DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 18, 2021
Time: After 8:30 a.m.
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be entirely conducted telephonically by Zoom [https://zoom.us/]. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at: https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org.

Public Hearing: Limited Public Hearing held on February 18, 2021
Initial Public Hearing held on December 9, 2020

Appeal Status: Not Applicable

Case No. CPC-2016-1450-CPU
CEQA No.: ENV-2016-1451-EIR
Incidental Cases: None
Related Cases: None
Council No.: 4 (Raman), 5 (Koretz), 13 (O'Farrell)
Plan Area: Hollywood
Specific Plans: Hollywoodland Specific Plan, Mulholland Scenic Parkway Specific Plan, Paramount Pictures Specific Plan, and the Western/Vermont Transit Oriented District Specific Plan.

Certified NC: Bel Air - Beverly Crest, Central Hollywood, East Hollywood, Greater Wilshire, Hollywood Hills West, Hollywood Studio District, Hollywood United, Los Feliz, and Mid City West.

GPLU: Various
Zone: Various

Applicant: City of Los Angeles
Representative: City of Los Angeles

PROJECT LOCATION: **Hollywood Community Plan Area (CPA).** The Hollywood Community Plan Area (CPA) is located within the incorporated City of Los Angeles and contains approximately 13,961 acres or 21.8 square miles. The CPA extends roughly south of the Cities of Burbank and Glendale and the Ventura Freeway (State Route 134), west of the Golden State Freeway (Interstate 5)

and portions of Hyperion Avenue and Hoover Street, north of Melrose Avenue and south of Mulholland Drive and the Cities of West Hollywood and Beverly Hills, including land south of the City of West Hollywood, and north of Rosewood Avenue between La Cienega and June Street.

PROPOSED PROJECT: The project includes amending both the policy document and the land use map of the Hollywood Community Plan (Proposed Plan). The project will also adopt several zoning ordinances to implement the updates to the community plan, including changes for certain portions of the Community Plan Area to allow specific uses, development standards (including height, Floor Area Ratio, and massing) and design standards. These zoning ordinances will take a number of different forms, including amendments to the Zoning Map for zone and height district changes under LAMC Section 12.32, the adoption of a Community Plan Implementation Overlay (CPIO) District under LAMC Section 13.14, and the adoption of a Hillside Construction Regulation (HCR) District under LAMC Section 13.20. Also, to ensure consistency between the updated community plan and other City plans and ordinances, the project will include amendments to the Western/Vermont Transit Oriented District Specific Plan, the Framework and Mobility (Mobility Plan 2035) Elements of the General Plan, and the Hollywood Redevelopment Plan, and others as necessary. All of the above actions are hereafter collectively referred to as "Proposed Project" unless otherwise specified.

REQUESTED ACTION: 1. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 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 Policy Document of the Community Plan, the Land Use and Zoning Change Matrices and Maps, the General Plan Land Use Map inclusive of changes in Community Plan Area boundaries, Symbols, Footnotes, Corresponding Zone and Land Use Nomenclature (Exhibits A, B and E).

2. Pursuant to Section 12.32 of the Municipal Code and City Charter Section 558, adopt rezoning actions to effect changes of zone as identified on the Land Use and Zone Change Map, and Land Use and Zone Change Matrices (Exhibit E).

3. Pursuant to Section 13.14.C, 12.32, and 12.04 of the Municipal Code and City Charter Section 558, adopt the Hollywood CPIO District, as shown in the proposed CPIO Ordinance (Exhibit D).

4. Pursuant to Section 12.04 and Section 12.32 S of the Municipal Code and City Charter Section 558, adopt the Hillside Construction Regulation District, as shown in the proposed HCR Ordinance (Exhibit G).

5. Pursuant to Section 11.5.7 of the Municipal Code and City Charter Section 558 amend the Vermont/Western Transit Oriented District Specific Plan, as shown in the proposed Specific Plan Amendment (Exhibit F).

6. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555, amend the Mobility Map of the Mobility Element (Mobility Plan 2035) of the General Plan to reclassify selected streets and networks within the Hollywood CPA as shown on the Street and Enhanced Network Reclassification Matrix (Exhibit E).

7. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555, amend the Citywide General Plan Framework Element as shown on the proposed Long Range Land Use Diagram Framework Map and the proposed change to Chapter 1 (Exhibit C).

8. Pursuant to the procedures set forth in Sections 11.5.14 D.8 and 12.32 of the Municipal Code, amend the Hollywood Redevelopment Plan to clarify its relationship to the Hollywood Community Plan and its implementing provisions and ordinances (Exhibit I).

RECOMMENDED ACTIONS:

1. **Conduct** a limited public hearing on the Proposed Project as described in this Staff Recommendation Report.

2. **Approve** the Staff Recommendation Report as the Commission Report.

3. **Approve** and **Recommend** that the City Council adopt the Findings in the Staff Recommendation Report, and direct staff to prepare EIR Findings, a Statement of Overriding Considerations and a Mitigation Monitoring Program for City Council consideration.

4. **Find** the City Planning Commission has reviewed the Draft EIR and the Recirculated Draft EIR (City EIR No. ENV-2016-1451-EIR and State Clearinghouse No. 2016041093), as shown in Exhibit H.

5. **Recommend** the City Council adopt the Resolution in Exhibit A to certify the EIR, adopt EIR Findings and a Statement of Overriding Considerations, and adopt a Mitigation Monitoring Program.

6. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt** the attached Resolution in Exhibit A to amend the General Plan as follows:

    A. Amend the Hollywood Community Plan, including the Policy Document and the General Plan Land Use Map, as shown in Exhibits B, C and E.
    B. Amend the Mobility Plan 2035 to reclassify selected streets and Enhanced Networks, as shown in Exhibit E (Street and Enhanced Networks Reclassification Matrix).
    C. Amend the Citywide General Plan Framework Element, as shown in Exhibit C (Proposed General Plan Framework Map and Proposed Change to Chapter 1).

7. **Approve** and **Recommend** that the City Council **Adopt** the zone and height district changes as shown in Exhibit E Land Use and Zone Change Subarea Maps and the Land Use and Zone Change Subarea Matrices.

8. **Approve** and **Recommend** that the City Council **Adopt** the proposed Hollywood Community Plan Implementation Overlay (CPIO) District Ordinance as shown in Exhibit D.

9. **Approve** and **Recommend** that the City Council **Adopt** the proposed Hillside Construction Regulation (HCR) District Ordinance as shown in Exhibit G.

10. **Approve** and **Recommend** that the City Council **Adopt** the proposed ordinance to amend the Vermont/Western Transit Oriented District Specific Plan as shown in Exhibit F.

11. **Approve** and **Recommend** that the City Council **Adopt** the proposed ordinance to amend the Hollywood Redevelopment Plan as shown in Exhibit I.

12. **Authorize** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibit A, B, C, and E) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC Section 11.5.6, and the proposed zoning ordinances (Exhibits E, D, G, F and I) to the City Council, in accordance with City Charter Section 558 and LAMC Section 12.32.

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Exhibits (Attached)

A - Draft Resolution

B - Draft Community Plan

C - Proposed and Existing General Plan Land Use and Framework Maps, and Proposed Change to Chapter 1 of the Framework Element

D - Proposed Community Plan Implementation Overlay (CPIO) District Map and Ordinance

E - Proposed General Plan Land Use and Zone Change Maps and Matrices; Street and Network Reclassifications; Circulation Map; Symbols; Footnotes; and Corresponding Zone-Land Use Nomenclature Changes

F - Proposed Vermont/Western Transit Oriented District Station Neighborhood Area Plan (SNAP) Amendment

G - Proposed Hillside Construction Regulation (HCR) District

H - Draft Environmental Impact Report (DEIR) and Appendices, Partially Recirculated Draft Environmental Impact Report (RDEIR) and Appendices

I - Draft Ordinance to Amend the Hollywood Redevelopment Plan

PROJECT ANALYSIS

Project Summary

The Proposed Project is a comprehensive update to the Hollywood Community Plan (Proposed Plan), last updated in 1988, and the zoning ordinances that implement the policies and goals of the Proposed Plan (Zoning Actions), as well as amendments to other General Plan elements to ensure consistency (collectively, Proposed Project) between the Community Plan and the other General Plan Elements. The Proposed Project was developed through an outreach process over the last five years with the Hollywood community. This includes updates to the community plan Policy Document and changes in General Plan land use designations and zones in certain areas that, in addition to planning for and accommodating foreseeable growth in the Hollywood Community Plan Area (CPA), are intended to achieve the following overarching objectives.

