



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



City Planning Commission

Date: December 8, 2011
Time: After 8:30am
Place: City Hall
200 N. Spring Street, Room 350
Los Angeles, CA 90012

Public Hearings: Limited Hearing
Required. Public
Hearings held Nov. 7,
2011 and Nov. 10,
2011

Appeal Status: Not Applicable

Case No.: CPC-2005-6082-CPU
CPC-1997-43-CPU
CEQA No.: ENV-2005-2158-EIR
Incidental Cases: None
Related Cases: None
Council No.: 4 – LaBonge, 5 - Koretz, 13 - Garcetti
Plan Area: Hollywood
Specific Plan: Various
Certified NC: Bel Air/Beverly Crest, Central
Hollywood, East Hollywood, Greater
Griffith Park, Greater Wilshire,
Hollywood Hills West, Hollywood
United, Hollywood Studio District, Mid
City West, Silver Lake
GPLU: Various
Zone: Various
Applicant: City of Los Angeles
Representative: City of Los Angeles

PROJECT LOCATION:

The project area is the Hollywood Community Plan area, bounded by Melrose and Rosewood Avenues on the south; Hoover Street, Santa Monica and Sunset Boulevards, Fountain, Hyperion, and Rowena Avenues, Glendale Boulevard, and the Los Angeles River on the east; Mulholland Drive, Cahuenga and Barham Boulevards, and the Cities of Glendale and Burbank on the north; and Laurel Canyon Boulevard, Lookout Mountain and Wonderland Avenues, Crescent Drive, and the Cities of Beverly Hills and West Hollywood on the west. The Hollywood Community Plan area is surrounded by the communities of Wilshire to the south, Northeast Los Angeles and Silver Lake-Echo Park-Elysian Valley to the east, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the north, and Bel Air-Beverly Crest to the west.

PROPOSED PROJECT:

Hollywood Community Plan Update: The Hollywood Community Plan Update (Proposed Plan) revises and updates the Hollywood Community Plan Text and Land Use Diagram to reflect shifts in existing conditions since the last Plan Update in 1988, such as the opening of five Metro Red Line Rail stations. The Proposed Plan includes new goals, policies, and implementation programs; revisions to the Citywide General Plan Framework Element, Transportation Element, and General Plan Land Use designations; Zone and Height District changes; and Street Reclassifications.

REQUESTED ACTIONS:

1. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Hollywood Community Plan as part of the General Plan of the City of Los Angeles, as modified in the attached Hollywood Community Plan Resolution, the Hollywood Community Plan Text, and Change Maps (Exhibits A, B, C, D) and Additional Plan Map Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes (Exhibit I).
2. Pursuant to Section 12.32 of the Municipal Code, rezoning actions to effect changes of zone as identified on the Land Use Change Map (Exhibit D), Land Use Change Matrix (Exhibit E), Proposed [Q] Qualified Condition and [D] Development Limitation Change Matrix (Exhibit F) and Additional Proposed [Q] Qualified Condition and [D] Development Limitation Language (Exhibit G).
3. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the Hollywood Community Plan as shown on the Street Redesignation Matrix (Exhibit H).
4. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Long Range Land Use Diagram of the Citywide General Plan Framework Element to reflect changes and modifications to the geography of neighborhood districts, community centers, regional centers, and mixed use boulevards as shown on the Proposed Long Range Land Use Diagram Framework Map (Exhibit K).

RECOMMENDED ACTIONS:

1. **Conduct** a limited public hearing on the Proposed Plan, as modified in this staff report.
2. **Approve** the Staff Report as the Commission Report.
3. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt** the attached Hollywood Community Plan Resolution, the Hollywood Community Plan Text, Change Maps (Exhibits A, B, C, D) and Additional Plan Map Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes (Exhibit I) amending the Hollywood Community Plan as part of the General Plan of the City of Los Angeles, as modified.
4. **Approve** and **Recommend** that the City Council **adopt** the requested rezoning actions to effect changes of zone as identified in the Land Use Change Map (Exhibit D), Land Use Change Matrix (Exhibit E), Proposed [Q] Qualified Condition and [D] Development Limitation Change Matrix (Exhibit F) and Additional Proposed [Q] Qualified Condition and [D] Development Limitation Language (Exhibit G).
5. **Instruct** the Department of City Planning to finalize the necessary zone change ordinances to be presented to City Council, and make other technical corrections as necessary.
6. **Amend** the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the Hollywood Community Plan as shown on the Street Redesignation Matrix (Exhibit H)

7. **Amend** the Long-Range Land Use Diagram of the Citywide General Plan Framework Element to reflect changes and modifications to the geography of neighborhood districts, community centers, regional centers, and mixed use boulevards as shown on the Proposed Long-Range Land Use Diagram Framework Map (Exhibit K).
8. **Authorize** the Director of Planning to present the resolution, Plan text and Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter.
9. **Find** that the City Planning Commission has **reviewed** and **considered** the Environmental Impact Report ENV-2005-2158-EIR in its determination approving the proposed plan, and transmit the EIR to the City Council for **certification**.
10. **Approve** and **Recommend** that the City Council **Adopt** the **Statement of Overriding Considerations**.
11. **Approve** and **Recommend** that the City Council **Adopt** the attached **Findings**, including the Environmental Findings.

MICHAEL J. LOGRANDE
Director of Planning

[signature on file]

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Exhibits (Attached)

A	Draft Resolution
B	Hollywood Community Plan Proposed Plan Text Supplement
C	Hollywood Community Plan Proposed Plan Text
D	Proposed Land Use and Zone Change Map
E	Proposed Land Use and Zone Change Matrix
F	Proposed [Q] Qualified Condition and [D] Development Limitation Change Matrix
G	Additional Proposed [Q] Qualified Conditions and [D] Development Limitations
H	Proposed Street Redesignation Matrix
I	Additional Plan Map Symbol, Footnote, Corresponding Zone, and Land Use Nomenclature Changes
J	Existing General Plan Framework Map
K	Proposed General Plan Framework Map
L	Existing Land Use Designation Map
M	Proposed Land Use Designation Map
N	Draft Environmental Impact Report and Technical Appendices
O	Final Environmental Impact Report and Appendices

PROPOSED PLAN ANALYSIS

Proposed Plan Summary

The Proposed Plan includes changes in land use designations and zones that are intended to achieve the following:

- Accommodate growth anticipated in the SCAG 2030 Forecast
- Reinforce neighborhood character
- Limit out-of-scale development
- Protect hillside areas
- Allow for additional development and job-creation, focused around transit infrastructure

Since the last Community Plan Update in 1988, investments in transit infrastructure have made Hollywood a prime location for transit-oriented development, providing the City an opportunity for integrating transportation planning with land use planning. The recommended pattern of land use directs future growth to areas of Hollywood where new development can be supported by transportation infrastructure and different types of land uses can be intermingled to reduce the length and number of vehicle trips. Mixed-use development around Metro stations and transit corridors would give residents and visitors mobility choices that would enable reduction in the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with travel behavior, in accordance with recent State legislation (SB 375).

In order to redirect growth, the Proposed Plan includes removing and/or revising development limitations on commercial zones and multi-family residential zones that were imposed during the previous Community Plan Update. The Proposed Plan also contains policies and programs to protect the character of low-scale residential neighborhoods, as well as the rich built history of key buildings and places that are considered historically and culturally significant. Modified street standards are proposed to reflect existing street standards, protect historic resources and established building patterns, and promote pedestrian activity and bicycle and transit use. Proposed land use changes would be implemented by Plan amendments, zone changes, height district changes, and other long-range implementation programs.

Background

The Hollywood Community Plan is a part of the City's General Plan. Together, the 35 Community Plans of the City of Los Angeles comprise the Land Use Element of the General Plan, a required element. Community Plans provide a long-term vision for the diverse geographies of the City.

The Department of City Planning (DCP) initiates updates to Community Plans to address changing land uses and emerging concerns. The first Hollywood Community Plan was adopted in 1973, and was later updated in 1988. This Proposed Plan update includes a number of components, including: 1) Hollywood Community Plan Text, 2) Long-Range Land Use Diagram, and 3) Other Plan Adoption Components, such as Plan Amendments and Zone Changes.

Hollywood Community Plan Text

The Hollywood Community Plan Text is the policy document that guides future discretionary decision-making, City initiatives, and the prioritization of public resources and investment through 2030, the horizon year of the plan. The Plan Text is comprised of the following:

- Introduction to the Hollywood Community Plan Area
- Background on historic land use and development in Hollywood
- Explanation of the purpose, vision, and role of the Community Plan
- Goals, policies, and implementation programs related to Land Use, Mobility, and Community Facilities and Infrastructure
- Neighborhood-level maps, charts, and figures
- Urban Design Guidelines that function in concert with the Citywide Design Guidelines adopted in 2011

Land Use Diagram

The Community Plan also includes a Land Use Diagram, which is a map identifying General Plan Land Use Designations for all property within the community. The map has three primary categories of land uses (Residential, Commercial, and Industrial), in addition to Open Space and Public Facility designations. The map further identifies general intensities and densities through gradients of these designations, such as Medium Residential, High Medium Residential, and High Residential, etc. Each designation includes a range of corresponding zones that may be used in that area. For example, the Medium Residential land use designation permits the R3 multiple family residential zone, while use of the R4 multiple family residential zone (a higher density zone) is not permitted in the Medium Residential designation. The R4 zone may be used in the High Medium Residential designation. For Low II residential areas, only single-family zones are permitted. In this manner, the Community Plan provides the overall framework for zoning in Hollywood.

Other Plan Adoption Components

The final components of the Hollywood Community Plan are the Plan Text and Long-Range Land Use Diagram. In addition, the Proposed Plan includes several Recommended Actions that implement many of the goals and policies in the Plan Text, such as General Plan amendments and zone changes. Many zone changes involve the modification or addition of [Q] Qualified Condition or [D] Development Limitation language that further modifies specific zoning requirements of the parent zone. In all cases, parcel-level zoning must be consistent with the Land Use Diagram.

The General Plan amendments and zone changes are shown geographically in Exhibit D as “sub areas”. Each sub area is listed in the change matrices (Exhibits E, F, G, and H) by number, followed by existing and proposed plan land use and zoning information. Each parcel also contains specific zoning designations that further detail the requirements and standards of development on each parcel. The Proposed Plan also includes changes to Land Use Diagram symbols, footnotes, corresponding zones, and land use nomenclature, as detailed in Exhibit I. In this manner, the detailed changes the Proposed Plan makes to existing zoning, land use, Transportation Element street designations, and Framework Element map designations are all outlined in detail. In addition, at time of Plan adoption by City Council, the Proposed Plan adoption materials include draft zone change ordinance maps to implement the zone changes.

Discussion of Key Issues

Focusing Growth in Regional Center and near Transit Infrastructure

At its heart, the Proposed Plan is a plan for sustainable, transit-oriented development. As State law requires that the City plan for projected growth in population, housing, and employment levels, the Proposed Plan focuses this possible growth in the Regional Center and near existing transit infrastructure, such as the Metro Red Line and key commercial corridors. The Proposed Plan does not create or induce growth; it directs growth in a planned fashion if and when it occurs. Subsequent discretionary project approvals will require additional environmental clearance.

Focusing growth around transit helps to reduce dependency on automobiles, expands mobility choices, encourages development with less impact on our roads, promotes sufficient density to support walkable communities, and supports increased use of existing and planning transit infrastructure. By directing the greater percentage of growth around these Regional Center areas, existing lower-density and historic neighborhoods are maintained.

The area currently designated as a Regional Center in the City's General Plan Framework Element represents "downtown" Hollywood, roughly bounded by Franklin and Fountain Avenues to the north and south, Vine Street to the east, and La Brea Avenue to the west, as illustrated in Exhibit J. This Regional Center, which includes two Metro Red Line stops, is rich with jobs, housing, and entertainment destinations for the region and even the world. The existing zoning in the area is largely C4-2D, with baseline floor area ratio (FAR) limits generally ranging from 0.5:1 to 3:1, allowing up to 6:1 FAR in certain locations with approval from the City Planning Commission and Community Redevelopment Agency Board. The Proposed Plan creates FAR Incentive Areas that allow increases in FAR for preferred types of development and require FAR minimums in some areas. For many areas in the vicinity of fixed-rail transit portals, an FAR of 4.5:1 would be permitted for Commercial and Mixed Use projects, including certain blocks along Vine Street between Yucca Street and De Longpre Avenue and along Sunset Boulevard between Wilcox Avenue and the 101 Freeway. In other parts of the Regional Center an FAR of 3:1 would be permitted. The Proposed Plan would maintain the policy of considering up to a 6:1 FAR in certain locations. Finally, the Proposed Plan includes an expansion of the Regional Center to include those blocks along Hollywood and Sunset Boulevards from Gower Street to just west of the 101 Freeway, as shown in Exhibit K.

Outside the Regional Center, the Proposed Plan includes FAR Incentive Areas for Mixed Use development along key commercial corridors frequented by Metro Rapid and local bus service with high levels of service. These areas include several parcels along Vine Street; Santa Monica and La Cienega Boulevards; and Fairfax, La Brea, and Western Avenues. Generally, the existing FARs along these corridors range from 0.5:1 to 2:1. With the Mixed Use Incentive, parcels would be allowed an FAR of up to 3:1. In addition, on select parcels along Santa Monica Boulevard, the Proposed Plan includes an FAR incentive of 3:1 for targeted Industrial Uses that support the retention, modernization, and expansion of the media, entertainment, studio, and post-production uses.

The Proposed Plan maintains the Vermont-Western Station Neighborhood Plan (SNAP), a Specific Plan adopted in 2001 to encourage transit-oriented development near the East Hollywood Metro Red Line stations of Hollywood/Western, Vermont/Sunset, and Vermont/Santa Monica stations. The SNAP allows FARs of up to 3:1 around these three rail stations, with

additional special incentives for medical and support services around the Vermont/Sunset station area, and contains other regulations to encourage pedestrian activity and transit usage.

Restoration of Citywide Standards

The existing zoning for parcels along commercial corridors throughout the eastern portion of the Community Plan area is generally Height District 1, which would typically allow an FAR of 1.5:1; however, during the last Community Plan Update, a D Condition limited the FAR on these parcels to less than 1.5:1, generally to 0.5:1 or 1:1. For commercial parcels not already in Mixed Use Incentive Areas, the Proposed Plan restores the citywide standard of 1.5:1 FAR in Height District 1. This general recommendation has been further modified as outlined in this report in response to community input and field investigation. As recommended in this report, the Proposed Plan now includes some revisions to subareas with this change, and includes selected height regulations in areas that previously were unlimited in height.

Similarly, during the last Plan update several multi-family neighborhoods with R4 zoning were restricted by a [Q] Qualified Condition that reduced the density from the citywide standard of 400 square feet of lot area per dwelling unit to 600 square feet of lot area per dwelling unit. The Proposed Plan removes this [Q] Qualified Condition from many of the [Q]R4-zoned parcels in the Community Plan area to restore R4 areas to the citywide standard for density. This general recommendation has been further modified as outlined in this report in response to community input and field investigation. As recommended in this report, the Proposed Plan now includes revised areas of change.

Scale, Design, and Community Character

Hollywood includes areas with distinctive cultural resources, historic neighborhoods, neighborhoods zoned for single-family use, hillside areas, and existing pedestrian-oriented districts. Existing land use designations and zoning were generally maintained in these areas and the Proposed Plan contains policies to protect and enhance these unique places. For identified historic buildings located within the FAR Incentive Areas, zone requirements have been established to require conformance with the Secretary of the Interior's Standards for Rehabilitation in order to receive the incentive.

