EXHIBIT 2

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CALIFORNIA

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March 24, 1988

To: Public Agencies and Officials, Interested Parties

SUBJECT: DRAFT EIR, HOLLYWOOD COMMUNITY PLAN REVISION SCH NO. 87112504

This is to inform you that the comment period for the above referenced Draft Eir has been extended to April 8, 1988. The City Planning Department shall prepare a Final Environmental Impact Report based on the Draft EIR and the comments received.

Submit your comments in writing to:

Community Planning Division - Hollywood DEIR
City Planning Department
Room 505, City Hall
200 N. Spring Street
Los Angeles, CA 90012

Any questions on this matter should be directed to Lynell Washington or Michael Davies at (213) 485-2478.

Michael F. Davies
City Planner

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1.0 INTRODUCTION

1.1 AUTHORIZATION AND FOCUS

This report has been prepared for the City of Los Angeles Department of City Planning in accordance with the Guidelines for Implementation of the California Environmental Quality Act (CEQA) as amended and the City of Los Angeles Environmental Guidelines.

In accordance with the CEQA Guidelines, an Initial Study of the proposed project was prepared. Other environmental effects, considered in the Initial Study, which were determined to be clearly insignificant and/or unlikely to occur are not addressed in this report. The complete Initial Study is attached as Appendix A.

The purpose of this EIR is to provide an informational document that will inform the Planning Commission, the Los Angeles City Council and the general public of the environmental effects of the Proposed Hollywood Community Plan Revision. Per Section 15168 of the CEQA Guidelines, this report is intended to function as a Program EIR.

1.2 PROJECT PROPONENT

The Revision to the Hollywood Community Plan is proposed by:

Department of City Planning
Community Planning and Development Division
City of Los Angeles
City Hall Room 505
200 North Spring Street
Los Angeles, CA 90012-4856

2.0 SUMMARY

Summary of Proposed Action: The proposed revision would modify and reduce residential and commercial development levels allowed under the current Hollywood Community Plan, adopted in 1973. Objectives of the revision are to:

- Accommodate the year 2010 projected population, plus a 10-15 percent buffer;
- Provide community-serving commercial uses in small centers in areas outside the boundaries of the designated Hollywood Redevelopment Plan area;
- Concentrate major commercial development within the Redevelopment Plan area; and
- Define a transportation and circulation system that provides for acceptable levels of traffic service in conjunction with community plan land uses.

The Proposed Plan revision would provide capacity for 199,000 people, 93,000 housing units and 31 million square feet of development. These capacities would represent the following increases over existing levels outside of the Hollywood Redevelopment Plan area:[1]

- 29,000 persons
- 12,000 housing units
- 8 million square feet of commercial space
- 7 million square feet of industrial space.

Location and Boundaries: The Hollywood Community Plan area is located within the central portion of the City of Los Angeles, approximately 3 miles northwest of downtown Los Angeles. The Plan area is generally bounded by the City of Glendale on the northeast, the Northeast District Plan Area (City of Los Angeles) on the east, the Silver Lake - Echo Park District (City of Los Angeles) on the southeast, the Wilshire District (City of Los Angeles) on the south, the City of Beverly Hills on the southwest, the City of West Hollywood on the west, the Bel Air - Beverly Crest District (City of Los Angeles) on the west, the Sherman Oaks - Studio City District (City of Los Angeles) on the northwest, Universal City (County of Los Angeles) on the northwest, and the City of Burbank on the north.

Project Background: The current Hollywood Community Plan was adopted in 1973. Work on the plan revision was initiated in October 1986. The plan revision was undertaken as part of the Department of City Planning's effort to update plans and to address plan and zone inconsistencies.

[1]. The Hollywood Redevelopment Plan was adopted in May 1986. An Environmental Impact Report (State Clearinghouse Number 85052903) was prepared in late 1985 for the plan and redevelopment area. The land use map of the Redevelopment Plan is attached as Appendix B.

Pre-circulation Issues: A Notice of Preparation (NOP) and Request for Comments were distributed to local agencies, organizations and interested citizens. Responses are on file with Department of City Planning, Community Planning and Development Division, Room 505, Los Angeles City Hall. Issues raised encompassed a wide variety of concerns, including:

- Traffic impacts
- Noise
- Air quality
- Land use compatibility
- Consistency with regional plans and policies
- Consideration of SCAG plans and policies
- Population, employment and housing
- School facilities
- Adequacy of public services
- Sewer capacity
- Energy use
- Public transit

Areas of Controversy: Public involvement has been an important element in the development of the Hollywood Community Plan. In order to identify issues, problems, and alternatives, a series of public meetings were held where differing perspectives on the following category of issues were raised.[1]

- Residential density
- Traffic
- Parks and open space
- Conflicts between commercial and residential uses
- Support for motion picture industry
- Infrastructure over-capacity
- Safety
- Relation of the Community Plan to Redevelopment Plan
- Hillside development on substandard lots
- Land use classification of studio properties
- Slope density
- Hillside cluster housing zoning category
- Conflicts of schools with surrounding uses
- Neighborhood conservation
- Historic preservation
- Aesthetics of public improvements
- Aesthetics of private improvements
- Public participation in the planning of public improvements
- Mini-malls
- Provision and conservation of neighborhood-serving commercial uses
- Non-conforming uses

[1] For additional details, please refer to the Hollywood Community Plan Revision: Background Report, Gruen Associates, July 15, 1987.

Alternatives: In addition to the Proposed Plan revision, this report considers 1) retention of the current Community Plan, and 2) an alternative that would hold residential development potential to the same level as the Proposed Plan, and would increase non-residential development to a level greater than the Proposed Plan and less than the Current Plan.

SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following paragraphs summarize the key findings of the environmental report prepared for the Hollywood Community Plan Revision. It should be recognized at the outset that the purpose of the Plan Revision has been to eliminate and/or mitigate the adverse effects on transportation, public services and infrastructure that have resulted from development that has occurred under the Current Hollywood Community Plan, adopted by the City Council 15 years ago.

LAND USE

Impact:

- Development potentials for all land uses are scaled back under the Proposed Plan revision. Residential land uses are limited to be consistent with the year 2010 population projection prepared by the Southern California Association of Governments (SCAG). Commercial, office and industrial development potentials, the source of the bulk of the traffic generation in the Plan area, are set at reduced densities that will allow the Plan area roadway system to function at acceptable levels of service.

- The Proposed Plan establishes residential development densities that reflect existing conditions and allow for in-fill housing growth to attain the SCAG forecast. Very High and High residential density categories are eliminated (outside of the Redevelopment Plan area) and the majority of the residential use is shifted into mid-range density categories such as Medium and Low Medium.

- The Proposed Plan (Revision Area only) would provide for a population capacity of 199,000 persons. This would be a 17 percent increase from existing levels and a 49 percent <u>decrease</u> in the build-out capacity of the Current Community Plan. Non-residential densities are similarly reduced. The Proposed Plan would provide for 31 million square feet (not including the Redevelopment Area). This would be a 82 percent increase over existing levels but a 69 percent decrease from build-out of the Current Plan.

Mitigation:

- Implementation of a Transportation Specific Plan, transportation and circulation improvements, as well as development standards to ensure that land use capacity and transportation service are in balance and that land use conflicts and incompatibilities are minimized.

Net Effect After Mitigation:

- The net effect of the proposed action would be to "down zone" property, to reduce the incentive to redevelop in residential areas, and to provide small scale neighborhood-oriented commercial developments.

POPULATION AND HOUSING

Impact:

- Changes in land use density in the revision area would provide for the addition of approximately 10,000 housing units or about 30,000 persons.

- The Proposed Plan would result in a single family and multiple-family unit distribution similar to existing conditions, i.e. 20 percent single-family and 80 percent multi-family. The Current Plan would result in 10 percent single-family, 90 percent multi-family split.

- Given the potential population capacity and employment capacity, the Proposed Plan would result in a employment to population ratio of 0.59. According to SCAG criteria this ratio reflects an "employment rich" condition and would slightly exceed the 0.55 ratio considered to be indicative of a jobs-housing balance.

Mitigation:

- Non-residential development levels in either the revision area or the redevelopment area should be reduced to achieve a better a jobs-housing balance in the Community Plan area.

Net Effect After Mitigation:

- Jobs-Housing balance within Hollywood Community Plan area.

TRANSPORTATION AND CIRCULATION

Impact:

- The Proposed Plan would increase evening peak period trips in the Plan area by 48 percent. In comparison, the Current Plan would increase trips by 209 percent.

- With the Proposed Plan, 28 of the 39 intersections studied would operate at Level of Service F during the evening peak hour. In comparison, 36 intersections would operate at LOS F due to the Current Plan.

Mitigation:

- Prepare a Transportation Specific Plan to implement operational and physical improvements in the Plan area, including: ATSAC, peak period parking restrictions, one-way couplets, reversible lane operations, street widening, jog eliminations, and localized intersection improvements.

- Transportation Systems Management and Transportation Demand Management plans should be developed and implemented for large scale commercial developments and employers in the Community Plan area.

- Future office development in the Redevelopment Area should be limited to a level similar to that contained in the Redevelopment Project EIR's 20-year market-based forecasts, at least until steps are taken to implement major street system improvements in excess of improvements feasible within existing rights-of-way.

Net Effect After Mitigation:

- Transportation service would be improved. With operational and physical improvements, 11 of the 39 studied intersections would operate at LOS F. With street widening consistent with the standards and classifications in the Circulation Element, 13 of the 39 intersections would operate at LOS F.

AESTHETICS AND URBAN DESIGN

Impacts:

- The Proposed Plan can only directly regulate general land use, residential density, and non-residential development intensity. If development occurs without the imposition of development standards and transportation system improvements, then future development (while at lower development intensities) will look much like recent development. The visual and functional quality of the Hollywood environment will continue to decline.

Mitigation:

- Programs and development standards should be implemented through inclusion in the Zoning Code or other enforceable means. These actions should include as a minimum:

  - Preservation of historically and architecturally significant neighborhoods through Specific Plans or the Historic Preservation Overlay Zone (HPOZ).
  - Development Standards for all land uses addressing street trees.
  - Commercial Development Standards (parking, screening, landscaping, access, etc.)
  - Residential Development Standards, addressing hillside areas and multi-family housing (setbacks, lot coverage, dedications, open space, etc.).
  - Neighborhood Plans and Improvement Districts. The Proposed Plan should allow for specific standards on a neighborhood basis for both commercial and residential areas.

Net Effect After Mitigation:

- Preservation and enhancement of neighborhood environmental quality in Hollywood.

PUBLIC SERVICES

Impact:

- Schools - The Proposed Plan would generate a 13 percent increase in students. In comparison, the Current Plan would generate a 114 percent increase in students.

- Parks - The Proposed Plan would require 540 acres of parkland to meet City standards. This is 2.7 times more parkland than is currently provided. In comparison, the Current Plan would require more than 900 acres of parkland.

- Fire Protection - The Proposed Plan would result in increased demand. Under the Proposed Plan the hillside areas would continue to develop and a be a source of continuing concern to the Fire Department.

- Police Service - The Proposed Plan would result in increased demand. To maintain typical citywide ratios of police personnel to population, a 17 percent increase in personnel would be needed to accommodate the Proposed Plan population capacity. The Current Plan would require a 135 percent increase in personnel.

- Libraries - No adverse impacts anticipated.

Mitigation

- Schools - Expand facilities on current sites. Allow residential development only in areas where there is remaining enrollment capacity.

- Parks - Provide neighborhood-oriented recreation at Griffith Park. Use school yards. Develop pocket parks. Require dedication of usable open space as part of new residential developments.

- Fire Protection - Compliance with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan.

- Police Service - Over the life of the plan, assign additional personnel consistent with Police Department policy and budgetary constraints.

- Libraries - No mitigation required.

Net Effect After Mitigation

- Schools - Unavoidable adverse effect anticipated.

- Parks - Unavoidable adverse effect anticipated.

- Fire Protection - Acceptable level of service provided.

- Police Service - Acceptable level of service provided.

AIR QUALITY

Impact:

- Short-term construction-related emissions anticipated on a project basis.
- Long-term increase in stationary emissions.
- Long-term increase in vehicular emissions. For carbon monoxide, the Proposed Plan would result in 57 percent reduction in potential emissions when compared to the Current Plan.

Mitigation:

- Construction-related emissions to be reduced through implementation of dust control measures such as wetting.
- Implementation of the Transportation Specific Plan discussed above.

Net Effect After Mitigation:

- Although emissions would increase above existing levels due to the Proposed Plan, the Proposed Plan would represent a significant reduction in potential development and associated trip generation in the Community Plan area and would have a beneficial impact.

NOISE

Impact:

- On an intermittent short-term basis, construction-related noise would occur.
- With the Proposed Plan, traffic-related noise levels would exceed City standards at 22 of the 28 locations studied. In comparison, the Current Plan would result in unacceptable noise at 27 of the 28 locations studied.

Mitigation:

- On a project basis, construction related activities should be limited to daytime hours. These activities should comply with the provisions of City Ordinance No. 144,331. Construction equipment should be properly fitted with noise attenuation devices.
- Development standards for residential should address site plans and building layouts to minimize noise impacts.
- For stationary noise sources, adjacent properties should be adequately buffered, including use of walls and earth berms.

Net Effect After Mitigation:

- Construction-related noise would be reduced to acceptable levels.
- For existing residential development, adjacent to major and secondary roads, noise impacts may not be mitigated and would result in unavoidable adverse effects. For new residential development, site plan design and development standards would substantially reduce noise impacts.

ENERGY AND UTILITIES

Impact:

- Sewer/Wastewater - Compared to existing levels, the Proposed Plan would increase wastewater generation by 5 million gallons/day (mgd) at build-out (a 22 percent increase). This would place an additional demand on the Hyperion Treatment Plant and on the local sewer system. The Current Plan would result in an increase of 39 mgd (a 167 percent increase).
- Solid Waste - At build-out, the Proposed Plan would produce 447 tons of solid waste per day (a 25 percent increase over existing generation). Housing and commercial/industrial growth permitted by the Proposed Plan would contribute to the use of remaining landfill capacity in Los Angles County. Build-out of the Current Plan would produce 803 tons of solid waste/day.
- Electrical Power - The Proposed Plan would increase electrical demand to 971 million kilowatt hours annually (a 37 percent increase over existing consumption). In comparison, the Current Plan would result in the consumption of 2.5 billion kilowatt hours annually.
- Water Supply - The Proposed Plan would increase water consumption to 25 mgd (a 22 percent increase above existing levels). The rate of increase in water use is higher for the Community Plan area than the consumption growth forecast by the Department of Water and Power citywide. The Current Plan would result in the consumption of 59 mgd.
- Natural Gas - The Proposed Plan would result in the consumption of 5.9 billion cubic feet (a 19 percent increase over existing consumption). The Current Plan would result in the consumption of 11.5 billion cubic feet.

Mitigation

- Energy - Compliance with conservation requirements contained in the California Administrative Code, Title 24, Building Standards.
- Sewers/Wastewater - Development should be permitted when phased with improvements in the local sewer system, as well as programmed improvements at the Hyperion Treatment Plant. Phasing of development should be undertaken for all communities within the Hyperion service area. Similar to the Proposed Plan, population holding capacities in each area should be consistent with SCAG growth forecast.

- Solid Waste - The Proposed Plan should encourage a variety of waste reduction techniques. These, as a minimum, will include separation, recycling and composting. Growth in the Plan area must also be tied directly to Citywide and Countywide Solid Waste Management Plans, where development will need to be kept in balance with available landfill capacity in combination with other solid waste disposal technologies. According to the most recent assessment of solid waste needs by the Bureau of Sanitation and the County Department of Public Works(1/88), available landfill capacity in the City of Los Angeles will be exhausted in 1997 and countywide there will be significant shortfalls by 1992. Thus, mitigation of plan area solid waste impacts must address new landfills or alternatives.

- Water Supply - The Proposed Plan should encourage the use of water conservation measures consistent with the Department of Water and Power's Urban Water Management Plan.

- Electricity and Natural Gas - No mitigation required.

Net Effect After Mitigation

- Energy and utilities impacts would be reduced but not eliminated. Impacts on Hyperion will only be reduced if coordinated with a citywide phasing of development to match improvements in treatment capacity.

EARTH

Impact:

- Regardless of the land use plan implemented, there will be a continued risk of human injury and property damage because of potential regional earthquakes. The elimination of high density residential categories in the Proposed Plan would contribute to minimizing the degree of risk.

- Continued development in the hillside areas will raise concerns regarding grading practices and landslide potential.

Mitigation:

- Compliance with the Seismic Safety Element and other City Building Code requirements regarding earth moving and grading.

- Require that all projects use the practices identified in the Department of City Planning's "Planning Guidelines Grading Manual."

DRAINAGE

Impact:

- The Proposed Plan would continue to permit hillside development. As a result, there would be some increase in impervious surfaces and a consequent increase in stormwater runoff.

Mitigation:

- On a project basis, compliance with provisions of the Flood Hazard Management Specific Plan and any additional requirements identified by the Bureau of Engineering.

Net Effect After Mitigation:

- Impacts reduced to acceptable levels.

NATURAL RESOURCES

Impact:

- No impacts anticipated.

PLANT AND ANIMAL LIFE

Impact:

- The Proposed Plan would continue to permit hillside development, and as a result undeveloped and natural areas containing local habitat would be removed.

Mitigation:

- Compliance with grading regulations and use of "unitized" grading procedures to reduce impacts on remaining natural areas.

Net Effect After Mitigation:

- Unavoidable adverse effect on hillside habitat areas.

HISTORIC AND CULTURAL RESOURCES

Impact:

- The Proposed Plan revision cannot directly address the preservation of cultural resources. The Proposed Plan does, however, scale back development potentials to reduce the incentive to redevelop historic and cultural resource properties.

Mitigation:

- An historic and architectural survey of the Plan revision area should be prepared. Based on the findings of the survey, specific plans and/or Historic Preservation Overlay Zones should be adopted. Also, the designation of individual structures as Cultural-Historical Monuments through the Cultural Heritage Commission should sought.

Net Effect After Mitigation:

- Preservation of neighborhoods and buildings that have contributed to the overall character and uniqueness of the Hollywood Community Plan area.

3.0 PROJECT DESCRIPTION[1]

3.1 LOCATION AND BOUNDARIES

The Hollywood Community Plan area is located west of Pasadena and downtown Los Angeles, and south of Glendale and Burbank (see Figure 1). The Plan area is irregular in shape and is generally bounded by Melrose Avenue on the south, Hyperion Avenue and Golden State Freeway on the east, and Barham Boulevard, Forest Lawn Drive and Ventura Freeway on the north. On the west, it is bordered by Cahuenga Boulevard, Mulholland Drive, Laurel Canyon Boulevard and a line running at a southwest tangent from Laurel Canyon Boulevard.

3.2 PURPOSE OF THE COMMUNITY PLAN

In the City of Los Angeles, the land use element of the General Plan is divided into 35 community or district plans. Each community or district plan area is about the size of a medium or large city. The Hollywood Community Plan area has a population of almost 200,000 people, making it bigger than most cities in California.

State law [Government Code Section 65860(d)] requires that the General Plan and zoning in the City of Los Angeles be consistent. To comply with this law, the City now requires that what the Plan says about generalized use, density and intensity for an area be the same as the zoning assigned to each parcel in that area. As a result of this law, there are two things that the Community Plan regulates definitively: 1) the general type of use, and 2) the residential density (number of units) or commercial intensity (square feet of floor space) permitted in a particular area.

Everything else in the Community Plan is considered to be a recommendation and is taken into consideration whenever a "discretionary action" (for example, a zone change) is requested. The Community Plan can recommend "programs" for implementing the Plan. For example, it can recommend that the Circulation Element be revised and that a "Transportation Specific Plan" be adopted to make sure that transportation improvements will be made in coordination with development permitted by the Community Plan. It can recommend that a series of development standards be included in the Zoning Code to address specific uses, parking requirements, landscaping, height and other design considerations for each land use category. It can also recommend that historic surveys be undertaken and Specific Plans be prepared for areas within the Community Plan Area that need special attention.

[1]. This chapter summarizes the key elements of the Plan revision proposal, prepared by Gruen Associates. For additional details please refer to the Hollywood Community Plan Revision Background Report available from the Department of City Planning, City Hall, Room 505.

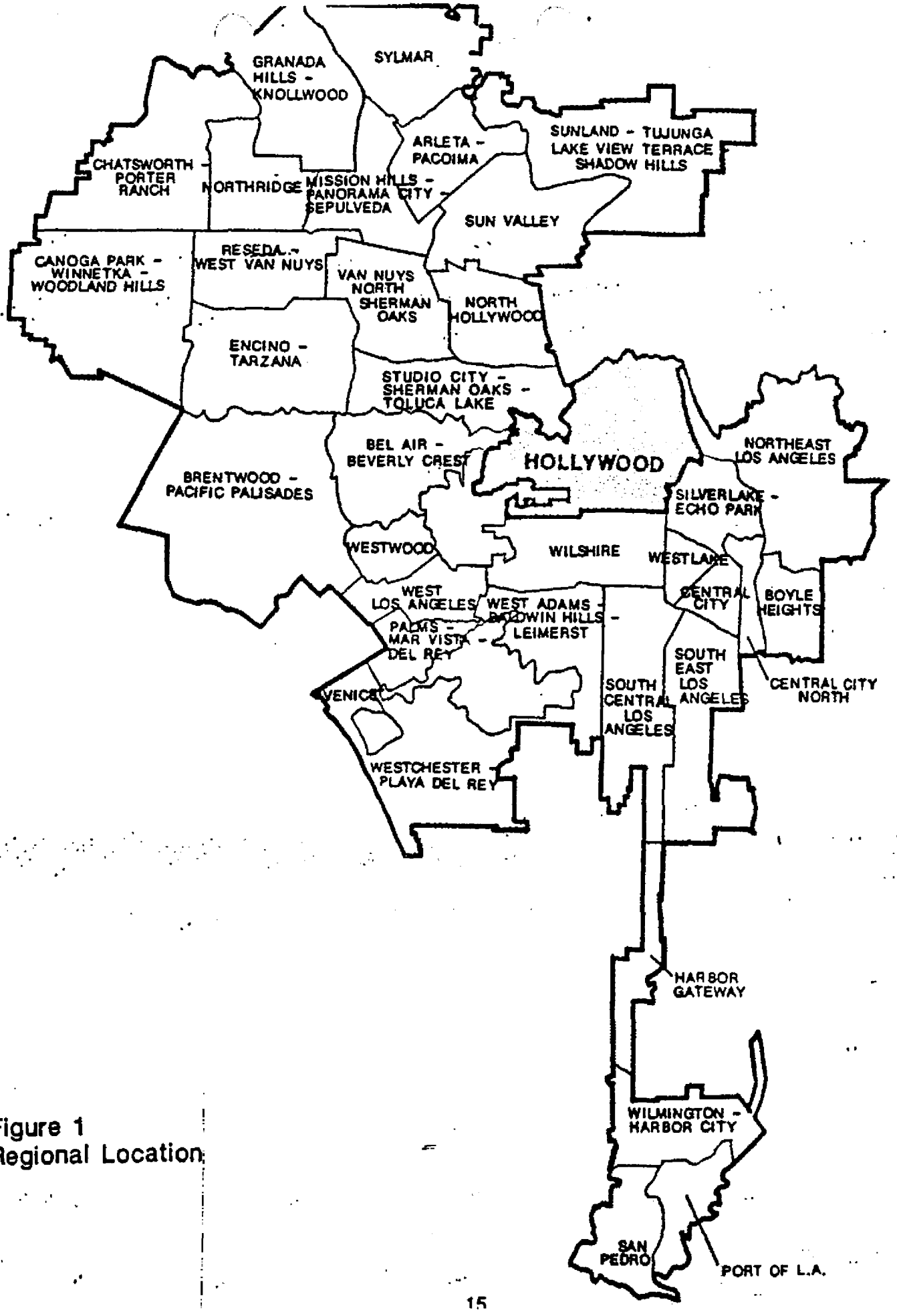

Figure 1
Regional Location

This Proposed Plan revision contains the corresponding zoning designations needed to make the zoning consistent with the Proposed Plan with respect to general land use, density and intensity. If the Proposed Plan designation for a particular area would make the zoning "less restrictive" than it is today, the zoning will not be changed at this time. Instead, a zone change will be considered and may be granted upon request by the property owner.[1] The zone changes necessary to bring about compliance with State law are being processed through CPC No. 86-831-GPC.

Land use designations/regulations in other elements of the General Plan which are applicable to Hollywood are also included in the Plan. Other elements include: circulation, fire protection, safety, seismic safety, noise, libraries, bicycles, conservation, open space, scenic highways, public recreation, major equestrian and hiking trails, and City-owned power transmission rights-of-way facilities.

3.3 BASIS FOR REVISING THE HOLLYWOOD COMMUNITY PLAN

There are four primary reasons for revising the Hollywood Community Plan at this time:

1. Land use plans are typically prepared to accommodate 20 years of growth and are updated every 5 years to respond to unanticipated changes in conditions. The Current Plan was prepared in the late 1960's with a 1990 time horizon; however, its capacity greatly exceeds growth projections for the next 20 years. Moreover, until the recently adopted Beverly Hills Freeway Deletion Area and Highland-Cahuenga Area Plan amendments, the Plan had not been updated. Until now, no comprehensive update was undertaken.

2. The City is under a court order to bring its General Plan and zoning into conformance by March 1988.

[1] For example, if the current zoning on a lot is residential and the Proposed Plan designation is commercial, or if the current zoning permits a duplex and the plan permits a fourplex, the zoning is not changed. This means that, if the property owner wants to build a commercial use permitted by the plan in the first example or a fourplex instead of a duplex in the second example, he or she must request a zone change. The zone change will generally be permitted because it is consistent with the Community Plan, but the request for a zone change gives the City the opportunity to impose development standards which are recommended by the Plan but which are not currently in the Zoning Code. Other conditions may be imposed based on need to mitigate adverse environmental impacts of the proposed project.

3. More importantly, the transportation system and other public facilities and services in Hollywood are at, or approaching, capacity today and cannot accommodate the additional development permitted by the Current Plan without substantial improvements.

4. There is a widespread concern within the Hollywood community that "quality of life" has declined dramatically in recent years, largely because public facility improvements have not kept pace with development, and because there are no standards or design guidelines to ensure that new development projects are functional and attractive.

3.4 GEOGRAPHIC AREAS COVERED BY THE PROPOSED PLAN REVISION

The Hollywood Community Plan Area is shown in Figure 2. The Plan Revision proposes changes in land use designations in all parts of the Community Plan area except the Redevelopment Area. A plan for that area was recently prepared by the Community Redevelopment Agency (CRA) and adopted by the City Council in May 1986. Although this Plan Revision cannot alter the recently adopted Redevelopment Plan, the Redevelopment Plan is included in the evaluation of transportation and other service system capacities and other impacts. Furthermore, the Plan Revision identifies refinements to the Redevelopment Plan's land use designations which are needed to make the community-wide transportation system work. (refer to APPENDIX B).

In the two recently adopted plan amendment areas -- the Beverly Hills Freeway Deletion Area and the Highland Cahuenga Area -- the Plan Revision proposes only minor changes to make land uses in those areas consistent with the rest of the Plan Revision area.

3.5 OBJECTIVES OF THE PLAN REVISION

1. With respect to the Plan's capacity for additional development, the objectives are to accommodate:

   - The total population projected by the Southern California Association of Governments (SCAG) for the year 2010, plus a 10 to 15 percent capacity buffer in the entire Hollywood Community Plan area, including the Redevelopment Area;
   - Enough additional community-serving retail and services outside the Redevelopment Area to serve that additional population;
   - Enough additional community and regional-serving office development, retail and services to revitalize downtown Hollywood and create an employment center that is concentrated enough to be served by public transportation, carpooling and vanpooling, and with nearby housing to facilitate walking and bicycling to work.
   - Enough additional industrial capacity to permit the film and television industries to remain in Hollywood and to expand.

2. To create cohesive neighborhoods with generally similar building types (for example, mostly single-family houses or mostly duplexes or mostly apartment buildings).

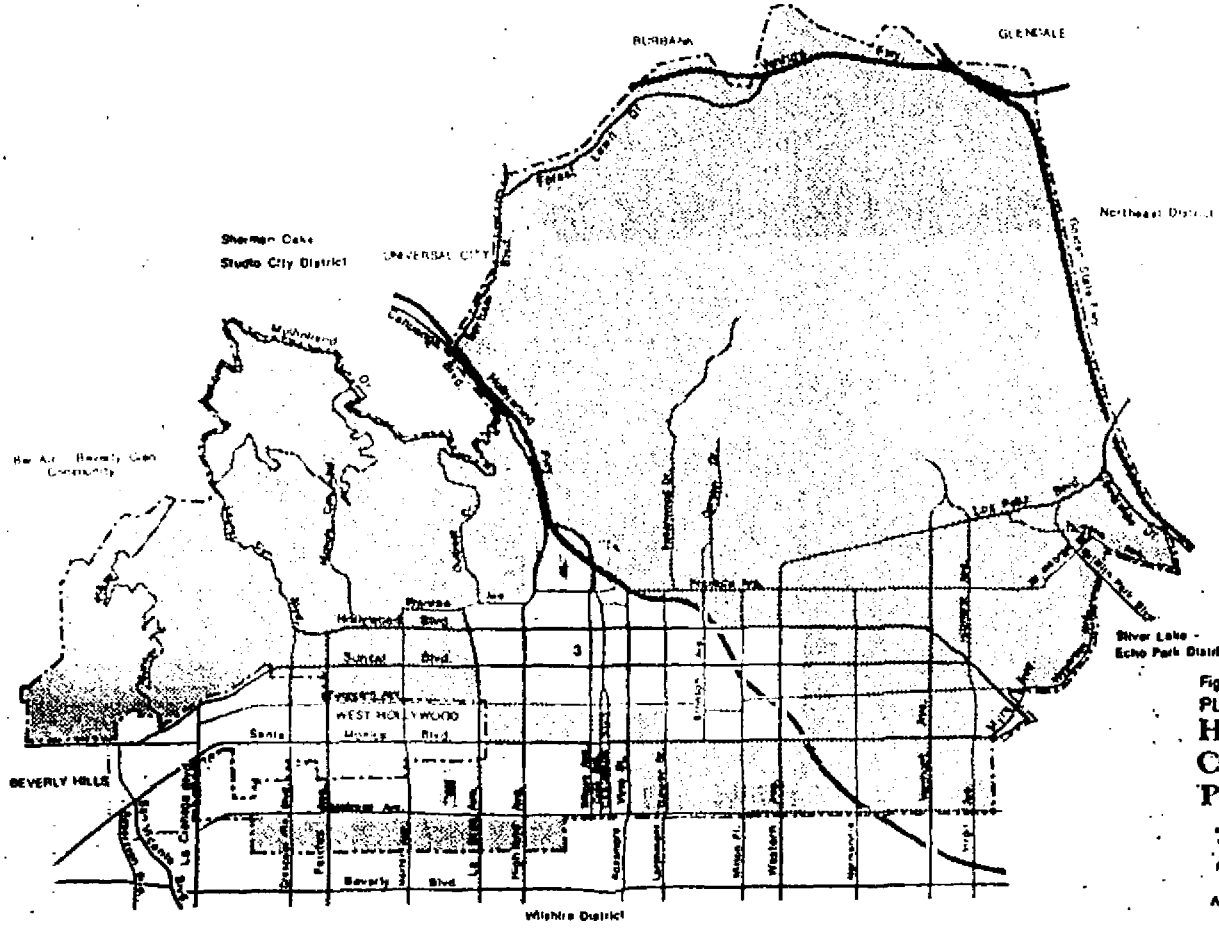

Figure 2
PLAN AREA
HOLLYWOOD COMMUNITY PLAN REVISION

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3. To provide commercial uses to serve the Hollywood residential community in a logical land use pattern that provides a choice of shopping opportunities and reduces automobile trips, including:

   - A limited amount of highway-oriented uses along major highways that carry high volumes of local and through traffic, like Santa Monica, Sunset and Hollywood Boulevard;
   - A substantial amount of neighborhood-oriented uses along secondary highways which carry less traffic and are surrounded by residential neighborhoods. Ideally, every residential neighborhood should have a pedestrian-oriented shopping area to which people can walk and which can provide a focus for neighborhood activity;
   - Major shopping facilities and employment in the center of Hollywood, so that residents do not have to drive to regional centers in other communities, like the Glendale Galleria or Beverly Center.

4. To ensure adequate traffic capacity and public improvements and facilities to support the build-out population.[1]

5. To enhance the quality of life in Hollywood.

3.6 PLAN LAND USES

Table 1 shows the distribution of land area in the Plan Revision area under the Proposed Plan: 54 percent residential, 39 percent open space and public facilities, 5 percent commercial and 1 percent industrial. This distribution reflects the existing distribution of land uses. In comparison the Current Plan distribution is: 60 percent residential, 33 percent open space, 5 percent commercial and 2 percent industrial.

Figure 3 shows the proposed residential land uses for the Plan Revision area. As the figure and Table 1 indicate, 71.1 percent of the residential land would be devoted to single family housing (Minimum, Very Low II, Low I and Low II plan categories), 6 percent to duplexes (Low Medium I), 16.7 percent to low density apartments or townhouses (Low Medium II), 11.7 percent to medium density apartments, 0.3 percent to high medium density apartments (located only in the Highland-Cahuenga Corridor Area just north of downtown Hollywood), and none to high or very high density apartments. In contrast, the Current Plan devotes only 3.5 percent of residential land to duplexes and low density apartments, 15.2 percent to medium density apartments, and 8.9 percent to high medium, high and very high density apartments. Table 2 summarizes the densities, zoning and housing types that correspond to each residential plan category.

[1]. Build-out is defined here as the population resulting from the maximum development permitted for a given land use category.

TABLE 1/a/
PROPOSED LAND USE CATEGORIES AND DISTRIBUTION

Plan Category	Corresponding Zone	Units per Gross Acre	Acres	Percent
Minimum	A1, A2, RE40	.5 to 1	928	6.6 %
Very Low I	RE20, RA	1+ to 2	-	-
Very Low II	RE15, RE11	2+ to 3	1,668	11.9
Low I	RE9	3+ to 5	451	3.2
Low II	R1, RS, RD6	5+ to 7	2,370	16.8
Low Medium I	R2, RD5, RD4, RD3	7+ to 12	456	3.2
Low Medium II	RD1.5, RD2	12+ to 24	889	6.3
Medium	R3	24+ to 40	830	5.9
High Medium	R4	40+ to 60	23	0.2
High	R4	60+ to 80	-	-
Very High	R5	80+	-	-
RESIDENTIAL SUBTOTAL			7,615	54.1
Recreation and Schools			4,228	30.1
Other Public Uses			341	2.4
Open Space/Freeway			956	6.8
OPEN SPACE/PUBLIC SUBTOTAL			5,525	39.3
Limited Commercial			50	0.3
Highway Oriented Commercial			235	1.7
Neighborhood Oriented Commercial			331	2.4
Community Commercial			68	0.5
Manufacturing (CM, LTDM, LTD)			244	1.7
NON-RESIDENTIAL SUBTOTAL			928	6.6
GRAND TOTAL			14,068	100.0

/a/ Does not include the Hollywood Redevelopment Area.

Source: Gruen Associates.

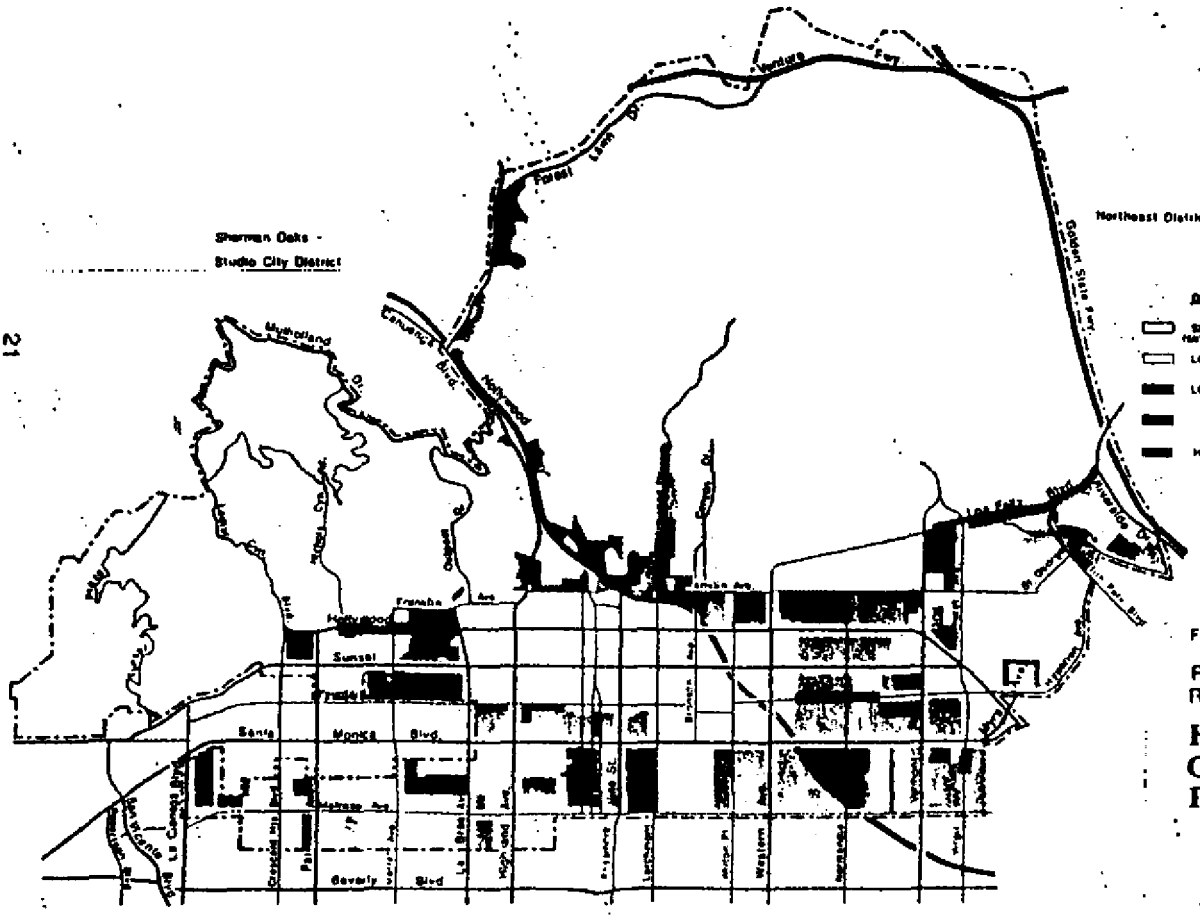

Figure 3

PROPOSED PLAN:
RESIDENTIAL USES

HOLLYWOOD COMMUNITY PLAN REVISION

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Table 2
SUMMARY OF RESIDENTIAL PLAN/ZONING DESIGNATIONS
FOR THE HOLLYWOOD COMMUNITY PLAN REVISION AREA

Plan Designation	Gross Density (Units/ Gross Acre[1])	Corresponding Zoning[2]	Housing Type[3]	Illustrative Development[4]
Minimum	0.5 - 1	RE40	SFD[5]	1 house on a minimum 40,000 square foot (1 acre) lot.
Very Low I	1 - 2	RE20, RA	SFD	1 house on a minimum 20,000 square foot (1/2 acre) lot.
Very Low II	2 - 3	RE11, RE15	SFD	1 house on a minimum 15,000 square foot lot (RE15) or 1 house on a minimum 11,000 square foot lot (RE11).
Low I	3 - 5	RE9	SFD	1 house on a minimum 9,000 square foot lot.
Low II	5 - 7	R1, RS,	SFD	1 house on a minimum 7,500 square foot lot (RS) or 1 house on a minium 7,500 square foot lot.
Low Medium I	7 - 12	R2, RD5, RD4, RD3	Duplex	2 houses or a duplex on a 5,000 square foot lot.
Low Medium II	12 - 24	RD1.5, RD2	Multiple	1 housing unit per 1,500 square feet of lot area (RD1.5): 4 or 5 units on a 6,000 square foot lot or 10 units on a 15,000 square foot lot (2 stories with suface parking or 2 stories over 1 level of parking).
Medium	24 - 40	R3	Multiple	11 to 18 units on a 15,000 square foot lot (2 or 3 stories over 1 level of parking or 3 stories with surface parking).