Plan Objectives/Community Themes

Provide a Range of Housing and Employment Opportunities. The Proposed Plan seeks to accommodate future anticipated growth, and address the City's ongoing housing crisis, by increasing the development rights of properties that are served by transit infrastructure and/or in proximity to employment centers. The Plan supports the development of affordable housing by linking the provision of increased development rights with an affordable housing incentive system. By focusing housing and employment growth in this manner, the Plan allows for significant expansion of housing and jobs, while conserving surrounding lower scale multi-family and single-family neighborhoods.

Promote the Vitality and Expansion of Hollywood's Media, Entertainment, and Tourism Industry. The Community Plan recognizes Hollywood's internationally known role as a center for media and entertainment, and proposes strategies to safeguard land for media and entertainment related uses, offer development incentives for such uses linked to the provision of onsite community benefits in focused areas, and proposes regulatory changes to better facilitate more contemporary media and entertainment uses. The Community Plan also recognizes the place-making, economic, and job-productive benefits of Hollywood's role as a visitor-serving destination, while proposing strategic provisions to safeguard housing stock within Hollywood for long term tenancy.

Conserve Lower-scale Neighborhoods. The Hollywood Community Plan endeavors to accommodate future growth within transit served areas, while minimizing future change in lower-scale neighborhoods. Lower-scale multi-family neighborhoods in Hollywood tend to have a high proportion of rent-stabilized housing, and can be most vulnerable to the effects of displacement. Thus, the Community Plan proposes a number of policies and programs to minimize the loss of existing affordable and rent stabilized housing and protect renting households. The Community Plan recognizes the role that recently adopted Accessory Dwelling Unit regulations will play in expanding housing opportunities within existing single-family neighborhoods and does not propose additional changes within these areas.

Safeguard Hillside Areas. The Hollywood Community Plan does not include zoning increases in the hillside areas, and has provisions to reduce future subdivisions. The Plan redesignates a number of hillside residential land use to open space for preservation, and establishes a new Hillside Construction Regulation (HCR) District.

The Plan also includes future programs to expand open space, as well as protections for wildlife and ridgelines.

Create a Network of Safe, Multi-Modal Linkages. The Hollywood Community Plan promotes community health and sustainable mobility by envisioning a network of safe, multi-modal linkages that connect neighborhoods to nearby recreational and activity areas. In particular, the Community Plan supports the enhancement of underutilized existing roadways, parkways, greenways and utility corridors in order to expand mobility options. The Plan bolsters the creation of new paths, routes and lanes that facilitate better movement of pedestrians, bicyclists and motorists throughout the Community Plan Area. The Plan also identifies future streetscape plans and alley protections as a means to cultivate a more walkable and livable pedestrian experience.

Promote Sustainable Development. The Hollywood Community Plan proposes to promote sustainable development by establishing a land use pattern where future growth occurs in areas that are well served by transit and/or employment opportunities thus reducing future greenhouse gas emissions. The Community Plan seeks to encourage walkability by providing development standards for transit served corridors, and seeks to increase greenery and shade canopy by proposing new building breaks and landscape requirements within denser areas.

Preserve and Enhance Social, Cultural and Historic Identity. The collective sense of place existing within the neighborhoods of Hollywood is an enduring source of cultural and civic pride. The area's numerous historic and cultural resources continue to serve as invaluable assets toward developing both positive neighborhood identity, and international cache. The Community Plan proposes a number of innovative strategies to promote the preservation of historic resources, provide incentives for preservation, and provide development regulations to guide new development within areas where historic resources are concentrated.

