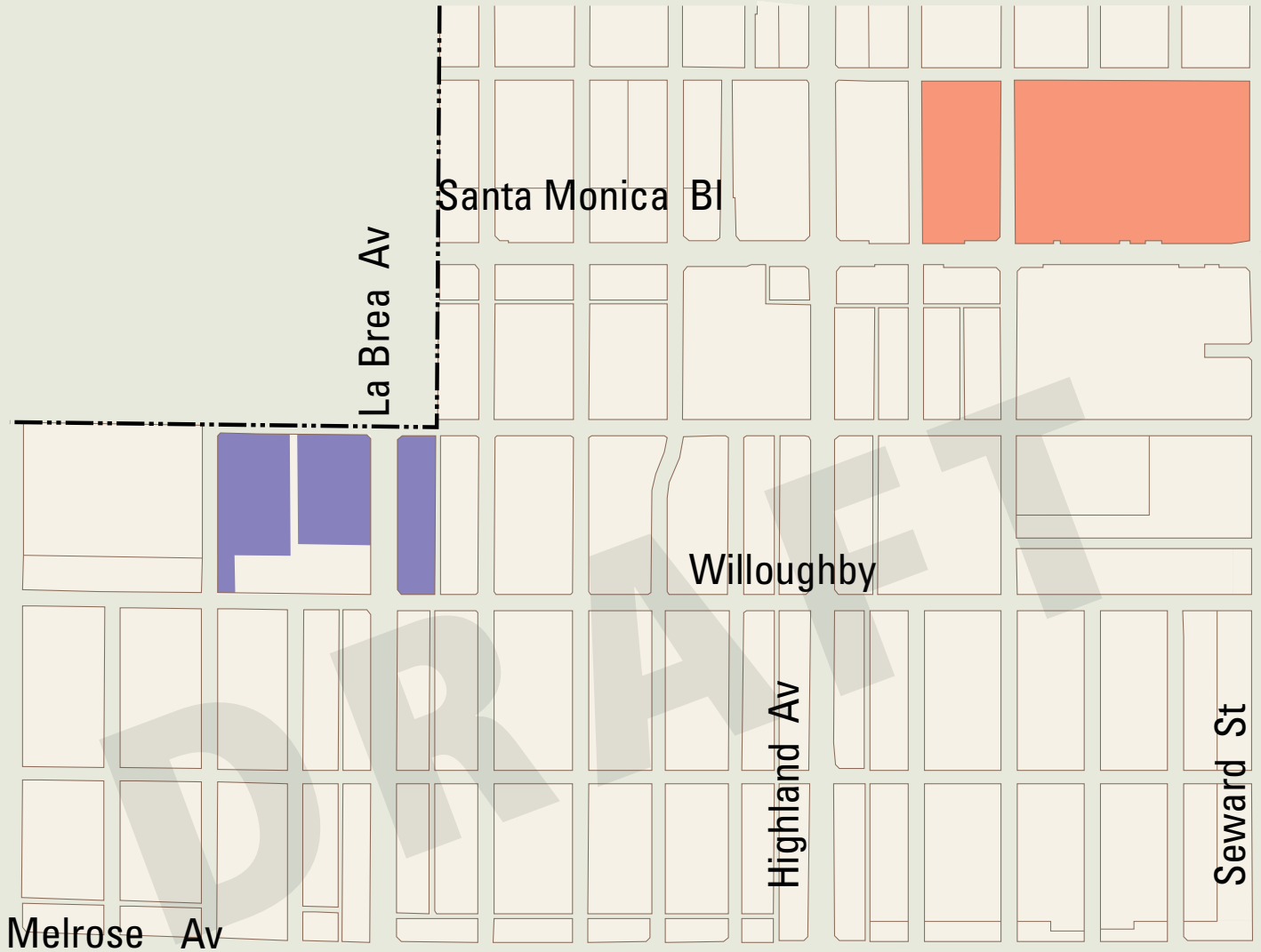
Policy LU.2.11: Support provision of minimum Floor Area Ratios in Mixed-Use Incentive Areas consistent with Map 25.

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

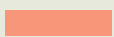
Policy LU.2.12: Incentivize jobs and housing growth around transit nodes and along transit corridors.

Policy LU.2.13: Utilize higher Floor Area Ratios to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid bus or 24-hour buslines (Map 29) .





Legend:



Hybrid Industrial Area



Industrial Incentive Area

Map 31
Hollywood Community Plan
INDUSTRIAL INCENTIVE AREAS

Los Angeles City Planning Department • Graphic Services Section • February 2012:005 [Not to Scale]

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

Fountain Av

Gower St

Santa Monica Bl

Vine St

Van Ness Av

Melrose Av

Legend:

 Media / Entertainment Industry Opportunity Area

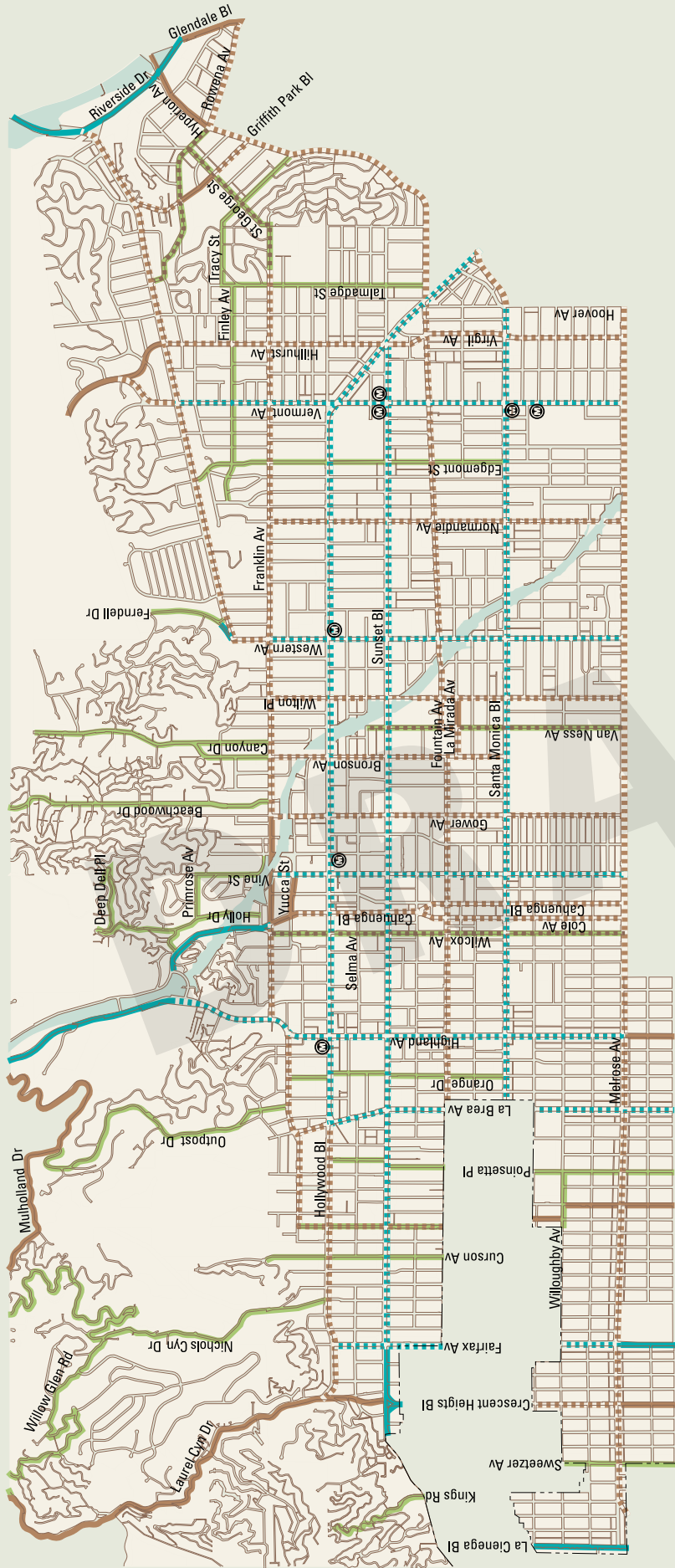
This is an informational map provided for reference purposes only. It is not adopted as a part of the Hollywood Community Plan.

Map 32

Hollywood Community Plan

MEDIA / ENTERTAINMENT INDUSTRY OPPORTUNITY AREA

Los Angeles City Planning Department • Graphic Services Section • February 2010: 006 | Not to Scale 



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

Legend:

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

Map 33
Hollywood Community Plan
MODIFIED STREET STANDARDS: CENTRAL HOLLYWOOD

Los Angeles City Planning Department • Graphic Services Section • February 2010, 005 [Not to Scale]

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

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

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

Policies to provide an adequate range of housing opportunities:

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

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

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

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

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

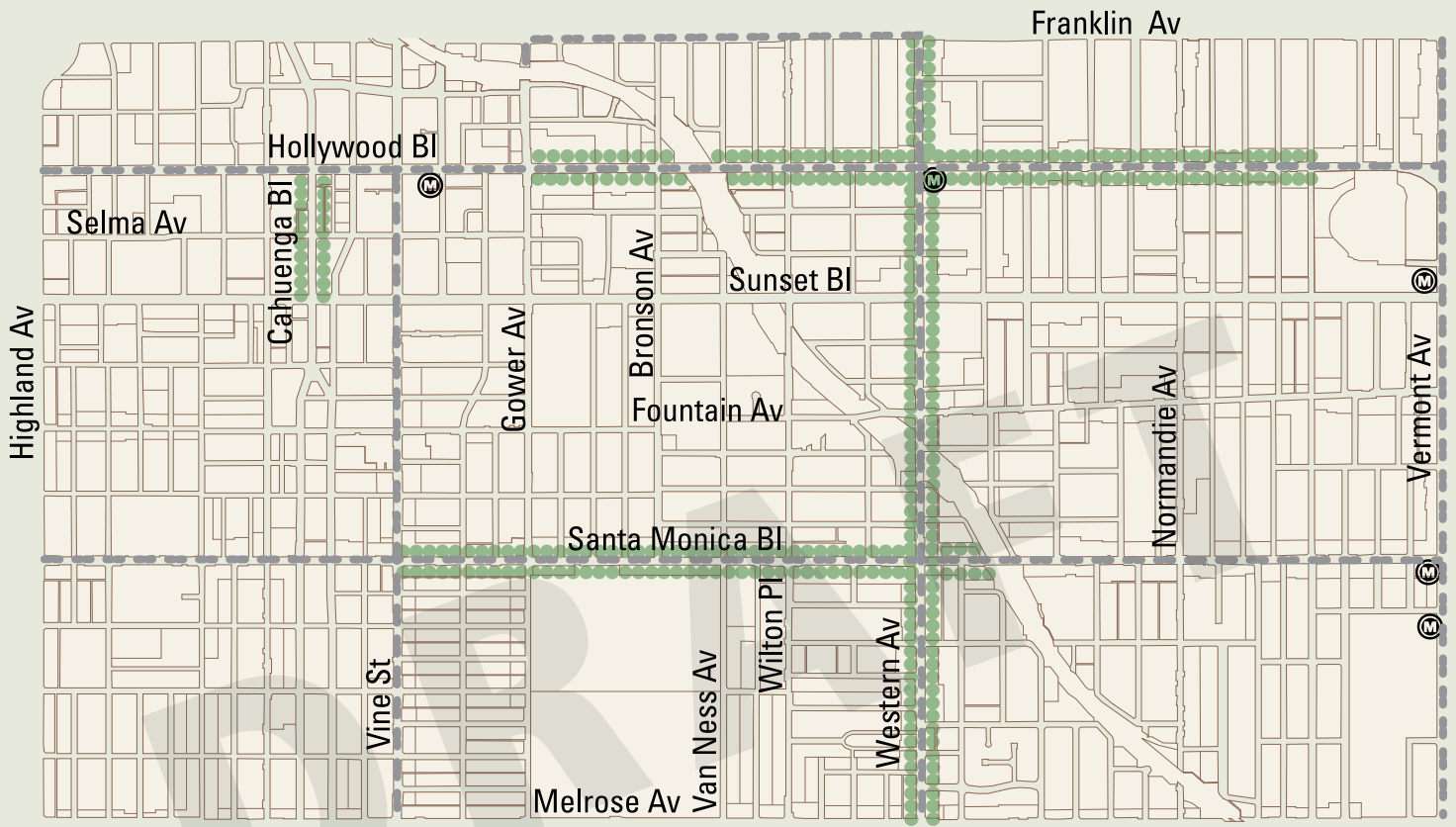
Policy LU.2.22: Minimize the loss of good quality affordable housing. Encourage the replacement of demolished quality affordable housing stock with new affordable housing opportunities.

Policy LU.2.23: Direct multifamily housing growth to neighborhoods designated as High Medium Residential (Map 30). Restore citywide standards for High Medium Residential density in areas which are designated as High Medium Residential.




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

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





Legend:

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

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




Map 34

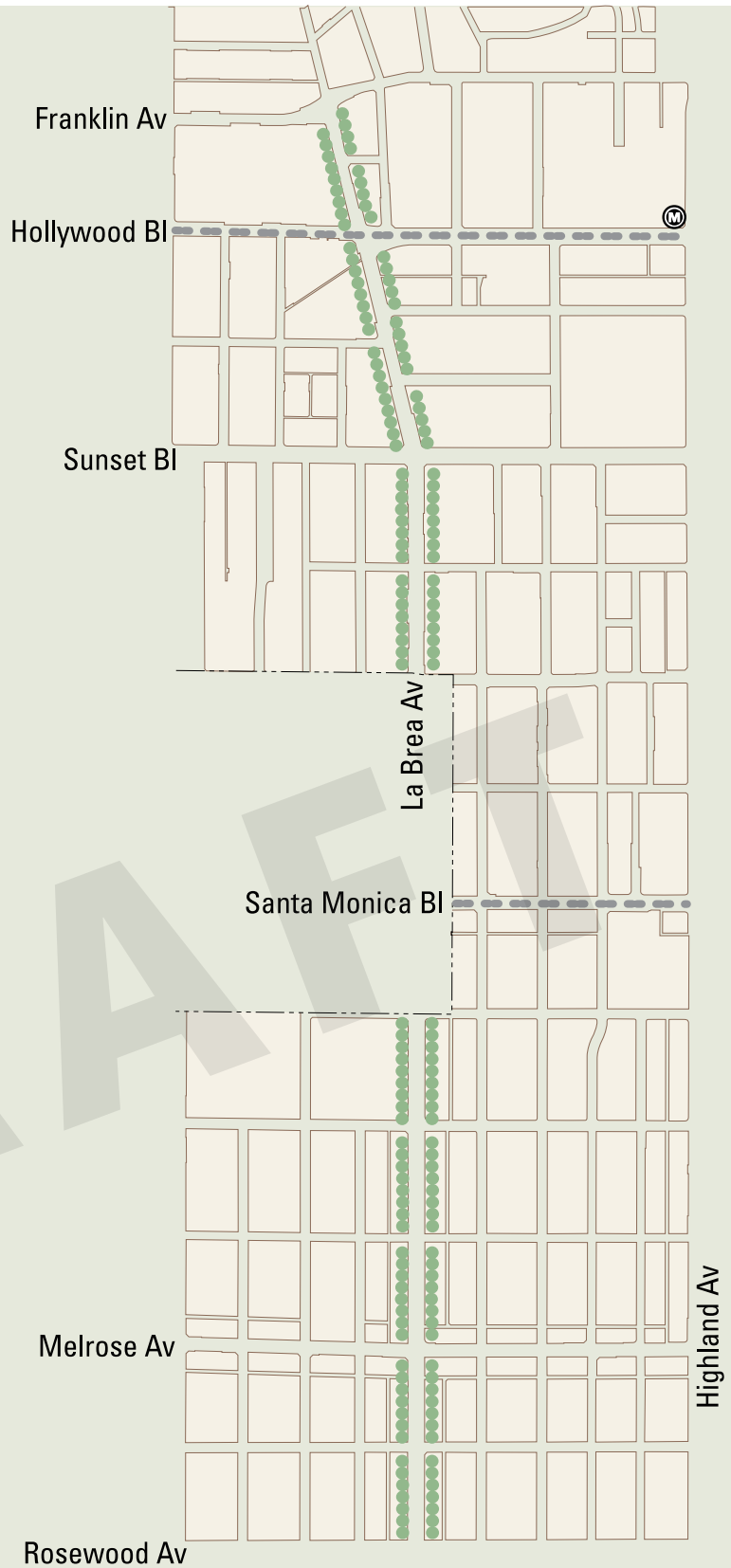
Hollywood Community Plan

PROPOSED STREETScape PLANS: CENTRAL & EAST HOLLYWOOD


Los Angeles City Planning Department • Graphic Services Section • February 2010: 005 | Not to Scale

Legend:

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



Map 35
Hollywood Community Plan
LA BREA STREETScape PLANS

Los Angeles City Planning Department • Graphic Services Section • February 2010: 005  Not to Scale

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

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

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

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

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

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

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

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

Program LU.2.28.1: Establish new zoning districts that encourage a mix of industrial uses with commercial or residential uses around the perimeter of industrial districts, where appropriate (Map 31).

Policy LU.2.29: The Plan supports consideration of Floor Area Ratios up to 3:1 in the Media District on a discretionary, case by case basis for well-planned, media-related industrial uses (Map 31).

Policy LU.2.30: Within the Media/Entertainment industry Opportunity Area (Map 32) encourage the retention of the studio industry by exploring a mix of uses, which may include industrial and non-industrial uses and may require other studio uses that are complementary.

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

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

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

Goal LU.3. Make streets walkable.

Walkable streets are important for all pedestrians, including transit-users. The

Hollywood Community Plan employs several strategies to make the streets of Hollywood more walkable. A number of street segments are assigned Modified Street Designations (Map 33) in order to widen the sidewalk to 15 feet. Detailed descriptions of Hollywood’s Modified Street Designations may be found in the Hollywood Community Plan’s Environmental Impact Report (EIR).

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

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

Policies and Programs:

Policies to maintain and create wide, walkable sidewalks:

Policy LU.3.1: Widen sidewalks to a minimum of 15 feet, or maintain existing sidewalk widths of 15 feet, along major and secondary highways with high levels of pedestrian traffic. Support the adoption of Modified Street Standards (Map 33) for the sake of preserving sidewalks which are already wide (15 feet or wider) and widening sidewalks which are narrow (less than 15 feet).

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

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

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

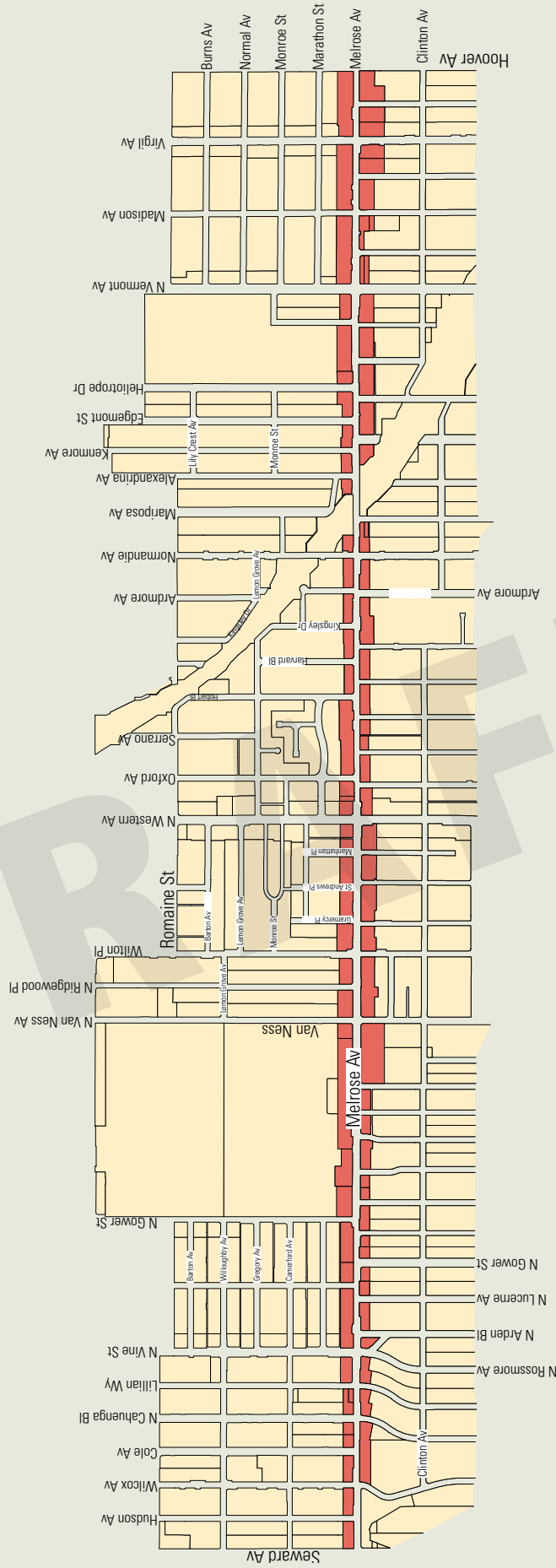


Legend:



Melrose East Streetscape Plan

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Map 36

Hollywood Community Plan MELROSE EAST STREETScape PLAN

Los Angeles City Planning Department • Graphic Services Section • February 2012/05 | Not to Scale



dining.

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

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

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

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

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

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

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

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

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

Policy LU.3.11: Encourage street benches for resting.

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

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

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

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

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



Policies and Programs to make streets attractive:

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

Policy LU.3.18: Design streets that are attractive: Establish Streetscape Plans for selected streets segments.

Program LU.3.18.1: Develop Streetscape Plans (Maps 34, 35 and 36) for the following streets segments:

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

Policy LU.3.19: Preserve distinctive street features such as wide landscaped parkways, landscaped medians, special paving and street lights, when feasible, to enhance walkability.

Policy LU.3.20: Support the establishment of street lighting districts to restore character street lights and fixtures.

Policies to encourage building designs which consider the pedestrian experience:

Policy LU.3.21: Encourage building designs which create interesting, attractive walking environments on streets with high pedestrian activity.

Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the Urban Design Chapter, Chapter 7.

Policy LU.3.23: Encourage large commercial projects to consider designs which break up the floor plate, providing pedestrian connections, and human scale design features, such as plazas, greenspace or a public focal point. Discourage “superblocks”.

Policies to promote streets with pedestrian-friendly land uses:

Policy LU.3.24: Promote pedestrian-friendly land uses along streets with high pedestrian activity.

Policy LU.3.25: Protect small, neighborhood-serving retail in residential districts with high pedestrian activity.

Policy LU.3.26: Retain desirable, viable uses such as live theaters and restaurants which support pedestrian activity in residential or industrial districts with high pedestrian activity.

Policy LU.3.27: Encourage extended hour active commercial uses and discourage concentrations of commercial uses which have limited operating hours in areas with high pedestrian activity.

Policy LU.3.28: Promote 24/7 or other extended hour active commercial uses, such as street vendors or farmers’ markets, adjacent to Metro stations and major transit stops to create safe waiting environments for transit commuters.



Goal LU.4

Improve open space, parks and public spaces

More than one third of the total acreage of the Hollywood Community Plan area is designated as Open Space (Map 35), however, this Open Space is highly concentrated in one Regional Park, Griffith Park, the largest municipally-owned park in the nation. Recognized as a Historic-Cultural Monument, Griffith Park contains several of the City's most outstanding educational, cultural and recreational amenities, including: Griffith Observatory, the Los Angeles Zoo, the Greek Theater, the Los Angeles Equestrian Center and the Autry National Center.

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

Policies to maintain existing open space:

Policy LU.4.0: Maintain and preserve Open Space designations within the Hollywood Community Plan Area (map 37).

Policies and Programs to create new open space:

Policy LU.4.1: Develop new public green spaces and public plazas where possible

Program LU.4.1.1: Conduct a nexus study to determine the impact of future commercial and multifamily residential development on the need for open space in Hollywood, and develop community-wide mitigations funded by impact fees.

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

Policies to convert sites containing underutilized uses to open space:

Policy LU.4.2: Encourage the conversion of sites with low development potential to Open Space.

Policy LU.4.3: Clean up brownfield sites for use as Open Space.



Legend:

Open Space, Public/Quasi-Public

Existing Open Space

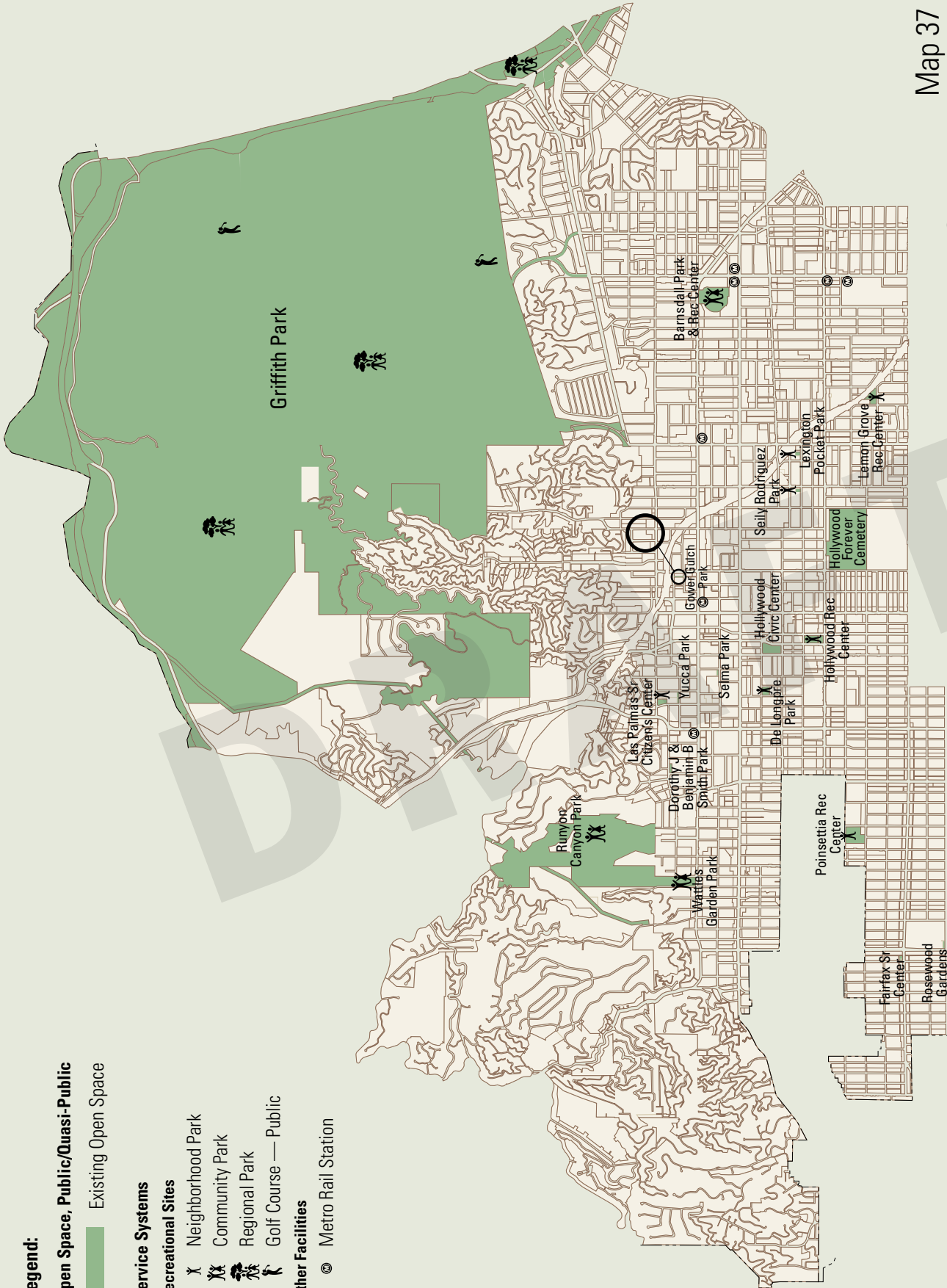
Service Systems

Recreational Sites

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

Other Facilities

- © Metro Rail Station



Map 37
Hollywood Community Plan
EXISTING OPEN SPACE

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Policy LU.4.4: Support the consolidation of the Virgil Avenue Street Lighting Yard to allow for a possible pocket park or community garden, if feasible. Convert and upgrade underutilized publicly-owned property for Open Space uses.

Policies to improve the public right-of-way as open space:

Policy LU.4.5: Improve available rights-of-way throughout the Plan Area with landscaping, benches, and walkways and bikeways for low-intensity recreational uses.

Policy LU.4.6: Support the conversion of powerline rights-of-way into Open Space.

Policy LU.4.7: Work with CalTrans to develop landscape plans for freeway rights-of-way that will reduce exposure to air pollutants for people using the rights-of-way as outdoor recreational areas.

Policies to improve open space around rivers and streams:

Policy LU.4.8: Maintain and expand public green space around rivers and streams.

Policy LU.4.9: Support recommendations of the Los Angeles River Revitalization Master Plan (Map 38) for establishing parks, walking paths, bicycle trails, gathering spaces, and public art along the Los Angeles River.

Policy LU.4.10: Observe guidelines for mobility, watershed management and urban design as established by the Los Angeles River Improvement Overlay Zone (Map 38).

Policy LU.4.11: Consider the selective daylighting of buried streams, when feasible.



Policies to improve access to open space:

Policy LU.4.12: Maintain and improve access to existing open space and new open space which is developed in the Plan area, including walking, hiking, and equestrian trails. Maintain and improve bicycle access to open space.

Policy LU.4.13: Support the connection of existing walking, hiking and equestrian trail segments (Map 39) in the Plan Area, where feasible. Encourage the connection of Griffith Park trails with Elysian Park trails, when possible.

Policy LU.4.14: Improve pedestrian access to Barnsdall Park in East Hollywood. Encourage access from Vermont Avenue.

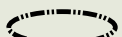


Policies to encourage street trees:

Policy LU 4.15: Recognize street trees as an important feature which improves the quality of open space in Hollywood.



Legend:

-  River Improvement Overlay Zone (RIO)
-  LA River Revitalization Master Plan Study Area

Service Systems

Recreational Sites

-  Regional Park
-  Golf Course — Public

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

Map 38

Hollywood Community Plan
**PROPOSED RIVER IMPROVEMENT OVERLAY ZONE (RIO)
 AND STUDY AREAS OF THE L.A. RIVER REVITALIZATION MASTER PLAN**

Los Angeles City Planning Department • Graphic Services Section • February 2010: 005 | Not to Scale. 

Policy LU.4.16: Work with other City departments, neighborhood associations, business improvement districts and private developers to promote trees in parkways, landscaped medians, community gateways and throughout the Plan Area.

Policies to promote green roofs:

Policy LU.4.17: The Plan supports the use of rooftops for Open Space, where public safety permits.

Policy LU.4.18: The Plan supports the use of rooftops for running tracks, gardens and other recreational purposes.

Policies to promote public plazas:

Policy LU.4.19: Encourage the construction of public plazas, in addition to greenspaces.

Policy LU.4.20: The Plan supports granting a Floor Area Bonus through a discretionary process in exchange for the provision of a public plaza.

Policy LU.4.21: The Plan supports the consideration of limited and selective street closings for public plazas, when circulation is not adversely impacted.

Policy LU.4.22: The Plan supports the closure of Hudson Avenue, between Hollywood Boulevard and Yucca Street, to create a public plaza.

Policy LU.4.23: Maintain existing pedestrian access to alleys, plazas and other public spaces.

Policies to support community facilities:

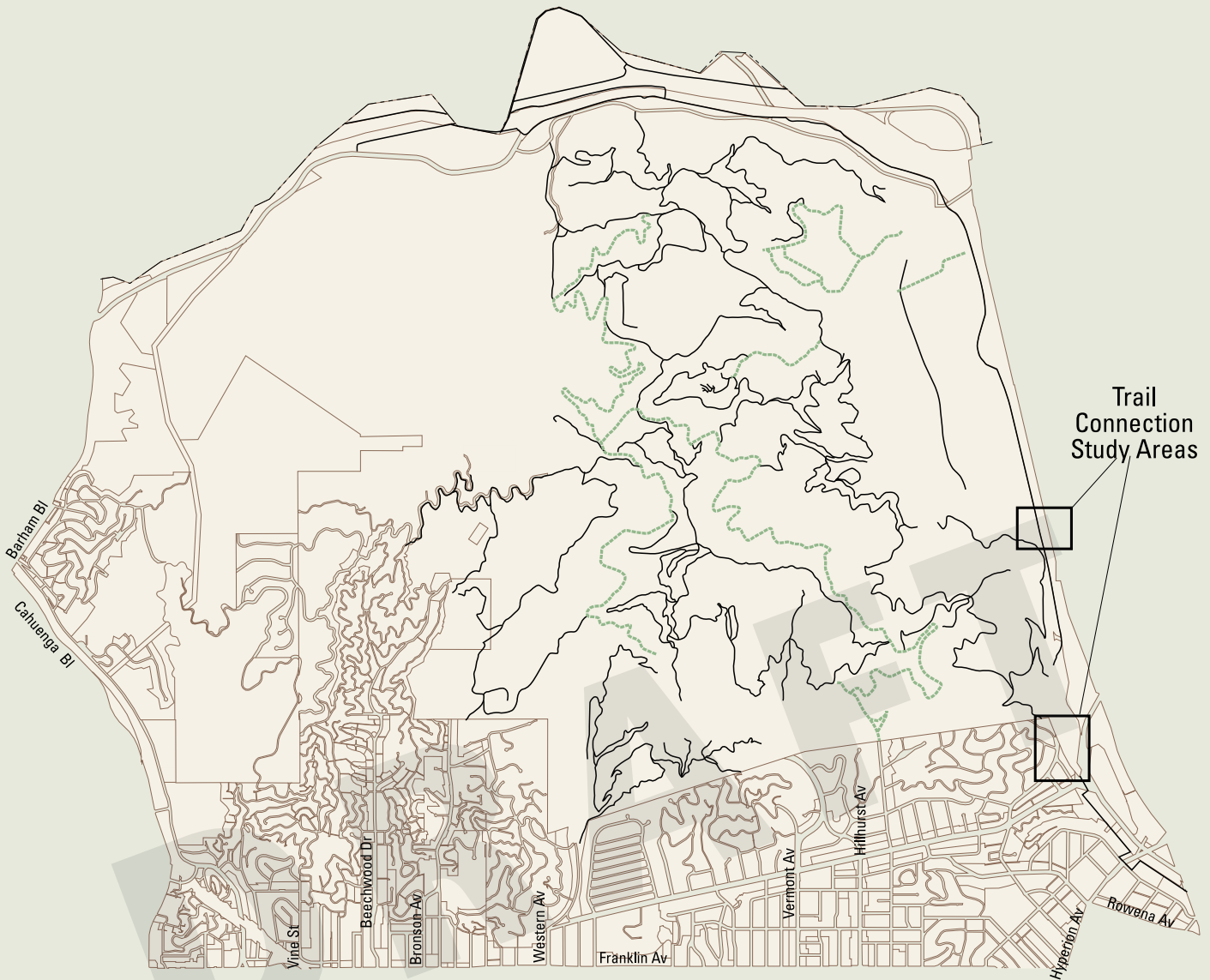
Policy LU.4.24: Encourage the provision of community facilities and open space within private discretionary projects.

Policy LU.4.25: The Plan supports the provision of community facilities to be used for classes, bicycle amenities, adult and child daycare, community meetings and other community purposes.

Policy LU.4.26: The Plan supports allowing community centers to utilize alternative means of providing required parking.

Policies to support the use of open space for cemeteries:

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



Legend:

- Equestrian Trails
- Connecting Park Road
(Limited Motorized Access)

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

Map 39
Hollywood Community Plan
EQUESTRIAN TRAILS

Los Angeles City Planning Department • Graphic Services Section • February 2010: 005 | Not to Scale

Goal LU.5

Encourage sustainable land use and building design.

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

Reducing air pollution improves air quality and visibility, reduces greenhouse gas emissions, while promoting public health and liveability. Improving energy efficiency reduces energy costs as well as protects the environment. The consumption of fresh produce which is locally grown strengthens the local economy while promoting public health and reducing the environmental and financial costs of long distance shipping.

The Hollywood Community Plan promotes land use policies which foster a quality of city life that is liveable and sustainable.

Policies

Policy LU.5.1: Promote sustainable land use, streetscape and building policies to protect the environment and public health. Require large projects to address sustainable development.