Community input regarding concern over the scale of potential new development along commercial boulevards, and the need for adequate scale transitions to single-family zoned areas and multiple-family zoned areas led to the development of the following proposed restrictions and standards to better regulate transitions between differing land uses:

- Height Districts for commercial zones that border the Spaulding Square and Melrose Hill HPOZs are reduced from 1VL to 1XL, lowering the height limit from 45 to 30 feet.
- Design standards, implemented through a [Q] Qualified Condition, require building height setbacks for multi-family structures facing single-family zoned areas in the blocks near Melrose Avenue, roughly between La Cienega Boulevard and Orlando Avenue, and between Crescent Heights Boulevard and Fairfax Avenue. In this manner, the Proposed Plan for the first time now regulates scale transitions between R3 and R1 density areas throughout Hollywood.

Further, Chapter 7 of the Proposed Plan, *Urban Design Guidelines*, provides guidelines for projects reviewed by the Department of City Planning, the Central Area Planning Commission, and the City Planning Commission on topic areas such as Building Orientation; Scale, Height, and Massing; Circulation, Parking, and Loading; Pedestrian Amenities; Sustainability; On-Site Open Space; Landscaping; Building Façade; and Other Building Elements. The Urban Design

Guidelines in the Hollywood Community Plan supplement the recently adopted Citywide Urban Design Guidelines.

Hillsides

The Proposed Plan, as revised, contains strengthened hillside protections and directs growth away from hillside areas with limited access, focusing new development around transit infrastructure in the Regional Center and along mixed-use boulevards. Many hillside residents repeatedly have raised concern over the impact of hillside subdivision actions on open space, ridgelines, and access, and shared concerns over the proliferation of large, single-family homes that are out-of-scale with existing development. During the course of the work program for the Proposed Plan, a citywide ordinance to diminish out-of-scale development in the hillsides was adopted by City Council (Council File 10-1001), addressing many of the public's concerns regarding height, FAR, and grading regulations. In addition, the City Council adopted [Q] and [D] conditions for the Oaks of East Hollywood hillside community that limit the size, height, and lot coverage for new development.

To better protect steep hillsides from being subdivided into smaller parcels, the Proposed Plan clarifies the application of the Slope Density calculation in LAMC Section 17.05. The Proposed Plan requires all subdivision applications for single-family projects with natural slopes in excess of 15 percent to use the Slope Density calculation, which raises a zone's minimum lot size based on the parcel's topography. This direct reference to Slope Density regulations is now proposed to be embedded in the plan for the first time (the existing 1988 Plan does not reference the Slope Density Ordinance or the Hillside Mansionization Ordinance).

Some hillside residents cited concerns that traffic in downtown Hollywood would impede their ability to evacuate their homes during emergencies. Revisions to the Proposed Plan after the Public Hearing include the removal of many zone change increases proposed for areas directly at the base of hillsides.

Parks and Open Space

Although the Hollywood community benefits from being home to Griffith Park, the largest municipally-owned park in the nation, there continues to be a need for expanded neighborhood parks and improved public open spaces. The Proposed Plan identifies park and open space opportunity areas, including neighborhood and pocket parks, as well as publicly-owned parcels that may be suitable for future conversion into parkland where appropriate. Many of these sites are in high-density neighborhoods with a great demand for additional recreation options. The Proposed Plan also supports the expansion of Griffith Park, the conversion of powerline rights-of-way into public open space, and establishment of parks, walking paths, and trails around the Los Angeles River. In addition, the Proposed Plan directly encourages creative solutions, such as the establishment of a new central park over the 101 freeway. The Hollywood Central Park capping the 101 Freeway is a significant initiative that is supported by the Proposed Plan.

To enhance public open space in the Plan Area's more urban neighborhoods, the Proposed Plan includes policies to maintain and enhance publicly-owned right of ways for pedestrian and recreational uses, including alleys. The plan supports the continued conversion of many suitable alleys into public pedestrian malls, and walkways. The Plan's Design Guidelines help developers to maximize the provision of pedestrian amenities, landscaped plazas, paseos, and other open spaces as part of new development.

Pedestrian-friendly Streets and Walkability

Making Hollywood's streets more "walkable" is an important goal of the Proposed Plan that brings many benefits to the community, including improved mobility and quality-of-life for local

residents and employees, a reduced need to use automobiles for short trips, increased foot traffic for retail businesses, and a better experience for visiting tourists. Walkability is influenced by a variety of factors, including sufficient sidewalk widths, the presence of alleys, a mix of nearby uses, the design and orientation of adjacent buildings, and attractive streetscapes.

Built to historic standards, Hollywood's streets already benefit from wide sidewalks of 15 feet or more in many cases. However, because they don't conform to existing citywide street standards, which currently require large road beds and relatively narrow sidewalks, street modifications are required to maintain and reinforce these existing sidewalk widths, and establish a new standard. Therefore, the Proposed Plan modifies portions of 30 Major and Secondary Highways from the citywide standards to either maintain or increase sidewalks to a width of 15 feet or greater. The Proposed Plan maintains the 15-foot sidewalk width along both Hollywood Boulevard and Vine Street for the Hollywood Walk of Fame and includes policies supporting the preservation and enhancement of this important global amenity.

Much of Hollywood was initially developed with a network of alleys, the majority of which still are in service today. Alleys help to accommodate vehicular entrances, exits, and loading areas away from the street and sidewalks, as well as provide additional circulation options for pedestrians. The Proposed Plan includes a policy supporting the maintenance of all existing alleys. It also implements a [Q] Qualified Condition for alleys in the residential neighborhood near El Centro and Melrose Avenues and Santa Monica Boulevard that requires projects to provide vehicular access from alleyways. Similarly, the Proposed Plan contains a policy to prohibit existing streets and walkways from closure, vacating, or gating for private use, to maintain the existing network of streets and prevent the creation of "superblocks" that impede vehicular and pedestrian mobility.

A mix of uses within a street or building can help to activate sidewalks during the day and evening, promoting pedestrian safety and comfort. The Proposed Plan encourages a greater mix of uses on several commercial corridors through FAR Incentive Areas that allow for an FAR of 3:1 for mixed residential and commercial development.

The design and orientation of buildings adjacent to sidewalks can either encourage or discourage pedestrian activity. Chapter 7 of the Proposed Plan, *Urban Design Guidelines*, provides guidelines for the proper placement of buildings on a site, façade design, signs, pedestrian amenities, and other design elements that influence the pedestrian experience. In addition, the Proposed Plan implements a Pedestrian Design [Q] Condition along selected corridors with existing, intact storefronts at the sidewalk, such as Santa Monica Boulevard and Vine Street. As a way of reinforcing this existing character, the [Q] Qualified Condition requires new buildings to be sited near the front property line and oriented toward the public sidewalk, with parking to the rear.

To address the need for a more attractive street environment, the Proposed Plan recommends the development of five Streetscape Plans, including portions of Hollywood Boulevard, Western Avenue, Santa Monica Boulevard, Cahuenga Boulevard, Melrose Avenue, and La Brea Avenue. Once established, these Streetscape Plans would apply to all new development projects adjacent to these street segments, and would regulate elements such as street trees, benches, shelters, and information signs. These policies reinforce and build upon important recent streetscape improvements along Highland Avenue, and the portion of Santa Monica Boulevard in the neighboring municipality of West Hollywood.

Parking

Parking continues to be an important issue of the Proposed Plan, primarily due to the large demand for parking in the Regional Center, including evening and special event parking. The Proposed Plan maintains the citywide parking standards, which call for a minimum number of parking spaces for each type of use. Flexibility in the way in which parking spaces are provided is encouraged to allow more efficient use of existing and future parking facilities and open up daytime parking resources to nighttime uses. The Proposed Plan contains policies supporting the construction of new parking structures through public-private partnerships, as well as allowing spaces to be provided off-site on a case-by-case basis when nearby excess capacity exists, often known as "shared parking". These types of solutions help to address parking supply shortages by making more efficient use of existing spaces, in addition to supporting the provision of new parking spaces.

Media, Entertainment, and Tourism

Hollywood, world-renowned for its media and entertainment industry, is supported by the area's Industrial zoning that permits the type of uses required by movie studios, post-production firms, prop houses, transportation companies, and other related businesses. The Proposed Plan maintains Hollywood's industrially zoned land and includes policies supporting the retention of these important uses. The Proposed Plan also creates a mixed use (industrial and residential) opportunity area along Santa Monica Boulevard between McCadden Place and Seward Street that allows residential development if a minimum FAR of 0.7:1 is devoted to media-related industrial uses.

Because of this rich media and entertainment history, Hollywood is a popular destination for tourists. Focusing growth to the Regional Center, which is the center of tourist activity in the area, will help to increase the area's economic sustainability, street life, and retail vibrancy. The Proposed Plan includes new land use policies supporting the retention, modernization, and expansion of media and entertainment facilities. The collection of industrial land generally along Santa Monica Boulevard and Highland Avenue known as the Media District is identified, preserved, and incentivized for new studio and production support uses. In addition, the Proposed Plan supports the provision of a wide range of hotel and tourism amenities, including policies supporting new hotel and hospitality improvements in and around the Regional Center.

Many in the community cited the desire to preserve "Theater Row", a stretch of non-Equity theaters in the industrial area along Santa Monica Boulevard between Seward Street and Lillian Way. The Proposed Plan maintains the existing MR1-1 zoning on these blocks and identifies these theaters as a community resource, thereby discouraging development pressure to convert to other uses.

Infrastructure and Environmental Analysis

An Environmental Impact Report (EIR) has been prepared as part of the Proposed Plan to fully analyze the impact of the plan, develop feasible mitigations, identify significant impacts, and create a mitigation monitoring plan. As a programmatic EIR, this environmental clearance is not at the project level, and all future discretionary development projects shall require their own environmental clearance. Throughout the environmental phase of plan development, a number of comments were received regarding the adequacy of existing infrastructure capacity, and the need for additional improvements as growth occurs over the life of the plan.

A Final EIR was released in October 2011, which included detailed responses to these comments. A copy of the Draft and Final EIR was sent to the City Planning Commission prior to this report, and is attached again as an exhibit to this report. This report also includes Findings to support the adoption of the proposed plan, including environmental findings in detail. There is

also a Statement of Overriding Considerations in this report recommended for adoption by the City Planning Commission and City Council. The Proposed Plan does not modify any of the existing infrastructure monitoring language contained in the General Plan Framework, an element of the City's General Plan.

Section 15088 of the CEQA Guidelines require the lead agency (DCP) to evaluate comments on environmental issues received from public agencies and interested parties who review the draft EIR and provide written responses. DCP prepared responses in writing to all comments received, including Master Response MR-2 which begins on Page 3-1 of the Final EIR addressing comments on infrastructure.

A full analysis of the environmental setting, plan impacts, mitigations, and unavoidable significant impacts are contained in the Draft EIR and Final EIR, Exhibits N and O of this report. An analysis of vehicular traffic impacts and corresponding mitigations as part of the Transportation Improvement and Mitigation Program are included in Section 4 and Appendix C of the DEIR.

Goals and policies related to transportation, community facility, and physical infrastructure can be found in Chapters 4, *Mobility Plan*, and Chapter 5, *Community Facilities and Infrastructure*, of the Hollywood Community Plan Text. Associated implementation programs can be found in Chapter 6, *Implementation*.

Recommended Revisions to Land Use Changes

In response to public testimony and additional staff analysis, a number of recommended revisions are included in this report and the attached exhibits involving specific subareas of proposed change.

This section of the report outlines revised recommendations for many of the changes that elicited the greatest degree of comment during the public hearings. For the most part, these recommended revisions involve slight reductions in the scale or scope of zone changes in selected areas.

The Department of City Planning follows the goal of presenting a recommendation on land use designations and zone changes that meets the projections for housing and employment for Hollywood in the year 2030, based on the Southern California Association of Governments (SCAG) forecasts. This is fully analyzed and methodology explained in the Proposed Plan's EIR.

With the revisions recommended in this report, the reasonable expected housing capacity in Hollywood decreases by 3229 persons from 249,062 to 245,833 persons. The SCAG 2030 forecast is 244,602 persons. The reasonable expected housing capacity as now recommend still accommodates the SCAG Forecast, exceeding that number by 1,231 persons.

The existing 1988 Hollywood Community Plan has a reasonable expected housing capacity of 235,850 persons.

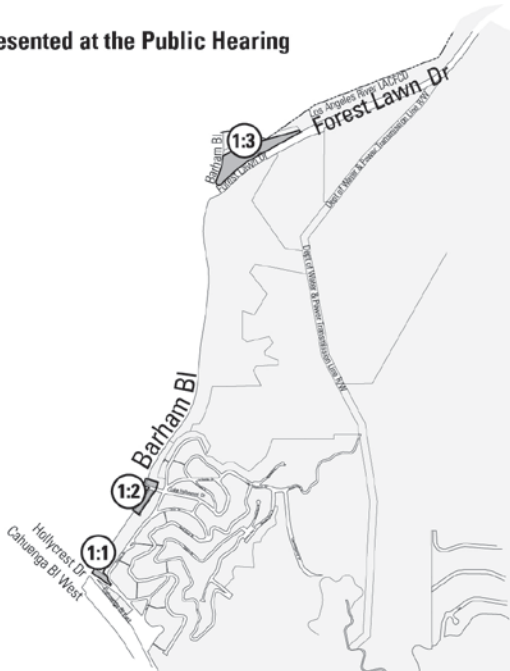
The following figures and charts detail proposed revisions to the recommendations as presented at the Public Hearings.