Improve Open Space, Parks, and Public Spaces. Open spaces, parks, and other spaces within the public realm have dynamic and important contributions to a healthy and happy community. The Community Plan supports existing open space resources within the Community Plan Area as well as new projects that expand the public realm like the creation of additional park space and the utilization of public right of way for pedestrian-oriented uses. The Plan proposes new development incentives within the Central Hollywood area that link the provision of on-site publicly accessible open space to increased development rights.

Conserve Neighborhoods, Districts, Historic/Cultural Resources, and Public Rights-of-Way. The Hollywood Community Plan endeavors to direct the enhancement of the area's distinctive neighborhoods by conserving, preserving and developing thoughtfully around viable neighborhoods, districts, historical and cultural resources, and public rights-of-way. By providing land use tools that protect Hollywood's heritage, and identifying guidelines and strategies to enhance the areas' greatest assets, the Plan regulates harmonious growth and development around Hollywood's history, respecting established and desirable community character and context. In this regard, the Plan orients growth towards transit, leaving historic neighborhoods intact. Development standards and guidelines are designed to protect historic, hillside, and other stable neighborhoods, providing transition in scale and height to low-density neighborhoods, while maximizing accessibility and mobility for more dense areas.

With the adoption and implementation of the Proposed Project, a range of new housing and employment opportunities would be created mostly in mixed-use commercial areas near transit stations and bus lines, in accordance with the Framework Element's policy to focus growth in higher-intensity commercial centers close to transportation and services. Established industrial areas that support Hollywood's media and entertainment industries would continue to be preserved for future industrial use to bolster employment and revenue to the CPA. Certain industrial areas would be incentivized to allow additional employment generating square footage. The Proposed Project also establishes policies and regulations to protect low-density neighborhoods, hillsides, and historic resources. New development would be directed away from low-density neighborhoods and hillsides and towards transit-oriented districts and corridors. The features and character of certain historic districts would be protected through additional protections and regulations for development projects involving historic resources. The commercial areas of the Community Plan Area would support new development that accommodates a variety of regional and neighborhood uses and improves the function and design of neighborhoods, creating a pedestrian-oriented environment.

The Hollywood Community Plan Update, Zoning Actions and amendments to the plan and zoning that are for consistency, which are all collectively known as the Proposed Project, is composed of several interrelated components, described in more detail in the following sections:

- Community Plan Amendments
  - New Policy Document and
  - Amendments to the General Plan Land Use Map
- Zoning Actions
  - Zone and Height District Changes (as shown on Land Use Designation, Zone and Height District Change Matrices)
  - New Community Plan Implementation Overlay (CPIO) District
  - New Hillside Construction Regulation (HCR) District
  - Amendments to the Western/Vermont Transit Oriented District Specific Plan,
  - Hollywood Redevelopment Plan
- General Plan Amendments for Consistency with Community Plan
  - Reclassifications of Streets and Enhanced Networks in the Mobility Plan 2035
  - Amendments to the Framework Element Long-Range Land Use Diagram and proposed change to Chapter 1

Background

Regional Context

The Hollywood Community Plan Area (CPA) is located within the incorporated City of Los Angeles and contains approximately 13,962 acres or 21.8 square miles, with an estimated 2016 population of approximately 206,000 persons. The intention of the Proposed Project is to accommodate future anticipated growth around transit infrastructure, increase housing supply, preserve lower-scale neighborhoods, hillsides, and open space, protect historic resources, and promote the vitality and expansion of Hollywood's media, entertainment, and tourism industry.

The Community Plan Area is a diverse and vibrant community with distinct residential neighborhoods in the hillsides and flatlands, commercial boulevards near transit infrastructure, light industrial areas used widely for entertainment and media-related industries and supporting uses, and a large regional park (Griffith Park). The Hollywood CPA also has a high concentration of historic resources, including well-known sites, such as the Griffith Observatory, the Hollyhock House (a UNESCO World Heritage site), and the Hollywood Boulevard Commercial and

Entertainment District, which is listed in the National Register of Historic Places. Located northwest of Downtown Los Angeles, the Community Plan Area is served by five stations of the Metro B Line (formerly known as the Red Line), as well as many Metro bus lines, providing connections to Downtown Los Angeles, the San Fernando Valley, Santa Monica, and destinations throughout the greater Los Angeles region.