Legend:

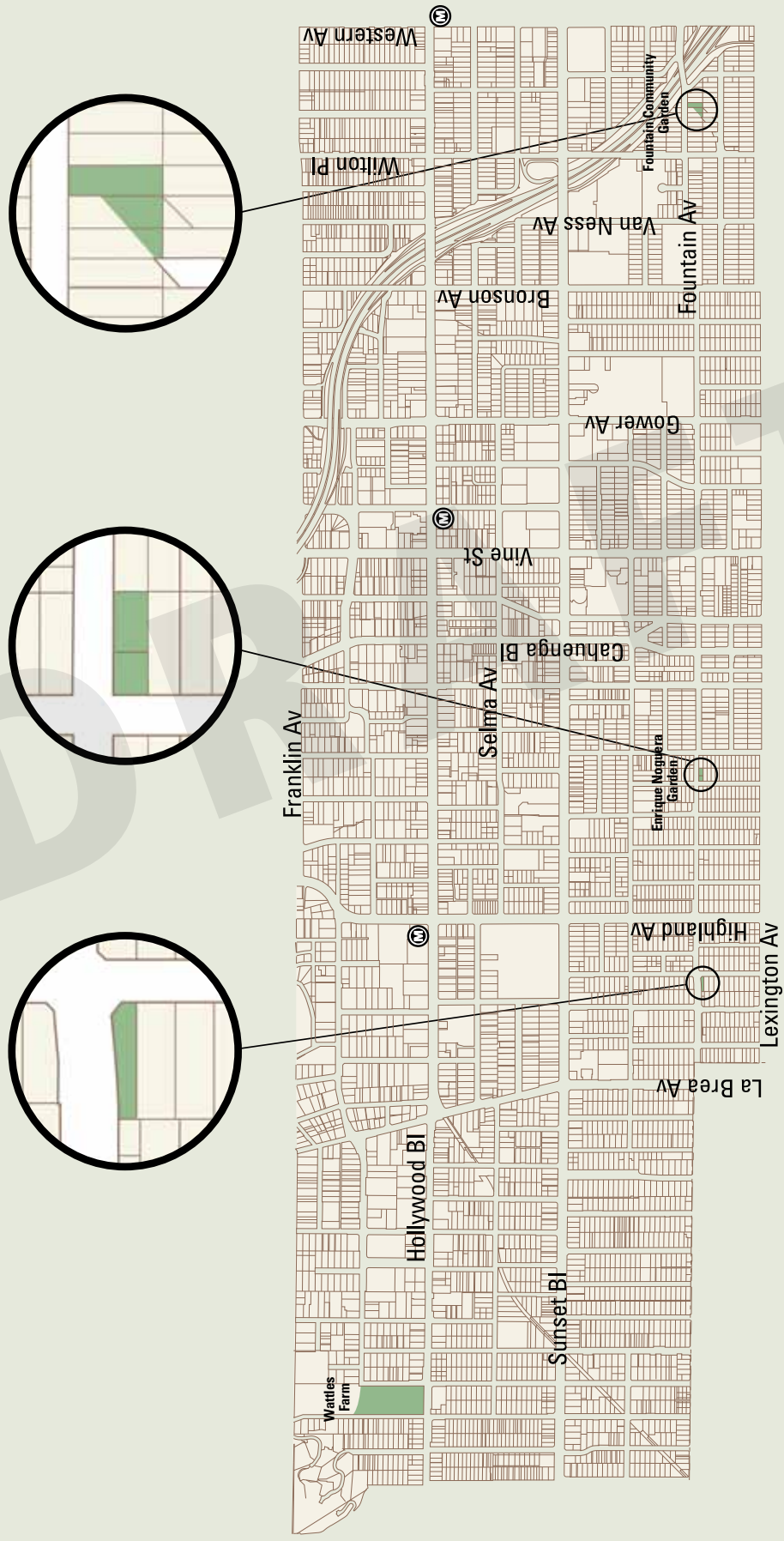
Open Space, Public/Quasi-Public



Community Garden



Metro Rail Station



Map 40
Hollywood Community Plan
COMMUNITY GARDENS

Los Angeles City Planning Department • Graphic Services Section • February 2010, 016 | Not to Scale

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

Policy LU.5.2: Promote land use policies which support mobility options to reduce auto dependence. Promote the General Plan Framework's transit-oriented development policies which encourage compact, mixed-use development near transit to reduce vehicle trips and improve air quality.

Policy LU.5.3: Promote building policies which minimize use of toxic chemicals, minimize waste through use of recycled materials and support the use of clean, efficient, renewable energy. Implement City policies to promote Green Building practices for new construction of residential, commercial and industrial structures, and public facilities.

Policy LU.5.4: Encourage green space, landscaping and street management policies which reduce the energy costs of cooling, support the pedestrian environment, and improve the public realm.

Policy LU.5.5: Promote the planting of street trees to provide comfortable, shady walking environments, cooling, and absorption of carbon dioxide.

Policy LU.5.6: Support policies which conserve water, recharge local groundwater aquifers and reduce the pollution of water resources. Meet increases in the demand for water through conservation and recycling.

Policy LU.5.7: Maximize the use of recycled water, including the capture and reuse of stormwater.

Policy LU.5.8: Encourage the daylighting of buried streams and other policies which promote stormwater infiltration.

Policy LU.5.9: Encourage the use of permeable materials for the paving of sidewalks and driveways, when feasible.

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

Policy LU.5.11: Promote watershed management policies which integrate flood protection with water conservation, improvement in the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

Policy LU.5.12: Promote recycling and waste reduction. Support recycling centers which transform waste disposal into resource recovery and economic development opportunities.

Policy LU.5.13: Support facilities which convert wastewater into electricity, such as the Hyperion Treatment Plant.

Policy LU.5.14: Encourage recycling of construction material, both during construction and building operation, including composting of food waste. Encourage dismantling and reuse of materials rather than demolition and dumping.



Policy LU.5.15: Support food policies which promote healthy eating, strengthen regional agriculture and food security and reduce the environmental and financial costs of long distance shipping. Encourage the cultivation and sale of locally sourced produce.

Policy LU.5.16: Encourage the temporary closure of local and collector streets for the purpose of providing space for Farmers' Markets, where appropriate.

Policy LU.5.17: Encourage the temporary use of vacant or underutilized land for community gardens.

Policy LU.5.18: Encourage the use of vacant publicly-owned parcels for community gardens.

Policy LU.5.19: Encourage the provision of space for a community garden as a public benefit (Map 40).

Policy LU.5.20: Encourage the joint use of public facilities for the purpose of promoting the efficient use of space, energy and public resources. Support the plans of LADWP to provide parkland on top of the proposed Headworks Reservoir in Griffith Park between Ventura Freeway and Forest Lawn Drive and in future infrastructure projects, where appropriate.

Policy LU.5.21: Promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases and increase reliability of power supply.

Policy LU.5.22: Support the use of wind energy, hydropower, geothermal energy, biomass energy and solar power. Encourage passive and active solar energy systems, particularly photo voltaic.



Policy LU.5.23: Promote energy efficiency in the production and delivery of electricity. Encourage local generation of clean, renewable power at or near the point of use to improve reliability of service, reduce energy costs and protect the environment.

Policy LU.5.24: Encourage flexibility in building designs of residential, commercial, and industrial uses, and public facilities to accommodate solar panels.

Policy LU.5.25: Promote the preservation and reuse of existing buildings, when feasible.

Policy LU.5.25: Improve preparedness for disasters, including those related to climate change. Coordinate with other City departments to assess preparedness for increased frequency of extreme weather events, such as heat waves, drought, wildfires, flooding, and sea level rise.

Policy LU.5.26: Support adaptation to climate change through the preparation of land use plans, building codes and zoning codes which mitigate impacts.

Program LU.5.26.1: Review current zoning and building codes to minimize climate change impact.

Policy LU.5.27: Encourage the use of fire-resistant building design, materials and siting.

Policy LU.5.28: Coordinate with other City departments to assess preparedness for public health emergencies, earthquakes and other disruptions of civic life.

Policy LU.5.29: Encourage mixed-use projects to include a green business tenant.



Summary

The Land Use Plan introduces the goals of the Community Plan, followed by policies and programs to achieve these goals. Policies are broad statements which point out the direction of the Plan's vision. Plan policies are referenced by decisionmakers and community members to make sure that land use decisions are consistent with the vision of the Community Plan. Plan programs are focused policy statements which are ready for implementation when funding becomes available.

Chapter 4 introduces the Mobility Plan. The Mobility Plan outlines policies and programs recommended to mitigate traffic impacts of new development allowed by the Hollywood Community Plan.



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Mobility Plan

It is the challenge of the Mobility Plan to provide Hollywood's residents and visitors with as many mobility options as possible so that their trip choices contribute minimally to the traffic congestion that already exists in this community. Much of Hollywood's traffic is regional traffic, a flow composed of trips which neither begin or end in Hollywood. This pass-through traffic can only be mitigated by regional policies.

The Mobility Plan focuses on policies to mitigate locally-generated traffic, that is, trips which either begin or end in Hollywood. It is anticipated that many of the trips generated by the expanding residential and commercial uses in Hollywood's downtown regional center will be short local trips and can be addressed by such policies. The Mobility Plan also addresses the issues of "cut-through" traffic in residential neighborhoods and the demand for parking resources.

The proximity of residential neighborhoods to vibrant commercial districts, congested freeways, street closures due to special events, and congestion caused by big shows at entertainment venues, all contribute to overflow of traffic into residential neighborhoods. The Mobility Plan recommends the preparation of neighborhood traffic management plans for impacted neighborhoods and the adoption of designated routes for valet parkers.

Policies are outlined to improve the utilization of existing parking resources, such as electronic information on the location and current availability of parking, shared parking within parking management districts, and a district valet program. The Mobility Plan also supports the construction of new public parking facilities in areas of high parking demand.

What is Mobility?

Whether walking, riding a bike, taking public transit or driving a car, community members want efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to comfortably travel within the community and region using one or several modes of transit. Mobility is enhanced when community members have a variety of travel options ranging in feasibility and cost.

Goals and Policies

The Mobility Plan guides the land use and transportation policies of the Community Plan so that citywide transportation policies established in the Framework and the Transportation Element are carried out in the Hollywood Community Plan. The overarching goal of the City's transportation policies is to create a healthy, sustainable and economically prosperous city in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the city's unique communities and neighborhoods, and which is supported by a first-class, multi-modal transportation system.

The Hollywood Community Plan addresses the issues of mobility and access with a series of policies. Some of these policies reference the General Plan Framework and the Transportation Element of the City's General Plan. Other policies are proposed in coordination with the Hollywood Transportation Improvement and Mitigation Program (TIMP).

Street Designations: Standard and Modified

The City's official standard street dimensions are depicted in the Department of Public Works Standard Plan S-470-0, which reflects street standards adopted by the City Planning Commission. These generalized cross sections represent fully dedicated and improved streets by designation and type.

Modified Street Designations

The City Council may by ordinance adopt specific standards for individual streets which differ from these generalized cross sections, which are termed "Modified" streets. The Hollywood Community Plan implements a series of Modified Street Standards (Figure 1), based on a comprehensive study which was conducted of Major Class II Highways and Secondary Highways in Hollywood.

Factors considered in this analysis included the presence of historic buildings, development potential as reflected by lot depths, existing and proposed land use, and volumes of vehicular and pedestrian traffic. In Hollywood these customized street standards take the place of the dimensions outlined previously as Priority Street Treatments.

Much of Hollywood's streetgrid is not built out to current standards and is unlikely to ever achieve these standards due to the historic architecture of buildings along the street or other development-restricting factors. In these cases it may be impractical to require street dedications from new development. However, the Hollywood Community Plan recognizes that many of Hollywood's roadways and sidewalks are not currently constructed to a width that can easily accommodate the expected increase in vehicular and pedestrian traffic and should be widened accordingly.

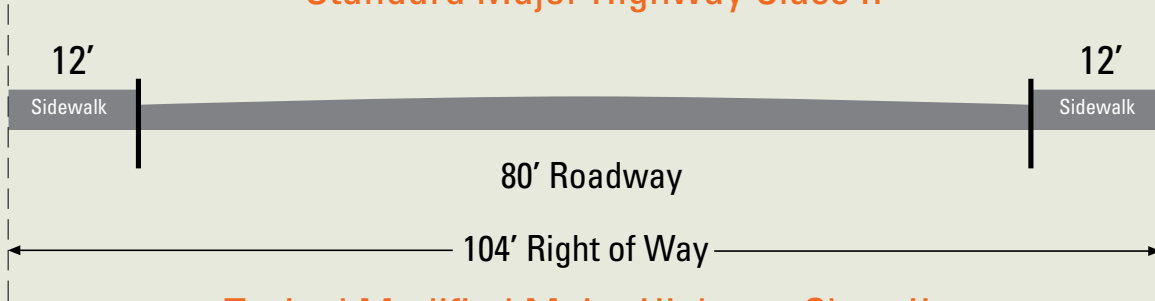
Modified Street Standards are established to reconcile existing street designations with the reality of the existing built environment and the development potential of Hollywood's busiest streets. Detailed descriptions of Hollywood's Modified Street Standards can be found in the Hollywood Community Plan's Environmental Impact Report (EIR).

The Community Plan's Traffic Improvement and Mitigation Program (TIMP)

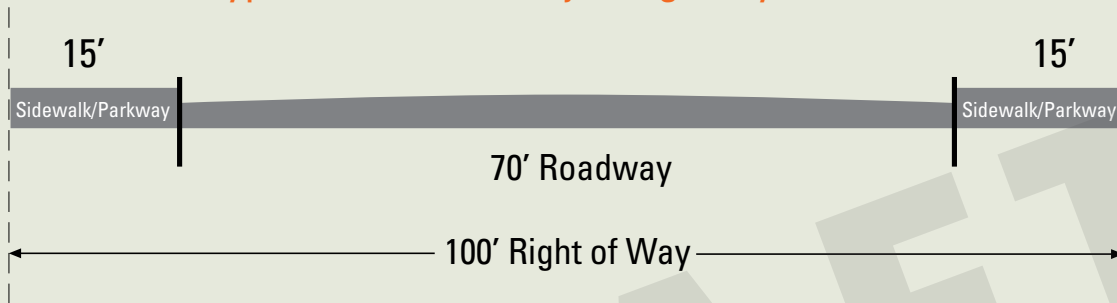
A study, referred to as the Traffic Improvement and Mitigation Program (TIMP), was conducted on the traffic impact of new development allowed by the Hollywood Community Plan. The TIMP takes into account a travel demand forecast model which estimates and compares total vehicle miles travelled, total vehicle hours travelled, and the percentage of congested street segments for several different land use scenarios.

Major Highway- Class II Street Designation Standards

Standard Major Highway Class II



Typical Modified Major Highway Class II



Secondary Highway Street Designation Standards

Standard Secondary Highway



Typical Modified Secondary Highway

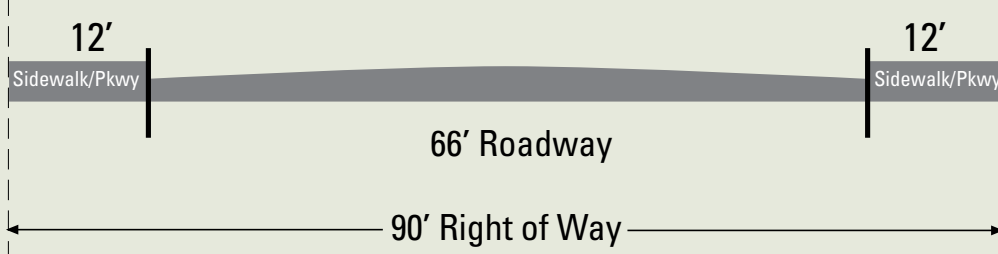


Figure 1
Hollywood Community Plan
STANDARD AND MODIFIED STREET STANDARDS

Los Angeles City Planning Department • Graphic Services Section • December 2007 | Not to Scale

Included in the TIMP are recommendations for mitigating the volume and pattern of traffic which is associated with these respective land use scenarios. Traffic mitigation measures include Transportation System Management (TSM) Strategies, Transit Improvements, Transit Access and Connectivity Policies, Non-Motorized Transportation Policies, Transportation Demand Management (TDM) Strategies, recommended Capital Improvements and Neighborhood Traffic Management Plans, and Parking Policies.

The Mobility Plan incorporates TIMP mitigation measures into a series of recommended policies to improve mobility and access in Hollywood.

Goal M.1: Expand mobility and access options with transportation system management strategies, transit improvements, transit access and connectivity policies, non-motorized transportation policies, transportation demand management strategies, capital improvements, neighborhood traffic management plans and parking policies.

Policies to manage transportation systems:

Transportation Systems Management (TSM) strategies increase the efficiency of existing transportation infrastructure through traffic engineering and traffic operation control, by monitoring and synchronizing traffic signals, imposing peak period parking restrictions, and making improvements to intersections. The Mobility Plan recommends TSM strategies to apply throughout the Hollywood Community Plan area, with several locations highlighted for attention.

Policy M.1.1: Support the adoption of an impact fee to fund transportation systems management strategies.

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

Policy M.1.2: Implement transportation systems management strategies to use the existing transportation system more efficiently.

Policy M.1.3: Implement signalization improvements to facilitate traffic flow.

Policy M.1.4: Install Automated Traffic Surveillance and Control (ATSAC) at all signalized intersections and all intersections along Major Class II and Secondary Highways in Hollywood.

Policy M.1.5: Implement or enhance “Smart Corridors” to coordinate CalTrans’ freeway traffic management system with the ATSAC/Adaptive Traffic Control System (ATCS) highway and street traffic signal management system to enhance incident management and motorist information to reduce traffic delays.

Policy M.1.6: Utilize traffic operations techniques to increase the capacity of the roadway network in response to changing traffic volumes.

Policy M.1.7: Continue the use of movable cones and traffic control officers to create dedicated turn lanes and bus zones on Highland Avenue to manage

Hollywood Bowl traffic. Review the applicability of these techniques to other congested street segments.

Policy M.1.8: Implement parking restrictions to provide additional capacity in periods of peak traffic, where appropriate. Discourage peak hour parking restrictions on streets with high volumes of bicyclists and older residential neighborhoods which have deficits of off-street parking.

Policy M.1.9: Improve the enforcement of all parking restrictions in the Hollywood Community Plan Area, including tow-away response.

Policy M.1.10: Identify and implement intersection improvements on all Major Class II and Secondary Highways, and along some Collector streets, throughout the Hollywood Community Plan Area.

Policy M.1.11: Identify intersections where congestion related to left turns can be improved by either the provision of a left turn lane or the prohibition of left turns, such as intersections along Hollywood Boulevard in East Hollywood, and implement improvements, taking into consideration impacts on pedestrians and bicyclists.

Policy M.1.12: Study the use of one-way streets to ease traffic congestion.

Policy M.1.13: Use electronic media to provide motorists current traffic information.

Policy M.1.14: Install a upgraded Traveller Information System to alert motorists to impending street closures and other events which block traffic.

Policy M.1.15: Maintain the street system to facilitate the movement of current and future traffic volumes, as well as emergency services: Support the maintenance and rehabilitation of all Highways and Streets.

Policy M.1.16: Continue to operate the City's pavement management system to develop optimum street maintenance strategies, with an emphasis on full-width resurfacing.

Policy M.1.17: Implement on-street maintenance work during non-peak days and hours. Park street maintenance vehicles, equipment, materials, supplies, etc. away from Major Class II and Secondary Highways during weekdays.

Policies to improve transit:

Public transit ridership in Hollywood already exceeds the citywide average. According to the 2000 Census 13% of employed persons in Hollywood commuted by transit, compared to 10.2% citywide. The Mobility Plan recommends a number of transit improvement policies to support and increase the percentage of commuters choosing transit over the solo driver trip, including preferential bus lanes, street improvements to facilitate bus movement and transit commuter amenities at transit stops.

Policy M.1.18: Implement Transit Improvements to increase transit ridership.

Policy M.1.19: Coordinate with Metro and the Department of Transportation to improve local, Metro Rapid and community-level bus service.

Policy M.1.20: Support increased bus service along high travel demand routes.

Policy M.1.21: Periodically Review DASH routes to ensure maximum ridership and optimal bus stop locations.

Policy M.1.22: Support the development of coordinated intermodal public transit plans to implement linkages to future public transit services

Policy M.1.23: Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms, shade trees, bicycle access and self-cleaning restrooms.

Policy M.1.24: Support preferential bus lanes on appropriate surface streets and freeways.

Policy M.1.25: Support street improvements which are needed to facilitate the movement of buses, such as jog eliminations, street widening, bus bays or turnouts, street signage, striping, colored pavement.

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

Policies to improve transit access and connectivity:

Improving access to transit is accomplished by land use policies which direct growth to Plan areas accessible by transit, and other policies which make transit use more attractive. Acknowledging that a transit trip often involves more than one segment and more than one mode of travel, the Mobility Plan puts forward policies and programs to facilitate transfer from one mode of travel to another, such as the transfer from bus to bicycle, Metro to taxi, Metro to DASH, or Metro Rapid to a local bus.

Policy M.1.26: Implement strategies to improve transit access and connectivity.

Policy M.1.27: Improve the ease and convenience of using transit by making improvements to transit waiting areas and pedestrian and bicycle routes leading to transit waiting areas.

Policy M.1.28: Encourage projects located at intersections served by different transit modes, or intersections which Metro identifies as major transfer nodes, to provide transit amenities such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers and stamped crosswalks.

Policy M.1.29: Support Metro's plans to construct multimodal transit centers at locations served by various types of transit. Multimodal transit centers typically include such passenger amenities as information kiosks, telephones, restrooms, information systems with real time vehicle arrival times, passenger drop-off spaces, park-and-rides, security and lighting.



Policy M.1.30: Extend the hours of service and reduce headways of DASH routes which directly serve Metro Rail Stations, as funding permits.

Policy M.1.31: Encourage large commercial, residential and mixed-use projects to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around Hollywood.

Policy M.1.32: Encourage commercial, residential and mixed-use projects which are located within walking distance of a Metro Station to offer monthly parking leases to Metro commuters.

Policy M.1.33: Support the location of taxi layover and pick up zones near Metro stations and major pedestrian destinations.

Policy M.1.34: Support the implementation of bike-transit centers to provide metro commuters a place to store their bicycles and purchase bicycle repair tools, accessories, and drinking water.

Policy M.1.35: Improve on-street bicycle access to bicycle commuter facilities at Metro Red Line Stations.

Policy M.1.36: Encourage residential, commercial and mixed-use projects located near a Metro station to provide exclusive parking areas for shared cars.

Policy M.1.37: Support the dedication of onstreet parking spaces for shared cars near Metro stations.

Policy M.1.38: Expand the existing LADOT City Ride Program, as funding permits.

Policy M.1.39: Provide vehicle ingress and egress to project sites that minimize interference with bus traffic. Minimize driveways along streets served by articulated buses.

Policy M.1.40: Encourage projects located adjacent to Metro stations to activate direct connections between the projects and the Metro Subway Station Platform/ Mezzanine, whenever feasible, in consultation with LA Metro, LA Department of Transportation and the Planning Department.

Policies to improve bicycle mobility:

Bicycles can be an important and growing part of the mobility system in Hollywood. Bicycles are used for short trips or for segments of trip chains. Metro policies enable bicyclists to store their bicycles at Metro Stations, take bicycles on board the Metro subway and load their bicycles onto the front of buses. The Hollywood Community Plan contains additional policies which support the needs of bicyclists for safe bikeways and convenient bike storage, bicycle accessories and amenities.



Policy M.1.41: Encourage the use of bicycles.

Policy M.1.42: Encourage funding and construction of safe, convenient and attractive bicycle routes to connect residential neighborhoods to schools, open space areas, neighboring cities and employment centers and promote bicycling as a mobility option

Policy M.1.43: Maintain existing planned bicycle routes (Map 12):

Class I Bike Path: the Los Angeles River Bike Path

Class II Bike Lanes:

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

Class III Signed Bike Routes:

- Zoo Drive between Forest Lawn Boulevard and Crystal Springs Drive
- Crystal Springs Drive between Zoo Drive and Los Feliz Boulevard

Policy M.1.44: Amend the Bicycle Plan to designate the following street segments as Class III bike routes upon adoption of the Hollywood Community Plan and Class II bike lanes when full improvement is achieved (Map 12):

- Fountain Avenue between La Brea Avenue and Sunset Boulevard.
- Fairfax Avenue between Hollywood Boulevard and Fountain Avenue
- Fairfax Avenue between Willoughby Avenue and Melrose Avenue.

Policy M.1.45: Connect existing and proposed bike paths, bike lanes and bike routes, in the Hollywood Community Plan area to bike paths, bike lanes and bike routes in other communities, where possible. Connect bike paths, bike lanes and bike routes by the Los Angeles River to bike paths, bike lanes and bike routes in central Hollywood.

Policy M.1.46: Implement public right of way improvements on Fairfax Avenue between Willoughby Avenue and Melrose Avenue to complement bikeway improvements in the City of West Hollywood north of Willoughby Avenue on Fairfax Avenue. Restripe this segment of Fairfax Avenue to allow for bike lanes, northbound and southbound.

Policy M.1.47: Amend the Bicycle Plan to include the following routes as study corridors for potential bike lanes, bike routes or bicycle boulevards:

- Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue
- Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue
- Fairfax Avenue between Melrose Avenue and Rosewood Avenue
- Highland Avenue between Barham Boulevard and Rosewood Avenue
- Bronson Avenue between Franklin Avenue and Santa Monica Boulevard
- Edgemont Street between Franklin Avenue and Melrose Avenue
- Virgil Avenue between Los Feliz Avenue and Melrose Avenue
- US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard
- Virgil Avenue between Los Feliz and Sunset Boulevard
- Hillhurst Avenue between Sunset Boulevard and Melrose Avenue
- Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard
- Wilton Place between Franklin Avenue and Melrose Avenue
- Vine Street between Melrose Avenue and Franklin Avenue
- La Brea Avenue between Franklin Avenue and Rosewood Avenue
- Orange Drive between Rosewood Avenue and Franklin Avenue
- Las Palmas Avenue between Waring Avenue and Selma Avenue
- June Street between Waring Avenue and Rosewood Avenue
- Gower Avenue between Melrose Avenue and Fountain Avenue
- Van Ness Avenue between Sunset Boulevard and Melrose Avenue
- Oxford Street between Melrose Avenue and Romaine Street
- Heliotrope Drive between Rosewood Avenue and Los Feliz Boulevard
- Hoover Street between Santa Monica Boulevard and Melrose Avenue
- Santa Monica between Sunset Boulevard and La Brea Avenue
- Franklin Avenue between La Brea Avenue and Vermont Avenue
- Los Feliz Boulevard between Western Avenue and Riverside Drive
- Cahuenga Boulevard between Burham Boulevard and Highland Avenue
- Burham Boulevard between Cahuenga Boulevard and Forest Lawn Drive
- Waring Avenue between La Cienega and Gower Avenue
- Rosewood between La Cienega Boulevard and June Street
- Rowena Avenue between Hyperion Avenue and Glendale Boulevard
- Finley Avenue between Edgemont Street and Talmadge Street
- Tracy Street between Talmadge Street and Hyperion Avenue
- Rowena Avenue between Hyperion Avenue and St. George Street

- St. George Street between Rowena Avenue and Franklin Avenue
- Franklin Avenue between St. George Street and Vermont
- Finley Avenue between Talmadge Street and Edgemont Street

Policy M.1.48: Coordinate with the Department of Transportation to identify opportunities for providing the following bicycle amenities and improvements.

- expanded bicycle lanes, bicycle routes and bicycle friendly streets
- Share the Road bike icons painted on right lanes
- bicycle friendly drainage grates
- directional/wayfinding signage
- bicycle signals and/or push buttons
- bicycle loop detectors
- wide outside curb lanes

Policy M.1.49: Support the provision of bicycle parking and shower facilities in new non-residential development and municipal buildings, as required by LAMC 12.21 A 16.

Policy M.1.50: Support bikeway improvements proposed by Metro at rail stations to facilitate the use of Metro Rail by bicyclists.

Policy M.1.51: Promote efforts to improve the safety of bicycling.

Policy M.1.52: Work with Metro and the Department of Transportation in securing state and federal funding for bikeway construction, bikeway maintenance and bicycle safety education.

Policy M.1.53: Support the provision of bicycle amenities at markets and shopping centers.

Policy M.1.54: Support improved bicycle access to large entertainment venues, such as the Hollywood Bowl.

Policies to improve pedestrian mobility:

Successful pedestrian mobility requires well-designed infrastructure. The Mobility Plan supports wide sidewalks, street amenities and pedestrian-friendly building design and uses to foster walking. Maintaining a network of wide, well-maintained sidewalks, alleys and passageways to connect with popular destinations is key.

Street amenities such as street trees, landscaping, benches, street lights, outdoor dining, public art and directional signage are important. Transparent street frontages activated by neighborhood-oriented retail uses welcome pedestrians. Pedestrian safety is optimized by locating vehicular access from alleys to the rear of buildings.

The Mobility Plan's pedestrian mobility policies are the same policies included in the Land Use Plan under Goal LU.3 – Make Streets Walkable.

Policies to manage transportation demand:

Transportation Demand Management (TDM) Strategies are strategies which decrease the load of vehicles on the transportation system by providing incentives for the use of shared vehicles or alternative mobility options. The Mobility Plan proposes policies to facilitate the use of transit and shared car options, which include taxis, rental cars, shared cars, van pools, and shuttles. The Plan also recommends a nexus study as a first step towards a traffic impact fee, and the study of other financing mechanisms to support mobility options.

Goal M.1.55: Implement transportation demand management strategies to minimize vehicle trips.

Policy M.1.56: Develop a financing mechanism to fund transportation programs which offer alternatives to the drive alone motorist.

Program M.1.56.1: Initiate a study of ways to fund transportation demand management programs, such as a Traffic Impact Fee, tax increments, bonds, grants, benefit assessment districts, and other financing measures.

Program M.1.56.2: Develop grant-writing capacity within the Department of City Planning to seek funding sources for mobility options contained within the Mobility Plan.

Policy M.1.57: Work with Business Improvement Districts to promote the establishment of Benefit Assessment Districts that can fund capital improvements for transit and shared car options.

Policy M.1.58: Encourage mobility alternatives. Support transportation options for persons who do not have cars or want to use their cars less.

Policy M.1.59: Promote the use of taxis, rental cars, shared cars, van pools and shuttles.

Policy M.1.60: Support the expansion of taxi layover and stopping zones near Metro Stations and other areas with high levels of pedestrian activity. Encourage location of rental car service near Metro Stations and major transit nodes.

Policy M.1.61: Promote the use of shared cars and carpools or vanpools. Encourage residential, commercial and mixed-use projects to provide exclusive parking areas for shared cars, and/or exclusive parking areas/waiting areas for carpools/vanpools.

Policy M.1.62: Support the dedication of onstreet parking spaces for shared cars in locations with high demand for shared cars.

Policy M.1.63: Encourage owners of multifamily residential and mixed-use projects to offer tenants incentives for using transit.

Policy M.1.64: Promote the provision of subsidized Metro monthly passes to tenants and/or employees.

Policy M.1.65: Encourage employers to provide employees with incentives for using transit.

Policy M.1.66: Promote the offer of merchant incentives to customers for using transit.

Policy M.1.67: Promote the operation of a shuttle service which circulates between public parking facilities, and major residential, commercial and transit locations in Hollywood.

Policy M.1.68: Maintain and expand existing shuttle services which provide transportation to and from satellite parking lots for significant trip generators such as the Hollywood Bowl and major employers, such as the hospitals in East Hollywood.

Policy M.1.69: Encourage large residential, commercial, industrial and mixed-use projects to provide shuttle services for their tenants or employees to Metro stations.

Policy M.1.70: Promote Transportation Demand Management (TDM) Plans for large projects. TDM Plans should establish vehicle trip caps, a program for monitoring vehicle trips, and a system of incentives and penalties for meeting, or failing to meet, vehicle trip reduction goals.

Policy M.1.71: Encourage all non-residential developments to provide employees with the option of flexible work schedules and onsite telecommuting facilities to minimize peak hour traffic congestion.

Capital improvement policies:

Investment in capital improvements is necessary to maintain the transportation infrastructure. The Mobility Plan proposes capital improvements to apply throughout the Hollywood Community Plan area. Incorporated in the Mobility Plan are TIMP recommendations for targeted capital investments in specific locations.

Policy M.1.72: Support investment in capital improvements of the transportation system.

Policy M.1.73: Implement Intelligent Transportation Systems (ITS) Improvements to improve the accessibility of traffic information.

Policy M.1.74: Support the use of Variable Message Signs along key arterials to inform motorists of approaching congestion, associated with street closures and special events, and alternate routes.

Policy M.1.75: Support the construction of Transit Information Kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time



information about transit services and the time at which the next bus will arrive.

Policy M.1.76: Support the development of online Real Time Traveler Information which can be accessed by cell phone or handheld devices, to provide information about parking access, street closures, construction traffic impacts, bus route changes, traffic conditions, taxi stand locations, valet parking, etc.

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

Policy M.1.78: Evaluate and improve the complex five-way intersection at Sunset Boulevard, Hollywood Boulevard, Hillhurst Avenue and Virgil Avenue.

Policy M.1.79: Implement a double left-turn lane, eastbound and westbound, on Sunset Boulevard at Western Avenue.

Policy M.1.80: Support the construction of a new multi-lane roadway to extend from the intersection of Barham Boulevard/Forest Lawn Drive through the NBC/Universal site to Coral Drive adjacent to the 101 Freeway.

Policy M.1.81: Restripe Barham Boulevard to allow three southbound lanes and two eastbound lanes within the existing roadway.

Policy M.1.82: Restripe Cahuenga East south to the 101 Freeway on-ramp near Pilgrim Bridge to provide two lanes on Cahuenga East between the 101 on-ramp and the 101 Barham Boulevard off-ramp and from there, three lanes northbound.

Policy 1.83: Work with CalTrans and other regional agencies to improve the connection between the 101 Freeway and the 134 Freeway. Pursue the addition of connector ramps to connect the 101 Freeway south of this interchange with the 134 Freeway east of this interchange, to relieve the overflow of regional traffic through local streets, such as Forest Lawn Boulevard, Barham Boulevard and Lankershim Boulevard.

Policy 1.84: Support the following recommendations of the Highway 101 Citizens Advisory Committee Report:

Add an eastbound right-turn lane on Sunset Boulevard from Virgil Avenue to Vermont Avenue.

Widen the southbound 101 off-ramp at Van Ness Avenue to add a right-turn only lane.

Widen eastbound Santa Monica Boulevard to provide a right-turn lane onto the 101 southbound on-ramp.

Widen the 101 northbound on-ramp from Normandie Avenue to two lanes.

Policy M.1.85: Support the construction of pedestrian pathways, bicycle paths and facilities, and the reconnection of Van Ness Avenue, as part of any park space built over the 101 Freeway.

Policies to manage neighborhood traffic:

Neighborhood traffic management plans are plans which are developed and implemented by the Department of Transportation to reduce traffic speeds and volumes on the streets of neighborhoods which are affected by cut-through traffic. The Mobility Plan recommends several areas in Hollywood where neighborhood traffic management plans should be considered.

Policy M.1.86: Minimize cut-through traffic with neighborhood traffic management plans which are bicycle-friendly.

Policy M.1.87: Continue to implement traffic calming measures in residential neighborhoods which are impacted by regional and arterial street traffic, while maintaining pedestrian and bicycle circulation.

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

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

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

Policy M.1.88: Consider the establishment of a neighborhood traffic management plan upon approving a major development project.

Program M.1.88.1: Work with the Department of Transportation to design routes for valet parkers which minimize traffic impacts on residential neighborhoods.

Policy M.1.89: Monitor “cut-through” traffic patterns and spillover parking from adjacent commercial areas as growth continues over time.

Parking policies:

The Mobility Plan recognizes that there is a strong demand for parking resources in Hollywood, but that at any given moment many available parking spaces remain unoccupied. Acknowledging that existing parking resources are underutilized, the Mobility Plan supports parking policies which allow flexibility in the application of existing parking requirements to improve the utilization of the existing parking supply and land in Hollywood.

The Mobility Plan recommends the creation of a parking management district in the Regional Center to allow evening parking uses for bank parking facilities and other parking resources. Vehicle Parking Assessment Districts are proposed to finance the improvement of existing public parking structures and fund the construction of new public/private parking structures, where needed.

Policy M.1.90: Use parking resources efficiently.

Policy M.1.91: Improve utilization of existing public parking structures and lots.

Policy M.1.92: Support the study of an Intelligent Parking System which uses electronic technology to provide information on the location and pricing of available parking in current time. Consider the use of Intelligent Parking Systems to vary the price of parking minute-by-minute in response to changes in supply and demand.

Policy M.1.93: Support the creation of a parking management district or districts in areas of high parking demand which would allow motorists to park wherever vacant parking spaces exist within a group of shared parking facilities.

Policy M.1.94: Encourage projects located within the Regional Center to participate in a District Valet Program or Programs to mitigate any project-generated parking impacts. Participation in a District Valet Program should be considered as a traffic mitigation measure.

Policy M.1.95: Consider allowing nightclub and other entertainment venues in the Regional Center, to submit a private parking plan utilizing underused private commercial parking areas for certification by the Department of Transportation in lieu of providing required on-site parking spaces.

Policy M.1.96: Support the shared use of public agency parking facilities.

Policy M.1.97: Encourage flexibility in parking requirements within parking management districts or when a public parking facility is located within walking distance of a proposed development. For example, encourage the 24 hour use of offsite parking spaces.

Policy M.1.98: Support the maintenance of the existing number of publicly available parking resources in the Regional Center of Hollywood.

Policy M.1.99: Encourage projects located within the Regional Center to replace publicly available parking spaces which are lost to new development by any of

the following means:

- on-site spaces
- off-site spaces obtained through private leasing arrangements
- off-site spaces obtained through alternative parking programs such as a parking management district.

Policy M.100: Encourage the sharing of parking resources provided by new development.

Policy M.101: Require applicants for residential, mixed-use or commercial projects who request parking spaces which exceed the maximum to make the additional spaces requested available for use by the general public.

Policy M.102: Consider reductions in parking requirements for projects which are located within 1500 feet of a Metro rail station.

Policy M.103: Encourage owners of existing parking resources with excess parking, whose parking facilities are located within walking distance of a Metro station to offer monthly leases to Metro commuters to park onsite.

Policy M.104: Maximize the use of onstreet parking spaces in commercial areas.

Policy M.105: Develop new off-street public parking resources, including parking structures and underground parking, in accordance with design standards.

Policy M.106: Support proposals to build parking structures which can be used by multiple customer groups in areas of high parking demand.

Policy M.107: Support construction of parking structures in a manner which can be converted to other uses in the long term.

Policy M.108: Require ground-floor commercial uses in offstreet parking facilities which are located in commercial areas.

Policy M.109: Encourage the screening and landscaping of parking lots. Promote use of permeable paving material on new and existing parking lots.

Policy M.110: Promote the use of assessment districts and other financing tools as a means of constructing new parking structures in areas with parking deficits.

Policy M.111: Support the establishment of Vehicle Parking Assessment Districts to pay for the improvement of existing public parking structures and the construction of joint public-private parking structures in the Regional Center and the Media District.

Summary

The Mobility Plan outlines the policies and programs recommended by the Hollywood Community Plan to mitigate the traffic impact of new development

allowed by the Plan. Modified Street Designations are introduced to reconcile existing street designations with the reality of the existing built environment and the development potential of Hollywood's busiest streets.

Mitigation measures contained in the Traffic Improvement and Mitigation Program (TIMP) are incorporated into a series of policies to improve mobility and access in Hollywood. These mitigation measures include transportation system management strategies, transit improvements, transit access and connectivity policies, non-motorized transportation policies – bicycling and pedestrian mobility, transportation demand management strategies, capital improvements, neighborhood traffic management plans and parking policies.

The Mobility Plan recommends several programs to finance transportation demand management, such as a nexus study for a development impact fee.

Chapter 5, Community Facilities and Infrastructure, reviews the level-of-service standards, required improvements, issues, funding responsibility and goals and policies for public facility and service providers in Hollywood.