Revision #1 - Barham Blvd

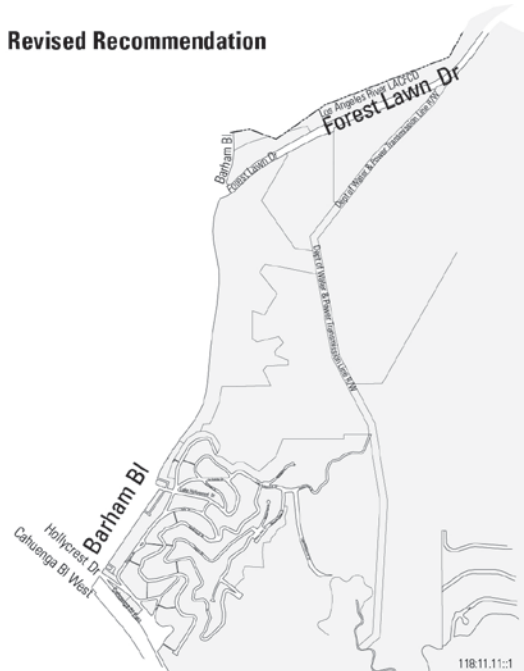
Subareas 1:1, 1:2 and 1:3

Summary: These commercial properties along Barham Boulevard roughly from Cahuenga Boulevard to Forest Lawn Drive are no longer recommended for a zone change to increase floor area ratios from .5:1 to 1.5:1.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
1:1, 1:2, 1:3	Limited Commercial C1-1D FAR 0.5:1	Limited Commercial C1-1 FAR 1.5:1	<i>delete, retain existing zoning.</i>

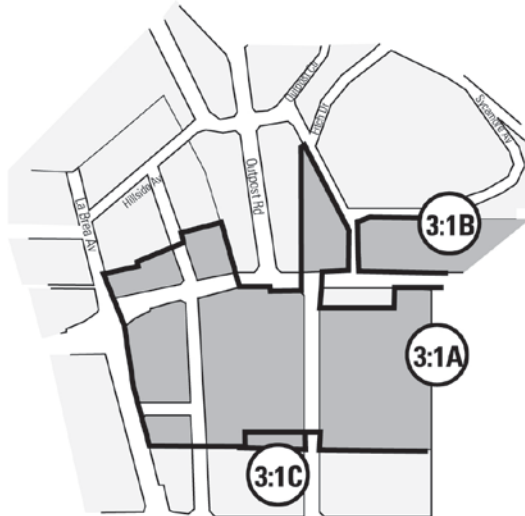
Revised Staff Recommendation: retain existing zoning, land use and existing Development Limitation. *Delete SubAreas 1:1, 1:2 and 1:3 and retain existing zoning.*

Revision #2 – Outpost Drive and Franklin Avenue

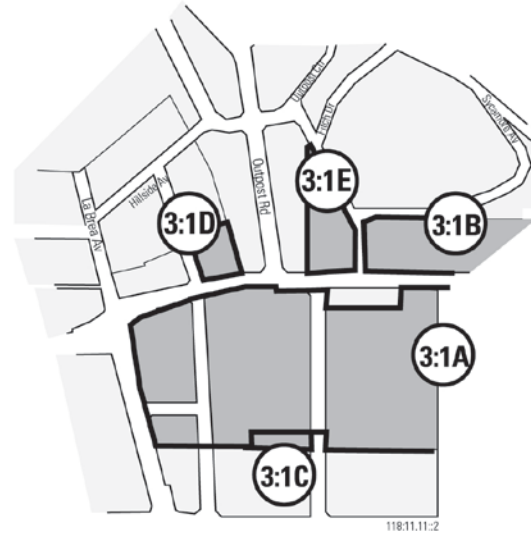
Subarea 3:1A

Summary: A 30-foot height limit is now recommended for these properties directly east and west of Outpost Drive north of Franklin Avenue. Furthermore, existing residential density restrictions limiting density to one unit per 600 square feet of lot area should be retained for these properties.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
3:1A	High Medium Residential [Q]R4-1VL	High Medium Residential R4-1VL	High Medium Residential R4-1VL <i>Revise 3:1A boundary and create 3:1D and 3:1E, retaining Q Qualifying Condition in these new subareas.</i>
NEW 3:1D, 3:1E	High Medium Residential [Q]R4-1VL	High Medium Residential R4-1VL	High Medium Residential [Q]R4-1 Height Limit 30 ft.

Revised Recommendation: establish height limits around Outpost Drive and Franklin Street. Retain existing Qualifying Condition in new SubAreas 3:1D and 3:1E. *Adjust boundary of Subarea 3:1A; create new SubAreas 3:1D and 3:1E with a 30 foot height limit.*

Revision #3 – Highland Avenue

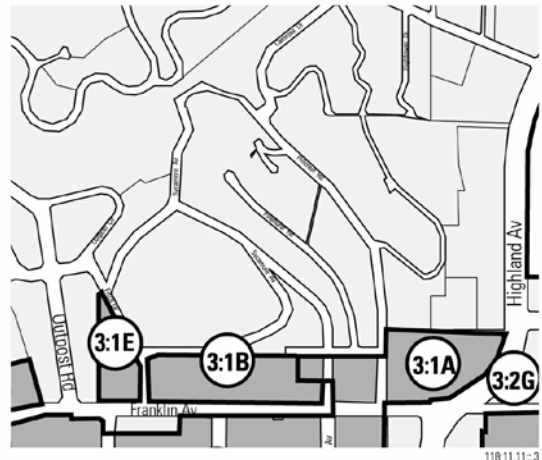
Subarea 3:1A

Summary: That portion of Subarea 3:1A which extends north of Franklin Avenue along Highland Boulevard is no longer recommended for a zone change to remove the existing density restrictions, and the current restriction limiting density to one unit per 600 square feet of lot area should be retained in this area.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
3:1A	High Medium Residential [Q]R4-1VL FAR 3:1	High Medium Residential R4-1VL FAR 3:1	<i>Revise boundary to exclude portions along Highland Avenue north of Franklin Avenue.</i>

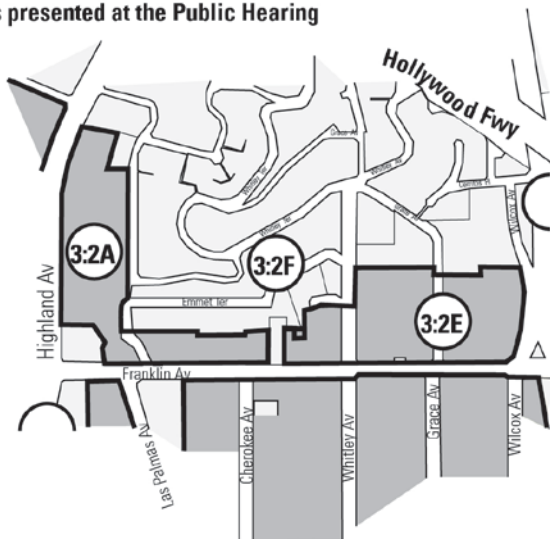
Revised Recommendation: Adjust boundary to remove parcels along Highland Avenue north of Franklin Avenue.

Revision #4 – Highland Avenue and Franklin Avenue

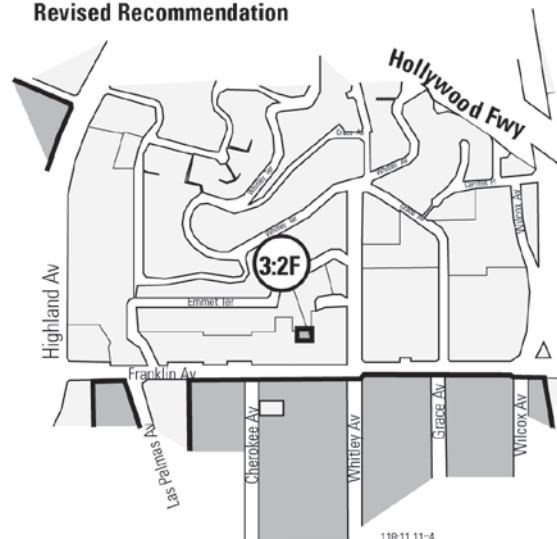
Subareas 3:2A and 3:2E

Summary: Existing density limitations that are currently in place north of Franklin Avenue should be retained as a transitional buffer along this corridor. Subareas 3:2A and 3:2F, which proposed to remove this limitation are no longer recommended for adoption and should be deleted, thereby retaining the density limitations of one unit per 600 square feet of lot area.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
3:2A, 3:2E	High Medium Residential	High Medium Residential	<i>delete, retain existing zoning</i>
	[Q]R4-1VL FAR 3:1	R4-1VL FAR 3:1	

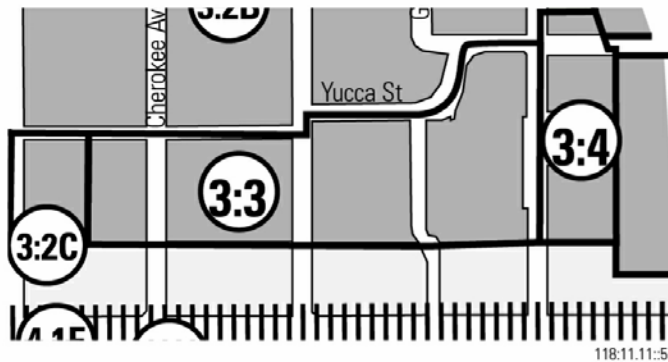
Revised Recommendation: Delete SubAreas 3:2A and 3:2E, which are located north of Franklin Avenue. Retain existing Qualifying Condition in these areas, including retention of the Qualifying Condition on SubArea 3:2F.

Revision #5 – Yucca Street from Cherokee Ave to Hudson Ave.

Subarea 3:3

Summary: A 60 foot height limit is recommended for this area directly north of Hollywood Boulevard near Cherokee Avenue and Hudson Avenue. No height limit is currently in place. The revised recommendation however retains the R5 zoning classification for this area, which will continue to permit hotel uses in addition to restricting residential density to the R4 level of one unit per 400 square feet of lot area.

As presented at the Public Hearing



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
3:3	High Residential	High Medium Residential	High Residential
	[Q]R5-2	R4-2D Height limit 60 ft.	[Q]R5-2D Height limit 60 ft.

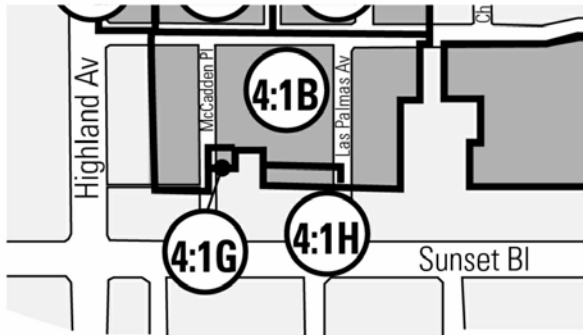
Revised Recommendation: Retain land use and zoning to continue to accommodate hotel uses; add a D Limitation to establish 60 foot height limit. Limit residential density to R4 zone equivalent.

Revision #6 – Selma Avenue

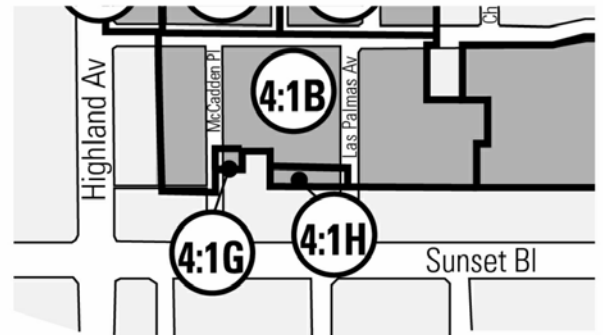
Subarea 4:1B

Summary: A 75 foot height limit is recommended for this area directly north of Sunset Boulevard near McCadden Place and Las Palmas Avenue. No height limit is currently in place. The boundary of the floor area incentive area is being revised to include the surface parking areas of the Crossroads of the World development.

As presented at the Public Hearing



Revised Recommendation



118:11.11:7

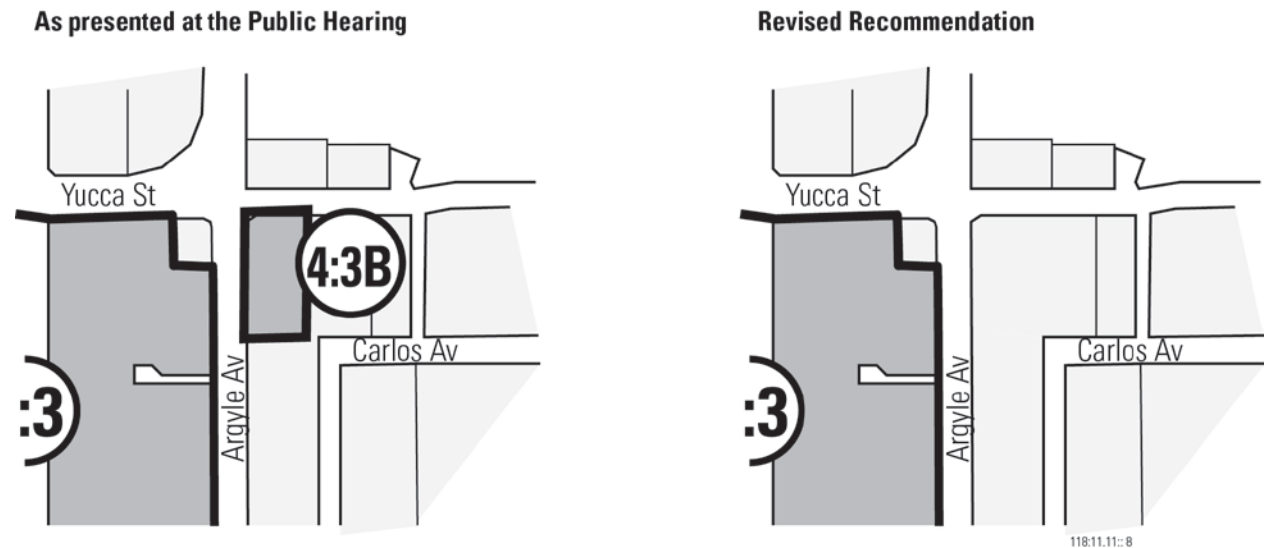
SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
4:1B	Regional Center Commercial C4-2D FAR 2:1	Regional Center Commercial C4-2D FAR 3:1	<i>Modify boundary, add 75 foot height limit</i>

Revised Recommendation: Adjust boundary of SA 4:1B to include surface parking areas of Crossroads of the Worlds, add 75 foot height limit.

Revision #7 – Yucca Street and Argyle Avenue

Subarea 4:3B

Summary: The revised recommendation now excludes this parcel from development incentives, and retains the existing floor area ratio of 2:1. The parcel includes the former Little Country Church site.



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
4:3B	Regional Center Commercial C4-2D-SN FAR 2:1	Regional Center Commercial [Q] C4-2D-SN FAR 4.5:1 Height Limit 75 ft.	<i>delete. retain existing zoning</i>

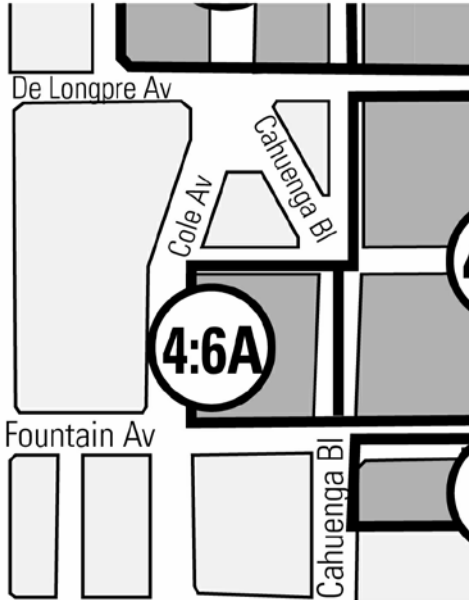
Revised Recommendation: Retain existing zoning, land use and existing Development Limitation on these parcels, including the “Little Country Church” parcel. *Delete SubArea 4:3B.*

Revision #8 – Cahuenga Avenue

Subarea 4:6A

Summary: The boundary of Subarea 4:6A is now recommended for revision to include the triangle of land bounded by Cole Avenue, Cahuenga Boulevard, and Homewood Avenue to be consistent with the blocks to the south and east.

As presented at the Public Hearing



Revised Recommendation



118.11.11:3

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
4:6A	Regional Center Commercial C4-2D FAR 2:1	Regional Center Commercial C4-2D FAR 3:1	<i>Modify boundary</i>

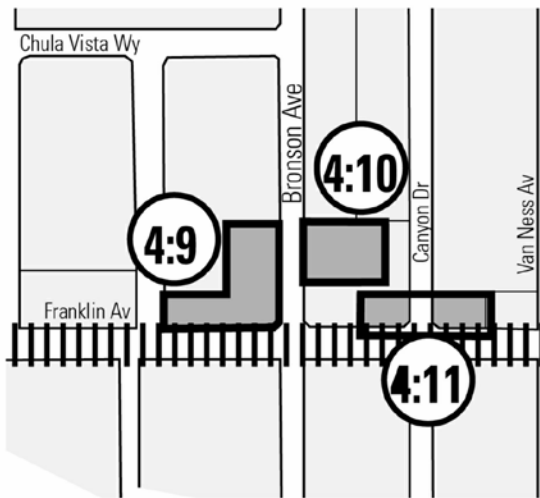
Revised Recommendation: Adjust boundary of SA 4:6A to include area bounded by Cole Avenue, Cahuenga Blvd., Homewood Avenue and DeLongpre Avenue.