1. Gross acreage includes streets.
2. Bold type indicates most common choice of zones for each land use category in Hollywood.
3. 45 foot height limit applies to all residentially zoned land outside the Redevelopment Area in Hollywood; in certain areas the height limit may be futher reduced to 30 feet.
4. Density bonuses for 25% low- and moderate-income housing would permit a 25% increase in units in the Low Medium II and Medium categories.
5. SFD = Single Family Detached.

Source: Gruen Associates

Figure 4 shows the proposed nonresidential land uses. Of the total land area devoted to commercial uses, 7% would be Limited Commercial, 34% Highway-Oriented Commercial, 48% Neighborhood-Oriented Commercial, and 10% Community Commercial (medical center). In the Current Plan, approximately the same land area is devoted to commercial uses, but that land is almost evenly split among the highway-oriented, neighborhood office and community commercial categories. Table 3 summarize the zones, development intensities, and specific uses recommended for each nonresidential category.

The current commercial categories in the zoning code do not correspond exactly to Community Plan commercial categories, nor do they permit such differentiation except through additional development standards. Therefore, the revised text of the Community Plan recommends that specific development standards be adopted as part of the zoning code for each commercial category. The intent of the development standards is to achieve the following general development character for each area:

- Highway-Oriented Commercial would be located along major traffic corridors with high volumes of local and through traffic. Uses would include supermarkets, strip centers, auto sales and repair, and motels. Users would arrive primarily by car or bus; a minimum of 5 parking spaces per 1,000 square feet would be provided. Shade trees, landscape buffers and minimal architectural standards would be established.

- Neighborhood-Oriented Commercial would be located along secondary streets surrounded by residential neighborhoods. These uses would be permitted to be built to 1 time the lot area. Shops would be oriented to pedestrians along the street, with parking behind or in centralized structures; certain uses would be limited to encourage a high percentage of neighborhood-serving uses (like supermarkets, drug stores, hardware stores, shoe repair, and dry cleaners); users would walk from their homes, as well as drive to these neighborhood areas.

  The City would facilitate the establishment of parking assessment districts to help merchants provide adequate off-street parking.

- Community Commercial. Hospitals in the East Hollywood Center Study Area would be permitted to develop to 3 times buildable area.[1]

[1]. The Zoning Code defines "buildable area" as all that portion of a lot located within the proper zone for the proposed main building, excluding those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses.

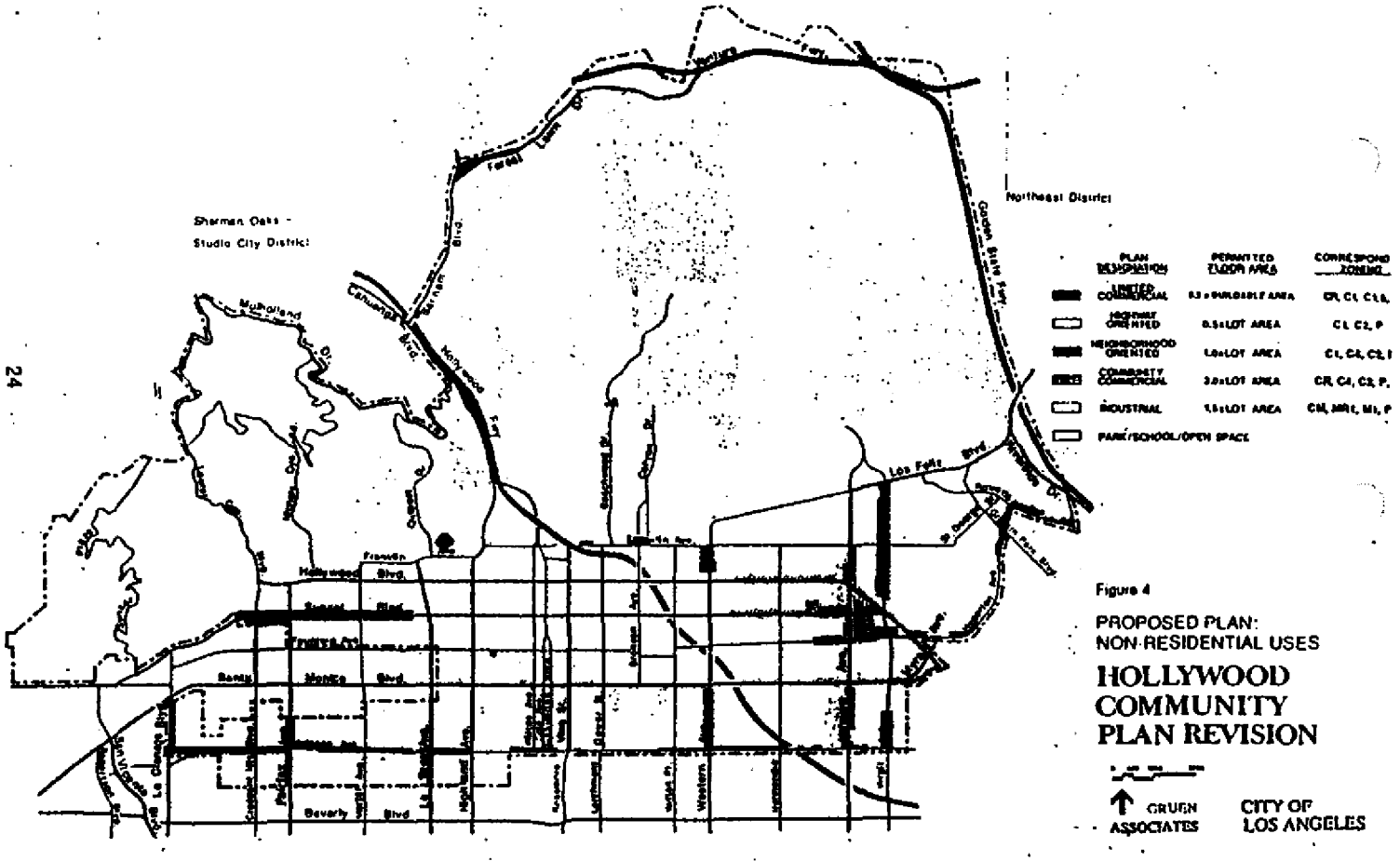


Figure 4

PROPOSED PLAN:
NON-RESIDENTIAL USES

HOLLYWOOD COMMUNITY PLAN REVISION

Table 3
SUMMARY OF COMMERCIAL AND INDUSTRIAL PLAN/ZONING DESIGNATIONS
FOR THE HOLLYWOOD COMMUNITY PLAN REVISION AREA

Community Plan Designation	Potential Corresponding Zones[1]	Permitted Floor Area	Illustrative Development
Limited Commercial	CR, C1, C1.5,P	0.5 x lot area	CR - Professional offices with ground floor retail C1, C1.5 - Neighborhood-serving retail and services P - Parking
Highway-Oriented Commercial	C1, C2, P	0.5 x lot area	Supermarkets, highway-oriented retail convenience stores and strip-centers, auto sales and repair, hotel/motels. Plan intent is to have adequate landscaping and parking.
Neighborhood-Oriented Commercial	C1, C2, C4, P	1.0 X lot area	Pedestrian-oriented neighborhood retail shops and services, such as shoe repair, dry cleaners, pharmacies, hardware stores, grocery stores. Plan intent is to provide 50% neighborhood serving uses.
Community Commercial	C2, C4, CR, P, PB	3.0 x lot area	Hospitals and related facilities; Plan intent is to encourage retail on ground floor along Vermont and Sunset.
Commercial Manufacturing	CM, P	1.5 x lot area	Mix of commercial and light industrial uses.
Limited Manufacturing	M1, MR1, P, PB	1.5 x lot area	Motion picture production facilities, parking structures.

1 **Bold** type indicates most common corresponding zone.

Source: Gruen Associates

3.7 PLAN CAPACITY

Table 4 and Figure 5 summarize the development capacity of the Proposed Plan for the Revision Area and the adopted Redevelopment Plan, and compares that capacity with 1987 development and with the capacity of the Current Plan. Capacity is described in terms of housing units, population, and non-residential floor space.

Housing Capacity. Build-out of the Proposed Plan, which achieves the objective of accommodating only the year 2010 population projection plus a 15 percent capacity buffer, represents a 26 percent increase in housing units for the entire Community Plan area, compared with an increase in excess of 89 percent permitted by the Current Plan plus the adopted Redevelopment Plan area.

In order to reduce the Plan capacity from over 180,000 units permitted by the Current Plan to 120,000 units, it was generally necessary to zone residential neighborhoods consistent with either their predominant or median (mid-range) existing density. The permitted density could not exceed the predominant existing use, since that would permit too many additional units and would overtax streets and other public facilities. Conversely, the permitted density could not be less than the predominant existing use, because that would not allow the neighborhood to achieve a consistent overall building character, would not allow the additional units needed for the year 2010, and would create an excessive number of nonconforming uses.[1]

[1] Because so much of Hollywood was previously zoned for maximum densities i.e., R4 and R5 which permit densities of 108 to 217 units per net acre), there are apartment buildings at R4 densities sprinkled throughout the community. Many of these buildings are already nonconforming with respect to the Current Plan and with respect to the interim zoning controls which have been in place since 1986. They will continue to be nonconforming under the Proposed Plan. Specifically, approximately 6 percent of all lots in the Plan area will be nonconforming with respect to density; almost none will be nonconforming with respect to use. In order to eliminate all nonconforming uses, it would be necessary to zone most of the community south of the Hollywood Hills R4; the result would be about twice as many housing units as the Current Plan permits and a corresponding increase in traffic. Since the traffic generated by build-out of the Current Plan is already impossible to accommodate, as shown in Figure S-2, a further increase would only make conditions more unmanageable.

The Proposed Plan does eliminate the nonconforming status of most single-family houses in the Hollywood Hills. The Current Plan shows most lots in the hills at Very Low densities. However, the majority of those areas are already built at Low I and Low II densities and/or have been subdivided at those densities. The Proposed Plan designates them at those actual existing densities. This change has no effect on Plan capacity (that it, it does not increase the capacity). It simply shows what is already there and minimizes the need for existing homeowners to get variances for home improvements.

TABLE 4
HOLLYWOOD GROWTH PROJECTIONS/a/

	1987	Additional	Build-out
Housing Units			
Redevelopment Area	16,000	+13,000	29,000
Revision Area	81,000	+12,000	93,000
Total	97,000	+25,000	122,300
Population			
Redevelopment Area	34,000	+39,000	73,000
Revision Area	170,000	+29,000	199,000
Total	204,000	+68,000	272 000
Commercial Development in Millions of Square Feet			
Redevelopment Area	12	+22	34/b/
Revision Area	12	+ 7	19
Total	24	+29	53
Industrial Development in Millions of Square Feet			
Redevelopment Area	3	+ 2	5
Revision Area	5	+ 7	12
Total	8	+ 9	17

/a/ Redevelopment Area statistics are based on the adopted Redevelopment Plan. All other figures are estimates prepared by Gruen Associates.

/b/ Assumes "practical build-out" as defined by the Community Redevelopment Agency (CRA). The underlying assumptions are: 1)Redevelopment would occur if a) the existing number of residential units is 50 percent or less than permitted by the Redevelopment Plan, or b) the existing commercial square footage is 25 percent or less than the potential build-out permitted by the Redevelopment Plan, or c) the existing industrial square footage is 25 percent or less than the potential build-out permitted by the Redevelopment Plan, and d) the existing building is substantially deteriorated and e) the existing development is not in conformance with the Redevelopment Plan. 2)Redevelopment would not occur if a) the existing buildings are of historical or architectural significance, or b) the existing use is open space, recreation, public, quasi-public or institutional.

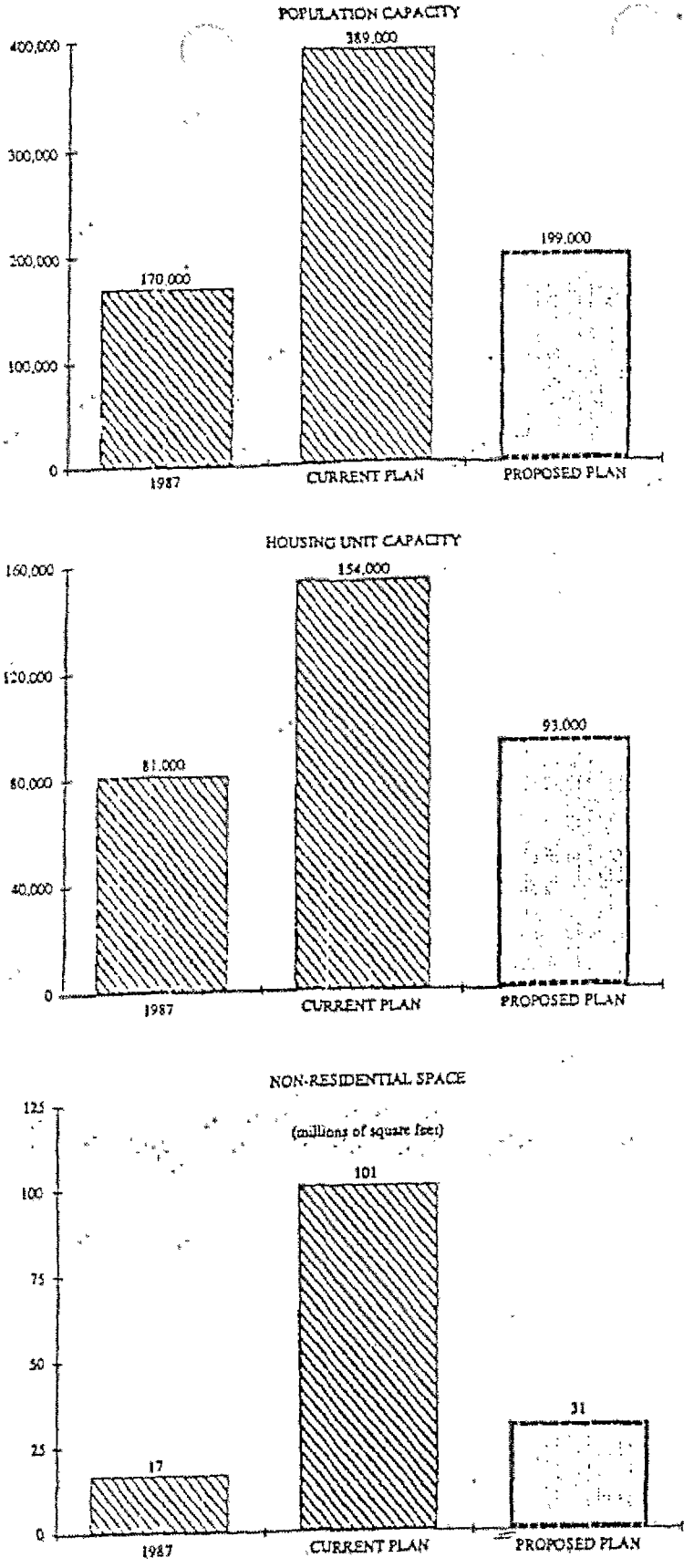


Figure 5

COMPARISON OF HOLLYWOOD COMMUNITY PLAN DEVELOPMENT CAPACITY

For example, if a neighborhood is mostly duplexes today, it was designated Low Medium I (LM1) which allows duplexes. It was not designated Low II (L2) which permits only single-family houses. Nor was it designated Low Medium II (LM2) or Medium (Med) which would allow complete redevelopment and would result in more housing units than are needed for the year 2010.

Nonresidential Development Capacity. In an effort to make the transportation system and other public facilities and service systems workable, the Proposed Plan (within the revision area) reduces the development capacity of commercially and industrially zoned land to:

- 0.5 times lot area (i.e. a "Floor Area Ratio" of 0.5:1) for Highway-Oriented and Limited Commercial development;
- 1 times lot area for Neighborhood-Oriented Commercial development;
- 1.5 times lot area for all industrial development;
- 3 times lot area for Community Commercial development, which is limited to land currently owned by three hospitals in the medical center at the intersection of Sunset Boulevard and Vermont Avenue.

The resulting commercial development capacity in the Revision Area, excluding the medical center area, is 15.4 million square feet of floor space, an increase of 54 percent over the existing estimated 10 million square feet. This additional development is estimated to be just enough additional retail sales and services to serve the added population, assuming that 15 to 20 percent of the commercial development in the Redevelopment Area which currently provides community service will be replaced by regional serving uses.

The Proposed Plan would permit the medical center to double in size from an estimated 1.85 million square feet in 1987 to 3.7 million square feet at build-out. It would permit industrial development, consisting primarily of film and video production, to more than double in size, from an estimated 5 million square feet in 1987 to 11.9 million square feet at build-out.

4.0 OVERVIEW OF THE ENVIRONMENTAL SETTING

The Hollywood Community Plan area is located in the central portion of the City of Los Angeles, approximately 3 miles northwest of downtown Los Angeles. The Plan area encompasses approximately 23 square miles. The area is situated south of the Santa Monica Mountains. It includes the Hollywood Hills, as well as highly urbanized residential and commercial areas to the south. The major ecological and open space resource in the Plan area (as well as the City as a whole) is Griffith Park (4,108 acres), located in the northern third of the Plan area. The channel of the Los Angeles River skirts the north and northeastern perimeter of the Plan area.

The Hollywood Community Plan area is located within the South Coast Air Basin (SCAB). The South Coast Air Basin is a 6,600-square mile basin encompassing all of Orange County, most of Los Angeles and Riverside counties, and the eastern portion of San Bernardino County. The climate of the South Coast Air Basin is determined by its terrain and geographical location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest, and high mountains around the rest of its perimeter. The region generally lies on the semi-permanent high pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

Under the provisions of the Clean Air Act, areas are classified by the U.S. Environmental Protection Agency as either "attainment" or "non-attainment" areas, for pollutants such as carbon monoxide, sulfur dioxide (SO2), nitrogen oxides (NO2), ozone (O3) , hydrocarbons (HC), total suspended particulates (TSP) and lead (Pb), based on whether the National Ambient Air Quality Standards (NAAQS) are being met or not. The Plan Revision area is located in the Los Angeles County sub-area of the South Coast Air Basin. Los Angeles County is designated a non-attainment area for O3, CO, NO2, and TSP; the County is classified as an attainment area for SO2.

Overall growth and development for the region encompassing the Hollywood Community Plan area is guided by the population, housing and employment forecast prepared by the Southern California Association of Governments (SCAG). The SCAG 82 modified projections, as they are known, are utilized as the base for other regional plans that affect the Plan area such as the Air Quality Management Plan and the Regional Transportation Plan . Other applicable plans which encompass the Plan revision area include:

- Regional Water Quality Control Plan, Los Angeles Basin
- Urban Water Management Plan
- Los Angeles County General Plan
- Los Angeles County Solid Waste Management Plan
- Elements of the City of Los Angeles General Plan (Housing, Conservation, Seismic, Open Space, Noise, Scenic Highway, Safety, Public Library, Public Recreation, Fire Protection and Prevention).

5.0 ENVIRONMENTAL IMPACT ANALYSIS

This section presents an assessment of the environmental impacts that would result from the Proposed Plan. As required by the California Environmental Quality Act (CEQA), the following environmental factors have been addressed:

- Land Use
- Population and Housing
- Traffic and Circulation
- Urban Design
- Public Services
- Air Quality
- Noise
- Earth
- Energy and Utilities
- Drainage
- Natural Resources
- Cultural and Historic Resources
- Plant and Animal Life

Other environmental effects, considered in the Initial Study, which were determined to be clearly insignificant and/or unlikely to occur are not addressed in detail in this report. The complete Initial Study is attached as Appendix A.

5.1 LAND USE

Existing Conditions

The Current Hollywood Community Plan was approved by the City Council in September 1973 after several years of study. The northern part of the area has been designated for recreation and other public land uses, as well as open space. Much of northwest section has been designated for minimum or very low density housing. The southern section has been designated for more intensive development. These include low to very high density housing, and commercial and industrial uses. The Plan enumerates policies for commerce, housing and industry. Also discussed are specific programs for public improvements, circulation, and zoning actions. The Current Plan provides for residential densities ranging from minimum to very high. The Current Plan, exclusive of the Redevelopment Area, provides for a population capacity of 389,000 persons and for approximately 101 million square feet of non-residential development. With the Redevelopment Area included, these overall capacities would be increased to a population of 462,000 and a development level of approximately 140 million square feet.

Since the adoption of the plan, real estate and development activities have taken place within these substantial capacities. In addition, it should be recognized that much previous development has taken place under even higher densities due to the inconsistency between the Community Plan and the underlying zoning. This level of development activity has resulted in significant burdens on the traffic circulation system within the Community Plan area, as well as other adverse impacts on public services and infrastructure. Development activity has also resulted in numerous land use conflicts and incompatibilities reflected in parking problems, aesthetic impacts, light,

shade-shadow impacts of new larger buildings on existing lower density properties, the removal of architecturally or historically significant buildings, among other impacts.

Environmental Effects

One of the major objectives of the plan revision process was to bring the population and employment capacities of the Plan area into line with SCAG growth projections for 2010 for approximately 219,000 persons and 107,000 jobs. To accomplish these development levels, "down zoning" is required. As a result, the development potential for residential and commercial/industrial properties would be reduced in subareas throughout the Community Plan area, with the exception of the Redevelopment Area and areas where there have been recent plan amendments.

Changes in Residential Categories: In general, this work focused on minimizing non-conforming uses, matching plan categories to existing typical densities or median densities, while at the same time allowing for some growth potential. Table 5 compares the Current Plan with the Proposed Plan. It shows that the primary effect of the Proposed Plan would be to eliminate the High and Very High residential density categories (60 dwelling units per acre or greater) as well as greatly reduce the acreage devoted to the High Medium category (40 to 60 dwelling units per acre). The Proposed Plan also entails a substantial shift from the Very Low residential density categories to the Low I and Low II categories, generally to reflect existing conditions.

TABLE 5
COMPARISON OF PROPOSED AND CURRENT PLAN FOR RESIDENTIAL CATEGORIES/a/

Plan Category	Corresponding Zone	Units per Gross Acre	Proposed Plan Acres	Current Plan Acres/b/
Minimum	A1, A2, RE40	.5 to 1	928	1,084
Very Low I	RE20, RA	1+ to 2	-	-
Very Low II	RE15, RE11	2+ to 3	1,668	3,878*
Low I	RE9	3+ to 5	451	
Low II	R1, RS, RD6	5+ to 7	2,370	1,120*
Low Medium I	R2, RD5, RD4, RD3	7+ to 12	456	
Low Medium II	RD1.5, RD2	12+ to 24	889	293*
Medium	R3	24+ to 40	830	1,281
High Medium	R4	40+ to 60	23	307
High	R4	60+ to 80	-	357
Very High	R5	80+	-	88
TOTAL			7,615	8,408

/a/ Does not include the Hollywood Redevelopment Area.
/b/ Includes recent amendments to the Plan.
*In the 1973 Plan, distinctions between I and II were not made.

Changes in Non-r[illegible]ential Categories: Table 6 compares the Proposed Plan with the Current with respect to commercial and industrial land use categories on an acreage and square foot basis. As can be seen, the Proposed Plan would reduce commercial and industrial acreage by 108 acres (a 10 percent reduction). However, substantially reduced floor to area ratios in all categories would reduce the development potential by 69 percent (a reduction of 70.4 million square feet), when compared to the Current Plan. The reduction in development was based on a desire to concentrate higher intensity development within the Redevelopment Area, and to limit the trip generation from non-residential uses to be compatible with the street system capacity.

TABLE 6
COMPARISON OF PROPOSED AND CURRENT PLAN FOR
COMMERCIAL AND INDUSTRIAL CATEGORIES/a/

	Acres		Sq.Ft.(Millions)	
Category	Proposed Plan	Current Plan	Proposed Plan/b/	Current Plan/c/
Limited Commercial	50	-	0.8	-
Highway Oriented Commercial	235	294	3.8	28.8
Neighborhood Office Commercial	331	236	10.8	23.1
Community Commercial	68	179	3.7	17.5
Manufacturing/d/	244	327	11.9	32.0
TOTAL	928	1,036	31.0	101.4

Source: Gruen Associates

/a/ Does not include the Redevelopment Area.
/b/ Square Feet based on the following floor area ratios: Highway Oriented = FAR 0.5:1, Limited Commercial = FAR 0.5:1, Neighborhood Office = FAR 0.75:1 for retail and FAR 0.25:1 for office, Community Commercial = FAR 3:1, Manufacturing categories = FAR 1.5:1.
/c/ Assumes an FAR 3:1 for non-residential uses.
/d/ Includes commercial-manufacturing, limited manufacturing and light manufacturing categories.

Mitigation Measures

The Proposed Plan is intended as mitigation for the effects of the Current Plan. Nevertheless, the Proposed Plan does not eliminate the growth potential in the Plan area. It would allow for the development of approximately 12,000 additional housing units and approximately 14 million square feet of new development above existing levels. It should also be recognized that the Redevelopment Area could accommodate an additional 13,000 dwelling units and approximately 39 million square feet of development.

5.2 POPULATION AND HOUSING

Existing Conditions

1987 Estimate: Based on building permit activity, Gruen Associates has estimated that the 1987 Plan area population is 204,000 persons; 170,000 persons are thought to reside in the Plan revision area and 34,000 live in the Redevelopment Area. Similarly with housing, 81,000 units are estimated for the revision area and 16,000 units are located in the Redevelopment area.

Housing Mix: According to estimates prepared by Gruen Associates, there were approximately 19,000 single family homes in the Plan area in 1987. In addition, there are estimated to be 78,000 multiple-family units. Thus, 80 percent of the existing stock is multiple family units, and the remaining 20 percent consists of single-family homes.

Environmental Effects

Capacity: Table 7 compares the Proposed Plan with the Current Plan and existing conditions relative to housing units and population. Within the revision area, the Proposed Plan would result in the addition of approximately 12,000 dwellings above 1987 levels. Similarly, the Proposed Plan would add 29,000 persons to the population. With respect to the Current Plan, the Proposed Plan would reduce potential housing capacity from 154,000 units to 93,000 units (a 40 percent reduction in capacity). Population capacity would be reduced from 389,000 persons to 199,000 persons (a 49 percent reduction in capacity).

Housing Mix: As indicated above, the mix between single family units and multi-family units is 20 percent and 80 percent, respectively. The Proposed Plan would maintain this mix of units. The Current Plan, however, would allow for the development of a substantial number of multi-family units. At Current Plan build-out, the overall mix of units would be approximately 10 percent single family and 90 percent multi-family. This change would suggest the redevelopment of lower density residential areas to higher densities. In contrast, the Proposed Plan would maintain the overall status quo relative to residential density mix.

Jobs-Housing Balance: It has been estimated that the Proposed Plan would provide capacity for approximately 65,000 jobs within the Plan revision area. For this same area, the Current Plan would provide capacity for approximately 233,000 jobs. The Southern California Association of Governments has indicated that an approximate indicator of the balance between jobs and housing is the ratio of employment to population. A balance between jobs and housing is typically represented by a ratio of 0.38 to 0.55.[1] For the revision area, Table 8 illustrates the ratio for the Proposed and Current Plan.

[1]. See California Department of Housing and Community Development, Issue Paper "Jobs-Housing Balance", December 1987, page 5.

TABLE 7
HOUSING UNITS AND POPULATION COMPARISON
(in thousands)

	Existing/a/		Current Plan/b/		Proposed Plan	
	Revision Area	Entire Plan Area	Revision Area	Entire Plan Area	Revision Area	Entire Plan Area
Single Family	18	19	21	21	21	21
Multi-Family	63	78	133	162	72	101
TOTAL UNITS	81	97	154	183	93	122
POPULATION	170	204	389	462	199	272

/a/ 1987 estimated developed by Gruen Associates.
/b/ Includes Amended Redevelopment Plan Build-out
Source: Gruen Associates

TABLE 8
JOBS-HOUSING BALANCE

Proposed Plan (Revision Area Only)

Employment Capacity = 65,000 jobs
Population Capacity =199,000 persons
Employment/Population = 0.33 (housing-rich)

Current Plan (Revision Area Only)

Employment Capacity = 233,000 jobs
Population Capacity = 389,000 persons
Employment/Population = 0.60 (job-rich)

Proposed Plan (Entire Plan Area)

Employment Capacity = 161,000 jobs/a/
Population Capacity =272,000 persons
Employment/Population = 0.59 (job-rich)

Current Plan (Entire Plan Area)

Employment Capacity = 329,000 jobs/a/
Population Capacity = 462,000 persons
Employment/Population = 0.71 (job-rich)

/a/ Includes approximately 96,000 jobs estimated in Redevelopment Area (39 million square feet of development)

It can be seen that the Proposed Plan would result in a ratio of 0.33 (indicative of too much housing) while the Current Plan would result in a ratio 0.60 (indicative of too many jobs in relation to housing). When the substantial amount of employment anticipated in the Redevelopment Area (96,000 jobs) is added, the ratio for the Proposed Plan shifts to favor jobs (a ratio of 0.59).[1] In contrast, the imbalance is further exaggerated under the Current Plan, where the ratio would shift to 0.71. In both of these cases, non-residential development levels would need to be scaled back to achieve a jobs-housing balance in the Hollywood Community Plan area.

Mitigation Measures

- For units lost through displacement and redevelopment, relocation assistance should be provided per City of Los Angeles requirements.
- To achieve a jobs-housing balance in Hollywood, commercial and industrial development densities in the Redevelopment Area should be reduced.

[1]. The Redevelopment Area employment estimate assumes approximately 20 million s.f. of office, 14 million s.f. of retail and 5 million s.f. of industrial.

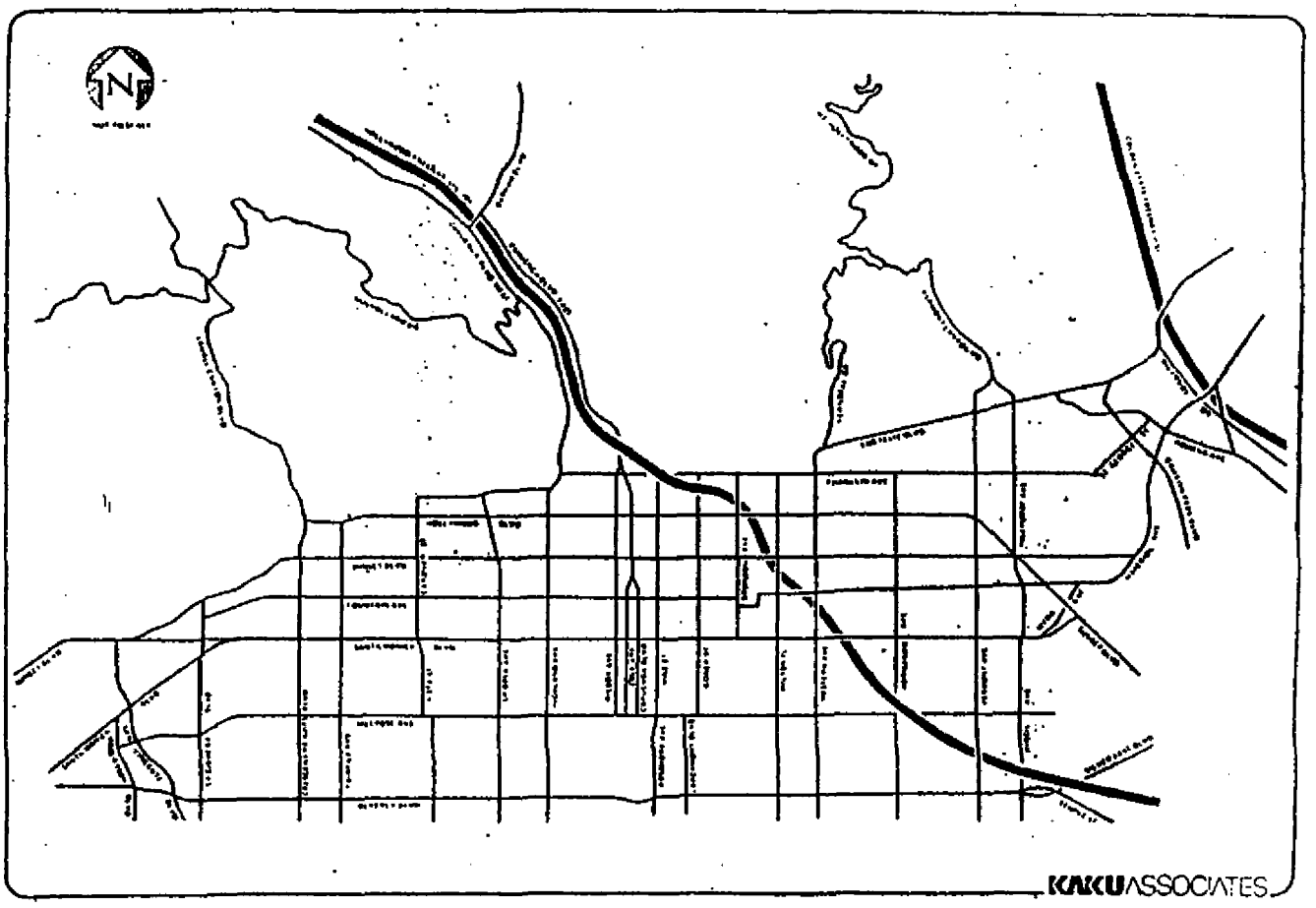
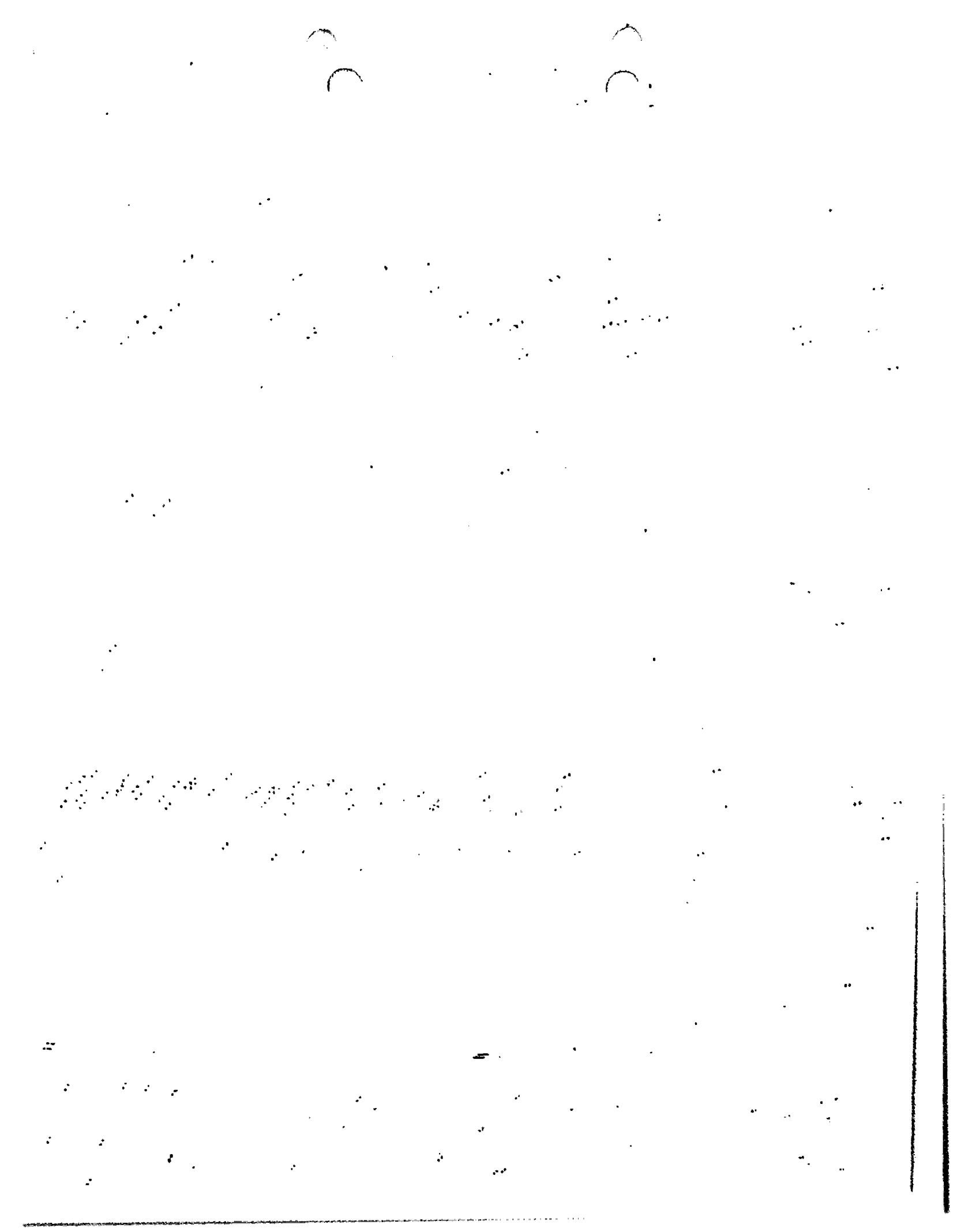


