

EXHIBIT 3

Final Environmental Impact Report

**HOLLYWOOD COMMUNITY  
PLAN REVISION**

EIR No. CPC 1070 - GP/ZC  
SCH No. 87112504

**CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING**

HOLLYWOOD COMMUNITY PLAN REVISION  
FINAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 87112504  
EIR No. CPC 1070 - GP/ZC

July 1988

PROJECT:

The Hollywood Community Plan Revision updates the adopted Hollywood Community Plan, and establishes consistency between the General Plan and zoning designations. The Plan adjusts future land usage and density to reflect not only the growth that has occurred over the past 15 years, but also the growth that is determined to be desirable, given the physical constraints of the existing street system and infrastructure.

CITY ACTION REQUIRED:

Amend the Hollywood Community Plan to reflect the recommendations of the Hollywood Community Plan Revision.

APPLICANT:

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

## 1.0 INTRODUCTION

The purpose of this report is to respond to comments received on the Draft Environmental Impact Report (DEIR) for the Hollywood Community Plan Revision as well as to indicate any clarifying and/or supplementary information to be added. As provided by Section 15088 of California Environmental Quality Act (CEQA) Guidelines, the comments are addressed in this document or those that pertain to the adequacy and accuracy of the DEIR. Comments on the proposed project are addressed in the applicable Department of City Planning Staff Report.

The Final Environmental Impact Report (EIR) for the proposed project consists of this report, together with:

- o Draft Environmental Impact Report.
- o Staff Report(s) to the Planning Commission
- o Any Addenda to the Draft and Final EIR which may be prepared
- o Any additional information, documentation, or testimony presented relative to or in conjunction with any of the above items which has not otherwise been cited.

This report has been prepared for the City of Los Angeles in accordance with the Guidelines for Implementation of the California Environmental Quality Act (CEQA), as amended. As required under Section 15063 of the Guidelines, an Initial Study of the proposed project was prepared. As a result of the Initial Study, it was determined that a focused Environmental Impact Report (EIR) would be prepared. The purpose of a focused EIR is to specifically address impacts where potential effects may be significant. 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 appended to the Draft EIR.

The purpose of this environmental report is to provide local decision-makers as well as the general public with an assessment of the environmental consequences of the proposed project. This report will be used by the City of Los Angeles Planning Commission and City Council as they consider the proposed community plan revision.

**CITY OF LOS ANGELES**  
**OFFICE OF THE CITY CLERK**  
**ROOM 395, CITY HALL**  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**SUMMARY SHEET**

(Article IV - City CEQA Guidelines)

**POSSIBLE IMPACTS** (Check where a YES is appropriate)

A = Significant Adverse Impact; B = Mitigation Measures Available; C = Unavoidable Adverse Impact	A	B	C
<b>1. EARTH</b>			
a. Change in topography or ground surface relief features?	X	X	—
b. Increase in wind or water erosion?	—	—	—
c. Unstable or hazardous geologic or soil conditions?	—	—	—
<b>2. AIR</b>			
a. Increased mobile or stationary emissions or air quality?	X	X	X
b. Creation of objectionable odors?	—	—	—
<b>3. WATER</b>			
a. Change in absorption rates, drainage patterns, or surface runoff?	X	X	—
b. Alteration to direction of any water course?	—	—	—
c. Reduction in amount of water available for public water supplies?	—	—	—
d. Exposure to flood hazards?	—	—	—
<b>4. PLANT LIFE</b>			
a. Reduction of the number of any unique or endangered species of plants?	—	—	—
b. Reduction of existing mature trees?	X	X	X
c. Change in diversity of species?	—	—	—
<b>5. ANIMAL LIFE</b>			
a. Reduction of the number of any unique or endangered species of animals?	—	—	—
b. Introduction or increase of any new animals?	—	—	—
c. Impact on any existing animal habitat?	X	—	X
<b>6. NOISE</b>			
a. Increase in existing noise levels?	X	X	X
b. Exposure of people to noise levels?	X	X	X
<b>7. LIGHT</b> Will proposal produce light or glare?	—	—	—
<b>8. LAND USE</b> Alteration of the present or planned land use of the area?	—	X	—
<b>9. NATURAL RESOURCES</b>			
a. Increase in consumption of any natural resource?	—	—	—
b. Depletion of any non-renewable natural resource?	—	—	—
<b>10. POPULATION</b> Any increase or alteration of the distribution, density of growth rate of the population?	X	X	—
<b>11. HOUSING</b> Any increase in the demand for housing or reduction in existing housing?	X	X	—
<b>12. TRANSPORTATION/CIRCULATION</b>			
a. Increase in traffic volume or change in circulation patterns?	X	X	X
b. Increase in parking demand (not met by onsite parking provided)?	X	X	—
c. Increase in hazards to vehicles, bicyclists or pedestrians?	—	—	—
d. Impact on existing transportation systems?	—	—	—
<b>13. PUBLIC SERVICES</b>			
a. Increase in demand for fire, police or other governmental services?	X	X	—
b. Impact on school or recreational services?	X	X	X
c. Increase in maintenance of public facilities including roads?	—	—	—
<b>14. ENERGY</b>			
a. Use of additional amounts of fuel or energy?	X	X	X
b. Increase in demand upon existing sources of energy?	X	X	X
<b>15. UTILITIES</b>			
a. Demand on water, gas, power or communication systems?	X	X	—
b. Impact on sewer or solid waste disposal?	X	X	X
c. Impact on storm water drainage?	X	—	—
<b>16. SAFETY</b>			
a. Creation of any health hazard?	—	—	—
b. Potential risk of explosion or release of chemicals or radiation?	—	—	—
<b>17. AESTHETICS</b> Will this project result in a diminishment or obstruction of a publicly available scenic vista, or in the creation of an offensive site visible to the public?	X	X	X
<b>18. CULTURAL RESOURCES</b> Will this project impact or alter any archaeological, paleontological or historical site, structure or object?	X	X	X
<b>OTHER</b>	—	—	—

## ADDENDA

Please note the following corrections and clarifications:

1. Page 7, Paragraph 1. Text revised to read:

- o "Future office development in the Redevelopment Area should be limited to a level similar to that contained the 20-year market based forecasts developed by Recht Hausrath & Associates as part of the current ongoing Hollywood Transportation Study being conducted by Barton-Aschman, at least until steps are taken to implement major street system improvements in excess of improvements feasible within existing rights-of-way."

2. Page 19, first paragraph under heading 3.6 to read as follows:

"Table 1 shows the distribution of land area in the Plan Revision area under the Proposed Plan: 53 percent residential, 41 percent open space, 4 percent commercial and 2 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."

3. Page 20, Table 1 is revised as follows:

TABLE 1 /a/  
PROPOSED LAND USE CATEGORIES AND DISTRIBUTION

Plan Category	Corresponding Zoning	Units Per Gross Acre	Acres	Percent
Minimum	A1, A2, RE40	.5 to 1	928	6.4%
Very Low I	RE20, RA	1+ to 2	-	-
Very Low II	RE15, RE11	2+ to 3	1,668	11.6
Low I	RE9	3+ to 5	451	3.1
Low II	R1, RS, RD6	5+ to 7	2,370	16.4
Low Medium I	R2, RD5, RD4, RD3	7+ to 12	456	3.2
Low Medium II	RD1.5, RD2	12+ to 24	889	6.2
Medium	R3	24+ to 40	830	5.8
High Medium	R4	40+ to 60	33	0.2
High	R4	60+ to 80	-	-
Very High	R5	80+	-	-
<b>RESIDENTIAL SUBTOTAL</b>			<b>7,625</b>	<b>52.9</b>
Public/Quasi-Public			247	1.7
Open Space			5,617	39.0
<b>PUBLIC/QUASI-PUBLIC OPEN SPACE SUBTOTAL</b>			<b>5,864</b>	<b>40.7</b>
Limited Commercial			50	0.3
Highway Oriented Commercial			235	1.6
Neighborhood Oriented Commercial			332	2.3
Community Commercial			68	0.5
Manufacturing (CM, LTMD, LTD)			244	1.7
<b>NON-RESIDENTIAL SUBTOTAL</b>			<b>929</b>	<b>6.4</b>
<b>GRAND TOTAL</b>			<b>14,418</b>	<b>100.0</b>

/a/ Does not include the Hollywood Redevelopment Area.  
Source: City of Los Angeles, Department of City Planning.



4. Page 27, Table 4 to be revised as follows:

TABLE 4  
HOLLYWOOD GROWTH PROJECTIONS /a/

	<u>1987</u>	<u>Additional</u>	<u>Build-out /b/</u>
<b>Housing Units</b>			
Redevelopment Area	16,000	13,000	29,000/e/
Revision Area	81,000	12,000	93,000
<b>Total</b>	<b>97,000</b>	<b>25,000</b>	<b>122,000</b>
<b>Population /c/</b>			
Redevelopment Area	34,000	39,000	73,000
Revision Area	170,000	29,000	199,000
<b>Total</b>	<b>204,000</b>	<b>68,000/f/</b>	<b>272,000</b>
<b>Commercial Development</b> (millions s.f.)			
Redevelopment Area	12	22	34/d/
Revision Area	12	7	19
<b>Total</b>	<b>24</b>	<b>29</b>	<b>53</b>
<b>Industrial Development</b> (millions s.f.)			
Redevelopment Area	3	2	5/d/
Revision Area	5	7	12
<b>Total</b>	<b>8</b>	<b>9</b>	<b>17</b>

/a/ Redevelopment Area statistics are based on the adopted Redevelopment Plan. All other statistics 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.

/c/ Population distribution are estimates only, prepared by Gruen Associates.

/d/ Since preparation of this Environmental Report, industrial and commercial development potentials have been modified within the Redevelopment Area.

/e/ Source: Hollywood Redevelopment Plan EIR, Table 8, page 26. State Clearinghouse No. 8502903, January 1986.

/f/ Based on Southern California Association of Governments 82-Modified Projections plus a 15 percent buffer per City Planning Department Policy.

5. Page 28, The title for Figure 5 shall read: "COMPARISON OF HOLLYWOOD COMMUNITY PLAN DEVELOPMENT CAPACITY (Revision Area Only)"
6. Page 32, the total residential acres on Table 5 should be revised. The new total is 7,625 acres. Also the acres in the Proposed Plan for "High Medium" should be changed from 23 to 33 acres. Revised Table 5 should be as follows:

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	33	307
High	R4	60+ to 80	-	357
Very High	R5	80+	-	88
TOTAL			7,625	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.

7. Page 33, Table 6. Change Neighborhood Office Commercial acres for Proposed Plan from 331 acres to 332 acres.

8. Page 35, revise Table 8 to include revised estimate of jobs within the Redevelopment Area, as follows:

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 = 176,462 jobs/a/  
Population Capacity = 272,000 persons  
Employment/Population = 0.65 (job-rich)

Current Plan (Entire Plan Area)

Employment Capacity = 344,462 jobs/a/  
Population Capacity = 462,000 persons  
Employment/Population = 0.75 (job-rich)

/a/ Includes approximately 111,462 jobs estimated in Redevelopment Area (39 million square feet of development). This is based on the following factors as used by CRA:

Other	2.59 msf x 400 sf/emp =	6,475
Retail	6.91 msf x 500 sf/emp =	13,820
Office	22.36 msf x 250 sf/emp =	89,440
Hotel	(2.59 msf/750 sfpr) x 2 rooms/emp =	1,727
		111,462

sf = square feet

msf = million square feet

sfpr = square feet per room

emp = employee

9. Page 36, replace text for paragraph 1 as follows:

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 (111,462 jobs) is added, the ratio for the Proposed Plan shifts to favor jobs (a ratio of 0.65). In contrast, the imbalance is further exaggerated under the Current Plan, where the ratio would shift to 0.75. 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. In the case of the Proposed Plan this would require a minimum reduction of employment capacity by 27,000 jobs (15 percent reduction) to achieve a ratio of 0.55. In comparison the Current Plan would require a minimum reduction of employment capacity by approximately 90,000 jobs (26 percent reduction) to achieve a desirable jobs-housing ratio of 0.55.

10. Page 36, Delete footnote number 1 at bottom of page. See Table 8 notes for employment and non-residential development computation details.

11. Page 55, Figure 10. Delete Figure. Figure was intended to illustrate overloaded street segments with build-out of the current plan and build-out of the community plan circulation element, not the existing street system as shown. Data documenting these conditions is on file with the Department of City Planning.

12. Page 68, Table 18. Note 2 is revised to read as follows:

2. Improvement not justified under the Proposed Plan with additional reductions in office employee trips (as described in text).

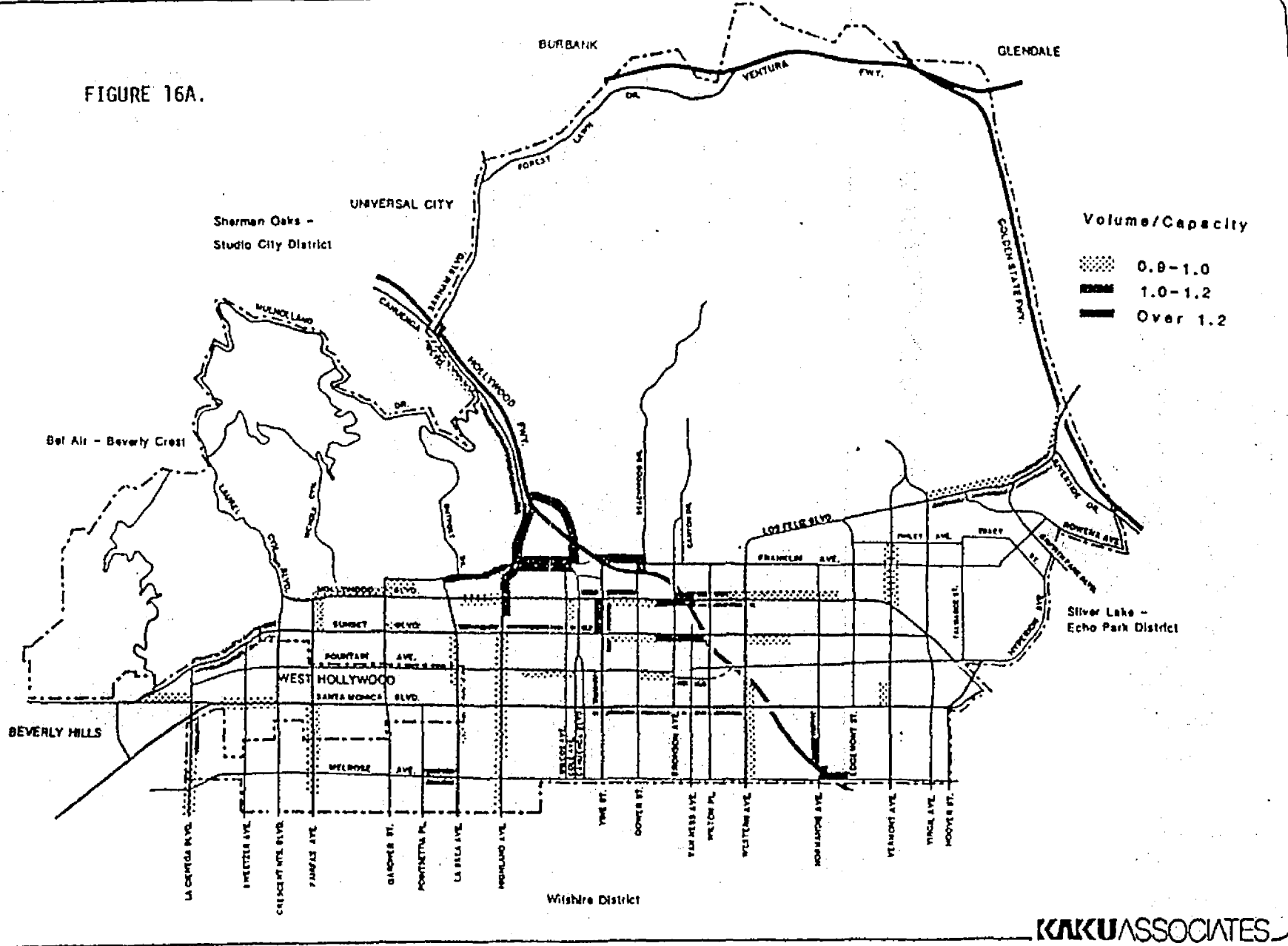
13. Page 73, Paragraph 2. Change reference from Figure 15 to Figure 16A. See next page for illustration of this Figure, to be placed following page 75.

14. Page 122. The first four "City of Los Angeles, Bureau of Engineering" references should be consolidated as follows:

City of Los Angeles Bureau of Engineering, City of Los Angeles 5 Year Capital Improvement Program, 1986-87., City of Los Angeles 5 Year Capital Improvement Program, 1990-91., 1986-87 Street Improvement & Storm Drain Program, Volume 1., City of Los Angeles Bureau of Engineering, Pictorial Guide.

15. All references to "Alternative 1" in the DEIR should be revised to read "Increased Non-residential Development Alternative."

FIGURE 16A.



EVENING PEAK PERIOD STREET SEGMENT LEVELS OF SERVICE  
 PROPOSED PLAN WITH BUILDOUT IMPROVEMENT SCENARIO

## RESPONSE TO COMMENTS

California Department of Transportation, Memorandum dated 23 March 1988

Comment No. 1 - The DEIR fails to thoroughly address project impacts to nearby state transportation facilities. Specifically the DEIR should include an evaluation of the potential impacts to Interstate 5 (Golden State Freeway) and Route 101 (Hollywood Freeway) including any freeway ramps likely to be used. In particular, potential impacts to the intersection of Santa Monica Boulevard (State Route 2) and Route 101 freeway ramps should be addressed. If necessary, mitigation measures should also be address.

Response No. 1 - At the outset of preparation of the revised Community Plan and DEIR, a total of 39 intersections were specified by the Los Angeles Department of Transportation for detailed evaluation in the DEIR. The 39 intersections consisted basically of all crossings of major arterials with major arterials and with secondary arterials, and a selected subset of crossings of secondary arterials with secondary arterials. Based on coordination with LADOT it was determined that a detailed evaluation of traffic impacts and potential mitigation measures at all intersections and freeway ramp locations in the Community Plan area was not feasible, and that the selected 39 intersections would provide an indication of the general types of improvements which may be necessary

The Hollywood and Golden State Freeways are major links in the Los Angeles regional freeway system. Portions of both freeways operate under congested conditions during peak periods. Continued growth, not only in the Hollywood Community Plan area but throughout the Los Angeles region, can be expected to result in an increase in congestion levels and a lengthening of peak periods. The impacts of this continued growth on operating conditions along the Hollywood and Golden State freeways, and potential measures to alleviate these impacts (such as freeway widening, increased ridesharing, or increased transit use), are issues which must be addressed at the regional level.

The DEIR recommends that the City of Los Angeles initiate preparation of a Transportation Specific Plan for the entire community plan area, in which transportation improvement options and costs would be fully identified, an implementation program would be prepared, and a funding mechanism would be developed. It is anticipated that the Transportation Specific Plan would include a more detailed evaluation of traffic impacts and mitigation measures, not only on surface streets and at the 39 intersections evaluated in this DEIR, but also at freeway ramps and along the Hollywood and Golden State Freeways.

Los Angeles Unified School District, Letter dated 28 March 1988

Comment No. 2 - Page 8, mitigation measure to "expand facilities on current sites." This is not always feasible. In some cases, the nature of adjoining properties (for example, large apartment buildings) makes expansion difficult. In other cases, the school's capacity already exceeds the 1,000 student maximum adopted by the Board of Education, so that further expansion is not permissible. Where expansion is not feasible, new sites may be considered. Regarding comment on page 74 for more intensive development, the District supports the multi-story concept and is using it routinely.

Response No. 2 - Comment acknowledged. Mitigation measure on page 8 should be revised to read, "Where feasible, expand facilities on current sites..."

Comment No. 3 - Page 88, and Figure 18. The enrollment figures shown are for 1986 not 1987. The data in Figure 18 does not reflect the fact that a few of the schools listed also serve as magnet schools, and thus are not "under-enrolled" as the numbers suggest. See Table below of additions and revisions to Figure 18:

Bancroft Junior High	
1986 Enrollment	1,138
1986 Magnet Enrollment	343
1986 Capacity	1,603

Fairfax High School	
1986 Enrollment	2,396
1986 Magnet Enrollment	185
1986 Capacity	2,581

Hollywood High School	
1986 Enrollment	2,074
1986 Magnet Enrollment	252
1986 Capacity	2,379

Wonderland Elementary	
1986 Enrollment	193
1986 Magnet Enrollment	209
1986 Capacity	404

Response No. 3 - Comment acknowledged. As indicated all statistics on Figure 18 reflect 1986 data. Additional enrollment and capacity information provided by the District is incorporated into Figure 18 by reference.

Comment No. 4 - Page 95. Regarding the recommendation for "joint use", the District would be pleased to work with the City. However, the District funds for landscaping are extremely limited, so the District would welcome cooperative ventures whereby the City might be able to fund installation and maintenance of landscaping in joint use areas. The District would also welcome the opportunity to explore joint use of City parks for school facilities in areas where school overcrowding exists.

Response No. 4 - Comment acknowledged.

Comment No. 5 - The District is concerned that some of the improvements to traffic flow will adversely affect parking for some schools. Parking is already a problem in the vicinity of Le Conte Junior High School. The District would like to work with the City to find a location for additional parking in the area. Alternately, the District would welcome suggestions for other viable mitigation measures.

Response No. 5 - Comment acknowledged. Projections for traffic improvements have been based on evaluation of community plan street network at a generalized level of detail. When specific improvements are considered further, site specific impacts and mitigation measures would be addressed by the City as part of the subsequent environmental review for proposed street improvements. The loss of on-street parking would undoubtedly be addressed.