Revision #9 – Franklin Avenue at Bronson Avenue

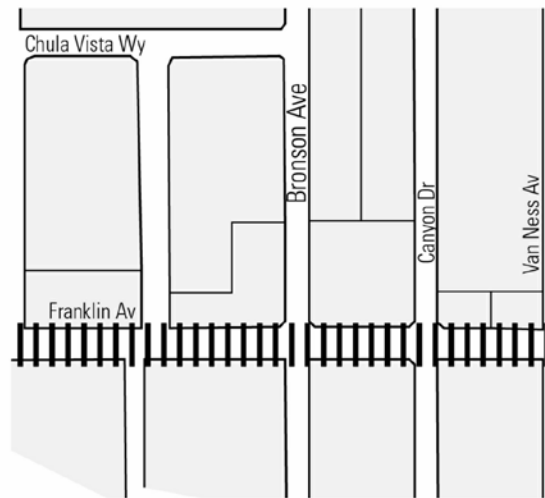
Subareas 4:9, 4:10, and 4:11

Summary: These commercial properties along Franklin Avenue at Bronson Avenue are no longer recommended for a zone change to increase floor area ratios from .5:1 to 1.5:1.

As presented at the Public Hearing



Revised Recommendation



118:11.11:10

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
4:9, 4:10, 4:11	Limited Commercial C1-1D FAR 0.5:1	Limited Commercial C1-1D FAR 1.5:1	<i>delete, retain existing zoning.</i>

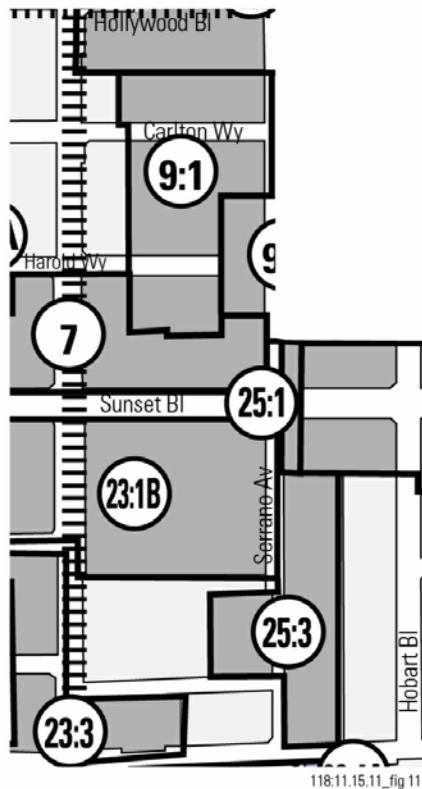
Revised Recommendation: Delete Subarea 4:9, 4:10 and 4:11. Retain existing development floor area ratio limits.

Revision #10 – Serrano Avenue at Carlton Way and Fountain Avenue

Subareas 9:1 and 25:3

Summary: Existing residential density restrictions limiting density to one unit per 600 square feet of lot area should be retained for these properties.

As presented at the Public Hearing



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
9:1	High Residential [Q]R4-2	High Medium Residential R4-2	High Medium Residential [Q]R4-2
25:3	High Residential [Q]R4-2	High Medium Residential R4-2D Height Limit 75 ft.	High Medium Residential [Q]R4-2D Height Limit 75 ft.

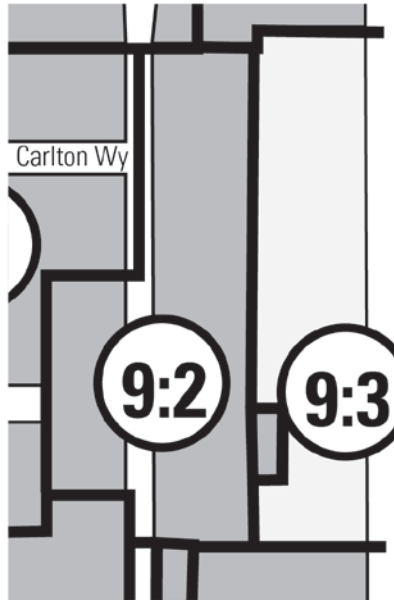
Revised Recommendation: Continue change to High Medium Residential designation. Retain existing Q Qualifying Conditions limiting residential densities, and reference existing Station Neighborhood Area Plan. Add height limit of 75 feet to SubArea 25:3.

Revision #11 – Serrano Avenue south of Carlton Way

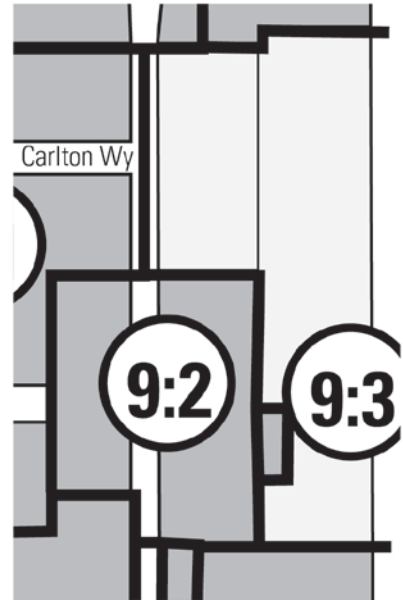
Subarea 9:2

Summary: The boundaries of Subarea 9:2 which propose to downzone property to the RD1.5 zone should be revised to exclude existing higher density property as shown.

As presented at the Public Hearing



Revised Recommendation



118.11.11:12

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
9:2	High Residential [Q]R4-2 FAR 6:1	Low Medium II Residential RD1.5-1VL FAR 3:1	<i>Modify boundary</i>

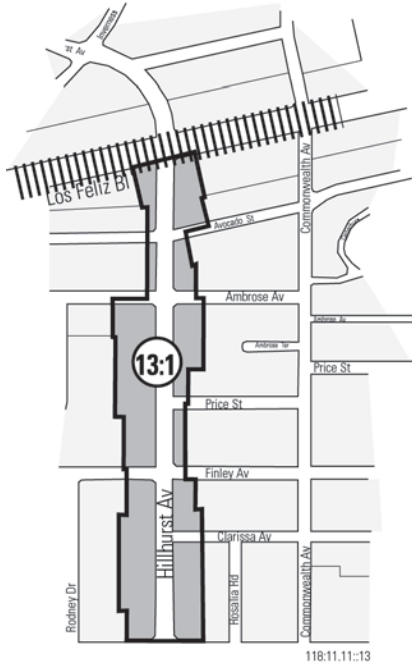
Revised Recommendation: Adjust boundary of SubArea 9:2 southward.

Revision #12 – Hillhurst Avenue

Subarea 13:1

Summary: A height limit of 36 feet is now proposed for that portion of Hillhurst Avenue north of Franklin Avenue, as part of the recommended floor area ratio increase to 1.5:1. There are no existing height limits in this location.

As presented at the Public Hearing



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
a			
13:1	Neighborhood Commercial C4-1D FAR 1:1	Neighborhood Commercial [Q]C4-1 FAR 1.5:1	Neighborhood Commercial [Q]C4-1 FAR 1.5:1 Height limit 36 ft.

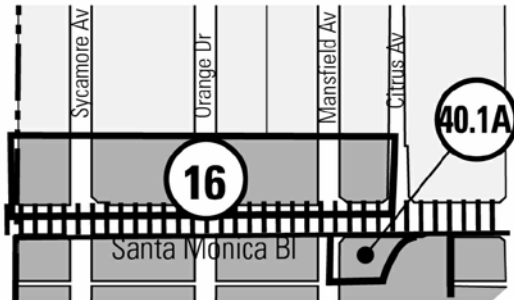
Revised Recommendation: Permit floor area ratio of 1.5:1, add height limit of 36 feet.

Revision #13 – Santa Monica Boulevard at Orange Drive

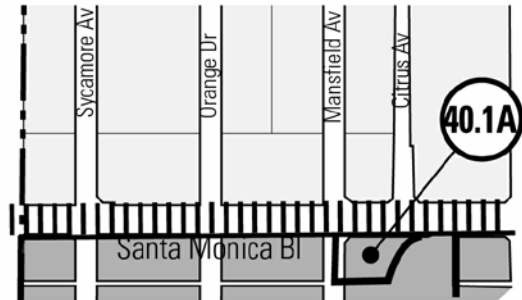
Subarea 16

Summary: The proposed zone change to increase permitted floor area along this portion of Santa Monica Boulevard at Orange Drive is no longer recommended, to better support existing theater and production uses in these areas.

As presented at the Public Hearing



Revised Recommendation



118:11.11:14

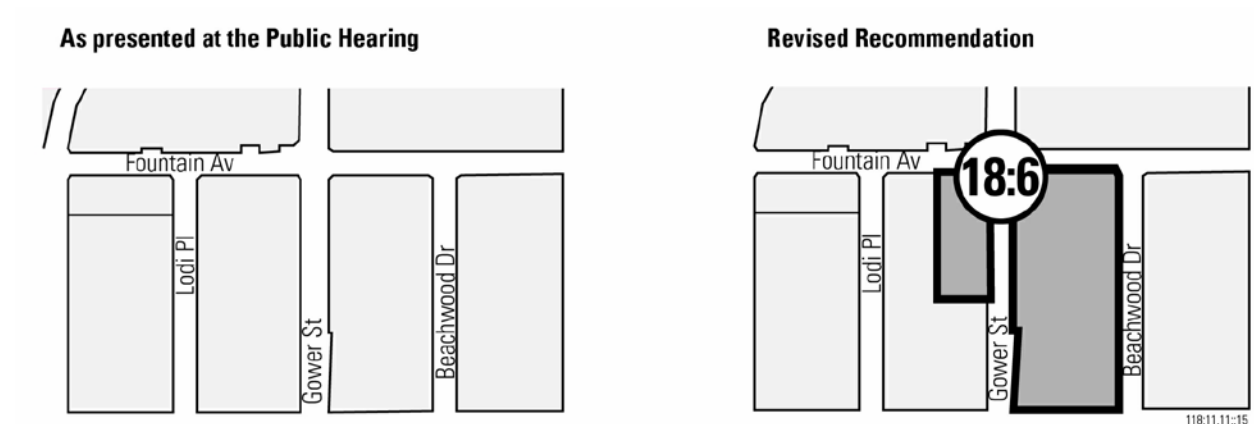
SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
16	Hwy. Commercial C2-1D FAR 0.5:1	General Commercial [Q]C2-2D FAR 3:1	<i>delete, retain existing zoning</i>

Revised Recommendation: Retain existing zoning. Delete SubArea 16.

Revision #14 – Fountain Avenue at Gower Street

New Subarea 18:6

Summary: In response to public input, an additional limited downzone area has been identified along Gower Street at Fountain Avenue. The proposed plan now recommends limiting density in this area to the RD1.5 zone, maintaining the 30 foot height limit.



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Recommendation
New 18:6	Medium Residential R3-1XL	N/A	Low Medium II RD1.5-1XL

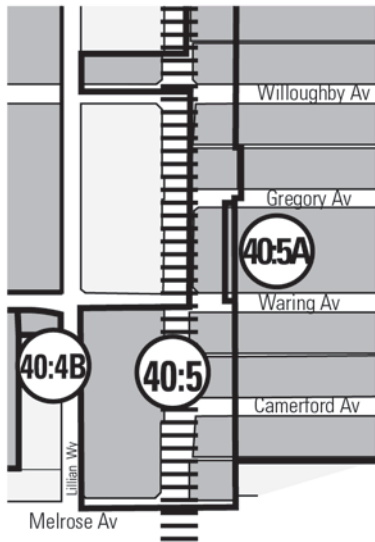
Recommendation: Create new SubArea 18:6 with a general plan amendment to Low Medium II and Zone Change to RD1.5-1XL.

Revision #15 – Vine Street at Waring Avenue

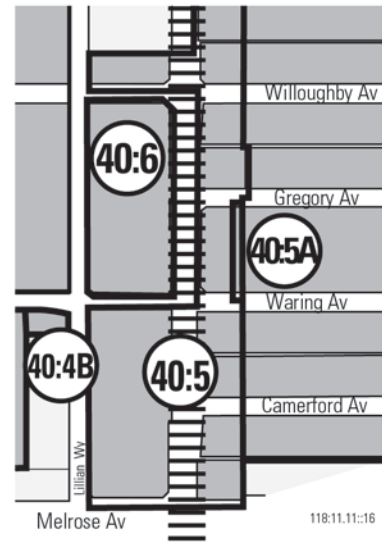
New Subarea 40:6

Summary: An additional zone change area is now proposed for the block bounded by Lillian Way, Waring Avenue, Vine Street, and Willoughby Avenue to apply consistent floor area incentives along this corridor and promote employment and job production.

As presented at the Public Hearing



Revised Recommendation



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Recommendation
New 40:6	Limited Industrial [Q]C2-1VL FAR 1.5:1	N/A	Limited Industrial [Q]C2-2D FAR 3:1

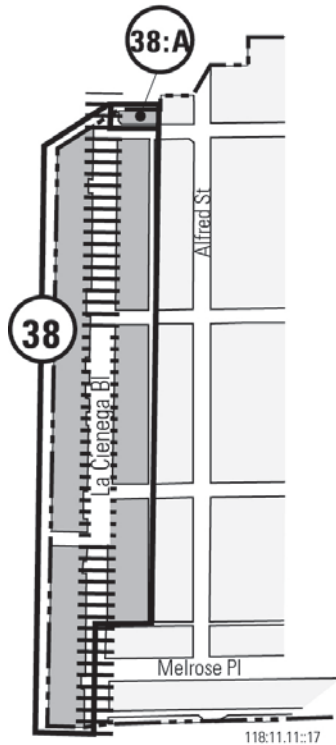
Recommendation: Create new SubArea 40:6. Zone Change from [Q] C2-1VL to [Q] C2-2D; continue to prohibit residential uses. Create this new SubArea to be consistent with Vine Corridor.

Revision #16 – La Cienega Blvd

Subareas 38 and 38:A

Summary: A height limit of 50 feet is now proposed for La Cienega Boulevard, with additional regulations requiring ground floor commercial uses along this existing commercial corridor.

As presented at the Public Hearing



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
38	Neighborhood Commercial C4-1VL FAR 1.5:1	Neighborhood Commercial [Q]C4-2D FAR 3:1	Neighborhood Commercial [Q]C4-2D FAR 3:1, Height Limit 50 ft.
38:A	Neighborhood Commercial C2-1 FAR 1.5:1	Neighborhood Commercial [Q]C4-2D FAR 3:1	Neighborhood Commercial [Q]C4-2D FAR 3:1, Height Limit 50 ft.

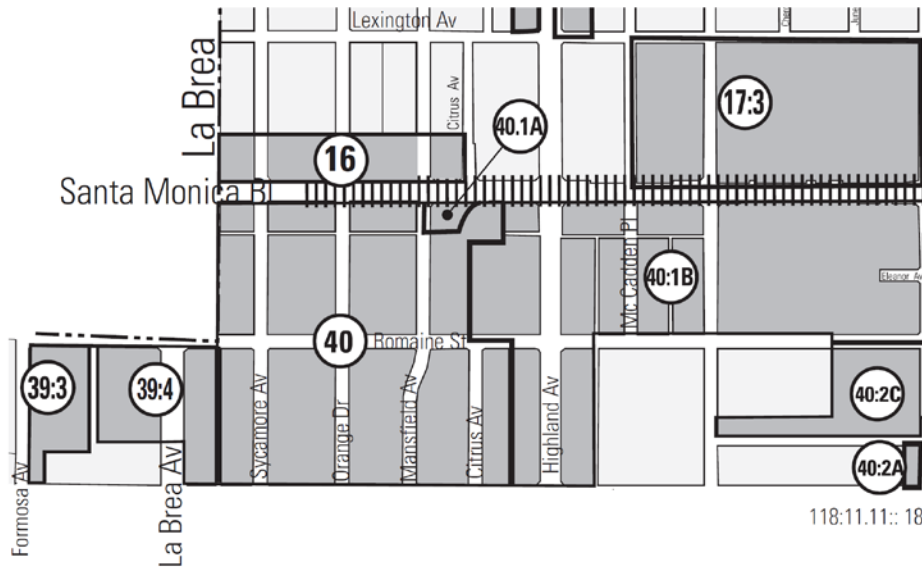
Revised Recommendation: Add height limit of 50 feet. Require ground floor commercial uses.