FIGURE 6
STUDY AREA



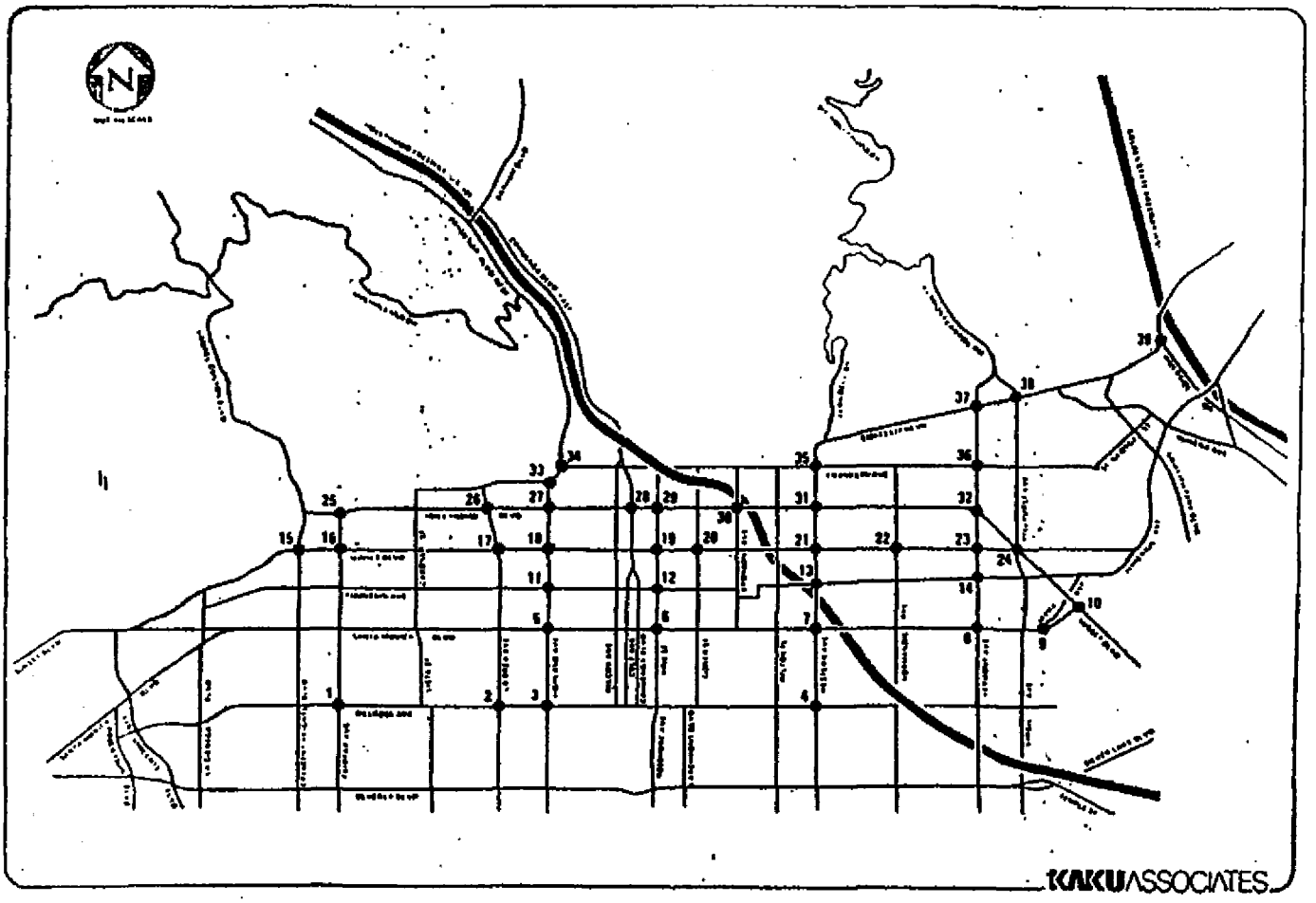


FIGURE 7
ANALYZED INTERSECTIONS

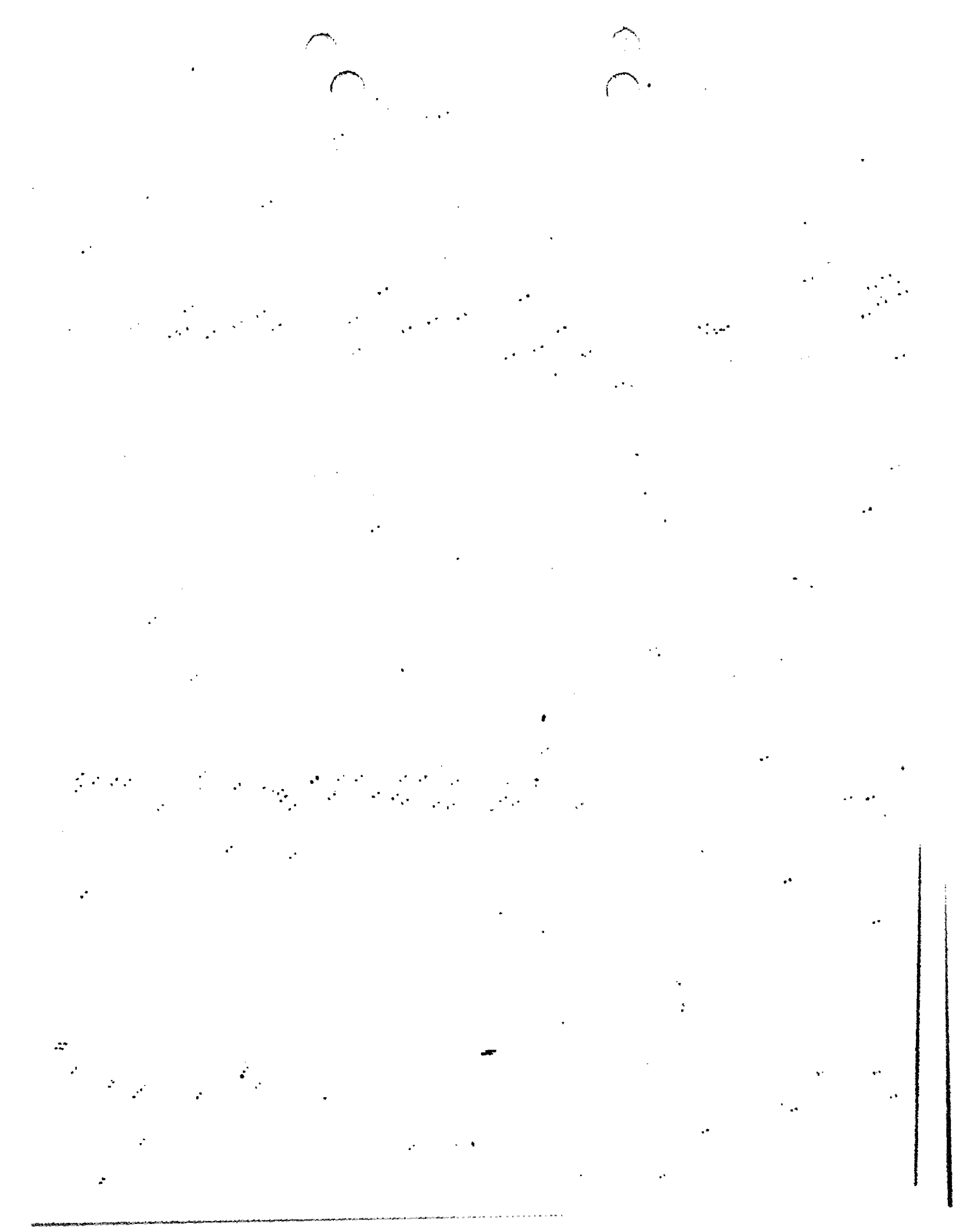


TABLE 9

STREET SYSTEM DESCRIPTION

Street/Segment	1973 CP Classification	Existing Through Lanes Off-Peak	Existing Through Lanes Peak	Notes
EAST/WEST STREETS				
MULHOLLAND DR				
Laurel Canyon-Cahuenga	Major	2	2	
LOS FELIZ BLVD				
Western-Vermont	Secondary	4	4	
Vermont-Riverside	Major	4	5	(2)
FRANKLIN AVE				
Gardner-La Brea	Secondary	2	2	
La Brea-Highland	Secondary	4	4	
Highland-Wilcox	Secondary	2	2	
Wilcox-Normandie	Secondary	4	4	
Normandie-St George	Secondary	2	2	
ST GEORGE ST				
Franklin-Rowena	Secondary	2	2	
HOLLYWOOD BLVD				
Laurel Canyon-La Brea	Major	2	4	(11)
La Brea-Sunset	Major	4	4	
SUNSET BLVD				
La Cienega-Kings	Major	4	4	
Kings-Wilton	Major	4	6	(1)
Wilton-Santa Monica	Major	4	4	
FOUNTAIN AVE				
La Cienega-Fairfax	Secondary	2	4	(1)
Fairfax-Orange	Secondary	4	4	(5)
Orange-Bronson	Secondary	2	2	
LA MIRADA AVE (Fountain Ave jog)				
Bronson-Van Ness	Secondary	2	2	
FOUNTAIN AVE				
Van Ness-St Andrews	Secondary	2	2	
St Andrews-Western	Secondary	4	4	
Western-Sunset	Secondary	2	2	
Sunset-Hyperion	Secondary	4	4	
SANTA MONICA BLVD				
La Cienega-Sweetzer	Major	4	6	(1)
Sweetzer-La Brea	Major	4	4	
La Brea-Highland	Major	4	6	(1)
Highland-Wilcox	Major	4	4	
Wilcox-Gower	Major	4	6	(1)
Gower-Sunset	Major	4	4	

TABLE 9 (continued)

STREET SYSTEM DESCRIPTION

Street/Segment	1973 CP Classification	Existing Through Lanes Off-Peak	Existing Through Lanes Peak	Notes
MYRA AVE				
Santa Monica-Sunset	Major	4	4	
MELROSE AVE				
La Cienega-La Brea	Secondary	4	4	
La Brea-Citrus	Secondary	3	4	(9)
Citrus-Normandie	Secondary	2	3	(10)
Normandie-Alexandria	Secondary	4	4	
Alexandria-Hoover	Secondary	2	4	(1)
NORTH/SOUTH STREETS				
LA CIENEGA BLVD				
Melrose-Santa Monica	Major	4	4	
Santa Monica-Sunset	Secondary	4	4	
CRESCENT HEIGTS BLVD				
Rosewood-Santa Monica	Secondary	2	3	(3)
Santa Monica-Sunset	Major	4	4	
LAUREL CANYON BLVD				
Sunset-Hollywood	Secondary	4	4	
Hollywood-Mt Olympus	Secondary	3	3	(6)
Mt Olympus-Mulholland	Secondary	2	2	
FAIRFAX AVE				
Rosewood-Melrose	Major	4	4	
Melrose-Santa Monica	Major	6	6	
Santa Monica-Hollywood	Major	4	4	
MARTEL AVE				
Rosewood-Melrose	Secondary	2	2	
VISTA ST				
Melrose-Santa Monica	Secondary	2	2	
GARDNER ST				
Santa Monica-Fountain	Secondary	4	4	
Fountain-Franklin	Secondary	2	2	
LA BREA AVE				
Rosewood-Hollywood	Major	4	6	(1)
Hollywood-Franklin	Secondary	4	4	
HIGHLAND AVE				
Rosewood-Melrose	Major	4	4	
Melrose-Sunset	Major	4	6	(1)
Sunset-Franklin (west)	Major	5	7	(4)
Franklin (west)-Franklin (east)	Major	7	7	(4)
Franklin (east)-Odin	Major	6	7	(4)

TABLE 9 (continued)

STREET SYSTEM DESCRIPTION

Street/Segment	1973 CP Classification	Existing Through Lanes Off-Peak	Existing Through Lanes Peak	Notes
CAHUENGA BLVD WEST				
Highland-SB Off Ramp	Major	4	4	(7)
SB Off Ramp-Mulholland	Major	4	4	
Mulholland-Barham	Major	3	3	(7)
WILCOX AVE				
Melrose-Franklin	Secondary	2	2	
COLE AVE				
Melrose-Cahuenga	Secondary	2	2	
CAHUENGA BLVD				
Melrose-Franklin	Secondary	4	4	
Franklin-Odin	Major	4	4	
CAHUENGA BLVD EAST				
Odin-Pilgrimage Bridge	Local	3	3	(8)
Pilgrimage Bridge-n/o NB On Ramp	Local	2	2	(13)
n/o NB On Ramp-Barham Off Ramp	Local	1	1	(13)
Barham Off Ramp-Barham	Local	2	2	(13)
VINE ST				
Melrose-Franklin	Major	4	4	
GOWER ST				
Melrose-Hollywood	Secondary	2	2	
Hollywood-Franklin	Secondary	4	4	
BRONSON AVE				
Santa Monica-Franklin	Secondary	2	2	
WILTON PL				
Melrose-Franklin	Secondary	2	4	(1)
WESTERN AVE				
Melrose-Franklin	Major	4	4	
NORMANDIE AVE				
Melrose-Santa Monica	Secondary	2	3	(12)
Santa Monica-Franklin	Secondary	2	2	
VERMONT AVE				
Melrose-Sunset	Major	4	6	(1)
Sunset-Los Feliz	Major	4	4	
Los Feliz-Vermont Canyon	Secondary	4	4	
VIRGIL AVE				
Melrose-Sunset	Secondary	4	4	
HILLHURST AVE				
Sunset-Los Feliz	Secondary	4	4	
Los Feliz-Vermont	Secondary	2	2	
HYPERION AVE				
Fountain-Glendale	Secondary	4	4	

TABLE 9 (continued)

STREET SYSTEM DESCRIPTION

Street/Segment	1973 CP Classification	Existing Through Lanes Off-Peak	Existing Through Lanes Peak	Notes
GRIFFITH PARK BLVD				
Hyperion-Los Feliz	Secondary	2	2	
ROWENA AVE				
Los Feliz-Hyperion	Secondary	2	2	
Hyperion-Glendale	Secondary	4	4	
RIVERSIDE DR				
Glendale-Los Feliz	Major	4	4	

Notes:

1. Peak parking restrictions in both directions during both peak periods (various locations).
2. Los Feliz peak parking restrictions: WB during morning peak and EB during evening peak (Vermont-Riverside).
3. Crescent Heights peak parking restrictions: NB during morning peak and SB during evening peak (Rosewood-Santa Monica).
4. Highland reversible lane sections operate as follows:

	Off-Pk		AM Pk		PM Pk	
	NB	SB	NB	SB	NB	SB
Sunset-Franklin (west)	2	3	3	3	4	3
Franklin (west)-Franklin (east)	3	4*	3	4*	4	3*
Franklin (east)-Odin	3	3	3	4	4	3

* includes long southbound right-turn lane to Franklin.

5. Fountain lanes: number of lanes varies, portions are two-lane (Fairfax-Orange).
6. Laurel Canyon lanes: 1 lane NB, 2 lanes SB (Hollywood-Mt Olympus).
7. Cahuenga West lanes: 1 lane NB, 3 lanes SB (Highland-SB Off Ramp); 1 lane NB, 2 lanes SB (Mulholland-Barham).
8. Cahuenga East lanes: 2 lanes NB, 1 lane SB (Odin-Pilgrimage Bridge).
9. Melrose lanes: 1 lane EB, 2 lanes WB during off-peak periods (La Brea-Citrus).
10. Melrose peak parking restrictions: WB during morning and evening (Citrus-Normandie).
11. Hollywood peak parking restrictions: EB and WB during evening peak only (Laurel Canyon-La Brea).
12. Normandie peak parking restrictions: SB during morning peak and NB during evening peak (Melrose-Santa Monica).
13. Cahuenga Boulevard East is one-way northbound over Cahuenga Pass.

Existing Traffic Volumes and Levels of Service

Level of service is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at level of service (LOS) A to overloaded conditions at LOS F. LOS C is the level of operation typically used as a design standard, while LOS D is typically considered to be acceptable for urban street systems. Level of service definitions for signalized intersections are provided in Table 10.[1] Weekday morning and evening peak hour intersection turning movement counts were provided by the City of Los Angeles Department of Transportation for 39 intersections. The results of the level of service analysis for the morning and evening peak hours are shown in Table 11. As indicated in the table, 3 of the 39 intersections are currently operating at an unacceptable level of service (LOS E or F) and 11 are currently operating at LOS D during the morning peak period, while 11 intersections are currently operating at an unacceptable level of service and 13 are currently operating at LOS D during the evening peak period.

Existing daily traffic volumes on streets throughout the Hollywood area were obtained from the City of Los Angeles traffic count files. Existing daily volumes on streets in the West Hollywood area were obtained from the County of Los Angeles for 1986 and 1987, and 1986 daily volumes on the Hollywood and Golden State Freeways were obtained from Caltrans. Figure 8 illustrates the existing daily traffic volumes on the street and highway network in the Hollywood area.

Utilizing the calculated v/c ratios from the calibrated model in conjunction with observations of the existing traffic conditions and congested areas, the street segments which are currently estimated to experience fair to poor levels of service of D, E or F during the afternoon peak commute period are illustrated in Figure 9. As can be seen, the street segments currently experiencing the most congestion include the Highland Avenue/Franklin Avenue vicinity, street segments in the vicinity of Hollywood Freeway ramps, and portions of Los Feliz Boulevard, Franklin Avenue, Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, Melrose Avenue, Beverly Boulevard, La Cienega Boulevard, Laurel Canyon Boulevard, Cahuenga Boulevard West, Highland Avenue, Vine Street, Western Avenue and Vermont Avenue.

[1]. The "Intersection Capacity Utilization" method of intersection capacity analysis was used to determine the intersection volume/capacity (v/c) ratio and corresponding level of service for the existing turning movements and intersection characteristics at signalized intersections. As part of the development of the highway network for the computer model, existing capacities were estimated for each street in the network based upon the physical and operational characteristics of the street. The existing traffic volumes were compared to the estimated capacities to develop v/c ratios for the various highway segments throughout the area.

TABLE 10

INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.00 - 0.60	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.61 - 0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81 - 0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91 - 1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

TABLE 11

PM PEAK HOUR INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING CONDITIONS

Map Num	Intersection	AM Peak Hour V/C	AM Peak Hour LOS	PM Peak Hour V/C	PM Peak Hour LOS
1	Melrose Ave & Fairfax Ave	0.72	C	0.87	D
2	Melrose Ave & La Brea Ave	0.80	C/D	0.93	E
3	Melrose Ave & Highland Ave	0.95	E	1.03	F
4	Melrose Ave & Western Ave	0.87	D	0.99	E
5	Santa Monica Bl & Highland Ave	0.85	D	1.00	E/F
6	Santa Monica Bl & Vine St	0.79	C	0.97	E
7	Santa Monica Bl & Western Ave	0.81	D	0.89	D
8	Santa Monica Bl & Vermont Ave	0.48	A	0.65	B
9	Santa Monica Bl & Myra Ave/Hoover St	0.51	A	0.79	C
10	Santa Monica Bl & Sunset Bl	0.45	A	0.69	B
11	Fountain Ave & Highland Ave	1.05	F	1.07	F
12	Fountain Ave & Vine St	0.71	C	0.84	D
13	Fountain Ave & Western Ave	0.56	A	0.78	C
14	Fountain Ave & Vermont Ave	0.49	A	0.65	B
15	Sunset Bl & Crescent Hgts/Laurel Cyn	0.88	D	0.94	E
16	Sunset Bl & Fairfax Ave	0.65	B	0.87	D
17	Sunset Bl & La Brea Ave	0.66	B	0.87	D
18	Sunset Bl & Highland Ave	0.86	D	0.83	D
19	Sunset Bl & Vine St	0.73	C	0.82	D
20	Sunset Bl & Gower St	0.71	C	0.87	D
21	Sunset Bl & Western Ave	0.71	C	0.97	E
22	Sunset Bl & Normandie Ave	0.46	A	0.82	D
23	Sunset Bl & Vermont Ave	0.75	C	0.85	D
24	Sunset Bl & Hollywood Bl/Hillhurst St	0.82	D	0.99	E
25	Hollywood Bl & Fairfax Ave	0.69	B	0.67	B
26	Hollywood Bl & La Brea Ave	0.77	C	0.76	C
27	Hollywood Bl & Highland Ave	0.89	D	0.74	C
28	Hollywood Bl & Cahuenga Bl	0.78	C	0.87	D
29	Hollywood Bl & Vine St	0.75	C	0.74	C
30	Hollywood Bl & Bronson Ave	0.57	A	0.69	B
31	Hollywood Bl & Western Ave	0.73	C	0.75	C
32	Hollywood Bl & Vermont Ave	0.45	A	0.57	A
33	Franklin Ave (West) & Highland Ave	0.93	E	1.03	F
34	Franklin Ave (East) & Highland Ave	0.74	C	0.76	C
35	Franklin Ave & Western Ave	0.67	B	0.72	C
36	Franklin Ave & Vermont Ave	0.66	B	0.92	E
37	Los Feliz Bl & Vermont Ave	0.82	D	0.89	D
38	Los Feliz Bl & Hillhurst Ave	0.87	D	0.83	D
39	Los Feliz Bl & Riverside Dr	0.81	D	0.77	C

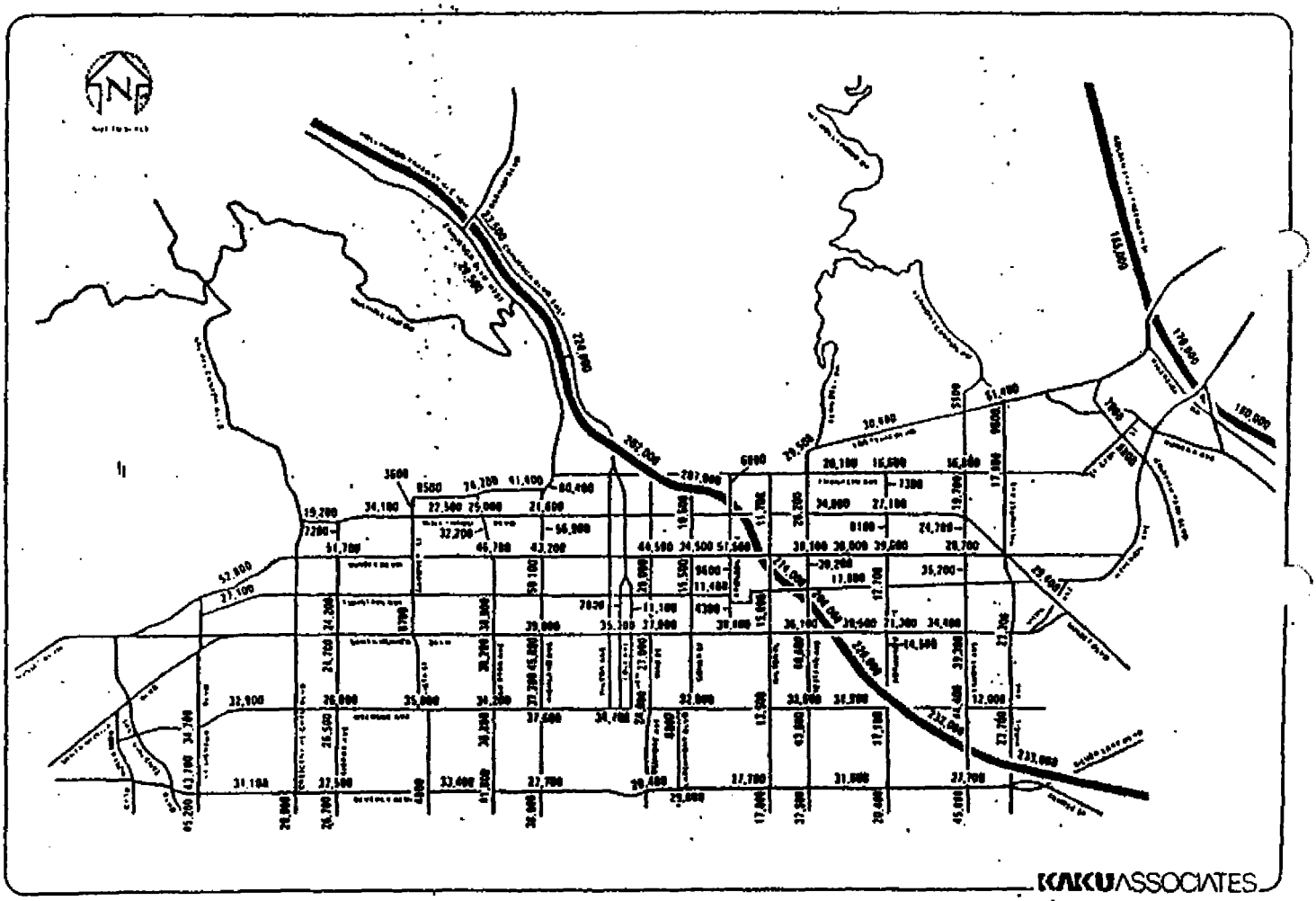


FIGURE 8

EXISTING DAILY TRAFFIC VOLUMES

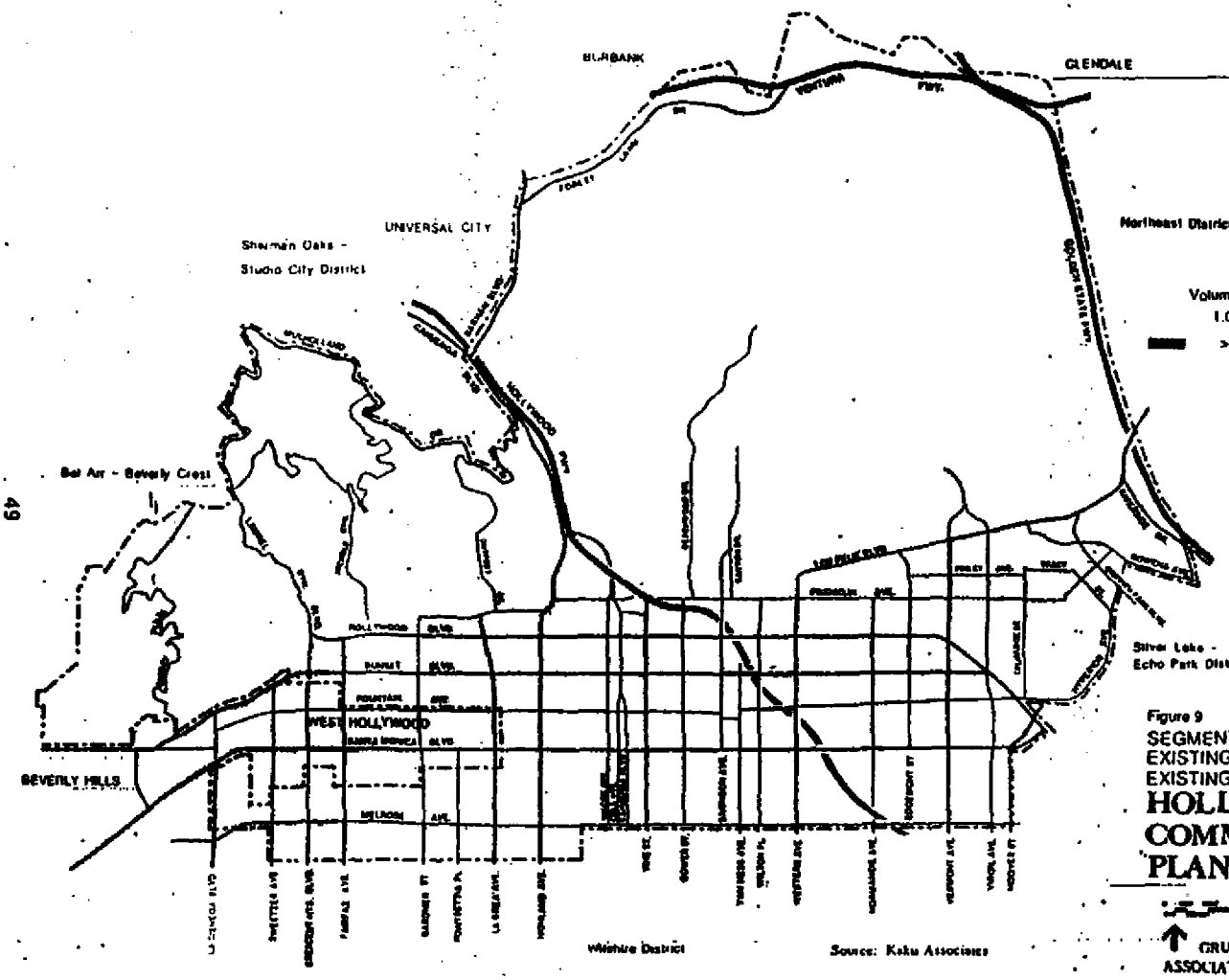
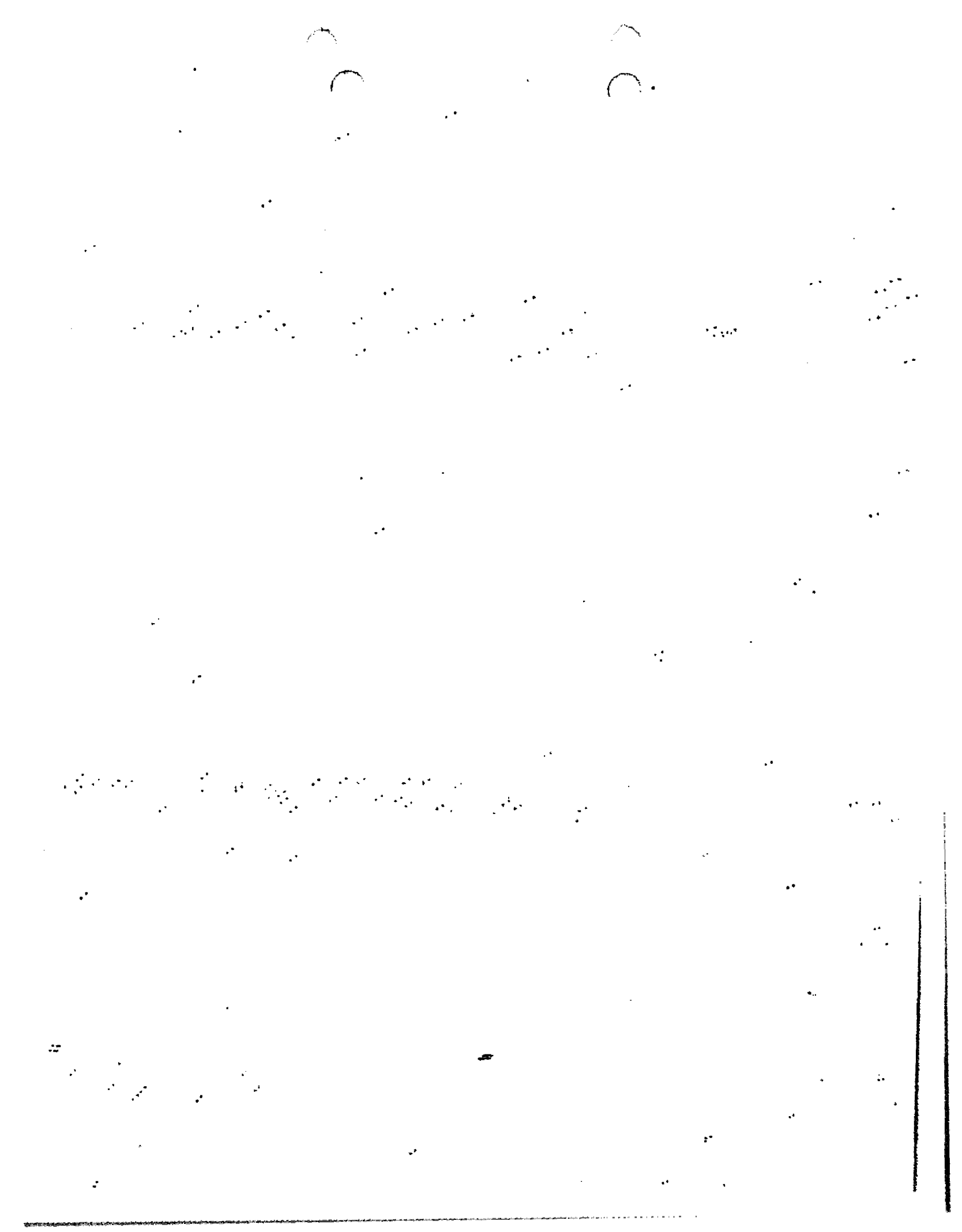


Figure 9
SEGMENTS OVER CAPACITY:
EXISTING TRAFFIC /
EXISTING STREET SYSTEM
HOLLYWOOD COMMUNITY PLAN REVISION

GRUEN ASSOCIATES

CITY OF LOS ANGELES



Regional versus Local Trips

The location of Hollywood adjacent to a major commuting route between the San Fernando Valley and downtown Los Angeles, coupled with the physical constraints on travel across the Hollywood Hills, has a significant impact on travel patterns in the Hollywood area. Practically all traffic between the eastern San Fernando Valley and the Los Angeles basin (whether downtown Los Angeles to the southeast, the Wilshire corridor area to the south, or the West Hollywood/Beverly Hills area to the southwest) must either travel through the Cahuenga Pass on either the Hollywood Freeway or Cahuenga Boulevard, or must utilize cross-mountain routes such as Laurel Canyon Boulevard. This regionally-oriented traffic is funneled through the Hollywood area, adding to traffic congestion on key streets in the area.

An analysis of through trips was performed using the existing volumes from the calibrated model. Table 12 shows the percentage breakdown of usage of key streets in the study area by regional and Community Plan generated traffic. While regional trips are generally higher toward the edges of the study area, regional trips tend to be between 20% and 40% even in the center of the Community Plan study area.

Environmental Effects

As indicated in the previous section, more than half of the analyzed intersections are either approaching or are currently operating at an unacceptable level of service during the evening peak hour. Further development within the Hollywood area coupled with regional growth could overload the already congested transportation facilities. The purpose of this section is to assess the impacts of the land use alternatives on the street system.

Trip Generation

The land use alternatives represent varying degrees of development within the Hollywood Community Plan study area. Population and employment projections were used to determine the generation of vehicle trips within the study area, which is presented in Table 13. As can be seen, the Build-out of the 1973 Hollywood Community Plan generates 209% more evening peak period trips and 227% more daily trips than are currently generated. The Increased Non-Residential Development Alternative (Alternative 1) generates 84% more evening peak period trips and 88% more daily trips than are currently generated, while the Proposed Plan Revision only generates 48% more evening peak period trips and 50% more daily trips than are currently generated.

Traffic forecasts were produced for each of the alternative development scenarios. While the existing network was used for the Proposed Plan and Alternative 1, the 1973 Hollywood Community Plan designates a classification for each of the streets in the study area, with each classification having a standard number of travel lanes and roadway widths. These standards are presented in Table 14.

TABLE 12

EVENING PEAK PERIOD THROUGH TRIP ANALYSIS
EXISTING CONDITIONS (ESTIMATED)

Street	Regional Traffic *	Local Traffic **	Total
La Cienega at Sunset	47%	53%	100%
Fairfax at Sunset	35%	65%	100%
La Brea at Sunset	29%	71%	100%
Highland at Sunset	37%	63%	100%
Vine at Sunset	24%	76%	100%
Western at Sunset	12%	88%	100%
Vermont at Sunset	10%	90%	100%
Franklin at Highland	35%	65%	100%
Hollywood at Highland	25%	75%	100%
Sunset at Highland	29%	71%	100%
Santa Monica at Highland	14%	86%	100%
Melrose at Highland	12%	88%	100%
Los Feliz at Vermont	15%	85%	100%
Franklin at Vermont	5%	95%	100%
Hollywood at Vermont	37%	63%	100%
Sunset at Vermont	14%	86%	100%
Santa Monica at Vermont	36%	64%	100%
Melrose at Highland	47%	53%	100%

Notes:
* Regional traffic = vehicle trips with both origin and destination outside of the Hollywood Community or Redevelopment Plan areas.
** Local traffic = vehicle trips with either origin or destination, or both, within Hollywood Community or Redevelopment Plan areas.

Percentages represent estimates from travel demand model developed for Hollywood, not actual traffic count data.

TABLE 13

PROJECTED TRIP GENERATION FOR LAND USE ALTERNATIVES

Alternative	AM Peak Period			PM Peak Period			Daily
	In	Out	Total	In	Out	Total	
Existing	56,510	47,640	104,150	121,010	126,590	247,600	932,630
1973 CP Buildout	151,450	86,210	237,660	346,230	418,980	765,210	3,045,640
Alternative 1	101,540	62,250	163,790	205,580	250,870	456,450	1,754,480
Proposed Plan	82,640	56,770	139,410	168,840	197,380	366,220	1,395,130

Note:

- Trip projections represent estimated trips for both the Hollywood Community Plan and Redevelopment Plan area, assuming full buildout of each Community Plan alternative and full buildout of the Redevelopment Plan.
- All trip projections rounded to nearest 10 vehicle trips.

TABLE 14
1973 COMMUNITY PLAN STREET STANDARDS

Classification	Right-of-Way Width (feet)	Pavement Width (feet)	Number of Through Lanes (Two-Way)
Major Highway	100 to 104	80 to 84	6
Secondary	86	66	4
Collector	64	44	2

Since many streets in the network do not currently meet the 1973 Community Plan criteria, a build-out network was created and was used for the 1973 Community Plan Build-out land use alternative. In addition to the increased capacity of selected streets, the 1973 Community Plan includes the elimination of the Franklin Avenue/Highland jog by realigning the western approach of Franklin Avenue, and the Fountain Avenue jog at Bronson Avenue and Van Ness Avenue has also been eliminated by realigning Fountain Avenue between Tamarind Avenue and St. Andrews Place.

Summary results based on the traffic forecasts are presented in Table 15 including values for the estimated existing conditions, the build-out of the 1973 Community Plan on the build-out network, and the Proposed Plan and Alternative 1 on the existing network. Traffic impact measures shown include vehicle-miles of travel (VMT), average speed (MPH), and vehicle-hours of delay for the evening peak period, aggregated across the entire Hollywood Community Plan highway network. It should be noted that these numbers do not necessarily represent actual conditions, but rather are intended for use in making relative comparisons between the various alternatives.

Projected Operating Conditions

Evening peak period turning movements were obtained from the model for each alternative, and the corresponding levels of service are presented in Table 16. The calculated v/c ratios from the traffic forecasts were used to identify the street segments which are projected to experience poor levels of service, E and F, during the evening peak period. The street segment levels of service for each of the land use alternatives are presented in Figures 10 through 12.

Current Plan Build-out on Build-out Network: As indicated in Table 16, 36 of the 39 analyzed intersections are projected to operate at LOS F during the evening peak hour with the build-out of the 1973 Community Plan. In addition, nearly every street in the study area is expected to be extremely congested, with all of the streets in the core of the Hollywood business district projected to have v/c ratios greater than 1.20. As can be seen in Figure 10, the street segments that are expected to experience extreme congestion, with v/c ratios greater than 1.20, include the entire lengths of Franklin Avenue and Fountain Avenue; the majority of Hollywood Boulevard and Sunset Boulevard; and the segments of Highland Avenue, Wilcox Avenue, Cahuenga Boulevard, Wilton Place, Western Avenue, Normandie Avenue and Vermont Avenue between Fountain Avenue and Franklin Avenue. The complete failure of this land use alternative to function on the build-out network is significant, since it implies that the land usage and recommended street network as established in the 1973 Community Plan are not compatible.

TABLE 15

TRAFFIC IMPACT INDICATORS FOR EVENING PEAK PERIOD

Land Use Alternative	VMT		Average Speed		Delay	
	Veh-Miles	% Change	MPH	% Change	Veh-Hours	% Change
Existing Conditions (estimated)	1,524,800	n/a	12.9	n/a	78,300	n/a
1973 CP Buildout with Buildout of Street Network	2,428,500	59.3%	4.2	-67.4%	508,400	549.3%
Alternative 1 on Existing Network	2,064,600	35.4%	6.0	-53.5%	288,800	268.8%
Proposed Plan on Existing Network	1,929,500	26.5%	8.4	-34.9%	178,900	128.5%

Notes:

- Data indicates aggregate values from Hollywood Community Plan travel demand model.
- "% Change" indicates percent change from estimated existing conditions.