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Community Facilities and Infrastructure

Community facilities and infrastructure play a vital role in maintaining and improving a high quality of life for all residents in the Hollywood Community Plan area. Police and fire stations, libraries, parks and schools deliver essential community services. Water and sewer systems, solid waste treatment systems, drainage facilities and public utilities are also a vital part of necessary urban infrastructure.

The intent of the Community Facilities and Infrastructure Plan is to ensure that growth is supported by adequate, well-maintained infrastructure and services. Other goals of the Community Facilities and Infrastructure Plan include the following:

- Develop and locate public facilities that provide the greatest benefits to the greatest number of people at the least cost and with the least environmental impact.
- Encourage facility-providing departments and agencies to carry out long-range capital facility planning and construction that is compatible with land use planning goals and policies.
- Fully coordinate public and private development in order to avoid expensive duplication and to assure a balance among needs, services and costs.
- Require large scale projects to plan for the siting of necessary public facilities and to provide or fund their fair share of all public facility needs created by the development.
- Require discretionary development projects to provide or contribute toward the provision of public facilities necessary to serve the development, concurrent with need.
- Achieve economy, efficiency and equitable distribution in the provision of services and facilities consistent with standards for environmental quality.

The policies in this chapter are organized into three areas:

- General Community Facilities Policies
- Public Services Policies - Police, Fire, Libraries, Schools and Parks
- Infrastructure Policies - Water, Wastewater, Solid Waste, Stormwater, Energy, and Street Lighting

Relationship to General Plan Framework

Chapter 9: Infrastructure and Public Services of the City's General Plan Framework Element provides an integrated framework of public facility goals, objectives, policies and implementation measures incorporating the City's expectations and requirements to ensure the effective and efficient provision of public facilities and services concurrent with need. Addressing public facilities at the Community Plan level helps to ensure the Framework's linkage between facility planning and land use by addressing the types of infrastructure required to support the physical development of a specific portion of the City.

Overview: The New Hollywood Community Plan

The Hollywood Community Plan allocates land to accommodate the range of public facilities and open space that the community will need through the life of the Plan. This acreage falls within the Public Facilities and Open Space land use classifications. Public facilities, such as police stations, fire stations, libraries, schools and government buildings may be constructed on land designated and zoned for public facilities. In addition, support infrastructure for water, wastewater, stormwater, solid waste and utilities, such as treatment or storage facilities, may also be constructed on land designated for public facilities with certain conditions. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities Classification, as well as in all Residential and Commercial zones and selected Industrial classifications.

There have been several new facilities and capital improvements within the Hollywood Community Plan Area since the last plan update in 1988. Numerous parks and recreation facilities have been upgraded, including the restoration of the Griffith Park Observatory, and extensive renovations and improvements to the Los Angeles Zoo. Several improvements to wastewater and stormwater infrastructure were also made, including sewer replacement, and the installation of new storm drains and catch basins.

Development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities. Further, the intent

is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality. Cost and distribution are major issues in the provision of public facilities. It is essential that priorities be established and new and different sources of revenue be identified. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to ensure a balance among needs, services and cost.

Public Facilities and Services



This section discusses those public facilities that support municipal operations, such as police and fire, as well as those that provide community services, such as parks, libraries, and schools. The need for the facilities that support these services is driven by the increase in population over time, and the resulting staff and equipment (i.e. fire equipment, patrol cars) necessary to provide the service.

Police

Law enforcement services are provided by the City of Los Angeles Police Department (LAPD). The LAPD operates 18 stations within four bureaus (Central, South, Valley and West). The Hollywood Community Plan Area is served by the West Bureau's Hollywood Community Police Station facility (Map 39). This station is located at 1358 N. Wilcox Avenue in Hollywood. The LAPD uses a work load computer model (Patrol Plan) to deploy patrol officers to the various geographic areas in the City. This model includes several factors, such as response time, service calls, and traffic conditions.

Police facilities are added in response to particular growth demands. Aside from additional personnel and space to house them, the most identifiable increase in capital facility requirements related to urban growth is the proportional growth in need for additional patrol cars. Any increase in police officers may also require corresponding increased support staff, facilities and equipment.

The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD to some extent. The LAPD's operational statistics are generally reported and analyzed in terms of response times and crime rates within the specific districts.

Issues

There is potential for the growth in the Community Plan Area to impact the service levels of the LAPD. The high concentration of nightclub entertainment activity and tourist-related uses in Hollywood stretches the demand for police services in this community. Another feature of life in Hollywood which poses a challenge to policing is the proximity of residential and nightclub uses. In order to maintain



adequate service levels, additional personnel, facilities and/or equipment would likely be needed to keep pace with an increase in the number of calls for service and patrol caused by additional development.

The actual ability to provide these services is dependent on several factors, including police personnel hiring policies and funding considerations at the citywide level. Thus, policies in this section are aimed at crime prevention through design and working with the Police department to review development projects.



Fire and Emergency Services

Fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles are provided by the Los Angeles Fire Department (LAFD). The LAFD operates 106 neighborhood fire stations located throughout the Department's 470-square-mile jurisdiction. The Hollywood Community Plan Area is served by seven fire stations (Map 39). The LAFD is responsible for fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service.

Standard criteria for evaluating acceptable service levels and determining the need for expansion of existing fire stations is based primarily on the ability to meet response time goals and not exceed maximum distances between fire stations. The standards are expressed in terms of service radii (1.5 miles), equipment and response time.

Issues

Fire Department services are based on the community's needs, as determined by ongoing evaluations. When an evaluation indicates increased response time, the acquisition of equipment, personnel, and/or new stations is considered. As development occurs, the Fire Department reviews environmental impact reports

and subdivision applications for needed facilities. Development is subject to the standard conditions of the LAFD with regard to station construction, fire suppression systems and emergency medical services. Where appropriate, construction of new facilities is required as a condition of development.

There is potential for growth in the Community Plan Area to impact the service levels of the LAFD. As new growth and development occurs, the number of people and structures that must be protected increases, and consequently the volume of emergency calls also increase. This demand for additional service could create the need for expansion of fire facilities and equipment. The policies in this section are aimed at coordination with the Fire department to review significant projects and assist in finding sites for future facilities.

Libraries



The Los Angeles Public Library (LAPL) system provides library services at the Central Library in Downtown, eight regional branch libraries, and 63 community branches. The total City of Los Angeles library branches have a cumulative 940,900 square feet of building area. The Hollywood Community Plan Area is served by five branch libraries (Map 39). The libraries have a combined area of 60,303 square feet and over 281,390 catalogued volumes.

A new LAPL Branch Facilities Plan was adopted in February 2007, which proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying amounts of residential population. In general, the recommended sizes are 12,500 square foot facilities for communities with less than 45,000 population and 14,500 square foot facilities for communities with more than 45,000. In addition, this plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area. The State of California also has a standard that requires 0.5 square feet of library space per resident.

The 2007 Branch Facilities Plan's Proposed Project List includes a total of 19 projects, none which are located in the Hollywood Community Plan Area. These projects include library improvements and new libraries in communities adjacent to Hollywood, including Eagle Rock, Echo Park, and Atwater areas.

The library services available to the Community Plan Area are enhanced by the availability of existing branch libraries outside of Hollywood, as well as the proposed library improvements and new construction in these surrounding communities. In addition, on-line services and virtual library with computer workstations that provide access to the library's on-line catalog, extensive information databases, multi-media software and free Internet searching for the public may enhance the capacity of available library resources in the Hollywood Community Plan Area.

Legend:

Public Facility

Schools:

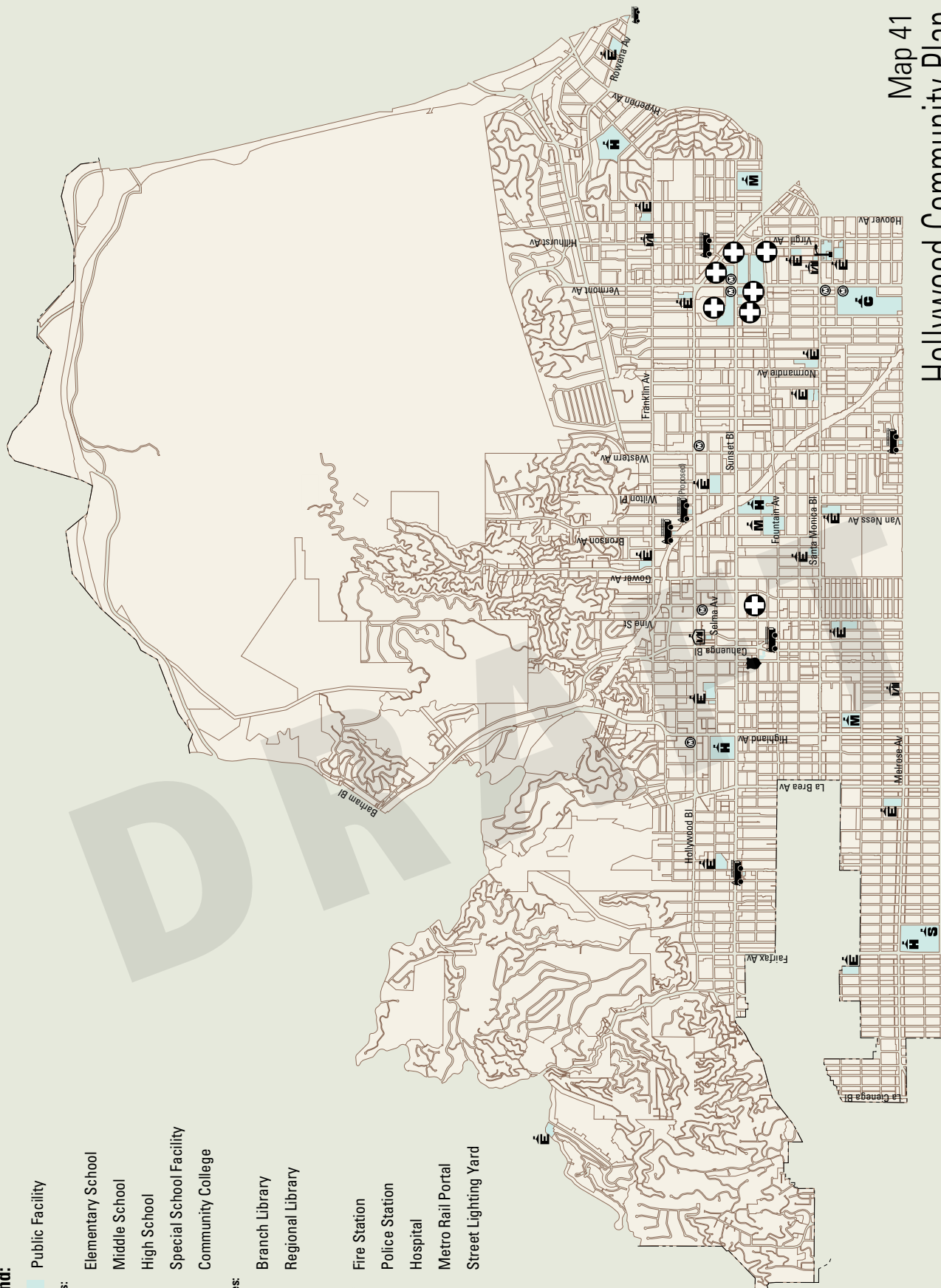
- É Elementary School
- Ⓜ Middle School
- Ⓜ High School
- Ⓢ Special School Facility
- ⓐ Community College

Libraries:

- 📖 Branch Library
- 📖 Regional Library

Other:

- 🚒 Fire Station
- 👮 Police Station
- ⛑ Hospital
- 🚇 Metro Rail Portal
- 🚶 Street Lighting Yard



Map 41

**Hollywood Community Plan
PUBLIC FACILITIES**

Los Angeles City Planning Department • Graphic Services Section • February 2012, 002 | Not to Scale

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

Issues

A community library should serve patrons in an approximate two mile radius. Since the location of a library is based on distance and the concentration of population in a given area, the implementation of the proposed plan may create more demand for libraries in some parts of the Community Plan Area.

An increase in population may require the construction of new libraries or improvements to existing library facilities in the Plan area.



Schools

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. School districts are subject to the overview of the State Legislature and are entirely independent of City of Los Angeles government.

The Hollywood Community Plan Area is located within LAUSD's Local District 4. The student population of the plan area is served by 22 regular public schools, including: 15 elementary schools, 3 middle schools, and 4 high schools (Map 39). There are also other LAUSD schools located outside the plan area that are attended by students who reside within the plan area, as well as some private schools located within and serving the Community Plan Area.

The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each District school to accommodate the projected future population and the analysis of school-by-school enrollment trends. This determination of need is based on several assumptions tied to current school Board policies and planning guidelines. The measurement most often used as a level of service standard is the ratio of students per classroom. The LAUSD

also utilizes student generation rates by type of household in order to estimate the impact on enrollment.

In 2000, the LAUSD began a \$20 billion building and modernization program that is expected to be completed by 2012. By 2008 the school district had completed 180 new schools and additions with 79 more still pending. Four new schools with a total of just under 3,300 seats have been completed since 2001 in Hollywood, as part of this district-wide school construction program to relieve overcrowding. Also, three existing schools have had additional space constructed as part of the program, providing another 550 seats. Based on LAUSD standards and recent construction, the operating capacity of the public schools can likely accommodate the student population in 2030.

Issues

Anticipated population growth may result in the need for expanded school facilities. Although current estimates indicate that the operating capacity of the public schools can accommodate expected enrollment, population growth which exceeds current estimates may cause an increase in the demand for public schools.

Multiple users of school facilities maximize the community benefits of public schools. Shared-use programs enable members of the community to use both indoor and outdoor non-classroom spaces of public schools for recreational purposes. Shared-use programs require adequate supervision. Design features can facilitate shared-uses.

Parks



Parks and open space are a vital part of a livable, sustainable community. While they are essential in any city, they become even more important in areas of high population density and development intensity. Where homes may not include yard space, and landscaping is scarce, green spaces and public open space provide opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community.

Recreation and park services are primarily provided by the City's Recreation and Parks Department (RAP). The City owns approximately 16,000 acres of parkland and open space, the majority of which are large urban parks or regional parks, but also include beaches, lakes, horticulture centers, museums, and historic sites.

There are four types of parks; mini, neighborhood, community, and regional parks. Mini parks, sometimes referred to as pocket parks, provide space of less than an acre to an immediate neighborhood. Neighborhood Parks provide space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park. The community parks serve a much wider interest range than those of a neighborhood site, and satisfy the need of the nearby community as well as other service areas. A regional park provides



specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles Area.

The Hollywood Community Plan Area has a total of eighteen parks, including: two regional parks, nine neighborhood and community parks, and seven mini/pocket parks. As shown in Table 5.1, these eighteen parks have a total land area of approximately 4,400 acres. The two regional parks serving the Community Plan Area are Griffith Park, which has a total land area of 4,215 acres, and Runyon Canyon Park, which has a total land area of 134 acres.

Griffith Park is one of the largest urban parks in the United States and contains a wide range of recreational facilities, ranging from museums and event venues to hiking and equestrian trails. These facilities include:

- The Griffith Observatory, Autry Museum of Western Heritage, Travel Town Museum, and the Greek Theatre
- Harding, Roosevelt and Wilson Golf Courses
- Bird sanctuary
- Tennis courts and soccer fields
- Picnic areas
- Hiking and equestrian trails.

The Los Angeles Zoo and the Los Angeles Equestrian Center, while managed separately from Griffith Park itself, sit within the park's boundaries. The Zoo has numerous animal exhibits, as well as a botanical garden. The Equestrian Center is a show venue and stabling facility on 75 acres that enables riders to access trails along the Los Angeles River and through Griffith Park. Runyon Canyon Park has hiking and equestrian trails, as well as a children's play area, and a large dog park of 90 off-leash acres.

Densely populated areas increase the need for parks and recreation programs. Planning and implementation of parks, recreation assets and amenities is based on a universal standard of population density to ensure that resources be allocated with the goal of providing the same level of facilities and services to all citizens. To assess the level of service, a ratio of parkland acreage per 1,000 persons is used. The City’s Public Recreation Element of the General Plan establishes the following criteria for parkland acreage: (1) six acres of regional parkland per 1,000 residents; (2) two acres of community parkland per 1,000 residents; and (3) two acres of neighborhood parkland per 1,000 residents. These acres correspond to a total of 10 acres of parkland per 1,000 residents.

Open space in Hollywood includes land owned by the Santa Monica Mountains Conservancy, as well as the Los Angeles River, which runs along the northern and eastern edges of the Plan area. The River currently has a bicycle and walking trail alongside it that runs through Hollywood. The City’s Los Angeles River Revitalization Master Plan identifies numerous opportunities to protect and restore the River’s ecosystem, improve access to the River, and maximize its value as a resource for the surrounding area.

Issues

Due to the large size of Griffith Park, total parkland acreage in Hollywood is nearly twice the number of acres required to meet the standard established by the City’s Public Recreation Element. However, there is a need for more widely distributed parkland at the local level.

Although Hollywood is well-served by regional parks, the community would benefit from more small neighborhood parks. In the Hollywood Community Plan Area, the distribution of mini, neighborhood and community parks occurs primarily in the western portion of the plan area. The eastern portion of the plan area is serviced by three of the sixteen mini, neighborhood and community parks.

Options to acquire undeveloped land for park purposes are few, but present opportunities. When surplus public property is offered for private sale, it reduces land that could be used for public parks. Every effort must be made to work with the Department of Recreation and Parks as well as other integral departments to expand park acreage and recreational amenities in Hollywood.

Traditional open space resources have diminished. Non-traditional open space resources should be considered. It is important to identify areas of open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, planned transit and utility-rights-of-way, pedestrian-oriented streets, pocket parks, public plazas and other public spaces.

TABLE 5-1
Existing Park Acres in the Hollywood Community Plan Area

Type of Park/Size	Acres
Mini Parks: less than 1 acre	2.8
Neighborhood Parks: 1-10 acres	20.2
Community Parks: 10-50 acres	63.0
Regional Parks: Over 50 acres	4,348.7
Total	4,434.7

Infrastructure

This section addresses physical infrastructure that is provided by the City of Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, stormwater, solid waste management, energy (power) and street lighting. The supporting infrastructure for these systems is of a citywide nature rather than local to a particular Community Plan Area. For example, a wastewater treatment facility may be located in one Community Plan Area, but provide service to several Community Plan Areas. Additionally, this infrastructure may be underground, or located in areas that are not visible to community residents.

Water

The LADWP is responsible for ensuring that water demand in the City is met and that State and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the legal boundary of the City.

The California Urban Water Management Planning Act requires water suppliers to develop water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2005 Urban Water Management Plan (UWMP) is designed to meet the current requirements of the Act, and also serves as the City's master plan for water supply and resources management.

This plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2030. A primary objective of this plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and environmental enhancements. Another key objective is to maintain the operational integrity of the City's water distribution system.

The City obtains its water from the Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD), and recycled wastewater for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply to serve the City's needs. However, expansion of recycled water projects and water conservation measures are planned to fill a larger role in the City's water supply portfolio.

MWD has pledged to plan for emergencies and natural disasters throughout the region. The agency has approximately 1.7 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe



water shortage allocation if required, and keeps the region prepared for a major earthquake or other events.

Water Supply Infrastructure

Water supply infrastructure consists of water storage facilities, transmission and distribution pipelines, booster pumping stations, pressure reducing stations, and other related facilities. The City's water system has 110 tanks and reservoirs with a total capacity of 109 billion gallons and water is distributed through a network of 7,200 miles of water mains. Because of the size and range in elevation, the system is divided into 102 pressure zones, with almost 90 booster pumping stations to provide water service at higher elevations. Regulator stations control the flow that feeds the distribution system.

Demand, or the amount of water used by the City's residents and businesses, is measured in acre-feet. An acre-foot covers one acre of land, one foot deep. One acre-foot is equivalent to 325,821 gallons and is enough water to serve approximately two households per year. The LADWP 2005 UWMP indicates that citywide water demand, based on normal weather conditions, will be about 776,000 acre feet per year by 2030.

In the proposed Hollywood Community Plan, the daily water consumption is projected to reach approximately 38,068 acre feet per year. This estimated consumption amounts to about 5 percent of the LADWP projected 2030 citywide water demand. LADWP's water system takes into consideration current and future consumption, fire protection, multiple supply sources, balance storage and transfer capacities to evaluate the need for future water facilities while at the same time meeting water quality regulations. Through infrastructure projects, LADWP can replace or upgrade major system components that are outdated or malfunctioning, or located in seismic areas.

Water improvements completed since the previous Plan update include the Toyon Tanks and Rowena Reservoir. The Toyon Tanks, completed in 2002, are a pair of 30-million gallon storage tanks buried under the Hollywood Hills and were designed to replace Upper and Lower Hollywood Reservoir. A similar project replaced the Rowena Reservoir with an underground tank.

Future projects include construction of a new water distribution system in Griffith Park, and improvements to the River Supply Conduit, which carries large amounts of water from reservoirs and wells in the San Fernando Valley to distribution facilities in central Los Angeles. A related project is the Silver Lake Reservoir Complex Replacement Project, which will construct the new Headworks Reservoir, a 110 million-gallon underground reservoir, as well as a hydroelectric facility and a flow regulating station on the northern edge of Griffith Park. These new facilities will replace the Silver Lake and Ivanhoe reservoirs.

Issues

Many structural components and facilities are 50 to 90 years old and are no longer meeting the performance and quality standards expected. Long-range replacement programs will rehabilitate and upgrade these facilities and help reduce costs for maintenance and repairs. The City's extensive water system will require significant capital improvements due to aging infrastructure, scheduled replacements, and anticipated changes in state and federal water quality regulations.

Impacts of water demand on local distribution systems. While existing major water supply facilities in the Community Plan Area may be adequately sized for the anticipated growth and existing facilities may be sufficient to serve most areas in the Community Plan Area, the projected increase in water consumption overall may require the upgrading or expansion of existing local distribution systems within the Community Plan Area.

Commitments to protect and restore the environment. The City's water deliveries from the Los Angeles Aqueduct have been reduced due to reallocation of water for environmental mitigation and enhancement in the Eastern Sierra, including restoration of the Lower Owens River, restoration of the streams feeding Mono Lake and rewatering of Mono Lake, and dust storm mitigation of the Owens Dry Lake bed. Water supplies from the Sacramento-San Joaquin Delta have also been reduced in order to protect several species of endangered fish.

Climate change is already having a profound effect on California's water resources, as evidenced by changes in snowpack, river flows, and sea levels. The State Department of Water Resources projects the impacts of climate change will gradually increase during this century and beyond. These impacts include increased flooding threats from higher flood peaks and sea level rise, reduced water supply due to substantial decreases in Sierra Nevada snowpack, and increased water demands due to higher temperatures.

Lifestyle Impacts of conservation measures. It is anticipated that future increases in water demand will be met by a combination of conservation measures and recycling. By investing in such measures as the installation of low-flow toilets and shower heads the City has already succeeded in stabilizing water demand despite increases in population. Maintaining water demand at the current level will depend on continued progress in the adoption of water-saving technology, such as self-regulating sprinklers that adjust watering based on the weather, and the adoption of water-saving behaviors, such as installing drought tolerant landscaping and capturing rainwater runoff for reuse.

Maintaining high water quality standards. Changes in state and federal water quality regulations impact how water is stored and treated. To increase the safety and quality of water LADWP is reducing dependence on large in-city open reservoirs and implementing comprehensive monitoring programs.

Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides sewer conveyance infrastructure and wastewater treatment services to the City of Los Angeles. The primary responsibility of the LABS is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users. The Bureau manages and administers three primary programs: 1) wastewater collection, conveyance, treatment, and disposal; 2) solid waste resources collection, recycling and disposal; and 3) watershed protection. The solid waste resources and watershed protection functions are addressed in the following two sections of this chapter, Solid Waste and Stormwater.

To comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) was prepared for each of the City’s sanitary sewer systems to control and mitigate all sanitary sewer overflows (SSOs). The City’s wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers approximately 515 square miles and serves the majority of Los Angeles. The TISA is approximately 18 square miles and serves the Los Angeles Harbor area.

TABLE 5-2

Wastewater Treatment Facilities and Existing Capacity

Millions of Gallons per Day (mgd)

Wastewater Treatment Facilities	Location	Capacity
Hyperion Treatment Plant (HTP)	Playa del Rey	450 mgd
Terminal Island Treatment Plant (TITP)	San Pedro	30 mgd
Community Parks: 10-50 acres	Sepulveda Basin	64 mgd
Regional Parks: Over 50 acres	Griffith Park	15 mgd
Total Capacity		559 mgd

Source: City of Los Angeles, Department of Public Works Bureau of Sanitation, 2009

The wastewater system comprises more than 6,500 miles of sewer pipelines, four wastewater treatment and water reclamation plants, and 47 pumping plants that can process over 550 million gallons of flow each day citywide. Table 5.2 shows the collection and treatment facilities currently operated by the LABS.

Wastewater Treatment Facilities: The Hyperion Treatment Plant in Playa del Rey, the City's largest facility, serves more than two-thirds of Los Angeles, including Hollywood. The plant treats approximately 96 percent of the total wastewater flow generated by the City and its contract agencies. The Terminal Island Treatment Plant in San Pedro serves Los Angeles Harbor area communities, while the Donald C. Tillman Water Reclamation Plant in the Sepulveda Basin serves the San Fernando Valley.

The Los Angeles-Glendale Water Reclamation Plant across the freeway from Griffith Park serves the eastern San Fernando Valley communities. Sewage sludge removed from wastewater at these reclamation plants is returned to the sewer system and treated at the Hyperion and Terminal Island treatment plants.

Wastewater Collection System – the Sewers: The wastewater collection system's physical structure includes over 6,500 miles of sewers that are connected to the City's four wastewater and water reclamation plants. The sewer system is grouped into primary sewers and secondary sewers. The primary sewers represent the trunk, interceptor, and outfall portion of the system and convey wastewater received from the secondary sewers to the treatment plants. The average age of the primary sewer system is over 50 years old.

Wastewater generation is a function of population and employment within the wastewater service area. According to the LABS, projected wastewater flows to the City treatment facilities will total 531 million gallons per day citywide by the year 2020. The treatment facilities have a total capacity of about 550 millions of gallons per day (mgd).

The City of Los Angeles December 2006 Integrated Resources Plan (IRP), prepared for the LABS and LADWP, is an integrated approach to address the City's wastewater, stormwater management and recycled water needs. The IRP identifies the "gaps" between the projected flows and the current system capacities and proposes options to address the identified gaps. The IRP indicates that more treatment capacity is needed due to increased flows and runoff, but rather than adding a brand new treatment plant, it is more cost effective and less disruptive to add treatment capacity at the existing plants.

Future projects for the Hollywood Community Plan Area include replacement and repair of minor sewer pipes, and the construction of major regional-serving sewers. The Northeast Interceptor Sewer will be located mainly along the eastern edge of Griffith Park. The Burbank Glendale Interceptor Sewer is the northern extension of this project and will be built along the northern edge of Griffith Park. Interceptor sewer lines collect the flows from main and trunk sewers and carry them to treatment points.

Issues

Many of the City's sewers are older than 50 years, with a normal life expectancy of 50-100 years. A large portion of the primary sewers are currently flowing above their design capacity during normal dry weather conditions. These volumes often double during a rainstorm, leading to periodic overflows from the system to the Santa Monica Bay and other receiving water bodies. More treatment capacity will likely be needed due to increased flows and runoff. Rather than adding a brand new treatment plant, it may be more cost effective and less disruptive to add treatment capacity at the existing plants.

Maximizing wastewater recycling to meet future water demand. Water recycling is one of the least expensive and most feasible means of increasing water supply. Recycled water is currently used for irrigation, industrial purposes, habitat development and as a barrier against seawater intrusion into local groundwater. Recycling water for household uses will require upgrading the Tillman Water Plant with advanced treatment capability and extensive public outreach to educate and engage the public regarding the importance of recycling water.

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the long-range solid waste management policy plan for the City.

The City's Solid Resources program includes the collection, recycling, and disposal of solid waste, green waste, bulky items, and other special solid resources materials for residences city-wide, and management of contracted recycling programs for apartments and commercial and industrial businesses. This includes the recycling and disposal of household hazardous waste and the development of long-term alternatives to landfill disposal and for clean fuel programs related to solid waste.

The Bureau of Sanitation collects, disposes, and recycles over 1.7 million tons per year of solid waste, collecting refuse, recyclables, yard trimmings, and bulky items (Bureau of Sanitation, 2008). Solid waste facilities include: refuse collection yards; mulching/composting facilities; permanent Solvents, Automotives, Flammables and Electronics (SAFE) centers for household hazardous waste; regional transfer stations and landfills, and waste-to-energy facilities.

The Central Los Angeles Recycling and Transfer Station (CLARTS) provides the City with an important tool for managing its waste. Trash collected at CLARTS is sorted, recycled and hauled to various landfills throughout the region. A list of existing solid waste facilities in the City is shown in Table 5.3.

The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources

TABLE 5.3

Existing Citywide Solid Waste Facilities

Facility Name	Location	Facility Name	Location
<u>Landfills</u> Sunshine Canyon Bradley Landfill	Sylmar Sun Valley	<u>Transfer Stations</u> BFI-Falcon Central L.A. Recycling	Wilmington Central Los Angeles
<u>District Yards</u> East Valley South Central North Central Western Harbor West Valley	Sun Valley South Los Angeles North Los Angeles West Los Angeles San Pedro Northridge	<u>Material Recovery Fac.</u> City Fibers West Valley Sun Valley Paperstock Bestway Recycling - Rodeo City Fibers Bestway Recycling Potential Industries	North Hills Sun Valley E. Washington Bl., L.A. Firestone Blvd., L.A.
<u>SAFE Centers</u> E. San Fern. Valley Westwood UCLA East Los Angeles Hyperion Plant Harbor Area Los Angeles-Glendale	Sun Valley West Los Angeles East Los Angeles Playa del Rey San Pedro Eagle Rock	<u>Yard Trimming Processing</u> Lopez Canyon Landfill Griffith Park Composting	Lake View Terrace Hollywood

Source: City of Los Angeles, Bureau of Sanitation, 2007

Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations. The City of Los Angeles owns and maintains six inactive landfill sites, including Toyon Canyon in Griffith Park.

Issues

Finding appropriate sites for solid waste treatment facilities: Solid waste accumulations and official solid waste dumping facilities raise public concerns because of odors, insects, rodents, gaseous emissions and water pollution that might result. To successfully develop new and improved solid waste disposal facilities requires strong commitment to public outreach. To a lesser extent,



transfer and treatment facilities also trigger public concerns, often about truck traffic.

Stormwater

The primary agencies that share flood control responsibilities within the City of Los Angeles are the City of Los Angeles Department of Public Works, the U.S. Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and Caltrans. Each agency exercises jurisdiction over the flood control facilities they own and operate. The Watershed Protection Division of the City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) manages the stormwater program for the City. The stormwater program has two major elements — pollution abatement and flood control. Pollution abatement involves compliance with federal regulations, while flood control is essential for the protection of life and property.

Approximately 100 million gallons of water flow through the storm drain system on an average dry day. When it rains, the amount of water flowing through the channels can increase to 10 billion gallons. The City currently diverts approximately 6 million gallons per day (mgd) of dry weather urban runoff into the wastewater collection system for eventual treatment at the Hyperion Treatment Plant. During the dry season, the treatment plant effluent makes up much of the flow in the main channels of the storm drain. The dry weather season in the Los Angeles area typically runs from May through September.

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and managed by the Los Angeles County Department of Public Works. The LACFCD constructs the major storm drains and open flood control channels, and the City constructs local interconnecting tributary drains.

The collection, transport and disposal of stormwater is accomplished through a system of City-owned natural and constructed channels, debris basins, pump plants, storm drain pipes and catch basins. Runoff drains from the street, into the gutter, and enters the system through a catch basin. Catch basins serve as the neighborhood entry point to the ocean. The storm drain system receives no treatment or filtering process and is completely separate from Los Angeles' sewer system. Existing flood control facilities in the City are shown in Table 5.4.

The Watershed Protection Division develops and formulates pollution abatement projects to comply with the City's federal permit that is designed to eliminate polluted discharges to the storm drain system and local waters. Under the Federal Clean Water Act, each county and municipality throughout the nation is issued a National Pollutant Discharge Elimination System (NPDES) Permit.

The goal of the permit is to stop polluted discharges from entering the storm drain system and local coastal waters. The overall approach to managing runoff

TABLE 5.4

Flood Control Facilities in Los Angeles

Facility	Quantity within the City of Los Angeles	Description	Quantity owned by the City of Los Angeles
Open Channel	220 miles	Larger visible concrete-lined drainage system	31 miles
Storm Drain Pipe	1,900 miles	Underground pipe or box	1,200 miles
Debris Basin	150	Basin that collects debris (sand, mud, rock, vegetation)	86
Catch Basin	62,660	Curb inlet structure for directing runoff into the storm drain system	33,800
Pump Plant	11	Collects runoff in low-lying areas and pumps it to a discharge location	11
Culvert	3,270	Open channel crossing at bridge or other locations where a short pipe or box structure conveys runoff	2,350
Metal Pipe	n/a	Storm drains constructed of corrugated metal pipe. Typically, less desirable due to excessive maintenance	30 miles
Low-Flow Drain	1,315	Conveys low or nuisance runoff short distances to alleviate minor problem areas	1,250

Source: *City of Los Angeles Integrated Resources Plan, Facilities Plan Volume 3: Runoff Management, 2006.*

includes source control as a method of reducing pollutant loading to receiving waters. Solutions include both neighborhood and regional solutions.

Issues

The need to protect an area from flooding often conflicts with the protection of environmental resources in a floodplain. Historically, development has occurred in and along rivers and other natural channels in what may now be recognized as floodplains. Consequently, floodplains often contain historical and archaeological resources, as well as sensitive biological habitats such as riparian woodlands, wetlands, and other concentrations of plants and animals. If the natural watercourses are shifted in these floodplains, the sensitive habitats and resources can be seriously affected.

In urban areas barren of trees, rainfall runoff builds up more quickly, requiring more expensive drainage systems to prevent local flooding and soil erosion. In neighborhoods where trees are well established, this process can be slowed, thereby allowing the stormwater a greater chance to soak into the soil, replenishing both surface moisture levels and underground water tables, and potentially reducing the flood hazard caused by the rapid flow of runoff into the stormwater catch basins and channels.

Capturing stormwater to increase groundwater resources. Los Angeles relies upon local groundwater for about 11 percent of the City's total water supply. Improvements in the capture of stormwater can strengthen local water supplies, helping to reduce dependence on more expensive and energy-intensive sources of water.

Regional facilities involved in stormwater capture are operated by the Los Angeles County Flood Control District (LACFCD), the U.S. Army Corps of Engineers, and LADWP. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Stormwater runoff can be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins.

Energy

The Los Angeles Department of Water and Power (LADWP) provides electric service to the City of Los Angeles. To ensure a reliable supply of power, the Department maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power, such as wind, biomass, solar and cogeneration. The Department draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest.

Business and industry consume about 70 percent of the electricity in Los Angeles, but residents constitute the largest number of customers. In addition to serving these consumers, the LADWP lights public streets and highways, powers the city's water system and sells electricity to other utilities.

The LADWP 2007 Power System Integrated Resource Plan (IRP) is the energy resource planning document that provides a framework for addressing the future energy needs of the City's residents and businesses. This plan focuses on Renewable Power, Greenhouse Gas Reduction, and Energy Efficiency.

One of the key policy areas in this plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. A Power Reliability Program initiated in 2007 will improve maintenance practices, address the aging power system infrastructure, increase capital programs necessary to support load growth, and increase staffing levels to support reliability related work.



Existing Facilities

Electricity is distributed through an extensive network of receiving stations, distributing stations, overhead lines, and underground lines. LADWP has a total generating capacity of about 7,000 megawatts to serve a peak Los Angeles demand of about 5,600 megawatts (One megawatt equals one million watts.). The Department maintains more than 6,000 miles of overhead distribution lines and 4,200 miles of underground distribution lines.

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a “belt line” extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide. Table 5.5 shows a list of the City’s power generation resources.

LADWP prepares an annual load forecast for all of its electrical stations and circuits, as well as a continuous review of the loading of electrical stations. If the loading at any one station is exceeding its limit, the load may be shifted to

TABLE 5.5
LADWP Generation Resources

Type of Resource	Facility Name	Location
Basin Thermal Generation-natural gas-fueled generation stations	Harbor Haynes Scattergood Valley	Wilmington, CA Long Beach, CA Playa del Rey, CA Sun Valley, CA
Coal-Fired Thermal Generation	Navajo Intermountain	Page, Arizona Delta, Utah
Nuclear-Fueled Thermal Generation	Palo Verde Nuclear Generation Station	Phoenix, Arizona
Large Hydroelectric Generation	Castaic Power Plant Hoover Power Plant	Castaic, CA Hoover Dam, Nevada
Small Hydroelectric plants	Owens Gorge Owens Valley Los Angeles Aqueduct	California California California

Source: City of Los Angeles Integrated Resources Plan, Facilities Plan Volume 3: Runoff Management, 2006.

neighboring stations, or a new station could be built to redistribute the load among the neighboring stations. Overall, LADWP supplies nearly 22 billion kilowatt (kW) hours of electricity a year for the City's 1.4 million electric customers (LADWP, 2009). The average resident uses about 5,300 kilowatt-hours of electricity per year.

LADWP continues to expand its portfolio of renewable energy. The benefits of increasing renewable energy supply include: reducing greenhouse gas emissions, improving air quality, providing a sustainable energy resource, providing a hedge against market fluctuations of fuel costs, and reducing dependence on foreign sources of fuel.

Issues

Many elements of the City's electrical infrastructure were installed between 1920 and 1970. Ensuring that the power generation, transmission and distribution infrastructure continues to operate in a reliable and efficient manner may require improved maintenance practices and the replacement of aging assets, including circuits, poles, cables, and transformers. The cumulative effect of increased electrical service demands from additional development and increasing population may require the installation of additional electrical distribution facilities.

Increasing the City's supply of renewable energy resources. Reducing the City's dependence on fossil fuels to mitigate impacts of global climate change is a challenge that will require coordination of public and private investments. LADWP's renewable energy generation projects include projects which are publicly owned and projects which involve long-term purchase agreements.

Transmitting power from distant renewable energy plants into the City. Facilities which generate renewable energy must be located at the site of available renewable energy resources. Many of these facilities are located in the desert far from existing transmission lines. LADWP is studying options for new or expanded transmission projects to deliver renewable power into Los Angeles.