**Hollywood Heights Association, Memorandum dated 24 March 1988**

Comment No. 6 - No new development should occur prior to improvement of the transportation system.

Response No. 6 - Comment acknowledged. The proposed plan revision is not an implementation tool. There is no specific mechanism through the plan revision which would tie development levels to transportation improvements. Such a linkage can only be established through action of the City Council.

Comment No. 7 - Request traffic evaluation and data for Highland Avenue north of Franklin, including consideration of traffic from the Hollywood Bowl.

Response No. 7 - The DEIR evaluated traffic impacts along the entire portion of Highland Avenue between the Hollywood Freeway ramps on the north and the southern boundary of the Community Plan area, including the segment north of Franklin Avenue.

With existing traffic volumes, the segment from Hollywood Boulevard to the Hollywood Freeway was found to operate under overloaded conditions during the afternoon peak period, with traffic volumes exceeding the capacity of the street. With build-out of the Proposed Community Plan, and no improvement to the street system, the increase in traffic volumes is projected to result in continued congestion along this section of Highland, and over-capacity conditions extending southward to Santa Monica Boulevard.



In response to these projections, improvements were suggested in the DEIR for the portion of Highland between Sunset Boulevard and Santa Monica Boulevard, and at all major intersections along Highland (including Highland and Santa Monica Boulevard, Highland and Fountain, Highland and Sunset, and Highland and Hollywood). In addition, grade-separation of the intersections of Highland with Franklin Avenue (west) and Franklin Avenue (east) was suggested to eliminate the problems associated with the Franklin Avenue jog. With these improvements and other suggested improvements to parallel highway facilities (such as Cahuenga Boulevard), improved operating conditions were projected along most sections of Highland. However, due to right-of-way constraints and the fact that only a limited number of traffic lanes can enter the freeway from northbound Highland, no street improvements appear to be feasible for the portion of Highland to the north of Franklin Avenue (east). Traffic congestion along this section of Highland is projected to continue.

The traffic analysis for the Community Plan was focused on afternoon peak hour conditions resulting from trips generated from proposed community land use plan alternatives. Site specific traffic impacts related solely to the operation of the Hollywood Bowl were not addressed in the DEIR.

Comment No. 8 - It is unrealistic to consider public transportation a solution to parking problems created by development occurring in the next decade or two. Any plans for ongoing development should call for substantial parking requirements.

Response No. 8 - Not a comment on the adequacy of the EIR. See City Planning Department Staff Report. Assumptions regarding Metro Rail were used in the transportation impact modeling aspects of the plan as this factor affected trip generation, choice of travel modes (auto vs transit) and travel patterns.

**Southern California Rapid Transit District (SCRTD), Letter dated 24 March 1988**

Comment No. 9 - Both the full build-out of the Proposed Plan and the Constrained Improvement Scenario, as described in the DEIR, would affect SCRTD bus operations in the Hollywood Plan area. The Hollywood Boulevard/La Brea Avenue intersection improvement may affect the following lines: Line 1 which operates east/west on Hollywood Boulevard through the intersection; and Lines 180, 181, 212, 217 and 429 which turn from northbound La Brea Avenue to eastbound Hollywood Boulevard to South La Brea Avenue. The Highland Avenue/Franklin Avenue intersection improvement may affect Lines 420 and 426 which operate north/south through the intersection on Highland Avenue. The Fountain Avenue improvement may affect Line 175 which operates on Fountain Avenue east of Western Avenue.

The District would suggest that the City consider the following mitigation measures:

- o It may become necessary to temporarily relocate bus stops on these lines during construction of intersection and street improvements. The District will work with the City to mitigate effects on bus service and passenger inconvenience.
- o The District would recommend installation of bus shelters at stops in the improvement areas. Such shelters are often provided free by private firms in return for advertising rights within the shelter.
- o Concrete bus pads should be built into the street at all bus stop locations. These pads serve to prolong street life and to limit the damage that occurs at unreinforced stops. Where possible, bus turnouts should be constructed to enhance traffic flow and safety in high-volume areas.

Response No. 9 - Comment acknowledged. Intersection improvements identified in the DEIR will be subject to subsequent environmental review by the City, as these projects are either funded in the capital budget or as part of an individual development project. At the time specifically defined projects identified, then consideration will be given to the feasibility of the installation of bus shelters, concrete pads, and turnouts.

**Whitely Heights Civic Association, Letter dated 24 March 1988**

Comment No. 10 - Parking is not adequately addressed by the DEIR.

Response No. 10 - As indicated on page 14, the controls established in a community plan are limited to the regulation of the general type of land use, residential density and commercial development intensity. Parking requirements cannot be regulated in a community plan. Parking requirements are regulated in the zoning code. However, pages 82-87 identify recommended mitigation measures which address parking standards for commercial and residential land use categories.

Comment No. 11 - Request additional traffic data on Franklin Avenue, east of Highland and west of Western Avenue.

Response No. 11 - In response to projected poor levels of service along portions of Franklin Avenue, the DEIR suggests the following improvements for Franklin:

- o Grade-separation of the intersection of Franklin (east) and Franklin (west) with Highland Avenue.
- o Widen Franklin between Highland and Wilcox Avenue from two to four lanes.
- o Provide dual left turn lanes from eastbound Franklin to northbound Western Avenue.

In addition, the DEIR recommends that the City of Los Angeles initiate preparation of a Transportation Specific Plan for the entire Community Plan area. During preparation of the Transportation Specific Plan, it is possible that additional improvements for streets throughout the Community Plan area, including Franklin Avenue, may be recommended.

Comment No. 12 - Request traffic data for the area of Highland north of Franklin Avenue to the Hollywood Freeway, including consideration of Hollywood Bowl-related traffic.

Response No. 12 - See Response No. 7.

Comment No. 13 - A program for parking should be addressed in the FEIR.

Response No. 13 - See Response No. 10.

Comment No. 14 - Development Standards for All Land Use Designations in Section 5.4 is inadequately addressed.

Response No. 14 - The purpose of the Hollywood Community Plan Revision was essentially one to match overall development levels to infrastructure capacity. Page 80 of the DEIR acknowledges the inherent limitations of a Community Plan in controlling specific aspects of land development. Development standards cannot be regulated through a Community Plan. However, pages 82-86 of the DEIR outline basic development standards that the Planning Commission and City Council may wish to consider when discretionary actions are taken for specific projects in the Community Plan area. The precise and detailed consideration of development standards is most appropriately addressed in the zoning code or in the development of specific plans. Suggested development standards are attached as Appendix II of the Community Plan Revision staff report to the Planning Commission (CPC No. 18473).

Comment No. 15 - The mitigation measures discussed in Section 5.13 (Cultural and Historic Resources) offer inadequate detail. They need to be more fully developed in the FEIR with more emphasis on implementation of historic preservation.

Response No. 15 - In order to address the preservation of historic and cultural resources within the Hollywood Community Plan area, the DEIR recognizes the following points:

- o The overall downzoning and matching of existing development levels with planned levels will improve the prospects for historic preservation by reducing the probability of redevelopment to higher densities.
- o A comprehensive architectural survey must be conducted to determine the exact nature of the resources.
- o The Historic Preservation Overlay Zone (HPOZ), as currently established in the City zoning code, is the best available implementation tool to protect those resources identified.

As part of the overall Community Plan Revision (CPR) program being instituted by the Department of City Planning, the City is currently considering the authorization of the historic resources inventories for each community plan area, which will provide the necessary technical data to support potential HPOZ or other related historic preservations designations.

City of Los Angeles, Department of Recreation and Parks, Memorandum dated 22 February 1988.

Comment No. 16 - Page 88 of the Draft EIR includes a section titled "Parks and Recreation Facilities". The proposed park land standards for the Hollywood Community Plan differ from the standards previously adopted by the Department of Recreation and Parks, the City Planning Department and the City Council. The adopted standard is two acres of community park lands for each 1,000 residents. We realize that the targets stated above are long range goals. However, the Hollywood community Draft EIR should acknowledge that one acre each of neighborhood and community park lands per each 1,000 residents is a short range goal. We are projecting four acres per 1,000 people as our ultimate goal.

Also we feel that a three-mile service radius for community recreation facilities is too large and represents a distance that might limit use by people who are obligated to walk. The adopted short-range plan indicates a service radius of two miles, the distance used by this agency in allocating Quimby funds.

Response No 16 - Comment acknowledged. Page 88 to be revised as follows:

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

- o One-acre of community parkland per 1,000 people; community parks should be a minimum of 15 acres in size and serve a 2-mile radius.
- o One-acre of neighborhood parkland per 1,000 people; neighborhood parks should be a minimum of 5 acres and serve a 1-mile radius.

Hope Lutheran Church, Letter dated 22 March 1988

Comment No. 17 - The possibility of preferential parking in the neighborhood would adversely affect the church. No churches or synagogues are referred to under Public Services Impacts.

Response No. 17 - Comment acknowledged. The proposed community plan revision would not affect exiting churches and other religious/institutional land uses. The proposed revision does not make a recommendation for preferential parking.

**Hollywood Better Government Association, Letter dated 28 March 1988**

Comment No. 18 - This Association did not receive a copy of the Initial Study in time to comment on it and it is felt that fuller examination at that stage would have been helpful.

Response No. 18 - Comment acknowledged. The Initial Study was attached to the Notice of Preparation for the proposed plan revision. As required by the California Environmental Quality Act, the response period for the Notice of Preparation was 30 days.

Comment No. 19 - There has not been a general mailing to all project area property owners and residents of the notices of the availability of the EIR and the hearings in March 1988.

Response No. 19 - Section 15087 of the CEQA Guidelines does not require that the notice of availability of the DEIR be mailed to all property owners and residents. The guidelines indicate that notice to property owners is one possible method. The Department of City Planning provided notices of availability to persons and organizations on their mailing lists as well as published the notice.

Comment No. 20 - No mailings have been made to the Hollywood Project Area Committee (PAC) regarding the Community Plan Revision.

Response No. 20 - The PAC has no statutory responsibility outside of the Redevelopment Project Area. The Plan Revision work program and the development of land use alternatives specifically excluded the Redevelopment Project area. No mailings were made to the PAC, however, a number of members of the PAC received notices and mailings based on their involvement in other local Hollywood organizations.

Comment No. 21 - The DEIR does not discuss the cumulative impacts of additive benefit assessments such as those from street districts, Metrorail, CRA caused public service deficiencies and others.

Response No. 21 - Assessment districts are not legally a part of the Community Plan revision and are not proposed. The economic and fiscal impacts of assessment districts are not an environmental impact as defined by CEQA and are not addressed in DEIR.

Comment No. 22 - A list of all site specific proposed and possible developments should be included in the FEIR along with an environmental evaluation of their environmental effects and how they are to be handled in the HCP revision.

Response No. 22 - As indicated in the DEIR, the Community Plan revision is based on Year 2010 forecasts for the area as indicated in projections prepared by the Southern California Association of Governments (SCAG). The Plan life cycle is thus 20 years. In this context, near-term proposed or planned projects are not an appropriate basis to evaluate long-term cumulative impacts. Taking this into account, the DEIR has evaluated impacts based on the build-out potential of the various land use categories. This method would thus encompass future projects

(assuming they are consistent with community plan designations). Section 15130 (b)(1)(B) of the CEQA Guidelines permits the assessment of cumulative impacts based on projections and forecasts as an alternative to the listing of related projects. It should also be recognized, the Hollywood Community Plan Revision DEIR is not a substitute for project specific environmental review by the City of Los Angeles.

Comment No. 23 - An additional alternative should be evaluated in the FEIR. This is the alternative of future development in the plan area without presence of a CRA project.

Response No. 23 - The alternatives identified in the DEIR have focused on development levels in the Plan revision area only. This analysis does incorporate for purposes of estimating traffic and traffic-related impacts a practical build-out estimate for the Redevelopment Project Area. Alternatives addressing different levels of development in the Redevelopment Area are not considered. Alternatives in the Redevelopment Area are addressed in the Hollywood Redevelopment Plan EIR, State Clearinghouse No. 85052903.

Comment No. 24 - Adverse effects on human beings and human health effects due to forcing consumers, tenants, homeowners, and small businesses to pay large sums to finance public improvements needed for high density developments and Metrorail have not been addressed in the DEIR.

Response No. 24 - Comment noted. The proposed Plan regulates land use distribution and densities only. The Plan recommends public improvements as mitigation measures, particularly in the area of transportation. No financing mechanisms or assessments for these improvements are identified in the proposed Plan.

Comment No. 25 - There is insufficient study in the DEIR of the economic and social effects of the project. No study has been made of the adverse effects on tenants, homeowners, small business of such factors as various eminent domain condemnations, rail routes, massive new real estate developments, street widening and relocations.

Response No. 25 - The proposed Plan regulates land use distribution and densities only. The Plan contains no provisions recommending the use of eminent domain nor does the Department of City Planning (proponent of the Community Plan revision) have such authority. Moreover, CEQA does not require that socioeconomic effects be addressed in an Environmental Impact Report.

Comment No. 26 - There has been no evaluation of any alternatives which would eliminate or greatly reduce the use of eminent domain condemnations in the development of the Plan area. There are severe threats of eminent domain upon tenants and small property owners from CRA, which plans to seize at least 1,800 housing units plus innumerable commercial properties, the Los Angeles Unified School District, which plans to seize at least 120 housing units at the Hollywood I and Hollywood II sites plus more near Grand and Le Conte, and from Metrorail which, at the very least, plans to seize at least 45 housing units, 2 churches, the Dunes Motel and several other businesses at Sunset and Wilton. Thus, the DEIR

is inadequate since it fails to consider an alternative which would offer the greatest public benefit and least private injury.

Response No. 26 - See Response No. 25. In addition, specific projects cited above are located within the Redevelopment Plan Area and are not part of the proposed Community Plan revision area.

Comment No. 27 - The DEIR fails to include a discussion on the gross unfairness of the Relocation Act and the condemnation statutes.

Response No. 27 - The proposed Community Plan neither recommends relocation or condemnation. The proposed Plan is not an implementation mechanism.

Comment No. 28 - There would be physical illness, deaths, suicides by the pressure of public agencies taking property. Special benefit assessments would intensify the pressure. Humans would suffer and the DEIR fails to disclose this at all.

Response No. 28 - Comment acknowledged. The proposed Plan revisions contains no provisions or recommendations for the taking of private property.

Comment No. 29 - There is no shortage of small businesses supplying every need in Hollywood. The DEIR has made no study of how these would be damaged by the imposition of massive shopping facilities.

Response No. 29 - As indicated above economic effects are not considered environmental impacts as defined by CEQA need not be addressed in the DEIR. In addition it should be noted that the proposed plan revision places special emphasis on providing convenient neighborhood oriented retail. The proposed Plan revision allocates 332 acres to neighborhood commercial. In comparison, 68 acres are allocated to the community commercial category where development densities would be greatest.

Comment No. 30 - The cumulative impacts with and without the tentative redevelopment project have not been evaluated.

Response No. 30 - The DEIR, particularly in the area of traffic and traffic-related impacts addresses the cumulative impact of buildout in the redevelopment area plus build-out of the proposed Community Plan. The traffic evaluation (page 76) also address reductions in the Redevelopment Area that may be necessary to achieve a balance between street capacity and the level of land use development.

CORRESPONDENCE RECEIVED ON DEIR



## OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814

Michael Davis  
City of Los Angeles  
200 N. Spring Street, Room 505  
Los Angeles, CA 90012

April 1, 1988

Subject: Hollywood Plan Revision  
SCH# 87112504

Dear Mr. Davis:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight-digit State Clearinghouse number should be used so that we may reply promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in preparing your final EIR. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience.

Please contact Keith Lee at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in dark ink, appearing to read "David C. Nuhenkamp".

David C. Nuhenkamp  
Chief  
Office of Permit Assistance

cc: Resources Agency

Enclosures

87112504

1. Project Title: HOLLYWOOD COMMUNITY PLAN REVISION  
 2. Lead Agency: CITY OF LOS ANGELES 3. Contact Person: MICHAEL DAVIES  
 3a. Street Address: 200 N. SPRING ST., ROOM 505 3b. City: LOS ANGELES  
 3c. County: LOS ANGELES 3d. Zip: 90012 3e. Phone: 213/485-2478  
 PROJECT LOCATION 4. County: LOS ANGELES 4a. City/Community: HOLLYWOOD

4b. Assessor's Parcel No. \_\_\_\_\_ 4c. Section \_\_\_\_\_ 4d. Typ. \_\_\_\_\_ 4e. Image \_\_\_\_\_  
 4f. Cross Streets: Cahuenga Blvd. South Hollywood Blvd 4g. For Rural, Railroad Community: \_\_\_\_\_

6. Within 2 miles: a. State Hwy Hollywood Freeway All-  
 parts \_\_\_\_\_ c. Rail-  
 ways \_\_\_\_\_ d. Water-  
 ways \_\_\_\_\_

7. DOCUMENT TYPE		8. LOCAL ACTION TYPE		9. DEVELOPMENT TYPE	
CMA		01. General Plan Update		01. Residential: Units _____ Acres _____	
01. <input checked="" type="checkbox"/> MAP	06. <input type="checkbox"/> REC	02. New Element	03. General Plan Amendment	02. Office: Sq. Ft. _____	Acres _____ Employees _____
02. <input type="checkbox"/> Early Comp	07. <input type="checkbox"/> REC	04. Master Plan	04. <input checked="" type="checkbox"/> Community Plan	03. Shopping/Commercial: Sq. Ft. _____	Acres _____ Employees _____
03. <input type="checkbox"/> Reg Dec	08. <input type="checkbox"/> REC	05. <input type="checkbox"/> Amendment	05. <input type="checkbox"/> Redevelopment	04. Industrial: Sq. Ft. _____	Acres _____ Employees _____
04. <input checked="" type="checkbox"/> Draft EIR		06. <input type="checkbox"/> Specific Plan	06. <input type="checkbox"/> Rezone	05. Water Facilities: KGD _____	
05. Supplement/		07. <input checked="" type="checkbox"/> Community Plan	07. <input type="checkbox"/> Land Division	06. Transportation: Type _____	
06. Subsequent EIS		08. <input type="checkbox"/> Resubmittal	08. Land Division	07. Mining: Mineral _____	
(Prior EIS No.: _____)		09. <input type="checkbox"/> Rezone	(Zoning, Parcel	08. Power: Type _____ Watts _____	
		10. <input type="checkbox"/> Resubmittal	Map, Tract Map, etc.)	09. Waste Treatment: Type _____	
		11. <input type="checkbox"/> Other		10. OCS Related _____	
		12. <input type="checkbox"/> Other		11. Other: _____	
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		14. <input type="checkbox"/> Other			
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		100. <input type="checkbox"/> Other			

10. TOTAL ACRES: \_\_\_\_\_ 11. TOTAL JOBS CREATED: \_\_\_\_\_  
 12. PROJECT IMPACTS DISCUSSING IN EXISTING  
 01.  Aesthetic/Visual 06.  Flooding/Drainage 15.  Septic Systems 23.  Water Quality  
 02.  Agricultural Land 07.  Geologic/Seismic 16.  Sewer Capacity 24.  Water Supply  
 03.  Air Quality 08.  Jobs/Training Balance 17.  Social 25.  Wetland/Riparian  
 04.  Archeological/Historical 09.  Minerals 18.  Soil Erosion 26.  Wildlife  
 05.  Coastal Zone 10.  Noise 19.  Solid Waste 27.  Growth Inducing  
 06.  Economic 11.  Public Services 20.  Toxic/Hazardous 28.  Incompatible Landuses  
 07.  Fire Hazard 12.  Schools 21.  Traffic/Circulation 29.  Cumulative Effects  
 13. FPODUS (approx) Federal \$ \_\_\_\_\_ State \$ \_\_\_\_\_ Total \$ \_\_\_\_\_  
 14. Primary Land Use and Change: \_\_\_\_\_

15. PROJECT DESCRIPTION: 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 10-151 buffer, 2) provide community-serving commercial uses in small centers in areas outside of the Hollywood Redevelopment Plan area, 3) concentrate other commercial development within the redevelopment plan area, 4) define a transportation system that works in conjunction with the land use plan, and 5) establish community-wide development standards.

CLEARINGHOUSE CONTACT: KEITH LEE 916-445-0613  
 STATE REVIEW BEGAN: 3-4-88  
 DEPT REV TO AGENCY: 3-25  
 AGENCY REV TO SCH: 3-30  
 SCH COMPLIANCE : 4-1  
 AQMD/APCD: 33 (Resources: 3/12)  
 \* Regional Agencies sent copies direct

W/C N/C  
 • Resources  
 • Planning  
 • Conservation  
 • Fish & Game  
 • DWR  
 • Recreation  
 • Parks & Rec/OHP  
 • ARB  
 • Waste  
 • Cntl Bd  
 • Qual (NTH)  
 • (3RD)  
 • (2ND)

W/C N/C  
 • State 4  
 • Caltrans 7  
 • Planning  
 • Aesthetics  
 • E & Devel  
 • Health  
 • PUC  
 • Works  
 • Actions  
 • Servs  
 • (Schools)  
 • La Mn Mtns  
 • Colorado Rvr Bd  
 • Rgl Plan  
 • Consrv  
 • OPR  
 • OPR

# Memorandum

4-1

Executive Director  
Office of Planning & Research  
State Clearinghouse  
1400 Tenth Street  
Sacramento, CA 95814

Date : March 23, 1988

File No.: IGR/CEQA

W. B. BALLANTINE - District 7  
DEPARTMENT OF TRANSPORTATION

Subject: Project Review Comments

SCH NUMBER

Draft EIR

87112504

City of Los Angeles

Hollywood Community Plan Revision

Caltrans has reviewed the above referenced document and has the following comments.