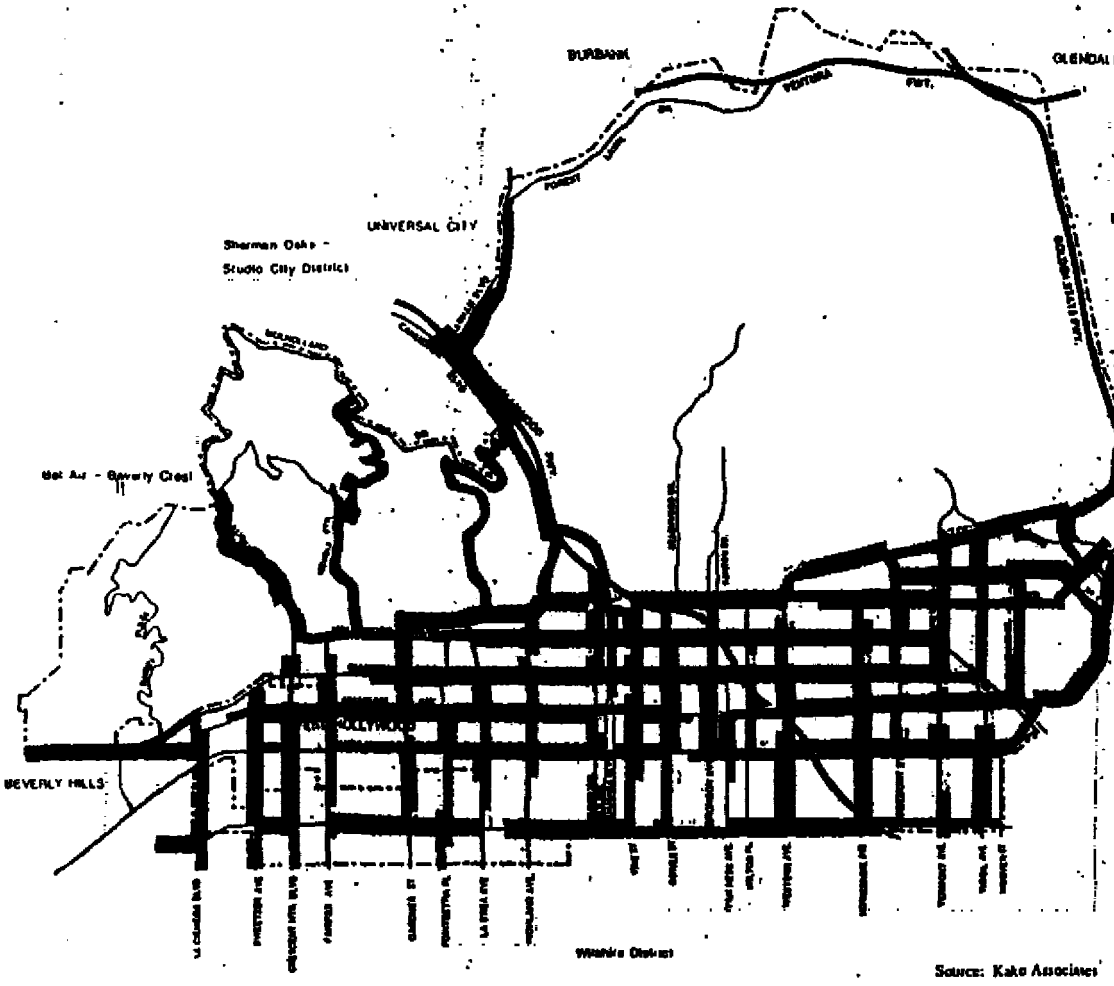
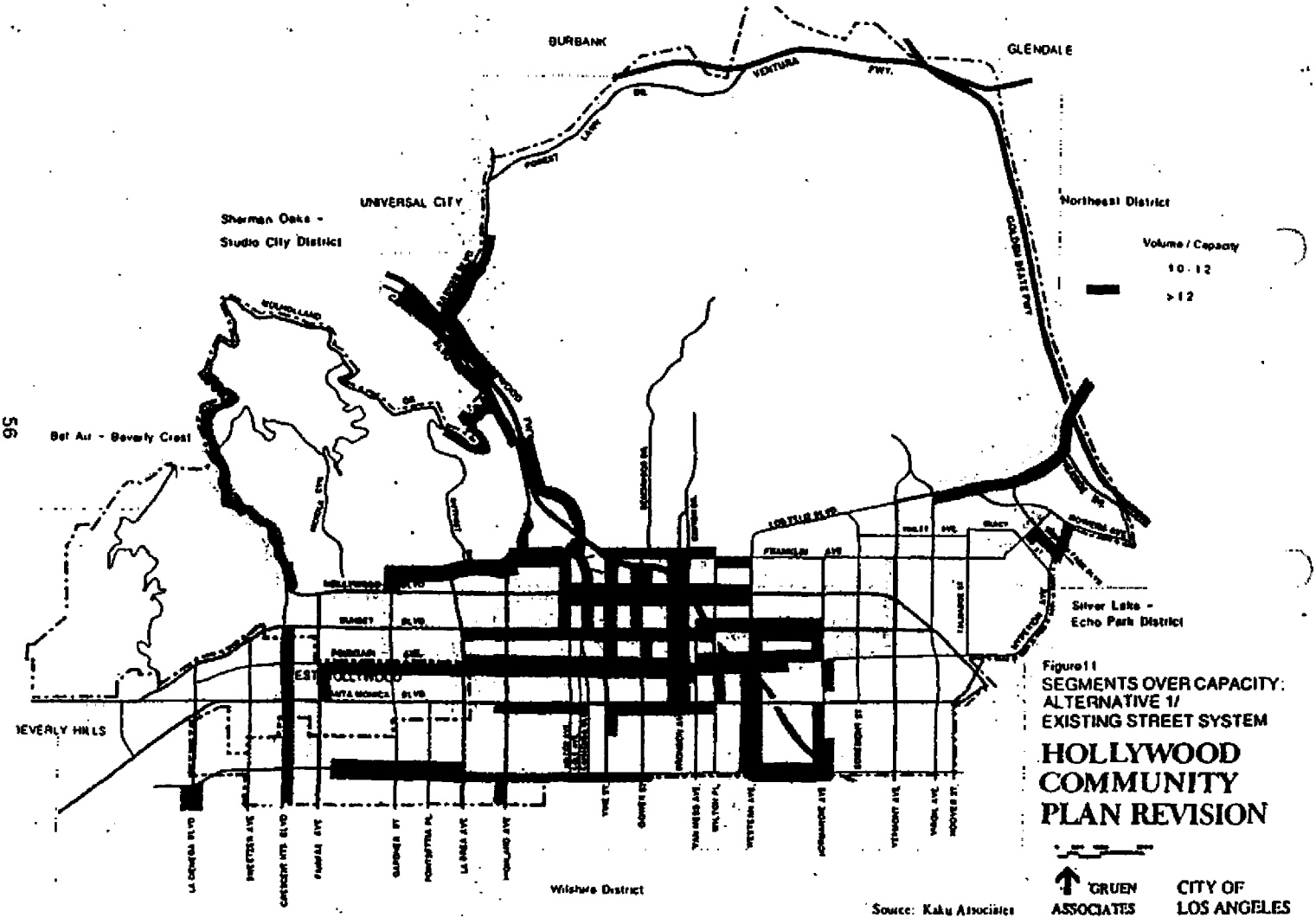


Figure 10
SEGMENTS OVER CAPACITY:
CURRENT PLAN BUILD-OUT/
EXISTING STREET SYSTEM

HOLLYWOOD COMMUNITY PLAN REVISION

GRUEN ASSOCIATES

CITY OF LOS ANGELES



Source: Kaku Associates

Figure 11
SEGMENTS OVER CAPACITY:
ALTERNATIVE 1/
EXISTING STREET SYSTEM

HOLLYWOOD COMMUNITY PLAN REVISION

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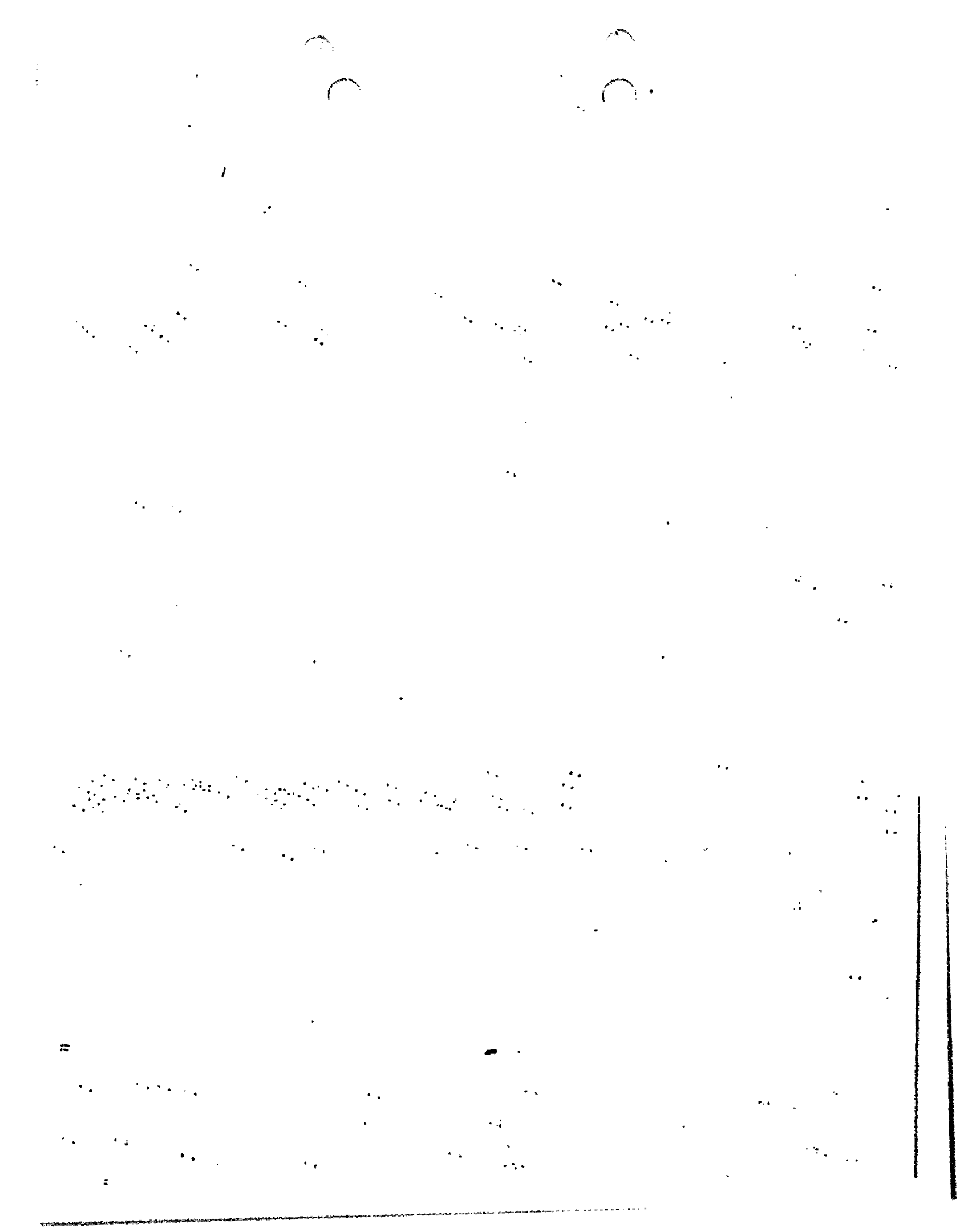
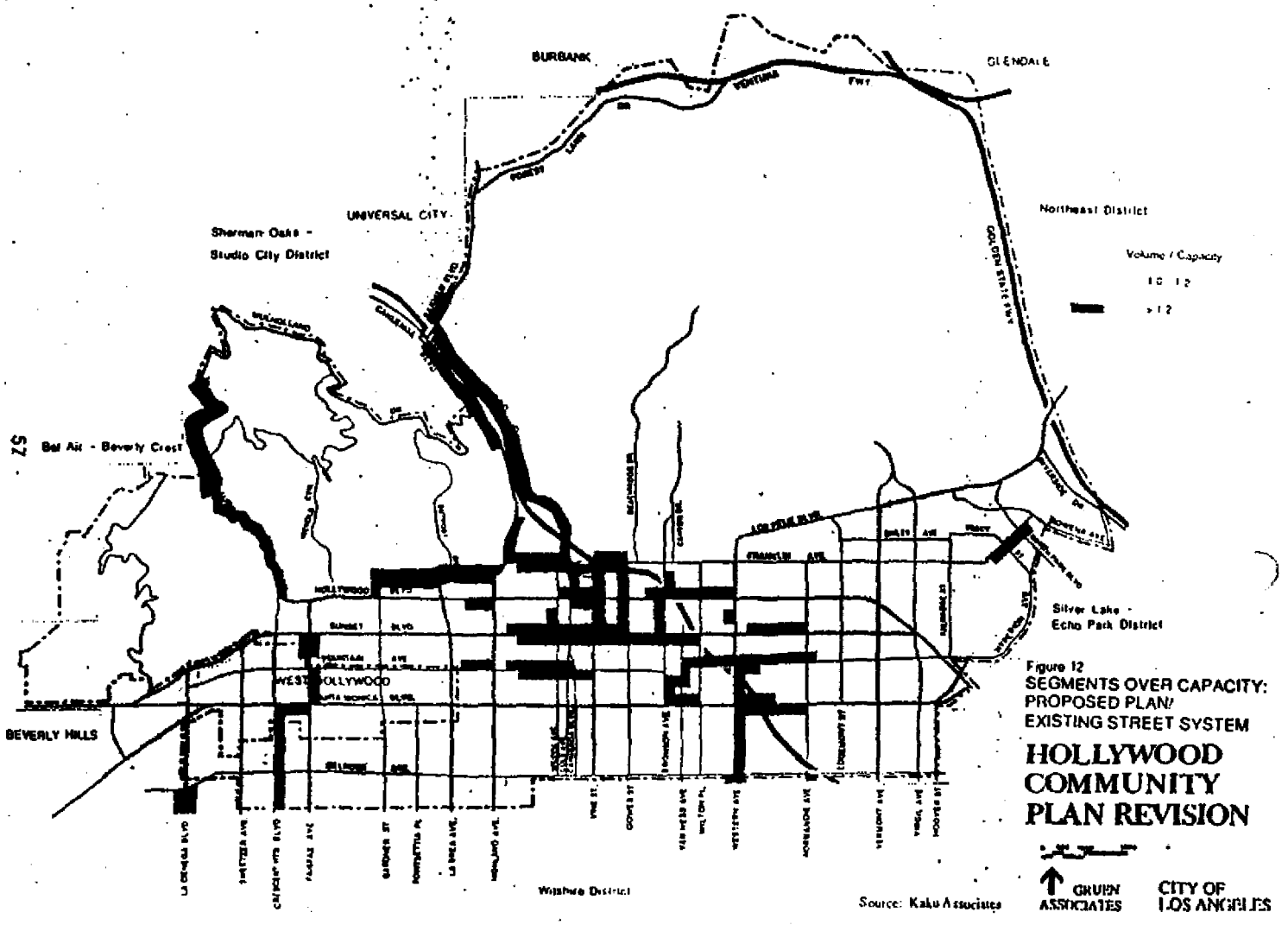




Source: Kaku Associates

Figure 12
SEGMENTS OVER CAPACITY:
PROPOSED PLAN/
EXISTING STREET SYSTEM

HOLLYWOOD COMMUNITY PLAN REVISION

GRUEN ASSOCIATES

CITY OF LOS ANGELES

TABLE 16

PM PEAK HOUR INTERSECTION LEVEL OF SERVICE ANALYSIS
FOR COMMUNITY PLAN LAND USE ALTERNATIVES

Map Num	Intersection	Existing Conditions		1973 CP Buildout with Buildout of Street Network		Alternative 1 on Existing Network		Proposed Plan o Existing Networ	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Melrose Ave & Fairfax Ave	0.87	D	1.12	F	1.15	F	1.00	E/F
2	Melrose Ave & La Brea Ave	0.93	E	1.52	F	1.40	F	1.14	F
3	Melrose Ave & Highland Ave	1.03	F	1.67	F	1.29	F	1.11	F
4	Melrose Ave & Western Ave	0.99	E	1.50	F	1.31	F	1.10	F
5	Santa Monica Bl & Highland Ave	1.00	E/F	1.74	F	2.09	F	1.80	F
6	Santa Monica Bl & Vine St	0.97	E	1.68	F	1.80	F	1.62	F
7	Santa Monica Bl & Western Ave	0.89	D	1.35	F	1.34	F	1.22	F
8	Santa Monica Bl & Vermont Ave	0.65	B	1.27	F	0.92	E	0.87	D
9	Santa Monica Bl & Myra Ave/Hoover St	0.79	C	1.41	F	0.96	E	0.89	D
10	Santa Monica Bl & Sunset Bl	0.69	B	0.61	B	0.69	B	0.68	B
11	Fountain Ave & Highland Ave	1.07	F	1.74	F	1.97	F	1.38	F
12	Fountain Ave & Vine St	0.84	D	2.46	F	1.62	F	1.08	F
13	Fountain Ave & Western Ave	0.78	C	2.08	F	1.66	F	1.43	F
14	Fountain Ave & Vermont Ave	0.65	B	2.29	F	1.24	F	0.97	E
15	Sunset Bl & Crescent Hgts/Laurel Cyn	0.94	E	1.34	F	1.15	F	1.07	F
16	Sunset Bl & Fairfax Ave	0.87	D	1.17	F	1.10	F	1.09	F
17	Sunset Bl & La Brea Ave	0.87	D	1.29	F	1.58	F	1.28	F
18	Sunset Bl & Highland Ave	0.83	D	1.44	F	1.19	F	1.29	F
19	Sunset Bl & Vine St	0.82	D	1.49	F	1.22	F	1.02	F
20	Sunset Bl & Gower St	0.87	D	1.78	F	1.79	F	1.47	F
21	Sunset Bl & Western Ave	0.97	E	2.47	F	1.77	F	1.34	F
22	Sunset Bl & Normandie Ave	0.82	D	2.46	F	1.52	F	1.15	F
23	Sunset Bl & Vermont Ave	0.85	D	2.17	F	1.16	F	1.07	F
24	Sunset Bl & Hollywood Bl/Hillhurst St	0.99	E	2.01	F	1.22	F	1.12	F
25	Hollywood Bl & Fairfax Ave	0.67	B	0.75	C	0.75	C	0.90	D/E
26	Hollywood Bl & La Brea Ave	0.76	C	1.11	F	1.44	F	1.29	F
27	Hollywood Bl & Highland Ave	0.74	C	1.64	F	1.40	F	1.27	F
28	Hollywood Bl & Cahuenga Bl	0.87	D	1.97	F	2.18	F	2.07	F
29	Hollywood Bl & Vine St	0.74	C	1.90	F	1.05	F	1.08	F
30	Hollywood Bl & Bronson Ave	0.69	B	2.03	F	1.16	F	1.16	F
31	Hollywood Bl & Western Ave	0.75	C	1.12	F	1.07	F	0.92	E
32	Hollywood Bl & Vermont Ave	0.57	A	1.32	F	0.88	D	0.81	D
33	Franklin Ave (West) & Highland Ave	1.03	F	*	*	1.34	F	1.26	F
34	Franklin Ave (East) & Highland Ave	0.76	C	2.12	F	1.06	F	0.99	E
35	Franklin Ave & Western Ave	0.72	C	2.09	F	1.40	F	1.12	F
36	Franklin Ave & Vermont Ave	0.92	E	1.72	F	1.48	F	1.33	F
37	Los Feliz Bl & Vermont Ave	0.89	D	1.16	F	1.09	F	1.05	F
38	Los Feliz Bl & Hillhurst Ave	0.83	D	1.17	F	1.01	F	0.95	E
39	Los Feliz Bl & Riverside Dr	0.77	C	1.52	F	1.02	F	0.87	D

* Realignment of Franklin under buildout of 1973 CP street network would eliminate conflicting movements at this location.

Proposed Plan Revision on Existing Network: While 28 of the 39 intersections are projected to operate at LOS F during the evening peak hour for this alternative, the v/c ratios are much lower than the v/c ratios for Alternative 1. Similarly, the street segments are not expected to be as congested as for the increased non-residential development alternative discussed below. While there are segments which have v/c ratios greater than 1.20, they are isolated cases immediately adjacent to the Hollywood Freeway and the Cahuenga Pass. As can be seen in Figure 12, the street segments which are expected to experience extreme congestion, with v/c ratios greater than 1.20, include portions of Franklin Avenue, Sunset Boulevard, Fountain Avenue, Cahuenga Boulevard, Vine Street, Gower Street, and segments in the vicinity of Hollywood Freeway ramps.

Increased Non-Residential Development Alternative on Existing Network: As indicated in Table 16, 34 of the 39 analyzed intersections are projected to operate at LOS F during the evening peak hour for this land use alternative. While street segment congestion is fairly widespread, the segments which are projected to have a v/c ratio greater than 1.20 are primarily concentrated near the Hollywood Freeway and the Cahuenga Pass.

As can be seen in Figure 11, the street segments that are expected to experience extreme congestion, with v/c ratios greater than 1.20, include the Highland Avenue/Franklin Avenue vicinity; portions of Hollywood Boulevard, Sunset Boulevard, Fountain Avenue and Santa Monica Boulevard; portions of Wilcox Avenue, Cahuenga Boulevard, Vine Street, Gower Street, Bronson Avenue and Western Avenue between Santa Monica Boulevard and Franklin Avenue; and street segments in the vicinity of the Hollywood Freeway ramps.

Mitigation Measures

In reaction to the high levels of traffic congestion and poor levels of service which either already exist or have been projected for many locations within the Hollywood Community Plan area, a variety of alternative street and intersection improvements have been evaluated. Development of the conceptual improvements for this analysis included a review of previous recommendations for the Hollywood area and discussions with staff of the Los Angeles Department of Transportation (LADOT).

As a result of this process, two different sets of street system improvements have been developed for further analysis in this study. The first set, hereafter referred to as the "Constrained Improvement Scenario," incorporates improvements which can generally be accommodated within the existing street system. The intent of this scenario is to assess the level of land use development which could be accommodated, and the traffic operating conditions which would result, if improvements are limited to those which do not require substantial right-of-way acquisition (which is likely to prove difficult, if not impossible, throughout most of the Hollywood area).

The second improvement scenario, hereafter referred to as the "Build-out Improvement Scenario," presumes that each of the streets within the Hollywood area is eventually widened to provide capacity commensurate with the street's classification in the Community Plan. Many of the streets within Hollywood are not currently constructed to the highway classification standards established by the City of Los Angeles. This scenario represents build-out of the Community Plan street network over an extremely long-term period, since it is likely that acquisition of the right-of-way necessary to implement these widenings would depend upon right-of-way dedications from redevelopment of adjacent parcels. As such, the full level of improvements implicit in this scenario may not ever be achieved. However, the scenario is useful for analyzing the impact of build-out of the Community Plan street system, if it were to be implemented.

Constrained Improvement Scenario:

As noted previously, the improvements included in the Constrained Improvement Scenario were developed in an attempt to maximize the potential capacity of the existing street system in the Hollywood area. They are therefore based on the following general guidelines:

- Any improvements must either fit within the existing right-of-way or require only a minimal amount of new right-of-way. In the latter case, any new right-of-way must be available without requiring demolition of existing buildings.

- A level of service of D or better during peak periods was the desired target. However, as will be seen, even with the potential improvements, it was not possible to achieve this level of operation at all locations.

- The improvements were developed in relation to the projected traffic volumes under the Proposed Plan growth scenario.

It should be noted that these improvements are intended to be indicative of the extent to which impacts of future growth can be mitigated by street system improvements, and are conceptual in nature. They are not intended as hard recommendations for specific improvements. The most appropriate improvements for locations throughout the Hollywood area must ultimately be developed in conjunction with more precise knowledge of the specific developments which may ultimately occur.

Potential Street System Improvements

Table 17 lists the various conceptual street system improvements included in the Constrained Improvement Scenario. As can be seen, these improvements tend to fall into one of two types: operational improvements such as implementation of an automated traffic surveillance and control (ATSAC) system, peak period parking restrictions, one-way couplets, or reversible operations; and physical improvements such as street widenings, jog eliminations, or localized intersection improvements.

TABLE 17

CONCEPTUAL STREET SYSTEM IMPROVEMENTS FOR HOLLYWOOD COMMUNITY PLAN
(CONSTRAINED IMPROVEMENT SCENARIO)

Street	Location	Pavement Width (feet)	Number of Lanes		Time Period	Direction	Comments	Previ Recom datio
			Existing	Improved				
SIGNAL SYSTEM IMPROVEMENTS								
Installation of ATSAC system throughout Hollywood area								
PEAK PERIOD PARKING RESTRICTIONS								
La Cienega	Santa Monica to Olympic	70	4	6	PM Pk	both	requires coordination with Beverly Hills & West Hollywood	LAD
Crescent Heights	s/o Santa Monica	varies	3	4	PM Pk	NB	expand existing restrictions to include NB during PM peak; requires coordination with West Hollywood	
Fairfax	Sunset to Pico	varies	4	6	PM Pk	both	requires coordination with West Hollywood	LAD
Cahuenga	Franklin to freeway	na	4	6	PM Pk	both	in conjunction w/1-way couplet	
Cahuenga	freeway to Odin	na	4	5	PM Pk	NB	could be reversible operation instead of parking restriction	
Vine	Franklin to Melrose	70	4	6	PM Pk	both		PBQ
Western	Franklin to Venice	60	4	6	PM Pk	both	10-foot lanes; would need spot widening for left-turn pockets	LAD
Normandie	s/o freeway	na	3	4	PM Pk	SB	expand existing restrictions to include SB during PM peak	
Sunset	Wilton to Hollywood	70	4	6	PM Pk	both	extension of existing restrictions eastward	
Santa Monica	La Cienega to Hoover	60	4	6	PM Pk	both	10-foot lanes; would need spot widening for left-turn pockets; requires coordination with West Hollywood	PBC

TABLE 17 (continued)

CONCEPTUAL STREET SYSTEM IMPROVEMENTS FOR HOLLYWOOD COMMUNITY PLAN
(CONSTRAINED IMPROVEMENT SCENARIO)

Street	Location	Pavement Width (feet)	Number of Lanes		Time Period	Direction	Comments	Previous Recommendation
			Existing	Improved				
ONE-WAY COUPLETS								
Cahuenga/ Wilcox	Franklin to Melrose	Ca: 56 Wc: 35	Ca: 4 Wc: 2	4 NB, 3 SB	All Day	na	requires parking restrictions on Wilcox (one side)	LADOT
Wilton/ Van Ness	freeway to 3rd	Wt: 40 VN: na	Wt: 4 VN: 2	4 NB, 4 SB	All Day	na	requires parking restrictions on Van Ness; continuation of parking restrictions on Wilton	LADOT
REVERSIBLE OPERATIONS								
Highland	Sunset to Santa Monica	70	6	7	AM Pk PM Pk	SB NB	extension of existing reversible operations southward; use left-turn lane for additional through lane in peak direction	
STREET WIDENINGS								
Fountain	Highland to Bronson, & Western to Sunset	varies	2	4	All Day	both		
Franklin	Highland to Wilcox	38	2	4	AM & PM	both	widen to 40 to 44 feet; implement parking restrictions during AM & PM peaks	
Cahuenga East	Odin to Barham	varies	1-3	2-4	All Day	NB		
Barham	Cahuenga to Forest Lawn	na	4	6	All Day	both	includes widening US 101 overpass to 7 lanes as per LA 5 year CIP	

TABLE 17 (continued)

CONCEPTUAL STREET SYSTEM IMPROVEMENTS FOR HOLLYWOOD COMMUNITY PLAN
(CONSTRAINED IMPROVEMENT SCENARIO)

Street	Location	Pavement Width (feet)	Number of Lanes Existing	Number of Lanes Improved	Time Period	Direction	Comments	Previous Recommendation *
JOG IMPROVEMENTS OR ELIMINATIONS								
Franklin	at Highland	Hi: 70 Fr:38/44	Hi: 7 Fr: 2/4	na na	All Day	na	1. widen Franklin approaches & Highland through jog area; 2. realign Franklin to eliminate jog; 3. grade-separation (depress Highland under Franklin)**	LADOT 1973 CP
Fountain	Bronson to Van Ness	40	2	4	All Day	both	realign Fountain between Bronson & St Andrews to eliminate jog; included in LA 5 year CIP	LADOT & 1973 CP
LOCALIZED INTERSECTION IMPROVEMENTS								
(see Table 10)								

Notes:

Ca = Cahuenga Boulevard
Wc = Wilcox Avenue
Wt = Wilton Place
VN = Van Ness Avenue
Hi = Highland Avenue
Fr = Franklin Avenue

AM Pk = AM peak period
PM Pk = PM peak period
NB = northbound
SB = southbound

* Previous recommendation:
- o LADOT indicates recommended by memorandum from Donald R. Howery, General Manager, Department of Transportation, to Councilman Mike Woo, June 2, 1987.
- o PBQD indicates recommended in Hollywood Circulation Study (Parsons Brinckerhof Quade & Douglas, 1985).
- o 1973 CP indicates included in 1973 Hollywood Community Plan.

** The grade-separation alternative for the Highland/Franklin intersection was used for the Constrained Improvement Scenario since traffic projections indicate this alternative is needed to provide sufficient capacity through the intersection.

- ATSAC. At present, LADOT is beginning to install ATSAC systems in various areas throughout the City. Implementation of an ATSAC system in Hollywood would provide more efficient and flexible control of traffic, thereby increasing the carrying capacity of signalized intersections. LADOT estimates that ATSAC systems may provide a seven percent increase in traffic capacity or throughput when compared to conventional traffic signal controls, as are currently in place in Hollywood. ATSAC also improves reliability and safety through surveillance and responsiveness of control.

- Peak Period Parking Restrictions. New or expanded peak period parking restrictions are indicated for segments of La Cienega Boulevard, Crescent Heights Boulevard, Fairfax Avenue, Cahuenga Boulevard, Vine Street, Western Avenue, Normandie Avenue, Sunset Boulevard and Santa Monica Boulevard. The intent of these restrictions are to provide additional through lanes during peak periods (similar to current restrictions along sections of La Brea Avenue, Highland Avenue and Sunset Boulevard, among others). Potential implementation issues would relate to the need to either accept the loss of on-street parking spaces or replace the displaced spaces. Furthermore, inadequate street widths along Western and Santa Monica would necessitate spot widenings in order to continue to provide left-turn lanes at major intersections.

- One-Way Couplets. Two pairs of potential one-way couplets, Cahuenga Boulevard/Wilcox Avenue and Wilton Place/Van Ness Avenue, would improve north-south circulation within the Hollywood core area.

- Reversible Operations. At present, traffic cones are used along Highland Avenue between Odin Street and Sunset Boulevard to provide reversible lane operations during peak periods. Basically, the center left-turn lane is used as an additional through lane in the peak direction (southbound in the morning and northbound in the evening), with left-turns prohibited. This concept could be extended along Highland from its present terminus at Sunset Boulevard south to Santa Monica Boulevard, in order to more adequately accommodate the projected heavy traffic flows along this section of Highland.

- Street Widenings. In conjunction with the potential jog realignment discussed below, Fountain Avenue could be further developed as an alternative east-west route by widening the existing two-lane segments to provide four lanes. The two-lane section of Franklin Avenue between Highland Avenue and Wilcox Avenue is both a current and future bottleneck, and could be widened to provide four travel lanes by widening the pavement approximately 4 to 8 feet and restricting parking during peak periods.

  Furthermore, Cahuenga Boulevard East could be widened by one lane between Odin Street and Barham Boulevard in order to provide much-needed additional street capacity northbound over the Cahuenga Pass. Barham Boulevard could be widened to provide six through lanes from Cahuenga to Forest Lawn Drive. These widenings, along with the Cahuenga/Wilcox one-way couplet and the potential parking restrictions on Cahuenga Boulevard described previously, and the planned widening of the Barham Boulevard bridge over U.S. 101 to seven lanes (included in the City of Los Angeles 5

Year Capital Improvement Program', would combine to provide additional capacity along an entire corridor from Melrose Avenue on the south to the Universal City area and Burbank to the north.

- Jog Eliminations. The existing Fountain Avenue jog around Le Conte Junior High School could be eliminated by realigning Fountain between Bronson Avenue and St. Andrews Place (as included in the City of Los Angeles 5 Year Capital Improvement Program). In combination with widening the existing two-lane sections of Fountain as described above, this improvement would improve east-west capacity throughout the Hollywood area.

  A variety of alternatives are possible to eliminate or alleviate the existing Franklin Avenue jog at Highland Avenue, ranging from: (1) widening the Franklin Avenue intersection approaches and Highland Avenue itself through the jog area (as included in the City of Los Angeles 5 Year Capital Improvement Program); to (2) realigning Franklin to eliminate the jog (as included in the 1973 Community Plan); to (3) grade-separation by either depressing Highland Avenue through traffic below the jog area or constructing a flyover for eastbound Franklin to northbound Highland left-turning traffic.

- Localized Intersection Improvements. A series of potential intersection improvements were evaluated for the 39 analyzed intersections and are summarized in Table 18. As can be seen, these improvements typically consist of the provision of additional turning lanes. The potential intersection improvements also incorporate the various street system improvements described previously.

Effectiveness of Improvements

Projected traffic volumes for the Proposed Plan were reassigned to the street system assuming implementation of the various conceptual improvements described above. Table 19 presents the resulting levels of service at the 39 analyzed intersections, while Figure 13 illustrates the projected levels of service along street segments.

As can be seen, implementation of these (or similar) improvements would significantly improve projected operating conditions in many areas from those forecast for The Proposed Plan without improvements. However, a number of streets would still experience traffic demands far in excess of the capacity. Eleven of the 39 intersections are projected to operate at LOS F during the evening peak hour (as opposed to 28 intersections for The Proposed Plan on the existing network), while an additional 11 intersections are projected to operate at LOS E. As indicated on Figure 13, a number of street segments would still experience extreme congestion. However, sections of Vermont Avenue, Western Avenue, Vine Street, Gower Street, Cahuenga Boulevard, Sunset Boulevard, Fountain Avenue, Santa Monica Boulevard and Melrose Avenue are projected to operate at much better conditions than under The Proposed Plan without improvements (Figure 12).

TABLE 18

CONCEPTUAL INTERSECTION IMPROVEMENTS FOR HOLLYWOOD COMMUNITY PLAN
(CONSTRAINED IMPROVEMENT SCENARIO)

p m	Intersection	Improvement	Note:
	Melrose Ave & Fairfax Ave	no improvements suggested	
	Melrose Ave & La Brea Ave	no improvements suggested	
	Melrose Ave & Highland Ave	no improvements suggested	
	Melrose Ave & Western Ave	restrict parking on Western for additional through lanes during peak periods (spot widen Western for left-turn pockets)	(1)
	Santa Monica Bl & Highland Ave	restrict parking on Santa Monica for additional through lanes during peaks (spot widen Santa Monica for left-turn pockets) extend reversible lane operations on Highland to Santa Monica	(1) (1)
	Santa Monica Bl & Vine St	restrict parking on Santa Monica for additional through lanes during peaks (spot widen Santa Monica for left-turn pockets) additionally widen eastbound Santa Monica to provide dual left-turn lanes restrict parking on Vine for additional through lanes during peak periods	(1) (1)
	Santa Monica Bl & Western Ave	restrict parking on Santa Monica for additional through lanes during peaks (spot widen Santa Monica for left-turn pockets) restrict parking on Western for additional through lanes during peak periods (spot widen Western for left-turn pockets)	(1) (1)
	Santa Monica Bl & Vermont Ave	restrict parking on Santa Monica for additional through lanes during peaks (spot widen Santa Monica for left-turn pockets)	(1)
	Santa Monica Bl & Myra Ave/Hoover St	terminate peak parking restrictions on Santa Monica at Myra/Hoover restripe eastbound Santa Monica to provide dual left-turn lanes	(1)
	Santa Monica Bl & Sunset Bl	no improvements suggested	
	Fountain Ave & Highland Ave	widen Fountain to provide four through lanes plus left-turn lanes extend reversible lane operations on Highland to Santa Monica	(1) (1)
	Fountain Ave & Vine St	widen Fountain to provide four through lanes plus left-turn lanes restrict parking on Vine for additional through lanes during peak periods	(1) (1)
	Fountain Ave & Western Ave	widen Fountain to provide four through lanes plus left-turn lanes restrict parking on Western for additional through lanes during peak periods (spot widen Western for left-turn pockets)	(1) (1)

TABLE 18 (continued)

CONCEPTUAL INTERSECTION IMPROVEMENTS FOR HOLLYWOOD COMMUNITY PLAN
(CONSTRAINED IMPROVEMENT SCENARIO)

Map Num	Intersection	Improvement	Notes
14	Fountain Ave & Vermont Ave	widen Fountain to provide four through lanes plus left-turn lanes	(1)
15	Sunset Bl & Crescent Hgts/Laurel Cyn	spot widen/restripe eastbound Sunset to provide dual left-turn lanes	
16	Sunset Bl & Fairfax Ave	terminate peak parking restrictions on Fairfax at Sunset	(1)
		spot widen/restripe westbound Sunset to provide dual left-turn lanes	(2)
17	Sunset Bl & La Brea Ave	no improvements suggested	
18	Sunset Bl & Highland Ave	spot widen southbound Highland to provide exclusive right-turn lane	(2)
19	Sunset Bl & Vine St	restrict parking on Vine for additional through lanes during peak periods	(1)
20	Sunset Bl & Gower St	no improvements suggested	
21	Sunset Bl & Western Ave	restrict parking on Sunset for additional through lanes during peak periods	(1)
		restrict parking on Western for additional through lanes during peak periods	(1)
		(spot widen Western for left-turn pockets)	
22	Sunset Bl & Normandie Ave	restrict parking on Sunset for additional through lanes during peak periods	(1)
23	Sunset Bl & Vermont Ave	restrict parking on Sunset for additional through lanes during peak periods	(1)
		spot widen/restripe northbound Vermont to provide dual left-turn lanes	
24	Sunset Bl & Hollywood Bl/Hillhurst St	restripe eastbound Hollywood to allow through movements from right-turn lane	
25	Hollywood Bl & Fairfax Ave	no improvements suggested	
26	Hollywood Bl & La Brea Ave	spot widen westbound Hollywood to provide dual left-turn lanes	(2)
27	Hollywood Bl & Highland Ave	restripe eastbound Hollywood to provide dual left-turn lanes	(2)
		restripe westbound Hollywood to provide exclusive right-turn lane	(2)
28	Hollywood Bl & Cahuenga Bl	Cahuenga converted to one-way northbound operation (Cahuenga/Wilcox couplet)	(1)
		restripe eastbound Hollywood to provide dual left-turn lanes	(2)
29	Hollywood Bl & Vine St	restrict parking on Vine for additional through lanes during peak periods	(1)
30	Hollywood Bl & Bronson Ave	no improvements suggested	

TABLE 18 (continued)

CONCEPTUAL INTERSECTION IMPROVEMENTS FOR HOLLYWOOD COMMUNITY PLAN
(CONSTRAINED IMPROVEMENT SCENARIO)

Intersection	Improvement	Notes
Hollywood Bl & Western Ave	restrict parking on Western for additional through lanes during peak periods (spot Widen Western for left-turn pockets)	(1)
Hollywood Bl & Vermont Ave	no improvements suggested	
Franklin Ave (West) & Highland Ave	grade-separate Highland through traffic	(1)
Franklin Ave (East) & Highland Ave	grade-separate Highland through traffic	(1)
Franklin Ave & Western Ave	terminate peak parking restrictions on Western at Franklin restripe eastbound Franklin to provide dual left-turn lanes	(1)
Franklin Ave & Vermont Ave	restripe eastbound Franklin to provide exclusive left-turn lane	
Los Feliz Bl & Vermont Ave	no improvements suggested	
Los Feliz Bl & Hillhurst Ave	no improvements suggested	
Los Feliz Bl & Riverside Dr	no improvements suggested	

es:
. Improvement in conjunction with street improvement listed on Table 9.
. Improvement not justified under Alternative 2A with additional reductions in office employee trips (as described in text).