Goals and Policies

Goal CF.5: Provide well-maintained community facilities, infrastructure and services that can adequately accommodate existing and projected needs.

General Community Facilities Policies

Policy CF.5.1: Coordinate with other City department and agencies to locate available and appropriate sites for public facilities and infrastructure (Map 39).

Policy CF.5.2: Encourage the joint use of public facilities for the purpose of promoting the efficient use of space, energy and public resources.

Policy CF.5.3: Support public/private ventures, and other forms of collaboration between government, developers and residents to consider new ideas for funding infrastructure and services.

Policy CF.5.4: Promote community education about various public finance tools which are available to pay for local infrastructure, such as Assessment Districts.

Policy CF.5.5: Encourage infrastructure projects to provide amenities for the community, such as open space.

Policy CF.5.6: Encourage efforts to incorporate technological improvements and environmentally sustainable design for more energy-efficient infrastructure and reduced demand on the citywide infrastructure system.

Policy CF.5.7: Support infrastructure projects that incorporate multiple uses to maximize efficient use of resources.

Policy CF.5.8: Support infrastructure projects which utilize the waste products of one infrastructure system to produce energy for other infrastructure systems.

Policy CF.5.9: Promote infrastructure projects that are resilient to natural disasters, extreme weather events, and other emergencies.

Public Services Policies

Police Protection Policies

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

Policy CF.5.11: Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.

Policy CF.5.12: Promote the establishment of police facilities that provide police protection at a neighborhood level. Support community-based crime prevention efforts, such as Neighborhood Watch, other community watch programs, and foot and bicycle patrols.

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

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

Policy CF.5.15: Ensure that landscaping around buildings does not impede visibility and provide hidden places, which could foster criminal activity. Implement principles of the City of Los Angeles Crime Prevention through Environmental Design (CPTED) Guidelines.

Policy CF.5.16: Provide for adequate public safety in emergency situations. Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard, to provide for public safety in the event of emergency situations.



Fire Protection and Emergency Medical Services Policies

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

Policy CF.5.18: Coordinate with the City of Los Angeles Fire Department during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service demands.

Policy CF.5.19: Promote continued mutual assistance agreements with neighboring cities, the County of Los Angeles, and other applicable agencies, for the provision of fire protection services to the residents of the Hollywood Community Plan Area.

Policy CF.5.19: Promote continued mutual assistance agreements with neighboring cities, the County of Los Angeles, and other applicable agencies, for the provision of fire protection services to the residents of the Hollywood Community Plan Area.

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

Library Policies

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

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

Policy CF.5.22: Support construction of new libraries and the retention, rehabilitation and expansion of existing library sites as required to meet the changing needs of the community.

Policy CF.5.23: Study the development of a funding system to finance the construction of new branch libraries or the expansion and maintenance of existing facilities, the acquisition of equipment, books and other material.

Policy CF.5.24: Encourage flexibility in siting libraries in commercial centers, office buildings, pedestrian-oriented areas, community and regional centers, transit stations, on mixed-use boulevards, and similarly accessible facilities.

Policy CF.5.25: Continue to support joint-use opportunities when the City of Los Angeles Library Department and decision-makers review and approve new library sites.

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

Policy CF.5.27: Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.

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

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

School Policies

Policy CF.5.30: Foster schools which can provide quality education for children and adults in every neighborhood of Hollywood (Map 38).

Policy CF.5.31: Continue to work constructively with the LAUSD to monitor and forecast school service demand based upon actual and predicted growth. Develop and share demographic information about population estimates.

Policy CF.5.32: Continue to work constructively with the LAUSD to promote the siting and construction of public school facilities which are phased to accommodate anticipated population growth.

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

Policy CF.5.34: Create community school parks at older elementary schools in neighborhoods with few parks. Maximize the use of public schools for neighborhood use and the use of local open space, public facilities and parks for school use.

Policy CF.5.35: Support the supervised use of indoor and outdoor non-classroom spaces of schools by the general public for recreational activities. Ensure that design features of new schools provide the community with opportunities for direct supervised access to non-classroom areas during non-school hours and on holidays.

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

Policy CF.5.37: Encourage the provision of alternative schools, such as charter schools as a method of delivering quality public education at the neighborhood level.

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



Policy CF.5.39: Locate new schools in areas with complimentary land uses, access to transit, and recreational opportunities. Encourage the siting of schools in locations which can utilize topography and landscaping, as well as building design, to provide noise and air quality buffering, when necessary.

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

Policy CF.5.41: Encourage public school design that buffers classrooms from negative noise and air quality sources. Utilize dense landscaping of trees and shrubs to filter particulate air contaminants from nearby freeways.

Policy CF.5.42: Encourage siting of public middle schools and high schools within or adjacent to transit stations, Centers, Mixed-Use Boulevards or Mixed-Use Incentive Areas, to maximize accessibility.

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

Policy CF.5.44: Encourage LAUSD and the Department of Recreation and Parks to continue the shared-use program to facilitate the shared use of schools and recreational facilities in Hollywood. Encourage public schools to site jointly with other community facilities, such as libraries, parks, and auditoriums and work with other community stakeholders, such as Business Improvement Districts and other public/private partnerships.

Park Policies

Policy CF.5.51: Provide adequate park and recreation facilities that meet the recreational needs of existing and new residents for all age-groups in the community.

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

Policy CF.5.53: Maintain all open space designations within the Hollywood Community Plan Area. Designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.

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

Policy CF.5.55: Support the establishment of joint-use agreements with other public and private entities to increase recreational opportunities in Hollywood, including shared use of land owned by public agencies and private property owners.

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

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

Policy CF.5.58: Promote the provision of security and patrols of public parks and recreational facilities by the LAPD and the Department of Recreation and Parks. Ensure the safety of families with children and senior citizens who use parks.

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

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

Policy CF.5.61: Utilize community input to assist the Department of Recreation and Parks in locating development opportunities for new parks. Prioritize recommendations of the Community-Wide Needs Assessment prepared by the Department of Recreation and Parks.

Policy CF.5.62: Support the creation of new parks and park expansions within public right-of-ways, such as DWP power line right-of-ways, and on unused and underutilized public properties.

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

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

Policy CF.5.65: Require new large scale commercial and mixed-use development in the Regional Center to provide green spaces, a public plaza, community garden space or other community amenities onsite.

Policy CF.5.66: Maintain, improve, connect and expand existing equestrian trails and hiking trails. Implement standards for trails as outlined by the Department of Recreation and Parks.

Policy CF.5.67: Coordinate with the Department of Recreation and Parks and Department of General Services to review and evaluate surplus property as potential sites for parks and recreational facilities.

Policy CF.5.67A: Encourage the development of parks at opportunity sites, including the Franklin and Ivar park site (Map 43).

Policy CF.5.67B: Create Hollywood Central Park as a new cap park over the 101 Freeway, with a mix of public-serving uses including libraries, etc. (Map 42)



Health Services and Social Services Policies

Policy CF.5.68: Facilitate the provision of adequate, accessible health services and social services to meet the needs of Hollywood residents. Promote the provision of diverse, easily accessible health care and social service facilities to meet the needs of all sectors of the population in Hollywood.



Legend:

- Under Study
- M Metro Rail Station

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

Map 42
Hollywood Community Plan
PROPOSED OPEN SPACE: Hollywood Central Park

Los Angeles City Planning Department • Graphic Services Section • February 2012.005 [Not to Scale]



Legend:

Proposed Open Space

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

Map 43

Hollywood Community Plan

PROPOSED OPEN SPACE: Franklin/Ivar Park

Los Angeles City Planning Department • Graphic Services Section • February 2012.005 | Not to Scale

Policy CF.5.69: Locate health care facilities and social services facilities with compatible uses. Promote the joint location of health services and social services facilities in schools, community centers, senior centers and other public facilities.

Policy CF.5.70: Encourage the location of health services, social services, community centers and senior centers near transit.

Policy CF.5.71: Coordinate with large Hollywood hospitals, such as Kaiser, Children’s Hospital and Hollywood Presbyterian Medical Center to pursue transit-oriented development goals.

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

Infrastructure Policies

Water Supply Policies

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

Policy CF.5.74: Continue to require water conservation measures, as recommended by LADWP.

Policy CF.5.75: Support the development of reliable and cost-effective sources or alternative water supplies, including opportunities for groundwater recharge, water reclamation and exchanges and transfers.

Policy CF.5.76: Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized.

Wastewater Policies

Policy CF.5.77: Provide an adequate and reliable wastewater collection and treatment system that supports existing and planned development

Policy CF.5.78: Require that development be connected to the City’s sewer system and ensure that adequate capacity is available for the treatment of generated wastewater flows and the safe disposal of generated sludge.

Policy CF.5.79: Support strict water conservation measures.

Policy CF.5.80: Encourage development projects to incorporate features that reduce on-site wastewater output.



Stormwater Policies

Policy CF.5.81: Provide a storm drainage system that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.

Policy CF.5.82: Encourage the use of permeable materials for the paving of sidewalks and driveways, when feasible.

Policy CF.5.83: Promote watershed management policies that integrate flood protection with water conservation, improvement in the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

Solid Waste Policies

Policy CF.5.84: Provide a cost-effective and environmentally sound solid waste management system that protects public health, safety, and natural resources.

Policy CF.5.85: Promote recycling and waste reduction. Support recycling centers that transform waste disposal into resource recovery and economic development opportunities.

Policy CF.5.86: Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping.

Energy (Power) Policies

Policy CF.5.87: Provide an adequate, reliable and safe supply of electrical energy to support existing and future land uses within the City.

Policy CF.5.88: Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to encourage energy-efficient practices and technology.

Policy CF.5.89: Work with LADWP to expand, upgrade or improve local distribution lines within the community plan area, where necessary, to accommodate demand for energy.

Policy CF.5.90: Support the construction of well-designed power system facilities, including receiving and distributing stations, so that they are compatible with their surroundings.

Policy CF.5.91: Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases, and increase the reliability of the power supply.

Policy CF.5.92: Support the offering of incentives to property owners and developers for the use of building designs and/or energy-efficient systems in new residential, commercial and industrial developments that exceed existing State of California Energy Code standards.



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Implementing, Monitoring and Amending the Community Plan

The Hollywood Community Plan is a comprehensive and long-range document adopted to express a vision for the future and to guide how that vision is implemented through private and public development. The Community Plan defines policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts. In addition, implementation of many of the policies may require joint actions with external governmental agencies, such as the California Department of Transportation, the school districts, water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), and others.

A variety of ordinances, programs, and decisions made by the City with regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decision makers, such as hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when writing findings on land use decisions.

Contents of the Community Plan

The key components of the Community Plan are a land use map and the Plan text. The Land Use Map's legend displays the range of zones which are permitted within each category and sub-category of Planned Land Use or Land Use Designation. The categories of Planned Land Use include: Residential, Commercial, Industrial, Open Space and Public Facilities. Zones which are more permissive than the ones listed within each sub-category of Planned Land Use are not allowed, however, zones which are more restrictive than those listed within each sub-category of Planned Land Use are permitted.

Restrictions on allowed densities, building envelopes and building intensities are recorded in the Community Plan text, Plan footnotes, Zones, Qualifying (Q) Conditions, Development (D) Restrictions, adopted Specific Plans and Overlays, and other implementation tools for certain subareas within the Community Plan area. The Plan text also contains policy language, such as traffic mitigation measures or design standards, which is used by decisionmakers to guide the writing of findings.

Implementation

The land use policy set forth within the Community Plan is implemented through decisions made by the City with regard to discretionary and non-discretionary building projects. City actions on discretionary projects which involve land use require a finding that the action is consistent or in conformance with the Land Use Element of the General Plan or the Community Plan. City decisionmakers, such as hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when writing findings on land use decisions.

Implementation tools include the following:

Zones establish permitted uses and how many dwelling units may be constructed on a lot and within a geographic area. Allowed density is calculated by requirements for Minimum Area Per Lot and Minimum Area Per Dwelling Unit. Residential densities range from a minimum density of 40,000 sq. ft. of lot area per dwelling unit to a maximum density of 200 sq. ft. of lot area per dwelling unit.

Land Use Designations are categories of permitted zones which express the Plan's vision for permitted uses and densities.

Height Districts, measured by allowed Floor Area Ratio (FAR), specify the size of the allowed building envelope or the ratio of allowed square footage to buildable lot. This measure of building intensity ranges from a low of FAR 1.5:1 in Height District 1 to a high of FAR 13:1 in Height District 4.

Qualifying Conditions (Qs) are conditions attached to zones on certain parcels which limit the uses or density normally permitted within the zone.

Development Limitations (Ds) are restrictions attached to height districts which typically limit permitted height or Floor Area Ratio.

Community Design Overlay Districts (CDO)

A CDO is a tool used for a geographically distinct commercial area to improve and/or preserve the quality of building and site design through the application of Design Guidelines and Standards. Design Guidelines and Standards, developed for each CDO, provide guidance in the design of buildings by offering standards for physical elements such as color, materials, landscape, façade, and wall treatments and site orientation.

Historic Preservation Overlay Zones (HPOZ)

A HPOZ is a zoning ordinance for a specified geographic area containing structures, landscape, natural features, or sites with historic, architectural cultural or aesthetic significance. The intent of an HPOZ is to protect and enhance the use of structures, features, site and areas that are reminders of the City's history or which are unique and irreplaceable assets to the City and its neighborhoods or which are worthy examples of past architectural styles.

Hollywood's HPOZs include: Melrose Hills, Whitley Heights, Spaulding Square and a portion of Hancock Park.

Streetscape Plans

A streetscape plan is a policy document for a specified area which provides guidance for public improvement projects in the public right-of-way. The intent of a streetscape plan is to create a pedestrian-friendly environment and enhance the identity of an area through the application of standards which address streetscape elements such landscape, street lighting, public art, street furniture, infrastructure, and signage.

Specific Plans, Supplemental Use Districts and Overlay Districts

Specific Plans, Supplemental Use Districts and Overlays are zoning ordinances which regulate uses as well as design. They tailor the Los Angeles Municipal Code provisions to the specific needs of a geographic area.

Hollywood contains three specific plans (Map 5) – Mulholland Scenic Parkway Specific Plan, Hollywoodland Specific Plan, and the Vermont-Western Station Area Neighborhood Plan. Signage in central Hollywood is regulated by the Hollywood Signage Supplemental Use District.

Updating the Plan: A Process

The State requires that the Community Plan be periodically revised to reflect new conditions, community input and technological advances. It is recommended, but not required, that the City initiate a Community Plan Update every five years.

The publicly-initiated process of updating the Community Plan is informed by the General Plan Framework, one of the General Plan's elements which outlines the growth strategy for the entire City, the expressed opinions of members of the community, coordination with other City departments and the professional recommendations of Planning staff. The Community Plan is also revised through on-going Periodic Plan Review which occurs throughout the year in response to privately-initiated requests.

Amendments

Although the vision remains constant, the means of its achievement are more subject to changing demographics, technologies, economics, and federal and state laws. As such, the Hollywood Community Plan must be a flexible document,

allowing for changes that ultimately assist in enhancing and implementing the vision. Too many, too frequent, or inappropriate changes, however, can diminish the expressed vision, and sidetrack its implementation. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur. This process will ensure that all proposed amendments are reviewed for internal consistency with the vision, values and goals of the Hollywood Community Plan.

Most amendments propose a change in the land use designation for a particular property. Policy and text amendments also may occur. The process to amend the Community Plan requires Planning Director, City Planning Commission, or City Council initiation before the plan amendment process and accompanying project may actually proceed. The Planning Department completes an analysis and develops a staff report and recommendation on all proposed amendments.

The staff report and recommendation are presented to the City Planning Commission at a public hearing. In addition, the staff report and recommendation are given to the Mayor. The City Planning Commission and Mayor make a recommendation.

After receiving recommendations from the City Planning Commission and Mayor, the City Council conducts a public meeting before taking action on the proposed amendment. When approving an amendment the City Council shall make findings showing that the action is consistent with the General Plan.

Although applicants have the right to submit amendment requests to the City, not all requests merit study and consideration by City staff and the decision-makers. The amendment process allows for the City to deny a proposed amendment if it is clearly inconsistent with the major goals and policies of the Community Plan.

Implementation Programs

Some recommendations of the Hollywood Community Plan are enacted concurrently with adoption of the Plan. These include modified street standards, plan amendments and footnotes, zone changes (including the removal of, addition to or change in qualifying conditions), and height district changes (including the removal of, addition to or change in development limitations). A summary of these recommendations is presented in Table 6-1.

Detailed information on recommendations enacted concurrent with Plan adoption can be found in the following documents:

Matrix of Existing, Planned and Proposed Land Use for the Hollywood Community Plan Update "Q" Condition and "D" Development Limitation Appendix

Land Use and Zone Change Map

Modified Street Standards

The Matrix of Existing, Planned and Proposed Land Use, the “Q” Condition and “D” Development Limitation Appendix, and the Land Use and Zone Change Map, along with a Staff Report, can be found in Case File CPC-1997-43-CPU. Detailed information on the Modified Street Standards can be found in the case file.

Long range programs are programs which will be adopted incrementally as funding sources become available. They are listed in Table 6-2, Long Range Implementation Programs.

TABLE 6.1
Plan Recommendations Enacted Concurrently with Plan Adoption

Policy	Action Item	Responsible Parties
LU.1.2	Prohibit all residential uses in the MR1 zones, except for accessory residential uses.	DCP
LU.1.4	Maintain the Vermont-Western Station Neighborhood Area Plan (SNAP – Map 4), a transit-oriented plan in East Hollywood which encourages growth around Metro Rail stations and protects residential neighborhoods.	DCP
LU.1.6	Maintain appropriate General Plan Land Use and zoning in existing historic districts which are either listed in, or are eligible to be listed in the National Register of Historic Resources (Map 16). Promote infill development that matches the scale of historic resources with each district, including the following: Afton Square, Selma-Labaig and Serrano Historic Districts (Map 16).	DCP
LU.1.7	Maintain height limitation on commercial zones which border recognized historic neighborhoods (Map 17). Encourage the design of new buildings that respect and complement the character of adjacent historic neighborhoods.	DCP
LU.1.11	Protect identified historic buildings which are located within Floor Area Ratio (FAR) Incentive Areas. Establish zoning which conditions utilization of Floor Area Ratio Incentives upon conformance with the Secretary of the Interior Standards for Rehabilitation.	DCP
LU.1.19	Support design standards to achieve transition in scale where neighborhoods planned for multifamily residential uses abut neighborhoods planned for single family residential uses (Map 19).	DCP
LU.2.2	Utilize floor area ratio bonuses to incentivize commercial and residential growth in the Regional Center (Map 25).	DCP

TABLE 6.1

Plan Recommendations Enacted Concurrently with Plan Adoption

Policy	Action Item	Responsible Parties
LU.2.3	Provide opportunities for commercial office and residential development within downtown Hollywood by extending the Regional Center land use designation to include Hollywood Boulevard and Sunset Boulevards, between Gower and the 101 Freeway (Map 25).	DCP
LU.2.8	Support design standards that utilize existing alleys to reinforce pedestrian character, walkability, and bikeability in multifamily residential neighborhoods (Map 28). Encourage use of rear alleys for access to parking areas.	DCP
LU.2.10	Use planning tools to encourage a balance of jobs and housing growth in the Regional Center. Limit stand-alone residential development in Floor Area Ratio (FAR) Incentive Areas (Map 25).	DCP
LU.2.11	Support provision of minimum Floor Area Ratios in Mixed-Use Incentive Areas consistent with Map 25.	DCP
LU.2.13	Utilize higher Floor Area Ratios to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid bus or 24-hour buslines (Map 29).	DCP
LU.2.23	Direct multifamily housing growth to neighborhoods designated as High Medium Residential (Map 30). Restore citywide standards for High Medium Residential density in areas which are designated as High Medium Residential.	DCP
LU.2.24	Provide incentives for development of retail and office commercial uses along commercial corridors. Restore citywide standards for Floor Area Ratio in Height District 1 along commercial corridors.	DCP
LU.2.28	Provide incentives for mixed-use development which incorporates and maintains targeted industrial uses in specific hybrid industrial zones and industrial opportunity areas.	DCP
LU.2.29	The Plan supports consideration of Floor Area Ratios up to 3:1 in the Media District on a discretionary, case by case basis for well-planned, media-related industrial uses (Map 32).	DCP
LU.3.1	Widen sidewalks to a minimum of 15 feet, or maintain existing sidewalk widths of 15 feet, along major and secondary highways with high levels of pedestrian traffic. Support the adoption of Modified Street Standards (Map 33) for the sake of preserving sidewalks which are already wide (15 feet or wider) and widening sidewalks which are narrow (less than 15 feet).	DCP

TABLE 6.1

Plan Recommendations Enacted Concurrently with Plan Adoption

Policy	Action Item	Responsible Parties
M.1.44	<p>Amend the Bicycle Plan to designate the following street segments as Class III bike routes upon adoption of the Hollywood Community Plan and Class II bike lanes when full improvement is achieved (Map 12):</p> <ul style="list-style-type: none"> • Fountain Avenue between La Brea Avenue and Sunset Boulevard • Fairfax Avenue between Hollywood Boulevard and Fountain Avenue • Fairfax Avenue between Willoughby Avenue and Melrose Avenue 	DCP, Department of Transportation
M.1.47	<p>Identify and study identified potential bike corridors.</p> <ul style="list-style-type: none"> • Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue • Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue • Fairfax Avenue between Melrose Avenue and Rosewood Avenue • Highland Avenue between Barham Boulevard and Rosewood Avenue • Bronson Avenue between Franklin Avenue and Santa Monica Boulevard • Edgemont Street between Franklin Avenue and Melrose Avenue • Virgil Avenue between Los Feliz Avenue and Melrose Avenue • US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard • Virgil Avenue between Los Feliz and Sunset Boulevard • Hillhurst Avenue between Sunset Boulevard and Melrose Avenue • Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard • Wilton Place between Franklin Avenue and Melrose Avenue • Vine Street between Melrose Avenue and Franklin Avenue • La Brea Avenue between Franklin Avenue and Rosewood Avenue • Orange Drive between Rosewood Avenue and Franklin Avenue • Las Palmas Avenue between Waring Avenue and Selma Avenue • June Street between Waring Avenue and Rosewood Avenue • Gower Avenue between Melrose Avenue and Fountain Avenue • Van Ness Avenue between Sunset Boulevard and Melrose Avenue • Oxford Street between Melrose Avenue and Romaine Street • Heliotrope Drive between Rosewood Avenue and Los Feliz Boulevard • Hoover Street between Santa Monica Boulevard and Melrose Avenue • Santa Monica between Sunset Boulevard and La Brea Avenue • Franklin Avenue between La Brea Avenue and Vermont Avenue • Los Feliz Boulevard between Western Avenue and Riverside Drive • Cahuenga Boulevard between Burham Boulevard and Highland Avenue • Burham Boulevard between Cahuenga Boulevard and Forest Lawn Drive • Waring Avenue between La Cienega and Gower Avenue • Rosewood between La Cienega Boulevard and June Street • Rowena Avenue between Hyperion Avenue and Glendale Boulevard • Finley Avenue between Edgemont Street and Talmadge Street • Tracy Street between Talmadge Street and Hyperion Avenue • Rowena Avenue between Hyperion Avenue and St. George Street • St. George Street between Rowena Avenue and Franklin Avenue • Franklin Avenue between St. George Street and Vermont • Finley Avenue between Talmadge Street and Edgemont Street 	DCP, Department of Transportation

TABLE 6.2

Long Range Implementation Programs

Policy	Action Item	Responsible Parties
LU.1.5.1	Develop a historic preservation district or districts in Los Feliz, including the Hollywood Grove neighborhood, with community involvement and support (Map 15).	DCP
LU.1.5.2	Develop a historic preservation district in Sunset Square (Map 15) with community involvement and support.	DCP
LU.1.5.3	Study the historic resources in neighborhoods surrounding the Melrose Hill HPOZ (Map 15).	DCP
LU.1.5.4	Study the garden apartments in the block bounded by Prospect Avenue on the north, Rodney Drive on the west, Lyman Place on the east, and the alley north of Hollywood Boulevard on the south for potential historic significance.	DCP
LU.1.11.1	<u>Study the feasibility of implementing a Transfer of Development Rights program in Hollywood to encourage preservation of historic resources.</u>	DCP
LU.1.13.1	Work with the Bureau of Engineering to establish a Treatment Plan to guide future rehabilitation work affecting the Hollywood Walk of Fame (Map 18).	DCP, Dept. of Public Works
LU.1.21.1	Develop an implementing ordinance to limit paving in the front of residential structures to the paving required by LAMC driveway regulations only.	DCP
LU.1.24.1	Conduct a study of the alleys in the Regional Center (Map 20) as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	DCP
LU.1.25.1	Prepare an Alley Maintenance Plan for the alleys located behind the commercial uses along Melrose Avenue between <u>Fairfax and Highland and Orlando Avenues, inclusive of Melrose Place to the west.</u>	DCP
LU.1.26.1	Create design guidelines <u>including a possible Streetscape Plan</u> for commercial uses along Melrose Avenue between <u>Fairfax and Highland and Orlando Avenues, inclusive of Melrose Place,</u> (Map 21) to maintain and improve the pedestrian-oriented scale and character.	DCP
LU.1.26.2	<u>Create design guidelines for a Route 66 Design District, which may include a Streetscape Plan and Design Overlay along Santa Monica Boulevard between Seward Avenue and Hoover Street, to maintain and improve the neighborhood character of this historic street. Consider guidelines for scale, massing and orientation of new buildings, curb cuts, lot consolidation and building demolition (map 22)..</u>	DCP

TABLE 6.2

Long Range Implementation Programs

Policy	Action Item	Responsible Parties
LU.1.27.1	Establish design guidelines for commercial uses on Hillhurst Avenue between Franklin and Los Feliz Avenues (Map 23) to complement design guidelines of the adjacent Vermont-Western Station Neighborhood Area Specific Plan (SNAP).	DCP
LU.1.29.1	Study hillside neighborhoods, including the Laurel Canyon Neighborhood, to protect single family neighborhoods in the hillsides from out-of-scale "mansionized" development.	DCP
LU.2.5.1	Support the implementation of a Sunset Boulevard Community Design Overlay District (Map 25) and a Hollywood Boulevard Community Design Overlay District (Map 26) design overlay or zoning overlay in central Hollywood, including Sunset Boulevard and Hollywood Boulevard, which may include guidelines for site planning and building design, controls on lot consolidation, and possible requirements for approved plans prior to demolition, in order to ensure that infill development in the Regional Center complements existing neighborhood character (map 26 and 27).	
LU.2.27.1	Establish standards to regulate lighting intensity and brightness for all digital or electronic signage in Hollywood.	DCP
LU.2.28.1	Establish new zoning districts that encourage a mix of industrial uses with commercial or residential uses around the perimeter of industrial districts, where appropriate (Map 31).	DCP
LU.3.18.1	Develop Streetscape Plans (Maps 34, 35 and 36) for the following streets segments: <ul style="list-style-type: none"> • Hollywood Boulevard between Gower Avenue and the 101 Freeway • Western Avenue between Franklin Avenue and Melrose Avenue • Santa Monica Boulevard between Vine Street and the 101 Freeway • Cahuenga Boulevard between Hollywood and Sunset Boulevards • La Brea Avenue between Franklin and Rosewood Avenues • <u>Melrose Avenue between Seward Avenue and Hoover Street</u> 	DCP, Dept. of Public Works
LU.4.1.1	Conduct a nexus study to determine the impact of future commercial and multifamily residential development on the need for open space in Hollywood, and develop community-wide mitigations funded by impact fees.	DCP
LU.5.26.1	Review current zoning and building codes to minimize climate change impact.	DCP
M.1.1.1	Conduct a nexus study to determine the impact of future development on traffic in Hollywood, and develop community-wide <u>mitigations improvements</u> funded by impact fees.	DCP

TABLE 6.2
Long Range Implementation Programs

Policy	Action Item	Responsible Parties
M.1.56.1	Initiate a study of ways to fund transportation demand management programs, such as a Traffic Impact Fee, tax increments, bonds, grants, benefit assessment districts, and other financing measures.	DCP
M.1.56.2	Develop grant-writing capacity within the Department of City Planning to seek funding sources for mobility options contained within the Mobility Plan.	DCP
M.1.87.1	Study cut-through traffic in the area bounded by <u>Franklin and Hollywood Boulevard</u> on the north, <u>La Brea Avenue</u> on the east, <u>Fountain Avenue</u> on the south, <u>Fairfax Avenue</u> on the west, and the area bounded by <u>Hollywood Boulevard</u> on the north, <u>Fairfax Avenue</u> on the east, <u>Sunset Boulevard</u> on the south, <u>Laurel Canyon Boulevard</u> on the west and prepare a neighborhood traffic management plan, pending results of study.	DCP, Dept. of Transportation
M.1.87.2	Consider the implementation of Neighborhood Traffic Management Plans, <u>including possible speed humps, medians, directional signs, and other streetscape improvements</u> along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets: <ul style="list-style-type: none"> • Franklin Avenue and Hollywood Boulevard • Sunset and Hollywood Boulevards • Sunset and Santa Monica Boulevards • Santa Monica Boulevard and Melrose Avenue, <u>including blocks south of Melrose Avenue</u> • Franklin Avenue and Mulholland Drive • <u>Highland Avenue, La Brea Avenue, and Martel Avenue along the Willoughby Corridor</u> 	DCP, Dept. of Transportation
M.1.88.1	Work with the Department of Transportation to design routes for valet parkers which minimize traffic impacts on residential neighborhoods.	DCP, Dept. of Transportation

Potential Funding Sources for Long Range Implementation Programs

Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Each one of these most likely funding sources are discussed in detail below.

Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
Quimby Fees Development Impact Fees Permit and Application Fees Regulatory Fees Property Assessments <ul style="list-style-type: none"> • Benefit Assessment District • Business Improvement District • Vehicle Parking District 	Special taxes such as Mello-Roos Community Facilities Districts Taxes for mobility improvements which are allocated by Metro’s Call for Projects: <ul style="list-style-type: none"> • Proposition A sales tax • Proposition C sales tax • State retail sales tax • State motor vehicle fuel tax • Federal gas tax
Bonds	Public Revenue Funds
Tax allocation bonds issued by the Community Redevelopment Agency Proposition 1B state bonds	City’s General Fund LADOT Operating Budget City Capital Improvement Program Caltrans Capital Improvement Fund Special Parking Revenue Fund
User Fees	Other Federal and State Funds

Development Impact Fee

A development impact fee is a fee charged to a developer to recover that portion of the cost of added infrastructure and public facilities that will be required by the developer's project. Impact fees can only be used for infrastructure and public facilities, no maintenance or operations, and cannot pay for existing deficiencies. The adoption of a development impact fee requires a needs assessment study to provide the foundation and rational nexus for assessing and collecting the fee. Collection of impact fees occurs as a one-time charge to the developer.

In the City of Los Angeles development impact fees are typically imposed through the adoption of a Specific Plan which defines the geography of fee collection and the purposes for which the fee will be spent. For example, the West Los Angeles Transportation Improvement and Mitigation Specific Plan was implemented to provide a mechanism to fund specific transportation improvements to address transportation impacts generated by projected new development within the West Los Angeles Transportation Improvement and Mitigation Specific Plan Area.

Tax Allocation Bonds

Tax allocation bonds are bonds issued by the Community Redevelopment Agency against future property tax "increments" generated within defined redevelopment areas. In Redevelopment Project Areas, the tax base is frozen at the time the Redevelopment Plan is adopted and the increment of taxes above this base level is allocated for capital improvements and other programs to achieve the goals of the Redevelopment Plan. Also known as "tax increment financing", this method of public finance enables cities to divert property tax revenues to finance various projects within Redevelopment Areas.

The theory behind tax increment financing is that without redevelopment activities property revenues would not increase, therefore the redevelopment agency is entitled to receive the tax increment. The Community Redevelopment Agency uses tax increments to finance a wide variety of projects, including low-income and market-rate housing, historic preservation, urban design guidelines, streetscapes and mobility improvements.

Metro's Call for Projects

The Los Angeles County Metropolitan Transportation Authority (Metro) is the designated Regional Transportation Planning Agency (RTPA) for Los Angeles County. As the Regional Transportation Planning Agency Metro is authorized to program to itself and other agencies regional transportation funds for specific projects or functions within a given timeframe. Regional transportation funds include a variety of federal, state and local revenues. The primary sources of Countywide transportation funds are local sales taxes, a portion of the 18-cents per gallon state gasoline tax, a portion of the 18.4-cents per gallon federal gasoline tax, and the California sales tax on motor vehicle fuel.

Every two years Metro initiates a competitive grant process, referred to as the Call for Projects, for programming, or allocating, regional transportation funds. The four project categories which are considered by the Call for Projects include: Regional Surface Transportation Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management and Transit Enhancements. City of Los Angeles submittals are coordinated by the Los Angeles Department of Transportation.

Assessment Districts and Business Improvement Districts

Assessment Districts

Assessment Districts are used by local government to pay the costs of providing a service to a particular community. Unlike property taxes, benefit assessments are not based on property value. Instead, each parcel in the service area is assessed according to a benefit formula and to the specific benefit it receives. The charge is calculated based on the formula and placed on the county property tax bill.

Assessment Districts are approved by a majority vote of property owners within the Districts. Ballots are weighted according to the proportional financial obligation of the affected property. Once an Assessment District is created it may be repealed by popular initiative.

One type of Assessment District is a Vehicle Parking District. This type of Assessment District is used by local government to finance the costs of building and operating public parking facilities. Many of the public parking facilities operated by Los Angeles Department of Transportation were originally funded by Vehicle Parking District assessments.

Business Improvement Districts (BIDs)

Business Improvement Districts (BIDs) are Assessment Districts composed of property owners who own businesses within defined areas. A Business Improvement District assesses businesses within the District to pay for such programs as security patrols and streetscape improvements which benefit all businesses within the District.



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Vine



Urban Design Guidelines



The purpose of this chapter is to implement policies and urban design guidelines for Hollywood. Hollywood has a rich cultural and architectural history with many world-famous icons. This physical image is a reflection of the region's history, climate, prosperity, and culture. In addition, the Plan Area contains diverse neighborhoods and districts, a mix of land uses and a range of densities and development: hillside neighborhoods, historic neighborhoods and buildings, small commercial areas, large and complex commercial, mixed use and entertainment centers; film and media studios and institutional districts that serve an equally diverse population.

Hollywood is linked to the Central City and the region by subway, affording greater mobility, access and an alternative to the car. The districts surrounding the Red Line stations are most intensely planned and zoned, reflecting a closer link between fixed rail and land use. These urban design guidelines will further the Hollywood legacy by guiding future development with consistent standards applied throughout the Plan Area.

Relationship to Other Plans in Hollywood



The policies found within this chapter establish baseline design guidelines for Hollywood. They don't replace standards adopted by City Council for specific neighborhoods in Hollywood: Transit Oriented Districts (TODs), Station Area Neighborhood Plans (SNAPs), Community Design Overlay Districts (CDOs), Historic Preservation Overlay Zones (HPOZs) and Specific Plans.

Depending on the lead agency, some of these Plans and Programs may be adopted and implemented within the Hollywood Community Plan but must remain consistent with the Plan policies contained herein. The Department of City Planning exercises discretionary review for projects located within the adopted boundaries of each plan. Specific design districts are a useful planning tool in areas with specific planning issues. However, these planning tools are not suitable for the entire Hollywood community plan area due to the size and diversity of the neighborhoods within the plan area. Therefore, baseline design standards are needed for the whole of the plan area, based on land uses by utilizing special districts as key examples that will illustrate proposed design principles.

Hollywood Community Urban Design Goals

The goal of urban design guidelines is to guide the physical development of the Hollywood Plan effectively to enhance the experience of all individuals who live, work, or visit by:

1. Implementing the General Plan and the Citywide General Plan Framework.
2. Providing guidance and information on development to decision makers, elected officials, developers, designers, and the general public.
3. Seamlessly integrating a mixture of land uses to create positive visual experiences that attract diverse demographics to the Hollywood Plan area.
4. Creating neighborhoods that promote movement for pedestrians and bicyclists and that place less emphasis on the car.
5. Creating a unique and easily identifiable neighborhood through design concepts, landscaping, and signage.
6. Promote design standards that encourage economic development and tourism.
7. Properly mandate spatial and landscape guidelines to foster safe and inviting neighborhoods.
8. Designing and maintaining landscape standards to create an urban forest, reduce the heat island effect, and promote pedestrian comfort.
9. Promoting tourism and economic vitality.

A walkable community that is safe, aesthetically pleasing, and promotes social and economic vitality may create a community that people can enjoy for years into the future.



Citywide Urban Design Principles

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

1. Create usable and accessible transit.
2. Reinforce walkability and well-being.
3. Bridge the past to the future.
4. Nurture neighborhood character.
5. Accentuate visual interest.
6. Develop streetscape furnishings.
7. Stimulate sustainability and innovation.
8. Improve equity and opportunity.
9. Generate public open space.
10. Connect neighborhoods, enhance navigation and provide transitions.

Early consultation with Planning staff, including consideration of long-term development maintenance, is one essential way of assuring implementation of these Principles through the urban design guidelines for Hollywood.



Urban Design Guidelines

How to Use These Guidelines

The Urban Design Checklist that follows is organized by main topics. Each topic includes a statement of objectives followed by a list of implementation strategies to be considered for incorporation into the proposed project. Each subsequent guideline has a checklist, which is attached to a type of land use. The general land use categories in this checklist are comprised of single family, industrial, mixed-use, commercial, multi-family, and campus. If a guideline does not have a check box under a specific land use, it is because that guideline does not necessarily apply to that respective land use.