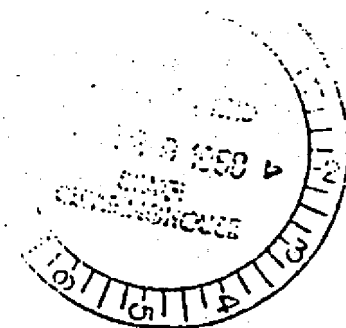
Due to the plan's proximity to State transportation facilities and the direct impact to Santa Monica Boulevard (State Route 2) and Highland Avenue (State Route 170), Caltrans will act as a Responsible Agency for the proposed project.

The Hollywood Community Plan Revision DEIR includes a discussion of transportation system improvements which would require Caltrans approval. To ensure the compatibility of the planning for this area and to avoid delays in the implementation of the plan, early and frequent coordination between our agencies is necessary.

The DEIR fails to thoroughly address project impacts to nearby state transportation facilities. Specifically, the DEIR should include an evaluation of the potential impacts to Interstate Route 5 (Golden State Freeway) and Route 101 (Hollywood Freeway) including any freeway ramps likely to be used. In particular, potential impacts to the intersection of Santa Monica Boulevard (State Route 2) and the Route 101 freeway ramps should be addressed. If necessary, mitigation measures should also be discussed in the final document.

Thank you for the opportunity to respond. If you have any questions, please contact Joel Rojas at (213) 620-4038. We look forward to reviewing the Final Environmental Impact Report.

*W.B. Ballantine*  
W. B. BALLANTINE, Chief  
Environmental Planning Branch  
Transportation District 7  
Clearinghouse Coordinator  
For information, contact Al Fisher  
(ATSS) 640-3935 or (213) 620-3935



Attachment

# Los Angeles Unified School District

Building Services Division

LEONARD M. BRITTON  
Superintendent of Schools  
Environmental Review File  
Hollywood Community Plan Revision

C DOUGLAS BROWN  
Division Administrator  
ROBERT J. NICCUM  
Director of  
Real Estate

March 28, 1988

Michael Davies  
Community Planning Division - Hollywood EIR  
City Planning Department  
Room 505, City Hall  
200 North Spring Street  
Los Angeles, CA 90012

Dear Mr. Davies:

Re: Hollywood Community Plan Revision

Thank you for providing the Los Angeles Unified School District the opportunity to review the Draft Environmental Impact Report for the Hollywood Community Plan Revision. The document's careful presentation of statistics will be useful to us as we seek to mitigate the overcrowding of our current school facilities, and as we plan for new sites which may be necessary to accommodate Hollywood's growing student population.

The policy recommendations that result from your interpretation of the statistics will facilitate our task. On page 8, you list as mitigation measures for schools: "Expand facilities on current sites. Allow residential development only in areas where there is remaining enrollment capacity." We support the second of these recommendations.

Expanding existing sites is not always feasible, however. In some cases, the nature of adjoining properties (for example, large apartment buildings) makes expansion difficult. In other cases, the school's capacity already exceeds the 1,000 student maximum adopted by the Board of Education, so that further expansion is not permissible. Where expansion is not feasible, new sites may be considered.

In regards to your comment on page 94 about more intensive development on existing school sites, AB 1700 was signed by the Governor last year. The Los Angeles Unified School District supports the multi-story concept and is using it routinely.

With reference to Figure 18, and the comments on page 88, the enrollment figures are for 1986, not 1987. The enrollment data in Figure 18 does not reflect the fact that a few of the schools listed also serve as magnet schools, and thus are not as "underenrolled" as the numbers suggest. The attached page will provide more complete information.

ADDITIONS/REVISIONS TO FIGURE 18: SCHOOLS,  
HOLLYWOOD COMMUNITY PLAN REVISION

1986 ENROLLMENTS

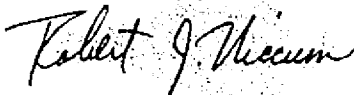
Bancroft Junior High	
1986 Enrollment	1138
1986 Magnet Enrollment	343
1986 Cap	1603
Fairfax High School	
1986 Enrollment	2396
1986 Magnet Enrollment	185
1986 Cap	2581
Hollywood High School	
1986 Enrollment	2074
1986 Magnet Enrollment	252
1986 Cap	2379
Wonderland Elementary	
1986 Enrollment	193
1986 Magnet Enrollment	209
1986 Cap	404
<hr/>	
Dayton Heights	
Planned Expansion	0

Reference is made to the recommendation on page 95: "Keep school yards open in afternoons and on weekends, with supervision provided by the Recreation and Parks Department." The District will be pleased to work with the City to implement this proposal for joint use wherever possible. Because District funds for landscaping are extremely limited, we would welcome cooperative ventures whereby the City might be able to fund the installation and maintenance of landscaping in joint use areas. We would also welcome the opportunity to explore joint use of City parks for school facilities in areas where school overcrowding exists.

Recommendations regarding street widening (Cahuenga northbound; Fountain Avenue) and one-way couplets (Wilton and Van Ness) will improve the traffic flow and congestion adjacent to schools. We are concerned, however, that some of these improvements to traffic flow will adversely impact the parking situation. Parking is already a problem in the vicinity of Le Conte Junior High School. We would like to work with the City to find a location for additional parking in this area. Alternatively, we would welcome your suggestions for other viable mitigating measures.

Please continue to apprise us of the status of the Hollywood Community Plan Revisions. We look forward to working with you as we plan for new school facilities to serve the Hollywood Community.

Very truly yours,



Robert J. Niccum  
Director of Real Estate

RJN:meh

cc: Dean Miyasaki  
Don Rector  
Jim Whithorne  
Howard Asplund

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

FROM: Barbara Betlem, President  
Hollywood Heights Association

DATE: March 24, 1988

SUBJECT: HOLLYWOOD HEIGHTS ASSOCIATION COMMENTS REGARDING  
HOLLYWOOD COMMUNITY PLAN REVISION ENVIRONMENTAL  
IMPACT  
REPORT NUMBER CPC 1070 - GP/ZC

The Hollywood Heights Association has reviewed the Environmental Impact Report prepared for the Hollywood Community Plan Revision. This letter is the Hollywood Heights Association (HHA) response to the Environmental Impact Report (EIR) for the Hollywood Community Plan Revision.

Our comments fall into several categories wherein we discuss the HHA position and provide recommendations. The categories are as follows:

(1) TRAFFIC:

We strongly support recommendation in the transportation study of the Hollywood Community Plan revision as opposed to the continuation of the Current Circulation Element of the General Plan. We are strongly opposed to retaining the Current Circulation Element of the General Plan, which we agree would result in enormous costs and displacement of existing houses, businesses, and street trees.

Transportation improvements must be made to correct the current deficiencies in the transportation system. The argument that developers' contributions will finance needed improvements is not sufficient because Hollywood needs improvements prior to any development to bring the transportation system to a reasonable level of service.

We feel that it is necessarily a prerequisite to any further development in the Hollywood area that this transportation program be enacted, and that improvements pursuant to the plan be completed to the extent necessary to significantly improve the traffic

situation in and around Hollywood. We strongly believe that it is not enough to attempt to mitigate the transportation effects of new development; NO NEW DEVELOPMENT SHOULD OCCUR UNTIL THE TRANSPORTATION EFFECTS OF CURRENTLY EXISTING DEVELOPMENT HAVE ACTUALLY BEEN REDUCED. Further, transportation improvements must be monitored to ensure that the transportation system accommodates subsequent development.

It is of grave concern that data available in the plan revision does not reflect the seasonal traffic of the Hollywood Bowl. We are requesting that traffic data for Highland Avenue north of Franklin be isolated for study and additional data for that area during the Bowl season be supplied in the final EIR.

We favor improvement of the Franklin Highland intersection and see this as a first priority of the transportation plan. Of the options available, a form of grade separation appears to be the most effective as well as the least damaging to our community's environment. We strongly disfavor as an alternative realigning Franklin behind the Methodist Church to eliminate the jog (as included in the 1973 Community Plan). This alternative, we believe, would cause the destruction of our neighborhood. We are requesting the removal of this jog behind the Methodist Church from the Circulation Element as shown in the 1973 Community Plan, and from any further consideration.

## (2) PARKING

Hollywood Heights Association is questioning the adequacy of present parking requirements as they relate to all uses: residential, commercial and industrial. Adequate parking is essential to the viability of new development of any type.

The older homes and multi-family housing in Hollywood have no off-street parking or inadequate parking spaces. With new construction, curb cuts further reduce existing street parking without providing mitigation for the existing congested parking situation. Further, as streets are restricted to parking for purposes of increasing traffic flow, usable parking spaces are lost.

While we fervently hope that some day public transportation in Los Angeles will develop to the point where there is reduced dependency on the automobile, we think it is simply unrealistic to consider public transportation a solution to parking problems created by



development occurring in the next decade or two. Thus, any plans for ongoing development should call for substantial parking requirements.

(3) LAND USE/ZONING

We strongly support the concepts of the Community Plan Revision as applies to Hollywood Heights. The proposed changes in zoning of much of Hollywood Heights represent the liveable densities which we wish to see preserved.

Referring to map B-3 subareas 2, 5, and 6, we request a restudy of Highland Avenue North of Franklin, and its downzoning from the current R4 designation to R3-1XL.

Reacting to the zone change map B-3 subarea 2, specifically tract 2572, we believe there is a need for refinement, and propose a plan designation of Low and zone change to R1 for this tract. One concern is that access to this property is limited to extremely narrow hillside streets, which represent the only flat space shared by the community. These streets are already hazardous to pedestrians without adding to the traffic flow.

Regarding map B-3 subarea 3, we request that this subarea be extended to Highland Avenue to include an additional property of historical note, which is an integral part of the fabric of the proposed subarea 3.

(4) AESTHETICS AND URBAN DESIGN/CULTURAL AND HISTORIC RESOURCES

We strongly support the preservation of historically and architecturally significant buildings and neighborhoods in Hollywood. We request that Hollywood Heights be considered as a potential Historic Preservation Overlay Zone. We agree that neighborhood specific development standards should be adopted for areas of historic or architectural interest.

Your consideration of and action on our comments is greatly appreciated.



Gary S. Splvack  
Director of Planning

March 24, 1988

Mr. Michael Davies  
City Planner  
Department of City Planning  
Community Planning Division  
200 North Spring Street, Room 505  
Los Angeles, CA 90012

Dear Mr. Davies:

Thank you for the opportunity to comment on the Hollywood Community Plan Revision and the Draft Environmental Impact Report.

SCRTD endorses the City's implementation of the Transportation Specific Plan for Hollywood as part of the integrated process by which air quality and traffic circulation concerns may be mitigated. SCRTD also supports proposals for an East Hollywood Study Area/Metro Rail and for Station Area Development Plans. These are positive steps towards encouraging high-intensity development around Metro Rail stations. The District would further suggest that the Metro Rail Corridor Specific Plan be revised when a Metro Rail alignment is confirmed at the end of the CORE SEIS/SEIR process.

District review indicates that the accompanying Preliminary Plan Map for the Hollywood Community Plan (CPC 18473, Exhibit A1 and Exhibit A2) adequately accounts for community conditions without Metro Rail. The District understands that land use descriptions adjacent to Metro Rail stations adopted as part of the CORE SEIS/SEIR will be reexamined as part of the East Hollywood Study Area/Metro Rail process and the Station Area Development Plans. Designations such as "highway-oriented commercial" and "community commercial" will need to be changed at, and adjoining, adopted Metro Rail stations in conjunction with policy based high-intensity objectives. The plan will have to allow for the economics of special benefit assessment districts as well as maximize the potential for generating privately capitalized station developments. The District concurs with the land use designations shown on the map predicated on this understanding.

Both the full build-out of the Proposed Plan and the Constrained Improvement Scenario as described in the Draft Environmental Impact Report would affect SCRTD bus operations in the Hollywood Plan Area. The District would welcome the opportunity to comment on the individual improvements included in the Transportation Specific Plan when it becomes available.

Mr. Michael Davies  
March 24, 1988  
Page 2

Currently, the District operates bus lines which may be affected by the specific circulation improvement programs itemized on page 18 of the revised plan text. Schedules and route maps for these lines are enclosed.

#### Hollywood Boulevard/La Brea Avenue Intersection Improvement

Line 1 operates east/west on Hollywood Boulevard through the intersection.

Lines 180, 181, 212, 217, and 429 turn from northbound La Brea Avenue to eastbound Hollywood Boulevard to southbound La Brea Avenue.

#### Highland Avenue/Franklin Avenue Intersection Improvement

Lines 420 and 426 operate north/south through the intersection on Highland Avenue.

#### Fountain Avenue Improvement

Line 175 operates on Fountain Avenue east of Western Avenue.

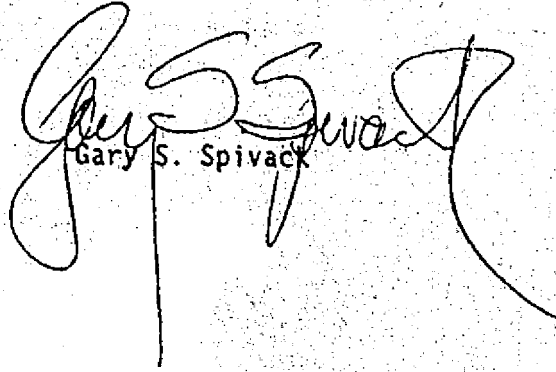
The District would suggest the City consider the following mitigation measures:

- (1) It may become necessary to temporarily relocate bus stops on these lines during construction of intersection and street improvements. The District will work with the City to mitigate effects on bus service and passenger inconvenience.
- (2) The District would recommend installation of bus shelters at stops in the improvement areas. Such shelters are often provided free by private firms in return for advertising rights within the shelter.
- (3) Concrete bus pads should be built into the street at all bus stop locations. These serve to prolong street life and to limit the damage that occurs at unreinforced bus stops. Where possible, bus turnouts should be constructed to enhance traffic flow and safety in high-volume areas.

Mr. Michael Davies  
March 24, 1988  
Page 3

The District will cooperate on any transit-related aspect of the Plan. If you have additional concerns, please contact Anne Odell at (213) 972-6134.

Sincerely,



Gary S. Spivack

Enclosures

WHITLEY  
HEIGHTS



CIVIC  
ASSOCIATION

P.O. BOX 1008 HOLLYWOOD, CA 90078

OLDEST CONTINUOUS CIVIC ASSOCIATION IN LOS ANGELES  
A STATE AND NATIONAL HISTORIC DISTRICT

March 24, 1988

Michael Davies  
Community Planning Division - Hollywood DEIR  
City Planning Department  
Room 505, City Hall  
200 North Spring Street  
Los Angeles, California 90012

SUBJECT: DRAFT EIR NO. CPC 1070-GP/ZC  
HOLLYWOOD COMMUNITY PLAN REVISION

Dear Mr. Davies:

You and your Staff are to be commended on the proposed Hollywood Plan Revision. Diligence and receptiveness to Community concerns are demonstrated by the thoroughness of the document.

Whitley Heights shall strongly urge that the proposed TRANSPORTATION PLAN be initiated by the City Council concurrent with the adoption of the Plan Revision and that a final TRANSPORTATION SPECIFIC PLAN be adopted within one year of the adoption of the Revised Community Plan. However, parking is not adequately addressed by the DEIR and we do feel that this should be included in the TRANSPORTATION PLAN.

At this time we would like to address several specific areas found within the DEIR which we view as potentially problematic:

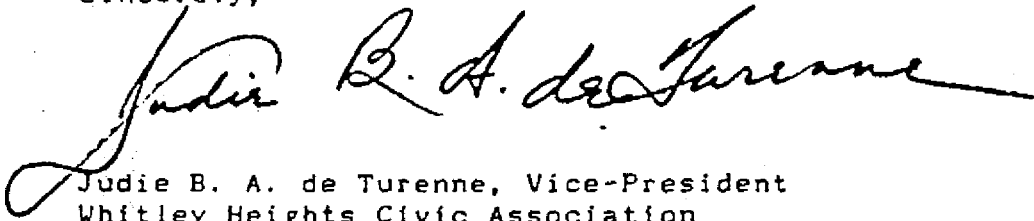
1. We request that Area 2 of Map "B-3" which surrounds Whitley Heights on the west, east and south be further downzoned to RD3-1XL, exclusive of the Lido Cleaners located at the northwest corner of Franklin and Wilcox and the Padre Apartments located between Wilcox and Cahuenga north of Franklin;
2. We request additional traffic data on intersections on Franklin Avenue east of Highland, but west of Western Avenue, be included in the Final EIR;

WHITLEY HEIGHTS CIVIC ASSOCIATION RESPONSE  
HOLLYWOOD COMMUNITY PLAN REVISION DEIR

3. We request that (a.) traffic data for the area of Highland Avenue north of Franklin to the Hollywood Freeway be isolated for study; (b.) specific data for that area during during a Bowl season be supplied in the FEIR;
4. We reiterate our belief that a program for Parking should be addressed in the FEIR;
5. We believe the "Development Standards for All Land Use Designations" found in Section 5.4 to be inadequately addressed and request that there be a forum for public input prior to adoption of any such Standards;
6. We believe the mitigation measures discussed in Section 5.13 Cultural and Historic Resources offer inadequate detail and request that they more fully developed in the FEIR with more emphasis upon implementation of historic preservation.

Thank you for this opportunity to address an issue of such importance to the Hollywood Community.

Sincerely,



Judie B. A. de Turenne

Judie B. A. de Turenne, Vice-President  
Whitley Heights Civic Association

JBAT:pc

c.c.: Michael Woo, Councilman 13th District

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: February 22, 1988

TO: Kenneth C. Topping, Director, Department of City Planning  
Room 505, City Hall - Attn: Michael F. Davies, City Planner

FROM: Alonzo A. Carmichael, Planning Officer *A. Carmichael*  
Department of Recreation and Parks, Room 1290, CHE

SUBJECT: Draft EIR, Hollywood Community Plan Revision,  
SCH No. 87112505

Thank you for providing the opportunity to comment on the above-referenced Draft EIR.

Page 88 of the Draft EIR includes a section titled "Parks and Recreational Facilities". The proposed park land standards for the Hollywood community differ from the standards previously adopted by this Department, your agency, and the City Council. The adopted standard is two acres of neighborhood park lands and two acres of community park lands for each 1,000 residents.

We realize that the targets stated above are long range goals. However, the Hollywood community Draft EIR should acknowledge that one acre each of neighborhood and community park lands per each 1,000 residents is a short range goal. We are projecting four acres per 1,000 people as our ultimate goal.

Also, we feel that a three-mile service radius for community recreation facilities is too large and represents a distance that might limit use by people who are obligated to walk. The adopted short-range plan indicates a service radius of two miles, the distance used by this agency in allocating Quimby funds.

I have enclosed a copy of Page 88 of the EIR and a portion of the adopted Public Recreation Plan for comparison purposes.

AAC:set  
Attachments

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

*SHORT RANGE 2 miles*

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:



# PAGE FROM THE ADOPTED PUBLIC REC. PLAN

Facilities should be provided at the neighborhood, community and regional levels. An overall provision of 10 acres of land per 1,000 persons for total recreational facilities is recommended. A minimum of 10% of the total land area should be in public recreation or open space.

The location and allocation of acreage for neighborhood and community recreational sites should be determined on the basis of the service radius within residential areas throughout the City. No park site should be diminished in size or removed from any service area unless the required acreage is replaced within that district or unless the need is diminished due to population changes.

Neighborhood Recreational Sites should be provided at a minimum of 2 acres per 1,000 persons. The following standards should apply:

- The minimum desirable acreage per recreation and park site is 5 acres, ideal 10 acres.
- If coordinated and used with a school playground, up to one-half the acreage of the playground may be counted toward the total acreage required, but a school playground alone is not likely to suffice to properly serve a neighborhood.
- The service radius of a neighborhood recreational site is approximately one-half mile.
- The park space should be located within a neighborhood so that users are not required to cross a major arterial street or highway when walking to the site.
- The type of activities and programs conducted at each neighborhood site must be determined by measuring the desires of the clientele in the area served. Care must be taken to provide activities for all age groups within the neighborhood.
- The population characteristics of each area served should be used in determining the general facilities required.

Community Recreational Sites should be provided at a minimum of 2 acres per 1,000 persons. The following standards should apply:

- The minimum desirable acreage per recreation and park site is 15 acres, ideal 20 acres.
- If coordinated with high school or junior high school site, up to one-half the required acreage may be fulfilled by the school play area.
- The service radius of a community site is approximately 2 miles.
- The community park should be easily accessible to the area served.

- The community park may serve several neighborhoods.
- The types of activities available at the community park should be determined by measuring the desires of the population served.

## Community Plan Standards - Short and Intermediate Range

The Local Recreation Standards are long range and may not be reached during the life of this Plan. The following standards have been used for most of the adopted community plans and are included in this Plan as short and intermediate standards for park acreage.

- For Neighborhood Parks - 1 acre per 1,000 persons; service radius 1 mile.
- For Community Parks - 1 acre per 1,000 persons; service radius 2 miles.

## POLICIES

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

## RECOMMENDATIONS

- Continue to include land acquisition for park and recreational purposes as a regular item in the City's Five Year Capital Improvement Program.
- Prepare a priority schedule based on greatest need for acquiring and developing park and recreational sites.
- Seek federal, state and private funds to implement acquisition and development of parks and recreational facilities.
- Establish policies to facilitate donation of parks to the City.



# Hope Lutheran Church

6720 Melrose Ave., Hollywood, Ca 90038

(213) 938-9135

The adopted Parish of honorary member Raoul Wallenberg

March 22, 1988

Mr. Michael Davies  
City Planning Department  
City Hall, Room 505  
200 N. Spring Street  
Los Angeles, Ca. 90012

Mark Rasbach, Pastor  
H.K. Rasbach, Pastor Emeritus

Re: Hollywood Community Plan Revision Summary

Dear Mr. Davies:

I am writing, as per your suggestion at the public hearing last Thursday, March 17, to let you know we support you in your efforts to improve the quality and conditions of life in our community. It appears you have your hands full. Yet by the looks of it, you are skilled and prepared to do it.