TABLE 19

PM PEAK HOUR INTERSECTION LEVEL OF SERVICE ANALYSIS
PROPOSED PLAN WITH STREET SYSTEM IMPROVEMENT SCENARIOS

Map Num	Intersection	Proposed Plan on Existing Network		Proposed Plan with Constrained Imprvmnt Scenario		Proposed Plan w/ Reduced Office Trips/Constrained Imprvmnt Scenario		Proposed Plan with Buildout Imprvmnt Scenario	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Melrose Ave & Fairfax Ave	1.00	E/F	0.97	E	0.90	D/E	0.82	D
2	Melrose Ave & La Brea Ave	1.14	F	1.00	E/F	0.96	E	1.01	F
3	Melrose Ave & Highland Ave	1.11	F	1.05	F	1.01	F	1.06	F
4	Melrose Ave & Western Ave	1.10	F	0.84	D	0.83	D	1.01	F
5	Santa Monica Bl & Highland Ave	1.80	F	1.07	F	1.07	F	1.22	F
6	Santa Monica Bl & Vine St	1.62	F	1.03	F	0.93	E	1.03	F
7	Santa Monica Bl & Western Ave	1.22	F	1.06	F	0.79	C	1.19	F
8	Santa Monica Bl & Vermont Ave	0.87	D	0.78	C	0.64	B	0.73	C
9	Santa Monica Bl & Myra Ave/Hoover St	0.89	D	0.72	C	0.62	B	0.61	B
10	Santa Monica Bl & Sunset Bl	0.68	B	0.67	B	0.66	B	0.51	A
11	Fountain Ave & Highland Ave	1.38	F	0.98	E	0.81	D	1.11	F
12	Fountain Ave & Vine St	1.08	F	0.81	D	0.63	B	0.97	E
13	Fountain Ave & Western Ave	1.43	F	0.91	E	0.76	C	0.80	C/D
14	Fountain Ave & Vermont Ave	0.97	E	0.71	C	0.52	A	0.66	B
15	Sunset Bl & Crescent Hgts/Laurel Cyn	1.07	F	0.82	D	0.88	D	0.98	E
16	Sunset Bl & Fairfax Ave	1.09	F	0.93	E	0.73	C	0.88	D
17	Sunset Bl & La Brea Ave	1.28	F	1.37	F	0.89	D	1.08	F
18	Sunset Bl & Highland Ave	1.29	F	0.97	E	0.88	D	1.01	F
19	Sunset Bl & Vine St	1.02	F	1.04	F	0.86	D	1.15	F
20	Sunset Bl & Gower St	1.47	F	1.19	F	1.16	F	0.87	D
21	Sunset Bl & Western Ave	1.34	F	0.93	E	0.81	D	0.83	D
22	Sunset Bl & Normandie Ave	1.15	F	0.93	E	0.81	D	0.70	B/C
23	Sunset Bl & Vermont Ave	1.07	F	0.88	D	0.88	D	0.86	D
24	Sunset Bl & Hollywood Bl/Hillhurst St	1.12	F	0.85	D	0.90	D/E	0.86	D
25	Hollywood Bl & Fairfax Ave	0.90	D/E	0.69	B	0.79	C	0.68	B
26	Hollywood Bl & La Brea Ave	1.29	F	1.29	F	1.07	F	0.94	E
27	Hollywood Bl & Highland Ave	1.27	F	1.00	E/F	0.93	E	1.10	F
28	Hollywood Bl & Cahuenga Bl	2.07	F	1.14	F	1.02	F	1.17	F
29	Hollywood Bl & Vine St	1.08	F	1.07	F	1.01	F	0.88	D
30	Hollywood Bl & Bronson Ave	1.16	F	0.90	D/E	0.72	C	0.87	D
31	Hollywood Bl & Western Ave	0.92	E	0.79	C	0.78	C	0.92	E
32	Hollywood Bl & Vermont Ave	0.81	D	0.70	B/C	0.55	A	0.64	B
33	Franklin Ave (West) & Highland Ave	1.26	F	0.93	E	0.60	A/B	*	*
34	Franklin Ave (East) & Highland Ave	0.99	E	0.55	A	0.50	A	1.62	F
35	Franklin Ave & Western Ave	1.12	F	0.68	B	0.74	C	0.72	C
36	Franklin Ave & Vermont Ave	1.33	F	1.09	F	0.85	D	0.66	B
37	Los Feliz Bl & Vermont Ave	1.05	F	0.94	E	0.89	D	0.86	D
38	Los Feliz Bl & Hillhurst Ave	0.95	E	0.87	D	0.76	C	0.80	C/D
39	Los Feliz Bl & Riverside Dr	0.87	D	0.79	C	0.80	C/D	0.79	C

* Realignment of Franklin under buildout of 1973 CP street network would eliminate conflicting movements at this location.

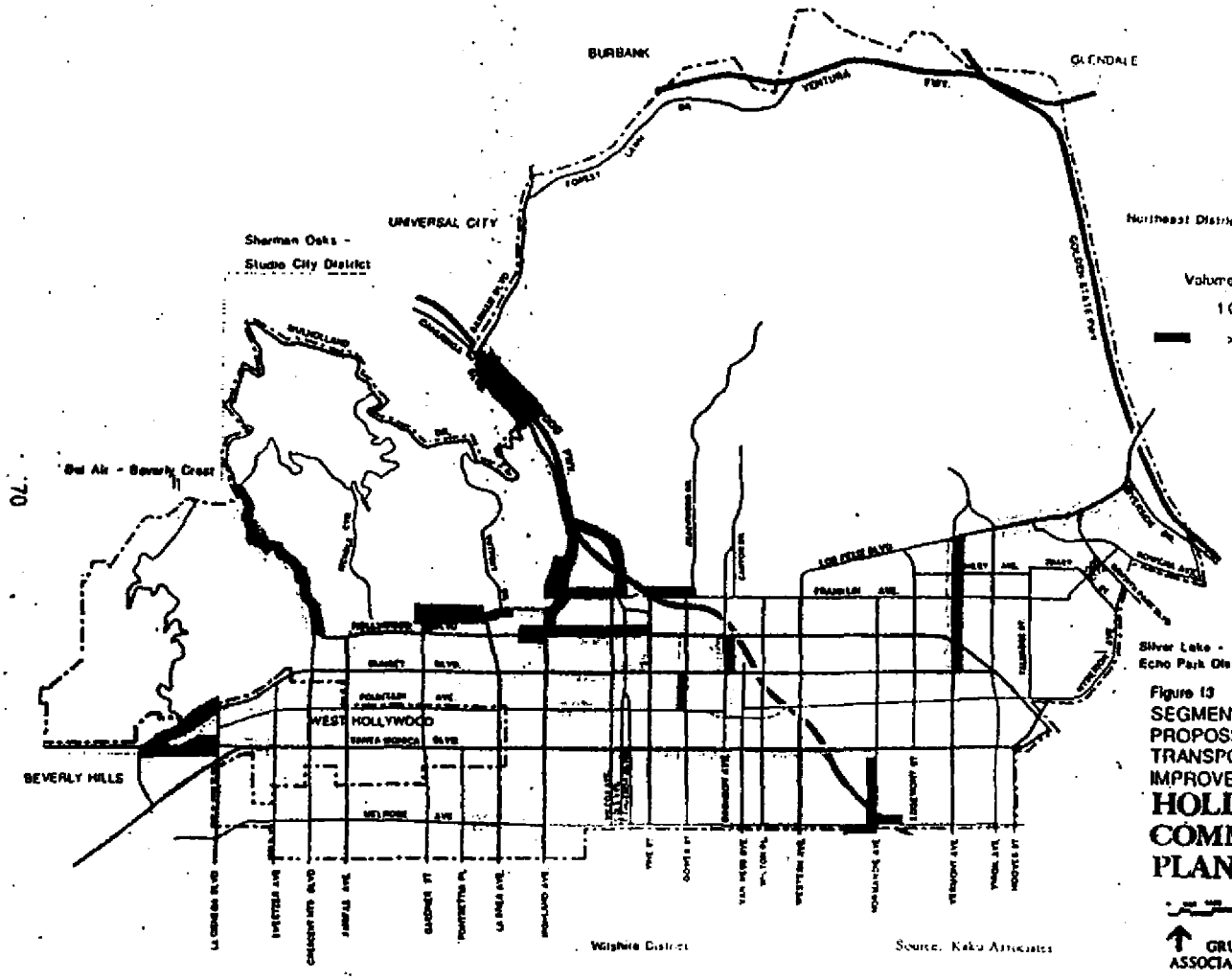
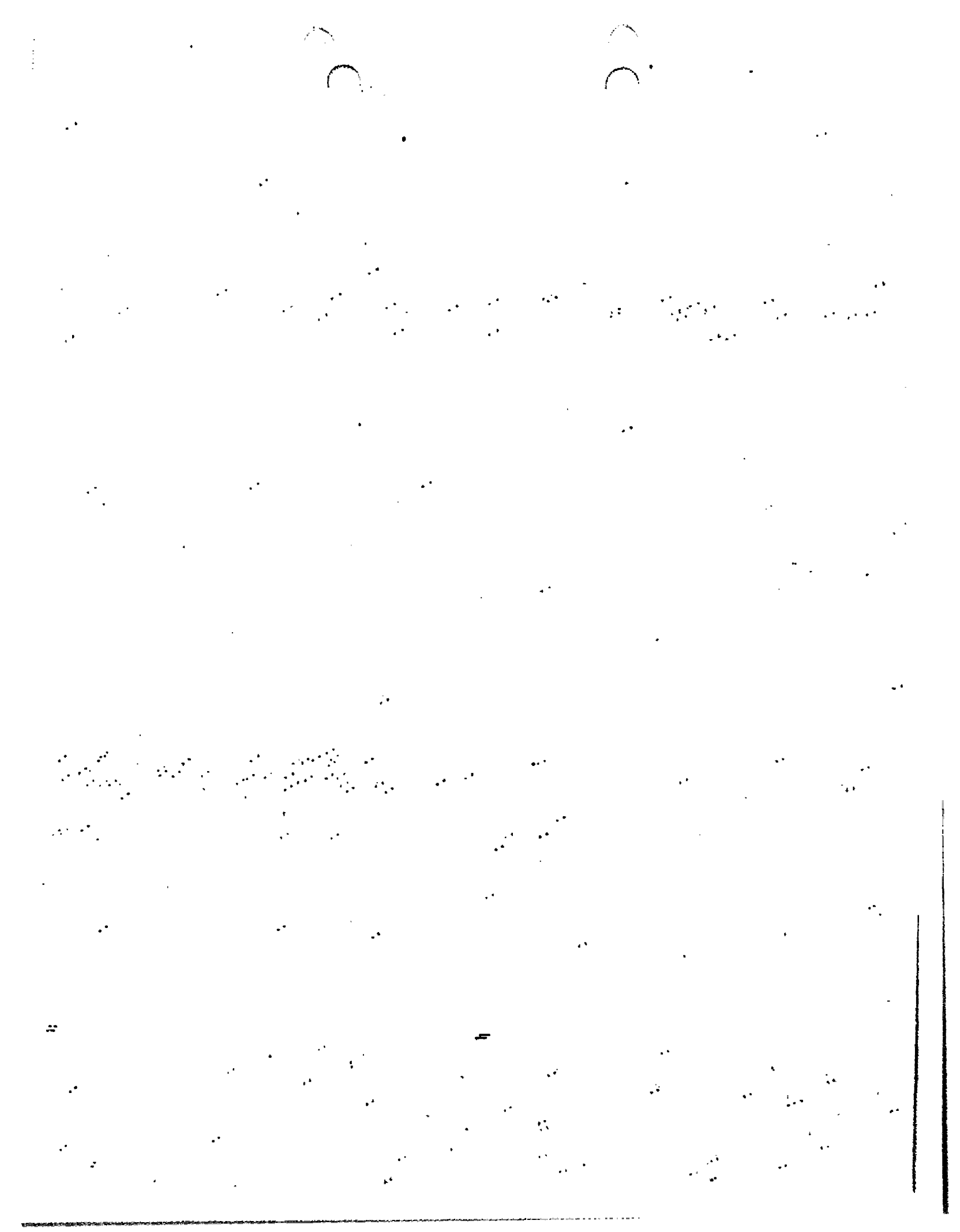


Figure 13
SEGMENTS OVER CAPACITY: PROPOSED PLAN/SUGGESTED TRANSPORTATION IMPROVEMENTS ONLY

HOLLYWOOD COMMUNITY PLAN REVISION

GRUEN ASSOCIATES

CITY OF LOS ANGELES



Reduction in Office Employee Trips

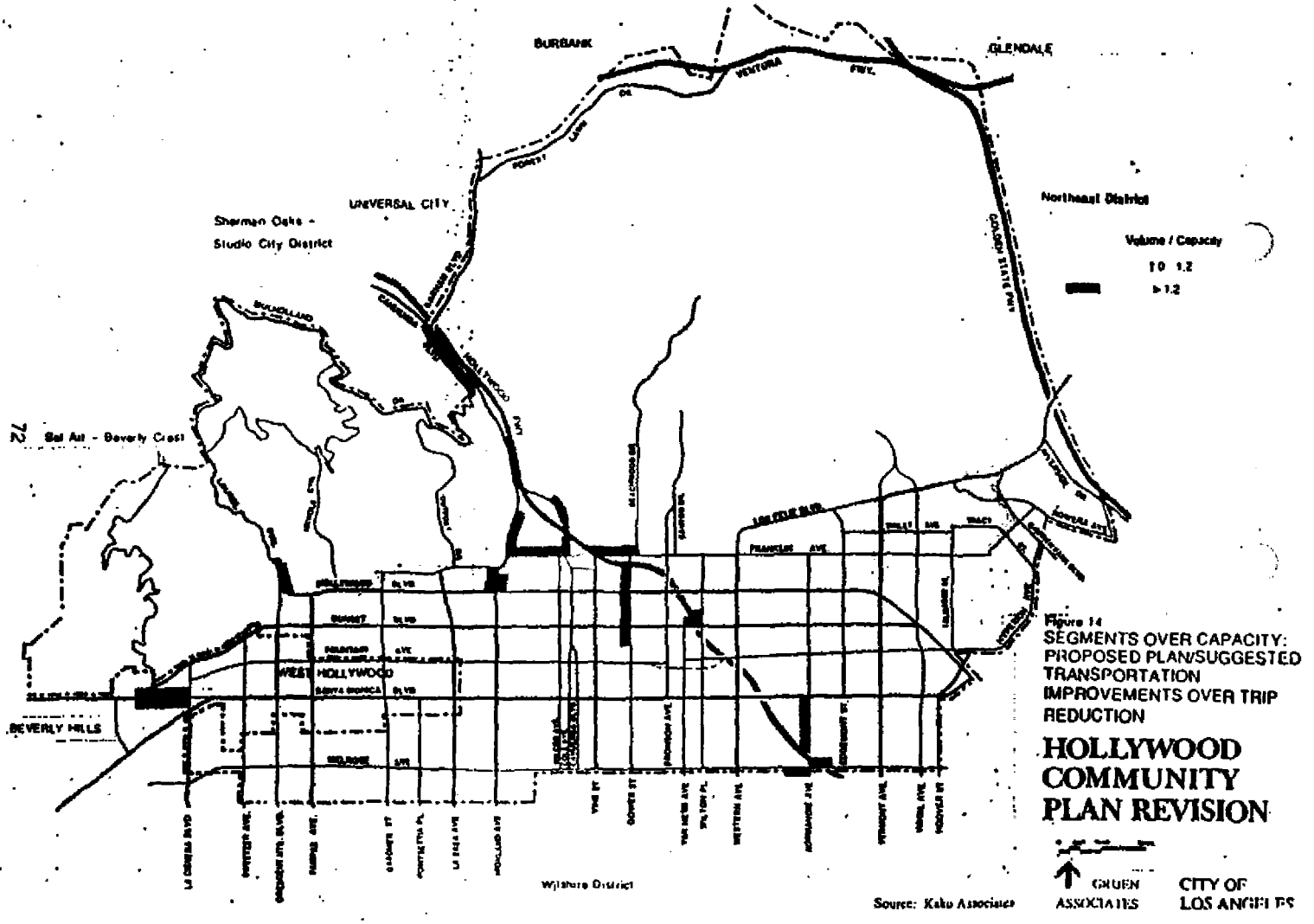
These results indicate that constraining improvements to those feasible within the existing street system would not provide sufficient capacity to accommodate full build-out of both the Hollywood Redevelopment Plan and the Proposed Plan. Significant reductions in the number of vehicle trips generated by the projected land uses would also be required. Two means of reducing future vehicle trips are possible: (1) implementation of effective Transportation Systems Management/Transportation Demand Management (TSM/TDM) plans to achieve reductions in trips generated by various land uses; and (2) further reductions in allowable land use densities.

Many of the locations which are projected to continue to experience severe operating conditions are locations which would be significantly impacted by projected development within the Hollywood Redevelopment area. Furthermore, the greatest amount of new trips in the area are projected to result from build-out of potential office development, particularly that allowed under the Hollywood Redevelopment Plan.

If reductions of about 10 to 15 percent could be achieved through successful implementation of TSM/TDM programs for both existing and future office and industrial development throughout the Community Plan and Redevelopment Plan areas, it is estimated that new office development would have to be limited to only about 15 to 20 percent of that allowable under build-out of the Hollywood Redevelopment Plan. Note, however, that recent forecasts prepared for the Hollywood Redevelopment area indicate that the actual level of additional office development anticipated to occur over the next 20 years under market conditions would only be about 15 to 20 percent of the new development allowed under build-out of the Redevelopment Plan. As a result, it is estimated that, although full build-out of the Redevelopment Plan could not be accommodated, overall densities equivalent to those of the 20-year market-based forecasts could be accommodated.

Table 19 also indicates the projected levels of service at the 39 analyzed intersections assuming reductions in tripmaking and land use intensities equivalent to those discussed above were to be realized, while Figure 14 illustrates the resulting levels of service along street segments. As can be seen, the number of intersections which are projected to still operate at LOS F is reduced to six, with no v/c ratio greater than 1.16. Only three intersections are projected to operate at LOS E, while each of the remaining 30 intersections is projected to operate at LOS D or better.

As indicated on Figure 14, a few street segments would still experience extreme congestion. These consist mainly of sections of Franklin Avenue, Cahuenga Boulevard, Highland Avenue, and Normandie Avenue immediately adjacent to the Hollywood Freeway. The remaining street sections throughout the Hollywood area, including most of Vermont Avenue, Western Avenue, Vine Street, Bronson Avenue, Cahuenga Boulevard, Sunset Boulevard, Fountain Avenue, Santa Monica Boulevard and Melrose Avenue, are projected to operate at much improved conditions than under the Proposed Plan.



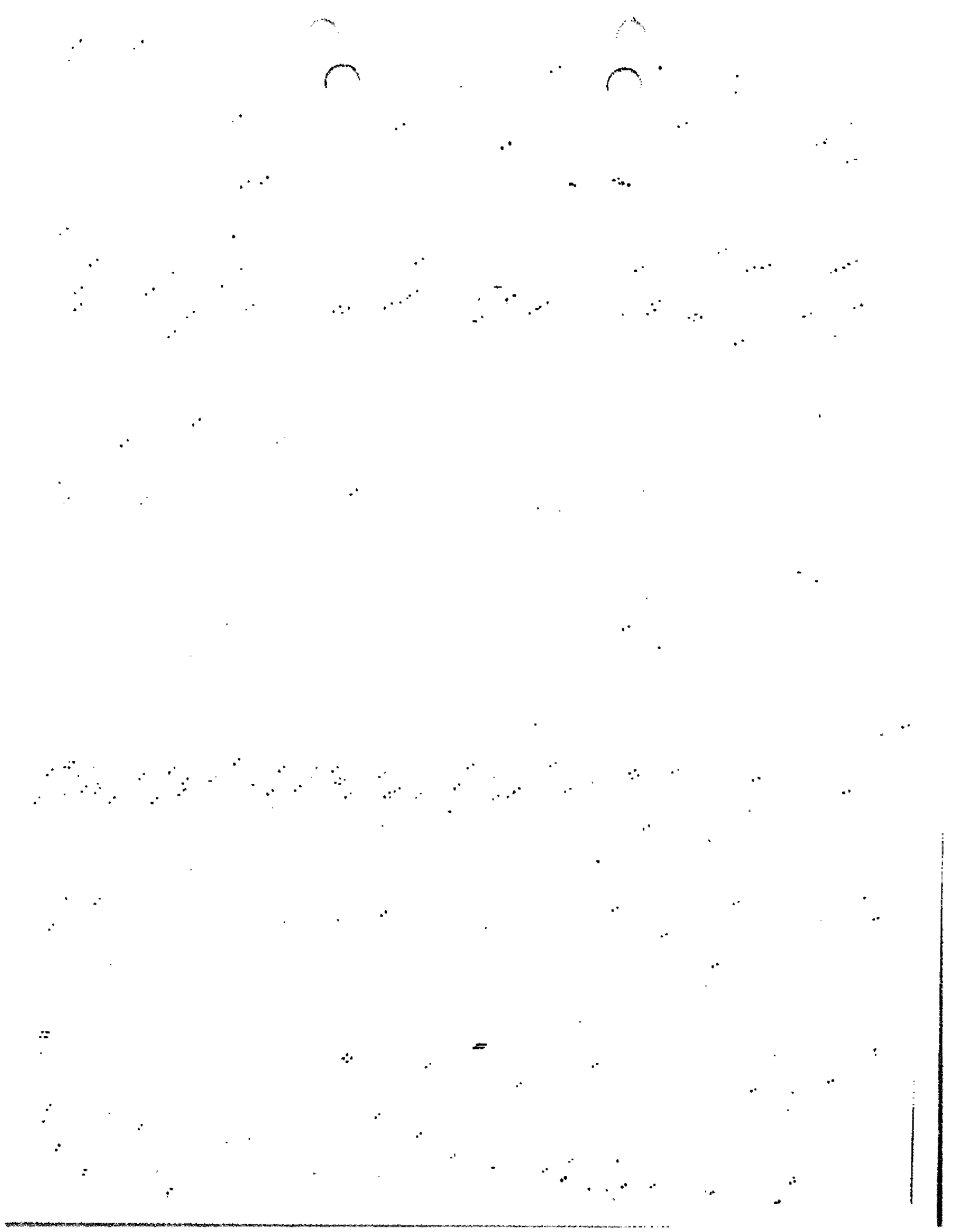
Source: Kaku Associates

Figure 14
SEGMENTS OVER CAPACITY: PROPOSED PLAN/SUGGESTED TRANSPORTATION IMPROVEMENTS OVER TRIP REDUCTION

HOLLYWOOD COMMUNITY PLAN REVISION

GRUEN ASSOCIATES

CITY OF LOS ANGELES



Build-out Improvement Scenario

As discussed previously, the Build-out Improvement Scenario presumes that each of the streets within the Hollywood area is eventually widened to provide capacity equivalent with that of the street's classification in the Community Plan (Figure 15). Generally, highway classification standards established by the City of Los Angeles call for six through lanes on major highways, four through lanes on secondary highways, and two travel lanes on collector streets (see Table 14). Many of the streets within Hollywood currently do not have sufficient right-of-way or pavement width to provide the number of lanes for which they are classified. Figure 16 schematically illustrates the street segments which would require widening in order to be built out to the street standards.

Projected traffic volumes for the Proposed Plan were reassigned to the street system assuming full widening of all streets to their classification standards. The final column of Table 19 presents the resulting levels of service at the 39 analyzed intersections, while Figure 15 illustrates the projected levels of service along street segments.

As can be seen, full build-out of the Community Plan street network would significantly improve projected operating conditions throughout most of the Hollywood area from the conditions projected for the Proposed Plan without improvements. Thirteen of the 39 analyzed intersections are projected to operate at LOS F during the evening peak hour (as opposed to 28 intersections for the Proposed Plan on the existing network), while an additional 4 intersections are projected to operate at LOS E.

Furthermore, in certain areas (particularly along sections of Hollywood Boulevard, Fountain Avenue, Gower Street, Bronson Avenue, Normandie Avenue, Vermont Avenue, and La Cienega Boulevard), conditions are expected to be better than those projected for The Proposed Plan with the Constrained Improvement Scenario. In other areas, however, conditions are projected to be essentially equivalent to, or in some cases worse than, those projected for the Constrained Improvement Scenario. This is due to a variety of reasons, such as:

- Under the Constrained Improvement Scenario, some streets would already provide capacity equivalent to their build-out number of lanes due to operational improvements such as parking restrictions, and, thus, their capacity would not be significantly increased with further widening to build-out standards (i.e., Santa Monica Boulevard, Western Avenue, Vine Street).

- The Build-out Improvement Scenario basically consists of widenings only, and does not include operational improvements such as extension of reversible operations on Highland or implementation of one-way couplets. For example, under the Constrained Improvement Scenario, the Wilton/Van Ness one-way couplet would increase north-south capacity and shift traffic away from parallel streets such as Western Avenue (thereby improving conditions along Western), an effect which would not be realized under the Build-out Improvement Scenario.

Figure 15
CIRCULATION ELEMENT

HOLLYWOOD COMMUNITY PLAN REVISION

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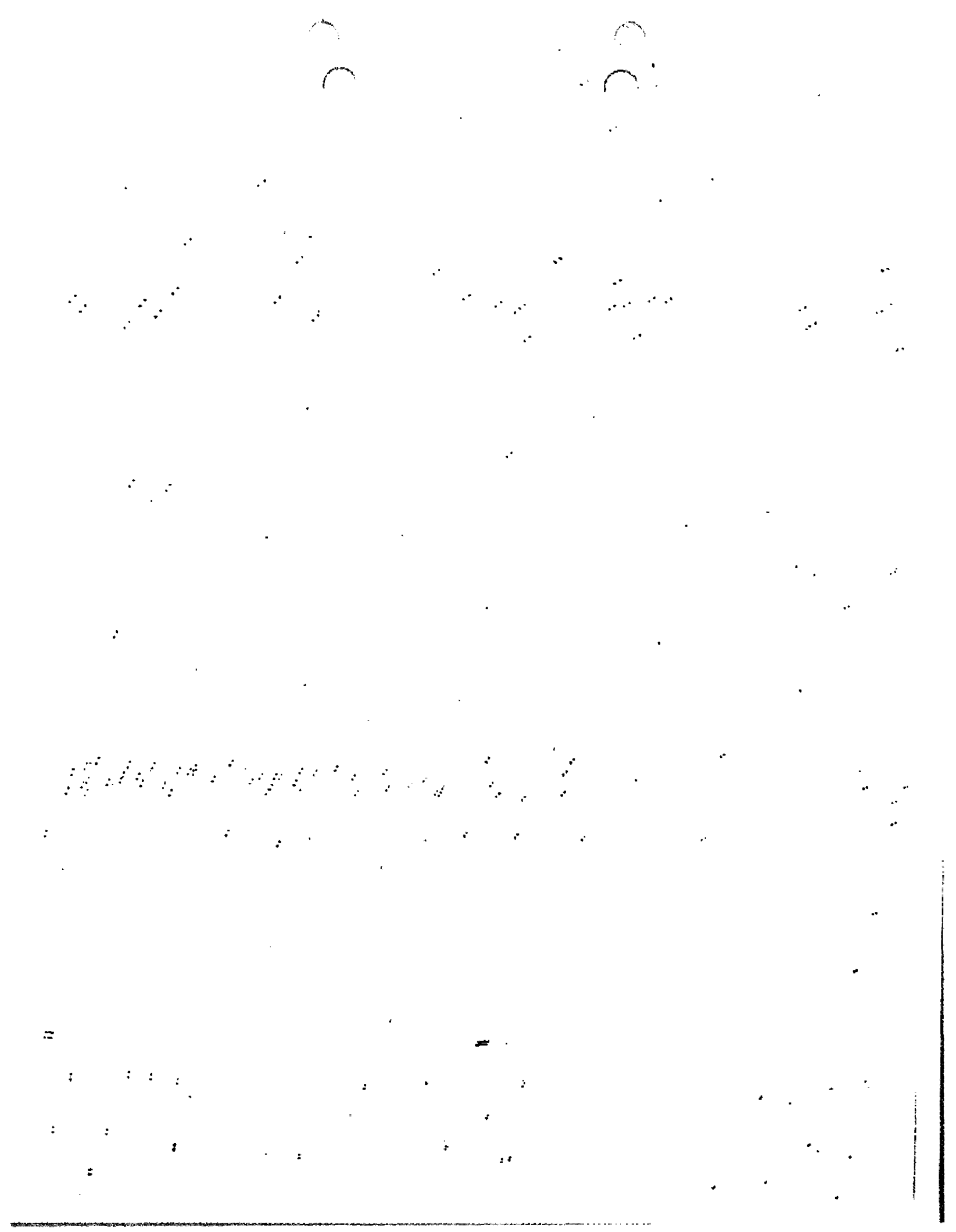


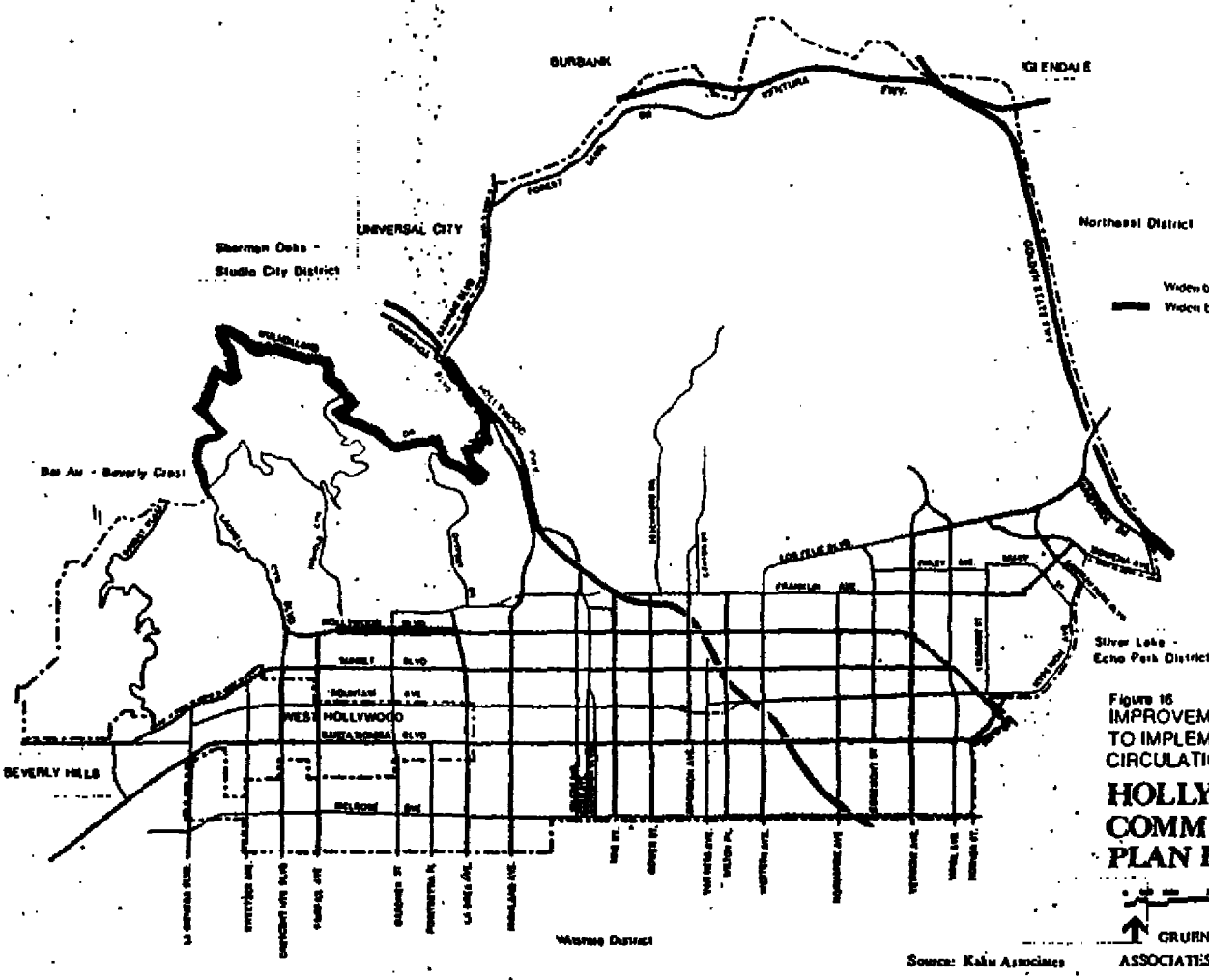


Figure 16
IMPROVEMENTS NEEDED
TO IMPLEMENT
CIRCULATION ELEMENTS

HOLLYWOOD COMMUNITY PLAN REVISION

Source: Kaku Associates

GRUEN ASSOCIATES

CITY OF LOS ANGELES

Thus, it is projected that full build-out of the Proposed Plan and the Hollywood Redevelopment Plan could not be fully accommodated, even if all the streets within the area were to be widened to the standards for their respective classifications. Additional improvements, such as one-way couplets, reversible lanes, or spot intersection improvements, would also be required. Significant problems are projected to remain along portions of Highland Avenue, Western Avenue, Franklin Avenue, Cahuenga Boulevard and Sunset Boulevard adjacent to the freeway.

Recommendations

The land use and street system improvement scenarios analyzed above indicate that mitigation of significant traffic impacts could take the form of one of a range of combinations of allowable land use densities and levels of improvements.

For example, at one extreme, it appears that full build-out of the Proposed Plan and the Hollywood Redevelopment Plan could be accommodated throughout most of the study area if all streets within the area were to be widened to the standards for their respective classifications and additional operational improvements were to be implemented (although significant congestion problems would remain, particularly along Highland and Franklin Avenues). Although developers can be required to dedicate right-of-way at the time new developments are constructed, so much additional right-of-way would be necessary to implement these widenings that it is likely to never become available without major purchases of new right-of-way and demolition of existing development. Potential implementation costs associated with buildout of the street system would likely be prohibitive. Therefore, although new development should continue to dedicate right-of-way as appropriate, it is felt that the widening of all streets to Community Plan standards cannot necessarily be relied upon to accommodate future development.

On the other hand, land use densities would have to be significantly scaled down in order to be accommodated by implementation of street improvements similar in size and scope to those described in the Constrained Improvement Scenario. Basically, it is projected that buildout of the Proposed Plan (including the limitations on density inherent within that alternative) could generally be accommodated. However, buildout of the high intensity uses allowed in the Hollywood Redevelopment Plan could not be accommodated without significant reductions in the projected generation of vehicle trips. As discussed previously, it is estimated that development intensities within the Hollywood Redevelopment Area would have to be on the order of those currently anticipated in the 20-year market-based forecast, rather than full buildout of the Redevelopment Plan, to be accommodated by the level of improvements inherent in the Constrained Improvement Scenario. In addition, a reduction in non-retail employee trips of about 10 to 15% would have to be achieved through successful implementation of TSM/TDM plans for large office and industrial developments and employers within the area.

Therefore, it is recommended that the following steps be undertaken in order to mitigate transportation impacts associated with buildout of the Hollywood Community and Redevelopment Plans:

- As the next step in the Hollywood Community Plan process, the City of Los Angeles should initiate preparation of a Transportation Specific Plan (TSP) for the entire Community Plan area. The TSP would be similar in nature to TSPs recently completed or currently being prepared for such areas as the Coastal Corridor, the Hollywood Redevelopment Area, and the Ventura/Cahuenga Corridor. The purpose of the TSP would be to fully identify transportation improvement options and costs for the Community Plan area, prepare a specific implementation plan for improvements, and develop a mechanism with which to fund the plan.

- TSM/TDM plans should be developed and implemented for large scale commercial developments and employers in the Hollywood Community Plan and Redevelopment Plan areas. The recently-approved Regulation XV of the South Coast Air Quality Management District (AQMD) requires that, by mid-1990, all existing and future employers with more than 100 employees will have prepared and submitted ridesharing plans to the AQMD, with the intent of increasing the regional average automobile occupancy for employee trips from 1.13 to 1.5 (an increase of about 33%). This requirement should be supplemented through the development and implementation of specific plans not only for larger employers, but also, to the degree possible, for small employers acting together.

- Future land use densities in the Community Plan area should be limited through the implementation of development standards similar in scope to those contained in the Proposed Plan. Future office development in the Redevelopment Plan area should be limited to a level similar to that contained in the 20-Year Market-Based forecasts, at least until steps are taken to implement major street system improvements in excess of the conceptual improvements feasible within existing rights-of-way.

5.4 AESTHETICS AND URBAN DESIGN[1]

Existing Conditions

"Urban design" encompasses the overall environmental quality of a community: how well it functions, what it looks like and what it is like to live and work in. Therefore, urban design concerns range from the function of the community-wide transportation system and the commercial service system, to building and landscape design, and the liveability of neighborhoods.

Hollywood is an old, architecturally rich community. Many of today's residential and commercial buildings and the neighborhoods they comprise were built in the period from 1910 to 1940 in response to the rapid growth of the motion picture industry.

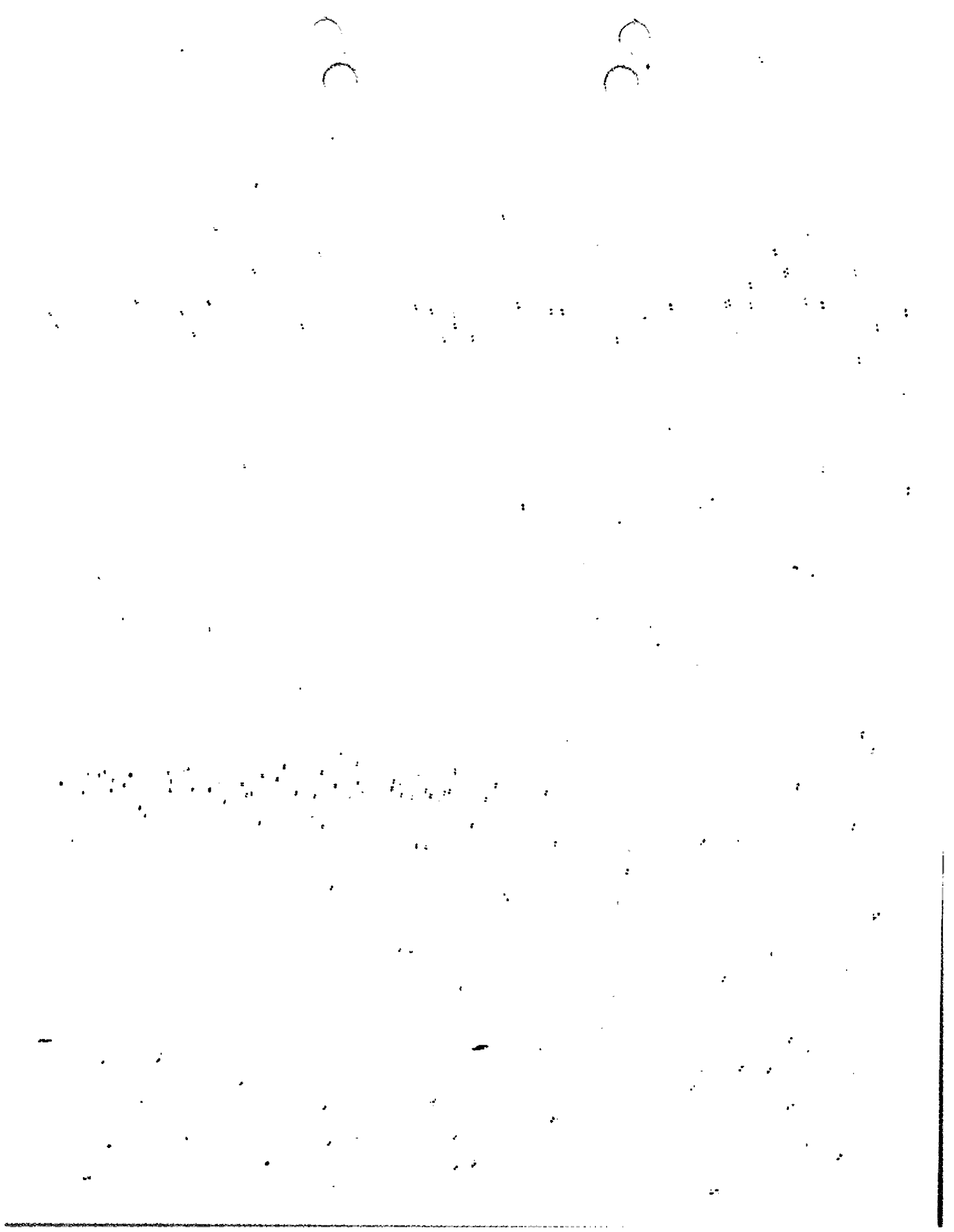
Residential Neighborhoods. Many residential neighborhoods were built to house industry employees and have unique "period revival" or California architectural styles. Because of their distinguishable architectural styles, neighborhoods that have not experienced wholesale redevelopment in the last 25 years are well-defined. Figure 17 shows some of the neighborhood associations which have developed to maintain and enhance their unique neighborhoods and which provided input to the Plan Revision process.