1. Building Orientation	155
2. Scale, Height and Massing	161
3. Circulation, Parking and Loading	164
4. Pedestrian Amenities	169
5. Sustainability	173
6. On-Site Open Space	177
7. Landscaping	180
8. Building Façade	187
9. Other Building Elements	191

BUILDING ORIENTATION CHECKLIST

OBJECTIVE: Support a quality streetscape by providing cohesive relationships between a building's orientation, site layout, and the public right-of-way.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	A collection of buildings should be placed to frame outdoor places, or arranged to focus on a central public meeting area. Buildings contributing to such a space should be grouped together based on their type of use.						
2	Buildings should be compatible with the existing circulation system in order to create strong edges and transition spaces.						
3	In detached condominiums or small lot subdivisions, the unit closest to the primary street should be oriented towards that street.						
<p>The following guidelines apply to parcels designated a commercial land use and/or front a street designated Major Highway, Secondary Highway, or Collector Street.</p>							
4	Building setback should be consistent with the prevailing front and side yard setbacks, or at the front property line (where possible). Exceptions for public areas include plazas, courtyards, outdoor dining areas, arcades, or other covered walkways.						
5	On corner lots, the primary building entrance should be located at the corner and directly accessible to adjacent sidewalks.						
6	Mixed-use buildings should have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. The residential component of a mixed-used building should have a ground floor pedestrian entrance to the commercial street. A pedestrian entrance to the commercial component should be directly accessible from a public street, and open during the posted normal business hours.						
7	Buildings should be oriented to provide breaks for pedestrian throughways where appropriate. Ideally, clear lines of sight from the front to the rear of the parcel should be placed every 200 linear feet of building frontage.						
8	Project components shall be oriented to place actively and passively utilized outdoor areas as far from the roadway as possible.						

BUILDING ORIENTATION

- 1** A collection of buildings should be placed to frame outdoor places, or arranged to focus on a central public meeting area. Buildings contributing to such a space should be grouped together based on their type of use.



Creative site planning and building design can frame outdoor places, creating a plaza area and a sense of being welcomed into a built environment.

- 2** Buildings should be compatible with the existing circulation system in order to create strong edges and transition spaces.

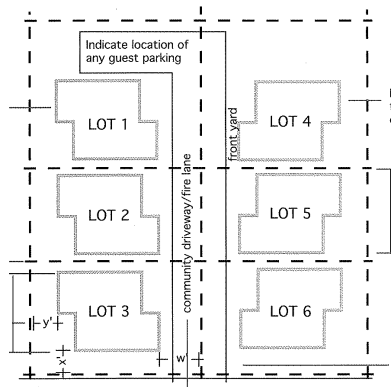


This pocket park fronts a commercial strip even as the street bends, maintaining a consistent store frontage and placing focus on the park.



These buildings surrounding this roundabout form a strong edge to this street.

- 3** In detached condominiums or small lot subdivisions, the unit closest to the primary street should be oriented towards that street.



A typical plan for a small lot subdivision features the side of at least one unit facing the street.

Though the primary entrance does not face the street, street-facing windows and doors give the impression of a single-family residence.

- 4** Building setback should be consistent with the prevailing front and side yard setbacks, or at the front property line (where possible). Exceptions for public areas include plazas, courtyards, outdoor dining areas, arcades, or other covered walkways.



The commercial strip in the middle is flanked on the left and right by buildings fronting the sidewalk. An inconsistent street frontage is discouraged because the pedestrian store frontage is jagged and interrupted.



Consistent setbacks provide for a coherent, uninterrupted street wall in mixed-use and commercial neighborhoods.



If deviating from prevailing setback, provide open space such as a courtyard or plaza.

BUILDING ORIENTATION

- 5** On corner lots, the primary building entrance should be located at the corner and directly accessible to adjacent sidewalks.

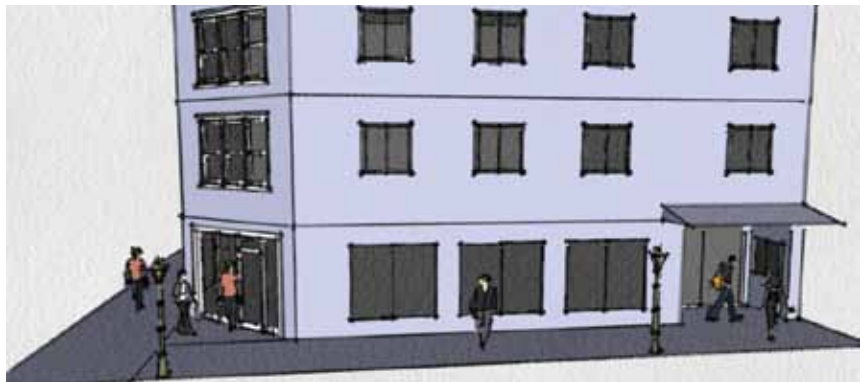


Angled entries at intersections are the optimal use for street corners, and maximize visibility by capturing views from multiple directions.

- 6** Mixed-use buildings should have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. A pedestrian entrance to the commercial component should be directly accessible from a public street, and open during the posted normal business hours.



A separate residential entry in mixed-use buildings provides safety for residents and efficient circulation for shoppers.



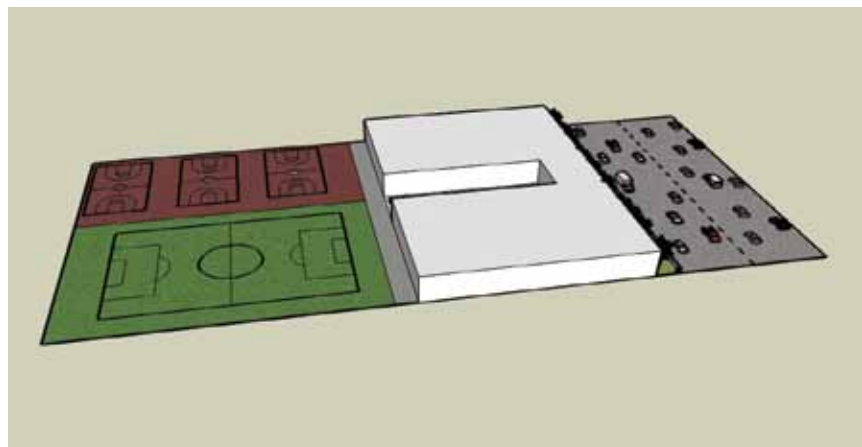
An entry focused solely on the residential units creates a clear delineation of uses, and therefore the proper amenities for each user.

Buildings should be oriented to provide breaks for pedestrian thoroughways where appropriate. Ideally, clear
7 es of sight from the front to the rear of the parcel should be placed every 200 linear feet of building frontage.



A well placed pedestrian building break provides a respite from a continual store frontage that is an alternative to a vehicular street. These breaks can be crafted into plazas that have the potential to bring people together.

8 Project components shall be oriented to place actively and passively utilized outdoor areas as far from the roadway as possible.



Active and passive recreation areas should be located as far as possible from nearby freeways.

SCALE, HEIGHT AND MASSING CHECKLIST

OBJECTIVE: Enhance neighborhood character through understanding the importance of a structure’s physical form, and by complementing the existing built environment.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Height transitions should be utilized when buildings with different heights are adjacent to each other.						
2	Second floor or higher stepbacks should be consistent with prevailing or adjacent buildings.						
3	The terracing of the building, as appropriate to transition from (a) higher intensity uses to lower intensity uses and (b) higher to lower building heights, is encouraged.						
4	To break massing, utilize multiple planes, stepbacks and architectural treatments such as recessed windows, columns, moldings and projections.						

SCALE, HEIGHT AND MASSING

- 1 Height transitions should be utilized when buildings with different heights are adjacent to each other.



Here, the massing and height are of these multi-family buildings are inconsistent, creating a jagged appearance to the neighborhood.



The heights of these multi-family buildings are consistent with each other.

- 2 Second floor or higher stepbacks should be consistent with prevailing or adjacent buildings.



The height of the stepback on the LA Fitness building does not overpower the historic Cineramadome, to the right.



The bulk and stepback of the new home on the left does not match the older home on the right.

SCALE, HEIGHT AND MASSING

- 3** The terracing of the building, as appropriate to transition from a) higher intensity uses to lower intensity uses and b) higher to lower building heights, is encouraged.



The two-story portion of this building faces a major street, while the one-story section faces a smaller side-street.

Gradual building transitions are encouraged over abrupt building transitions. Buildings adjacent to each other, but of differing heights should be stepped back to soften the transition.

- 4** To break massing, utilize multiple planes, stepbacks, and architectural treatments such as recessed windows, columns, moldings, and projections.



Creative massing and use of recessed windows is encouraged.



Use of multiple planes and projecting windows provide visual interest.

CIRCULATION, PARKING AND LOADING CHECKLIST

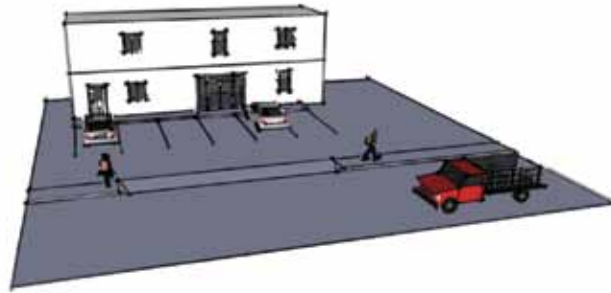
		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Excessively wide driveways should be avoided.						
2	Cars and delivery/service trucks should be provided separate entrances to facilitate circulation.						
3	Detached garages should be placed at the rear of the lot. Utilization of an attached mid-recessed or swing-in garage is acceptable if not visible from the public right-of-way. If an alley is available, a garage shall be accessible from the alley.						
4	Parking structures should be screened from public view, using planted materials or design features. Encourage wrapping parking structures with other uses such as ground floor retail or placing parking underground.						
<p>The following guidelines apply to parcels designated a commercial land use and/or front a street designated Major Highway, Secondary Highway, or Collector Street.</p>							
5	Required parking and loading areas should be located away from primary streets, so as to maintain the street wall for pedestrians. Alley-loading areas are encouraged.						
6	Curb cuts less than 150 feet apart are not encouraged.						
7	Driveways are not encouraged along the primary frontage unless they cannot be practically placed elsewhere.						
8	When necessary, decorative bollards or portable planters should be used to restrict vehicle traffic from the sidewalk.						

CIRCULATION, PARKING AND LOADING

- 1 Excessively wide driveways should be avoided.



Wide driveways are discouraged because they break the flow of the sidewalk for pedestrians.



Wide driveways also create more potential for people/vehicle conflicts.

- 2 Cars and delivery/service trucks should be provided separate entrances to facilitate circulation.



Loading areas to the rear save the front and side façades for an attractive store frontage and prevents any interruption to the pedestrian experience.

- 3** Detached garages should be placed at the rear of the lot. Utilization of an attached mid-recessed or swing-in garage is acceptable if not visible from the public right-of-way. If an alley is available, a garage shall be accessible from the alley.



A recessed garage places the focus on the architecture of the house itself.

- 4** Required parking and loading areas should be located away from primary streets, so as to maintain the street wall for pedestrians. Alley-loading areas are encouraged.



Parking for this mixed-use building is accessed from a smaller side-street, allowing the primary street wall to be maintained.



Maintaining the primary frontage for pedestrians promotes a free, steady flow of foot traffic on the sidewalk without any interruption by vehicles.

CIRCULATION, PARKING AND LOADING

- 5** Curb cuts less than 150 feet apart are not encouraged.



Driveways should also be spaced at a distance far apart enough so that it does not impede or interrupt the flow of pedestrians. At a minimum, driveways should not be spaced less than 150' apart to ensure an interrupted flow of pedestrian traffic.

- 6** Driveways are not encouraged along the primary frontage unless they cannot be practically placed elsewhere.

- 7 When necessary, decorative bollards or portable planters should be used to restrict vehicle traffic from the sidewalk.



PEDESTRIAN AMENITIES CHECKLIST

OBJECTIVE: Provide a sense of accessibility and safety to all pedestrians by providing clear connections between origin and destination.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Walkways should be provided from entry to sidewalk; paving materials and color should be consistent with the surrounding neighborhood.						
2	Encourage clear and exclusive pedestrian, public transit, and bicycle linkages between separate land uses.						
3	Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.						
4	Street furniture should be consistent with the Bureau of Street Services Coordinated Street Furniture Program. Street furniture, light fixtures, awnings, tables, and umbrellas should be attractive, well-kept, and compatible with the architecture of the building.						
5	Ground floor façades should enhance the experience of pedestrians, bicyclists, and public transit riders through utilization of transparent elements, details, and landscaped features. Transparent display windows are encouraged						

PEDESTRIAN AMENITIES

- 1 Walkways should be provided from entry to sidewalk; paving materials and color should be consistent with the surrounding neighborhood.



Well-designed walkways creates a sense of organization and ease of navigation that enhance a built environment.

- 2 Encourage clear and exclusive pedestrian, public transit, and bicycle linkages between separate land uses.



Public spaces should be built to be multi-user and be friendly to a multitude of transit alternatives. Bicycle routes should be designed to be compatible with pedestrian needs. Rail stations should have open plazas to transition between their role as a public facility and adjacent private property.

PEDESTRIAN AMENITIES

- 3** Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.



In large settings, grade changes should be minimized.

- 4** Street furniture should be consistent with the Bureau of Street Services Coordinated Street Furniture Program. Street furniture, light fixtures, awnings, tables, and umbrellas should be attractive, well-kept, and compatible with the architecture of the building.



Benches, awnings and trees create a place to people-watch as patrons wait for their tables.



Awnings, planters, and recessed entries and windows create an attractive streetscape.

5

Ground floor façades should enhance the experience of pedestrians, bicyclists, and public transit riders through utilization of transparent elements, details, and landscaped features.



Large, sidewalk-facing windows, overhangs, and attractive landscape create a positive experience for the pedestrian.



Small windows and blank walls do not provide an interesting experience for the pedestrian and are not encouraged.

DRAFT

SUSTAINABILITY CHECKLIST

OBJECTIVE: Highlight the need for conservation efforts by maximizing the use of sustainable treatments.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Drought tolerant or California native species shall be used for water conservation.						
2	Sustainable technology and design practices are encouraged and should promote efficiency and conservation while respecting and not interfering with the neighborhood character.						
3	Native and old growth trees shall be preserved.						
4	Trees should be deciduous, for increased winter and decreased summer solar exposure.						
5	The planting of fire-prone trees such as eucalyptus is not recommended.						
6	Buildings should be oriented to minimize direct sun exposure and maximize wind patterns.						

SUSTAINABILITY

- 1** Drought tolerant or California native species shall be used for water conservation. Drip irrigation for trees and shrubs is encouraged.



Drought tolerant or California native species consume less water than exotic plants and are encouraged.

- 2** Sustainable technology and design practices are encouraged and should promote efficiency and conservation while respecting and not interfering with the neighborhood character.



The pairing of solar panels and a community garden promotes energy efficiency while reducing the emission of greenhouse gases by potentially reducing the need to drive to the local supermarket.



The use of solar panels is encouraged but should be as unobtrusive as possible.

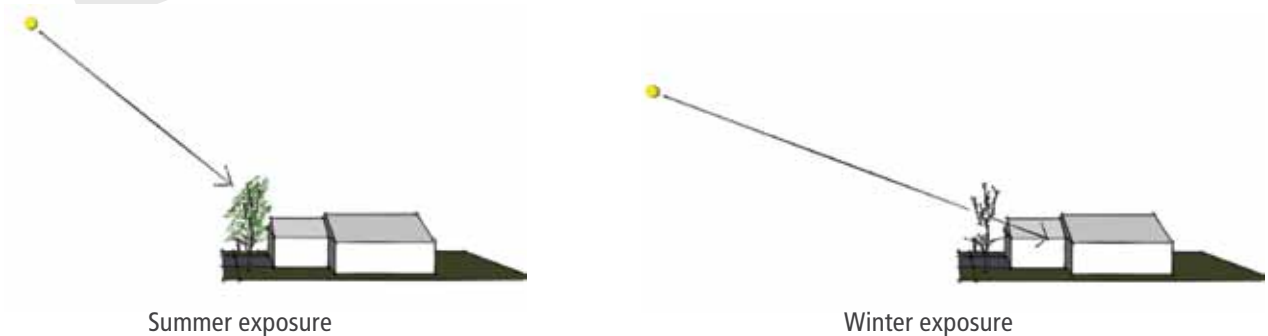
SUSTAINABILITY

- 3** Native and old growth trees shall be preserved.



Native trees such as the Coast Live Oak shall be preserved per applicable Tree Ordinances. Careful site planning and grading techniques should be used to ensure the survival of these trees.

- 4** Trees should be deciduous, for increased winter and decreased summer solar exposure.



Proper tree selection can promote energy efficiency. Deciduous trees should be planted on the southern portions of a building, as they should have a full canopy in the summer, when large amounts of energy are needed to cool the building. In the northern hemisphere, a tree with a full canopy can screen the building from the sun, which has the most sun exposure from the south, potentially saving energy on cooling costs. These trees shed their leaves in the winter, when energy is needed to heat the building. The tree is barren, allowing sunlight to penetrate into the building, potentially saving on heating costs.

- 5** The planting of fire-prone trees such as eucalyptus is not recommended.



Eucalyptus trees naturally contain large amounts of oils and highly flammable. Therefore, they are not recommended, especially in the hillside areas.

- 6** Buildings should be oriented to minimize direct sun exposure and maximize wind patterns.



Building designs with large glass atriums or facades should not point south, as they receive the most direct sun exposure. Rather, these glass portions should face north.



This school takes advantage of wind patterns by utilizing an open staircase to cool students as they change classrooms. Decorative awnings shield the windows from the southern exposure of the sun.

ON-SITE OPEN SPACE CHECKLIST

OBJECTIVE: Strengthen the pedestrian experience and neighborhood environment by providing accessible, diverse forms of on-site open space.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Incorporate courtyards, plazas, and paseos to create public space.						
2	Courtyards, plazas, and paseos should feature landscaped areas. Street level fencing, when necessary, should be transparent. Courtyards should be at the same grade as the sidewalk, and should not be more than 3' above sidewalk grade.						
3	Courtyards, plazas, and paseos should utilize focal points for ease of navigation.						
4	On-site open space should link to a larger pedestrian network.						

ON-SITE OPEN SPACE

- 1 Incorporate courtyards, plazas, and paseos to create public space.



This paseo provides a shaded area for outdoor dining, and allows for easy transition space to parking, other buildings, or surrounding amenities.



The courtyard at the popular Hollywood and Highland plaza serves as a meeting point for shoppers and tourists.

- 2 Courtyards, plazas, and paseos should feature landscaped areas. Street level fencing, when necessary, should be transparent. Courtyards should be at the same grade as the sidewalk, and should not be more than 3' above sidewalk grade.



Attractive fencing separates a residential courtyard from a sidewalk.



This bungalow courtyard contains a common lawn, as well as landscaping at each unit entryway.

ON-SITE OPEN SPACE

- 3** Courtyards, plazas, and paseos should utilize focal points for ease of navigation.



A fountain and shrubbery provide a focal point for this residential courtyard.

- 4** On-site open space should link to a larger pedestrian network.

LANDSCAPING CHECKLIST

OBJECTIVE: Soften a building’s edge and provide visual relief to the street by utilizing landscaped elements, while understanding their maintenance needs.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	A 2-3 ft. landscaped buffer between the sidewalk and building, blank wall or other inactive use, is encouraged. Landscaped buffer should consist of drought tolerant ground cover. The use of grass is not encouraged.						
2	Grading should be kept to a minimum.						
3	Landscaping should soften the visual impact of a development by screening equipment, providing shaded areas, and creating natural fences and neighborhood character. The use of clinging vines, pergolas, trellises, shrubs, hedges, and water features is strongly encouraged.						
4	Tree species shall be an appropriate height and provide sufficient shade for their intended use.						
5	Landscaping or the introduction of permeable paving in urban spaces is strongly encouraged, provided public access is maintained.						
6	Street trees should be selected considering the width of the street. Wide streets should have taller trees with taller canopies.						
7	Landscaped parkways between sidewalks and streets are encouraged. Parkway shall contain at least one 36" box tree every 25 linear feet, on center. Tree must be selected from the Street Tree List from the Bureau of Street Services. Drought tolerant ground covers are encouraged.						
8	Street trees should provide sufficient shade and shall ensure visibility of store signage. Trees and shrubs shall be pruned to maintain visibility and sightlines at all times or should not require frequent pruning.						
9	Trees that produce fruit should be located away from walkways and plazas.						
10	Trees should be planted away from underground utilities. Measures should be taken to avoid lifting of sidewalks.						
11	The property perimeter nearest the freeway(s) shall be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants.						

LANDSCAPING

- 1** A 2-3 ft. landscaped buffer between the sidewalk and building is encouraged. Landscaped buffer should consist of drought tolerant ground cover. The use of grass is not encouraged.



A landscape buffer serves to soften the transition space between the sidewalk and the building edge.

- 2** Grading should be kept to a minimum.



Grade changes should be addressed through a gradual, gentle, slope to accommodate the physically challenged.

- 3** Landscaping should soften the visual impact of a development by screening equipment, providing shaded areas, and creating natural fences and neighborhood character. The use of clinging vines, pergolas, trellises, shrubs, hedges, and water features is strongly encouraged.



Vines can be used to soften building facades.



Vines and shrubs should be used to screen walls or other large, blank surfaces.

- 4** Tree species shall be an appropriate height and provide sufficient shade for their intended use.



Size and placement of trees on this central courtyard allow students to sit in the sun or the shade.



Trees provide ample shade for a picnic table in a park.

LANDSCAPING

- 5** Landscaping or the introduction of permeable paving in urban spaces is strongly encouraged, provided public access is maintained.



This under-utilized alley was turned into a greenbelt for local residents.



Wood chips can convert a normal plaza into a permeable surface. This maintains the utility of this space while allowing water to percolate, decreasing the amount of runoff.

- 6** Street trees should be selected considering the width of the street. Wide streets should have taller trees with taller canopies.



Appropriately-sized street trees create a canopy, providing a sense of enclosure.



The image of soaring palm trees over wide boulevards is an icon of the Southern California built environment. Shade trees may also be interspersed between palms to provide pedestrian shade.

7

Landscaped parkways between sidewalks and streets are encouraged. Parkway shall contain at least one 36" box tree every 25 linear feet, on center. Tree must be selected from the Street Tree List from the Bureau of Street Services. Drought tolerant ground covers are encouraged.



Parkways with trees provide a buffer between pedestrians and cars.



Street trees and properly landscaped parkways enhance the appearance of the streetscape. However, the use of drought-tolerant landscaping instead of grass is strongly encouraged.

8

Street trees should provide sufficient shade and shall ensure visibility of store signage. Trees and shrubs shall be pruned to maintain visibility and sightlines at all times or should not require frequent pruning.



Properly selected and maintained trees should not block store signage.



Landscaping should enhance and not hinder the built environment.

LANDSCAPING

- 9** Trees that produce fruit should be located away from walkways and plazas.



Fruit that shed from trees can stain pavement and be a nuisance.



Fruit that is shed on grass can make it difficult to use the grass for passive or active recreation.

- 10** Trees should be planted away from underground utilities. Measures should be taken to avoid lifting of sidewalks.



Trees that lift sidewalks are costly to fix and difficult to navigate.



The property perimeter nearest the freeway(s) shall be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants.



A buffer of trees and shrubs may mitigate the impacts of vehicle air pollution to adjacent buildings.

DRAFT

BUILDING FAÇADE CHECKLIST

OBJECTIVE: Contribute to a richer pedestrian and neighborhood environment through distinctive design elements on all visible building façades.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.						
2	The front façades of buildings should emphasize large quantities of transparent elements to provide an interesting storefront. These include windows, doors, and shutters.						
3	Encourage porches on façades facing the street, courtyards or plazas to create a clear transition, an outdoor living space, and a variation of the front yard.						
4	Recessed windows and doors are encouraged.						
5	Structures such as arcades, awnings, and trellises are encouraged in order to create shaded transitions from interior and exterior spaces.						

BUILDING FAÇADE

- 1 Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.



Balconies, projections, and diverse massing, along with lush landscaping, gives this multi-family residential building visual interest.



This light industrial building features attractive massing and building forms.



This historic mixed-use building utilizes recessed entrances, projections, moldings, and Art Deco details to break the massing of this building.

- 2 The front façades of buildings should emphasize large quantities of transparent elements to provide an interesting storefront. These include windows, doors, and shutters.



Both the front and side facade façade feature ample and consistent transparent elements.



Large windows and signage that advertises the goods or services available inside are encouraged.



Here, the ground floor retail space as well as the office space above have large, transparent windows.

BUILDING FAÇADE

- 3** Encourage porches on façades facing the street, courtyards or plazas to create a clear transition, an outdoor living space, and a variation of the front yard.



A portico creates a clear transition space between indoor and outdoor.



Front porches are a transition between semi-public and semi-private space.



A well-landscaped courtyard acts as a semi-private space and creates an opportunity for casual meetings between neighbors.

- 4** Recessed windows and doors are encouraged.



Recessed entries and windows break the massing and create an aesthetically pleasing store facade.



Recessed windows and doors on residential buildings are used as secondary building planes to prevent long distances of blank, barren walls.



This recessed garage door creates a contrast of shade and shadow, thereby providing an interesting front facade.

5

Structures such as arcades, awnings, and trellises are encouraged in order to create shaded transitions from interior and exterior spaces.



Awnings serve as shade structures, transitions, and signage.



The combination of awnings and outdoor eating areas create usable space for patrons to dine comfortably.

DRAFT

OTHER BUILDING ELEMENTS CHECKLIST

OBJECTIVE: Account for other elements of good urban design by providing intelligent specifications.

		Single Family	Industrial	Mixed Use	Commercial	Multi-Family	Campus
1	Windows and doors should be offset from those of existing neighboring residences to ensure privacy. Residential units should not look directly below onto street level private patios or backyards.						
2	Utility equipment, disposal areas, maintenance doors, and storage areas shall be screened from public right of way.						
3	Walls should be well-maintained and kept free from graffiti.						
4	Recessed entries with a raised stoop are strongly encouraged.						
5	Signage should be tastefully integrated into the building, and match the building's style, scale, materials, and colors.						
6	Roof forms should be consistent with those in the surrounding neighborhood.						
7	Materials and colors of a structure should compliment existing neighbors.						
8	Entry treatments shall be proportional to the size of the project.						
9	The use of highly reflective or deeply tinted glass is discouraged.						
	NATURAL SURVEILLANCE GUIDELINES						
10	Fences should be transparent and use traditional materials. Chain link fences are discouraged.						
11	Large, blank, single plane walls shall be avoided.						
12	Clearly define transition zones.						
13	Locate gathering and entry areas in places that can be easily seen.						

OTHER BUILDING ELEMENTS

- 1 Windows and doors should be offset from those of existing neighboring residences to ensure privacy. Residential units should not look directly below onto street level private patios or backyards.



Improperly placed transparent features between adjacent buildings can create unwanted views into neighbors living spaces.

- 2 Utility equipment, disposal areas, maintenance doors, and storage areas shall be screened from public right of way.



Dumpsters visible from the public right of way are discouraged.



A wall can effectively screen dumpsters from the primary public right of way, improving the streetscape.

OTHER BUILDING ELEMENTS

- 3** Walls should be well-maintained and kept free from graffiti.



Well-maintained walls present a clean, well groomed street facade.

- 4** Recessed entries with a raised stoop are strongly encouraged.



The steps and walkway create a sense of anticipation that draws people in.

- 5** Signage should be tastefully integrated into the building, and match the building's style, scale, materials, and colors.



Signage should enhance and not adversely affect the streetscape by being overly distracting. Rather, it should serve its purpose without being the main focus of a building.

- 6** Roof forms should be consistent with those in the surrounding neighborhood. Flat roofs cannot exceed 30% of a building's roof form.



Roof forms should vary but should not deviate from the neighborhood character.

OTHER BUILDING ELEMENTS

- 7** Materials and colors of a structure should compliment existing neighbors.



Though these multi-family units have different color schemes, they compliment each other through their use of materials.



Diverse yet complimentary massing, signs, and details are encouraged to make an interesting streetscape.

- 8** Entries should have defined treatments and shall be proportional to the size of the project.



This portico helps to clearly identify the front entrance to the building.



Clearly communicating an entrance to visitors with architecture is encouraged. This multi-family building utilizes a separate building mass to welcome guests.

- 9** The use of highly reflective or deeply tinted glass is discouraged.



Building facades facing south should not be comprised of mostly glass, as this requires using tinted or reflective glass. Tinted glass prevents pedestrians from viewing interiors of buildings, thereby reducing the transparency of the street frontage.

OTHER BUILDING ELEMENTS: NATURAL SURVEILLANCE

1 Fences should be transparent and use traditional materials. Chain link fences are discouraged.



Attractive fencing provides a boundary between public right-of-way and private property, while remaining transparent and allowing for interaction.



Transparent fencing at industrial sites is a strong alternative to the tall masonry walls that are more frequent.



For surveillance, transparent fencing around schools and parks is a key safety element.

2 Large, blank, single plane walls shall be avoided. Transparent elements like windows and doors should be included on all street-facing façades.



Blank walls with no transparent elements do not allow for natural surveillance and can alienate pedestrians.



What may otherwise be a blank side façade is enlivened by windows, allowing for a good visual connection between the building interior and the street.



Creative strategies to avoid blank walls are encouraged. This self-storage facility uses false windows and lattice work to break the monotony of the exterior.

3 Clearly define transition zones



The bright shade structure and signage at the entrance to this school clearly communicates that the school's main entrance is located here.



The large awning defines the entrance to the store, as well as the transition from the end of a public space to the beginning of a private commercial space.

4 Locate gathering and entry areas in places that can be easily seen.



Ease of navigation should be a priority for schools for safety and mobility. The main entrance utilizes steps, a flagpole, and location on a main thoroughfare to stand apart from the secondary entrances.



Landscaping, the walkway, and a decorative front porch create a clear primary entry for this multi-family unit.

Appendix: Table 1

Designated Historic-Cultural Monuments

Monument Name	Address
Hollyhock House	4800 Hollywood Boulevard
Two Stone Gates (Inter. Beachwood & Westshire Drives)	Westshire Drive & Belden Drive
Barnsdall Art Park & Arts Center (Residence A)	4800 Hollywood Boulevard
Grauman's (Now Mann's) Chinese Theater	6915-6927 Hollywood Boulevard
A & M Records Studio (Formerly Charlie Chaplin Studio)	1416 N. La Brea Avenue
Cedar Trees (Between Riverside Dr. and Western Ave.)	Los Feliz Boulevard
Palm Trees (Queen & Washingtonia Robusta) and the Median Strip	Highland Avenue
Storer House	8161 Hollywood Boulevard
Hollywood Sign & land underneath (Griffith Park perimeter)	Mount Lee
Gabrielino Indian Site	Fern Dell (Griffith Park)
Lovell House	4616 Dundee Drive
Franklin Avenue Bridge (Shakespeare Bridge)	Franklin Avenue
Samuel - Navarro House	5609 Valley Oak Drive
Crossroads of the World	6671-6679 Sunset Boulevard
Saint Mary of the Angels	4510 Finley Avenue
Ennis - Brown House	2607 Glendower Avenue
Chateau Marmont	8225 Marmont Lane
William Mulholland Memorial Fountain	Los Feliz Boulevard & Riverside Drive
Site of First Walt Disney Studio	2701-2739 Hyperion Avenue/2710-2746 Griffith Park Boulevard

Monument Name	Address
Fire Station No. 27	1355 N. Cahuenga Boulevard & 1333 Cole Place
Griffith Observatory	2500 E. Observatory Road
YWCA Hollywood Studio Club	1215-1233 Lodi Place
Site of the Filming of First Talking Film	1424-1456 Bronson Avenue/5800-5858 Sunset Boulevard
Site of Burial Place of J. B. Lankershim (North End)	Nichols Canyon Road
Site of Franklin Garden Apartments (demolished)	6915-6933 Franklin Avenue - Demolished: 07-01-1978
Pantages Theater	6225-6249 Hollywood Boulevard
Hollywood Walk of Fame (Between Gower & Sycamore)	Hollywood Boulevard
KCET Studios	4391-4421 Sunset Boulevard
Masquers Club Building (site of)	1765 N. Sycamore Avenue
Janes House	6541 Hollywood Boulevard
El Greco Apartments	817-823 N. Hayworth Avenue
Sunset Plaza Apartments (site of)	1216-1220 Sunset Plaza Drive - Demolished: 07-01-1987
Taft House (site of)	7771-7791 Sunset Boulevard - Demolished: 06-01-1982
Bollman House	1530-1534 N. Ogden Drive
Garden Court Apartment (demolished)	7021 Hollywood Boulevard
Residence	1443-1447 N. Martel Avenue
Freeman House	1962 Glencoe Way
First United Methodist Church of Hollywood	6817 Franklin Avenue

Appendix: Table 1

Designated Historic-Cultural Monuments (continued)

Monument Name	Address
Edward's House	5642 Holly Oak Drive
Hollywood Masonic Temple	6840 Hollywood Boulevard
C. E. Toberman Estate	1847 Camino Palmero
Highland - Camrose Bungalow Village	2103-2115 1/2 N. Highland Avenue
Arzner / Morgan Residence	2249 Mountain Oak Drive
John C. Fremont Branch Library	6121 Melrose Avenue
Cahuenga Branch Library	4591 W. Santa Monica Boulevard
Villa Carlotta	1913-1915 Tamarind Avenue/5959 Franklin Avenue
William Stromberg Clock	6439 Hollywood Boulevard
Shulman House	7875-7877 Woodrow Wilson Drive
Chateau Elysee	5925-5939 Yucca Street/5930-5936 Franklin Avenue
Security Trust and Savings Building	6367-6385 Hollywood Boulevard/1708 Cahuenga Boulevard
Hollywood Western Building	5500-5510 Hollywood Boulevard
Avocado Trees (Entire Block)	4400 Avocado Street
Monterey Apartments	4600-4604 Los Feliz Boulevard
Falcon Studios (demolished)	5524 Hollywood Boulevard
Jardinette Apartments	5128 Marathon Street
Roman Gardens	2000 N. Highland Avenue
Feliz Adobe	4730 Crystal Springs Drive

Monument Name	Address
Magic Castle	7001 Franklin Avenue
Lake Hollywood Reservoir (including Mulholland Dam)	2460 Lake Hollywood Drive
Andalusia Apartments	1471-1475 Havenhurst Drive
Dunning House	1606-1616 Saint Andrews Pl & 5552 Carlton Wy
Courtney Desmond Estate	1801-1811 Courtney Avenue
Whitley Court	1720-1728 Whitley Avenue
Artisan's Patio Complex	6727-6733 Hollywood Boulevard
Hollywood American Legion Post #43	2035 N. Highland Avenue
Afton Arms Apartment	6141 Afton Place
Little Nugget (Travel Town - Griffith Park)	5200 Zoo Drive
Highland Towers Apartments	1920-1928 N. Highland Avenue
El Capitan Theater Building	6834-6838 Hollywood Boulevard
Gilmore Gasoline Service Station	6800 Willoughby Ave & 853-859 N Highland Ave
Taggart House	2150-2158 Live Oak Drive & 5423 Black Oak Dr
Residence	1437 N. Martel Avenue
Hollywoodland's Historic Granite Retaining Walls and Stairs	Hollywoodland
Hollywood Roosevelt Hotel and Pool	7000-7034 Hollywood Boulevard
Midtown School (site plus four John Lautner Buildings)	4155 Russel Avenue
Thirteenth Church of Christ Scientist	1748-1780 N. Edgemont Street

Appendix: Table 1 Designated Historic-Cultural Monuments (continued)

Monument Name	Address
Little Country Church of Hollywood	1750 N. Argyle Avenue & 6151-61 Carlos Ave.
Warner Brothers Hollywood Theater Building	6423-6445 Hollywood Blvd & 1700-1718 Wilcox
Wattles Park (Mansion and Garden)	1824-1850 N. Curson Avenue/7561 Hollywood Blvd/1701-1755 Sierra Bonita
Egyptian Theater and Forecourt Storefronts	6706-6712 Hollywood/1650-1654 McCadden Place
Philosophical Research Society	3341-3351 Griffith Pk/3910-3918 Los Feliz
Max Factor Make-Up Salon	1666 N. Highland Avenue
Raymond Chandler Square	Cahuenga Ave & Hollywood Blvd Intersection
Villa Vallambrosa	2074 Watsonia Terrace
Hollywood School for Girls (Womens Club of Hollywood)	1741-1751 N. La Brea Avenue
The Trianon and Neon Roof Sign	1750-1754 N. Serrano Ave
Hollywood Pilgrimage Memorial Monument	2580 Cahuenga Blvd
Pierson Residence	3124 Belden Drive
Withers Residence	2731 Woodshire Drive
Los Feliz Heights Steps	Cromwell Ave & Bonvue Ave
Pacifics Cinerama Dome Theatre and Marquee	6360 Sunset Boulevard
Broadway Department Store and Neon Sign	6300 W.Hollywood Boulevard
Hollywood Plaza Hotel and Neon Sign	1633 Vine Street
Taft Building and Neon Sign	6280 W. Hollywood Boulevard
Hillside House by Carl Maston	8707 St. Ives Drive

Monument Name	Address
Stahl House - Case Study House #22	1635 Woods Drive
The Outpost 11	1851 Outpost Drive
Jacobson House	4520 Dundee Drive
Villa Elaine	1241-1249 N. Vine Street
S.H. Woodruff Residence	3185 N. Durand Drive
Tornborg House	1918 N. Tamarind Avenue
Philip Chandler House	2531 N. Catalina Street
Elliot House	4237 Newdale Drive
Hewitt Residence	1543 N. Curson Avenue
Don Carlos Apartments	5226 Hollywood Blvd.
Lehman House	2720 Belden Drive
The Garrick	539 N Sycamore Ave
Vista Del Mar Steps	Vista Del Mar Ave & Holly Mount Dr
Sowden house	5121 Franklin Ave
Toberman House	1749 Harvard Blvd
El Cabrillo Apartments	1832 - 1850 Grace Ave
El Cadiz Apartments	1721 N Sycamore Ave
Covert Cottages Bungalow Court	938 - 944 1/2 N Martel Ave
Paul Lauritz House	3955 Clayton Ave

Appendix: Table 1 Designated Historic-Cultural Monuments (continued)

Monument Name	Address
Chemosphere House	7776 Torreyson Drive
Chateau Des Fleurs	6626 Franklin Ave
The Courtyard Apartments	1570 LaBaig Ave
Wirin House	2622 Glendower Ave
Nirvana Apartments	1775-1781 N Orange Dr
La Leyenda Apartments	1735-1737 N Whitley Ave
Las Orchidas	1903 N Orchid Ave
Hellman House	1845 N Courtney Ave
Casa Laguna	1885-1883 S Kingsley Dr/5200 W Franklin Ave
Grier House	2690 Hollyridge Dr
Amsalem A. Ernst House	5670 Holly Oak Dr
Ojai Apartments	1929-1933 N Whitley Ave
Los Feliz Brown Derby	4500 W Los Feliz Blvd
B. A. G. Fuller House	6887 West Alta Loma Terrace
Wolff Residence	8530 W Hedges Place
Capitol Tower and Rooftop Sign	6236 W Yucca Street/1740 - 1750 N Vine St
Orchard Gabels Cottage	1277 North Wilcox Avenue/6516 West Fountain Avenue
Mayfair Apartments and Rooftop Neon Sign	1760 North Wilcox Avenue
Garber House	6060 Scenic Avenue (6058 original address)

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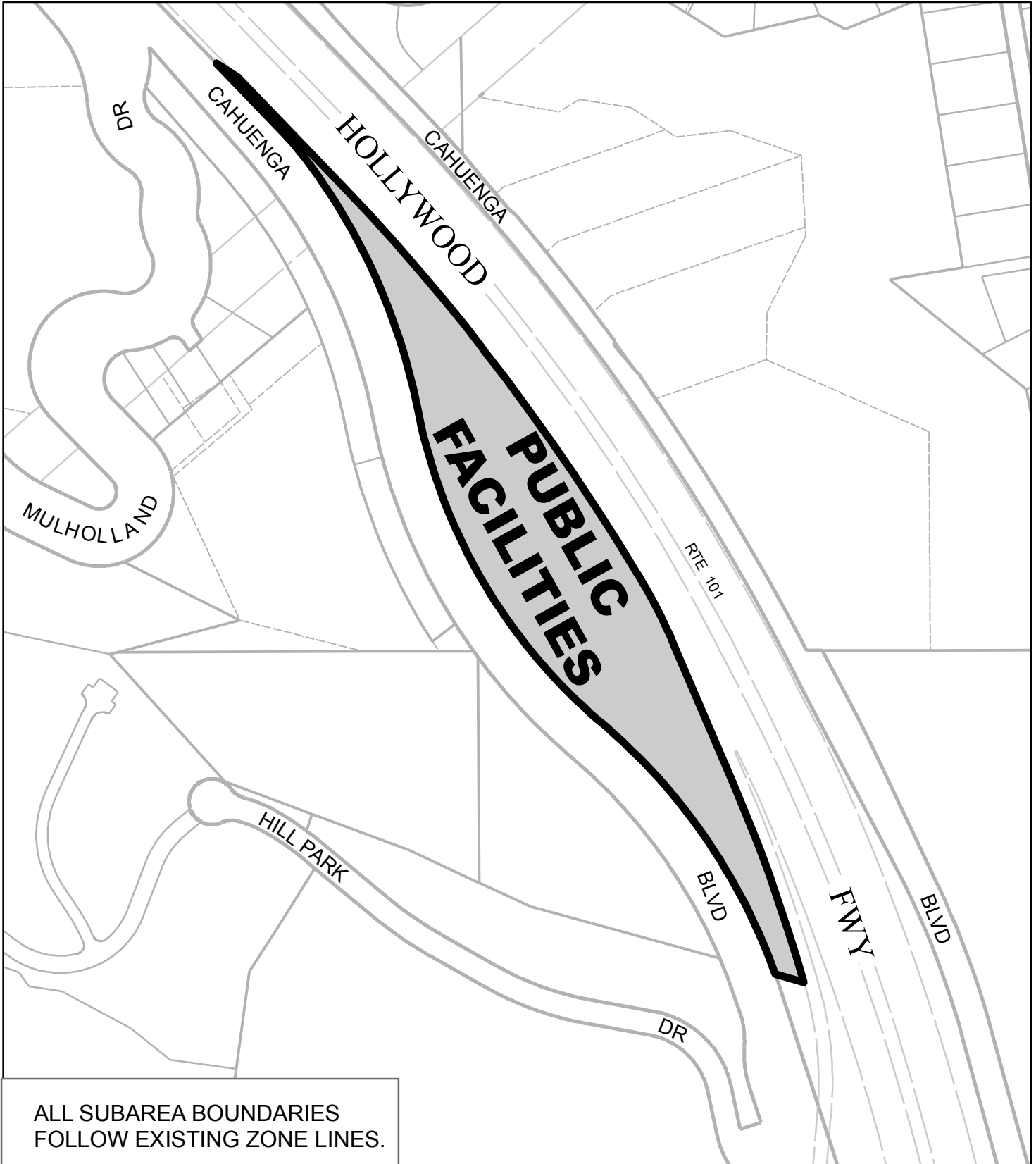


EXHIBIT C: Hollywood Community Plan Land Use Designations Change Maps

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

For Council consideration

June 19, 2012



ALL SUBAREA BOUNDARIES FOLLOW EXISTING ZONE LINES.