We, at Hope Lutheran Church, identify with the challenge, having tried to offer hope to Hollywood for over 45 years. Today, in addition to our regular weekly church services, people come to our facility every month for A.A., Al-Anon, N.A., A.C.A. meetings, child care and pastoral counseling.

Due to the possibility of preferential parking coming into the neighborhood, however, we need your help now to remain in the city. We find that no churches or synagogues are in the summary or referred to under Public Services Impact on page 15 of the new "Summary of Draft EIR" impact statement.

We feel mention, consideration and assistance for churches and synagogues is essential since they are so instrumental in improving the quality of life in our community which, I believe, is the same goal and purpose of this plan. I urge you Mr. Davies, please take this into consideration before reviewing the plan at the April Redevelopment Plan Hearing.

All best regards,

Ross Patton  
Chairman, Parking Development Committee

cc: Mayor Tom Bradley  
Councilman Zev Yaroslavsky  
Councilman Michael Woo  
Mr. Richard Jaramillo, Trans. Dept. Pref. Parking Sect.  
Ms. Pat Smith, c/o Gruen Associates

*Jesus Christ, our King in this broken Age.*

HOLLYWOOD BETTER GOVERNMENT ASSOCIATION  
POST OFFICE BOX 93661  
HOLLYWOOD, CALIFORNIA 90093  
Hollywood 61825, 466 1825

COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT  
AND GENERAL PLAN CONSISTENCY RECOMMENDATIONS  
FOR HOLLYWOOD COMMUNITY PLAN REVISION OF MARCH 1988

March 28, 1988

Re: EIR NO. CPC 1070 - GP/ZC  
GENERAL PLAN CONSISTENCY RECOMMENDATIONS TO  
CITY PLAN CASE NO. 86 - 831 GPC

PLANNING AND ZONING RECOMMENDATIONS  
PARKING, TREE AND METRO RAIL BENEFIT ASSESSMENTS,  
REDEVELOPMENT AND OTHER BENEFIT ASSESSMENTS  
HEALTH DANGERS OF CONDEMNATIONS OMITTED  
ENVIRONMENTAL IMPACTS ON HUMANS OMITTED  
FINANCIAL BURDEN ON AVERAGE PERSON UNDISCLOSED  
CUMULATIVE IMPACTS INCOMPLETELY EXAMINED

To:  
City Planning Division  
Room 505, City Hall  
200 North Main St.  
Los Angeles, Calif. 90012  
Attn: Mr. Michael Davies

Dear Sir:

While each of us seeks to renovate Hollywood most of us do not want to ruin our historic environment and finance other peoples' massive construction by such devices as special benefit assessments. We do not wish to suffer the adverse health effects of condemnations for the profit of special private interests. Furthermore we do not wish to stimulate construction and environmental damage by billions of dollars in public subsidies to affluent large developers. We wish to see our tax funds only spent on the true public service needs of own town. WE want to see unlimited free parking all over Hollywood and improvement of traffic levels of service not decreases. We want a more beautiful Hollywood, restoration, not demolition, not a jungle of steel and concrete. We hereby request that you reproduce the full text of this and each public comment in the Final EIR for the Hollywood Community Plan ("HCP").

INADEQUATE NOTICE

This Association did not receive a copy of the Initial Study in time to comment on it and it is felt that fuller examination at that stage would have been helpful. In addition the Community Redevelopment Agency of the City of Los Angeles ("CRA") is still

concealing such vital documents as the draft of the Hollywood Blvd. plan, descriptions of proposed zoning changes inside the tentative redevelopment project area, and many others which are needed to intelligently comment on the matters now before your Planning Department. The dates (Tuesday and Thursday) for oral testimony at community meetings were too close to the dates the written materials became available (prior Saturday).

In addition there apparently has not been a general mailing to all project area property owners and residents of the notices of the availability of the EIR and the hearings in March 1988. For some reason the mailings did go to many of the property owners outside of the tentative redevelopment area but not those in it.

#### PROJECT AREA COMMITTEE BYPASSED

It is particularly significant that apparently no mailings have been made to the Hollywood Project Area Committee ("PAC"), which is an independent public legislative body responsible for advising public agencies on all development projects and related activities in the Hollywood Community Redevelopment Area Project. The PAC is not part of the CRA and its Secretary is Scott Halper, 1343 North Citrus Avenue, Hollywood, Calif. 90028 to whom communications should be addressed, including all EIRs and other documents.

The PAC is organized under California Health and Safety Code §§ 33366, 33385 - 33388. Since it is likely that project area residents will be significantly affected by the proposed Hollywood Community Plan Revision it was your duty to consult with the PAC early in your planning and obtain their votes in favor or against each of your proposals. It is your duty also to see that the PAC obtains the views of its constituency and votes to approve or disapprove each of the EIRs. While some PAC members have a sketchy knowledge of your activities the provisions of state law have been circumvented and this invalidates your EIR as a matter of law.

#### SPECIAL BENEFIT ASSESSMENTS

The problem of special benefit assessments remains. The Hollywood Better Government Association opposes all alternatives which would impose special benefit assessments on small business and small property owners.

The justifications for special benefit assessments reside in the promulgation of planning policies which stimulate higher density development and then seek to pass some of the public service costs of such development on to small property owners. This is neither fair nor equitable. With a redevelopment project intending to consume at least \$ 922 million in property tax increments and hundreds of millions of dollars more in state and federal funds, all of which funds would otherwise be spent on vital public services mainly benefiting renters and small property owners, the pressure to impose special benefit assessments will be

significant during the life of the proposed Hollywood Community Plan Amendment.

If a rail route is to be used that does employ special benefit assessments then it is only proper that they be paid by those large corporations and large developments that have insisted on such a route. Thus the assessments for rail or any other purposes should only be on properties over one acre and buildings over 40,000 square feet.

The DEIR is completely defective in this area since such assessments will cause both severe effects on humans and on various other parts of the environment. There is no discussion of the cumulative impacts of additive benefit assessments such as those from street districts, Metrorail, CRA caused public service deficiencies and others.

It is noteworthy that the favored sites for Metrorail routes and stations according to the latest Metrorail SEIR are those with the greatest potential for high density development. It is clear from the vote of the citizens of Los Angeles that further accelerated and tax subsidized high density development is disfavored and that the voters prefer that development be less intense and more evenly spread over the area. The CRA Redevelopment and SCRTD Metrorail assumptions are directly contrary to the will of the people and are designed to favor affluent hidden land speculators and developers at the expense of the average citizen. This should have been brought out in the HCP EIR to warn the citizens of the cumulative effects of redevelopment and Metrorail and the other adverse effects.

The idea of these speculators and developers is to induce the public to build street improvements, parking structures, rail lines, sewers and other public improvements for their project sites where they would build (or already own) large shopping centers, high rise offices or high density apartments. While the privilege of these investors to build such edifices and public improvements with their own funds is not particularly disputed it is a gross misuse of public funds and proceeds from special benefit assessments to favor these hidden special interests.

In the case of the Hollywood area developers such as the Rockefeller (via Mobil Oil) and Bass brothers have contemplated a 2.5 million square foot shopping center at Hollywood and Vine. At Hollywood and Highland Melvin Simon, Bass interests and several other developers plan large projects. Such interests seek high density uses in the HCP area which would cause excessive effects on the street system, parking, water, electric and sewer services and others that have not been definitively described or evaluated in the DEIR. Without naming the projected large developments and their locations it is impossible to actually determine the environmental effects and this is deceptive to the public and the decision makers. A list of all the site specific proposed and possible developments should be included in the FEIR along with an

evaluation of their environmental effects and how they are to be handled in the HCP revision.

As an alternative to the special benefit assessments a clause should be inserted in the new Hollywood Community Plan which will allow the citizens of the Plan area, by vote, to impose a tax upon all funds of the Community Redevelopment Agency of the City of Los Angeles to pay for any public services needed.

#### TERMINATION OF REDEVELOPMENT PROJECT

The DEIR does not examine the need to terminate the redevelopment project in central Hollywood. This Association proposes that a clause be inserted in the new Community Plan which terminates the CRA redevelopment project and prohibits any further such projects from being established in the Community Plan area for the next 99 years.

Otherwise the CRA project will generate immense demands upon public services, the street system, parking and tax revenues that have not been predicted and funded and cannot be adequately funded in the 99 years to come. The CRA projects as a matter of rote always cause a transfer of the constitutional and civil rights, property and taxes of the majority of the people to an affluent hidden minority. The effect of this upon the people in the entire Community Plan area has been ignored. Much of the effect of CRA operations is upon the area surrounding the CRA project area and this should have been gone into in detail.

#### ALTERNATIVES

An additional alternative should be evaluated in the FEIR. This is the alternative of future development in the plan area without the presence of a CRA project. It is highly probable that current legal actions will invalidate the current tentative redevelopment project. Also redevelopment agency operations can be terminated and further prohibited upon adoption of this HCP revision as proposed above. Such alternative would mitigate many of the adverse environmental effects that have become such a problem to our community and allow for more relaxed and orderly development on the basis of love and cooperation between the people here rather than upon the basis of CRA imposed martial law powers.

#### RAIL ROUTES AND STATIONS

For the purpose of the travelling public the worst possible places for rail stations are among high density construction since there is no free parking available and what parking there is has exorbitant price tags. None of the proposed stations in the Hollywood area, other than perhaps Hollywood Bowl, has the possibility of extensive unlimited free parking. To induce most people to use the rail there must be unlimited free parking.

The alternative never described in Metrorail SEIRs is running the line over Hollywood Freeway. This would greatly decrease the construction cost by at least one or two billion dollars, eliminate underground tunnels, prevent destruction of numerous homes and businesses, avoid high density areas and thus provide greater parking opportunities. Extensive free parking could be provided on top of freeways with the rail line above the parking.

#### EFFECTS ON HUMANS

CEQA Guidelines, California Administrative Code ("CAC") Title 14, § 15126 (A) (health and safety problems) and page 324.11, Appendix I, § 21 require Mandatory Findings of Significance: "Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?" Also § 17 requires consideration of Human Health. This area has not been properly considered by the DEIR in that there would be substantial adverse effects on humans due to forcing consumers, tenants, homeowners and small businesses to pay a large sum to finance public improvements needed for high density developments and Metrorail which would strain them and endanger their health and cause displacement and relocation of many of them.

There is insufficient study in the DEIR of the economic and social effects of the project as required by California Administrative Code § 15131. No study has been made of the adverse effects on tenants, homeowners, small business of such factors as various eminent domain condemnations, rail routes, massive new real estate developments, street widenings and relocations, and rail station sites and how many and which small businesses would be forced to close due to the high cost of special benefit assessments and other environmental factors. The impact of economic effects is upon the humans of the area and there must be mandatory findings with regard to the effects on the humans.

#### EMINENT DOMAIN POWERS ARE NOT NEEDED

There has been no evaluation of any alternatives which would eliminate or greatly reduce the use of eminent domain condemnations in development of the plan area. At the moment there are severe threats of eminent domain upon tenants and small property owners from the CRA, which plans to seize at least 1800 housing units plus innumerable commercial properties, the Los Angeles Unified School District, which plans to seize at least 120 housing units at the Hollywood I and Hollywood II sites plus more near Grant and Le Conte, and from Metrorail which, at the very least, plans to seize at least 45 housing units, 2 churches, the Dunes Motel and several other businesses at Sunset and Wilton. Thus the DEIR is inadequate since it fails to consider an alternative which would offer the greatest public benefit and the least private injury. This must be evaluated as discussed in the section on mandatory findings of significance to reduce impacts upon humans.

There has been extensive misuse of eminent domain by public entities in California during the past generation. On Bunker Hill over seven thousand low income families were forcibly removed from their homes to build immense office buildings. They were promised replacement housing but almost none has been given them on Bunker Hill, surely none with backyards and at comparable rentals. It has taken over 25 years to build much of the replacement housing.

In Chavez Ravine numerous families were paid a pittance in condemnation so the baseball club could get rich and pay high salaries. Recent Los Angeles Unified School District condemnation actions have caused several deaths and much illness. In the Hollywood CRA area already there have been many illnesses due to the threats of eminent domain over the years to come. The HCP DEIR should have disclosed the effects on humans at page 132 in part 18 since there certainly is the "Creation of any health hazard or potential health hazard" and "Exposure of people to health hazards" by the use of eminent domain. At part 23 d. it is totally wrong to say no to the question, "Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?" Checking "no" to this question is undoubtedly the most serious mistake in the entire DEIR, as we have discussed at length herein.

The DEIR has failed to include a study of the adverse human effects of eminent domain on humans and their health. Thus eminent domain powers should be dropped from the project immediately. The HCP must include strong language to forbid the use of eminent domain which is for the convenience of private developers. The HCP should absolutely forbid the use of eminent domain and police powers by the CRA at any time. HCP should greatly curtail the possibility of eminent domain by other public agencies. It should require every such agency that expects it might wish to use such eminent domain in the next 99 years to now disclose its plans so that they can be properly evaluated at this time and strict limits put on them by the City Council to avoid serious illness, traumas and deaths on the part of our people in the years to come. Such agencies that do not disclose their site specific plans now should have their eminent domain powers terminated by strict language in the HCP.

The DEIR totally fails to include a discussion on the gross unfairness of the Relocation Act and the Condemnation Statutes. It fails to disclose that a public agency will not pay appraisal and attorney fees in most cases, that it generally would only pay distress prices for parcels acquired without expensive litigation. It does not disclose that a person can be displaced from his property in prejudgment possession without a trial or a the right to contest the taking. It fails to disclose that those who contest the taking or the valuation are forcibly removed and their structures demolished without payment which is impounded until the litigation is consummated. It fails to disclose the impact of these condemnations is terribly severe on elderly, minority and people with health problems. It does not disclose that the burden



of contesting a condemnation is so severe that very few people ever take the matter to court. The DEIR is completely deficient and only has presented the scene through rose-colored glasses.

There would be physical illness, deaths and suicides by the pressure of public agencies taking property. Special benefit assessments would intensify the pressure. Humans would suffer and the DEIR fails to disclose this at all.

#### ZONING PROPOSALS

Various zoning proposals are made in the documents for Case NO. 86 - 831. These are deficient in various respects. In particular the zoning designations on school, public and cemetery sites are too high. Each of these should be zoned at a single family residential zoning. Otherwise there is too much incentive for a developer to purchase the property and convert it to a higher density commercial or dense residential development.

There is intense developer pressure already upon such school sites as Selma, which CRA negotiated to buy from LAUSD and was stopped by our Association and community groups and leaders, upon Hollywood High by Tom Harnsberger and Tandam Realty, which has been delayed by massive public protest, upon Le Conte and other schools, upon De Longpre Park expansion area by Mr. Su, upon a proposed park at Franklin and La Brea, which has been threatened with 40 units of housing by CRA, upon city-owned parking lots by large high density developments, and at other locations.

We propose, therefore that the HCP revisions designate all such school, public and cemetery sites as single family zoning, single family detached housing, or the very minimum commercial zoning, along with prohibitions on raising the zoning, to prevent the public agencies from selling off such land for high density uses and greatly increasing our environmental problems.

#### "MAJOR SHOPPING FACILITIES"

In "Summary of Proposed Plan" of March 1, 1988 at page 9 there is a statement that part of objective 4 is to provide "Major shopping facilities 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." This objective is entirely defective in that it does not have any of the serious environmental effects, on a site specific basis, evaluated in the DEIR.

Anyone who has been to Beverly Center or Glendale Galleria has probably experienced the massive traffic jams, the long distance from parking to a store and the severe problems of using those facilities with their high prices and standardized goods. Those using the streets near such massive buildings are severely inconvenienced by the traffic congestion. The developers wish CRA to use public money to finance such massive buildings in Hollywood. If the developers won't invest their own money and

insist upon hundreds of millions of dollars of public subsidy there is something seriously wrong with their plans.

There is no shortage of small businesses supplying every need in Hollywood. The DEIR has made no study of how these would be damaged by the imposition of massive shopping facilities. The fact is that the great corporations did not want to compete with small business which gives better personal services and lower overall prices. Thus Broadway, I. Magdin and even Zody's left. The DEIR should take up, as an alternative, encouraging improvement of the quality and appearance of all the small businesses and mark them welcome members of our community rather than threatening them with extinction by public welfare type funding of rich corporations.

This is not to say that the zoning should not permit any large shopping centers. The Plan should not favor them or disfavor them. Let them rise or fall upon their own merits, not by public welfare and special favors. But first the transportation, parking and public services needed for such centers must be installed at the expense of the developers otherwise the environmental effects could not be assimilated.

#### EVEN DISTRIBUTION OF DENSITY AND HOSPITALS

It is proposed to increase the hospital density at Sunset and Vermont from 1.8 million s. f. to 3.7 million s. f. This is unacceptable since the congestion in that area is already too severe. As a matter of planning policy this increased density should be spread over the entire plan area. The notion of setting up pockets of extreme high density is contrary to all the long established principles of development in California and the City of Los Angeles. It might be appropriate for New York or the east but certainly not out here. Our city has prospered and been a relaxed and comfortable city due to the principle of low density construction evenly spread over the entire city. There is no need, other than for profit, to abandon this principle now and the longstanding principle should be spelled out and made a part of the HCP.

#### ADDITIONAL COMMENTS

The special zoning designations such as T, Q, D, etc. should be dropped and standard zones used.

Parking on EOC and NOC should be the same, else there is stimulation of congestion and high density construction where there is less parking required.

VAC uses should be preserved where the owners wish it.

In the Summary at footnote 1 on page 1 all proposed less restrictive uses should now be enacted where the owners wish it.

This plan amendment and EIR proceeding should be postponed for at least 90 days or until all documents on the CRA tentative redevelopment area and its proposed zoning and charges have been available for at least 60 days for comment and evaluation. The project must not be broken up into "bite-size" pieces for public evaluation. The actual plan must be fully disclosed in the first instance so the public can review it.

Griffith Park has been treated on page 5 (Summary) and other places as if it does not exist. This is unreasonable. It is true that more local parks are needed but, since they are, how can they possibly be funded with CRA grabbing over a billion dollars in local, state and federal taxpayer funds to subsidize developers? A lot of land bordering on the freeway could be converted to park use and of course, Wattles Park, De Longpre Park and other sites such as at Franklin and La Brea could be improved to form new and better parks.

At page 12 in Summary is mentioned 56 % pedestrian oriented. This is not realistic at all. A figure of 10 - 20 % would be appropriate. The shoppers that must be attracted to Hollywood will primarily come by auto and unless this is appreciated the parking will be totally inadequate and the planning decisions will be completely erroneous.

In Summary at page 15 there is no specification of park and open space independent of schools and public uses. How much of the space is parks? Schools are not open space. Griffith Park is still very underutilized. Many of the human problems of the plan area could be reduced by more use of Griffith Park as it will reduce the tensions and suffering of unhappy people.

Height limits should be at least 70 feet in all areas in order to encourage the building of more parking and landscape areas. Tall thin buildings are not undesirable and offer great benefits but not wasting the use of land below.

More community commercial zoning with FAR 3 to 13 is needed outside the tentative redevelopment area in order to spread the development across the plan area.

No benefit assessments should be obtained or used for parking or trees. The city and county will have adequate funds to set up unlimited free parking with annual additions to the free parking supply in Hollywood once the the redevelopment project is terminated. When small businesses are given more encouragement by the public agencies rather than harassment by CRA they will naturally begin to expand, plant trees and purchase additional parking to be made available free to customers.

A voluntary campaign to plant trees would be very successful among both residents and commercial owners. Private parties can just as well plant trees as some expensive government program.

Street trees should not be in boxes or cans except temporarily. They can't grow properly under such restriction.

In Summary page 30 restrictions on parking are described. There is no need to restrict parking on corner lots and no need to prohibit entrances on main streets. Such highly visible parking with a clear entrance greatly reduces driving by new customers and the attendant exhaust emissions. A very large percentage of the people who come to Hollywood do so only once or twice a year and have no idea where to park until they have located the shop they need. Making the parking hard to find discourages them and is inhospitable.

In summary page 36 there is proposed a 25 % story bonus for affordable housing. This does not address the fallacious concept of demolishing low priced units to build high cost units. CRA plans to demolish at least 1800 units and there is no way they can be replaced at low cost and have any rent similar to the prior units. The rents will be typically 100 % to 300 % higher for the same space and the density per acre higher. This congestion will be unpleasant for the families and residents even if the buildings are nicer. Thus no 25 % bonus should be given for them. It would be better to have a 70 foot height limit and much more garden space to improve the beauty and recreational use of the underlying land so the children will have a place to play and the grownups a place to relax.

The quality of life and the provision of public services with and without the CRA project has not been evaluated with respect to utilities, sewers, waste disposal, schools, streets, street and public facility maintenance, the homeless, etc.

The cumulative impacts with and without the tentative redevelopment project have not been evaluated. How much would the occurrence of this project stimulate adverse environmental effects throughout the Hollywood Community Plan area? How much will development activities in the redevelopment area interact with the massive construction activities going on in other parts of the Community Plan area. How much will massive development in the plan area cumulatively with downtown Los Angeles development aggravate Hollywood Freeway congestion and other environmental effects. These are massive effects not described in the DEIR.

The DEIR shows that the prognosis for reduction of traffic congestions and parking shortages in the plan area is extremely poor. There should be more restrictions on massive developments until the traffic and parking problems are solved in a realistic manner. The parking goal should be unlimited free parking all over the plan area at all hours. The traffic goal should be high levels of service at all intersections at all hours, that is in the A to B area and not the gridlock of D, E, F.