Many of Hollywood's original neighborhoods have been replaced by, or include, a large number of high-density apartment buildings. Even relatively stable lower density neighborhoods often contain a few high-density apartments. This happened because, in 1946, much of Hollywood was zoned for very high density housing (i.e., R4 zoning which permits densities of up to 108 units per net acre, characterized by up to four stories of housing over two levels of parking), resulting in a development capacity which could not begin to be accommodated even by the aggressive transportation improvement program defined by the current Circulation Element of the General Plan.

Commercial Districts. The original commercial districts in the Plan Revision area were characterized by one to three story buildings, which had storefronts along the street, with office or residential space above and limited parking behind. In recent years, these have been replaced by "mini-malls" with parking along the street. Mini-malls were made possible in large part because of the city's minimal parking requirement for commercial development (i.e., one space per 500 square feet of floor space). Because there are no standards concerning architecture or landscaping, many new commercial buildings were much less attractive than the buildings they replaced, and because the stores are set back from the street they discourage pedestrian street activity.

In areas where the original pedestrian-oriented commercial districts are intact, like Melrose Avenue, parking is inadequate and shoppers spill over into the residential neighborhoods. When permit parking is imposed in residential areas to restrict spill-over parking, businesses suffer: this creates pressure to tear down the existing buildings and replace them with mini-malls.

[1] This section summarizes an assessment and recommendations prepared by Gruen Associates.



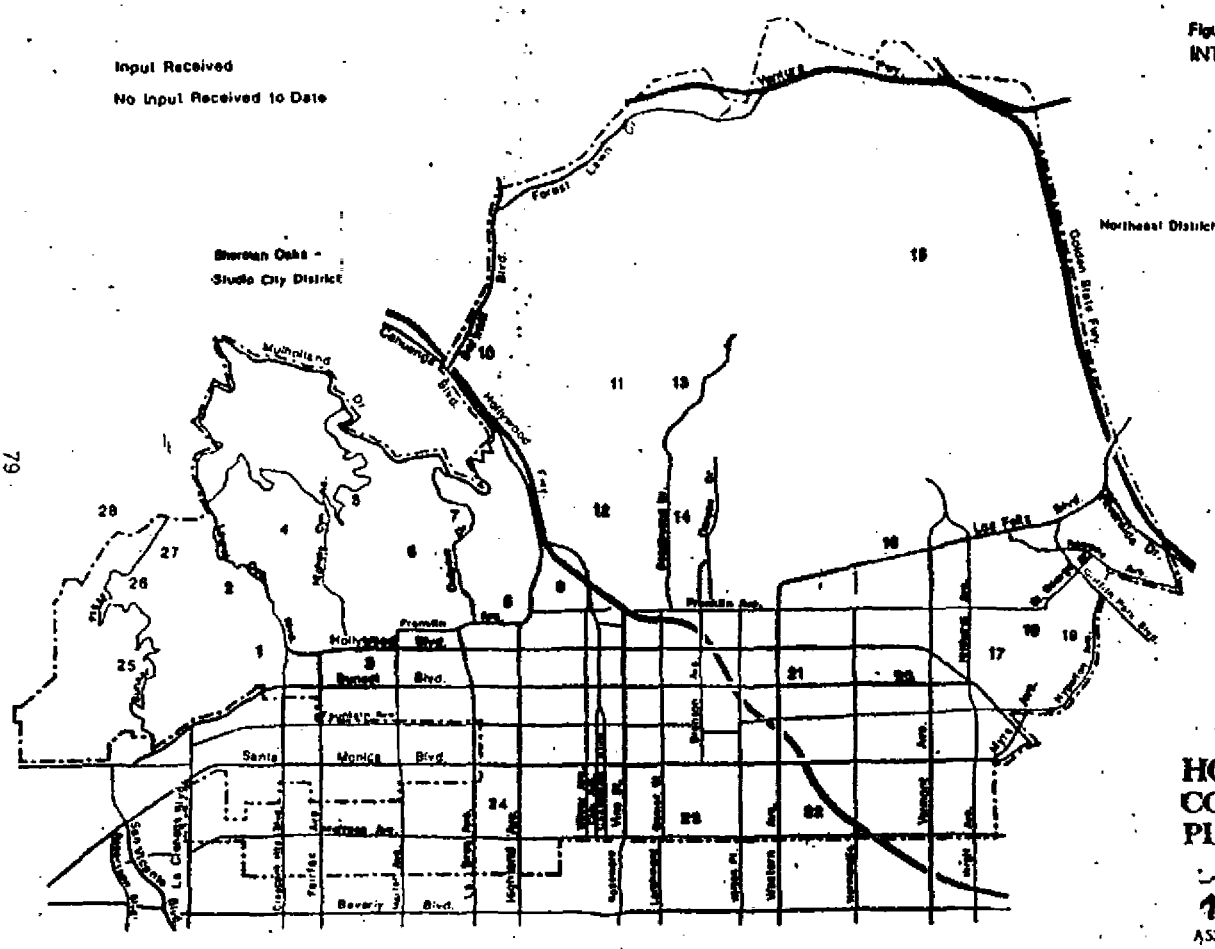


Figure 17

INTEREST GROUPS

1. Hollywood Crescent
2. Laurel Canyon Residents Associat
3. Franklin West
4. Mount Olympus
5. Nichols Canyon
6. Friends of Runyon Canyon
7. Outpost
8. Hollywood Heights
9. Whitley Heights
10. Hollywood Knolls
11. Lake Hollywood
12. Hollywood Dell
13. Hollywoodland
14. Hollywood Homeowners
15. Friends of Griffith Park
16. Los Feliz Improvement Association
17. South Los Feliz
18. ABC Studio
19. Franklin Hills
20. Hospitals' Area of Interest
21. Hollywood Western
22. Melrose Hill
23. Paramount Studio
24. Melrose Neighborhood
25. Sunset Plaza Association
26. Hilltop Associates
27. Lookout Mountain Association
28. Wonderland Park Associates

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Parks and Open Space. As indicated in the discussion of public facilities and services, there is a severe shortage of neighborhood and community parks in Hollywood. In addition, there is often little or no on-site usable and landscaped open space in new residential development.

Transportation System. As has been discussed in other sections, Hollywood's transportation system is approaching capacity and traffic from major and secondary streets to local residential streets has begun to spill over into residential neighborhoods.

Community Concerns. Throughout the Plan Revision process, the functional and visual quality of new development in Hollywood has been a central concern of residents, second only to their concern about development capacity and its impact on the transportation system. Until recently little attention has been given to urban design considerations in Los Angeles. It is typically addressed only when a small area, like Palisades Village or Westwood Village, receives special attention through a Specific Plan. However, in response to growing community concerns, interim measures like the "mini-mall moratorium" and a Pedestrian Overlay Zone ordinance (Ordinance No. 162570) have been established. The intent is that these interim standards be replaced by a more comprehensive set of standards.

Environmental Effects

The Proposed Plan takes the first step toward maintaining and improving environmental quality by defining a development capacity that:

- Can be supported by feasible transportation system improvements, i.e., improvements that can, for the most part, be made within existing rights-of-way with minimal displacement of existing houses, businesses and street trees.

- Facilitates cohesive residential neighborhoods by zoning them consistent with their predominant existing character, except in a few neighborhoods where sightly higher densities are needed to replace substandard, severely deteriorated housing.

However, because the Proposed Plan Revision directly regulates only general land use, residential density and nonresidential development intensity, it can, at best, make recommendations about what development looks like, how it functions and is maintained, and, in the case of commercial development, the particular kinds of shops and services it provides.

If development occurs consistent with the uses, densities and intensities permitted by the Plan but with no additional development standard or means of implementing transportation system improvements, future development, while at lower development intensities, will look much like recent development. The visual and functional quality (particularly the transportation function) of the Hollywood environment will continue to decline. Similarly, if private property and public streets and facilities are not well-maintained, that environmental quality will decline further.

Preservation of Historically and Architecturally Significant Buildings and Neighborhoods. While the Plan discourages destruction of existing neighborhoods, especially those with unique architectural styles, through downzoning to current densities, it does not identify significant neighborhoods or establish standards for their preservation. Therefore, important cultural resources could be destroyed through the replacement of and additions to significant buildings and infill housing that is not compatible with them.

Residential Development. The Proposed Plan Revision eliminates high and very high density (R4) housing in most of the Plan Revision area. Heights are restricted to 45 feet or, where the predominant height is currently 30 feet or less, to 30 feet.

The Plan does not address landscaping, amount of on-site open space, design of parking structures or minimal architectural standards. Therefore, while residential buildings will be less dense than recent apartment construction in Hollywood, they will not necessarily look more attractive.

Commercial Development. Because of the Zoning Code's lack of specificity, all commercial development in Hollywood could end up looking much the same, with little difference in the types of uses provided. There is currently no way to implement the Proposed Plan Revision's objectives of providing a mix of:

- A limited amount of highway-oriented uses along major highways that carry high volumes of local and through traffic with adequate parking and landscaping, and
- Concentrations of neighborhood-oriented uses along secondary highways which carry less traffic and are surrounded by residential neighborhoods and which would provide primarily neighborhood-serving uses and could become the focus for pedestrian-oriented neighborhood activity.
- Isolated pockets of "limited commercial" uses in residential neighborhoods limited exclusively to neighborhood-serving use.

In addition, because there are few mechanisms available to assist existing businesses without parking to build centralized off-street parking facilities, inadequate parking will continue to:

- Hinder the success of businesses in older commercial buildings,
- Produce "spill over" parking that ends up in residential neighborhoods,
- Create localized congestion, and
- Create pressure to replace these older buildings with mini-malls.

Transportation System. The discussion of Transportation Impacts and Mitigation Measures identifies a transportation improvement program that should be linked to future development in both the Plan Revision and Redevelopment Areas through a "Transportation Specific Plan" to ensure that the transportation system can continue to function.

In addition, the Proposed Plan Revision establishes some basic land use patterns which encourage the use of public transportation, ride-sharing and non-automobile access. It concentrates major employment in the center of Hollywood which is well-served by buses, will be served by Metro Rail, and is surrounded by relatively high density housing. Conversely, it discourages office development along commercial strips where it is difficult to implement ride-sharing programs, which will not be served by Metro Rail, and which are not as well-served as central Hollywood by public transportation. However, unless a Transportation Specific Plan and development standards are implemented, service provided by the transportation component of the urban system will continue to decline.

"Alternatives" to Parks and Open Space. A frequently expressed concern of Hollywood residents is the need for more street trees to compensate in part for the lack of open, green space normally provided by parks. The Proposed Plan Revision itself cannot require the provision of street trees and other streetscape improvements. In addition, the Proposed Plan Revision cannot require provision of on-site usable and landscaped open space in new residential development.

Mitigation Measures

In order to address the urban design impacts expected to occur as a result of development permitted by the Proposed Plan Revision, the following programs and development standards should be implemented through inclusion in the Zoning Code or other enforceable means.

Preservation of Historically and Architecturally Significant Buildings and Neighborhoods. A comprehensive survey of historically and architecturally significant buildings and neighborhoods should be undertaken in the Plan Revision area. Historic Preservation Overlay Zones (HPOZs) or neighborhood-specific development standards (see below) should be adopted for areas that qualify as historically or architecturally significant.

Development Standards for All Land Use Designations. The following standards should be applied to any development project, excluding interior renovation.

- Street trees 25 feet on center (2 per 50-foot wide lot), either 24-inch box or 15 gallon can, with root collars to prevent uplifting of sidewalks shall be provided.

- Property owners in existing residential neighborhoods and commercial areas shall be encouraged to plant street trees on an individual ownership basis or through assessment districts.

  To do this, it will be necessary to modify the Department of Public Works' street tree standards and practice:

  - Refine the street tree list to identify shade trees (i.e. trees which achieve a mature height and spread of at least 30 feet) appropriate to specific locations and to identify streets where trees are not appropriate.
  - Permit street trees to be planted 25 feet on center.

- Require replacement by the City of any trees that are removed from the street right-of-way with a 24-inch boxed street tree that will grow to at least as great a height and spread as the trees that are removed.
- Make it easy to obtain approval for planting trees.
- Make it easy to implement a neighborhood improvement assessment district to plant and maintain street trees and to maintain and repair sidewalks and make other public improvements.

- All utility connections from main lines in the street right-of-way to buildings shall be placed underground.

Commercial Development Standards

All Commercial Categories

- On corner lots, parking shall not be located on the corner facing the street intersection.
- All surface parking adjoining a public street shall be screened by a solid wall three and one-half feet to four feet high, and all surface parking adjoining residential development shall be screened by a solid wall six feet high. Stucco or other finish shall be applied; exposed concrete block is not acceptable except through special design review. Glass block or a partially open pattern in which openings do not exceed 20% of wall area are considered to be solid walls, except adjoining residential development.
- All above-grade parking spaces visible from a public right-of-way shall be architecturally screened or enclosed.
- Trash storage areas shall be screened from view from adjacent lots and from sidewalks.
- No wall shall extend more than 20 feet horizontally or vertically without a visual break created by an articulation in the exterior wall plane or architectural detailing.
- Access to parking shall be on the side or rear property line where feasible.
- One tree with a mature height and spread of at least 25 feet, in at least a 15-gallon can and having at least a caliper of 1-1/2 inches, shall be planted for every 4 surface parking spaces and shall be distributed throughout the surface parking area to provide shade.
- An automatic irrigation system shall be installed and maintained in all landscaped areas, including tree wells, and 100% landscape coverage of all unpaved areas shall be achieved within 1 year of receipt of the first Temporary Certificate of Occupancy on the lot, enforceable through covenants.

Limited Commercial:

- Building area shall be no more than 1 time lot area.
- No building shall exceed 45 feet or 3 stories in height.
- A minimum of 4 parking spaces per 1,000 square feet of building area shall be provided.
- Front yard setbacks shall be consistent with the predominant existing setback in the vicinity of the lot, but in no case shall it be less than the Limited Commercial zoning requirement.

Highway Oriented C ercial

- C2 uses, including automobile sales and servicing, building supply stores, "mini-malls" and other uses which rely on automobile access shall be permitted.
- It is the intent of the plan that sites designated for highway-oriented use be permitted, through zone changes, to achieve lot depths of 130 to 140 feet to accommodate a landscaped buffer between parking lots and sidewalks and a service alley behind the building(s) on the lot.
- Building area shall be no more than 0.5 times lot area.
- No building shall exceed 30 feet or two stories in height.
- Residential development shall be prohibited.
- A minimum of 5 parking spaces per 1,000 square feet of building area shall be provided.
- A landscaped buffer at least 5 feet wide shall be provided between walls and sidewalks.
- Trees, in at least 15-gallon cans and having at least a caliper of 1-1/2 inches, shall be planted a maximum of 25-feet on center in either the landscaped buffer area or along the adjacent sidewalk.

Neighborhood-Oriented Commercial

- C4 uses with the limitations specified below shall be permitted.
- It is the intent of the plan that lots designated Neighborhood-Oriente Commercial be permitted to achieve a depth of at least 120 to 130 fee through conditional use of transitional residential lots for parking t accommodate surface parking and service access behind building(s).
- Building area devoted to commercial use shall be no more than 1 times lo area; additional building area up to a total of 2 times lot area may b devoted to residential use.
- No building shall exceed 45 feet in height or three stories.
- A minimum of 3 parking spaces per 1,000 square feet of building area shal be provided.
- Parking shall be provided between the building and the rear property line.
- At least 75% of the first 2 stories of the building wall along all street frontages shall be located within 15 feet of the property line, and pedestrian access to businesses on the ground floor shall be through the wall along the front property line and within 2 feet of the sidewalk grade.
- At least 50% of the area of the ground floor wall along the front property line shall be devoted to pedestrian entrances and display windows.
- Courtyard and sidewalk cafes within the public rights-of-way are encouraged, provided a minimum of 10 feet of sidewalk width is provided for pedestrian circulation.

- In a multi-tenant building, at least 50% of the uses located on the ground floor shall be neighborhood-serving uses from the following list:

Neighborhood Retail. Retail sale of goods needed by residents on a daily basis, including but not limited to:
Art supplies;
Athletic/sporting goods;
Books or cards;
Bicycle sales and repairs;
Clock or watch sales and/or repair;
Computer sales and repair;
Drug store;
Fabrics or dry goods;
Florist;
Food/grocery store, including supermarkets, produce, cheese and meat markets or delicatessens;
Hardware;
Household goods and small appliances;
Infant and children's clothing;
Newsstand;
Photographic equipment and repair;
Stationery;
Toys;
Other retail uses determined by the Planning Director to be neighborhood-serving.

Neighborhood Services. Services used by residents and students on a daily basis, including but not limited to:
Art gallery;
Barber shop or beauty parlor;
Blueprinting;
Child care facility;
Clubs or lodges, bridge clubs, fraternal or religious associations;
Copying;
Custom dressmaking;
Dry cleaners;
Financial Services;
Laundry or self-service laundromat;
Locksmith;
Optician;
Photographer;
Shoe repair;
Tailor;
Other services determined by the Planning Director to be neighborhood-serving.

- Street trees, in at least 15-gallon cans and having a caliper of at least 1-1/2 inches, shall be planted a maximum of 25 feet on center along each street frontage. An automatic irrigation system to provide deep irrigation of each tree shall be installed with all piping below grade.

Community Commercial (Medical Center)

- Building area shall be no more than 3 times lot area, averaged over all lots owned by a single medical facility.
- A minimum of 3 parking spaces per 1,000 square feet of building area shall be provided. If and when a Metro Rail station is built within 1/4 mile of a lot designated Community Commercial, no more and no less than 3 parking spaces per 1,000 square feet of building area shall be permitted. The Zoning Code requires 5 parking spaces per 1,000 square feet for medical office development.

Residential Development Standards

Hillside Areas

- Exemptions from setback, lot coverage, and other requirements in hillside areas shall be eliminated. Appropriate standards shall be established. Exemptions shall be permitted on a variance basis only.
- Dedications to insure adequate street width for fire access (e.g., 30 feet curb-to-curb minimum) shall be required on streets where future widening is feasible without displacing existing houses.

Multifamily Housing

The following should be required for all new construction:

- 100 square feet of usable open space and 100 square feet of landscaped open space for each dwelling unit with a Medium or High Medium designation (i.e.RD3 or less restrictive).
- Articulation of any facade greater than 40 feet in length at least every 30 feet.
- Not more than one level of structure parking at or above grade.
- Architectural or landscape treatment of that structure parking:
  - If architectural, design should be compatible with the building above;
  - If landscaped, 75 percent of all openings shall be screened from view.
- In the R3 zone, permit 1 unit for each 1,200 square feet of lot area (the low end of this zone) as the base condition; permit up to 1 unit for each 800 square feet (the high end of the zone) in exchange for additional specified design elements and amenities.

Neighborhood Plans and Improvement Districts

In addition to these community-wide standards, the Plan should allow for the development of more specific standards on a neighborhood basis, for both residential and commercial areas.

Well-maintained and attractive neighborhoods tend to be those that have a unique identity, whether defined by architectural style, street trees, or some other unique feature. Residents should be allowed to cultivate the "sense of place" in their neighborhood by defining some basic development standards and design guidelines that preserve and enhance that unique quality. Moreover, these standards should allow deviations from typical engineering and planning standards, so that older neighborhoods can maintain their existing character, e.g. curb cuts same as existing, setbacks same as existing.

As important as neighborhood-specific development standards is the implementation of physical improvements (street trees, lighting, replacing sidewalks, etc) in existing neighborhoods. This will require a financing mechanism. Commonly an assessment district is used.

Summary of Urban Design Mitigation Measures

A simple approach to implementing the above urban design standards would be to include a set of development standards for each Community or District Plan Area in the Zoning Code. It could be included as a "Development Standards Specific Plan."

5.5 PUBLIC SERVICES

Schools

Figure 18 shows the location of existing schools in the Hollywood Community Plan area and indicates for each school:

- Existing enrollment ("1987 enrollment")
- Existing enrollment capacity ("1987 cap")
- Planned expansion to alleviate over-crowding and busing ("Planned expansion")
- Number of students bused from ("travelers out") or bused to ("travelers in") that school to other schools

This map indicates that in general all schools east of Vine Street and south of Franklin Avenue are currently at, or over, capacity. They all operate year-around, and students from their "catchment areas" must be bused to other schools. To some extent, planned school expansions will alleviate the current over-crowding. However, as recent community response to school expansion where it would intrude into stable low-density neighborhoods indicates, such expansion can undermine the basic Community Plan objective of preserving cohesive neighborhoods.

Parks and Recreational Facilities

Local Parks. The City's adopted standards for local parks and recreational facilities which would provide active recreational facilities include:

- One acre of community parkland per 1,000 people; community parks should be a minimum of 15 acres in size and serve a 3-mile radius;
- One acre of neighborhood parkland per 1,000 people; neighborhood parks should be a minimum of 5 acres and serve a 1-mile radius.

Land devoted to neighborhood and community parks is substantially deficient relative to the City's adopted standards. Excluding Griffith Park, which is a regional park serving the entire city and Southern California region, and Runyon Canyon and Wattles Gardens which do not meet the "active recreation" criterion for local parks, there are currently 20 acres of community and neighborhood parkland in Hollywood. Including Runyon Canyon and Wattles Garden, there is a total of 201 acres of parkland. City standards would require 390 acres to serve the current population of 194,800 people.

Police Protection

The Hollywood station is one of the busiest in the city. Manpower is always a problem. However, crime in Hollywood was down 15 percent in 1987, relative to 1986. Citywide it was down only 4 percent. Reasons for the reduction in crime include the following:

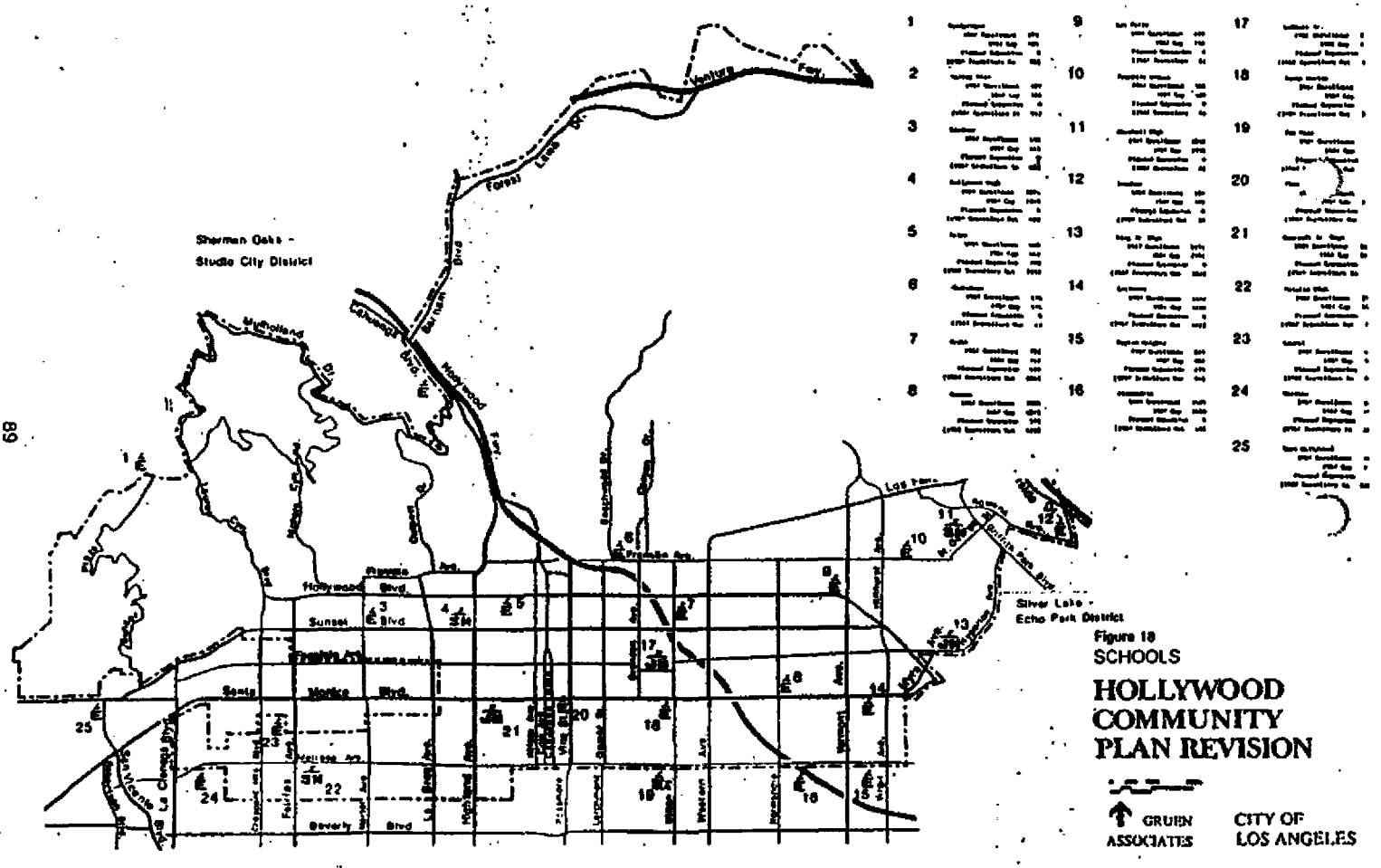

Figure 18
SCHOOLS

HOLLYWOOD COMMUNITY PLAN REVISION

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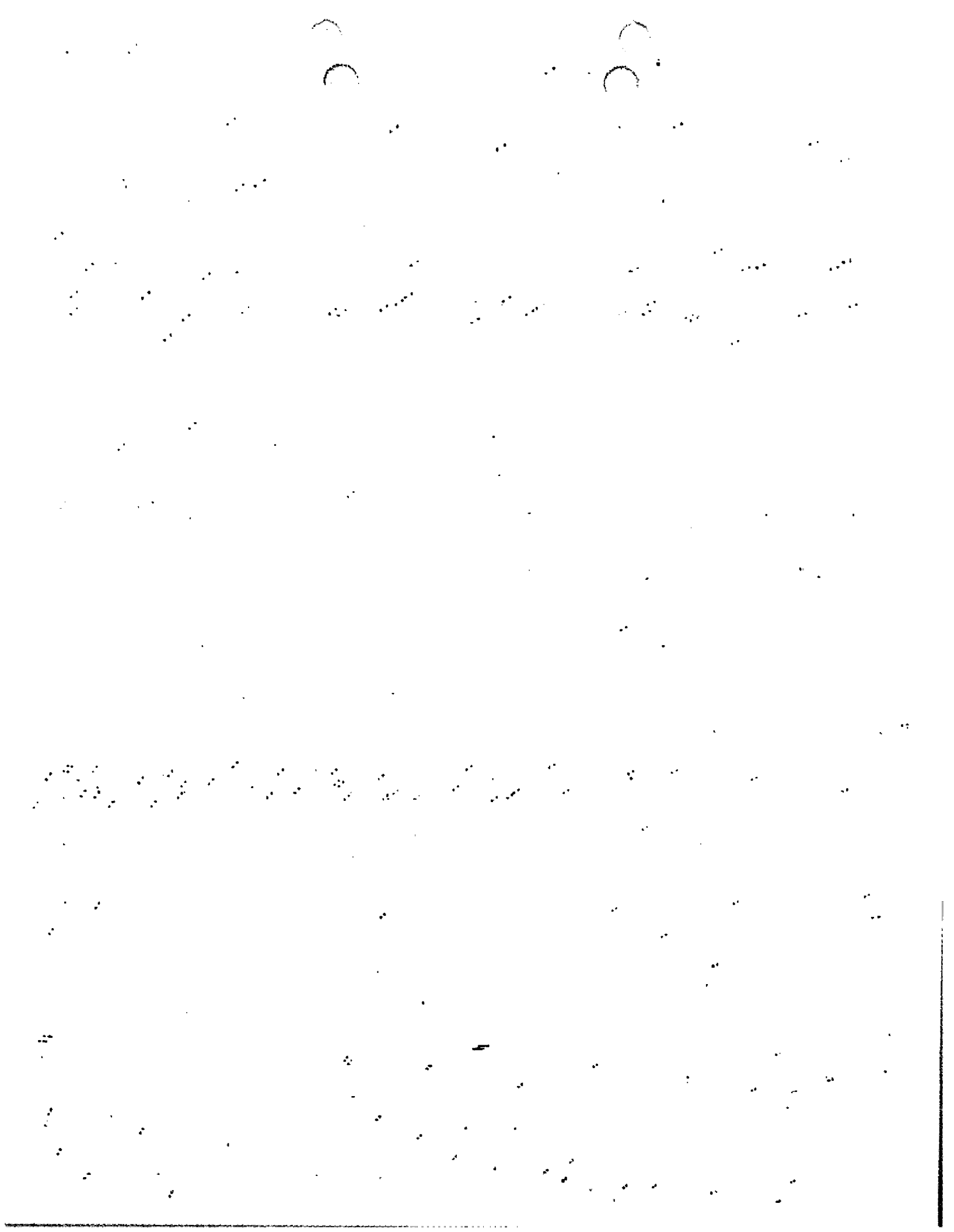
CITY OF LOS ANGELES



- Citizens have ... Jed together to protect themselves through neighborhood watch groups, etc.
- The emphasis on revitalization has helped to change the overall attitude toward crime;
- Most importantly, the City Council has allocated more money for overtime pay, so that there are more officers on the street at any given time, especially on weekends and holidays.

The station is relatively new and there are no plans for expansion or renovation.

Fire Protection

Existing fire stations are adequate in number based on the adopted Fire Protection Plan. The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and the Department's judgement for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2000 gallons per minute (G.P.M.) in low-density residential areas to 12000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch is to remain in the water system, with the required gallons per minute flowing.

According to contacts in the Fire Department, that department is understaffed in Hollywood because of two land use characteristics which require more than the typical staff allocation:

- The existing and anticipated increase in the number of mid- and high-rise buildings:
- The potential for brush fire in hillside areas.

In addition to the need for an above-average staff allocation, there are two additional problems associated with hillside development:

- Difficult access due to narrow streets which is frequently exacerbated by illegal parking;
- The inadequacy of 4-inch mains (normally adequate for low-density housing) in fighting brush fires.

The Fire Department has existing fire stations at the following locations for initial response into the Hollywood Community:

- Fire Station 6
  Single Engine Company
  326 N. Virgil Avenue

- Fire Station 27
  Task Force Station -- Engine Company and Truck Company
  Additional Equipment -- Paramedic Ambulance
  1355 N. Cahuenga Boulevard

- Fire Station 35
  Task Force Station -- Engine Company and Truck Company
  Additional Equipment -- Paramedic Ambulance
  1601 N. Hillhurst Avenue

- Fire Station 41
  Single Engine Company
  1439 N. Gardner Street

- Fire Station 52
  Single Engine Company
  1010 N. Van Ness Avenue

- Fire Station 56
  Single Engine Company
  2838 Rowena Avenue

- Fire Station 61
  Task Force Station -- Engine Company and Truck Company
  Additional Equipment -- Paramedic Ambulance
  5821 W. 3rd Street

- Fire Station 76
  Single Engine Company
  3111 N. Cahuenga Boulevard

- Fire Station 82
  Single Engine Company
  Additional Equipment -- Paramedic Ambulance
  1800 N. Bronson Avenue

- Fire Station 97
  Single Engine Company
  8021 Mulholland Drive

Station placement and overall fire protection for a given area are continually evaluated by the Fire Department and updated as fire protection techniques, apparatus needs, and land use patterns change. With the exception of the new station facility at Melrose and Oxford, at present, there are no immediate plans to increase Fire Department staffing or resources in the Hollywood community.

Public Libraries: Five existing public libraries are located in the Hollywood Community Plan area:

- Hollywood branch on Ivar Street in central Hollywood, a new facility which replaced the previous fire-damaged building;
- Los Feliz branch at 19391/2 Hillhurst Avenue (at Franklin Avenue) which the Library Plan indicates should be replaced by a new facility on Los Feliz Boulevard;
- Cahuenga branch at 4591 Santa Monica Boulevard (at Madison Avenue), just east of Vermont Avenue and less than one mile from the existing Los Feliz branch;
- West Hollywood branch at 1403 Gardner Street (at De Longpre Avenue);
- John C. Fremont branch at 6121 Melrose (at June Street)

Environmental Effects

Schools: Both the Proposed Plan and the build-out of the Current Plan would put more students into a school system where many area schools are either at or over capacity. Table 20 uses student generation rates and housing unit data to estimate the school population from the Hollywood Community Plan Revision area. It shows that the Current Plan at build-out would more than double the estimated 1987 school-age population in the Community Plan Revision area. The Proposed Plan would result in a more modest increase. Specifically, the build-out of the Current Plan would increase the school population by 114 percent; the Proposed Plan would result in a 13 percent increase.

Under either scenario, the impact of new development in the Redevelopment area would have to be considered. It is estimated that at build-out there will be approximately 13,000 new housing units in the Redevelopment area. This would result in the addition of 7,800 elementary school students, 2,600 junior high students, and 2,600 senior high school students to the student population.

Parks: At a ratio of 2 acres per 1,000 population to provide neighborhood and community parks, the Proposed Plan with a buildout population of 199,000 persons within the revision area and 73,000 persons in the Redevelopment Area would require the development of approximately 540 acres of parkland. This is 2.7 times more parkland that is currently provided. This deficiency would be further worsened by the Current Plan, where more than 900 acres would be needed to meet City standards for a population of 462,000 persons.

TABLE 20
SCHOOL POPULATION IN THE HOLLYWOOD COMMUNITY PLAN REVISION AREA

Elementary:

Unit Type	Number of Units			Number of Students		
	1987 Est.**	Current Plan	Proposed Plan	1987	Current Plan	Proposed Plan
Single Family	18,000	21,000	21,000	9,000	10,500	10,500
Multi-family	63,000	151,000	72,000	37,800	90,600	43,200
Total:	81,000	172,000	93,000	46,800	101,100	53,700

Junior High School:

Unit Type	Number of Units			Number of Students		
	1987 Est.**	Current Plan	Proposed Plan	1987	Current Plan	Proposed Plan
Single Family	18,000	21,000	21,000	4,500	5,250	5,250
Multi-family	63,000	151,000	72,000	12,600	30,200	14,400
	81,000	172,000	93,000	17,100	35,450	19,650

Senior High School:

Unit Type	Number of Units			Number of Students		
	1987 Est**	Current Plan	Proposed Plan	1987	Current Plan	Proposed Plan
Single Family	18,000	21,000	21,000	4,500	5,250	5,250
Multi-family	63,000	151,000	72,000	12,600	30,200	14,400
Total:	81,000	172,000	93,000	17,100	35,450	19,650

* Generation factors for the single-family units were .5 for elementary school, .25 for junior high, and .25 for high school. For the multi-family units, they were .6 for elementary, .2 for junior high and .2 for high school. The generation factors were based on single family units of three bedrooms or more in a medium-income area, and multiple rented units of three bedrooms or more. The source for the generation factors is the Los Angeles Unified School District.

** Estimate prepared by Gruen Associates based on building permit activi 1980-1987.

Fire Protection -- The Fire Department considers that the maintenance of a minimum level of fire service for any given area may require additional personnel, equipment and facilities when population and land densities increase, and when the expansion or relocation of existing facilities or staffing will not meet the minimum fire protection needs of the community. Development within the Hollywood community may result in the need for:

- Increased staffing.
- Additional fire protection facilities.
- Relocation or expansion of present protection facilities.
- The need for sprinkler systems to be required throughout any structures to be built in areas where fire protection is inadequate to the travel distance.

Police Services: According to the City of Los Angeles EIR Manual, 3 police personnel are need for each 1,000 persons. For the existing population of 170,000 in the revision area, this would suggest a need for 510 police personnel. The Proposed Plan (199,000 population capacity) would thus require a personnel base of 597 persons. In comparison the buildout population of the Current Plan (389,000 in the revision area) would require almost 1,200 police personnel.

Public Libraries: According to adopted City standards, the number of facilities is adequate to accommodate current population (170,000) and the Proposed Plan buildout population (199,000).

Mitigation Measures

Schools: Means of accommodating additional students with minimal impact on existing neighborhoods include:

- More intensive development (more than one story) on existing school sites. This requires changes in state legislation which are currently being pursued by the School District.

- Location of new residential development in areas where there is remaining capacity in schools serving those areas. Specifically, schools west of Vine Street, in contrast with those to the east, are under capacity, especially adjacent to and in West Hollywood. Thus, if new family housing was permitted and encouraged by the Plan in under-capacity areas and discouraged in over-capacity areas, existing facilities could be used more efficiently and less expansion would be required.

Parks: Some possible solutions to providing additional recreation and open space, given the limitations on park acquisition, include:

- Provide additional active recreation facilities in a clearly defined, limited portion of Griffith Park, accessible by bus/shuttle to residents;
- Provide vacation recreation programs in those areas for school-aged children, to compensate for the lack of such program in year-around school facilities;

- Keep school y[illegible] open in afternoons and [illegible] weekends, with supervision provided by the Recreation and Parks Department;
- Set up a program to develop pocket parks in residential neighborhoods at the request of residents and subject to land availability; such parks would be monitored and maintained by the residents through an agreement with the Recreation and Parks Department;
- Provide more street and private landscaping throughout the community to give it a more park-like setting overall, through an expanded street tree program and zoning standards to require additional landscaping;
- Require the provision of usable open space in conjunction with residential development like many other communities.

Fire Protection: The Fire Department has indicated that all project-specific development in the Community Plan area would comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

Police Services: Over the life of the plan, additional police personnel should be assigned to the Hollywood area. These assignments, however, will be dependent on overall Police Department personnel allocations and funding, or other restrictions that may be imposed by the City Council.

Public Libraries: No mitigation required.

5.6 AIR QUALITY

Existing Conditions

Present levels of air pollution in the area are largely due to local motor vehicle emissions. Air quality in the project vicinity is best represented by air monitoring data collected by the South Coast Air Quality Management District's North Main Street air monitoring station (see Table 21). These data indicate that for 1986 (the most recent year for which information is available) ambient air quality standards were exceeded for Ozone, Carbon Monoxide (8-hour average), Nitrogen Dioxide and Total Suspended Particulates.