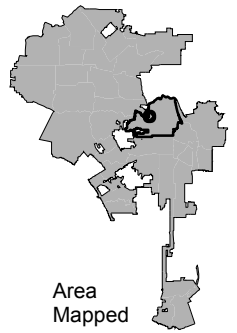
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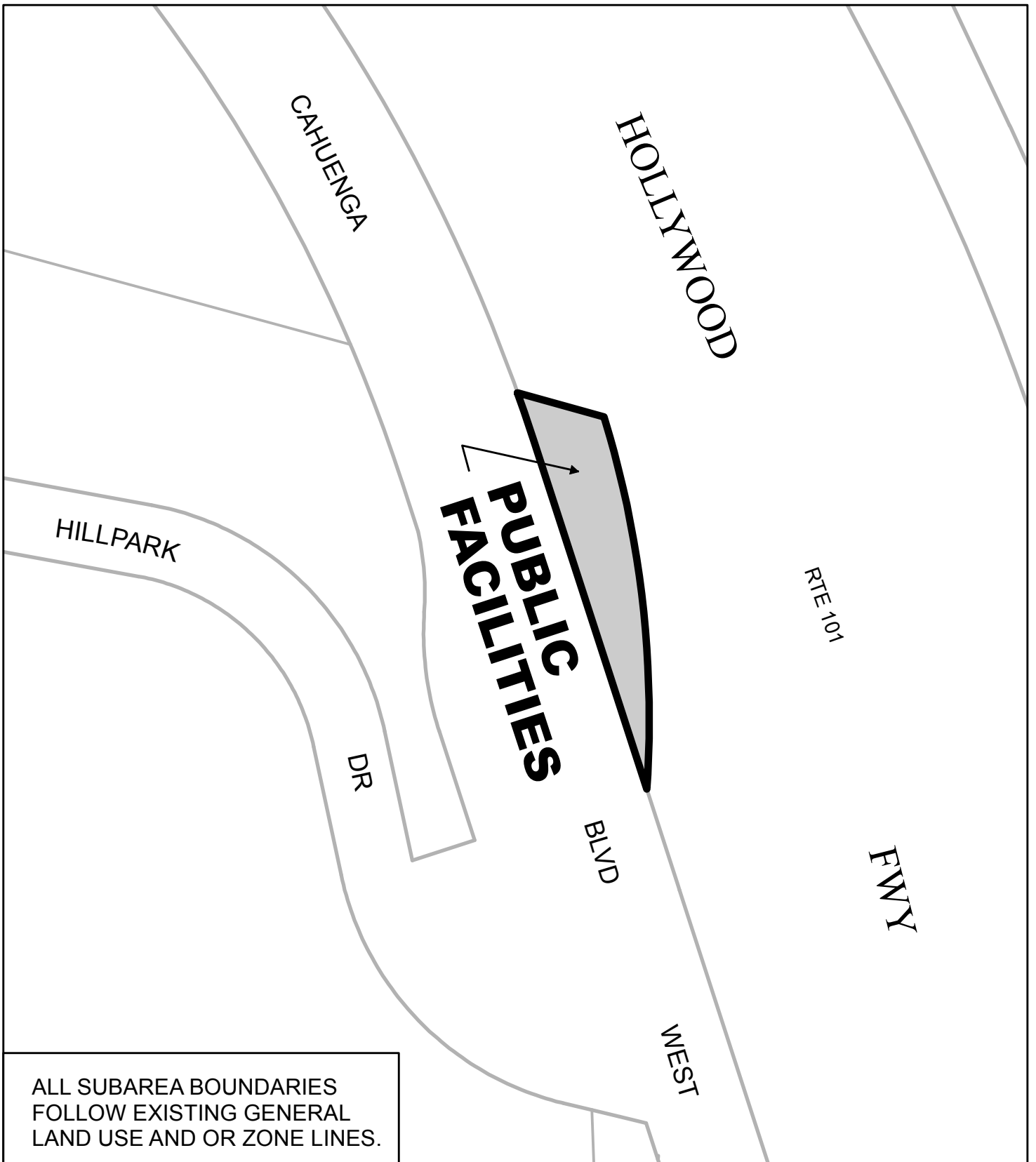
LH/

HOLLYWOOD CPU, SA 1:4

010412



Area Mapped



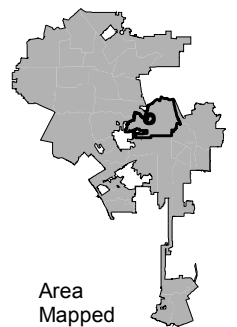
NOT TO SCALE

C.M. 154.5 A 183	CPC 1997-0043 CPU CPC 2005-6082 CPU
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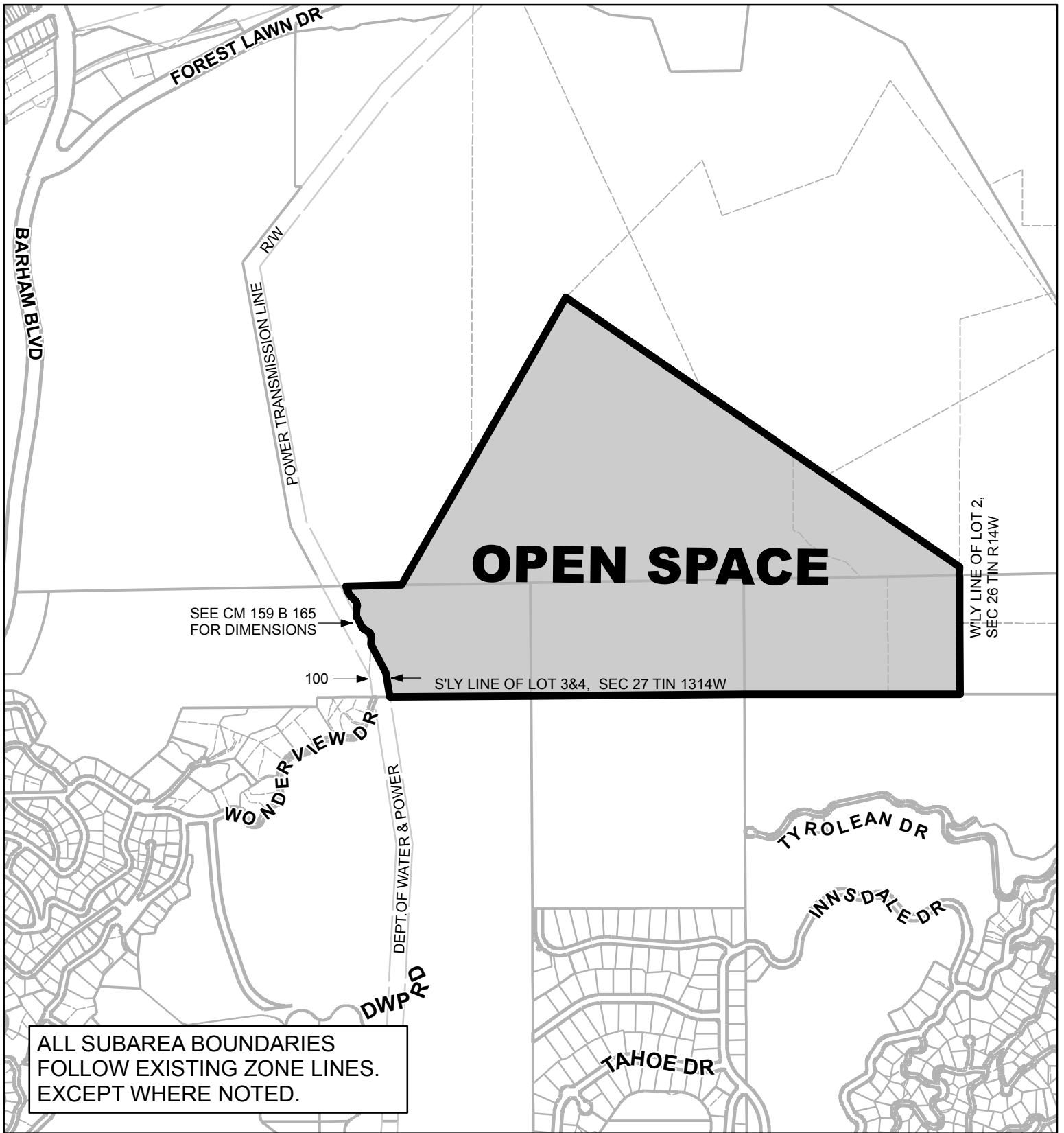
LH/

HOLLYWOOD CPU, SA 1:4A

010412



Area Mapped



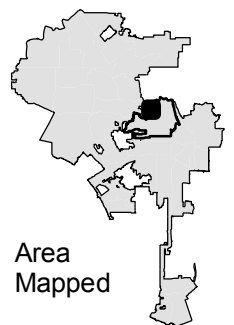
NOT TO SCALE

C.M. 159 B 185, 159 B 189 162 B 185, 162 B 189	CPC 2005-6082 CPU CPC 1997-0043 CPU
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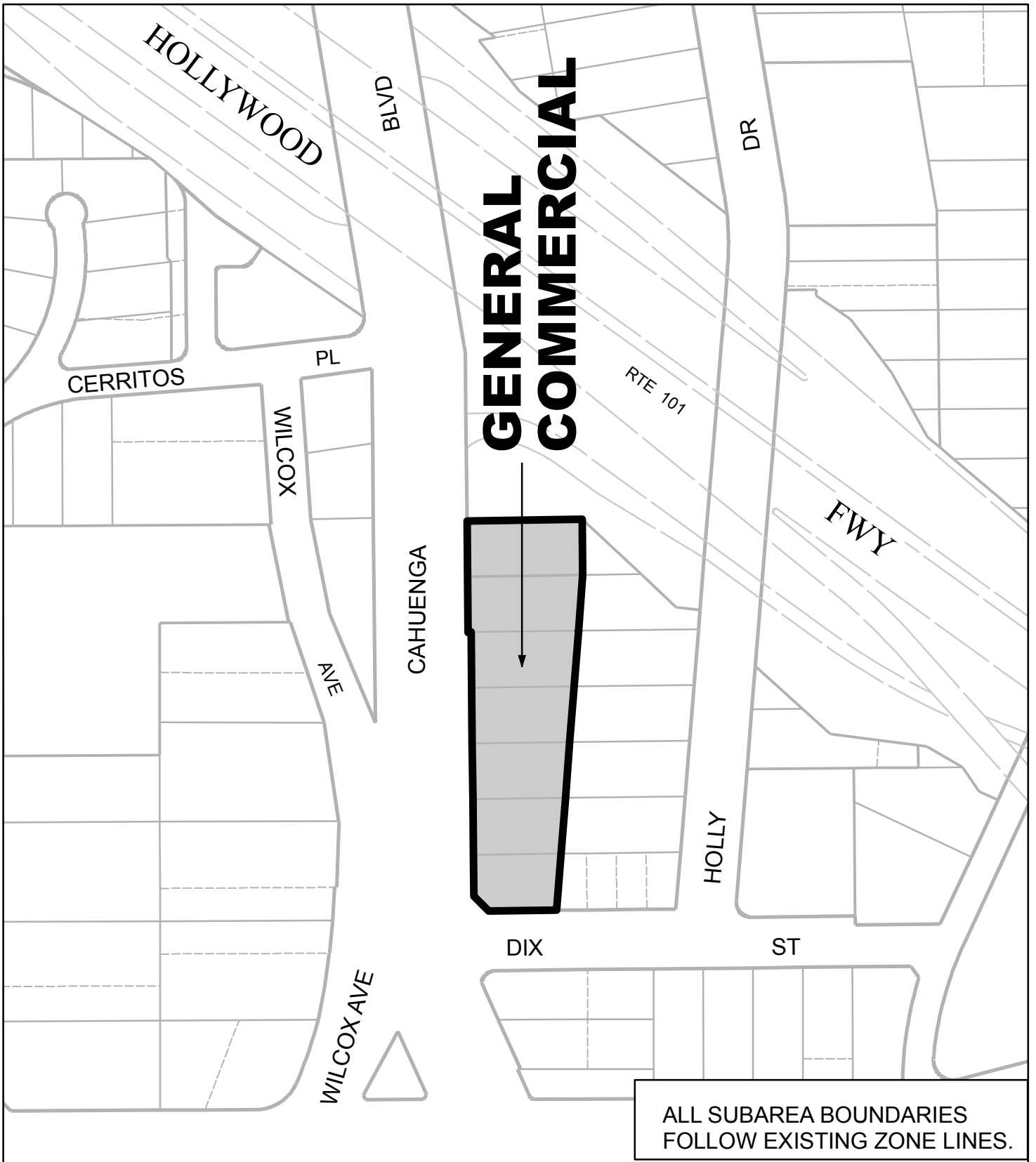
LH/

HOLLYWOOD CPU, SA 1:5

012512



Area
Mapped



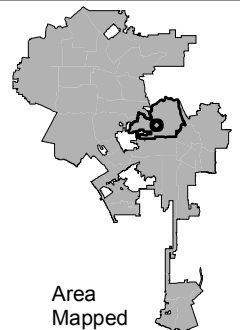
NOT TO SCALE

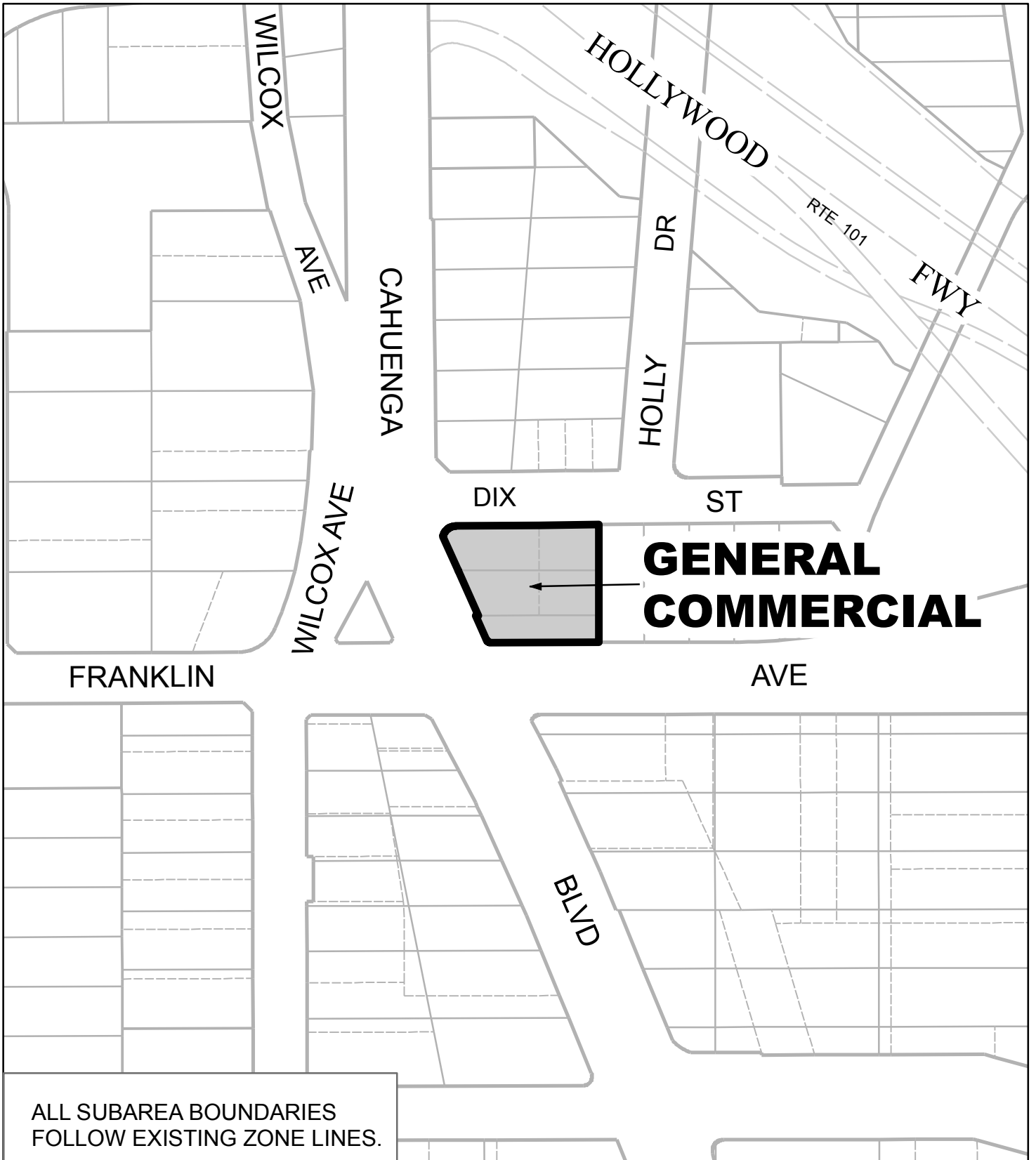
C.M. 150 A 187	CPC 2005-6082 CPU CPC 1997-0043 CPU
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LH/

HOLLYWOOD CPU, SA 2

020112





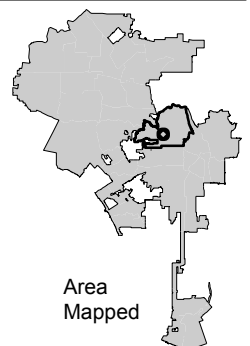
NOT TO SCALE

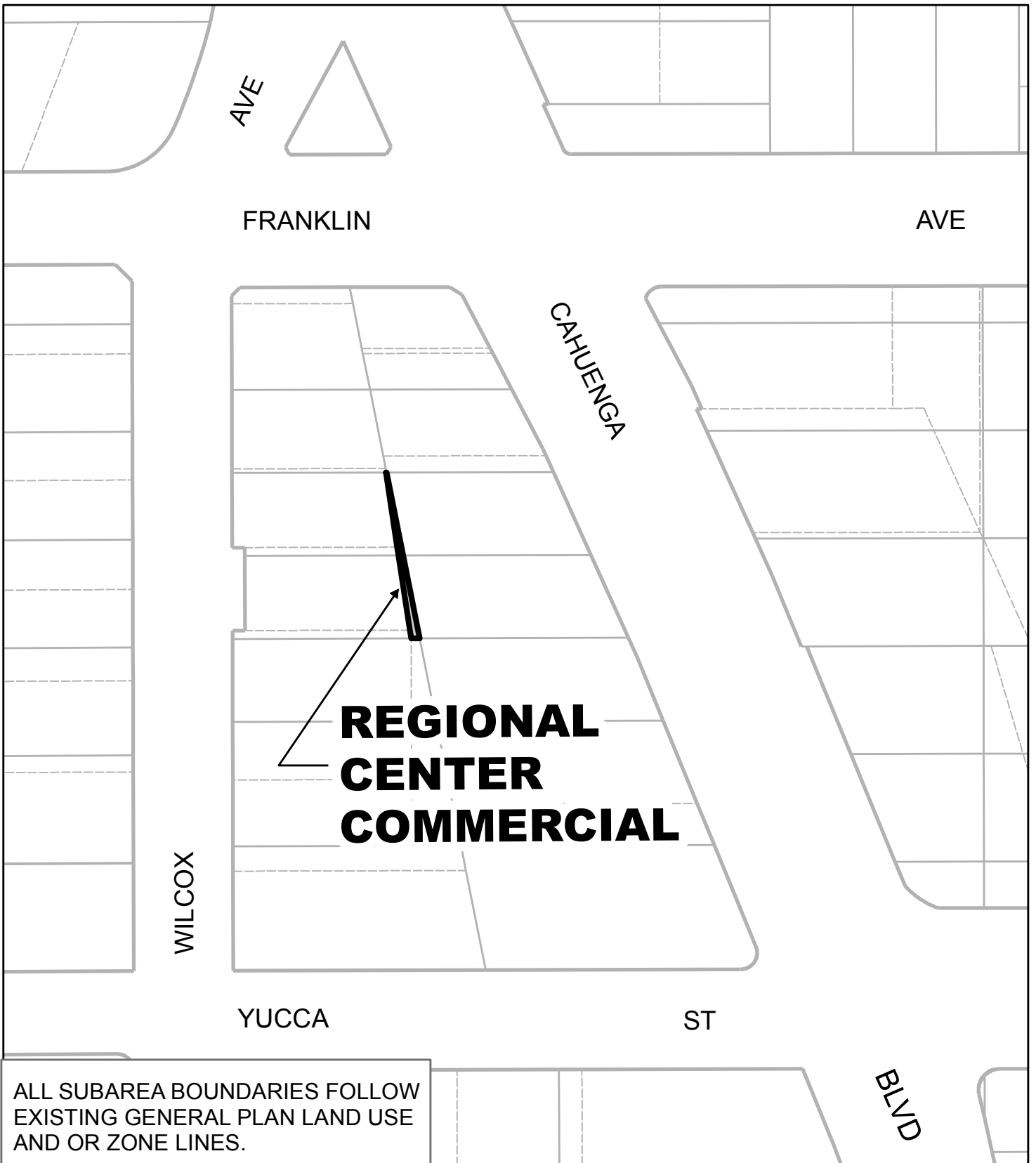
C.M. 150 A 187	CPC 2005-6082 CPU CPC 1997-0043 CPU
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LH/

HOLLYWOOD CPU, SA 2:1

010412





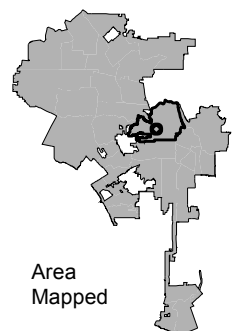
NOT TO SCALE

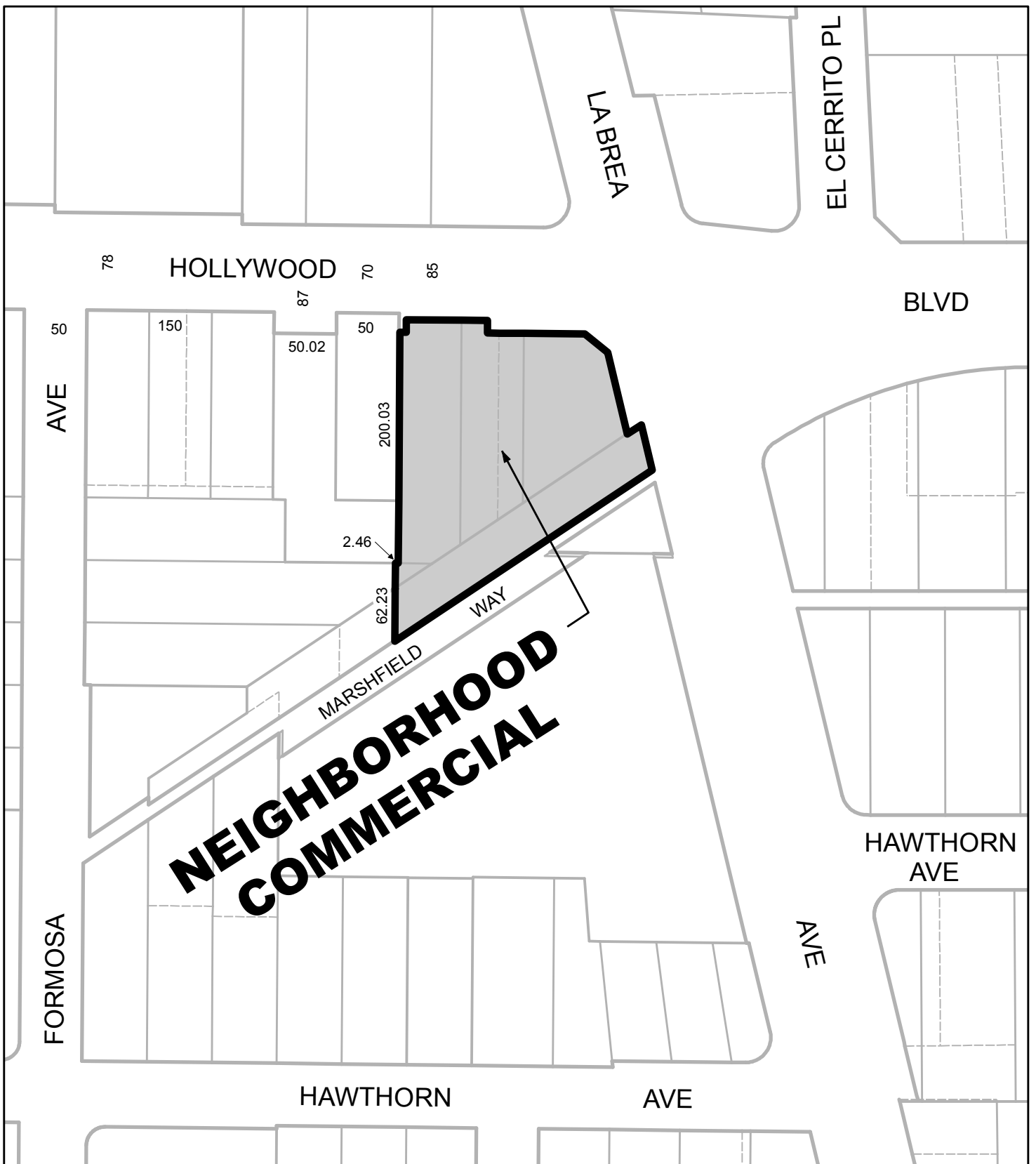
C.M. 150 A 187	CPC 1997-0043 CPU CPC 2005-6082 CPU
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LH/

HOLLYWOOD CPU, SA 2:1B

010412





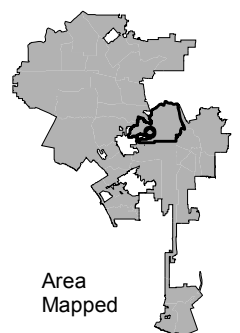
NOT TO SCALE

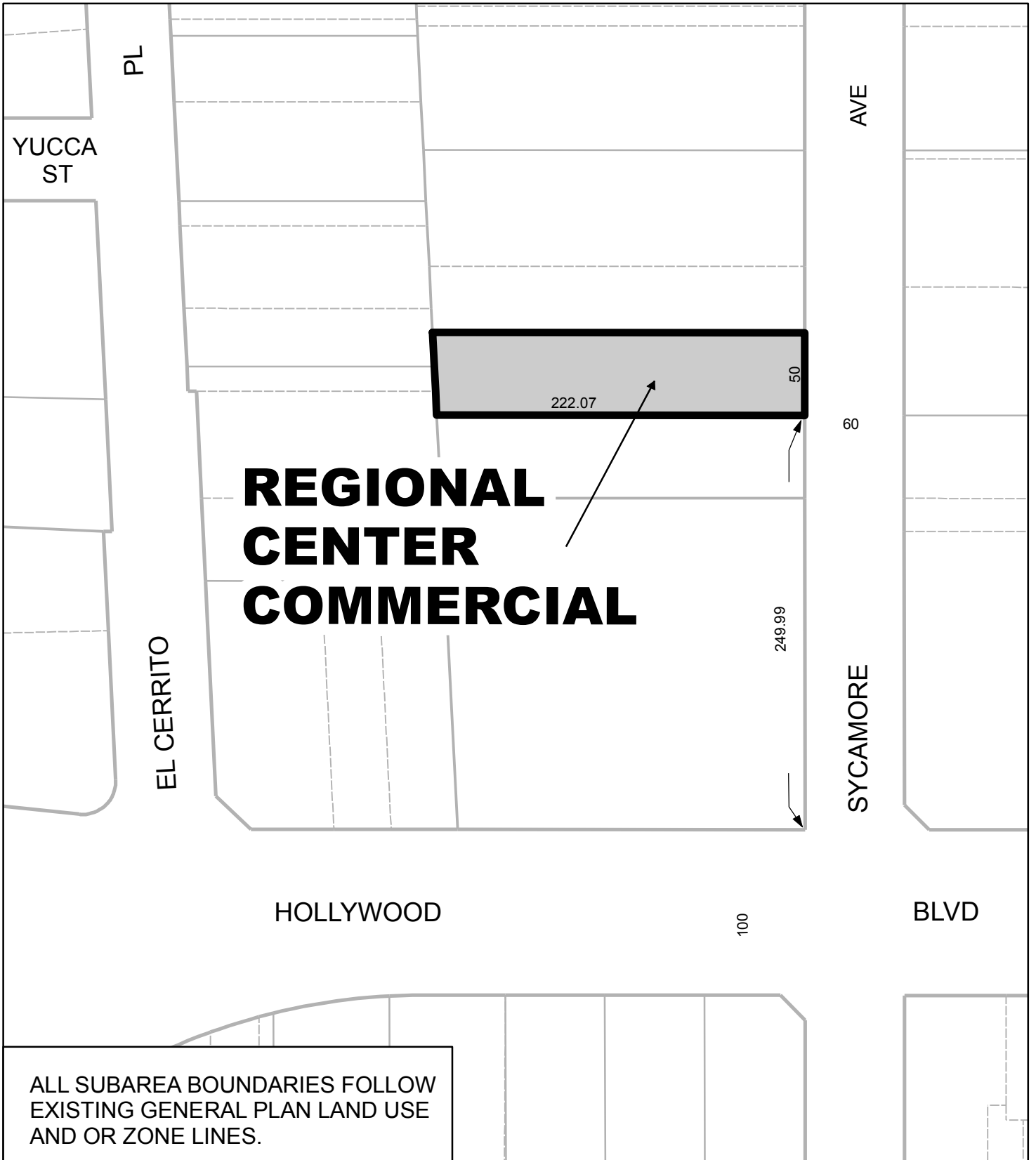
C.M. 147 B 181	CPC 1997-0043 CPU CPC 2005-6082 CPU
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LH/

HOLLYWOOD CPU, SA 3:1

010412





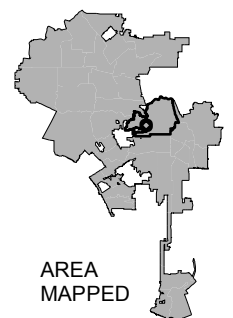
NOT TO SCALE

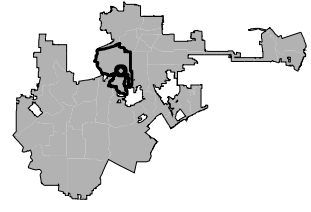
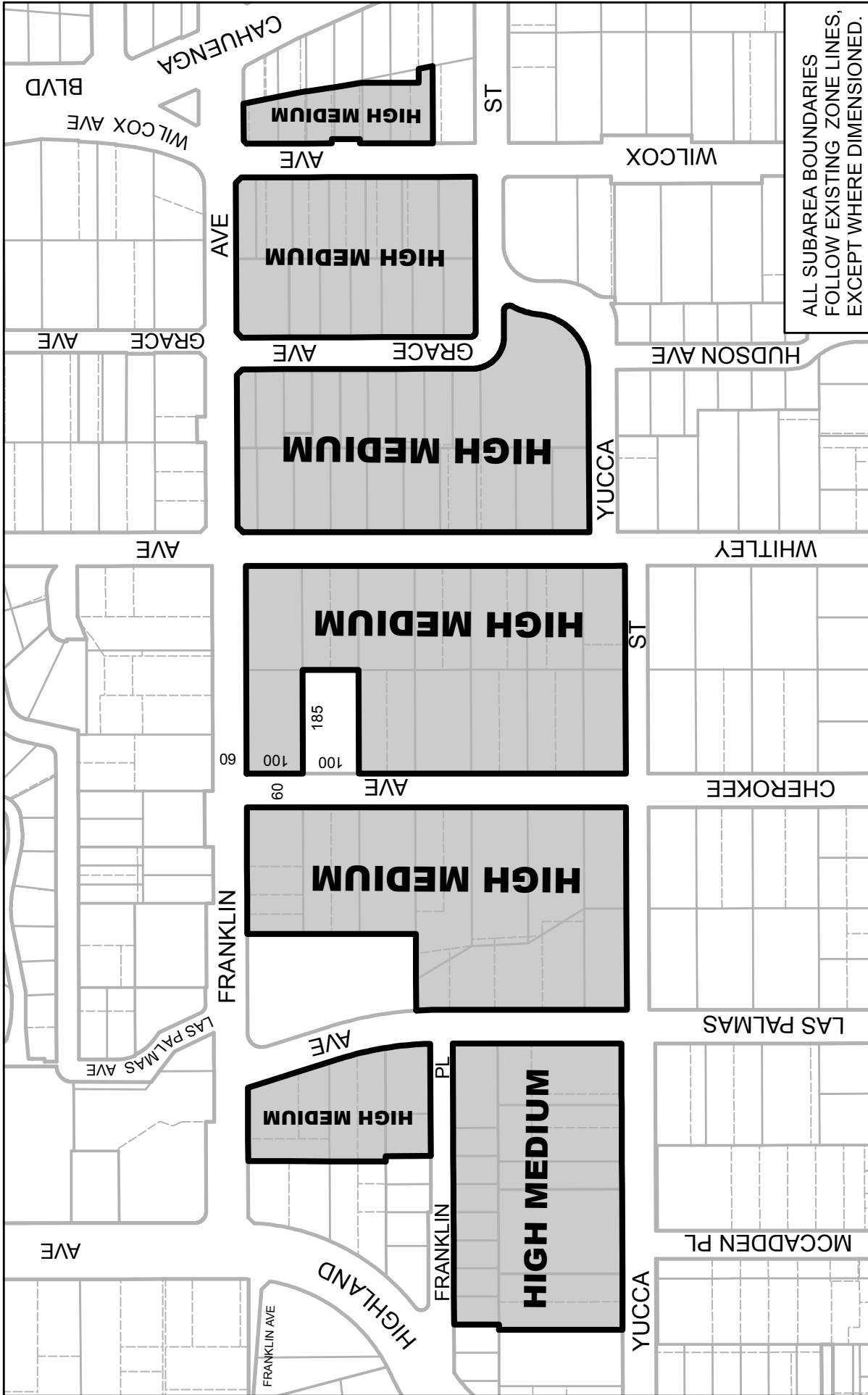
C.M. 147 B 181	CPC 2005-6082 CPU CPC 1997-0043 CPU
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LH/