It is unacceptable to imitate Manhattan and Downtown Los Angeles where the parking is scarce and sky high in price, the traffic is intense and these are not pleasant places to go.

To improve traffic flow out of Hollywood transition ramps should be added on Hollywood Freeway northbound onto and off of Ventura Freeway eastbound. The Barham and Forest Lawn Drive route should be a secondary route not a primary route.

Within and without the tentative redevelopment project area there should not be downzoning of the residents without their permission or agreement. Many elderly and minority people have invested their life savings in a small home or apartment in Hollywood and now this is to be reduced from R 4 to R 2 typically. This can wipe out all of their equity in a single family home on such a lot while leaving a large loan.

The plan of various speculators is to purchase such downzoned properties at bargain prices and they are now doing so. After they collect a number of them these special interests plan to ask CRA and Planning Commission for a variance and CRA certainly intends to give it to them. The DEIR should have evaluated the adverse effect on humans of this practice. There is no justification, other than for the profit of the select few, to downzone pockets of land, anywhere in the plan area. This problem is particularly severe in the area near Highland and Sunset where millions of dollars of property values have been wiped out by CRA reductions in density as a prelude to downzoning. Since CRA has imposed eminent domain on the downzoned parcels by taking a 12 year option to seize the parcels the suffering, bad health and economic loss of the people is extremely severe. This must be properly evaluated in the FEIR.

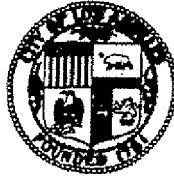
The tentative redevelopment area should not be excluded from the DEIR and planning documents since the EIR and documents prepared for the CRA project area may not be relied upon in any sense. Such CRA documents are under legal challenge for being prepared in deliberate fraud to deceive the community and decision makers. For instance the Land Use Data Base and Physical Inventory were false in many respects, the parking and transportation data is erroneous, the real estate survey and EIR used the false data from the Physical Inventory and the consultants wallowed in a sea of factual errors. No firm decisions should be made on the HCP EIR and other planning and zoning proposals until the trials in the redevelopment cases unravel the alleged frauds in the CRA procedures.

It is urged that the Planning Commission take a strong and independent stand in support of the positions presented here and resist the intrusion of the developer special interests which would have the Commission act against the best interests of all the people of Historic Hollywood.

Sincerely yours,

*David Morgan*  
David Morgan, Director

CITY OF LOS ANGELES  
CALIFORNIA



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MAYOR

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(213) 485-5073

February 8, 1988

To: Public Agencies and Officials, Interested Parties

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

This transmits to you for comment the above referenced draft EIR. Written comments on the draft EIR should be received by March 28, 1988. The City Planning Department will 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.

A handwritten signature in cursive script, appearing to read "Michael F. Davies".

Michael F. Davies  
City Planner

MD/bk

CITY OF LOS ANGELES  
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:<sup>1</sup>

- 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.

<sup>1</sup>. 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.<sup>1</sup>

- 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

<sup>1</sup> 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 decrease 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 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 Angeles 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 be 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<sup>1</sup>

#### 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.

<sup>1</sup>. 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.

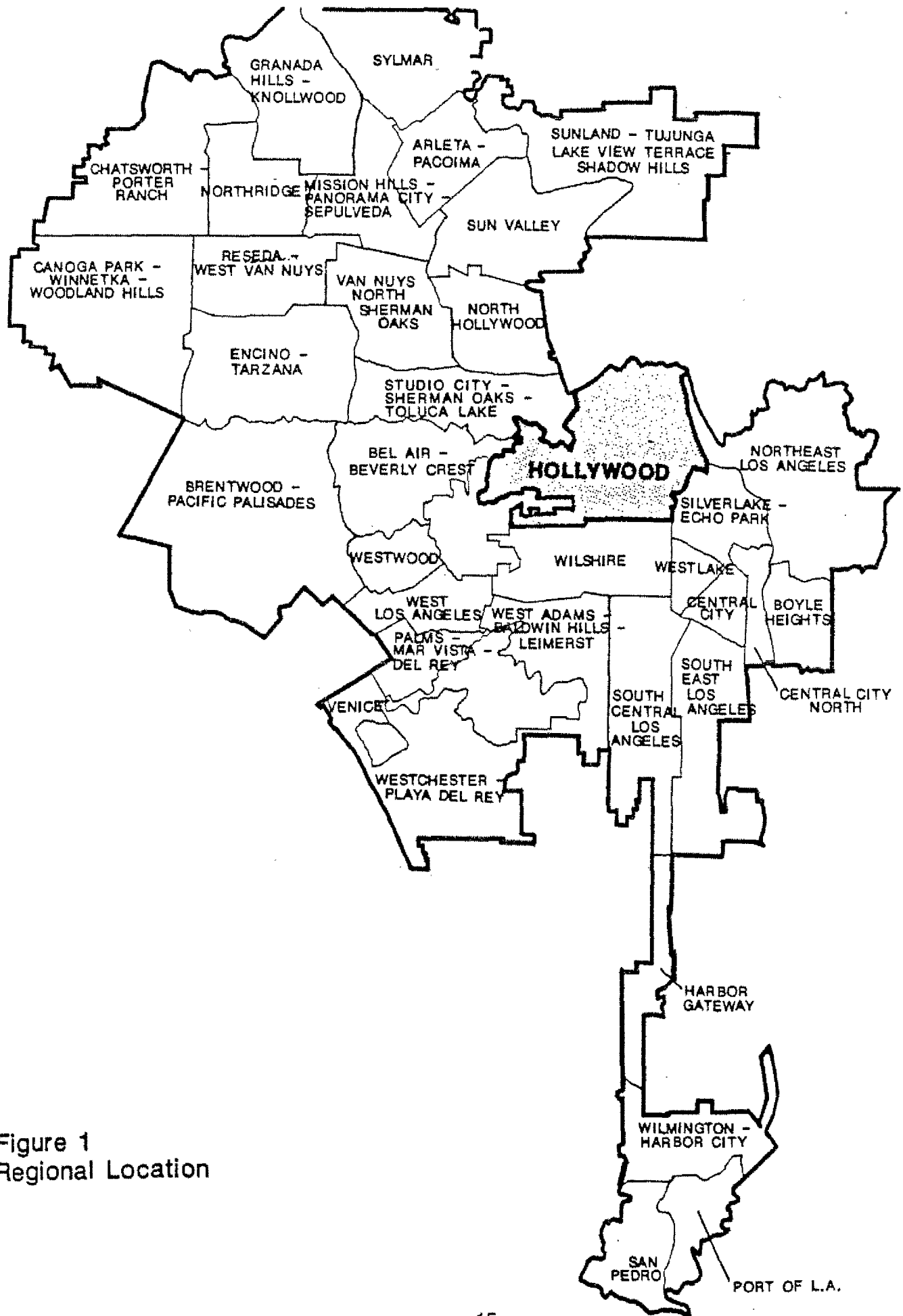


Figure 1  
Regional Location

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.<sup>1</sup> 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.

<sup>1</sup> 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).

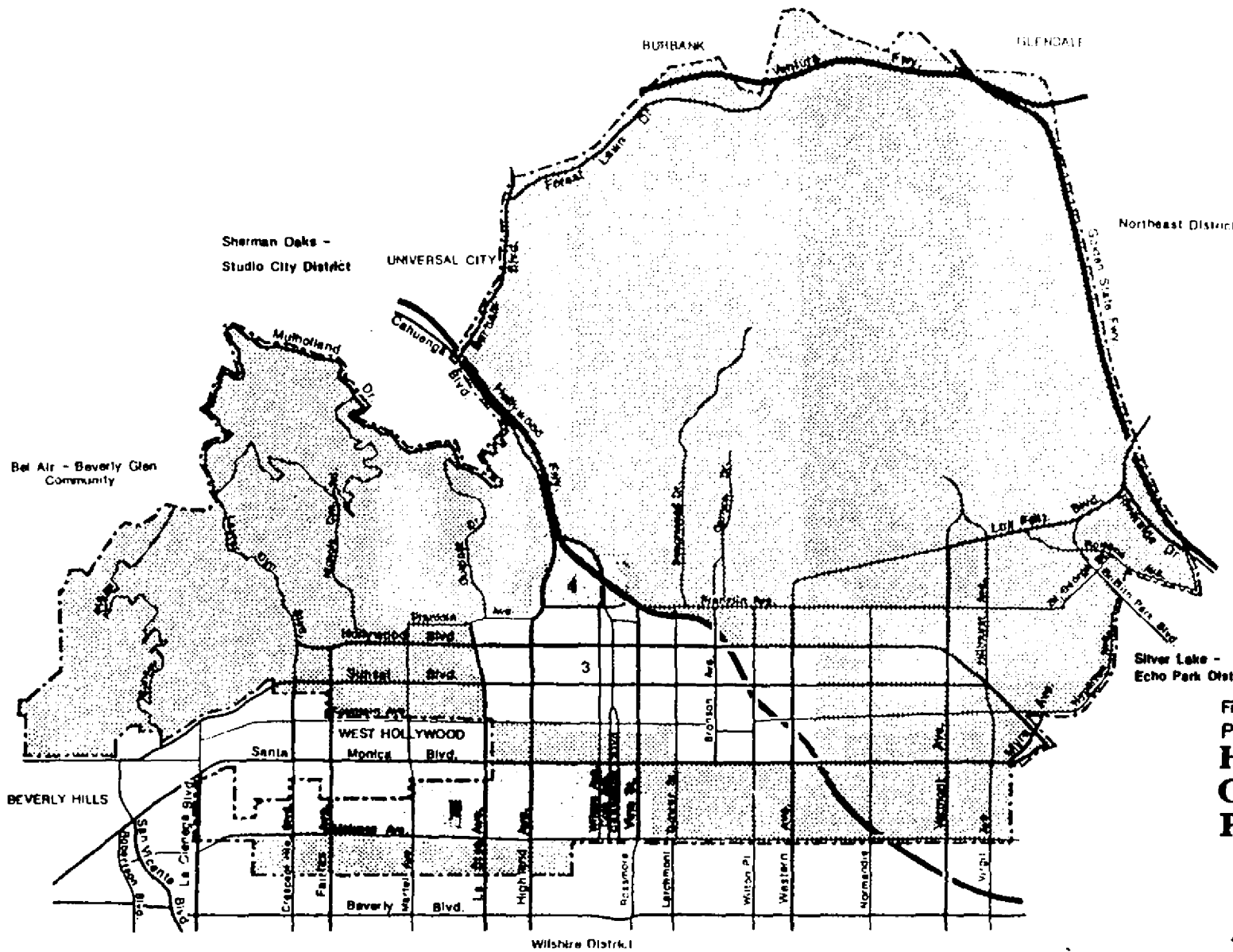


Figure 2  
 PLAN AREA  
**HOLLYWOOD  
 COMMUNITY  
 PLAN REVISION**



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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.<sup>1</sup>
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.

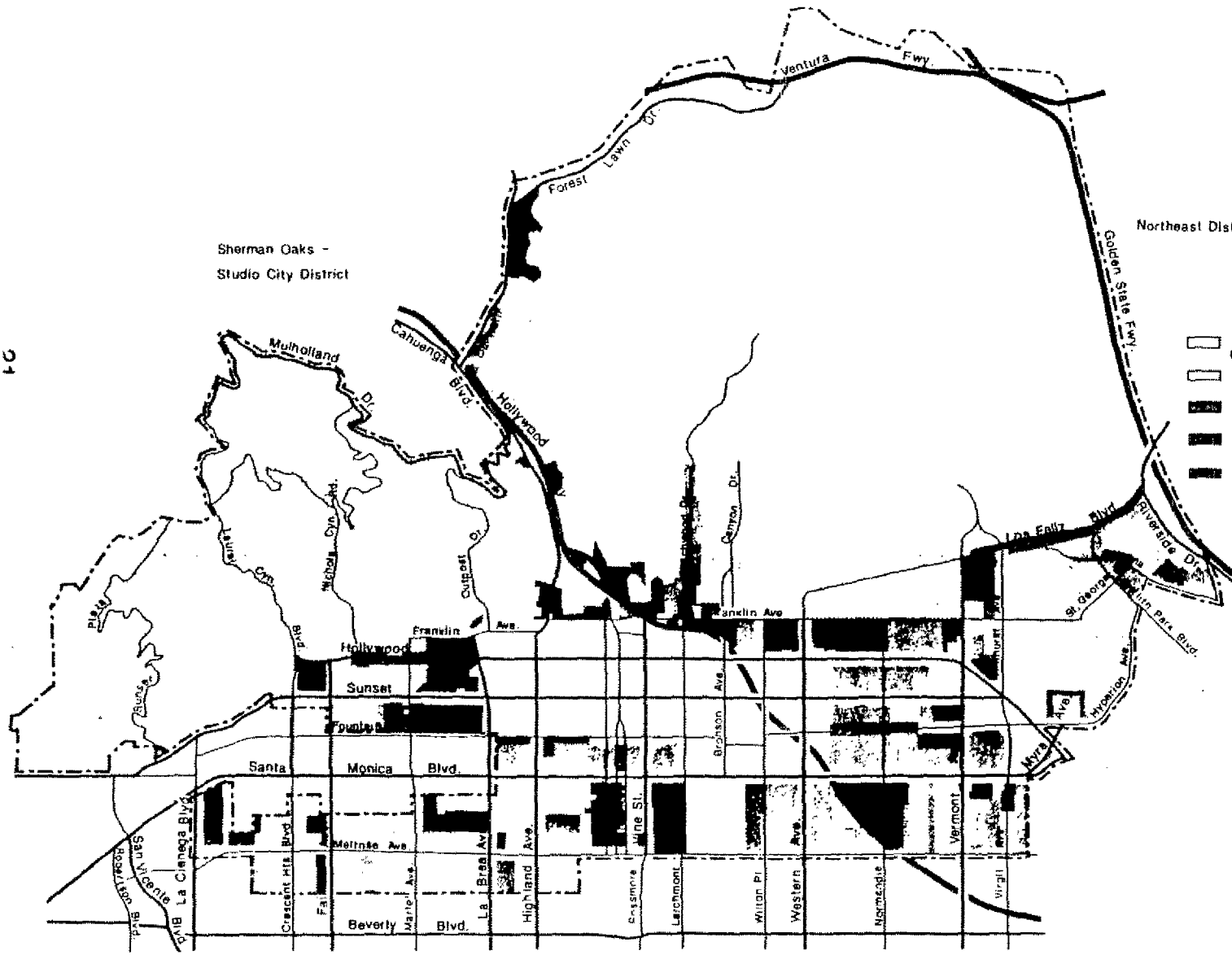
<sup>1</sup>. Build-out is defined here as the population resulting from the maximum development permitted for a given land use category.

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.S, 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+	-	-
<b>RESIDENTIAL SUBTOTAL</b>			<b>7,615</b>	<b>54.1</b>
Recreation and Schools			4,228	30.1
Other Public Uses			341	2.4
Open Space/Freeway			956	6.8
<b>OPEN SPACE/PUBLIC SUBTOTAL</b>			<b>5,525</b>	<b>39.3</b>
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
<b>NON-RESIDENTIAL SUBTOTAL</b>			<b>928</b>	<b>6.6</b>
<b>GRAND TOTAL</b>			<b>14,068</b>	<b>100.0</b>

/a/ Does not include the Hollywood Redevelopment Area.

Source: Gruen Associates.



Sherman Oaks -  
Studio City District

Northeast District

PLAN DESIGNATION	UNIT PER GROSS ACRE	TYPICAL CORRESPONDING ZONING
[White Box]	0.5-7	RE40-1 to R1-1
[Light Gray Box]	7-12	RD3-1 to R3-1
[Medium Gray Box]	12-24	RD1.5, RD2-1
[Dark Gray Box]	24-40	[Q]R3-1, R3-1
[Black Box]	40-60	[Q]R4-1

Figure 3  
 PROPOSED PLAN:  
 RESIDENTIAL USES  
**HOLLYWOOD  
 COMMUNITY  
 PLAN REVISION**

0 500 1000 2000

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

<u>Plan Designation</u>	<u>Gross Density (Units/Gross Acre<sup>1</sup>)</u>	<u>Corresponding Zoning<sup>2</sup></u>	<u>Housing Type<sup>3</sup></u>	<u>Illustrative Development<sup>4</sup></u>
Minimum	0.5 - 1	RE40	SFD <sup>5</sup>	1 house on a minimum 40,000 square foot (1 acre) lot.
Very Low I	1 - 2	<b>RE20</b> , 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	<b>R1</b> , RS,	SFD	1 house on a minimum 7,500 square foot lot (RS) or 1 house on a minimum 7,500 square foot lot.
Low Medium I	7 - 12	<b>R2</b> , RD5, RD4, RD3	Duplex	2 houses or a duplex on a 5,000 square foot lot.
Low Medium II	12 - 24	<b>RD1.5</b> , 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 surface 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 further 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 summarizes the zones, development intensities, and specific uses recommended for each nonresidential category.

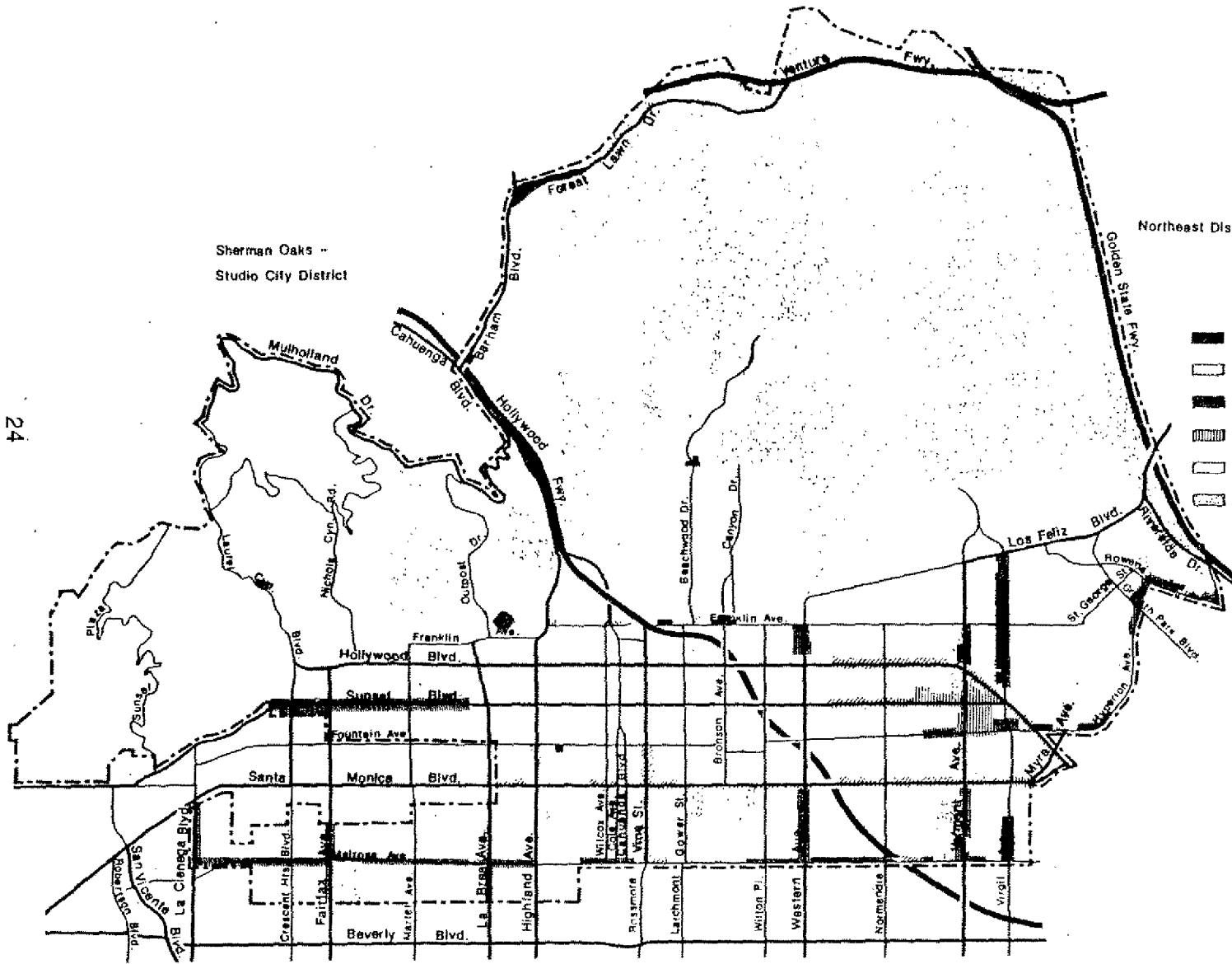
The current commercial categories in the zoning code do not correspond exactly to Community Plan commercial categories, nor do they permit such differentiation except through additional development standards. Therefore, the revised text of the Community Plan recommends that specific development standards 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.<sup>1</sup>

<sup>1</sup>. 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.



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Northeast District

PLAN DESIGNATION	PERMITTED FLOOR AREA	CORRESPONDING ZONING
LIMITED COMMERCIAL	0.5x BUILDABLE AREA	CR, C1, C1.5, P
HIGHWAY ORIENTED	0.5x LOT AREA	C1, C2, P
NEIGHBORHOOD ORIENTED	1.0x LOT AREA	C1, C4, C2, P
COMMUNITY COMMERCIAL	3.0x LOT AREA	CR, C4, C2, P, PB
INDUSTRIAL	1.5x LOT AREA	CM, MR1, M1, P, PB
PARK/SCHOOL/OPEN SPACE		

Figure 4  
**PROPOSED PLAN:  
 NON-RESIDENTIAL USES  
 HOLLYWOOD  
 COMMUNITY  
 PLAN REVISION**



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

<u>Community Plan Designation</u>	<u>Potential Corresponding Zones<sup>1</sup></u>	<u>Permitted Floor Area</u>	<u>Illustrative Development</u>
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.