Environmental Effects

Short-term Impacts

Short-term impacts would be directly related to construction activities associated with individual projects. Quantification of these types of impacts is more appropriately made for environmental review of specific projects. In general, however, as development occurs incrementally, over the 20-year life of the plan, construction would produce air pollutant emissions from heavy-duty equipment exhaust, and from the generation of dust as a result of project-specific grading activities. In addition, dust from construction may cause a temporary nuisance to persons residing near areas of earth movement, if proper mitigation (e.g., soil dampening) is not applied. These impacts may occur sporadically during construction and would not have a significant adverse effect on the local environment.

Long-term Impacts

The main source of emissions generated from the Plan area will be from motor vehicles. Other emissions will be generated from the residential combustion of natural gas for space heating and the generation of electricity. Emissions will also be generated by the commercial use of natural gas and electricity.

Vehicular Emissions

Estimates of the vehicular emissions generated by the proposed project were made. Emission factors from the April 1987 edition of the "Air Quality Handbook," South Coast Air Quality Management District) were utilized. The factors are based on the EMFAC6D Program. These factors were applied to the vehicle miles of travel forecast by Kaku Associates as part of the assessment of transportation impacts. As can be seen from Table 22, the Proposed Plan revision would represent substantial emission reductions when compared to the Current Plan. The emissions differences between the alternatives are accentuated by a combination of the slower speeds and greater number of vehicle miles associated with the Current Plan when compared to the Proposed Plan.

TABLE 21
PROJECT AREA AIR POLLUTANT SUMMARY, 1982-1986 /a/

Pollutants	Standard	1982	1983	1984	1985	1986
Ozone (O3)						
Highest 1-hr average, ppm/b/	0.10/c/	0.40	0.26	0.29	0.30	0.22
Number of standard excesses		91	114	114	107	93
Carbon Monoxide (CO)						
Highest 1-hr average, ppm	20.0/d/	15.0	17.0	15.0	14.0	13.0
Number of standard excesses		0	0	0	0	0
Highest 8-hr average, ppm	9.0/d/	11.9	13.1	9.1	9.9	11.6
Number of standard excesses		11	10	2	2	2
Nitrogen Dioxide (NO2)						
Highest 1-hr average, ppm	0.25/d/	0.41	0.33	0.23	0.27	0.33
Number of standard excesses		8	5	0	3	6
Sulfur Dioxide (SO2)						
Highest 24-hr average, ppm	0.05/c,e/	0.03	0.01	0.03	0.02	0.02
Number of standard excesses		0	0	0	0	0
Total Suspended Particulates (TSP)						
Highest 24-hr average, ug/m3/b/	100/d,f/	177	173	148	208	235
Number of standard excesses/g/		17	22	23	31	27
Annual Geometric Mean, ug/m3	60/d,f/	79.0	79.2	97.5	93.0	88.6
Violation	Yes	Yes	Yes	Yes	Yes	
Lead						
Highest 30-day average, ug/m3	1.5/c/	1.05	0.98	0.89	0.61	0.42
Number of standard excesses		0	0	0	0	0

/a/ Data are from the SCAQMD monitoring station located at 1630 North Main Street in downtown Los Angeles.
/b/ ppm: parts per million; ug/m3: micrograms per cubic meter.
/c/ State standard, not to be equaled or exceeded.
/d/ State standard, not to be exceeded.
/e/ State standard applies at locations where state 1-hr ozone or TSP standards are violated. Federal standard of 365 ug/m3 applies elsewhere.
/f/ California standards were redefined to apply only to "inhalable" particulates less than 10 microns in diameter (PM10), beginning in 1984. The new 24-hour average standard is 50 ug/m3 and the new annual geometric mean is 30 ug/m3. For consistency, TSP data is presented in the table for all years; the new standards are thought to be "reasonably equivalent" to the old standards shown above (see Bay Area Air Quality Management District, Air Currents, April 1983).
/g/ Measured every six days.

SOURCE: California Air Resources Board, Air Quality Data Summaries, 1982-1986.

TABLE 22
COMPARISON OF VEHICULAR EMISSIONS/a/

Alternative	Vehicle Miles	Average Speed	Tons per Day CO	TOG	ROG	NOX	PART
Existing	1,524,772/b/	12.94 mph	32.6	2.8	2.5	2.9	0.4
Proposed Plan	1,929,472/b/	8.38	17.8	2.2	2.0	2.9	0.6
Current Plan	2,428,519/b/	4.18	41.5	3.8	3.3	4.1	0.7

/a/ Note: CO = Carbon Monoxide; TOG = Total Organic Gases; ROG = Reactive Organic Gases; NOX = Nitrogen Oxides; PART = Particulates. Emissions factors used are from the SCAQMD 1987 Handbook. Factors were not interpolated. Existing assumes 1988 factors for 15 mph. Proposed Plan and Current Plan assume 2002 factors for 10 and 5 mph, respectively.
/b/ Source: Kaku Associates

Stationary Emissions

Over the long-term, build-out of the Community Plan area would result in increased emissions generated by stationary sources (Table 23). Stationary sources include the use of natural gas on-site for space and water heating, and the generation of electricity off-site. Projected stationary emissions are as follows. Build-out of the Proposed Plan would entail the consumption of approximately 5.8 billion cubic feet of natural gas annually (See Section 5.8). This would represent a 21 percent increase above existing consumption (estimated at 4.8 billion cubic feet). Resulting pollutant emissions would be 0.2 tons of carbon monoxide, 0.6 tons of nitrogen oxides and 0.04 tons of reactive organic gases.

TABLE 23
ON-SITE NATURAL GAS-RELATED EMISSIONS

Pollutant	Emission Factor*	Tons/Day Proposed	Existing
Carbon Monoxide	20lbs/mcf	0.2	0.1
Nitrogen Oxides	80 lbs/mcf	0.6	0.5
Particulates	15 lbs/mcf	neg.	neg.
ROG	5.3 lbs/mcf	0.04	0.03

mcf = million cubic feet: neg. = negligible
*Source: South Coast Air Quality Management District

In terms of off-site emissions at regional power plants, the Proposed Plan would entail the consumption of approximately 1 billion kilowatt hours of electricity annually (see Section 5.8). This would represent a 42 percent increase above existing consumption (estimated at 710 million kilowatt hours). Daily power plant emissions would be 0.3 tons of carbon monoxide, 1.6 tons of nitrogen oxides, 0.2 tons of sulfur oxides, and 0.1 tons of particulates (Table 24). Reactive organic gases would be negligible.

TABLE 24
OFF-SITE POWER PLANT EMISSIONS

Pollutant	Emission Rate*	Tons/Day Proposed	Tons/Day Existing
Carbon Monoxide	0.21 lbs/mkwh	0.3	0.2
Nitrogen Oxides	2.10 lbs/mkwh	1.6	1.1
Sulfur Oxides	1.40 lbs/mkwh	0.2	0.1
Particulates	0.18 lbs/mkwh	0.1	neg.
ROG	0.13 lbs/mkwh	neg.	neg.

ROG = reactive organic gases; mkwh = million kilowatt hours
neg. = negligible
* Source: South Coast Air Quality Management District.

Consistency with the Air Quality Management Plan (AQMP). The Air Quality Management Plan prepared by the South Coast Air Quality Management District is based on the growth assumptions contained in the SCAG 82-modified population projections. These projections are in turn developed from the presumed build-out of the general and comprehensive plans of the jurisdictions within the SCAG region. As noted above, the Proposed Plan, represents an overall reduction from the adopted General Plan. Thus, while the Proposed Plan may increase emissions over existing levels, this change would be less than that forecast for the currently adopted plan. The downzoning thrust of the Proposed Plan would have a beneficial impact on achieving the objectives of the AQMP.

As noted above, the proposed revision itself, mitigates the potential adverse air quality impacts that would result from buildout of the current Hollywood Community Plan through "downzoning". In addition, the Plan area's population capacity is consistent with SCAG's growth forecast. Most importantly, one of the major objectives of the Proposed Plan is the scaling back of development to be consistent with infrastructure capacity. The Proposed Plan also encourages the development of neighborhood serving uses that would reduce the need for vehicular travel. In this context, implementation of the Plan in concert with a Transportation Specific Plan (to be developed by LADOT) would reduce the potential for delays, congestion and increased air pollutant emissions.

Mitigation Measures

Air quality concerns could be mitigated by implementation of the Transportation Specific Plan for Hollywood. This Plan should address physical improvements, operational improvements, as well as other methods to reduce travel demand, including high occupancy vehicles, completion of the Metro Rail system, carpooling, vanpooling, and preferential parking programs.

5.7 NOISE

Existing Conditions

Noise is defined as unwanted or excessive sound. The principal noise source within the Community Plan area is motor vehicles. The City of Los Angeles has established the Day-Night sound level (Ldn) of 65 decibels as the level above which a residential land use is unacceptable. The commercial land use Ldn threshold criteria is 80 decibels. The day-night sound level represents an average of the A-weighted noise levels occurring during a complete 24-hour period; however, it includes a weighting applied to those noises during nighttime hours, 10 p.m. to 7 a.m.

Ldn levels were estimated from existing traffic volumes on selected arterials and streets with adjacent residential or other sensitive receptors within the Community Plan area, using the Federal Highway Administration Highway Noise Prediction Model (RD-77-108, December 1978). As can be seen from Table 25, noise levels adjacent to the selected roadways are generally below the 65 decibel criteria. Of the 28 street segments evaluated, 3 had adjacent noise equal to or above 65 decibels.

Environmental Effects

Short-term Impacts

Construction activities resulting from development in the Community Plan area would result in increases in ambient noise levels in the vicinity of construction sites on an intermittent basis. These activities may pose a temporary annoyance to residents or employees in the area. The City has a Noise Ordinance that limits the hours of construction activity. Table 26 shows typical outdoor noise levels for commercial and industrial construction. Levels for residential construction would be similar or lower.

Long-term Impacts

Using the Federal Highway Administration Highway Traffic Noise Prediction Model, and future traffic volume estimates developed by Kaku Associates, future noise levels in the Plan area were estimated assuming implementation of the Proposed Plan, as well as implementation of the existing plan. Table 27 indicates that future traffic growth with the revised Plan and with the Current Plan would result in unacceptable noise levels for adjacent residential and/or sensitive uses. For the Proposed Plan, 22 of the 28 locations would have noise levels above 65 decibels. For the Current Plan, 27 out of the 28 locations would have noise levels greater than 65 decibels.

TABLE 25
ESTIMATED EXISTING DAY-NIGHT SOUND LEVELS (Ldn)
(at 50 feet from roadway centerline)

Roadway Name	Location	Ldn Decibels
Melrose	Gardner - Fairfax	61
Melrose	Western - Normandie	63
Santa Monica	Bronson - Van Ness	66*
Santa Monica	Hollywood Fwy - Normandie	65*
Fountain	Crescent Hts - Fairfax	62
Sunset	West of Vermont	66*
Hollywood	Nichols Cyn - Gardner	63
Franklin	La Brea - Highland	62
Los Feliz	Griffin Park - Riverside Dr.	64
Mulholland	East of Laurel Cyn.	53
Barham	Hollywood Fwy - Forest Lawn	63
Crescent Heights	Fountain - Sunset	61
Fairfax	North of Fountain	63
Gardner	Fountain - Sunset	54
Gardner	Hollywood - Franklin	61
La Brea	Fountain - Franklin	59
Highland	South of Melrose	63
Gower	Fountain - Sunset	52
Wilton Pl	Melrose - Santa Monica	58
Western	Hollywood - Franklin	60
Normandie	Hollywood Fwy - Santa Monica	59
Vermont	Franklin - Los Feliz	63
Virgil	Melrose - Santa Monica	57
Hyperion	Griffin - Hollywood	61
Griffin Park	Los Feliz - Rowena	58
Rowena	Los Feliz - Griffin	54
Laurel	South of Mulholland	60
Outpost	Franklin - Mulholland	58

* Exceeds 65 decibel CNEL standard
Source: Terry A. Hayes Associates

TABLE 26
TYPICAL COMMERCIAL/INDUSTRIAL CONSTRUCTION NOISE LEVELS /a/

Construction Phase	Noise Level (dBA)
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

/a/ Noise levels were measured 50 feet from the source.

SOURCE: Bolt, Beranek, and Newman, 1971, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, U.S. EPA.

TABLE 27
ESTIMATED FUTURE DAY-NIGHT SOUND LEVELS (Ldn)
(at 50 feet from roadway centerline)

Roadway Name	Location	Ldn (decibels) Proposed	Current
Melrose	Gardner - Fairfax	69*	69*
Melrose	Western - Normandie	70*	72*
Santa Monica	Bronson - Van Ness	74*	75*
Santa Monica	Hollywood Fwy - Normandie	72*	75*
Fountain	Crescent Hts - Fairfax	71*	72*
Sunset	West of Vermont	72*	76*
Hollywood	Nichols Cyn - Gardner	70*	72*
Franklin	La Brea - Highland	69*	71*
Los Feliz	Griffin Park - Riverside Dr.	71*	73*
Mulholland	East of Laurel Cyn.	61	66*
Barham	Hollywood Fwy - Forest Lawn	70*	71*
Crescent Heights	Fountain - Sunset	68*	71*
Fairfax	North of Fountain	70*	71*
Gardner	Fountain - Sunset	64	67*
Gardner	Hollywood - Franklin	67*	69*
La Brea	Fountain - Franklin	66*	65*
Highland	South of Melrose	69*	71*
Gower	Fountain - Sunset	64	70*
Wilton Pl	Melrose - Santa Monica	66*	67*
Western	Hollywood - Franklin	67*	69*
Normandie	Hollywood Fwy - Santa Monica	66*	69*
Vermont	Franklin - Los Feliz	70*	72*
Virgil	Melrose - Santa Monica	64	69*
Hyperion	Griffin - Hollywood	68*	70*
Griffin Park	Los Feliz - Rowena	65*	69*
Rowena	Los Feliz - Griffin	61	69*
Laurel	South of Mulholland	66*	69*
Outpost	Franklin - Mulholland	64	63

Source: Terry A. Hayes Associates
* Exceeds City of Los Angeles threshold criteria.

Mitigation Measures

- Site preparation and construction activities should be limited to daytime weekday hours (7 a.m. to 5 p.m.). Mitigation of demolition and construction-related noise would result from compliance with City Ordinance No. 144,331.

- Construction equipment should be properly fitted with noise attenuation devices.

- On a project-specific basis, noise-generating activities should be adequately buffered from residences. Buffers would include the use of berms, walls and landscaping.

- For existing development as well as potential in-fill development, noise levels may not be mitigatable because of the extreme difficulty in placing noise walls or berms on arterial frontage. Because noise attenuation is not feasible, traffic-related noise impacts would be considered an unavoidable adverse impact of the Proposed Plan.

5.8 ENERGY AND UTILITIES

Existing Conditions

Natural gas, coal and oil are fossil fuels that are finite in quantity. A critical aspect of increasing the level and intensity of development is that these resources are non-renewable.

Storm Drains and Sewers -- According to individuals in the Department of Public Works, local sewers in Hollywood are being replaced, not because they are at or over capacity, but because they have deteriorated. Interceptor sewers, the mains over 15 inches in diameter, which carry sewage to the Hyperion sewage treatment facility, are at capacity in some locations.

Effluent from the Community Plan area is conveyed to the Hyperion Treatment Plant in Playa del Rey. The Plant has a design capacity of 420 million gallons per day (MGD); however, the net treatment capacity is 335 million gallons per day. Its service area includes most of the City of Los Angeles, the cities of Culver City, El Segundo, Santa Monica, San Fernando, Beverly Hills, Burbank, Glendale, and several unincorporated areas of the County of Los Angeles.

The Plant was designed and constructed in the 1950s with the capability to process 420 million gallons per day of wastewater. All flows receive primary treatment and 100 MGD receive secondary treatment through the activated sludge process. The treated effluent is discharged through a 5-mile ocean outfall into Santa Monica Bay. The sludge or solids retained by the primary and secondary treatment processes are biologically digested and until December 31, 1987 were discharged through a 7-mile outfall to the rim of a submarine canyon. Since December 31, 1987, the sludge has been dewatered and processed to recover energy, hauled to a sanitary landfill, used for soil amendment purposes, or handled in a combination of these disposal methods. Methane gas produced in the digestion process is used to power electrical generator and air compressor equipment for plant operations.

The Hyperion service area also includes two inland water reclamation plants, namely, the Los Angeles/Glendale Water Reclamation Plant (LAGWRP) and the Tillman Water Reclamation Plant (TWRP). The LAGWRP was completed in 1976 with the capability to treat 20 MGD of wastewater. The TWRP became operational in 1985 with a design capacity of 40 MGD. These upstream capacities reduce the need for construction of lengthy relief sewers and add potential for beneficial use of reclaimed water. These upstream plants will be expanded as necessary to treat increases in sewage volumes within their tributary area.

Many projects are underway and planned at the Hyperion Treatment Plant to provide a significant improvement in quality of the discharges to Santa Monica Bay. Recently completed and in the start-up/operational stage as of late 1987 is the Hyperion Energy Recovery System (HERS) which was designed to stop discharging sludge into Santa Monica Bay. By the HERS process, the sludge is dehydrated and combusted into ash which then is trucked offsite for reuse as a copperflux replacement. A highly usable byproduct of the HERS is steam which is harnessed to generate electricity for the plant.

The next major series of projects at HTP will provide full secondary treatment by December 31, 1998. Accomplishing full secondary treatment requires new facilities, refurbishing or modernizing others, as well as removing and replacing a number of facilities which have exceeded their useful life. When the projects become operational, only secondary effluent will continue to be discharged to the ocean. However, this effluent is available for appropriate applications.

Solid Waste Disposal -- The Hollywood Community Plan area is severely limited when it comes to available landfills for solid waste. There are no operating landfills within the Community Plan area. According to the Los Angeles County Department of Public Works, all residential pick-up is disposed of at Lopez Canyon. Other sites servicing the Hollywood area include Bradley West and Sunshine Canyon.

Moreover, only 10 landfills service all of Los Angeles County, and none of the surrounding counties, e.g. Orange, Riverside or San Bernardino, permit the importation of solid waste. As of December 1987, there are approximately 152 million tons of remaining capacity in Los Angeles County. However, due to permit inflow limitations and multiple operational constraints only 98 million tons are fully permitted.

Electrical Power -- The Los Angeles Department of Water and Power provides service to the Plan area. The policy of the Department of Water and Power is to provide electricity, as needed. According to department staff, the existing infrastructure is adequate to serve the projected year 2010 population in Hollywood.

Water Supply -- Water is supplied to the Community Plan area by the Los Angeles Department of Water and Power. According to department staff, the existing infrastructure is adequate to serve the projected year 2010 population in Hollywood.

Natural Gas -- The Northwest Division of the Southern California Gas Company provides service to the Community Plan area.

Sanitary Sewers -- Based on the level of residential and non-residential development anticipated with the Proposed Plan, wastewater generation would increase by approximately 6 million gallons per day (mgd) over existing levels (a 24 percent increase). In comparison the Current Plan would produce wastewater flows of 35 mgd over existing levels (a 148 percent increase). See Table 28.

The potential production of 30 mgd at buildout of the Proposed Plan would constitute approximately 9 percent of the 335 mgd capacity of the Hyperion Plant, compared to utilization of 18 percent of the plant's capacity if the Current Plan were built out. Furthermore, it should be recognized that the Proposed Plan's population capacity is tied directly to SCAG 82 growth forecast for 2010. This is the same forecast upon which Hyperion planning has been based. This consistency is a marked departure from past land use and zoning-based holding capacity estimates for community plan areas in Los Angeles. Thus, if the remaining community plan areas and jurisdictions within the Hyperion service area were also planned to reflect SCAG projections, then cumulative buildout levels would be consistent with planned and programmed improvements at Hyperion. Nevertheless, under present circumstances, build-out of the Proposed Plan would increase demand on the Hyperion treatment system.

TABLE 28
WASTE WATER GENERATION

Use	Generation Rate*	Existing Units	Existing MGD	Proposed Plan Units	Proposed Plan MGD	Current Plan Units	Current Plan MGD
Residential	250 Gal/DU	81,000 du	20.3	93,000 du	23.3	154,000 du	38.5
Non-Res.	200 Gal/1000 sf	17 mil sf	3.4	31 mil sf	6.2	101 mil sf	20.2
Total			23.7		29.5		58.7

DU = dwelling unit; sf = square feet; mil = million; MGD = million gallons/day.
*Source: City of Los Angeles, EIR Manual. Non-residential rate assumes that an extensive amount of office space is included in the commercial and industrial categories.

Solid Waste Disposal -- There would also be an increase in the production of solid waste. At build-out for the Proposed Plan, approximately 447 tons per day would be generated within the Community Plan area (Table 29). In comparison, approximately 357 tons/day are generated daily under existing conditions. The resulting increase would be 86 tons daily (a 25 percent increase). Build-out of the Current Plan would generate 767 tons/day (a 115 percent increase over existing production). Nevertheless, buildout of the Proposed Plan would increase demand on existing landfills in Los Angeles County. The Proposed Plan would generate 1.2 million tons of solid waste over the 10-year period (approximately 377 tons per day average) from 1987 to 1997. This would constitute approximately 1 percent of the remaining county landfill capacity. In the year 2000 it is projected that there would be a countywide annual production of 18.6 million tons. Assuming straight-line growth, the Hollywood Community Plan area for that same year would represent approximately 1 percent of that total (127,300 tons/year).

Although the contribution of the Community Plan area is only a small proportion of the total remaining capacity, alternative action is needed because present landfill capacity in Los Angeles County is soon to be exhausted. According to the January 1988 Executive Summary, Solid Waste Management Status and Disposal Options in Los Angeles County, prepared by the staff of the City Bureau of Sanitation and the County Department of Public Works:

- By 1992 if existing sites are not expanded or new sites not developed there will be a countywide shortfall of 6,400 tons per day.
- By 1997, within the City of Los Angeles, there will be no remaining disposal capacity.

TABLE 29
DAILY SOLID WASTE GENERATION

Use	Generation Rate*	Existing Units	Existing Tons	Proposed Plan Units	Proposed Plan Tons	Current Plan Units	Current Plan Tons
Single Res.	20 lbs/du/day	18,000 du	180	21,000 du	210	21,000 du	210
Multi Res.	4 lbs/du/day	63,000 du	126	72,000 du	144	133,000 du	266
Non-Res.	6 lbs/1000sf/day	17 mil sf	51	31 mil sf	93	97 mil sf	291
Total			357		447		767

DU = dwelling unit; sf = square feet; mil = million;
*Source: City of Los Angeles, EIR Manual. Non-residential rate assumes an extensive amount of office space is included in the commercial and industrial categories.

Electrical Power -- The Proposed Plan would increase electrical energy requirements over existing levels (See Table 30). Based on typical usage factors, it is estimated that currently 710 million kilowatt hours are used in the Plan revision area. The Proposed Plan would increase this demand to approximately 1 billion kilowatt hours (a 41 percent increase). The Current Plan would increase demand to approximately 2.5 billion annual kilowatt hours

(a 260 percent increase). To provide a context for these electricity demand levels, the Los Angeles Department of Water and Power indicates that 20.3 billion kilowatt hours were sold by the Department in the 1985-86 period.[1] Annual projections for future years from the Department are over 25 billion kilowatt hours. Thus, electrical needs in the Hollywood Community Plan area would constitute 2-3 percent of the demand anticipated by DWP.

1. Source: City of Los Angeles, Department of Water and Power, Statistics, Fiscal Year 1985-1986.

TABLE 30
ANNUAL ELECTRICAL CONSUMPTION

Use	Generation Rate*	Existing Units	Existing MKWH	Proposed Plan Units	Proposed Plan MKWH	Current Plan Units	Current Plan MKWH
Residential	5,172 kwh/du/yr	81,000 du	419	93,000 du	471	154,000 du	796
Non-Res.	17.1 kwh/sf/yr	17 mil sf	289	31 mil sf	530	97 mil sf	1,659
Total			708		971		2,555

DU = dwelling unit; sf = square feet; mil = million; MKWH = Million kilowatt hours
*Source: South Coast Air Quality Management District, Air Quality Impact Handbook, April 1987. Non-residential rate assumes an extensive amount of office space is included in the commercial and industrial categories.

Water Supply -- There will be an increase in demand for water in the Community Plan area. Total consumption would be approximately 54 million gallons per day (mgd) when the maximum allowed development level is reached under the Current Plan (Table 31). In comparison, the existing consumption level is estimated at 21.5 mgd, and the Proposed Plan would result in consumption of approximately 26 mgd.

The Department of Water and Power estimates current water use in the city at 583.7 million gallons per day. By the year 2010, the Department projects that water use citywide will be approximately 663.8 million gallons daily, a 13 percent increase[1]. The comparable increase in water use for Hollywood during this same period would be 21 percent with build-out of the Proposed Plan. Thus, permitted growth in the Community Plan area would have a disproportionate impact on citywide water resources. Retention of the Current Plan would exacerbate this problem.

TABLE 31
DAILY WATER CONSUMPTION

	Consumption Rate*	Existing Persons	Existing MGD	Proposed Plan Persons	Proposed Plan MGD	Current Plan Persons	Current Plan MGD
Population	120 gpcd	170,000	20.4	199,000	23.9	389,000	46.7
Employment	30 gpcd	37,400	1.1	65,000	2.0	233,000	7.0
Total			21.5		25.9		53.7

MGD = million gallons per day; gpcd = gallons per capita per day.
*Source: City of Los Angeles, EIR Manual. Non-residential rate assumes an extensive amount of office space is included in the commercial and industrial categories.

[1]. See Department of Water and Power, Urban Water Management Plan, December 1985, Exhibit 3.3-2.

Natural Gas -- There will be an increase in demand for natural gas in the Community Plan area. At buildout for the Proposed Plan, approximately 5.8 billion cubic feet of natural gas would be required (Table 32). This would increase existing consumption of natural gas by almost 1 billion cubic feet annually.

TABLE 32
ANNUAL NATURAL GAS CONSUMPTION

Use	Generation Rate*	Existing		Proposed Plan		Current Plan	
		Units	MCF	Units	MCF	Units	MCF
Single Res.	6,665 cf/mo/du	18,000 du	1440	21,000 du	1680	21,000 du	1680
Multi. Res.	3,918 cf/mo/du	63,000 du	2962	72,000 du	3385	133,000 du	6253
Non-Res.	2.0 cf/mo/sf	17 mil sf	408	31 mil sf	744	97 mil sf	2328
Total			4810		5809		10261

DU = dwelling unit; sf = square feet; mil = million; MCF = Million cubic feet
*Source: South Coast Air Quality Management District, Air Quality Impact Handbook, April 1987. Non-residential rate assumes an extensive amount of office space is included in the commercial and industrial categories.

Mitigation Measures

- Energy. On a project-specific basis, compliance with energy conservation requirements contained in the California Administrative Code, Title 24, Building Standards will provide energy conservation benefits.

- Sewer. Development should be permitted when phased with improvements in the local sewer lines, as well as at Hyperion. This phasing should be undertaken for all community plans in the Hyperion service area. Holding capacities in each Plan area should be consistent with SCAG growth forecast.

- Water Supply - The Proposed Plan should encourage the use of water conservation measures consistent with the Department of Water and Power's Urban Water Management Plan.

- Solid Waste. Disposal of solid waste is and will become an increasing problem in Los Angeles County. Potential mitigation measures should include some combination of the following: 1) recycling of residential, landfill and commercial/industrial waste materials, particularly a City-sponsored curbside recycling program, 2) composting, 3) refuse-to-energy projects, 4) expansion of existing landfill sites.

- Electricity and Natural Gas - No mitigation required.

5.9 EARTH

Existing Conditions

The Seismic Safety Plan, which was adopted in 1974, identifies "fault rupture study areas" and "slope stability study areas" and identifies policies and programs to mitigate potential injuries and property damage in these areas. The Santa Monica Fault, a potentially active fault, the precise location of which is not known, is thought to run more-or-less parallel to and south of Los Feliz Boulevard from the vicinity of La Brea/Fountain avenues to the vicinity of Hyperion Avenue/Riverside Drive. Another potentially active fault is thought to run through the northeast portion of Griffith Park. Areas of Hollywood north of Hollywood Boulevard are considered to be slope stability study areas. No Alquist-Priolo Special Studies Areas, designated by the State of California Division of Mines and Geology, are located within the Plan area. In addition to seismic constraints, major community concerns have developed regarding hillside development, and grading and landslide potential.

Environmental Effects

As is common in the Southern California region, there will be continued risks of human injury and property damage because of potential regional earthquakes. Regardless of the land use plan implemented, there will be a continued risk of human injury and property damage because of potential regional earthquakes.

Because there would be a relatively higher degree of risk in densely developed/high-rise areas than in low-rise single-family residential areas. The elimination of high density residential categories in Proposed Plan would contribute to minimizing the degree of risk.

Continued development in the Hollywood Hills will raise concerns regarding grading practices and landslide potential.

Mitigation Measures

- Compliance of all affected projects with the provision of the Seismic Safety element and the requirement to prepare a geologic and soils report, when the project is located in a "detailed study area", when so designated in the Seismic Safety element.
- Adherence to the Standard Grading Specifications provided by the required Geological Report.
- Requirement that all projects satisfy the Department of City Planning's "Planning Guidelines Landform Grading Manual."
- On a project-specific basis, compliance with the Los Angeles City Building Code would minimize adverse grading and earth moving-related impacts. Similarly, compliance with applicable City building codes on a project-specific basis would reduce potential seismic-related impacts to an acceptable level of risk.

5.10 DRAINAGE

Existing Conditions

A large portion of the Hollywood Community Plan area is designated a hillside area, subject to the Flood Hazard Management Ordinance. In addition, Flood Insurance Rate Maps (FIRM) available from the Federal Emergency Management Agency indicate there are scattered locations throughout the Plan area subject to flooding, including:

- La Rocha Drive
- Beachwood Drive (north of Franklin Avenue)
- Greek Theatre vicinity
- Mariposa Avenue (south of Franklin Avenue)
- Griffith Park Boulevard (south of Hyperion Avenue)
- Area north of the Pan Pacific Auditorium (Beverly Blvd at Stanley)
- Myra Avenue south of Effie Street
- Pass Avenue
- Laurel Canyon Boulevard
- Nichols Canyon Road
- Fuller Avenue (north of Hollywood Boulevard
- El Cerrito/Sycamore (north of Hollywood Boulevard)
- Area generally bounded by Hollywood Boulevard, Laurel Avenue, Fountain Avenue, and Formosa Avenue.

Environmental Effects

Runoff: The Proposed Plan would continue to permit hillside development. As a result, there would be some increase in impervious surface and consequent increase in stormwater runoff.

Flooding: The Proposed Plan would have no discernible effect on existing flooding patterns. With the exception of the canyon drainages, most flood-prone areas identified are in urbanized and developed areas. As noted above, it is not the intent of the Proposed Plan to be a major stimulant for land use change and redevelopment in existing neighborhoods.

Mitigation Measures

On a project-specific basis, all development would comply with the provisions of the Flood Hazard Management Specific Plan and any additional requirements that may be identified by the Bureau of Engineering.

5.11 NATURAL RESOURCES

Existing Conditions

There are no designated sand and gravel districts or oil drilling districts within the Plan area. No urban drill sites are located within the area, and no oil fields are known to exist. There is no agricultural cropland within the Plan area.

Environmental Effects

No adverse impacts on natural and/or mineral resources are anticipated.

Mitigation Measures

None required.

5.12 PLANT AND ANIMAL LIFE

Existing Conditions

The Conservation Element of the City of Los Angeles General Plan identifies Griffith Park as an "Area of Major Wildlife Concentration." No other areas in the Hollywood Community Plan area are identified. Outside of the boundaries of Griffith Park, the remaining undeveloped portions of the Hollywood Hills serve as habitat for a wide variety of plants and animals.

Environmental Effects

The Proposed Plan would not affect the geographic boundaries of Griffith Park, nor would development be permitted in the park. The Proposed Plan would, however, continue to permit hillside development. The development of residences in this area would remove undeveloped and natural areas. Plant and animal habitats would be displaced.

Mitigation Measures

- Compliance with provisions of the Department of Building and Safety to minimize grading.
- On a project-specific basis, all grading should be completed on a "unitized" basis such that grading would occur only at times and in areas where construction is to be undertaken.
- Subsequent environmental review of specific hillside projects, particularly residential subdivisions, should directly consider impacts on habitat and wildlife and the potential occurrence of any state and/or federally listed threatened or endangered species.

5.13 CULTURAL AND HISTORIC RESOURCES

Existing Conditions

Hollywood is recognized throughout the world as the center of the motion picture industry. It was the historic cradle and site of the period of intensive growth within the industry. Between 1915 and 1935, Hollywood underwent rapid residential and commercial development, largely due to the growing film industry. Many architecturally significant structures and neighborhoods remain in the area.

Of the 335 Cultural Historic Monuments recognized by the City, 43 of these are located in the Hollywood Community Plan area. A survey conducted by Hollywood Heritage for the Community Redevelopment Agency within and around the Redevelopment Project area concluded that over 170 structures were eligible or appeared to be eligible for listing on the National Register of Historic Places.

As a result of its high visibility and close association with the motion picture industry, Hollywood is historically significant at the local, state, national and international levels. Neighborhoods and areas of historical and architectural interest include:

- Hollywood Crescent
- Franklin West
- Spaulding Square
- Hollywood Heights
- Ogden Drive
- Hollywoodland
- South Los Feliz
- Melrose Hill (HPOZ adopted 1/20/88)
- Whitley Heights
- Hollywood Boulevard Commercial and Entertainment District

Environmental Effects

The Proposed Plan revision cannot directly address the preservation of cultural resources. The Proposed Plan does, however, scale back development potentials and thus reduces the incentive to redevelop historic and cultural resource properties. Without the enforcement inherent in Specific Plans or in the adoption of an Historic Preservation Overlay Zone, the Plan cannot guarantee the preservation of historic resources.

Mitigation Measures

Prepare a historic and architectural survey of the Plan area outside of the Redevelopment Project. Based on the survey develop specific plans and/or adopt Historic Preservation Overlay Zones. See Section 5.4 (Urban Design) for an additional discussion of possible mitigation steps.

6.0 UNAVOIDABLE ADVERSE EFFECTS

The Proposed Plan would result in environmental impacts which cannot be fully mitigated. In general, these unavoidable impacts consist of:

- The potential for residential and commercial displacement resulting from the redevelopment of properties to higher densities.
- The potential for loss of historically significant buildings or areas resulting from the redevelopment of properties to higher densities.
- Increased demand on schools.
- Inability to satisfy the City's parkland-to-population criteria.
- Traffic delays and congestion.
- Traffic-related noise levels adjacent to major and secondary highways in excess of City standards.
- Continued hillside development, including the removal of natural areas and the alteration of existing views and vistas.
- Increased use of extremely limited landfill resources for solid waste disposal.

7.0 ALTERNATIVES CONSIDERED

7.1 DESCRIPTION OF ALTERNATIVES

The No Project Alternative: Throughout this report, the Proposed Plan has been directly compared to the No Project Alternative (retaining the Current Hollywood Community Plan). As has been noted, the Current Plan would provide for more population, housing and employment capacity than the Proposed Plan. This assessment shows, however, that neither the existing nor a fully improved transportation network can provide acceptable service at the levels of residential and non-residential development contemplated in the Current Plan. From a neighborhood and historic preservation perspective, the Current Plan would raise the potential for redevelopment to higher densities, and, as a result, neighborhood and historic resources would likely be lost. With respect to other public services and facilities, the substantial growth above existing levels permitted by the Current Plan would generate severe demands and pressures.

Non-Residential Alternative 1: The transportation section of this report fully documents an evaluation of the impacts of permitting existing non-residential development to develop to a floor to lot area ratio of 1.5:1 (called Alternative 1). In this regard, the transportation analysis demonstrates that this alternative is also unworkable. Trips generated by this level of development cannot be accommodated by the local street system, even with operational and capacity improvements.

Non-Residential Alternative 3: This alternative would remove non-conforming commercial and industrial uses and would allow residential development in these areas as originally designated in the Current Hollywood Community Plan. This alternative, however, would not reduce the total permitted commercial/industrial development in the Plan area. As a result, it would not substantially reduce traffic and circulation impacts. In addition, this alternative would impose substantial hardships on many businesses that serve the community. Most of the commercial areas that would be eliminated (like the Hillhurst, Fountain, Laurel Canyon and Melrose shopping areas) provide valuable services to nearby residents. The alternative would also be contrary to the objective of providing commercial services that are easily accessible to residents.

Residential Alternatives: Several alternatives for distributing additional residential development were considered, including concentrating development around future Metro Rail stations or adjacent to neighborhood centers. These options were not considered further because the greater amount of residential development could not be reconciled with two basic plan revision objectives: 1) accommodate only year 2010 population growth plus a 10 to 15 percent buffer, and 2) create cohesive neighborhoods by permitting only enough new housing to provide an overall uniformity of building types, compatible with existing residences.

No Growth Alternative: The purpose of the plan revision process was to establish a means to accommodate growth levels projected in the SCAG-82 population forecast. An alternative to consider less growth than the adopted forecast was not considered.

7.2 COMPARISON OF ALTERNATIVES

The No Project Alternative (Current Plan) would allow for a population and housing capacity substantially greater the Proposed Plan. It should be recognized that the Current Plan would permit development that would greatly exceed the SCAG year 2010 population projections for the Hollywood Community Plan area. Non-residential alternatives 1 and 3 would also permit development of commercial, office and industrial development levels greater than the Proposed Plan. This additional permitted growth must be weighed, however, against the findings of this report that demonstrate that the arterial and street system in Hollywood (even when improved to Community Plan standards) cannot accommodate substantial new trips, particularly commercial/office/industrial-related trips. The added growth potentials of the Current Plan would also negatively contribute to impacts on public services and facilities, particularly schools, parks, sewer treatment capacity and landfill capacity. The greater number of vehicle trips potentially generated by the Current Plan or the non-residential alternatives along with attendant increases in congestion and delays would result in substantially greater air pollution emissions than the Proposed Plan.

From a land use perspective, any alternative should be accompanied by the adoption of development standards for residential and commercial areas in Hollywood. Without consideration of the mitigation effects of development standards, the Current Plan would continue to allow a level of development, particularly high density residential and office/commercial projects, that could foster land use conflicts and incompatibility, including parking conflicts, height conflicts, shade/shadow effects, obstruction of views and vistas and other potential nuisances. The Proposed Plan which has focused largely on matching existing densities and preserving the existing character of areas would minimize adverse land use impacts. Also the Proposed Plan, by scaling back development levels to match existing levels, reduces the incentive to redevelop. This effect is a particular benefit to historic properties and areas. In contrast, the higher development potential of the Current Plan or the other non-residential alternatives would provide incentives to redevelop historic resources. Thus, from both the perspective of transportation and land use, the Proposed Plan is environmentally superior to alternatives that would allow greater amounts of development.

When compared to a No Growth option, the Proposed Plan is not environmentally superior due to the fact that there would be some increase in development potential over existing levels. Current environmental problems (traffic-related air pollution, for example) would be exacerbated. It should be recognized, however, that an alternative to limit growth to existing levels, if not enacted citywide, would simply channel development to other parts of the city or county where there is less restriction and any adverse impacts would be shifted to other areas.

8.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

8.1 THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

A significant portion of the Hollywood Community Plan area includes hillside and canyons in the Hollywood Hills. The 4,108-acre Griffith Park area would not be affected by the Proposed Plan. The Plan does, however, anticipate the continued development of residences in hillside areas.