HOLLYWOOD CPU, SA 3:1C

010412



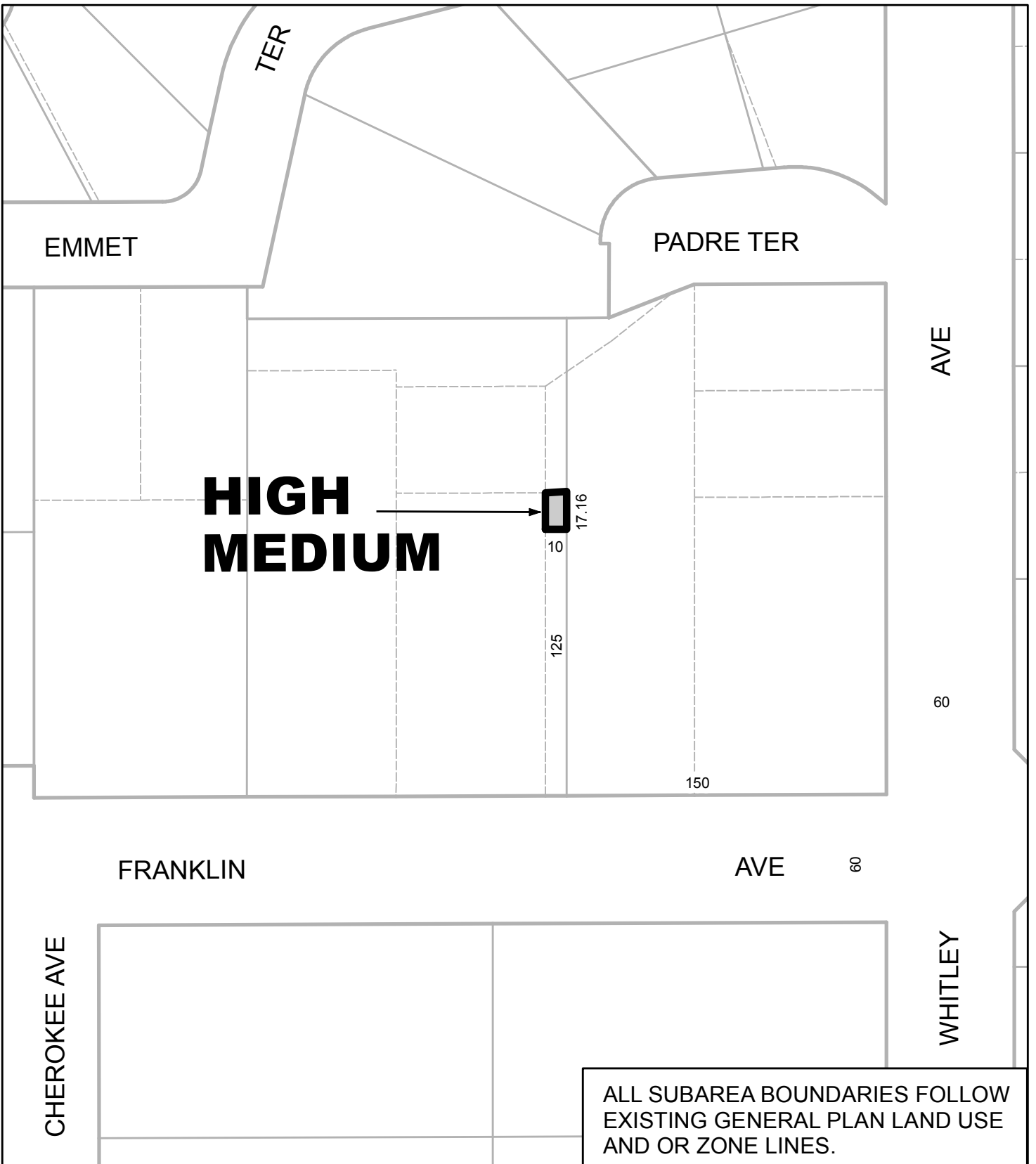


NOT TO SCALE

C.M. 150 A 185, 150 A 187, 148.5 A 185	CPC 1997-0043 CPU CPC 2005-6082 CPU	010412
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LH/

HOLLYWOOD CPU, SA 3:2B



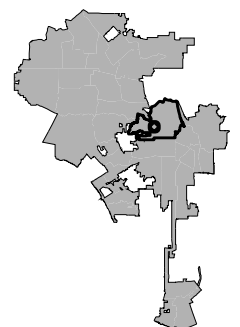
NOT TO SCALE

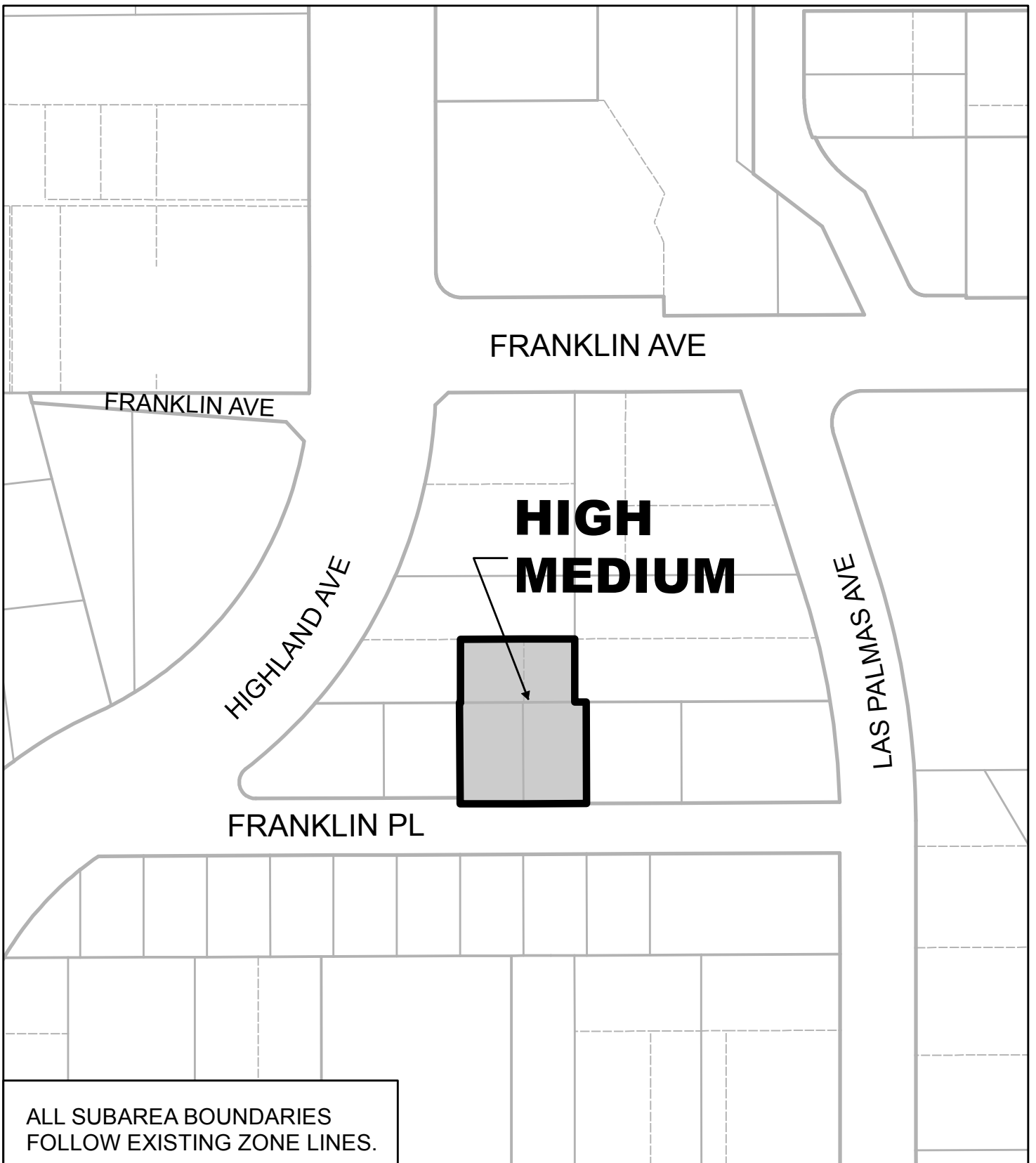
C.M. 150 A 185	CPC 1997-0043 CPU CPC 2005-6082 CPU
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LH/

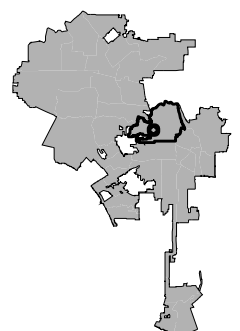
010412

HOLLYWOOD CPU, SA 3:2F





NOT TO SCALE

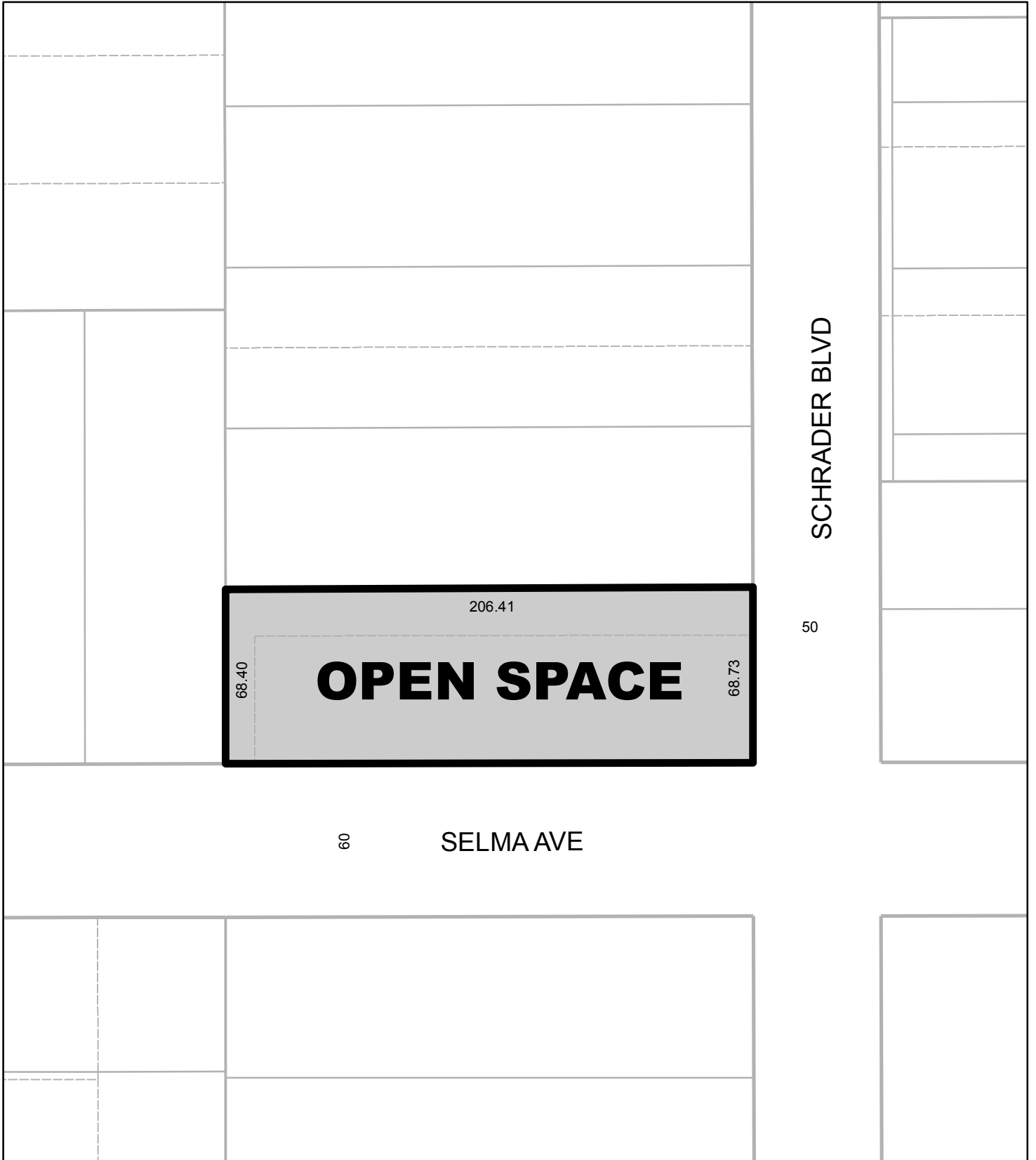


C.M. 150 A 185	CPC 1997-0043 CPU CPC 2005-6082 CPU
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LH/

HOLLYWOOD CPU, SA 3:2G

010412



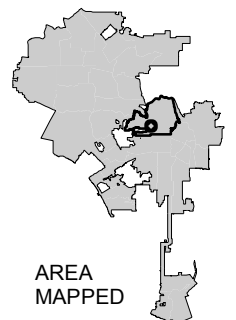
NOT TO SCALE

C.M. 148.5 A 187	CPC 2005-6082 CPU CPC 1997-0043 CPU
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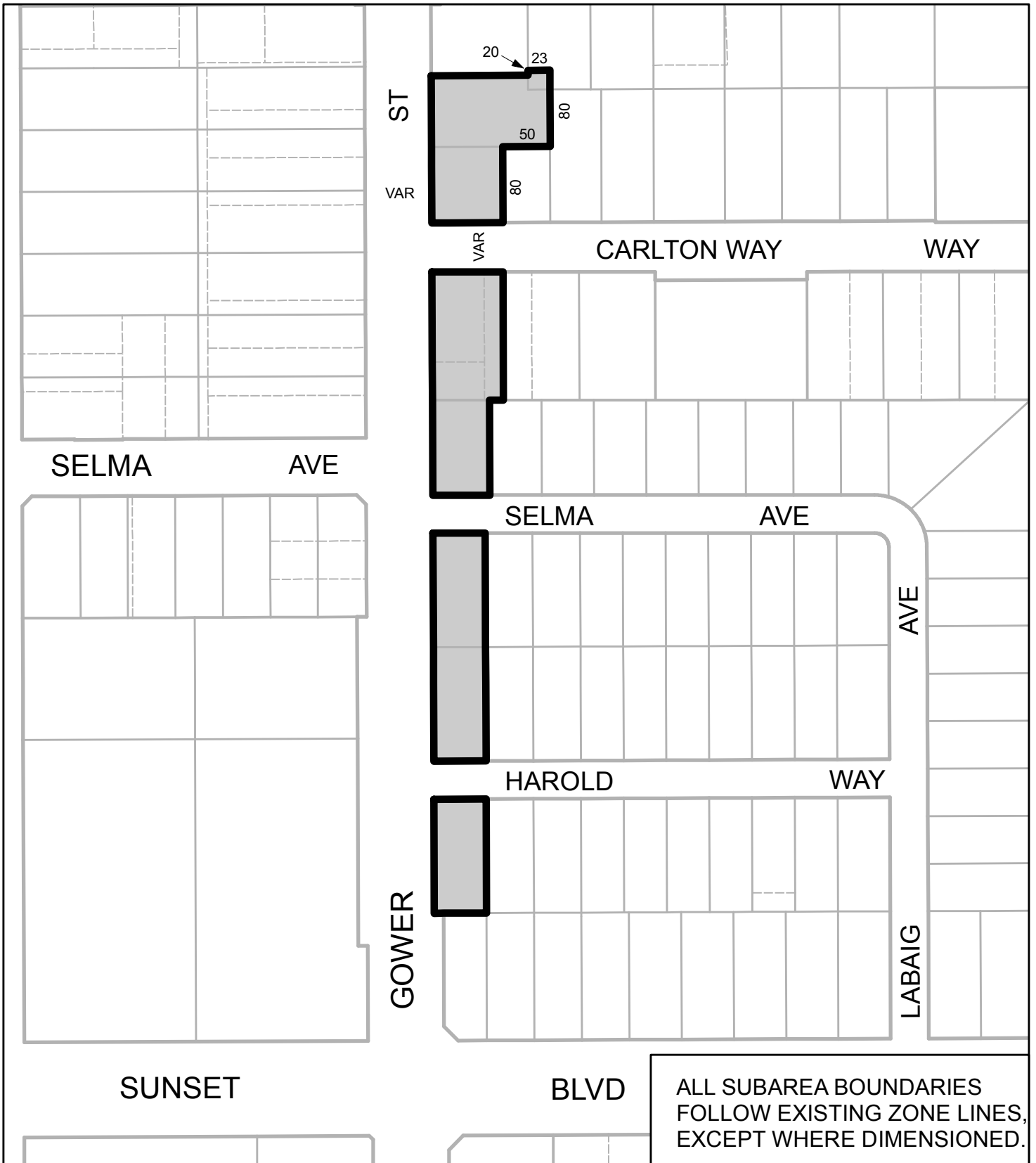
LH/

HOLLYWOOD CPU, SA 4:1

012512



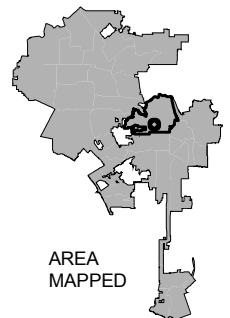
AREA
MAPPED



 **GENERAL COMMERCIAL**



NOT TO SCALE

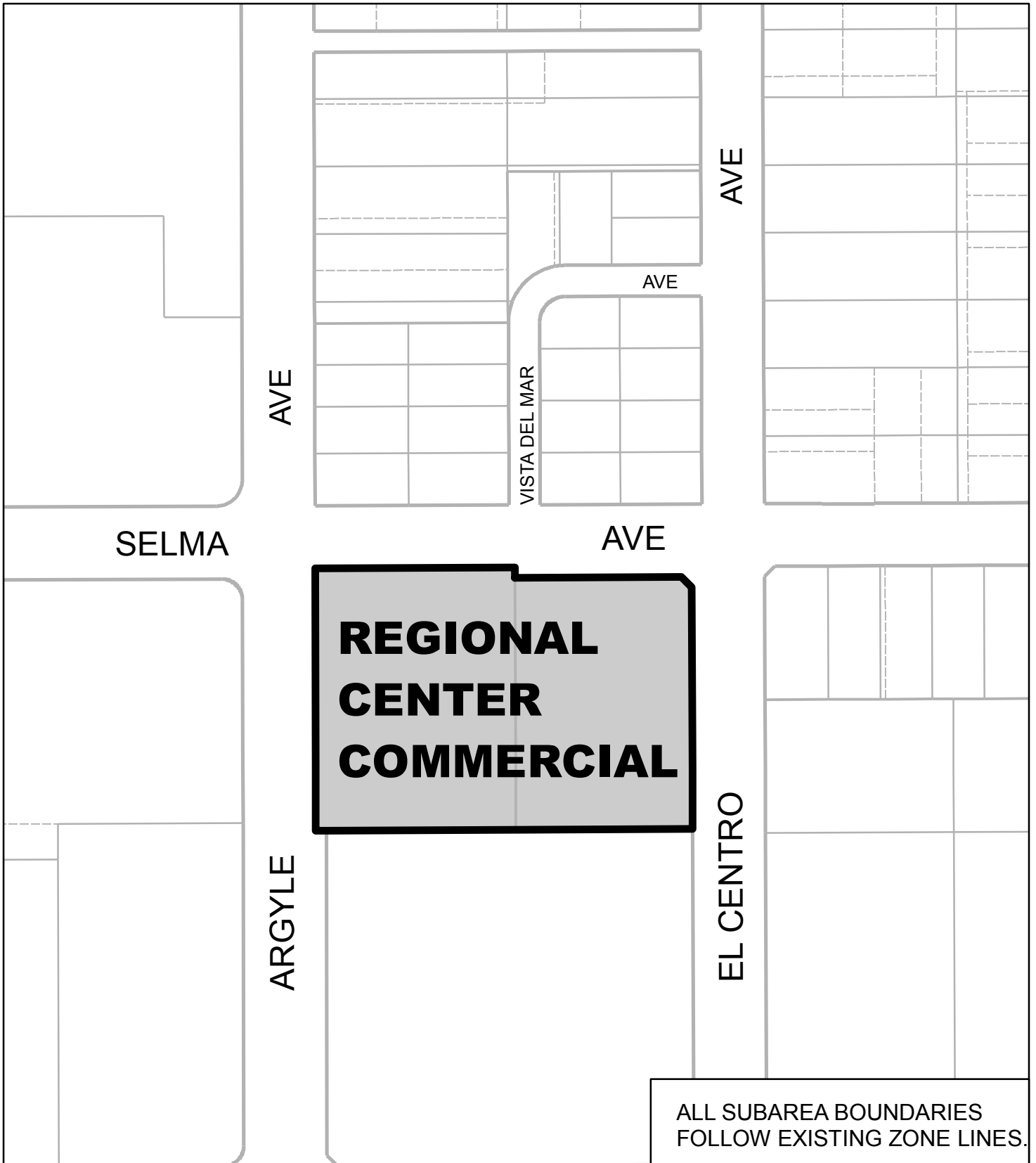


C.M. 147 A 189, 148.5 A 189	CPC 1997-0043 CPU CPC 2005-6082 CPU
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LH/

HOLLYWOOD CPU, SA 4:4B

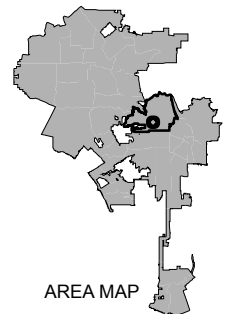
010412

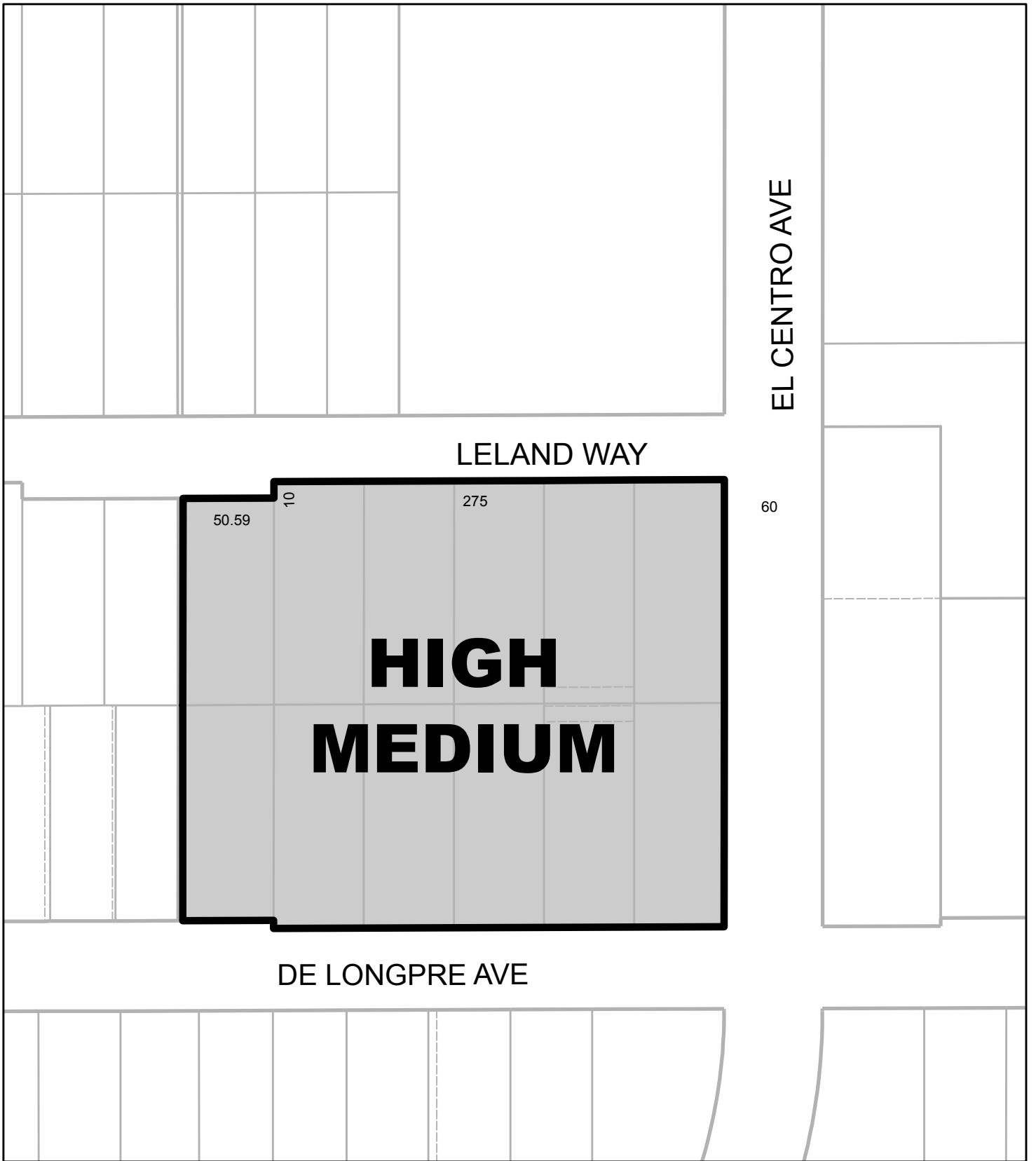


NOT TO SCALE

C.M. 147 A 189, 148.5 A 189	CPC 2005-6082 CPU CPC 1997-0043 CPU
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LH/ **HOLLYWOOD CPU, SA 4:5D** 010412





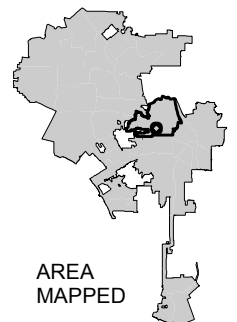
NOT TO SCALE

C.M. 147 B 189	CPC 1997-0043 CPU CPC 2005-6082 CPU
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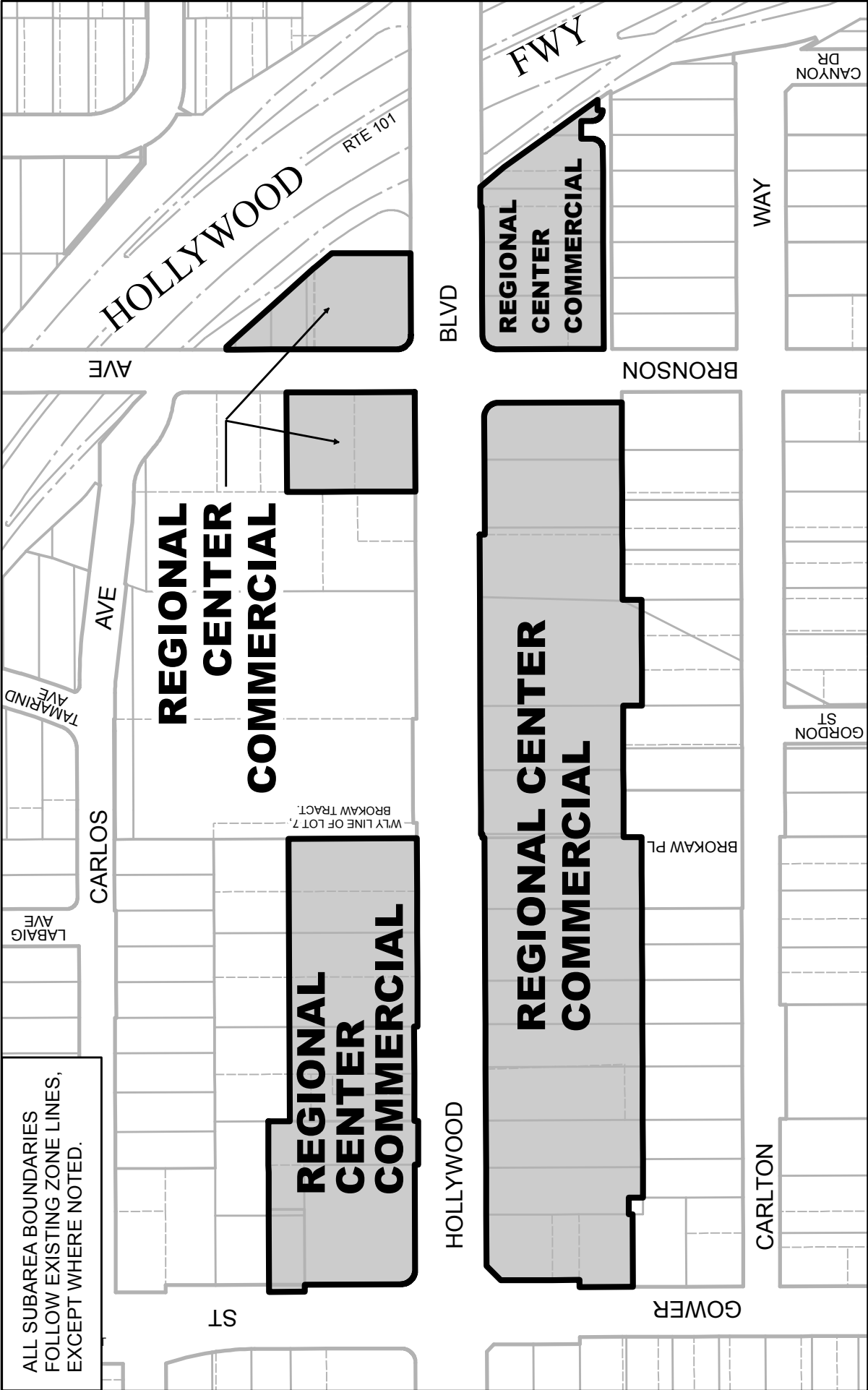
LH/

HOLLYWOOD CPU, SA 4:7

010412



AREA
MAPPED



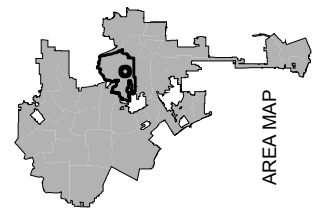
NOT TO SCALE

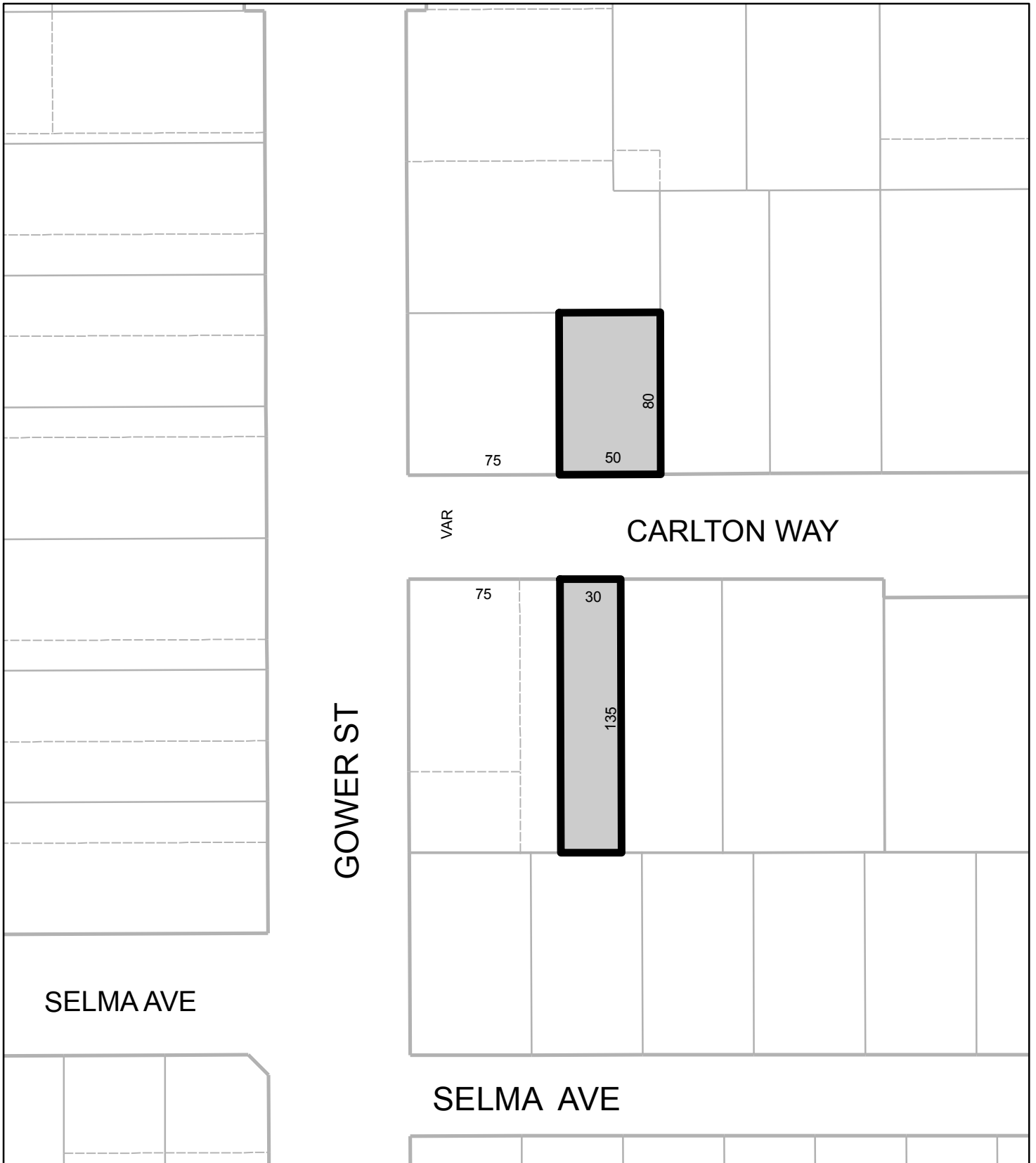
C.M. 148.5 A 189, 148.5 A 191	CPC 1997-0043 CPU CPC 2005-6082 CPU
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LH/

HOLLYWOOD CPU, SA 5

010412

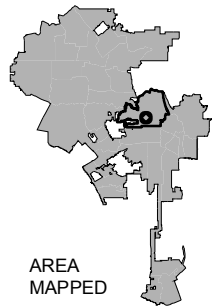




 **GENERAL COMMERCIAL**



NOT TO SCALE



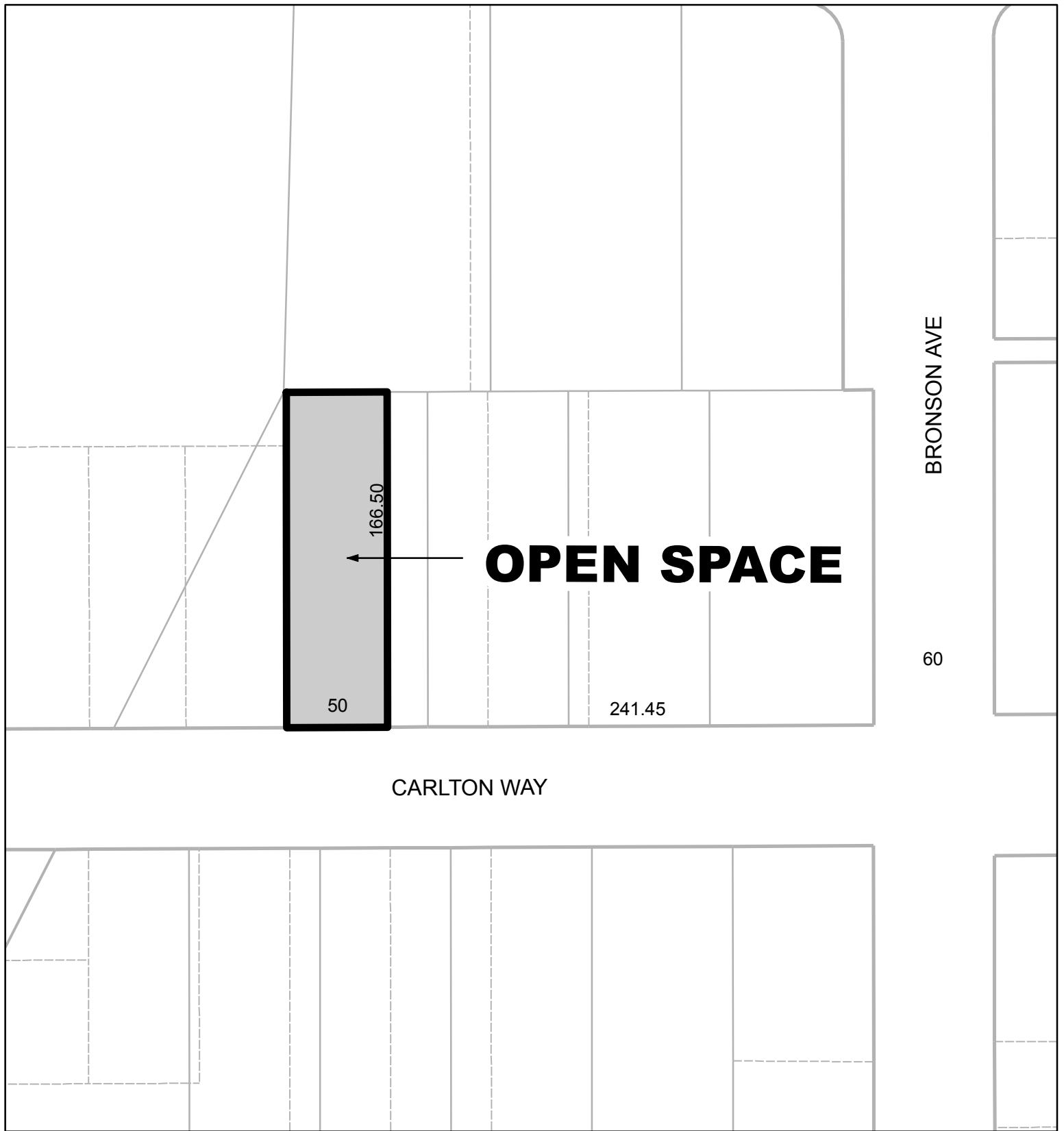
AREA MAPPED

C.M. 148.5 A 189	CPC 2005-6082 CPU CPC 1997-0043 CPU
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LH/