<sup>1</sup> **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.<sup>1</sup>

<sup>1</sup> 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.

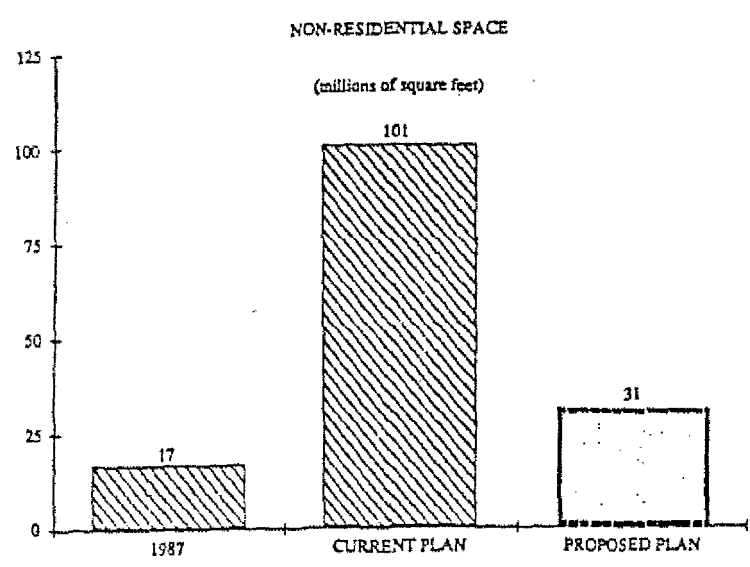
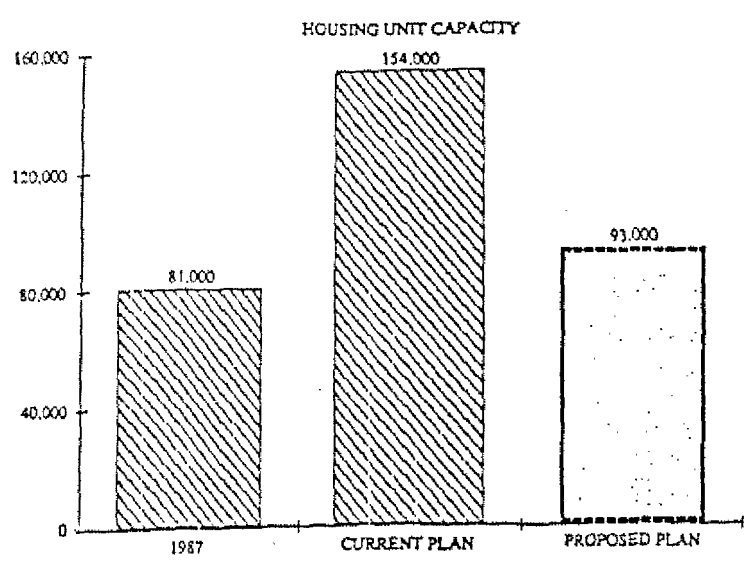
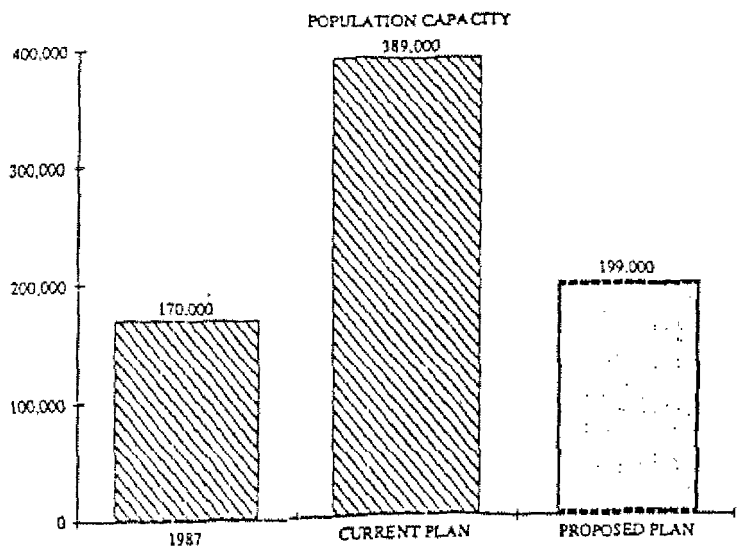
The Proposed Plan does eliminate the nonconforming status of most single-family houses in the Hollywood Hills. The Current Plan shows most lots in the hills at Very Low densities. However, the majority of those areas are already built at Low I and Low II densities and/or have been subdivided at those densities. The Proposed Plan designates them at those actual existing densities. This change has no effect on Plan capacity (that is, 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/**

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

/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 (SO<sub>2</sub>), nitrogen oxides (NO<sub>2</sub>), ozone (O<sub>3</sub>), 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 O<sub>3</sub>, CO, NO<sub>2</sub>, and TSP; the County is classified as an attainment area for SO<sub>2</sub>.

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 B2 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-residential 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/

Category	Acres		Sq.Ft. (Millions)	
	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.<sup>1</sup> For the revision area, Table 8 illustrates the ratio for the Proposed and Current Plan.

<sup>1</sup>. 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
<b>TOTAL UNITS</b>	<b>81</b>	<b>97</b>	<b>154</b>	<b>183</b>	<b>93</b>	<b>122</b>
<b>POPULATION</b>	<b>170</b>	<b>204</b>	<b>389</b>	<b>462</b>	<b>199</b>	<b>272</b>

/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).<sup>1</sup> 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.

<sup>1</sup>. 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.



NOT TO SCALE

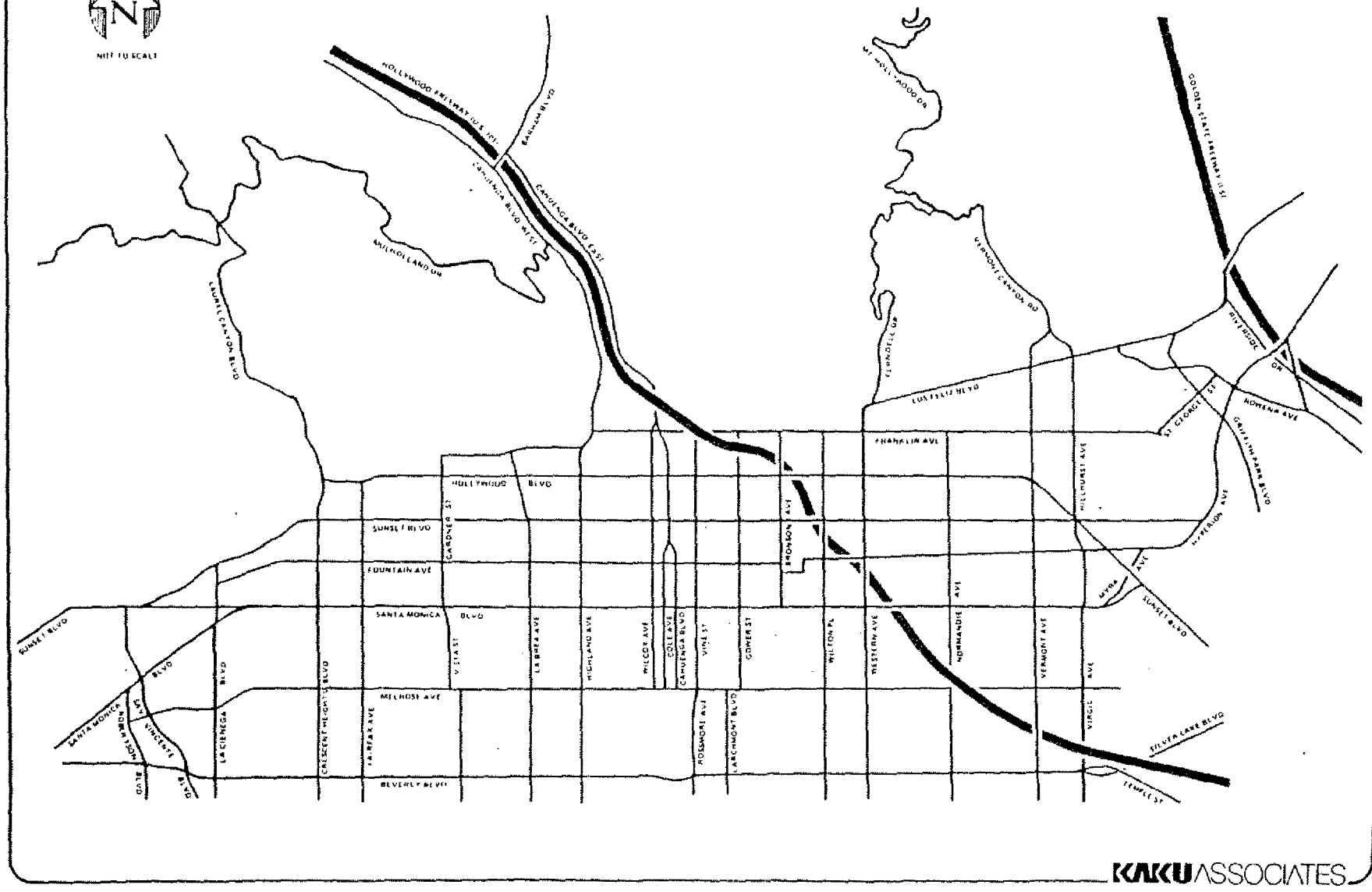
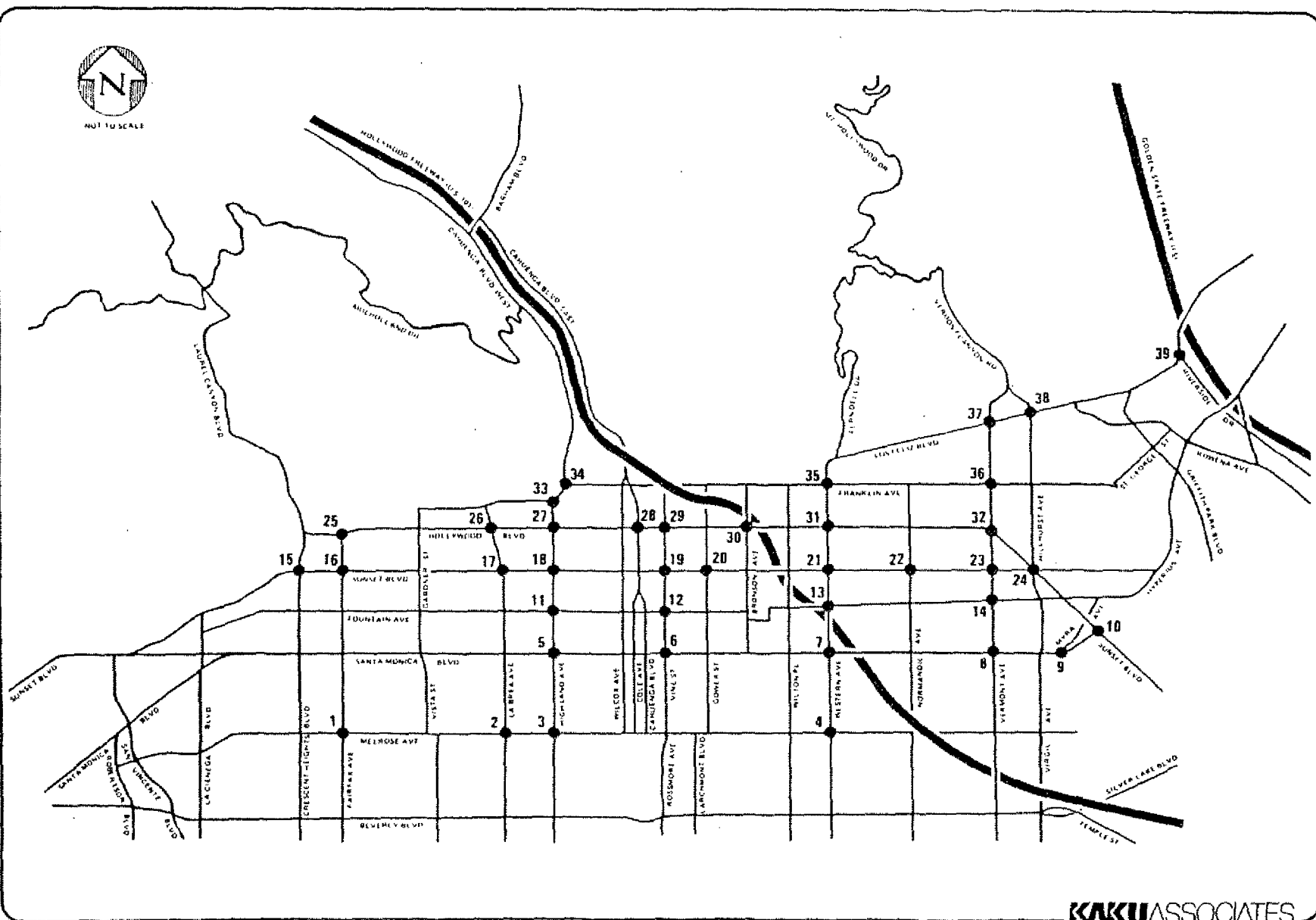


FIGURE 6  
STUDY AREA

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FIGURE 7  
ANALYZED INTERSECTIONS

TABLE 9  
STREET SYSTEM DESCRIPTION

Street/Segment	1973 CP Classification	Existing Through Lanes		Notes
		Off-Peak	Peak	
<b>EAST/WEST STREETS</b>				
<b>MULHOLLAND DR</b>				
Laurel Canyon-Cahuenga	Major	2	2	
<b>LOS FELIZ BLVD</b>				
Western-Vermont	Secondary	4	4	
Vermont-Riverside	Major	4	5	(2)
<b>FRANKLIN AVE</b>				
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	
<b>ST GEORGE ST</b>				
Franklin-Rowena	Secondary	2	2	
<b>HOLLYWOOD BLVD</b>				
Laurel Canyon-La Brea	Major	2	4	(11)
La Brea-Sunset	Major	4	4	
<b>SUNSET BLVD</b>				
La Cienega-Kings	Major	4	4	
Kings-Wilton	Major	4	6	(1)
Wilton-Santa Monica	Major	4	4	
<b>FOUNTAIN AVE</b>				
La Cienega-Fairfax	Secondary	2	4	(1)
Fairfax-Orange	Secondary	4	4	(5)
Orange-Bronson	Secondary	2	2	
<b>LA MIRADA AVE (Fountain Ave jog)</b>				
Bronson-Van Ness	Secondary	2	2	
<b>FOUNTAIN AVE</b>				
Van Ness-St Andrews	Secondary	2	2	
St Andrews-Western	Secondary	4	4	
Western-Sunset	Secondary	2	2	
Sunset-Hyperion	Secondary	4	4	
<b>SANTA MONICA BLVD</b>				
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		Notes
		Off-Peak	Peak	
<b>MYRA AVE</b>				
Santa Monica-Sunset	Major	4	4	
<b>MELROSE AVE</b>				
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)
<b>NORTH/SOUTH STREETS</b>				
<b>LA CIENEGA BLVD</b>				
Melrose-Santa Monica	Major	4	4	
Santa Monica-Sunset	Secondary	4	4	
<b>CRESCENT HEIGHTS BLVD</b>				
Rosewood-Santa Monica	Secondary	2	3	(3)
Santa Monica-Sunset	Major	4	4	
<b>LAUREL CANYON BLVD</b>				
Sunset-Hollywood	Secondary	4	4	
Hollywood-Mt Olympus	Secondary	3	3	(6)
Mt Olympus-Mulholland	Secondary	2	2	
<b>FAIRFAX AVE</b>				
Rosewood-Melrose	Major	4	4	
Melrose-Santa Monica	Major	6	6	
Santa Monica-Hollywood	Major	4	4	
<b>MARTEL AVE</b>				
Rosewood-Melrose	Secondary	2	2	
<b>VISTA ST</b>				
Melrose-Santa Monica	Secondary	2	2	
<b>GARDNER ST</b>				
Santa Monica-Fountain	Secondary	4	4	
Fountain-Franklin	Secondary	2	2	
<b>LA BREA AVE</b>				
Rosewood-Hollywood	Major	4	6	(1)
Hollywood-Franklin	Secondary	4	4	
<b>HIGHLAND AVE</b>				
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		Notes
		Off-Peak	Peak	
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		Notes
		Off-Peak	Peak	
-----				
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.<sup>1</sup> 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.

<sup>1</sup>. 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.

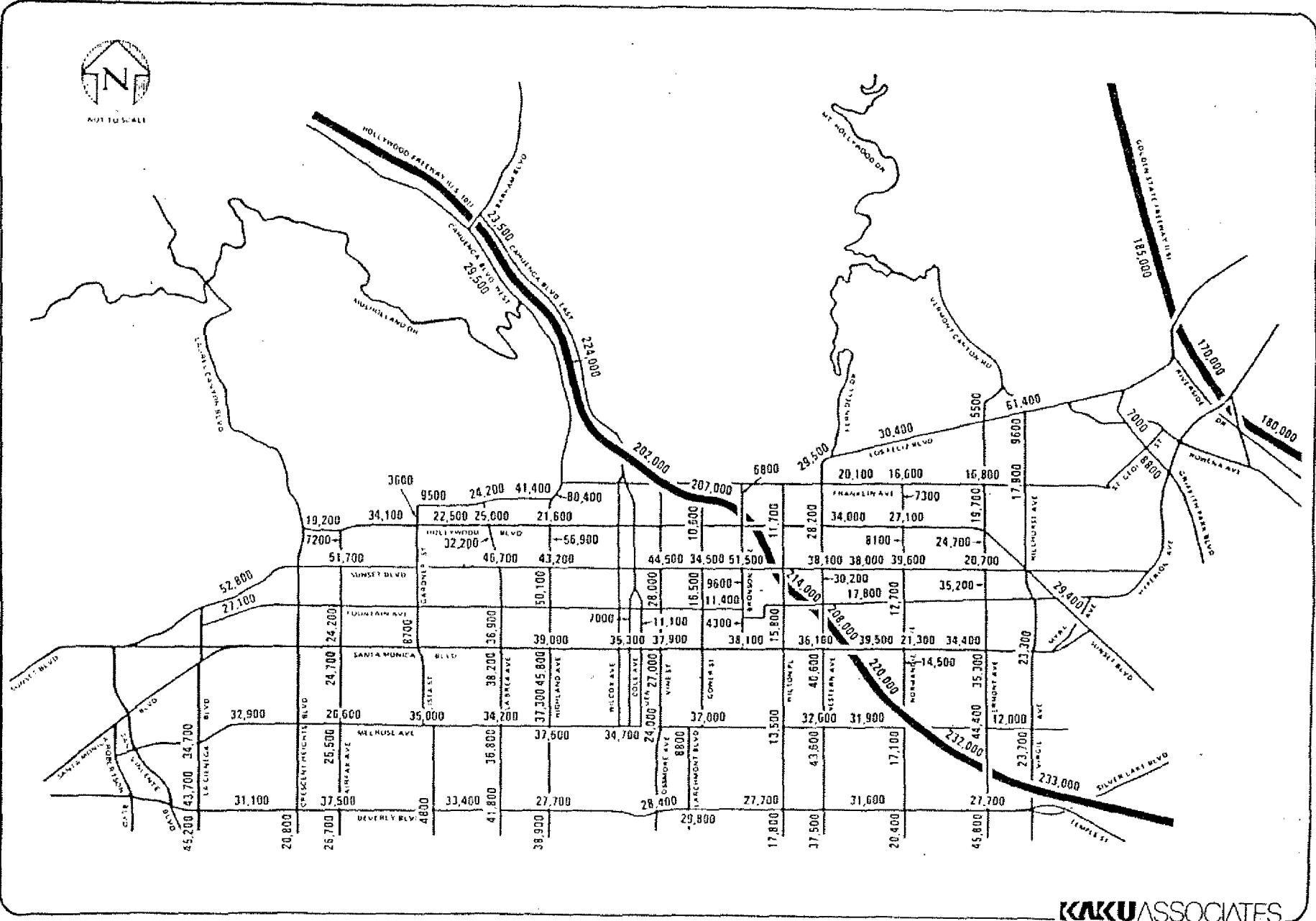
TABLE 10  
INTERSECTION LEVEL OF SERVICE DEFINITIONS

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Definition</u>
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		PM Peak Hour	
		V/C	LOS	V/C	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



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FIGURE 8  
EXISTING DAILY TRAFFIC VOLUMES

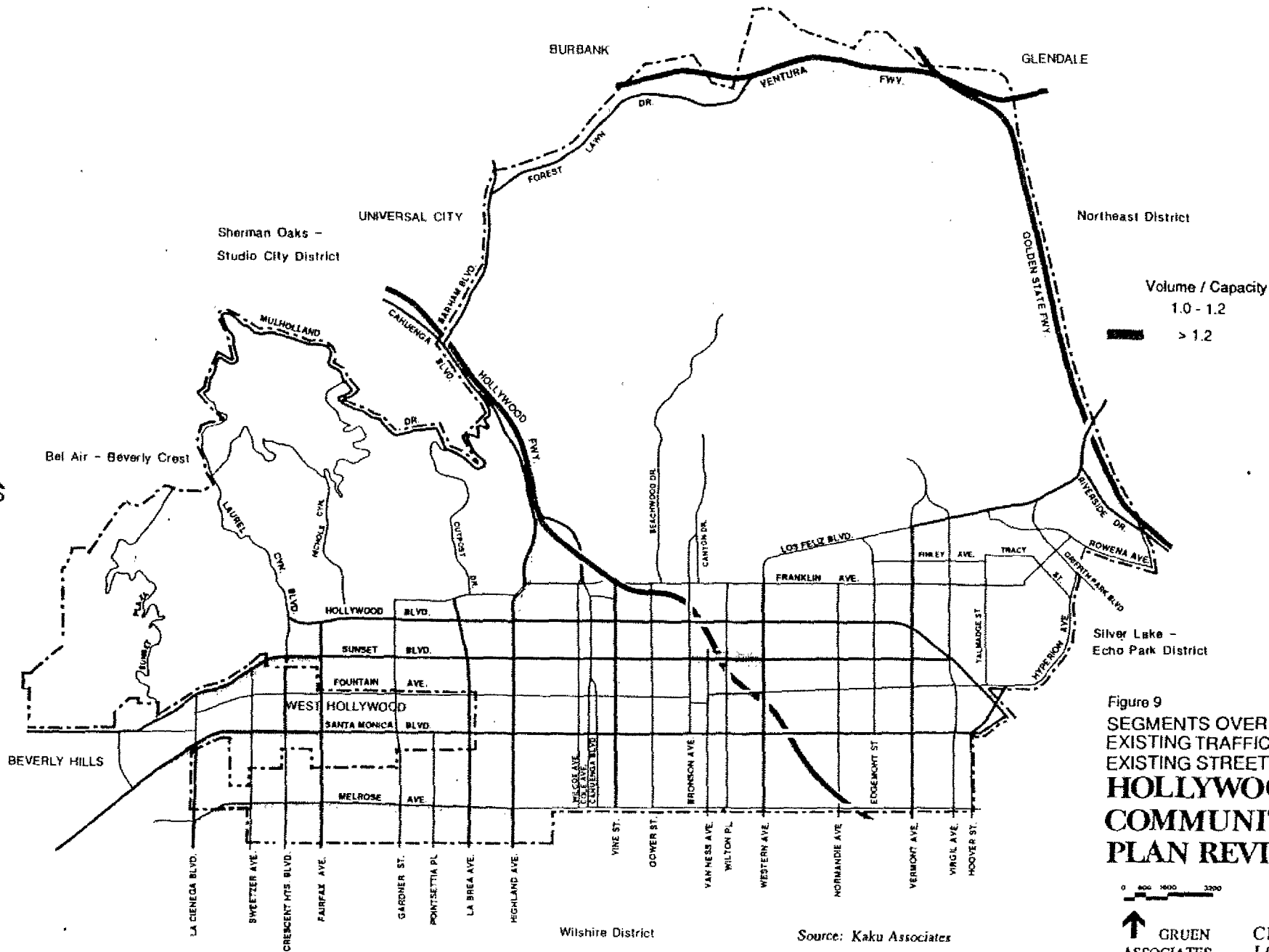


Figure 9  
 SEGMENTS OVER CAPACITY:  
 EXISTING TRAFFIC /  
 EXISTING STREET SYSTEM  
**HOLLYWOOD  
 COMMUNITY  
 PLAN REVISION**



↑  
 GRUEN  
 ASSOCIATES

CITY OF  
 LOS ANGELES

Source: Kaku Associates

### 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:

- o 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.
- o All trip projections rounded to nearest 10 vehicle trips.