Revision #17 – Industrial Lands - La Brea Ave and Santa Monica Blvd.

Subareas 17:3, 39:3, and 39:4

Summary: A height limit of 36 feet is now recommended along Willoughby Avenue to provide for transition between adjacent uses. Existing industrial land use and zoning is recommended for retention for Subareas 39:3 and 39:4, with incentives for job-producing uses. The existing MR1 zone is recommended for retention in these areas.

As presented at the Public Hearing



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
17:3	Limited Industrial [Q]M1-1VL-SN FAR 1.5:1	Commercial Manufacturing [Q]CM-2D-SN FAR 3:1	<i>Same as preliminary recommendation.</i>
39:3, 39:4	Limited Industrial MR1-1 FAR 1.5:1	Commercial Manufacturing [Q] CM-2D FAR 3:1	Limited Industrial [Q]MR1-2D FAR 3:1

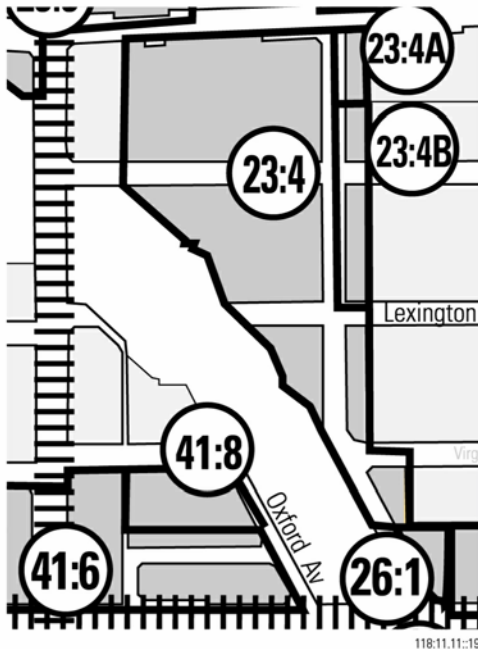
Recommendation: For SubArea 17:3 retain preliminary recommendation. For Subareas 39:3 and 39:4 retain existing Limited Industrial designation and MR1 zoning. Continue to provide Increased FAR incentive for targeted industrial use. Require 36 foot height limit along Willoughby Avenue frontage.

Revision #18 – Serrano Avenue and La Mirada Avenue

Subarea 23:4

Summary: Retention of existing density limitation should be retained in this area, limiting density to one unit per 600 square feet of floor area. Further restrictions are provided for discussion, including a limited downzoning of this area to the RD1.5 zone.

As presented at the Public Hearing



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
23:4	High Medium Residential [Q]R4-1VL	High Medium Residential R4-1VL	High Medium Residential [Q]R4-1VL

Revised Recommendation: Retain the existing Qualifying Condition in this subarea.

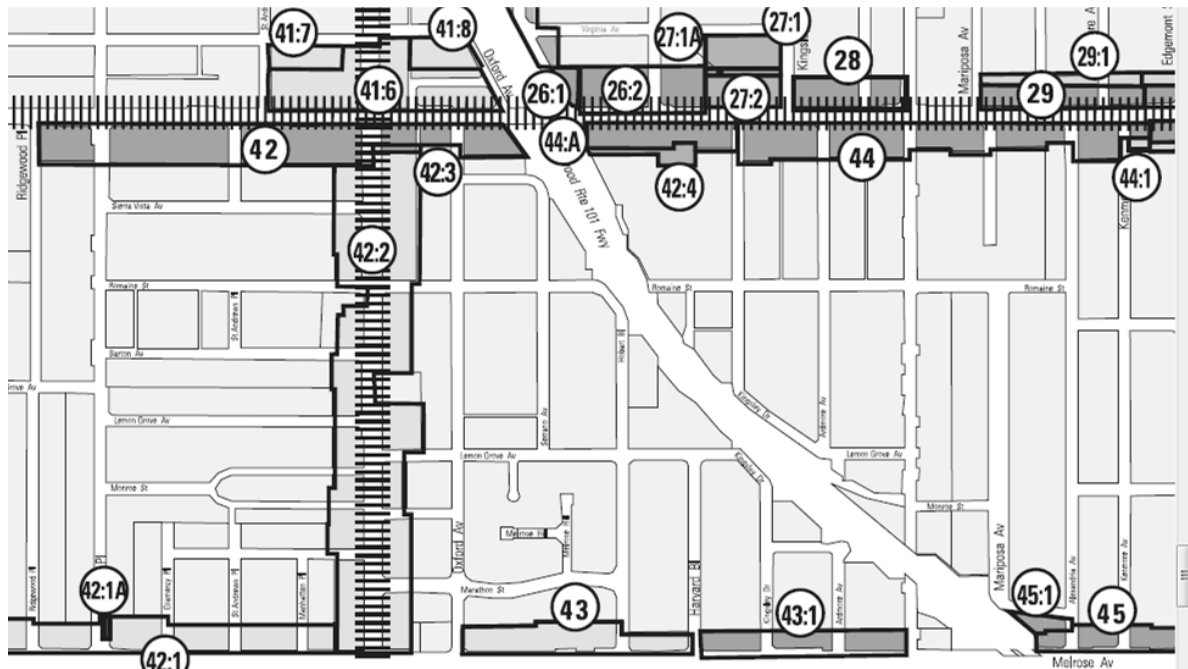
Alternative For Discussion: downzone the subarea to Low Medium II with concurrent zone change.

- Alternative option for Subarea 23:4:
Low Medium II Residential
RD1.5-1XL

Revision #19 – Santa Monica Boulevard and Western Avenue

Subarea 26:1, 28, 29, 41:6, 42, 42:2, 44 and 44:A

Summary: To better integrate mixed use development into existing neighborhood scale, floor area ratio limits of 2.5:1 are now recommended, in lieu of 3:1. Further residential density limitations are provided for discussion.



SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
26:1	Highway Oriented Commercial C2-1 FAR 1.5:1	General Commercial [Q]C2-2D FAR 3:1	General Commercial [Q]C2-2D FAR 2.5:1
26:2, 28, 29, 44	Highway Oriented Commercial C2-1D FAR 0.5:1	General Commercial [Q]C2-2D FAR 3:1	General Commercial [Q]C2-2D FAR 2.5:1
41:6	Neighborhood Commercial C4-1VL FAR 1.5:1	Neighborhood Commercial [Q]C4-2D FAR 3:1	Neighborhood Commercial [Q]C4-2D FAR 2.5:1
(continued)			
42	Highway Oriented Commercial C2-1D FAR 0.5:1	General Commercial [Q]C2-2D FAR 3:1	General Commercial [Q]C4-2D FAR 2.5:1

42:2	Neighborhood Commercial C4-1D FAR 1:1	Neighborhood Commercial [Q]C4-2D FAR 3:1	Neighborhood Commercial [Q]C4-2D FAR 2.5:1
44:A	Highway Oriented Commercial [T][Q]C2-1D FAR 0.5:1	General Commercial [Q]C2-2D FAR 3:1	General Commercial [Q]C2-2D FAR 2.5:1

Revised Recommendation: Lower recommended floor area ratio from 3:1 to 2.5:1 along Western and Santa Monica Blvd. Add pedestrian design conditions.

Alternative For Discussion: Further limit the residential density of mixed use development from that of the R4 zone to the R3 zone.

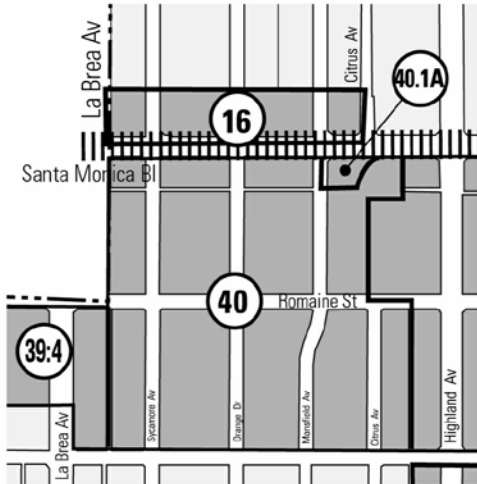
- Alternative option for Subarea 26:1, 28, 29, 41:6, 42, 42:2, 44 and 44:A:
Add Development Limitations for all parcels limiting residential densities to the R3 zone.

Revision #20 – Willoughby Street

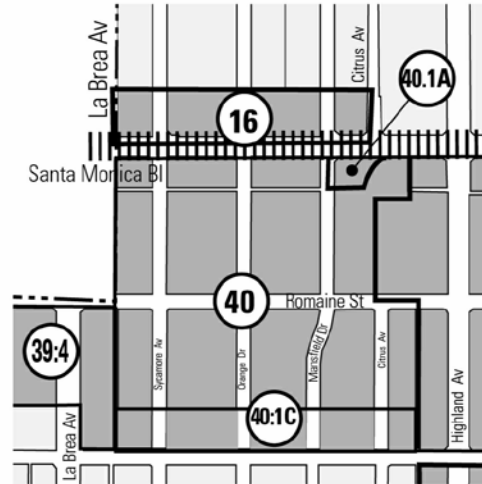
Subarea 23:4

Summary: A height limit of 36 feet is now recommended along Willoughby Avenue to provide for transition between adjacent uses.

As presented at the Public Hearing



Revised Recommendation



118.11.11: 21

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
40	Limited Industrial MR1-1	Limited Industrial [Q]MR1-1	<i>Split off frontages along Willoughby Ave. to create 40:1C</i>
40:1C	Limited Industrial MR1-1	Limited Industrial [Q]MR1-1	Limited Industrial [Q]MR1-1 <i>Require 36 foot height limit along Willoughby Ave.</i>

Revised Recommendation: Subdivide SubArea 40 to create new SubAarea 40:1C that includes a 36 foot height limit along Willoughby Avenue.

Other Land Use Revisions

Subareas 40:2D and Subarea 40:2E

These subareas along Romaine Street from Seward Street to Hudson Avenue should be revised to retain the existing zone changes for the media and office development previously approved as part of CPC-2009-3158-GPA-ZC-SPR on these parcels.

Revised recommendation: Delete subarea 40:2E and revise the boundary of subarea 40:2D to be north of Romaine Street only to exclude these parcels.

Subarea 4:1D

This subarea along Selma Avenue between Sunset Boulevard and Hollywood Boulevard is recommended for a 75 foot height limit. No height limit exists on these parcels currently. Two recently approved projects in this subarea have heights of approximately 90 and 100 feet.

Revised recommendation: Maintain 75 height limit recommendation for this subarea, add zone condition where additional height can be requested through a Zoning Administrator review procedure as a discretionary action.

Subarea 4:4A

This subarea includes the southwest corner of Hollywood Boulevard and Gower Street. These parcels were approved for a mixed use residential development by the City Council on May 17, 2011 as part of CPC-2008-3087-ZC-HD-ZAA-SPR and as such, these parcels should be removed from Subarea 4:4A to avoid rezoning this approved project.

Revised recommendation: Delete those portions of Subarea 4:4A that overlap with the project previously approved by CPC-2008-3087-ZC-HD-ZAA-SPR.

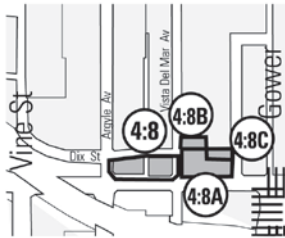
Subarea 6:4

This subarea is located directly north of subarea 6:1, which is at the northwest corner of Sunset Boulevard and Bronson Avenue, and is part of the the same ownership. Subarea 6:1 is proposed to be designated Regional Center Commercial with a zone of [Q]C2-2D-SN. Subarea 6:4 is contiguous and is currently zoned P-1 for surface parking uses.

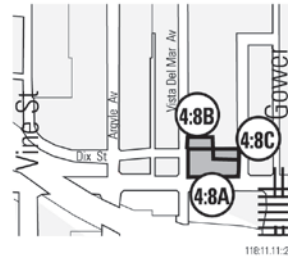
Revised recommendation: Designate subarea 6:4 as Regional Center Commercial to match Subarea 6:1, however leave Subarea 6:4 zoned as P-1 for parking uses, requiring a subsequent zone change application for any possible future development to ensure consistency with the surrounding neighborhood.

Subarea 4:8

As presented at the Public Hearing



Revised Recommendation



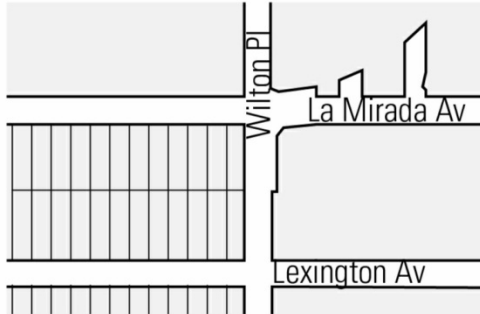
This subarea is located on the north side of Franklin directly east of the 101 freeway, adjacent to the northbound onramp to the 101. The subarea is currently zoned C1-1D with a Floor Area Ratio of .5:1. The proposed change was to rezone this subarea to have a Floor Area Ratio of 1.5:1.

Revised recommendation: delete this subarea due to its adjacency to the 101 onramp.

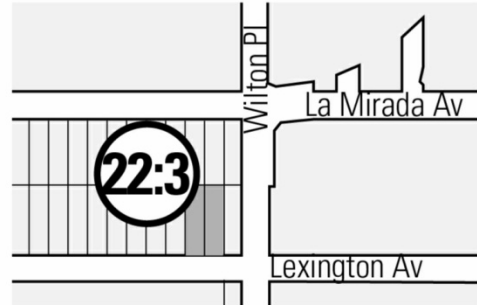
Additional Park Land and Open Space

Pocket Parks (New Subareas 22:3 and 23:4C)

As presented at the Public Hearing

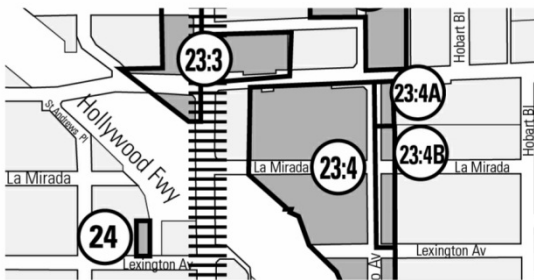


Revised Recommendation

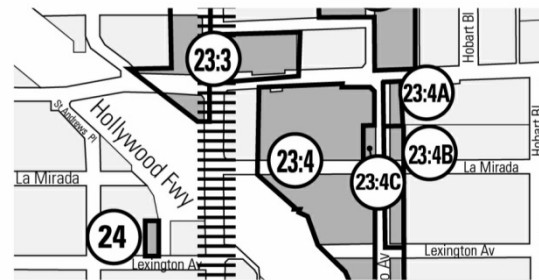


118:11.11:22

As presented at the Public Hearing



Revised Recommendation

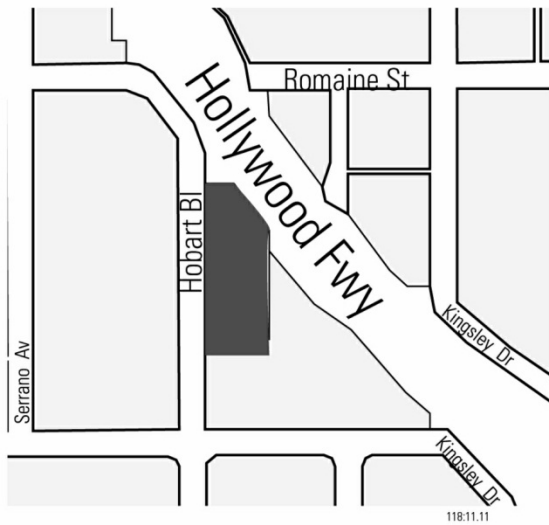


118:11.11:23

During the development of the plan, a number of parcels have been acquired by the City of Los Angeles as open space and recreation and park land. These include pocket park assemblages located generally near the intersection of Wilton Place and Lexington Avenue (New Subarea 22:3) and at La Mirada Avenue at Serrano Avenue (New Subarea 23:4C).