HOLLYWOOD CPU, SA 5:1A

012512



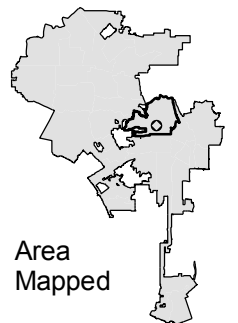
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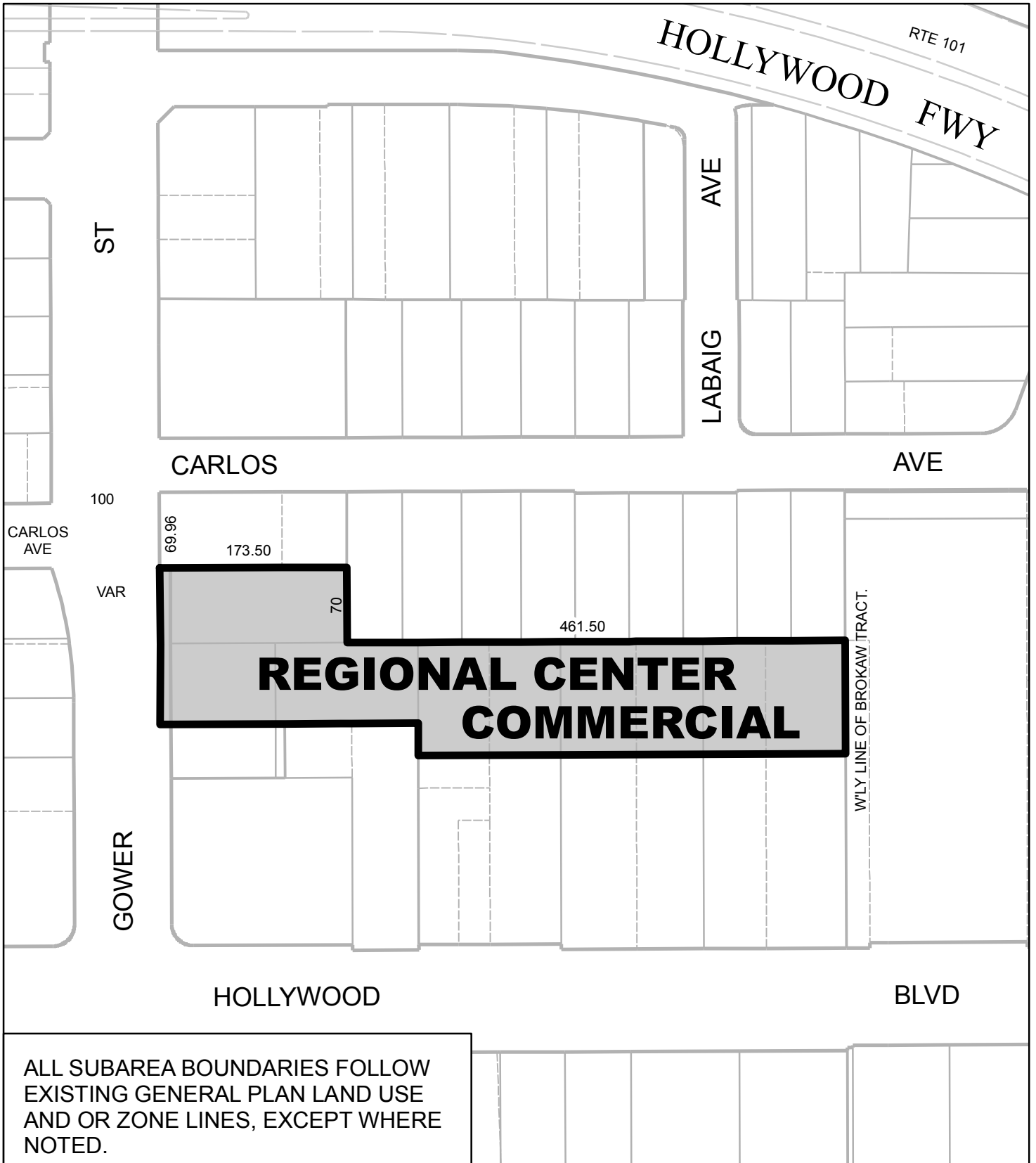
C.M. 148-5 A 191	CPC 2005-6082 CPU CPC 1997-0043 CPU
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LH/

HOLLYWOOD CPU, SA 5:1B

012512





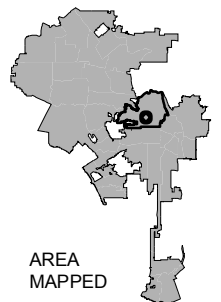
NOT TO SCALE

C.M. 148.5 A 189	CPC 2005-6082 CPU CPC 1997-0043 CPU
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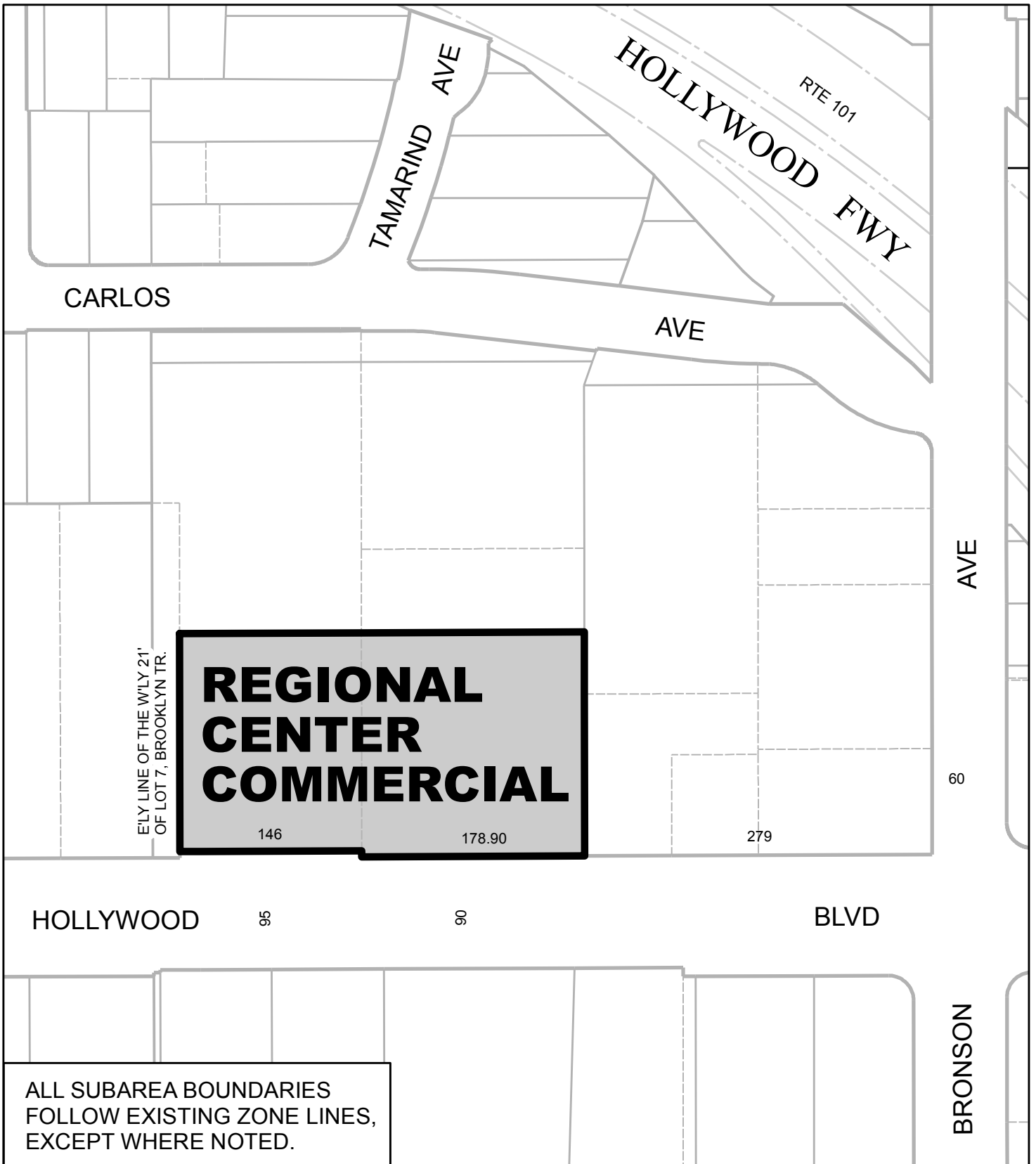
LH/

HOLLYWOOD CPU, SA 5:2

010412



AREA MAPPED



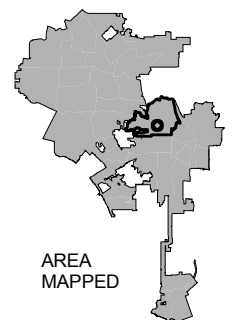
NOT TO SCALE

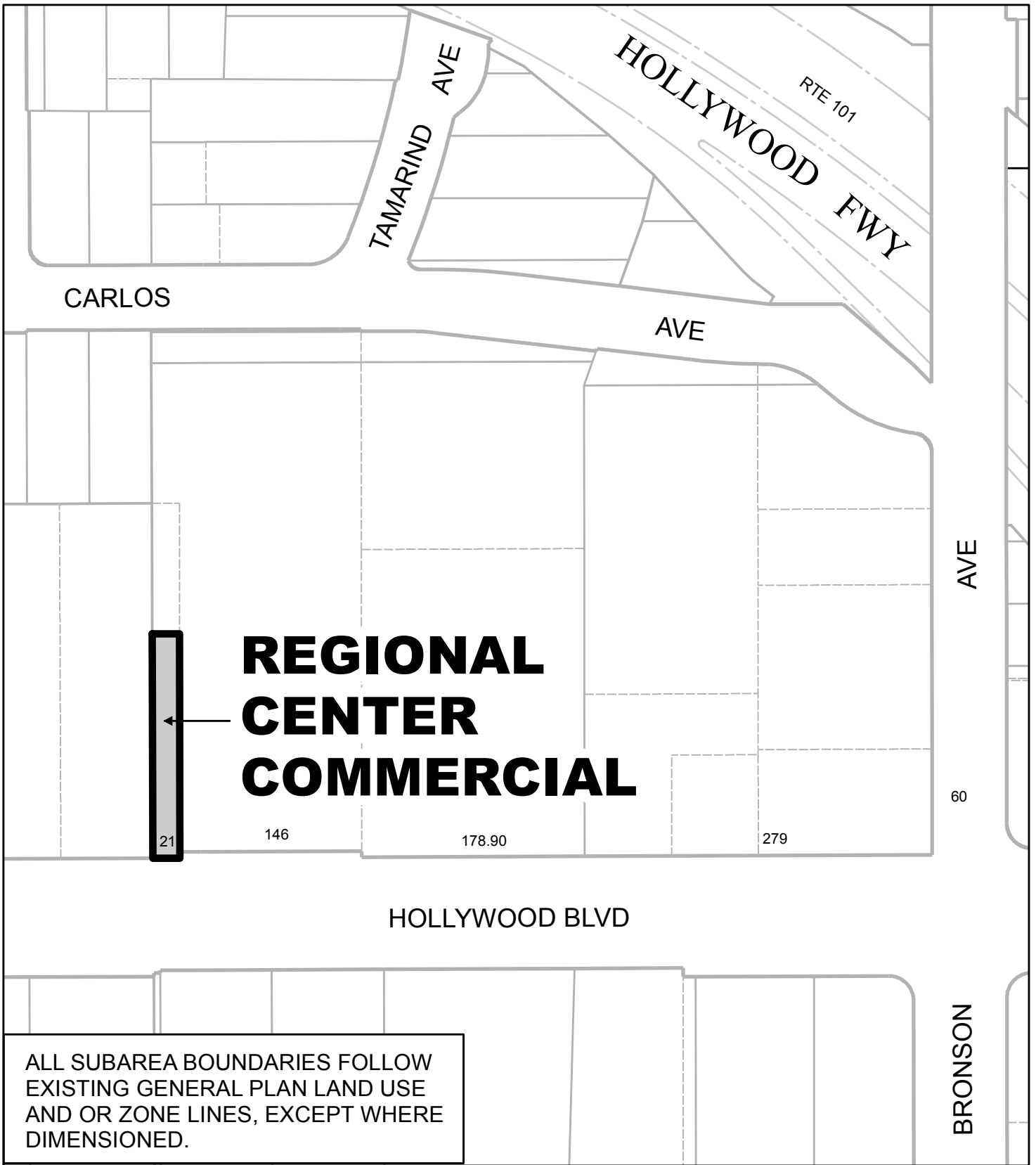
C.M. 148.5 A 189, 148.5 A 191	CPC 1997-0043 CPU CPC 2005-6082 CPU
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LH/

HOLLYWOOD CPU, SA 5:3

010412





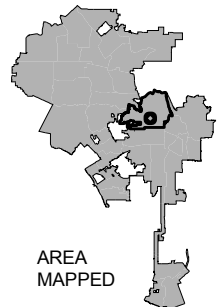
NOT TO SCALE

C.M. 148.5 A 189	CPC 1997-0043 CPU CPC 2005-6082 CPU
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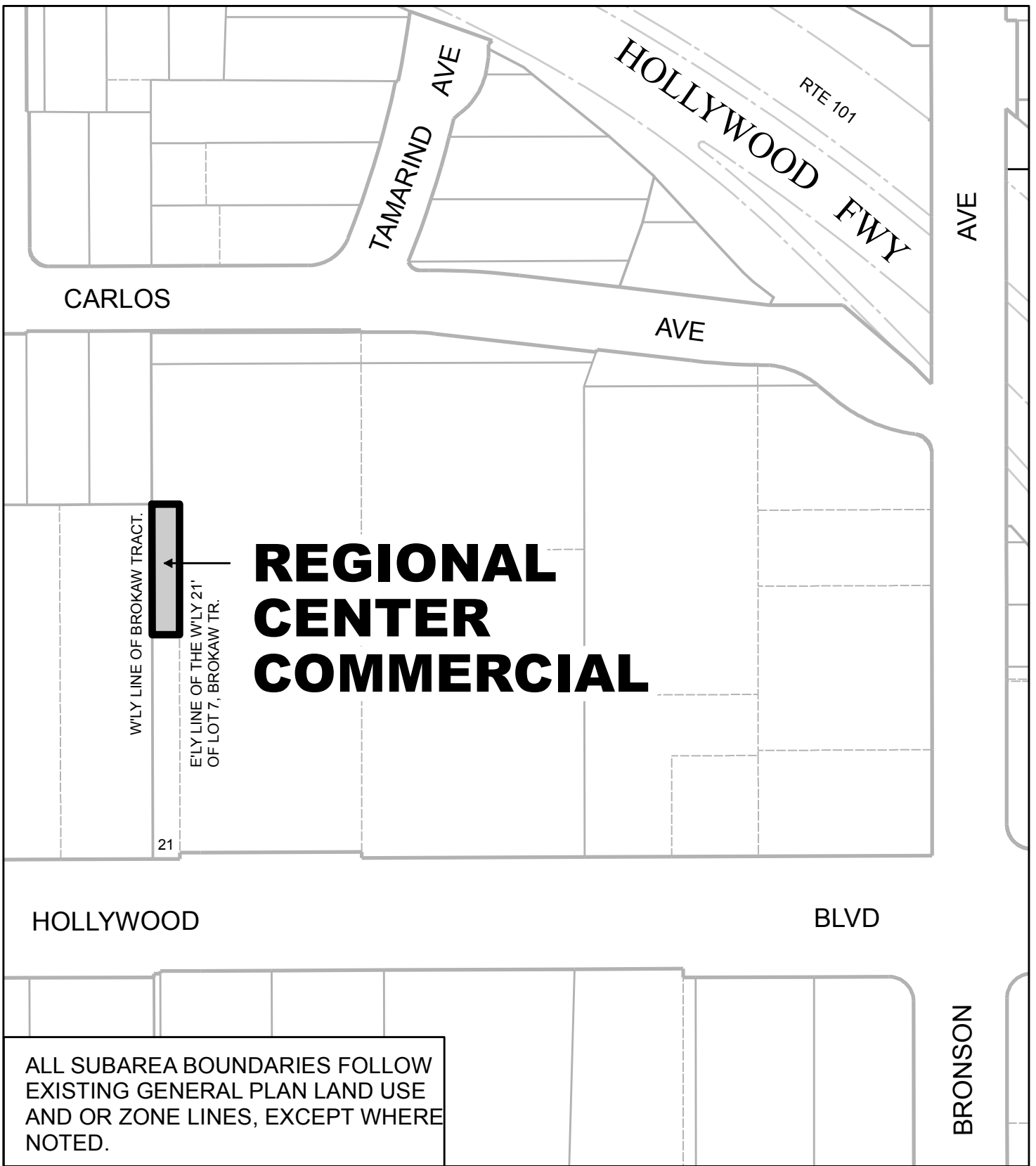
LH/

HOLLYWOOD CPU, SA 5:3A

010412



AREA MAPPED



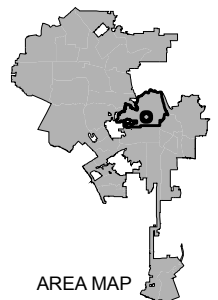
NOT TO SCALE

C.M. 148.5 A 189	CPC 1997-0043 CPU CPC 2005-6082 CPU
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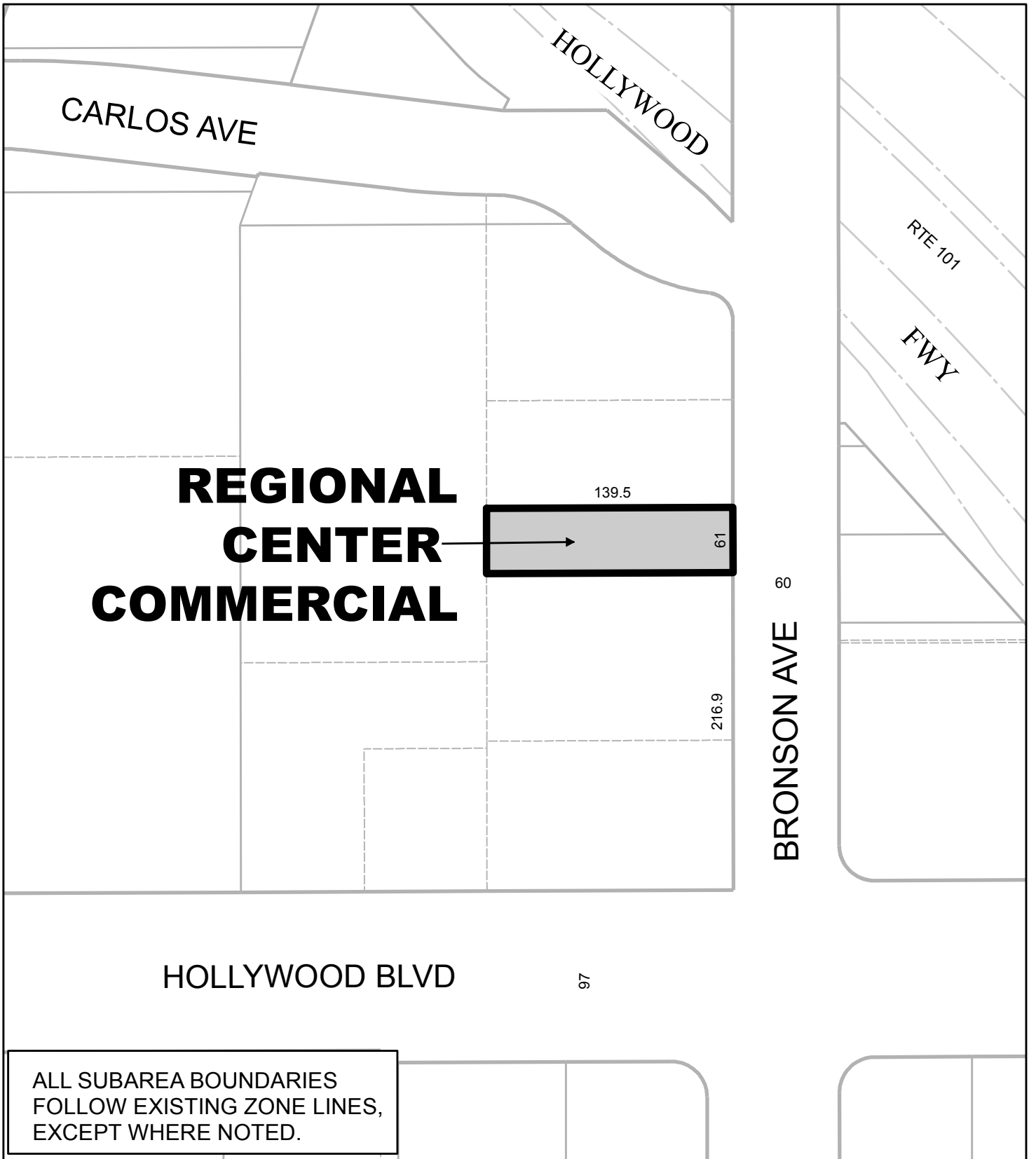
LH/

HOLLYWOOD CPU, SA 5:3B

010412



AREA MAP



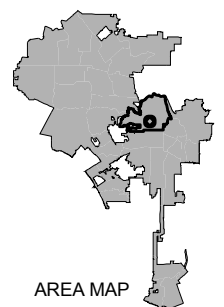
NOT TO SCALE

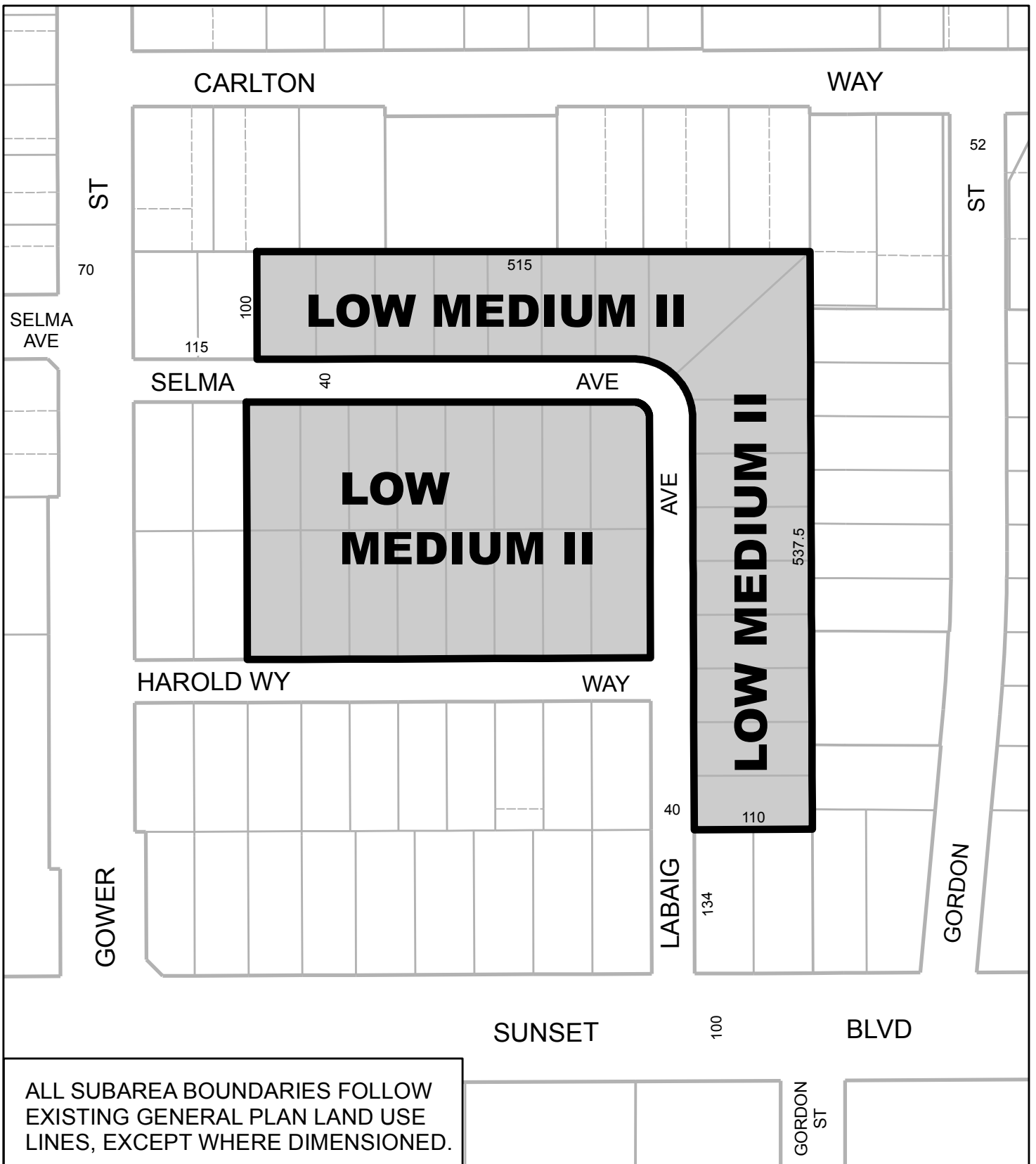
C.M. 148.5 A 191	CPC 1997-0043 CPU CPC 2005-6082 CPU
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LH/

HOLLYWOOD CPU, SA 5:4

010412





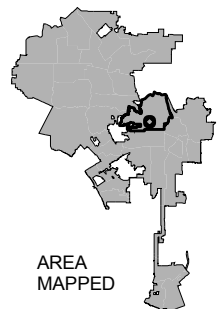
NOT TO SCALE

C.M. 148.5 A 189, 147 A 189	CPC 1997-0043 CPU CPC 2005-6082 CPU
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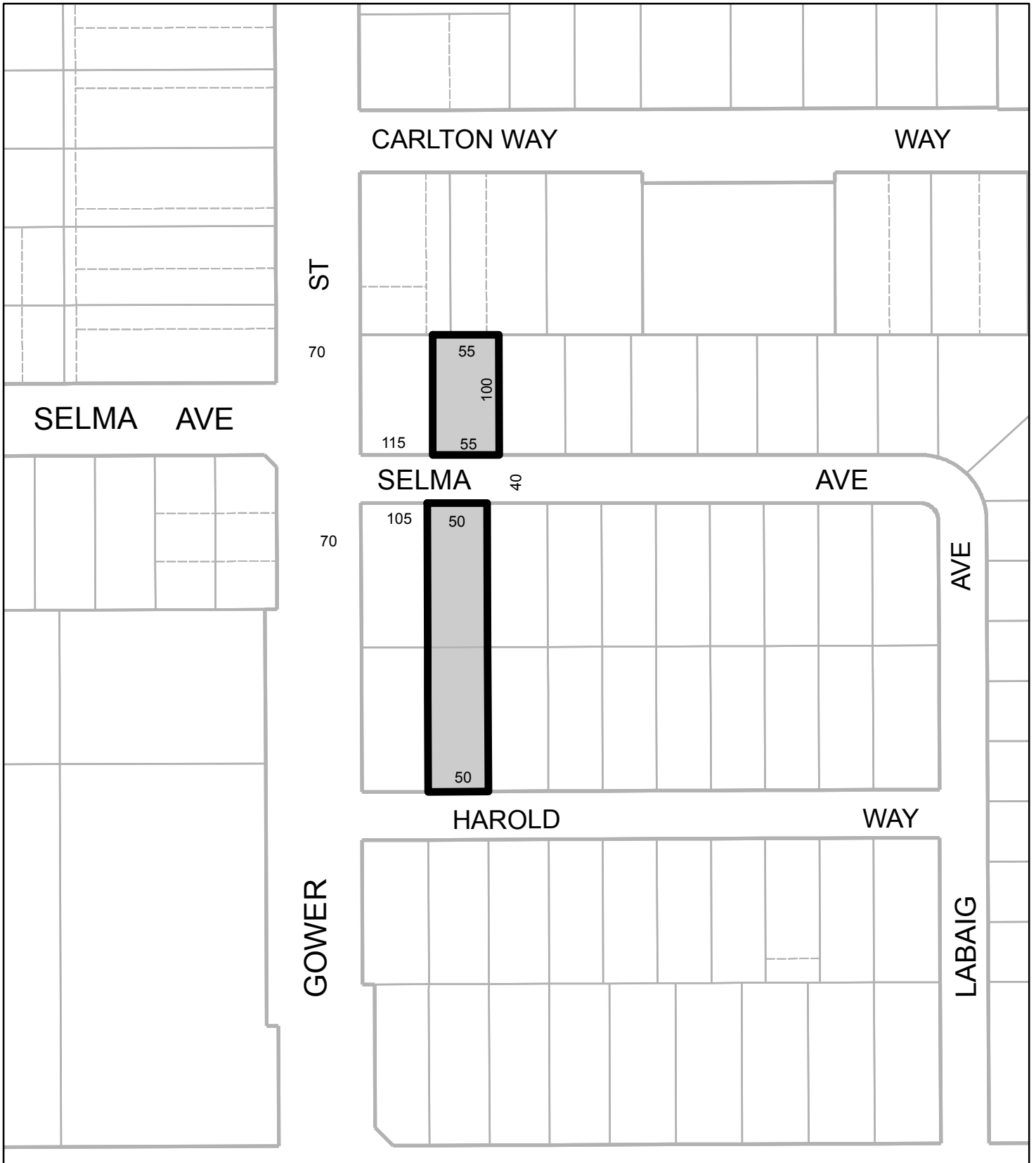
LH/

HOLLYWOOD CPU, SA 6

010412



AREA MAPPED



 **GENERAL COMMERCIAL**



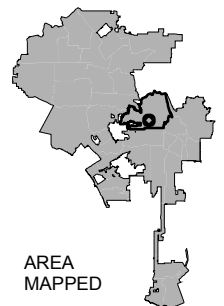
NOT TO SCALE

C.M. 147 A 189, 148.5 A 189	CPC 2005-6082 CPU CPC 1997-0043 CPU
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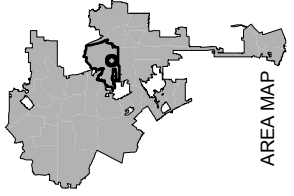
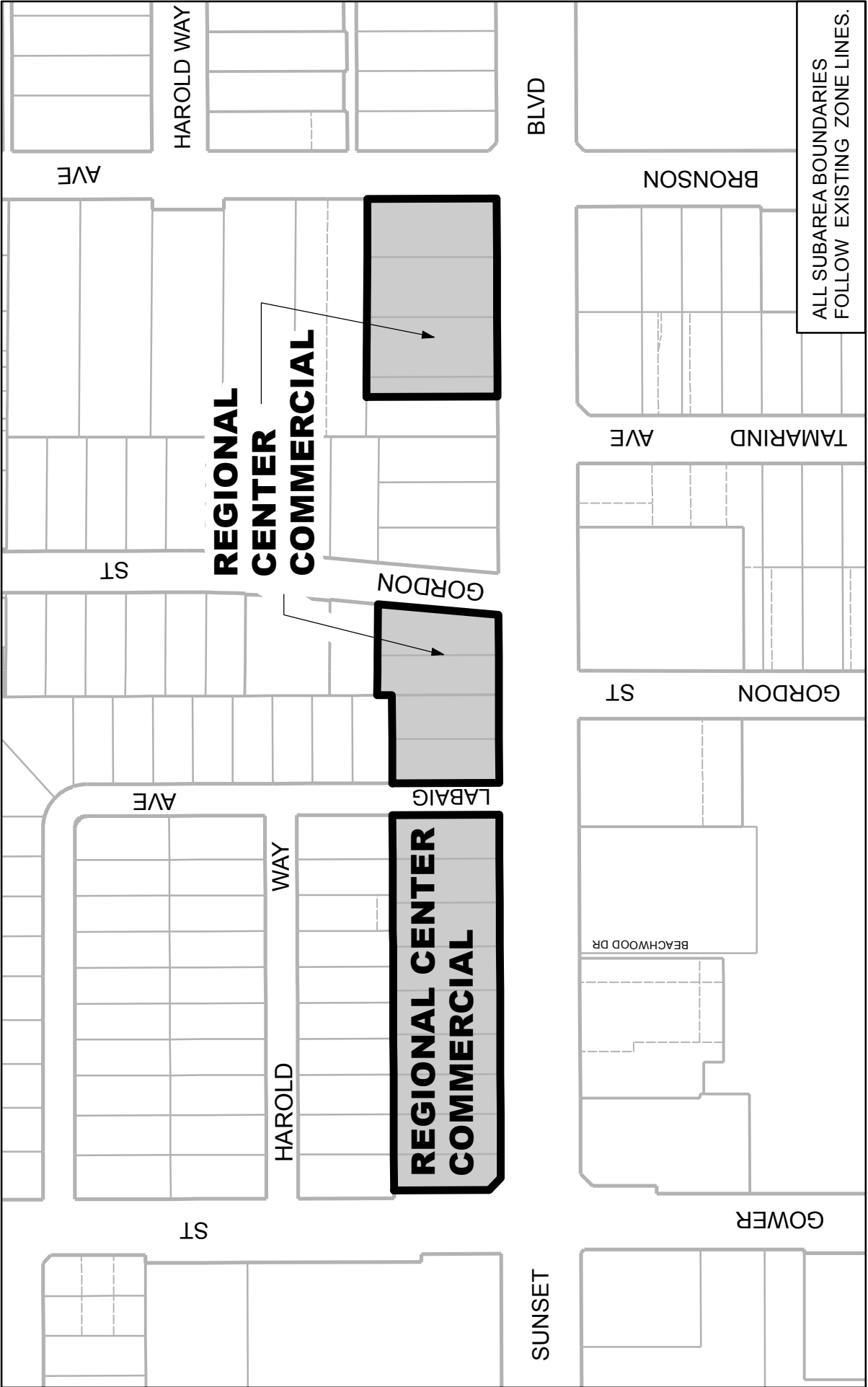
LH/

HOLLYWOOD CPU, SA 6:A

010412



AREA MAPPED



AREA MAP

REGIONAL CENTER COMMERCIAL

REGIONAL CENTER COMMERCIAL

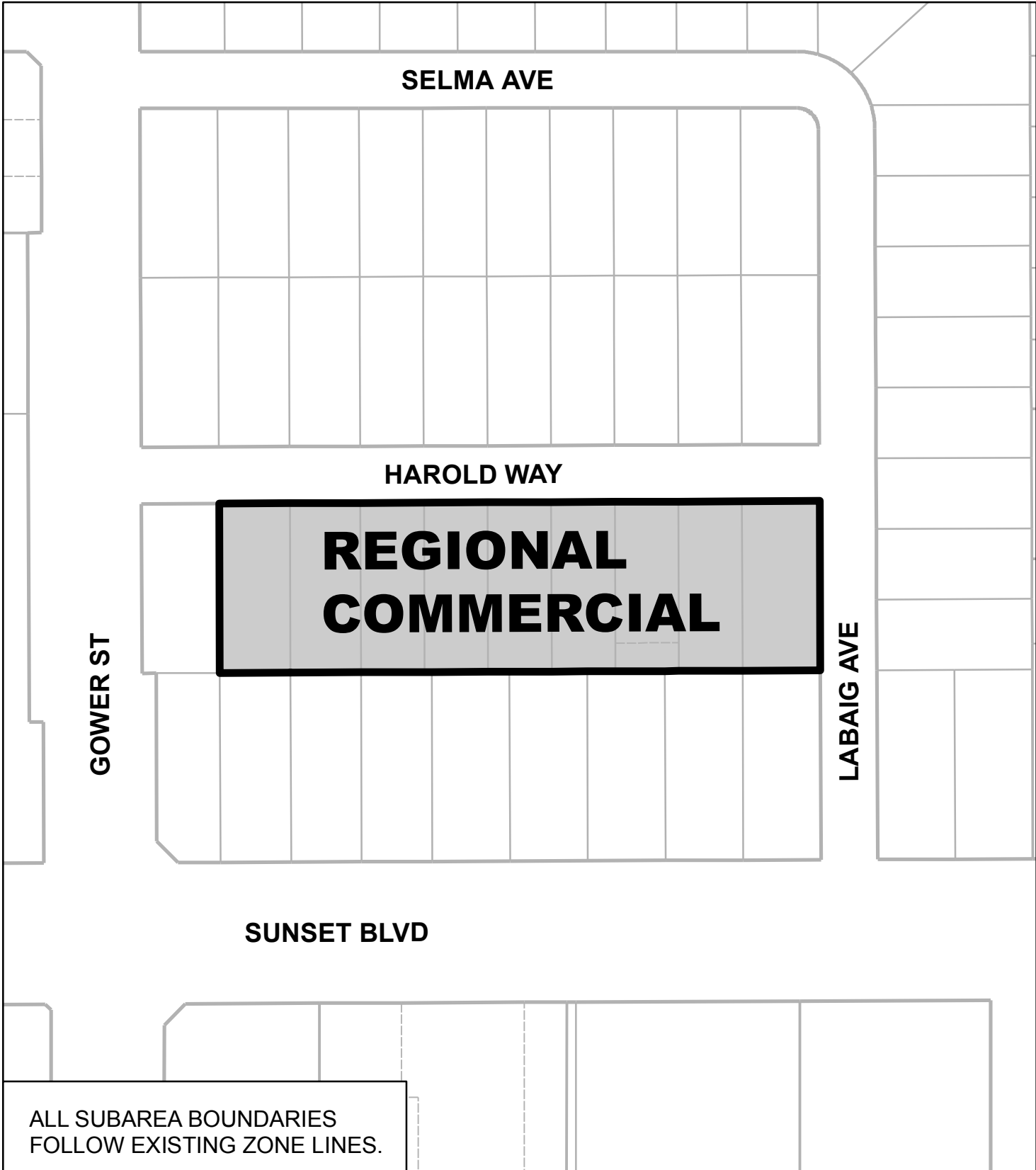
ALL SUBAREA BOUNDARIES FOLLOW EXISTING ZONE LINES.



NOT TO SCALE

C.M. 147 A 189, 147 A 191
 CPC 2005-6082 CPU
 CPC 1997-0043 CPU

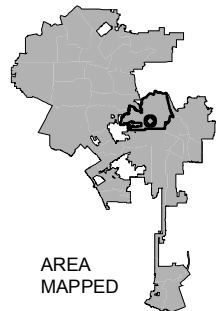
LH/
HOLLYWOOD CPU, SA 6:1
 020112



NOT TO SCALE

C.M. 147 A 189	CPC 2005-6082 CPU CPC 1997-0043 CPU
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LH/ **HOLLYWOOD CPU, SA 6:1A** 041112



AREA
MAPPED