TABLE 14  
1973 COMMUNITY PLAN STREET STANDARDS

<u>Classification</u>	<u>Right-of-Way Width (feet)</u>	<u>Pavement Width (feet)</u>	<u>Number of Through Lanes (Two-Way)</u>
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:

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

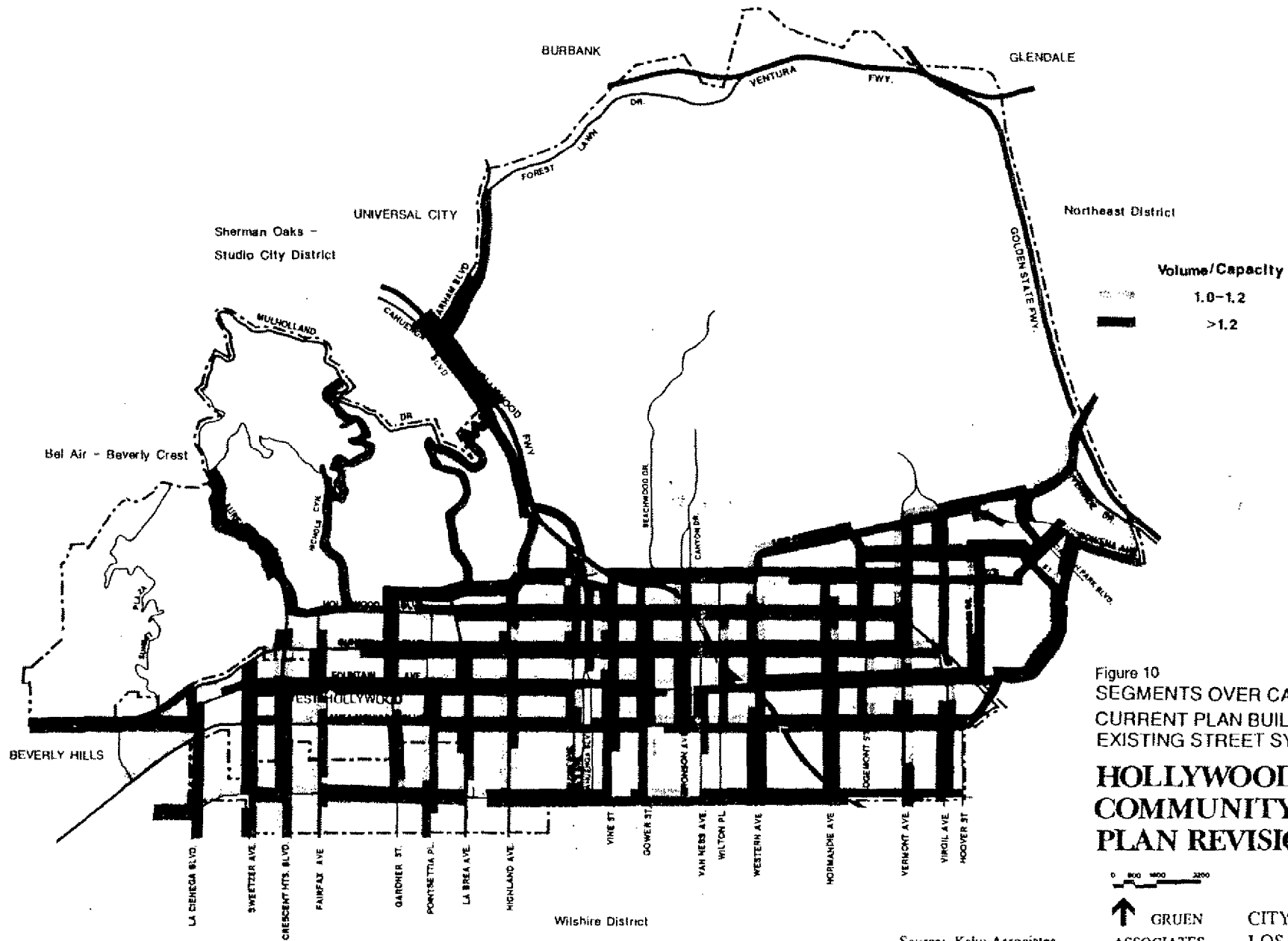


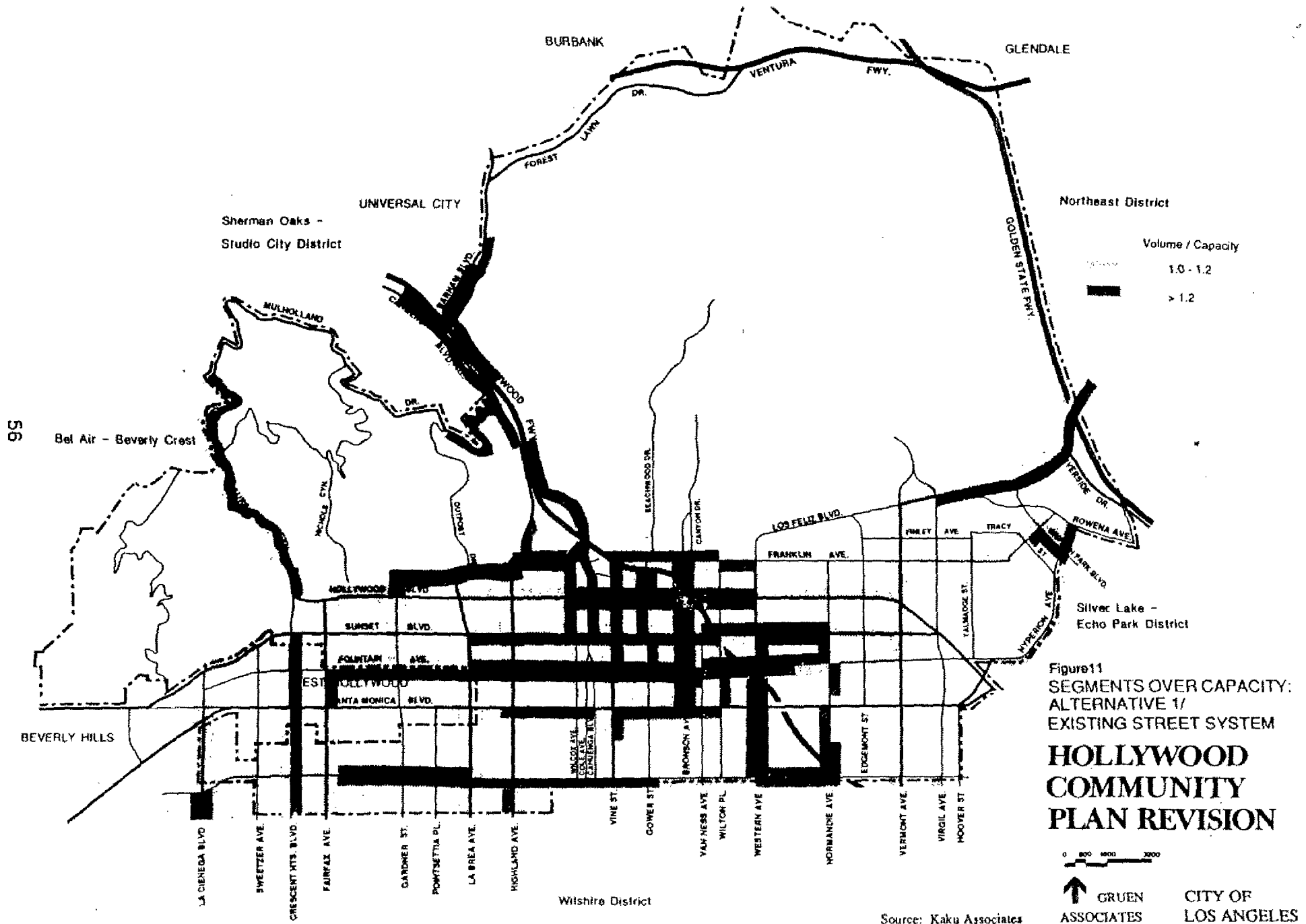
Figure 10  
 SEGMENTS OVER CAPACITY:  
 CURRENT PLAN BUILD-OUT/  
 EXISTING STREET SYSTEM

# HOLLYWOOD COMMUNITY PLAN REVISION

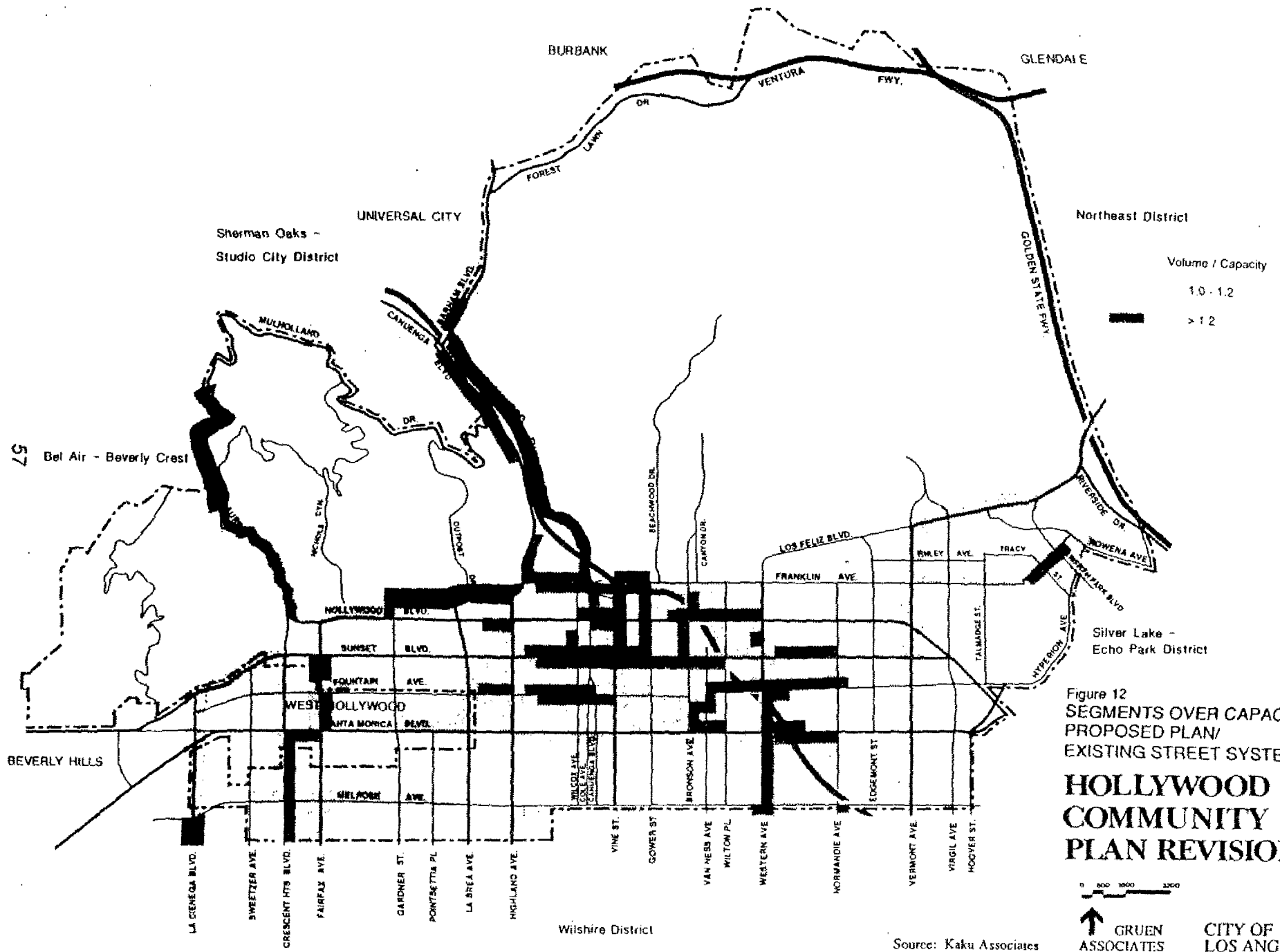
0 80 160 240

↑ GRUEN ASSOCIATES CITY OF LOS ANGELES

Source: Kaku Associates



Source: Kaku Associates



11/15/2011 10:00 AM 11/15/2011 10:00 AM 11/15/2011 10:00 AM 11/15/2011 10:00 AM 11/15/2011 10:00 AM

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 on Existing Network	
		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	Number of Lanes		Time Period	Direction	Comments	Previ Recom datio
		Width (feet)	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		PBC
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	Direc- tion	Comments	Previous Recommen- dation *
			Existing	Improved				
<b>ONE-WAY COUPLETS</b>								
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
<b>REVERSIBLE OPERATIONS</b>								
Highland	Sunset to Santa Monica	70	6	7	AM Pk PM Pk	SB NB	extension of existing rever- sible operations southward; use left-turn lane for additional through lane in peak direction	
<b>STREET WIDENINGS</b>								
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		Time Period	Direc- tion	Comments	Previous Recommen- dation *
			Existing	Improved				
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	AM Pk = AM peak period
Wc = Wilcox Avenue	PM Pk = PM peak period
Wt = Wilton Place	NB = northbound
VN = Van Ness Avenue	SB = southbound
Hi = Highland Avenue	
Fr = Franklin Avenue	

\* 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 PBOD 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	Notes
	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 spot widen/restripe westbound Sunset to provide dual left-turn lanes	(1) (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 restrict parking on Western for additional through lanes during peak periods (spot widen Western for left-turn pockets)	(1) (1)
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 spot widen/restripe northbound Vermont to provide dual left-turn lanes	(1)
24	Sunset Bl & Hollywood Bl/Millhurst 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 restripe westbound Hollywood to provide exclusive right-turn lane	(2) (2)
28	Hollywood Bl & Cahuenga Bl	Cahuenga converted to one-way northbound operation (Cahuenga/Wilcox couplet) restripe eastbound Hollywood to provide dual left-turn lanes	(1) (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	

Notes:

- 1. Improvement in conjunction with street improvement listed on Table 9.
- 2. 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 Imprvmt Scenario		Proposed Plan w/ Reduced Office Trips/Constrained Imprvmt Scenario		Proposed Plan with Buildout Imprvmt 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.

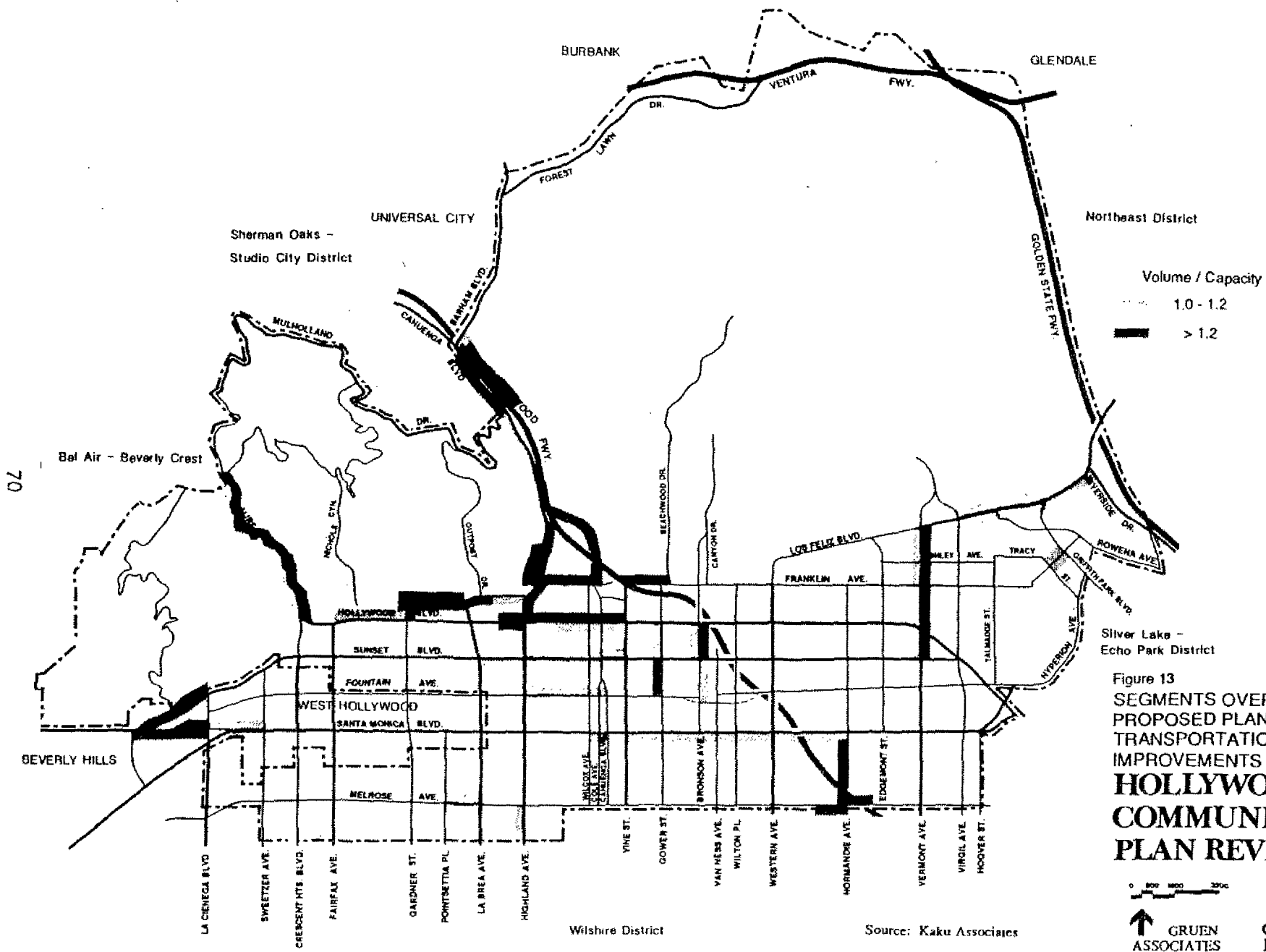


Figure 13  
 SEGMENTS OVER CAPACITY:  
 PROPOSED PLAN/SUGGESTED  
 TRANSPORTATION  
 IMPROVEMENTS ONLY  
**HOLLYWOOD  
 COMMUNITY  
 PLAN REVISION**



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## Reduction in Office Employee Trips