Revised recommendation: rezone these parcels to the OS-1 Open Space Zone with a General Plan Land Use Designation of Open Space.

Lemon Grove Park Expansion



Lemon Grove Park was extended northward along the east side of Hobart Boulevard north of Lemon Grove Avenue and is currently improved as parkland under ownership of the City of Los Angeles.

Revised recommendation: rezone these parcels under City of Los Angeles ownership to the OS-1XL zone with a General Plan Land Use Designation of Open Space.

Cahuenga Peak – Griffith Park Addition and Expansion



Cahuenga Peak was acquired by the City of Los Angeles after a successful fundraising effort by the Trust for Public Land to preserve this 138 acre parcel of open space in the Hollywood Hills. This acreage was added to Griffith Park in 2010 as permanent open space.

Revised recommendation: Apply the open space OS-1XL zone with a General Plan Land Use Designation of Open Space to preserve and protect this open space resource.

Carlton Way Parkland Acquisition



The Department of Recreation and Parks has acquired Assessor Parcel Number 5545-005-900 (formerly APN 5545-005-016) near the intersection of Hollywood Boulevard and Bronson Avenue, as shown on the figure.

Revised recommendation: Apply the open space OS-1 zone with a General Plan Land Use Designation of Open Space to recognize this parkland acquisition.

Streets Revisions

The proposed plan includes street redesignations for many Major Highways and Secondary Highways in Hollywood to reinforce existing character, promote walkability and enhance sidewalk widths, encourage provision of landscaped parkways adjacent to sidewalks, and attain balanced mobility options including roadway widths for bicycles, transit, and automobiles.

In response to input received at the public hearings, Staff has prepared additional streets for proposed redesignation, including Melrose Avenue, Martel Avenue, Vista Street, Gardner Street, and that portion of Franklin Avenue west of La Brea. Detailed street sections and a chart of existing and planned roadway and sidewalk widths can be found in Exhibit H, Proposed Street Redesignation Matrix.

Melrose Avenue

For the portion of Melrose Avenue east of Vine Street, Melrose Avenue is proposed to maintain its planned 90-foot right of way, but with 12 foot sidewalks instead of the normally required 10 foot sidewalks. The resulting planned roadway width would be 66 feet. The majority of Melrose Avenue is not built out to this current standard today so incremental widening and enhancement would occur. A streetscape plan is called out for Melrose Avenue to detail out lane dimensions, tree plantings, street furniture, and sidewalk paving. A similar streetscape plan is called out for that portion of Melrose Avenue located west of La Brea Avenue reinforcing the existing consistent 80-foot right of way configuration which has strong levels of pedestrian activity.

Martel Avenue – Vista Street – Gardner Street

These north-south streets were originally intended as a future Secondary Highway in conjunction with the then-planned extension of the 2 Freeway westward through the Hollywood Community Plan Boundary. The initial 1973 Hollywood Community Plan shows the proposed alignment of this highway, which was not constructed. The Proposed Plan includes the redesignation of these streets to Collector Street status, which reflects the existing character of these streets, which are lined with lower density residential uses.

FINDINGS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Making Hollywood's streets more walkable is an important goal of the Proposed Plan. Wide

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

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

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

With respect to housing, the General Plan Framework states:

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

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

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

Objective 4.3: Conserve scale and character of residential neighborhoods.

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

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

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

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

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

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

Program 2.2.6.A: Targeting Growth in Community Plan Areas – Update Community Plans to establish appropriate land uses, densities, and mixes of housing types and levels of affordability in areas well served by public transit, including employment centers and activity centers. Resolve design issues and adopt design guidelines to assure that residential, commercial and industrial development facilitate corresponding development goals for the area. Change land use designations and initiate zone changes.

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

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

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

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

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

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

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

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

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

Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

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

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

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

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

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

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

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

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

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

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

Objective 2: Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

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

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

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

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

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

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

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

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

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

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

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

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

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

The Proposed Plan is consistent with the Transportation Element of the General Plan in that it concentrates future employment and housing in accessible locations near transit stations, thereby helping to minimize increases in vehicle trip generation and improve air quality. The Proposed Plan contains modified street standards which protect the existing wide sidewalks found in pedestrian-priority areas, while planning for wider sidewalk widths where current dimensions do not provide for adequate pedestrian circulation. Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance both pedestrian and vehicular circulation within the Plan Area.

Other General Plan Elements also contain policies and programs related to the Proposed Hollywood Community Plan, including the Air Quality Element, the Open Space Element,

and the Public Recreation Plan of the Service Systems Element. Some of these policies include:

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

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

Service Systems Element – Public Recreation Plan Policies:

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

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

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

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

demand for additional recreation options. In addition the Proposed Plan includes policies to maintain and enhance publicly owned right of ways for pedestrian and recreational uses, including alleys.

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

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

I. CERTIFICATION OF THE FINAL EIR

The City Council of the City of Los Angeles (the "City") hereby finds that the Final Environmental Impact Report State Clearinghouse No. 2002041009, dated October 2011 (the "Final EIR") for the proposed Project described below has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. This Final EIR is being certified in connection with all approvals required to implement the Project.

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

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

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

II. FINDINGS

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

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

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

All Final EIR mitigation measures, as discussed herewith and as set forth in the Plan's Mitigation Monitoring and Reporting Program (the "MMRP"— included in a section of the Final EIR, contained in Exhibit O) are incorporated by reference into these findings. In addition, any revisions to the Plan that have occurred during the administrative process are incorporated by reference into these findings. In accordance with the provisions of CEQA (California Public Resources Code §§ 21000, et seq.) and the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, §§ 15000 et seq.), these findings are hereby

adopted as part of the certification of the Final EIR and adoption of a Statement of Overriding Considerations for the Plan.

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

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

A. Population, Employment, and Housing

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

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

B. Public Services: Public Libraries

Description of Potentially Significant Effects. Exacerbating the failure to meet the guidelines and standards set by the City of Los Angeles and/or in the State of California would constitute an adverse impact on the availability of library services. Implementation of the Proposed Plan without additional library facilities, with its concomitant population increases, would worsen existing deficiencies in library services in the Hollywood CPA. However, as the Final EIR concluded, the Proposed Plan includes policies that would help mitigate significant adverse impacts, including potential cumulative impacts, it may have on the provision of library services in the area to a level of less-than-significant. Therefore, mitigation measures are not required.

C. Geology

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

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

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

A. Land Use

Description of Potentially Significant Effects.

The Proposed Plan could have a significant land use impact if: (1) a substantial amount of existing development would be considered non-conforming as a result of zoning actions; (2) there would be a substantial change in the residential density and commercial development intensity of an area as a result; (3) there would be a substantial increased potential for land use conflicts and nuisance relationships between existing and future land uses as a result; or, (4) substantial existing developed area would be converted from a residential use to non-residential over time or vice versa as a result. Potentially significant impacts were identified in conjunction with proposed land use designation changes and/or zone changes in Areas A, B, C, and D in the Final EIR. The Proposed Plan includes Policies, Guidelines and Standards designed to reduce potential aesthetic incompatibility. Mitigation includes implementation of Specific Plans and/or Community Overlay Districts to address development standards. Finally mitigation calls for the implementation of Transit oriented Districts and Pedestrian Oriented Districts to mitigate impacts of increased residential and commercial intensity. With the implementation of Mitigation Measures 1.1 through 1.4, any adverse impacts, including cumulative impacts, due to land use change would be mitigated to a less than significant level.

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

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

B. Public Services: Fire

Description of Potentially Significant Effects. A significant impact would occur if the implementation of the Proposed Plan would (1) require the unplanned upgrading or improvements of existing fire protection equipment or infrastructure due to proposed land use designation changes; and/or (2) cause a deterioration in the operating traffic conditions which would adversely affect the response times for fire fighting and paramedic services. Implementation of the Proposed Plan could result in increased development in the Hollywood Community Plan Area (CPA) which could require upgrading or improvements of existing fire protection equipment or infrastructure or may cause a deterioration in existing operating traffic conditions which would adversely affect the response times for fire fighting and paramedic services. This could result in a significant adverse impact to fire fighting capabilities in the area. However, as the Final EIR concluded, policies contained in the Fire Protection and Prevention Plan, the Safety Plan, and the proposed Hollywood Community Plan, combined with the implementation of Mitigation Measures 3.A.1 through 3.A.4, would reduce the Plan's potential impacts on fire protection services, including potential cumulative impacts, to a level of less-than-significant.

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

C. Public Services: Police

Description of Potentially Significant Effects. A potentially significant impact to police services could result if, (1) the Proposed Plan were to induce substantial growth or concentration of population beyond the capacities of existing police personnel and facilities, and/or, (2) cause deterioration in the operating traffic conditions that would adversely affect the police emergency response time. Implementation of the Proposed Plan would likely require increased police protection services in this part of the City in terms of additional police officers, civilian employees and corresponding increase or expansion in police facilities and equipment. Without additional staff, facilities, and equipment police service

levels could drop and traffic conditions could adversely affect response times for police emergencies. However, as the Final EIR concluded, the Proposed Plan incorporates policies that help mitigate significant adverse impacts it may have on the provision of police protection. In addition, Mitigation Measures 3.B.1 through 3.B.5 would further reduce the Plan's potential impacts on police protection services, including potential cumulative impacts, to a level of less-than-significant.

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

D. Public Services: Public Schools

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

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

E. Utilities: Energy Resources

Description of Potentially Significant Effects. A significant adverse impact would occur if the implementation of the Proposed Plan results in: (1) an inability to accommodate projected energy demand, and/or (2) the projected energy supply needs of the Community Plan Area will not be adequately served by existing and planned future energy supplies. The implementation of the Proposed Plan and the resulting increase in development would result in increased demand for electricity and natural gas resources during the planning period.

However, increasing energy conservation as well as the incorporation of alternative renewable energy sources (solar) into projects designs, and price-sensitive user demand are anticipated to substantially reduce demand for electricity in the future. Additionally, sufficient natural gas resources will be available for the projected consumption resulting from the anticipated development due to implementation of the Proposed Plan. As the EIR concluded, implementation of the Proposed Plan is not anticipated to have an adverse impact on the supply of natural gas and the implementation of Mitigation Measures 4.B.1 through 4.B.5 would reduce the plan's potential impacts on energy resources, including potential cumulative impacts, to a level of less-than-significant.

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

F. Utilities: Wastewater System

Description of Potentially Significant Effects. A significant adverse impact will occur if the implementation of the Proposed Plan would result in: (1) an inability to accommodate the Community Plan Area's projected wastewater flow; (2) the Community Plan Area requiring a disproportionate share of the City's wastewater capacity; or, (3) the projected wastewater needs of the Community Plan Area not being adequately served by existing and known future facilities and programs. Under the Proposed Plan, the Hollywood CPA is expected to generate wastewater flows within the planned capacity of the City's treatment facilities and at a proportionate share of the citywide total flows. With the implementation of Mitigation Measures 4.C.1 through 4.C.7, potential impacts to the wastewater system, including potential cumulative impacts, would be less than significant.

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

G. Utilities: Solid Waste Generation and Disposal

Description of Potentially Significant Effects. A significant adverse impact will occur if the implementation of the Proposed Plan could result in: (1) an inability to accommodate the Community Plan Area's projected solid waste generation and disposal needs, and/or (2) the generation of a substantial amount of solid waste requiring disposal. The increase in the future population of the CPA through an increase in the intensity of land use corresponds to an increase in the amount of solid waste generated per unit of developed land. However, as the Final EIR concluded, implementation of the Proposed Plan along with Mitigation Measures 4.D.1 through 4.D.3 are anticipated to reduce the potential impacts, including potential cumulative impacts, of the Proposed Plan to 2005 levels of solid waste generation and disposal and therefore the impact would be less than significant.

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

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

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

(a) Air Quality Management Plan

The 2007 AQMP sets forth goals for improving air quality in the region. Projects that are considered to be consistent with the AQMP would not interfere with attainment because their growth is included in the projections used during the preparation of the AQMP. Implementation of the Proposed Plan could increase the population capacity in the Hollywood CPA above that of the SCAG forecast incorporated into the AQMP; however, the Proposed Plan is increasing density in an urban area that is well-served by transit consistent with SCAG policies and, as such, is likely to be incorporated into the next set of SCAG projections making this impact less than significant. Another measurement tool in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of VMT, that aspect of the project is consistent with the AQMP. The Proposed Plan would use a strategy for targeted growth in an attempt to reduce traffic congestion and reduce air quality. Due to planning goals and policies set forth in the Proposed Plan, trip generation under the Proposed Plan would be incrementally less than under the No Project condition; however, VMT could be incrementally greater (possibly due to increased through-traffic). Under both the Proposed Plan and the No Project condition, VMT would increase substantially as compared to existing conditions (2005); however, the Proposed Plan would not result in a substantial increase in VMT compared to the projections assumed in the development of the 2007 AQMP.

(b) Operational Emissions

As a result of population increases, VMT will increase between 2005 and 2030. Daily operational emissions from increased VMT were calculated using the California Air Resources Board (CARB) emission factor model, along with estimated VMT from the Proposed Plan's traffic analysis. Future daily emission of all criteria pollutants under implementation of the Proposed Plan are expected to decrease from existing emissions. This is largely the result of reductions in vehicle emissions that are projected to occur between 2005 and 2030 due to stricter regulations and improved technology. Nevertheless,

since future emissions under implementation of the Proposed Plan would be substantially less than existing emissions, air quality impacts due to operations would be less than significant. The Proposed Plan also includes policies to help reduce VMT generated by projected growth, including land use policies to support mobility options and reduce auto dependence. Such policies, well as Mitigation Measure 6.1, would further ensure that air quality impacts related to operational impacts under implementation of the Proposed Plan would be less than significant.

(c) Intersection Hot Spots

As documented in the Final EIR, carbon monoxide concentrations in the Hollywood CPA have been steadily declining over recent years. In fact, neither the one- nor eight- hour ozone standards have been exceeded at the nearest monitoring station since 1992. Requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth. CARB's emission factor model estimates that 2005 emission rates are almost five times greater than those that are anticipated in 2030. Since peak hour VMT will only increase by approximately 26 percent between 2005 and 2030 under implementation of the Proposed Plan, and the greatest increase in traffic volumes on any given roadway segment would be approximately three times that of 2005 volumes, it is reasonable to assume that CO concentrations would not increase at any intersections under implementation of the Proposed Plan. Since CO concentrations are already significantly below applicable national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) in the Hollywood CPA, it can be assumed that impacts would be less than significant. Mitigation Measure 6.1 would also further reduce any potential impacts associated with intersection hot spots to a less-than-significant level.