8.2 IRREVERSIBLE ENVIRONMENTAL CHANGES RESULTING FROM IMPLEMENTATION OF THE PROPOSED COMMUNITY PLAN REVISION

Build-out of development consistent with the densities and land uses allowed in the Hollywood Community Plan would ultimately involve the irreversible commitment of limited resources including energy, water, and land. New development would require the commitment of land to residential, commercial, office and industrial uses. The Proposed Plan would permit the continued development of the Hollywood Hills.

8.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED COMMUNITY PLAN REVISION

Comparison to Existing Conditions. The build-out of the Proposed Plan Revision would permit a capacity of approximately 93,000 dwelling units outside of the Redevelopment area, and 31 million square feet of non-residential development. This land use development potential would translate into a population capacity for 199,000 persons and for approximately 65,000 jobs. Compared to existing population and employment (170,00 population and 37,400 employment), this change would represent a 17 percent growth in population and 73 percent growth in employment.

Comparison to the Current Plan. It should be recognized, however, that while the Proposed Plan would allow increases above existing levels, the proposed revision reduces the potential build-out levels permitted by the Current Plan. The population capacity would be reduced from 389,000 persons to 199,000 persons (a reduction of 49 percent) and employment capacity would be reduced from 233,000 jobs to 65,000 jobs (a reduction of 72 percent).

Comparison to Regional Growth Projections. From a regional perspective, the Southern California Association of Governments (SCAG) has indicated that the Hollywood Community Plan area is located within Regional Statistical Area (RSA) No. 17. The 1984 SCAG estimate for the RSA was a population of 1,026,000 persons and 604,500 jobs. Of these totals, the Plan area represents approximately 11 percent of the RSA population and 6 percent of the employment.

SCAG has forecasted that by 2010 there will be 1,181,000 persons in the RSA and 696,600 jobs. The Proposed Plan area population capacity (199,000) would represent 19 percent of the total RSA population, and the Proposed Plan employment capacity of 65,000 jobs would represent 9 percent of the employment in the RSA. These statistics suggest that the population growth in the Plan area is consistent with 2010 regional growth projections and that the employment capacity is slightly higher than the 2010 regional projection.

8.4 CUMULATIVE IMPACTS

This report has evaluated the potential environmental impacts resulting from the maximum build-out of the Hollywood Community Plan Area under the Proposed Revision. No specific projects or development proposals have been considered as part of this analysis; however, evaluation of the Community Plan Revision has been considered in the context of the population, housing, and employment projections prepared by the Southern California Association of Governments for the year 2010. The traffic analysis, in particular, considered the combined effect of locally generated traffic and future regional traffic on the Hollywood Community Plan street network. Specific impacts that would result from the combined effect of the Proposed Plan and growth and development in adjacent community plan areas and jurisdictions would include:

- Negative effect on the Jobs-Housing Balance
- Increased trip making and traffic congestion
- Increased vehicular and stationary emissions
- Increased demand on schools
- Increased demand for parks
- Increased demand for police and fire services
- Increased demand on sewers and treatment capacity at Hyperion.
- Accelerated use of existing landfills
- Increased demand on utilities and energy sources

9.0 ORGANIZATIONS AND PERSONS CONSULTED

1. California Department of Fish and Game, John Hernandez, Warden.

2. California Regional Water Quality Control Board, Los Angeles Region, Michael L. Sowby, Environmental Specialist IV (Letter response to NOP)

3. City of Glendale, Planning Division, Gerald Jamriska, Director of Planning (Letter response to NOP)

4. City of Los Angeles, Bureau of Engineering, Land Development, Edmond Yew (Memo response to NOP)

5. City of Los Angeles, Department of City Planning, Community Planning Division, Michael Davies.

6. City of Los Angeles, Department of Recreation and Parks, Alonzo Carmichael, Planning Officer.

7. City of Los Angeles, Department of Transportation, Allyn Rifkin.

8. City of Los Angeles, Department of Water and Power, Edward Karapetian, Engineer of Environmental and Governmental Affairs (Letter response to NOP)

9. City of Los Angeles, Department of Water and Power, Mr. Collins.

10. City of Los Angeles, Fire Department, Bureau of Fire Prevention, James W. Young, Assistant Bureau Commander (Letter response to NOP)

11. City of Los Angeles, Fire Department, Captain Cooper and Inspector Justice.

12. City of Los Angeles, Police Department, Sergeant Bryan Galbraith.

13. City of Los Angeles, Public Works Department, Storm Drains and Sewers, Mr. Estilban, and Bob Kimora.

14. City of Los Angeles, Public Works Department, Wastewater, Sam Feruta.

15. City of Los Angeles, Robert S. Horii, City Engineer (Letter response to NOP)

16. County of Los Angeles, Department of Public Works, N. C. Datwyler, Assistant Deputy Director, Planning Division (Letter response to NOP)

17. County of Los Angeles, Department of Public Works, Michael Mohajer.

18. Los Angeles Unified School District, Robert J. Niccum, Director of Real Estate (Letter response to NOP)

19. Los Angeles Unified School District: Jean Acosta; Jackie Goldberg, member, Los Angeles City Board of Education; Dominic Shambra, administrator, Special Projects.

20. Nature Cente. .ssociation

21. Santa Monica Mountains Conservancy, John Diaz, Conservancy Analyst.

22. Southern California Association of Governments, Richard Spicer, Principal Planner (Letter response to NOP)

23. Southern California Rapid Transit District, Gary S. Spivack, Director of Planning (Letter response to NOP)

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10.0 REFERENCES

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Donald R. Howery, General Manager, Department of Transportation, memorandum to Councilman Mike Woo, Chairman, Transportation and Traffic Committee, June 2, 1987, subject "8-Point Transportation Action Plan, Motion No. 5 - Increase Street Capacity, Council File No. 87-0267."

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APPENDIX A
INITIAL STUDY

City of Los Angeles
Office of the City Clerk
Room 395, City Hall
Los Angeles, CA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

N O T I C E O F P R E P A R A T I O N

(Article VI, Section 2 - City CEQA Guidelines)

TO: RESPONSIBLE OR TRUSTEE AGENCY

FROM: LEAD AGENCY

City of Los Angeles
Department of City Planning
Community Planning Division
200 N. Spring Street, Room 505
Los Angeles, CA 90012

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Project Title: Hollywood Community Plan Revision

Project Applicant: City of Los Angeles, Dept. of City Planning

Case Number: 18473

The City of Los Angeles will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by this City when considering your permit or other approval for the project.

The project description, location and the probable environmental effects are contained in the attached materials.

_X_ A copy of the Initial Study is attached.

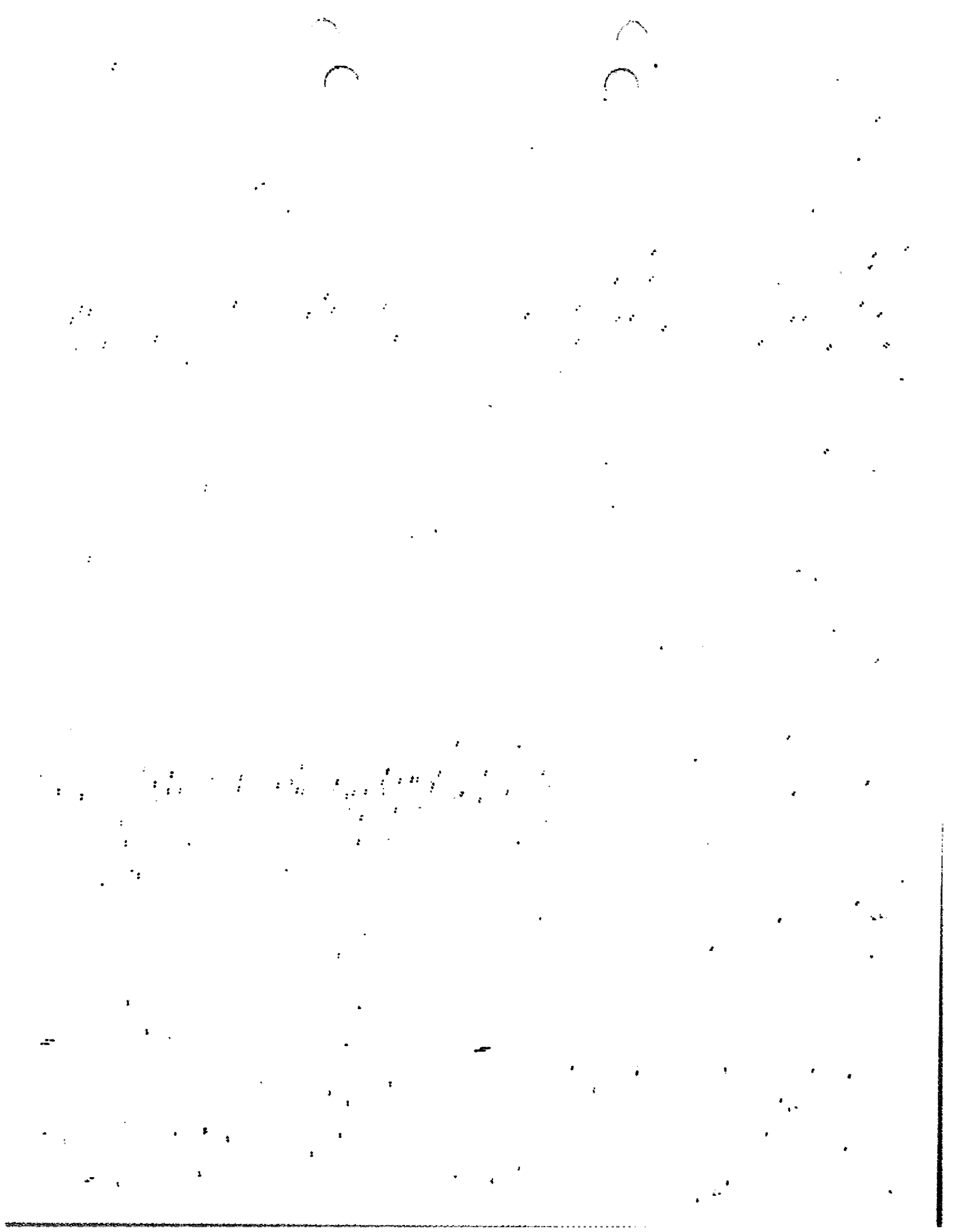
_____ A copy of the Initial Study is not attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later 30 days after receipt of this notice.

Please send your response to Michael Davies at the address of the lead City Agency as shown above. We will need the name of a contact person in your agency.

Michael S. Davies — City Planner — (213)485-2478 — 11-12-87

Signature — Title — Telephone No. — Date



INITIAL STUDY AND CHECKLIST

LEAD AGENCY: City of Los Angeles, Department of City Planning
COUNCIL DISTRICT: 4, 5, and 13

PROJECT TITLE/NO. Hollywood Community Plan Revision
CASE NO. 18473

PREVIOUS ACTIONS CASE NO. Not applicable
_____ DOES have significant changes from previous actions.
_____ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION: The proposed revision would modify and reduce residential and commercial development levels allowed under the existing Hollywood Community Plan, adopted in 1973. Objectives of the revision are: 1) to accommodate the year 2010 projected population plus a 10-15% buffer, 2) provide community-serving commercial uses in small centers in areas outside of the Hollywood Redevelopment Plan area, 3) concentrate major commercial development within the redevelopment plan area, 4) define a transportation system that works in conjunction with the land use plan, and 4) establish community-wide development standards.

PROJECT LOCATION: See Figures 1 and 2, attached. The area is located within central portion of the City of Los Angeles, approximately 3 miles northwest of the Los Angeles central business district.

PLANNING DISTRICT: Hollywood

STATUS:
_____ Preliminary
_____ Proposed
_X_ Adopted

EXISTING ZONING:	MAX DENSITY ZONING	PROJECT DENSITY
Various	Various	Various

PLANNED LAND USE & ZONE	MAX DENSITY PLAN	
		____ Does conform to plan
		_X_ Does not conform to plan
Various	Various	____ No district plan

DETERMINATION:

_____ I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

_____ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED (See attached conditions).

_X_ I find the proposed project MAY have a significant effect on the environment and a ENVIRONMENTAL IMPACT REPORT is required.

Michael S. Davis — CITY PLANNER

Signature — Title

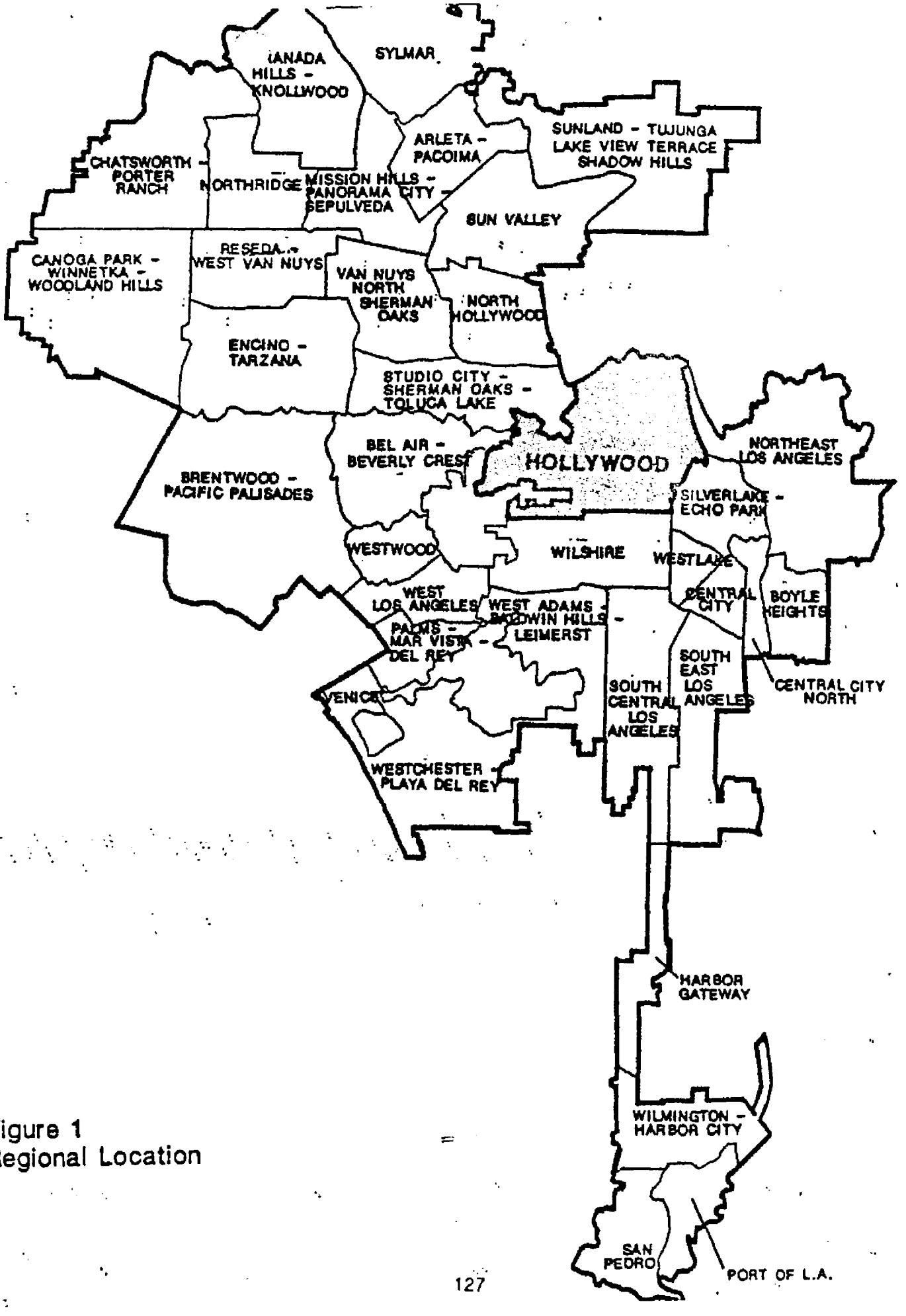


Figure 1
Regional Location

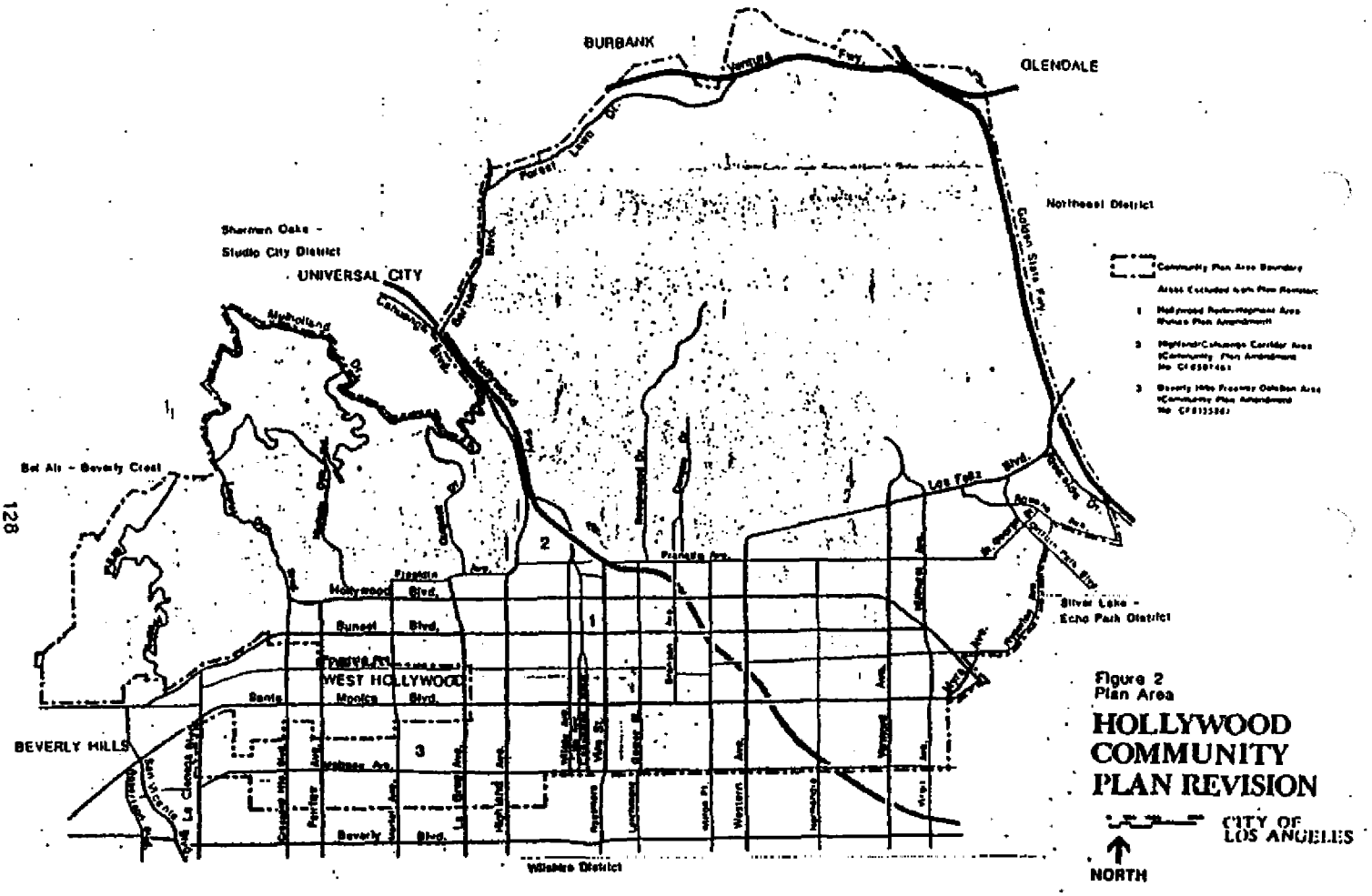


Figure 2
Plan Area

HOLLYWOOD COMMUNITY PLAN REVISION

CITY OF LOS ANGELES

NORTH

INITIAL STUDY CHECKLIST

BACKGROUND

PROPONENT NAME:
City of Los Angeles, Department of City Planning

PHONE:
(213) 485-2478

PROPONENT ADDRESS:
200 N. Spring Street, City Hall, Room 505, Los Angeles, CA 90012

AGENCY REQUIRING CHECKLIST:

DATE SUBMITTED:

PROPOSAL NAME:
Hollywood Community Plan Revision

ENVIRONMENTAL IMPACTS

	YES	MAYBE	NO
1. EARTH. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?			X
b. Disruptions, displacements, compaction or overcovering of the soil?		X	
c. Change in topography or ground surface relief features?		X	
d. The destruction, covering or modification of any unique geologic or physical features?			X
e. Any increase in wind or water erosion of soils, either on or off the site?			X
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river, stream or the bed of the ocean or any bay, inlet or lake?			X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards?		X	
2. AIR. Will the proposal result in:			
a. Air emissions or deterioration of ambient air quality?		X	
b. The creation of objectionable odors?			X
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?			X
d. Expose the project residents to severe air pollution conditions?			X
3. WATER. Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements in either marine or fresh waters?			X
b. Changes in absorption rates, drainage patterns, or the rate and the amounts of surface water runoff?		X	
c. Alterations to the course or flow of floodwater?			X
d. Change in the amount of surface in any water body?			X
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?			X
f. Alteration of the direction or rate of flow of ground waters?			X
g. Change in the quantity or ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?			X

	YES	MAYBE	NO
h. Reduction in the amount of water otherwise available for public water supplies.			X
i. Expose people or property to water related hazards such as flooding or tidal waves?			X
j. Changes in the temperature, flow or chemical content of surface thermal springs?			X
4. PLANT LIFE. Will the proposal result in:			
a. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants?		X	
b. Reduction of the numbers of any unique, rare or endangered species of plants?			X
c. Introduction of new species of plants into an area, or is a barrier to the normal replenishment of existing species?			X
d. Reduction in acreage of any agricultural crop?			X
5. ANIMAL LIFE. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals, including reptiles, fish and shellfish benthic organisms or insects)?		X	
b. Reduction of the numbers of any unique, rare or endangered species of animals?			X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			X
d. Deterioration to existing fish or wildlife habitat?			X
6. NOISE. Will the proposal result in:			
a. Increases in existing noise levels?		X	
b. Exposure of people to severe noise levels?			X
7. LIGHT AND GLARE. Will the proposal			
a. Produce new light or glare from street lights or other sources?		X	
b. Reduce access to sunlight or adjacent properties due to shade and shadow?		X	
8. LAND USE. Will the proposal result in an alteration of the present or planned land use of an area?	X		
9. NATURAL RESOURCES. Will the proposal result in:			
a. Increase in the rate of use of any natural resource?		X	
b. Depletion of any non-renewable natural resource?	X		
10. RISK OF UPSET. Will the proposal involve:			
a. A risk of explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?			X
b. Possible interference with an emergency response plan or an emergency evacuation plan?		X	

	YES	MAYBE	NO
11. POPULATION. Will the proposal result in:			
a. The relocation of any persons because of the effects upon housing, commercial or industrial facilities?		X	
b. Change in the distribution, density or growth rate of the human population of an area?	X		
12. HOUSING. Will the proposal:			
a. Affect existing housing, or create a demand for additional housing?	X		
b. Have an impact on the available rental housing in the community?			X
c. Result in demolition, relocation, or remodeling of residential, commercial, or industrial buildings or other facilities?		X	
13. TRANSPORTATION/CIRCULATION. Will the proposal result in:			
a. Generation of additional vehicular movement?	X		
b. Effects on existing parking facilities, or demand for new parking?	X		
c. Impact on existing transportation systems?	X		
d. Alterations to present patterns of circulation or movement of people and/or goods?		X	
e. Alterations to waterborne, rail or air traffic?			X
f. Increases in traffic hazards to motor vehicles, bicyclists or pedestrians.			X
14. PUBLIC SERVICES. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire Protection?	X		
b. Police Protection?	X		
c. Schools?	X		
d. Parks or other recreational facilities?	X		
e. Maintenance of public facilities, including roads?	X		
f. Other governmental services?	X		
15. ENERGY. Will the proposal result in:			
a. Use of exceptional amounts of fuel or energy?			X
b. Increase in demand upon existing sources of energy, or require the development of new sources of energy?		X	
16. ENERGY. Will the proposal result in:			
a. Use of exceptional amounts of fuel or energy?			X
b. Significant increase in demand upon existing sources of energy, or require the development of new sources of energy?		X	
17. UTILITIES. Will the proposal result in a need for new systems, or alterations to the following utilities:			
a. Power or natural gas?		X	
b. Communications systems?		X	
c. Water?		X	
d. Sewer or septic tanks?		X	
e. Storm water drainage?		X	
f. Solid waste and disposal?		X	

	YES	MAYBE	NO
18. HUMAN HEALTH. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?			X
b. Exposure of people to health hazards?			X
19. AESTHETICS. Will the proposed project result in:			
a. The obstruction of any scenic vista or view open to public?		X	
b. The creation of an aesthetically offensive site open to public view			X
c. The destruction of a stand of trees, a rock outcropping or other locally recognized desireable aesthetic natural feature?			X
d. Any negative aesthetic effect?			X
21. RECREATION. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities.			X
22. CULTURAL RESOURCES.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?		X	
b. Will the proposal result in adverse physical or aesthetic effects to prehistoric or historic building, structure or object?		X	
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?			X
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?			X
23 MANDATORY FINDINGS OF SIGNIFICANCE.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause fish or wildlife population to drop below self sustaining levels, threaten to eliminate plant or animal community reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory?		X	
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	
c. Does the project have impacts which are individually limited, but cumulatively considerable?		X	
d. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?			X

DISCUSSION OF ENVIRONMENTAL EVALUATION: See attached.

Prepared by: Michael Davies
Title: City Planner, City of Los Angeles, Dept of City Planning
Telephone: (213) 485-2478
Date: November 12, 1987

DISCUSSION OF ENVIRONMENTAL EVALUATION

1. Earth

   b. New development allowed under the proposed plan revision would in most instances require site preparation and grading.

   c. In the hillside areas, new development allowed under the plan revision could entail cuts and fills as well as modification of land forms.

   g. Two active faults are located within the plan revision area. Areas of Hollywood north of Hollywood Boulevard are considered to be slope stability study areas according to the City of Los Angeles Seismic Safety Plan.

2. Air

   a. Although the proposed plan revision would reduce development levels when compared to the current Hollywood Plan, increases in development and associated increases in vehicular trips would occur. Additional trip generation would increase air pollutant emissions over existing levels.

3. Water

   b. New development allowed under the proposed plan revision would, in instances where the land is vacant or undeveloped, increase the amount of impervious surface and alter the rate of stormwater runoff and drainage patterns.

4. Plant Life

   a. New development allowed, particularly in the residentially zoned hillside areas would remove vegetation and associated habitats.

5. Animal Life

   a. New development allowed, particularly in the residentially zoned hillside areas may affect local wildlife.

6. Noise

   a. Construction activity as well as increases in traffic anticipated under the plan revision would likely increase ambient noise levels.

7. Light and Glare

a. Additional development within the plan revision area could increase illumination sources, particularly in the case of new commercial developments and associated parking areas.

b. The possibility exists, that in those locations where commercial development is allowed adjacent to residential areas, as well as where multi-family residential buildings are adjacent to single family residences that there could be adverse shade and shadow effects. Development standards considered as part of the plan revision are intended to mitigate these effects. In addition, provisions of the Neighborhood Protection Ordinance would reduce the effects at locations where commercial and single family areas are adjacent.

8. Land Use

The proposed Hollywood Plan Revision would result in an overall reduction in the development levels allowed under the current Hollywood Community Plan. The proposed revision would allow for a total population of 257,600 persons compared to 525,000 persons in the current plan. The existing population in the plan area is 180,996 persons.

Similarly, the proposed revision would allow for 125,000 housing units, compared to 206,100 units in the current plan. For commercial and industrial categories the proposed revision would allow for 114.4 million square feet (maximum build-out) compared to 163.8 million square feet under the current plan.

9. Natural Resources

a. The rate of growth in the plan revision area is dependent on socioeconomic and market factors. The plan revision itself will not increase the rate of use of natural resources.

b. In general, additional growth and development allowed under the proposed plan revision would increase use of non-renewable resources, particularly fossil fuel-related.

10. Risk of Upset

b. Increased traffic and associated congestion could have an adverse affect on emergency response (fire, police, ambulance) during peak travel periods.

11. Population

a. As is currently the case, the plan revision would allow for increased development levels above existing conditions. Achieving this increase under various circumstances could entail the removal of existing residences.

b. See item # 8.

12. Housing

a. See item # 8.
b. See items # 8 and # 11
c. See item # 11

13. Transportation/Circulation

a. The proposed plan revision would result in an increase in trip generation above existing levels. This increase, however, would be less than the trip generation from the current adopted Hollywood Community Plan.

b. The increase in commercial development as well as multi-family residential development allowed in the proposed plan revision would likely increase parking demand. Development standards established in the plan revision would address parking requirements to avoid or mitigate anticipated adverse impacts.

c. Circulation improvements to be identified in the plan revision would be designed to meet project traffic volumes and demand. In those locations were additional capacity is added, or where streets are reconfigured, some potential exists to alter existing circulation patterns.

14. Public Services

a. Proposed increases in development would place additional demands on fire protection services. Additional development in hillside areas would be of particular concern.

b. Projected population increases in the plan revision area would likely result in increased demand on police services.

c. Projected population increases would further exacerbate overcrowded school conditions in the plan revision area. Additional capital expenditures and classrooms would be needed.

d. Projected population increases in the plan revision area would increase the need for accessible passive and active recreational open space within or adjacent to residential areas to achieve city standards.

e. Increased trip generation and traffic, particularly truck traffic in industrial and commercial areas will likely increase maintenance requirements for local roads.

f. Projected increases in development and population growth would likely increase the demand for a variety of governmental services.

15. Energy

b. See item # 9.

16. Energy

b. See item # 9.

17. Utilities

a. Increase in development (residential and non-residential) will incrementally increase electricity and natural gas consumption. According to service providers, the supply of these services will be adequate to meet future demand.

b. Increases in development and population will increase demand for telephone services.

c. Increases in development (residential and non-residential) will incrementally increase water consumption. According to service providers, the water supply will be adequate to meet future demand.

d. Increased development will increase wastewater flow. It is likely that increased development will have to be phased to meet the incremental increases in sewage treatment capacity planned for the Hyperion Treatment Plant.

e. The timing of development may also be constrained by the replacement schedule for inadequate interceptor sewers within the plan revision area.

f. Increases in development in the plan revision area will incrementally increase the generation of solid waste.

18. Aesthetics

a. Views to and from the Hollywood Hills/Santa Monica Mountains may be affected by new development. However, development standards will be established to avoid or mitigate significantly adverse visual impacts.

19. Cultural Resources

a. New development on undeveloped sites, particularly in the hillside areas may affect archaeological resources.

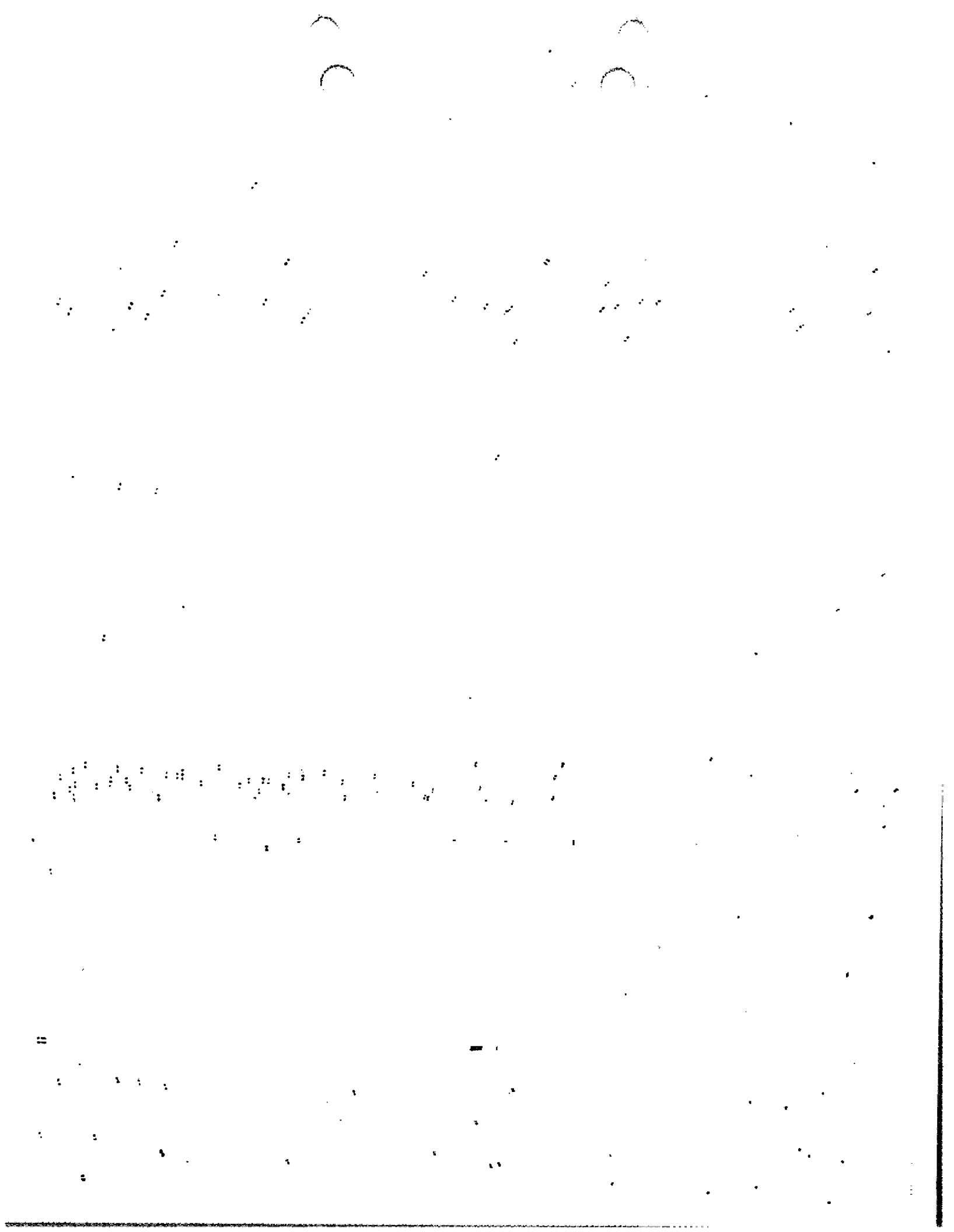
b. It will be the intent of the proposed plan revision to establish development standards that will increase the possibilities for historic preservation. However, allowable increases in development could under various circumstances entail the removal of existing land uses, some of which may have cultural/historical significance.

C3 Mandatory Findings of Significance

a. Within the plan revision area, the proposed plan would allow for increased residential and non-residential development. This change would increase traffic and pollutant emissions. The change could also entail the development of undeveloped hillside areas and the redevelopment of existing areas. In either case adverse impacts may result.

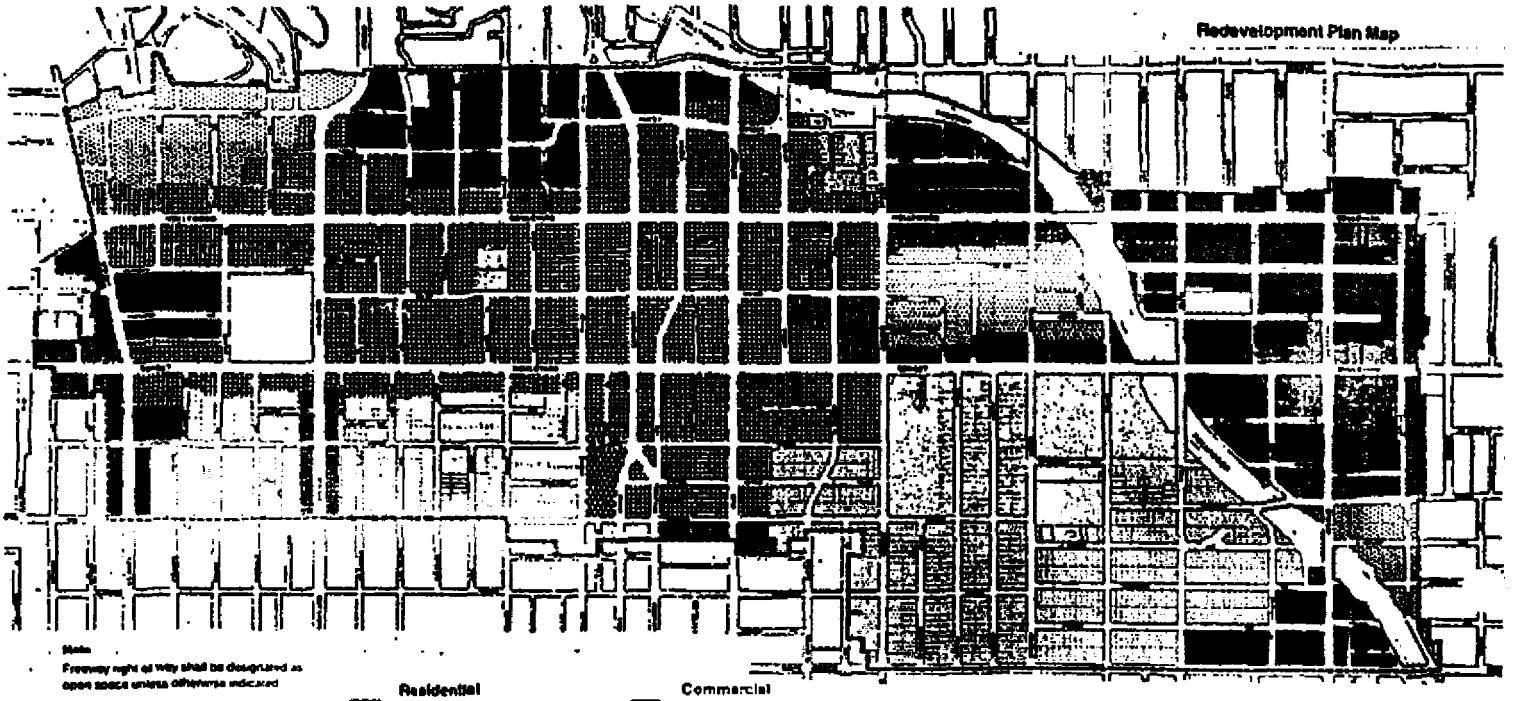
b. The intended purpose of the plan revision and "downzoning" is to improve the quality of life in the Hollywood community. In certain instances however, the additional growth allowed by the plan may adversely affect some specific element of the environment, e.g. natural hillside areas, cultural resources, etc.

c. The proposed plan revision by its nature is cumulative. As indicated in item # 8 the proposal would add approximately 77,000 persons, 32,000 housing units and as much as 88 million square feet of development above existing levels. This growth will be reflected in increased traffic and demand for utilities, services and public facilities.



APPENDIX B

HOLLYWOOD REDEVELOPMENT PLAN


Redevelopment Plan Map
Note
Freeway right of way shall be designated as open space unless otherwise indicated
The redevelopment plan text will permit recreational and institutional uses within any appropriate portion of the project
Public
Open Space
Recreational and School Site
Other Public Land
Residential
Low
(Max 7 Units / Gross Acre)
Low Medium 2
(Max 24 Units / Gross Acre)
Medium
(Max 40 Units / Gross Acre)
High Medium
(Max 60 Units / Gross Acre)
High
(Max 80 Units / Gross Acre)
Commercial
Neighborhood and Office
Highway Oriented Commercial
Regional Commercial
Industrial
Commercial Manufacturing
Limited Industrial
Project Area Boundary
Hollywood Redevelopment Project
Community Redevelopment Agency
City of Los Angeles
Adopted May 1986