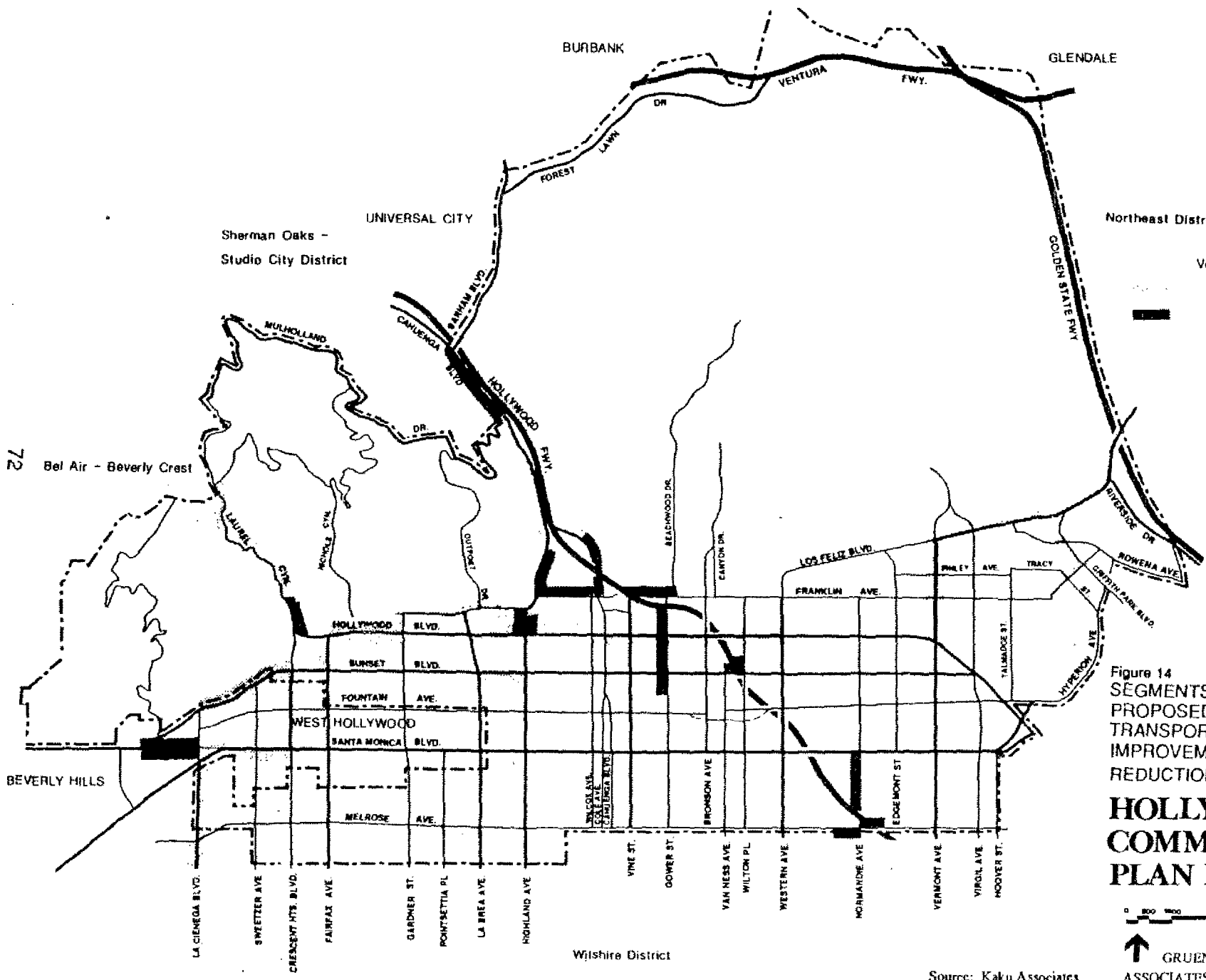
These results indicate that constraining improvements to those feasible within the existing street system would not provide sufficient capacity to accommodate full build-out of both the Hollywood Redevelopment Plan and the Proposed Plan. Significant reductions in the number of vehicle trips generated 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.



72 Bel Air - Beverly Crest

Northeast District

Volume / Capacity  
 1.0 - 1.2  
 > 1.2

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

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Source: Kaku Associates

### 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:

- o 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).
- o 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:








-  Freeway
-  Major Highway
-  Secondary Highway
-  Collector Street
-  Local Street

Figure 15  
CIRCULATION ELEMENT  
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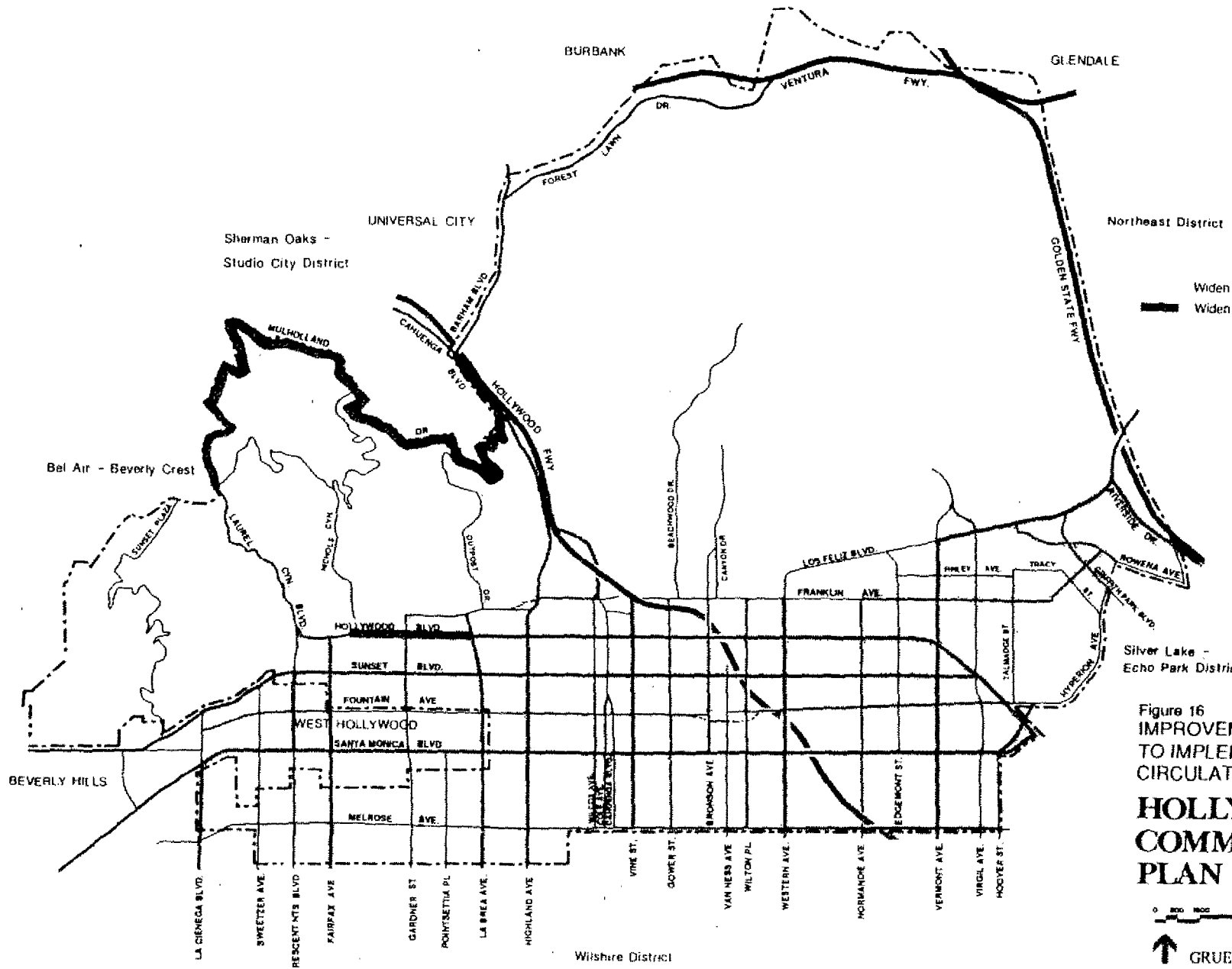


Figure 16  
**IMPROVEMENTS NEEDED  
 TO IMPLEMENT  
 CIRCULATION ELEMENTS  
 HOLLYWOOD  
 COMMUNITY  
 PLAN REVISION**

Source: Kaku Associates

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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<sup>1</sup>

### 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.

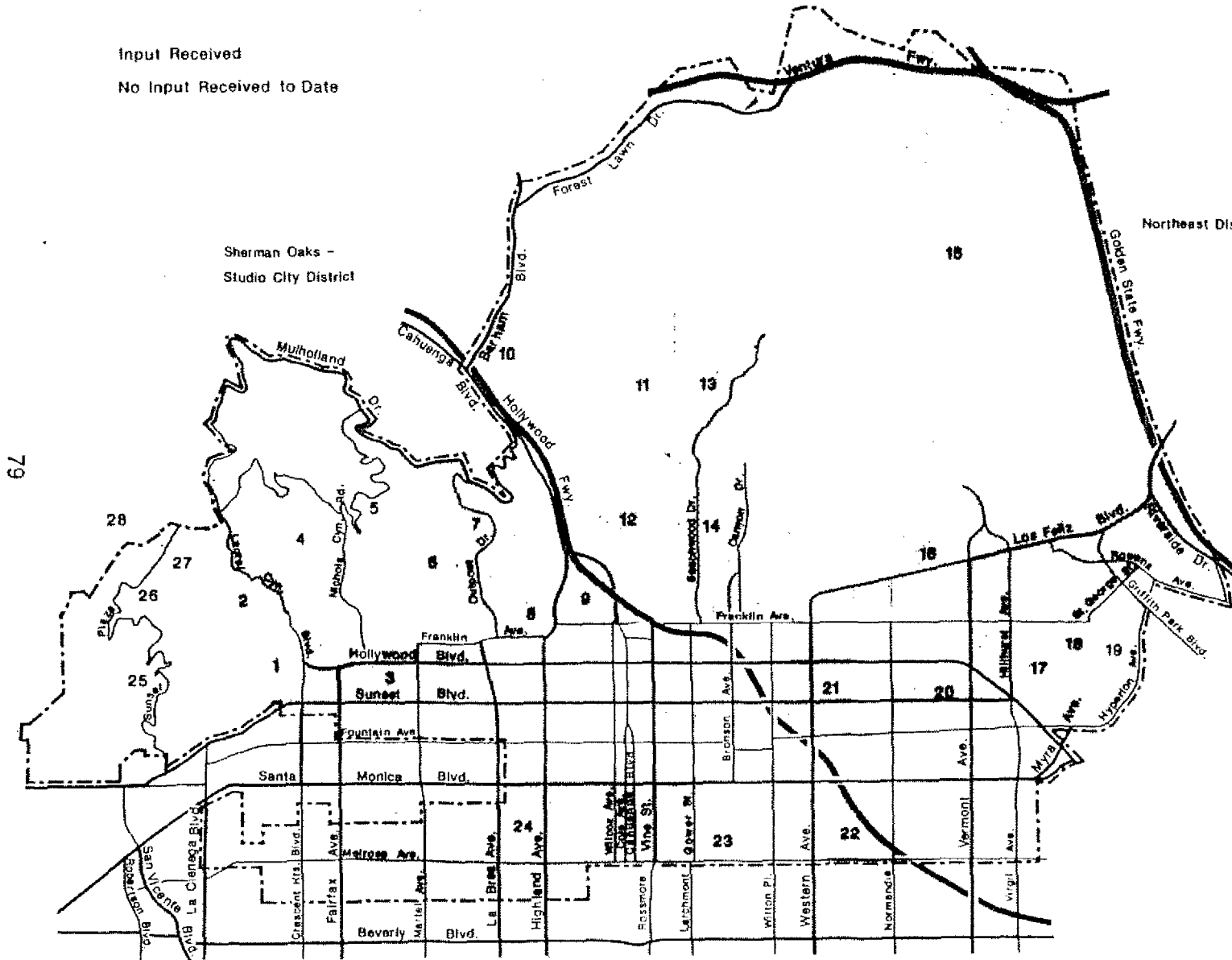
In areas where the original pedestrian-oriented commercial districts are intact, like Melrose Avenue, parking is inadequate and shoppers spill over into the residential neighborhoods. When permit parking is imposed in residential areas to restrict spill-over parking, businesses suffer: this creates pressure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

<sup>1</sup> This section summarizes an assessment and recommendations prepared by Gruen Associates.

Input Received  
 No Input Received to Date

Figure 17  
 INTEREST GROUPS

- 1 Hollywood Crescent
- 2 Laurel Canyon Residents Association
- 3 Franklin West
- 4 Mount Olympus
- 5 Nichols Canyon
- 6 Friends of Runyon Canyon
- 7 Outpost
- 8 Hollywood Heights
- 9 Whittier Heights
- 10 Hollywood Knolls
- 11 Lake Hollywood
- 12 Hollywood Delf
- 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 slightly 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 Commercial

- 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-Oriented Commercial be permitted to achieve a depth of at least 120 to 130 feet through conditional use of transitional residential lots for parking to accommodate surface parking and service access behind building(s).
- Building area devoted to commercial use shall be no more than 1 times lot area; additional building area up to a total of 2 times lot area may be 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 shall 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. R03 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

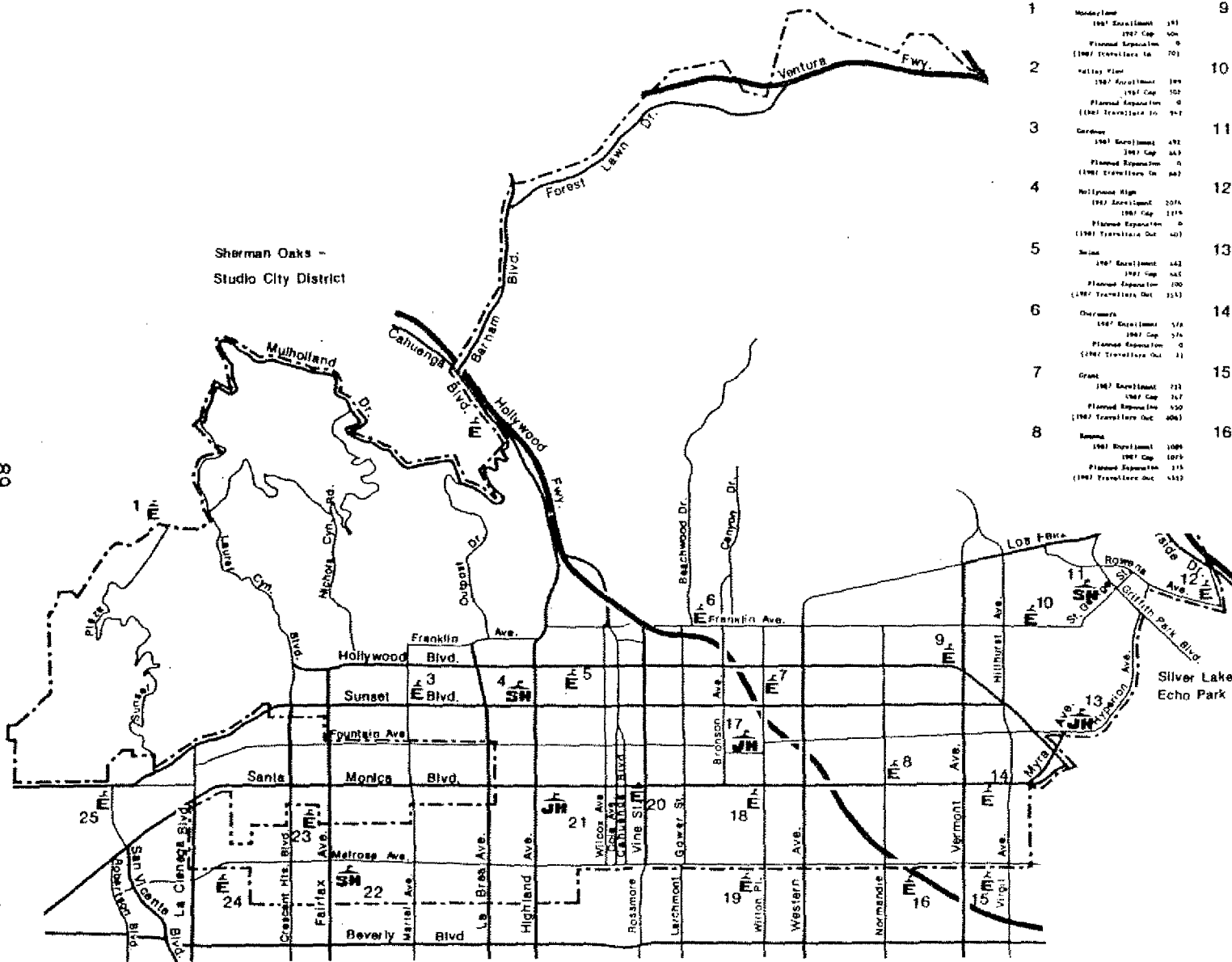
**Local Parks.** The City's adopted standards for local parks and recreational facilities which would provide active recreational facilities include:

- 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:



Sherman Oaks -  
Studio City District

Silver Lake -  
Echo Park District

1	Moderndale 1987 Enrollment 343 1987 Cap 604 Planned Expansion 0 (1987 Travelers In 70)	9	Los Feliz 1987 Enrollment 875 1987 Cap 117 Planned Expansion 0 (1987 Travelers Out 0)	17	LaCima Jr. 1987 Enrollment 1018 1987 Cap 1193 Planned Expansion 0 (1987 Travelers Out 138)
2	Hollywood 1987 Enrollment 189 1987 Cap 502 Planned Expansion 0 (1987 Travelers In 54)	10	Franklin Avenue 1987 Enrollment 308 1987 Cap 444 Planned Expansion 0 (1987 Travelers Out 0)	18	Santa Monica 1987 Enrollment 816 1987 Cap 819 Planned Expansion 150 (1987 Travelers Out 251)
3	Carson 1987 Enrollment 492 1987 Cap 443 Planned Expansion 0 (1987 Travelers In 84)	11	Marine High 1987 Enrollment 1168 1987 Cap 1155 Planned Expansion 0 (1987 Travelers Out 0)	19	Van Nuys 1987 Enrollment 316 1987 Cap 311 Planned Expansion 0 (1987 Travelers Out 0)
4	Hollywood High 1987 Enrollment 2076 1987 Cap 1115 Planned Expansion 0 (1987 Travelers Out 40)	12	Tramway 1987 Enrollment 151 1987 Cap 145 Planned Expansion 0 (1987 Travelers Out 2)	20	Vine 1987 Enrollment 1987 Cap Planned Expansion (1987 Travelers Out 5)
5	Swan 1987 Enrollment 442 1987 Cap 445 Planned Expansion 0 (1987 Travelers Out 11)	13	King Jr. High 1987 Enrollment 1191 1987 Cap 1191 Planned Expansion 0 (1987 Travelers Out 212)	21	Sancreff Jr. High 1987 Enrollment 1136 1987 Cap 1165 Planned Expansion 0 (1987 Travelers In 5)
6	Cherwood 1987 Enrollment 176 1987 Cap 174 Planned Expansion 0 (1987 Travelers Out 1)	14	Larchmont 1987 Enrollment 1117 1987 Cap 1130 Planned Expansion 0 (1987 Travelers Out 11)	22	Talbot High 1987 Enrollment 1198 1987 Cap 1195 Planned Expansion 0 (1987 Travelers Out 84)
7	Grant 1987 Enrollment 112 1987 Cap 117 Planned Expansion 150 (1987 Travelers Out 406)	15	Berwyn Heights 1987 Enrollment 445 1987 Cap 444 Planned Expansion 171 (1987 Travelers Out 24)	23	Laurel 1987 Enrollment 487 1987 Cap 472 Planned Expansion 0 (1987 Travelers In 85)
8	Sumner 1987 Enrollment 1095 1987 Cap 1075 Planned Expansion 115 (1987 Travelers Out 452)	16	Alhambra 1987 Enrollment 1485 1987 Cap 1432 Planned Expansion 0 (1987 Travelers Out 41)	24	Malibu 1987 Enrollment 613 1987 Cap 612 Planned Expansion 0 (1987 Travelers In 16)
				25	New Hollywood 1987 Enrollment 319 1987 Cap 322 Planned Expansion 0 (1987 Travelers In 242)

Figure 18  
SCHOOLS  
**HOLLYWOOD  
COMMUNITY  
PLAN REVISION**

0 500 1000 1500

↑ GRUEN  
ASSOCIATES

CITY OF  
LOS ANGELES

- Citizens have banded 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 1939 1/2 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
<b>Total:</b>	<b>81,000</b>	<b>172,000</b>	<b>93,000</b>	<b>46,800</b>	<b>101,100</b>	<b>53,700</b>

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
<b>Total:</b>	<b>81,000</b>	<b>172,000</b>	<b>93,000</b>	<b>17,100</b>	<b>35,450</b>	<b>19,650</b>

\* 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 activity 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 yards open in afternoons and on 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. 1970B).

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
<b>Ozone (O<sub>3</sub>)</b>						
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	98
<b>Carbon Monoxide (CO)</b>						
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
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>						
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
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>						
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
<b>Total Suspended Particulates (TSP)</b>						
Highest 24-hr average, ug/m <sup>3</sup> /b/	100/d, f/	177	173	148	208	235
Number of standard excesses/g/		17	22	23	31	27
Annual Geometric Mean, ug/m <sup>3</sup>	60/d, f/	79.0	79.2	97.5	93.0	88.6
Violation	Yes	Yes	Yes	Yes	Yes	
<b>Lead</b>						
Highest 30-day average, ug/m <sup>3</sup>	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/m<sup>3</sup>: 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/m<sup>3</sup> applies elsewhere.

/f/ California standards were redefined to apply only to "inhalable" particulates less than 10 microns in diameter (PM<sub>10</sub>), beginning in 1984. The new 24-hour average standard is 50 ug/m<sup>3</sup> and the new annual geometric mean is 30 ug/m<sup>3</sup>. 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	20 lbs/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	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/

<u>Construction Phase</u>	<u>Noise Level (dBA)</u>
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)

		Ldn (decibels)	
Roadway Name	Location	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.