(d) Air Toxics

Siting of sensitive land uses should consider sources of air pollution and toxic air contaminants (TACs). Sources of particular concern include freeways and high-traffic roadways. The 101 Freeway runs through the Hollywood CPA; therefore, if receptors are sited within close proximity to the freeway, impacts would be potentially significant. It is the policy and practice of the City to condition approval of private projects located in the vicinity of major transportation corridors (within 500 feet of a freeway for commercial and industrial uses and residential uses that front on a Major Highway or are located adjacent to an active heavy rail line) to install and maintain an air filtration system that reduces particulate levels by 75 percent or greater, thereby substantially reducing risk to employees and residents. Furthermore, windows facing freeways are generally not allowed to be operable and the property perimeter nearest the freeway is typically required to be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants. Such requirements would reduce health risks from exposure to airborne toxic air contaminants, and Mitigation Measure 6.4 would also further reduce any potential impacts associated with air toxics to a less-than-significant level.

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

I. Safety/Risk of Upset

Description of Potentially Significant Effects. Impacts to safety would be considered significant if the Proposed Plan could cause an increased risk of exposure to hazards. Implementation of the Proposed Plan does not represent an increase in the total acreage in industrial land use designation, nor does the Proposed Plan incorporate a significant number of land use designation changes that would encourage a large increase in population immediately adjacent to oil or gas contamination, or adjacent to an industrial facility containing hazardous materials. The range of potential industrial uses that could occupy land within the CPA over the planning horizon is not known; however, individual businesses are subject to intensive regulatory review as part of the permit and approval process as well as being subject to myriad regulations regarding hazardous material use, storage, transportation, and disposal. This regulatory review and regulatory compliance review ensures that adjacent populations are protected from unusual hazards from such uses. Implementation of the Proposed Plan may encourage greater redevelopment of older potentially contaminated sites. However, there are strict Federal, State, and local regulations in place regarding hazardous materials storage and handling and hazardous waste generation and disposal. With the implementation of Mitigation Measures 10.1 and 10.2, potential impacts to safety, including potential cumulative impacts, would be less than significant.

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

V. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

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

A. Public Services: Parks

Description of Significant Effects.

Implementation of the Proposed Plan could be accommodated by the existing overall parkland acreage in the Hollywood CPA; however, since the provision of recreational facilities is based on distance and population density, as well as type of available facility, implementation of the Proposed Plan could result in some unavoidable significant adverse impacts on parks and recreation with respect to provision of neighborhood community parks and facilities. Policies included in the Proposed Plan and Mitigation Measures 3.D.1 through 3.D.5 have been provided to reduce the impacts of the Proposed Plan to the extent feasible, but impacts remain significant and unavoidable. As the Final EIR concluded, impacts to recreational facilities from the Proposed Plan are anticipated to be cumulatively significant.

Findings. The City adopts CEQA Findings 1 and 3.

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

Clarification of Mitigation Measure. Mitigation Measure 5 added to the Summary Table on Page 4.3-22 is therefore modified to read “The City shall ensure that individual projects within the Hollywood Planning Area comply with the Los Angeles Municipal Code with respect to provision of open space and recreational facilities. Compliance with this measure may be sufficient to mitigate project-specific and cumulative impacts to Parks and Recreation.” The amended mitigation measure will mitigate the identified potential environmental impacts to the same degree as the original mitigation measure, and the amendment would not result in a new significant impact on the environment which cannot be mitigated.

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

B. Utilities: Water Resources

Description of Significant Effects. As the Final EIR concluded, the implementation of the Proposed Plan could contribute to increased water consumption in the City. Any substantial increase in water demand in the City has the potential to significantly impact water supplies. Therefore, the potential increase in water demand anticipated as a result of the Proposed Plan is considered potentially significant. Policies in the Proposed Plan, along with Mitigation Measures 4.A.1 and 4.A.2, have been provided to reduce the impacts of the Proposed Plan to the extent feasible, but impacts remain potentially significant and unavoidable due to the uncertainty associated with water demand (water consumption factors for future

development are anticipated to be less than today but these updated factors were not available as of the writing of the Final EIR and therefore the Final EIR likely substantially over states potential water demand). As the Final EIR concluded, impacts to water resources due to implementation of the Proposed Plan are anticipated to be potentially cumulatively significant.

Findings. The City adopts CEQA Findings 1 and 3.

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

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

As Los Angeles grows towards a more sustainable future, some areas of the City will be encouraged to grow more densely than in the past. Growth is planned for areas around transit, including such areas within the Hollywood CPA. Denser development is generally more efficient in its per capita consumption of resources (energy and water). The impact on water demand from a given Community Plan Area must be balanced against the necessity of accommodating the citywide growth forecast by SCAG for 2030. Water demand is influenced by a number of variables, including demographics, weather, and the economy.

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

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

Because the Proposed Plan is a planning project with a long term horizon, and not an individual development project, cumulative projects are other plans and policies. The issues of water demand and supply are region wide in the southern California area and transcend

the boundaries of individual community plan areas or even the City. The implementation of the Proposed Plan would contribute to increased water consumption in the City, which is projected to increase from 661,000 acre-feet per year in 2005 to 776,000 acre-feet per year in 2030. While water conservation programs would result in a decline of per capita water use in normal years, notwithstanding the effects of commercial growth and other factors that tend to increase per capita use, the rate of the City's population growth would be higher than the rate of decline in per capita use, thus resulting in an increase total water consumption in the future that could be cumulatively considerable. However, as noted above, the City's latest Urban Water Management Plan accounts for anticipated growth and includes necessary water planning to meet projected needs.

C. Transportation

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

The Proposed Plan includes a Transportation Improvement and Mitigation Program (TIMP), which includes the following elements: transportation system management (TSM) strategies, transit improvements, non-motorized transportation, transportation demand management (TDM) strategies, capital improvements, and residential neighborhood traffic management plans. Programs and policies for each element are included in the TIMP. The Proposed Plan incorporates TIMP mitigation measures into a series of recommended policies to improve mobility and access in the CPA. Policies included in the Proposed Plan, including a recommendation for a nexus study to allocate the cost of transportation improvements to individual development projects, as well as Mitigation Measure 5.1, have been provided to reduce the impacts of the Proposed Plan to the extent feasible, but impacts remain significant and unavoidable. The Proposed Plan's transportation impacts are also anticipated to be cumulatively significant in the project as a result of development anticipated elsewhere in the region that results in travel through Hollywood.

Findings. The City adopts CEQA Findings 1 and 3.

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

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

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

The Proposed Plan includes a further recommendation for a nexus study to determine the transportation impact of development accommodated by the Proposed Plan, estimate the cost of implementing the transportation mitigation measures recommended by the Proposed Plan, and develop a means of allocating the cost of such measures to individual development projects. Policies in the Proposed Plan, including the TIMP, and the mitigation measure contained in the MMRP would reduce traffic impacts in the area but not to a less than significant level. There would still be a significant adverse transportation impacts as a result of the Proposed Plan as compared to 2005 conditions. The percentage of roadway segments projected to operate at LOS E or F and the weighted V/C ratio are anticipated to increase, as are the number of vehicle miles traveled and vehicle hours of travel.

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

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

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

Description of Significant Effects. Construction of development projects that would be allowed under implementation of the Proposed Plan would result in substantial localized criteria pollutant emissions especially NO_x, PM₁₀ and PM_{2.5}. Implementation of the Proposed Plan could expose sensitive receptors to substantial pollution concentrations in excess of the established Localized Significant Thresholds (LST) during construction of individual projects. Implementation of the Proposed Plan would result in increases greenhouse gas (GHG) emissions that would contribute significantly to global climate change. Sustainable programs and policies incorporated in the Proposed Plan, in addition to Mitigation Measures 6.1 through 6.5, would help mitigate significant impacts on regional and local air quality to the extent feasible; however, air quality impacts due to construction and greenhouse gas emissions remain significant and unavoidable.

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

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

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

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

(a) Construction

Implementation of the Proposed Plan would increase development capacity in the Hollywood CPA. Construction activities associated with such development may result in criteria pollutant emissions from fugitive dust associated with ground disturbance during grading and exhaust emissions from construction equipment as well as worker and delivery vehicles traveling to and from the site. Without adequate construction schedules or information regarding project locations and schedules, construction emissions for individual projects allowed under the Plan cannot be quantified; however, there is sufficient data available to determine the types of construction that may occur (e.g., residential, commercial, and industrial), and associated square footage. Emissions would be anticipated

to be lower during years where, economically, the area is experiencing a slow down, and higher during years where the economy is at peak. It is anticipated that the daily average emission (between 2005 and 2030) would exceed the SCAQMD's recommended thresholds for construction emissions and impacts would be significant and unavoidable. However, individual years (and months and days) would vary substantially over the planning horizon.

(b) Sensitive Receptors and LSTs

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

(c) Greenhouse Gas (GHG) Emissions

Impacts from GHG emissions associated with the Proposed Plan were evaluated based on CARB's interim tiered threshold. The Proposed Plan is not applicable with respect to the first tier as it is not categorically exempt under CEQA. With regard to the second tier, the City published a climate action plan in 2007 titled "GreenLA." In order to provide detailed information on action items discussed in GreenLA, the City published an implementation document titled "ClimateLA." ClimateLA presents the existing GHG inventory for the City, including enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow ClimateLA to be revised in order to meet targets. By 2030, ClimateLA aims to reduce GHG emissions by 35 percent from 1990 levels. ClimateLA sets goals to reduce waste, increase renewable energy, improve efficient use of water resources, reduce emissions from vehicles, and increase open space and greening. The Proposed Plan contains policies that help promote these goals. Estimated future emissions from area sources, electricity consumption, and landfills do not account for reductions that would occur under such policies. This is due to 1) such reductions are uncertain as most policies will only "encourage" or "promote" various measures, and 2) the reductions that could be achieved by these measures are difficult to quantify without specific data. Furthermore, a large amount of the increase in emissions is a direct result of increased vehicle miles traveled (VMT). Estimated future VMT under the Proposed Plan does include reductions that would result from the Proposed Plan's TIMP. Future VMT under the Proposed Plan would be similar (less than 0.5% difference) to the VMT that would occur in 2030 under the Existing 1988 Plan (No Project condition). VMT is expected to increase approximately 18 percent from 2005 conditions due to growth under the Proposed Plan. Even if emissions from electricity, area sources, and landfills would not increase (a number of Scoping Plan requirements are applicable to these industries and emissions are anticipated to go down, however specific per capita emission factors have not yet been developed for these industries), VMT increases would still result in increased GHG emissions. This increase in emissions would have the potential to interfere with implementation of the ClimateLA plan, and could interfere with the State's ability to meet its goals under AB 32. However, with development concentrated in areas such as Hollywood it is anticipated that growth in other areas of the region (further from transit) will not occur and therefore region-wide trips and emissions are anticipated to decrease – consistent with SB 375. Nonetheless, impacts from the Proposed Plan are considered significant and unavoidable due to the uncertainty associated with quantifying greenhouse gas emission reductions from certain industries (notably the power industry) in meeting AB 32 requirements.

(d) Cumulative Impacts

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

E. Noise (Construction and Operational Impacts)

Description of Significant Effects. As the Final EIR concluded, the Proposed Plan would result in significantly increased noise levels during construction activities. The Proposed Plan could expose people and/or structures to substantial ground-borne vibration levels during construction. Increased traffic in the Plan area would significantly increase noise levels at sensitive receptors along certain street segments. The Hollywood area includes a number of sensitive receptors (schools, hospitals, senior care facilities, residences) and new developments requiring construction and operation, as well as increased traffic in the Hollywood CPA, would significantly increase noise levels at sensitive receptors along certain street segments. Mitigation Measures 7.1 through 7.8 would help mitigate construction noise impacts associated with implementation of the Proposed Plan to the extent feasible; however, the Final EIR concluded that noise impacts would remain significant and unavoidable. The Final EIR also concluded that this would be a cumulatively significant impact, as the Proposed Plan would contribute to increased noise levels in the region as compared to 2005 conditions.

Findings. The City adopts CEQA Findings 1 and 3.

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

discretionary projects will address this issue in more detail potentially identifying further mitigation.

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

F. Cultural Resources

Description of Significant Effects. Implementation of the Proposed Plan could result in development projects affecting properties listed in or eligible for the National Register of Historic Places, California Register of Historical Resources, eligible or designated as a City Historic-Cultural Monument, or eligible for inclusion or part of a Historic Preservation Overlay Zone. The Proposed Plan could also cause the disturbance of archaeological or paleontological resources. The implementation of Mitigation Measures 9.1 through 9.9 would minimize impacts but there exists the potential for unavoidable significant adverse impacts as a result of the possible redevelopment of sites with historic resources as well as sites where archaeological/paleontological resources may be present. These impacts would be considered significant and unavoidable. As the Final EIR concluded, potential impacts to cultural resources could be cumulatively significant.

Findings. The City adopts CEQA Findings 1 and 3.

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

anticipated that project-specific environmental analyses of discretionary projects will address this issue in more detail potentially identifying further mitigation and reducing the impact.

VI. ALTERNATIVES TO THE PROJECT

Hollywood Community Plan Goals and Objectives

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

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

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

ALTERNATIVE – Existing 1988 Plan Reasonable Expected Development (No Project). This Alternative is required by CEQA. Under the No Project Alternative, there would be no

revision of the existing community plan. Development could not exceed the levels of reasonable development anticipated to occur under the existing community plan that was adopted in 1988.

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

Finding. With this Alternative, some of the environmental impacts projected to occur from development allowed under the Proposed Plan would be incrementally reduced as a result of decreased population. However, none of the significant and unavoidable impacts would be avoided. Therefore, this Alternative would be an environmentally superior alternative to the Proposed Plan in limited ways. The No Project Alternative does not fully meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, including the provision of employment opportunities for highly trained workers and the considerations identified in Section XI of these Findings (Statement of Overriding Considerations), make infeasible the Existing 1988 Plan Reasonable Expected Development (No Project) Alternative described in the Final EIR. Additionally, it is anticipated that increased development adjacent to transit in areas such as Hollywood, as in the Proposed Plan, will allow other areas of the region not to develop, consistent with SB 375 and the forthcoming Sustainable Communities Strategy.

Rationale for Finding. The No Project Alternative, in general, is anticipated to result in incrementally less growth potential as compared to the Proposed Plan; it would continue the Existing 1988 Hollywood Community Plan, which may not accommodate the growth in population anticipated by the SCAG Forecast for 2030. As such, this Alternative would not meet an underlying purpose of the Proposed Plan to accommodate such growth. Additionally, this Alternative would not include components of the Proposed Plan designed to address the Project's objectives. The No Project Alternative would not include changes to land use designations to reflect existing uses and reduce existing land use conflicts, would not include land use changes designed to promote land use compatibility, would not add urban design guidelines to ensure that buildings and neighborhoods are well-designed, and would not modify street standards to improve mobility options.

ALTERNATIVE – SCAG 2030 Forecast. Under this Alternative, employment, housing, and population levels would occur at levels based on those projected by SCAG for the year 2030.

Impact Summary. The following significant and unavoidable impacts would occur under the SCAG 2030 Forecast Alternative: Public Services (Parks), Utilities (Water Resources),

Transportation, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), and Cultural Resources; these are the same significant and unavoidable impacts that would occur under the Proposed Plan. This Alternative would have similar impacts as the Proposed Plan with respect to Geology and would reduce, but not avoid, significant and unavoidable impacts associated with Public Services (Parks), Utilities (Water Resources), Transportation, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), and Cultural Resources. This Alternative would reduce the Project's less-than-significant impacts associated with Land Use, Public Services (Fire Protection, Police Protection, Public Libraries, and Public Schools), Utilities (Energy Resources, Wastewater System, and Solid Waste Generation and Disposal), Air Quality (operational impacts would be similar under this alternative as compared to the Proposed Plan), and Safety/Risk of Upset.

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

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

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The Final EIR concluded that the Existing 1988 Plan, which is the No Project Alternative, is environmentally superior to the others. This alternative allows the lowest amount of

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

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

The Proposed Plan accommodates the growth in population forecasted for the year 2030 and allows for a certain level of growth over and above it to accommodate unanticipated fluctuations as well as to further address goals of SB 375 and the upcoming Sustainable Communities Strategy through concentrating regional growth adjacent to transit. It also meets the goals and objectives of preparing the community for the social and economic changes that are expected through the year 2030, and in the view of the Department of City Planning is the alternative that best meets the social, economic, and planning goals and objectives of the City.

VII. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

Short Term versus Long Term Impacts

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

Growth Inducing Impacts of the Proposed Plan

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

The Proposed Plan as analyzed in the EIR allows for reasonable expected development to accommodate an estimated 249,062 persons. The adoption and implementation of the Proposed Plan would create an increase in the level of reasonable expected development to accommodate 24,636 more persons than the existing 2005 population of 224,426 persons, and 50,834 more persons than the 2010 census population of 198,228. This compares to the Southern California Association of Governments (SCAG) estimate of 244,602 persons in the Hollywood Community Plan Area by 2030. This SCAG 2030 forecast allows for a growth of 20,176 persons over the existing 2005 population level, and a growth of 46,374 persons over the 2010 census population level.

The Proposed Plan is designed to satisfy the projected growth forecast by SCAG and further address new policies anticipated to be included in SCAG's upcoming Sustainable Communities Strategy prepared to address regional land use and transportation obligations needed to meet SB 375 and AB 32. Since SCAG, which is the regional agency responsible for projecting growth, anticipates growth in the area, land use capacity changes and adjustments to accommodate anticipated growth would not be considered growth inducing; rather they are generally considered growth accommodating. While the Proposed Plan could allow for slightly more growth than identified by SCAG, such incremental additional growth would be consistent with state and regional policies (including those in the SCS) encouraging growth in urban areas especially adjacent to transit. The Proposed Plan would not open up undeveloped areas to new development. To the extent that the Proposed Plan does allow for growth in excess of SCAG projections, that additional increment of growth could be considered induced growth, and the Proposed Plan could be incrementally considered growth inducing. Although in fact SCAG will likely revise their projections to reflect this desirable capacity increase, so again the Proposed Plan will be generally considered more growth accommodating than growth inducing.

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

Significant Irreversible Impacts

CEQA Guidelines Section 15126.2(c) states that:

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

Development of the anticipated level and type within the Hollywood Community Plan Area would cause the irreversible commitment of limited resources including energy and water for project development and operation. The construction phases and subsequent occupancy of new development would require the use of non-renewable resources (notably sand and gravel) for construction as well as a commitment of energy resources for building materials, fuel, operation, and the transportation of goods and people to and from the project sites.

Commitment of resources during construction of future projects within the Community Plan Area would include: construction labor, materials used in construction, and fossil fuels consumed by project generated traffic and construction equipment. Commitment of resources following construction of projects would be similar to existing conditions, including electricity and gas to operate the projects and fossil fuels used by project-related traffic.

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

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

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

VIII. OTHER CEQA CONSIDERATIONS

Recirculation of Final EIR

CEQA requires that the responses to comments in the Final EIR demonstrate good faith and a well-reasoned analysis, and not be overly conclusory. Some comments assert that the Final EIR is inadequate for not appropriately addressing impacts of the Plan. However, the information in the Final EIR demonstrates that no additional impacts beyond those already identified in the Draft EIR have been identified by the comments, and thus, the Final EIR is not inadequate for the reasons stated in the comments. Specifically, CEQA Guidelines Section 15088.5 does not require recirculation of the Final EIR based on the following:

- a) No significant new information has been added that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project, a feasible way to mitigate or avoid such an impact that the Applicant has declined to implement, or a feasible Project alternative;

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

Project Description

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

Miscellaneous

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

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

of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.

11. The significant environmental impacts of the Project and the alternatives were identified and evaluated in the Draft and Final EIR.
12. The City Council is approving and adopting findings for the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City is the Lead Agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

IX. MITIGATION MONITORING

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

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

X. STATEMENT OF OVERRIDING CONSIDERATIONS

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

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

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

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

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

1. The Proposed Plan would protect the quality of life for existing and future residents and confer citywide benefits through goals and policies designed to incorporate smart growth principles, including concentrating growth in areas of the city that have transit infrastructure to support it, thereby reducing new trip generation and emissions from new development and promoting sustainable development in support of AB 32 and SB 375.
2. The Proposed Plan would guide the City in expanding the local economy, including the media and entertainment industry, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and generates sufficient revenue to support various local programs and services.
3. The Proposed Plan promotes development that would accommodate anticipated population growth and guide physical development towards a desired image that is consistent with the social, economic and aesthetic values of the City.
4. The Final EIR provides a programmatic mitigation framework to guide development projects in order to reduce environmental impacts of future plans and projects.
5. The Proposed Plan supports the policies and goals of the most recent Housing Element adopted by the City in 2009, and allows the City to meet future housing needs for the growth in population projected for the year 2030 by the Southern California Association of Governments.
6. The Proposed Plan would improve local mobility through development of a balanced, multi-modal transportation network, encouraging residential and workplace development near transit centers.

7. The Proposed Plan would guide the preservation and protection of historical and cultural resources, while recognizing the need for continued investment, development, and jobs and housing growth, and would improve the quality of the built environment, and maintain the character and identity of communities.
8. The Proposed Plan is consistent with SB 375. While increasing vehicle miles traveled and greenhouse gases in the immediate area, the Proposed Plan implements a condensed development pattern adjacent to transit, consistent with SB 375 and the upcoming Sustainable Communities Strategy, and therefore would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions.
9. The Proposed Plan would support and benefit the region by protecting and preserving entertainment and media districts in Hollywood that sustain jobs in related industries, and that reinforce tourism as a major source of revenue and employment and a vital sector of the regional economy.
10. The Proposed Plan would support the policies and goals of the General Plan Framework Element by allowing the City to grow strategically and allow for the conservation of existing low-scale residential neighborhoods throughout the City.

Mitigation Monitoring Program

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

Independent Judgment

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

Substantial Evidence

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR and other related materials, each of which are incorporated herein by this reference. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

Relationship of Findings to EIR

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

forth in these Findings.

Custodian of Documents

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

PUBLIC HEARING AND COMMUNICATIONS

Public Participation

Preparation of the Hollywood Community Plan involved extensive outreach with Certified Neighborhood Councils (CNCs), local business groups, and other stakeholder organizations. The CNCs which have provided input to the Plan include: Silver Lake N.C., Greater Griffith Park N.C., East Hollywood N.C., Hollywood United N.C., Hollywood Studio District N.C., Central Hollywood N.C., Hollywood Hills West N.C., Bel Air-Beverly Crest N.C., and Mid City West N.C. Meetings were held with CNC members after the Public Workshops, after publication of the two Draft Plans, after publication of the Draft Environmental Impact Report and the Final Environmental Impact Report, and other occasions.

Other community organizations which have provided comments during the preparation of the Plan are the La Brea Willoughby Coalition, Melrose Neighborhood Association, Hollywood Media District Business Improvement District, Hollywood Entertainment District Business Improvement District, the Hillside Federation, Beachwood Canyon Neighborhood Association, Hollywoodland Homeowners Association, Argyle Civic Association, Hollywood Chamber of Commerce, East Hollywood Community Association, Hollywood Heights Association, Hollywood Heritage, Los Angeles Conservancy, and HPOZ Alliance.

Between 1997 and 2004 a land use survey was conducted and focus group meetings were held throughout the community. In 2005 a Scoping Meeting for the Environmental Impact Report was held to present initial land use recommendations to community members and receive feedback. This initial public meeting was followed in 2006 by two Public Workshops.

The first Public Workshop, conducted in February 2006, was attended by over 350 persons. The second Public Workshop was held in May of 2006 and was attended by more than 200 persons. The second Public Workshop was organized in a conference format, with multiple sessions on different topics, including transportation, industrial land policy, historic preservation and open space. The conference format enabled attendees to engage with representatives from various City departments and have in-depth discussions of planning issues.

Community members were encouraged to join a Walkabout in 2007 to survey the function of streets in Hollywood. The information collected during this tour was used to inform a review of street standards and an updated plan for public right of way dimensions, or Modified Street Standards.

A draft of the Community Plan Text was released in 2009, with an updated draft released in the summer of 2010, along with all components of the plan changes.

In December 2010, the public was invited to attend a presentation of the Plan at a joint meeting of the City Planning Commission and the Community Redevelopment Agency Board.

The Draft Environmental Impact Report was released in March 2011 and circulated for 90 days for public review. During this period, staff attended eight CNC meetings and gave presentations and answered questions on the Draft Plan and EIR, in addition to other meetings with neighborhood and business groups.

The Final Environmental Impact Report was released in October 2011. A Notice of Public Hearing was mailed to approximately 85,000 residents announcing two Open House and Public Hearings held on November 7 and November 11, 2011 in the Hollywood Community. Planning staff met with representatives of eight neighborhood councils and other community leaders and business groups to give briefings prior to these hearings.

An Open House and Public Hearing was held on Monday, November 7th, 2011 and Thursday, November 10th, 2011 at the First Presbyterian Church of Hollywood, 1760 North Gower Street, Mears Conference Center, Los Angeles, CA 90028, beginning at 6:30 PM. Approximately 190 people attended the Open House and Public Hearing held the evening of November 7th 2011. 30 persons gave verbal testimony on the plan during the two hour hearing. Approximately 140 people attended the Open House and Public Hearing held the evening of November 10th, 2011 40 persons gave verbal testimony on the plan during the two and a half hour hearing. Approximately 30 written comments were received at the public hearings.

Summary of Public Hearing Testimony and Communications

Comments were received on a range of topics addressed by the proposed plan, including issues of density, circulation, parking, urban design, residential compatibility, industrial land, historic preservation, hillside neighborhoods, parks and open space, infrastructure, and the growth forecasting. A large number of commenters expressed opposition to the potential for increased density in general and increases in local traffic congestion, which many noted is already at very high levels. Other commenters were opposed to increased density where it might cause a change in the existing neighborhood character. Some of the areas where speakers requested that the City reduce density include Western and Melrose, Santa Monica Boulevard, Fairfax Avenue, and Vine Street. Several speakers stated that skyscrapers or higher density development would be inconsistent with what makes Hollywood unique and distinctive. Comments were also received about the negative impact that additional density could have on neighborhoods with higher crime rates. Some speakers supported accommodating future growth and additional density in central Hollywood near existing services as a way to provide people with transportation alternatives.

With respect to circulation, commenters were generally supportive of increased sidewalk widths being proposed by the new street standards for Hollywood. Many speakers indicated concerns that the hierarchy of streets was unable to provide for free-flowing traffic movement. Suggestions were received on ways to increase the traffic capacity, such as possible one-way street couplets including Wilton and Van Ness Avenues. Others suggested reducing the traffic demand by reducing allowable density throughout the plan area. The expansion of public transportation was generally supported in comments; however, some felt that transit was not a viable alternative to driving in the area, especially with the lack of transit access to many hillside neighborhoods.

Numerous commenters were frustrated by the lack of parking in various neighborhoods, and also stated spillover parking from commercial districts negatively affects residential neighborhoods. Some commenters supported an expansion of shared parking options in order to address such issues. The majority of commenters stated the need for continued provision of adequate parking for new development.

Comments regarding urban design indicated support for proposed design overlays identified in the plan, with calls for expansion of the area covered by such regulations to include a new overlay for historic Route 66 along Santa Monica Boulevard. While some commenters desired to see a greater focus on urban design and stricter regulation of parking and retail space

dimensions, others were concerned about regulations being too limiting on the development potential of properties.

The issue of residential compatibility was raised by a number of commenters, who did not support infill development in single-family neighborhoods, and who were concerned about increased height or density adjacent to residential neighborhoods. Commenters also raised the issue of negative impacts from nighttime entertainment uses on residential uses in mixed-use development and adjacent residential neighborhoods.

Many speakers supported the preservation of industrial land in the area, indicating that it is a vital component of the economic and job base of the community and it provides a desirable buffer for some residential neighborhoods.

With respect to historic preservation, a number of commenters supported the proposed expansion of Historic Preservation Overlay Zones, particularly near Melrose Hill, while others suggested that the City place additional limitations on future demolition until new building permits are processed.

Numerous hillside issues were raised by commenters, with many speakers supportive of slope density regulations and opposed to any change in the slope density provisions that regulate hillside subdivisions. There was a general desire expressed to limit further hillside development, preserve remaining open space in hillside areas, and add references in the plan to the city's existing and proposed hillside ordinances, including the adopted Hillside Mansionization Ordinance, proposed revisions to retaining wall regulations, and a proposed ridgeline preservation ordinance. A number of commenters opposed language in the plan about the possible future extension of Granito Drive in the Hollywood Hills due to the potential for new construction on undeveloped hillsides. Additionally, several speakers were concerned about emergency access in hillside neighborhoods and desired to see the plan better address emergency evacuation planning and improved access for fire protection services while limiting cut-through traffic.

Speakers generally backed efforts to preserve and expand open space in the area, with commenters indicating support for the proposal to cap a section of the Hollywood Freeway to create a new Hollywood Central Park. Numerous speakers were concerned about a general lack of infrastructure to accommodate future growth in the area, and indicated that they were not satisfied that the City was adequately assessing and monitoring infrastructure needs. Also, a speaker stated that the General Plan Framework required revision prior to the adoption of the new community plan.

Several comments were received expressing support for establishing development impact fees for transportation improvements as part of the plan's recommended nexus study, including comments that such a fee should be included in the plan concurrent with adoption.

Many speakers requested that the City delay any action on the plan to allow for more time to review the proposals, citing that two weeks would not allow sufficient time for the public to review the staff report. Additionally, some requested that the proposed plan's growth capacity, based on the SCAG regional growth forecast, needed to be revised downward in light of recently released 2010 census data indicating a decline in population in the area in recent years.

Summary of Central Area Planning Commission Comments

The Proposed Hollywood Community Plan and accompanying changes were presented to the Central Area Planning Commission on Tuesday, November 22, 2011 for review and comment. After the staff presentation, the Area Planning Commission took testimony from community members. Commissioners were very supportive of staff recommendations for the Proposed Plan, and supported the conceptual revisions to the plan being made in response to community input at the Public Hearings. Commissioners cited the plan's smart approach to land use planning focusing development along transit corridors, offering opportunities for a range of housing, particularly affordable options, and expanding mobility options. Traffic calming, increased walkability, incorporation of policies to increase open space and policies to address flatland and hillside compatibility were some of the benefits and good measures identified. Commissioners commended staff for listening to community concerns and incorporating changes and mitigation measures that help to address those concerns. A recommendation was made to integrate cultural preservation as an important contribution to the vibrancy of Hollywood's urban character. Overall the Proposed Plan was recognized for its potential to continue Hollywood's social and economic resurgence.