The Hollywood Community Plan is one of the City's 35 community plans, which comprise the Land Use Element of the City's General Plan. The Land Use Element is one of the eight state-mandated elements of the General Plan. Community Plans provide a long-term vision for the diverse geographies of the City, accommodate the growth anticipated in the City by the Southern California Association of Governments (SCAG), and guide the physical development of neighborhoods through goals, policies, and implementation. SCAG, the nation's largest metropolitan planning organization representing six counties in Southern California, produces population, housing, and employment projections and many municipalities and government agencies rely on the data for purposes of planning. The Department of City Planning like many other local governments uses SCAG's demographic projections as a benchmark, to determine the level of reasonably expected development that is needed to accommodate future growth.

Community Plan updates aim at a minimum to meet SCAG projections for the City and each Community Plan Area, and in some cases may exceed those projections for certain CPAs depending on development trends, the availability of transit infrastructure, and consistency with the General Plan Framework and the goals and policies of the Community Plan. For the Hollywood CPA, the City has envisioned since the 1970s that this community would be a center of employment, commerce and entertainment, and significant transportation infrastructure, including five Metro rail stations, has been directed to Hollywood to serve this purpose. For decades, Hollywood has been a regional center in the City and will continue to be one in the future. Therefore, the Plan update exceeds SCAG's projections for anticipated increases in population, employment and housing.

In recent years, investment in Hollywood has emerged again. New development projects feature a mix of commercial and residential uses, such as restaurants and multi-family residential buildings, and hotels in central Hollywood near the Metro B Line stations. Affordable housing as well as transit and mobility options will be key components of future development, supporting the growth of Hollywood as a place of residence, work, and entertainment.

Over the past year, the Covid-19 pandemic has altered almost every aspect of our daily lives and has greatly impacted the health, safety, and jobs for a significant number of Los Angeles residents. The preexisting socio-economic, racial, and environmental disparities have led to higher incidences of COVID-19 in Black and Latinx communities in Los Angeles and in the nation. A number of issues have contributed to the disparities in COVID-19 impacts, including a higher percentage of essential and frontline jobs, as well as less access to health care and higher rates of underlying health conditions, which are often the result of historic planning practices. Other factors include living far away from jobs, or in overcrowded and multi-generation households due to housing affordability. Accommodating growth and encouraging housing development reflects some of the primary goals of the Hollywood Community Plan Update, and it plans for a horizon year of 2040. The housing crisis pre-dated the pandemic, however the need for housing, and affordable housing in particular, has become even more apparent. The need is both a short and long-term challenge that can be addressed through land use planning, and specifically through planning for additional multi-family housing.

Community Plan Updates

The State of California requires every city to adopt a General Plan that covers various topics in sections called Elements, such as the Land Use Element, the Housing Element, and the

Circulation Element. The Land Use Element of the City's General Plan consists of 35 Community Plans. The Community Plans function as a guide for future growth and adaptation in neighborhoods, providing specific policies and strategies to achieve each community's vision and the broader objectives of the General Plan and State law. Through the Community Plan update process, the Department of City Planning works with community stakeholders to develop a vision for future growth in each area, based on current and anticipated conditions related to land use, housing, employment, transportation, climate change, and other factors.

Update Process

The Hollywood Community Plan was initially adopted in 1973 and was then updated in 1988. From 2005 to 2012, City Planning prepared an update of the Hollywood Community Plan, which was adopted in 2012. Subsequently, the 2012 Plan's EIR was legally challenged and as the result of a court decision in 2014, the City Council rescinded the 2012 Hollywood Community Plan Update, and the City reverted to the 1988 Hollywood Community Plan and the land use designations and zoning immediately prior to the adoption of the 2012 Plan. In 2016, City Planning released a Notice of Preparation (NOP) of a Draft EIR to announce the preparation of a new proposed update of the Hollywood Community Plan (Proposed Plan).

As previously mentioned, the current plan update or Proposed Project includes a number of components, including: 1) updates to the Community Plan Policy Document; 2) updates to the General Plan Land Use Map for the Community Plan Area; and 3) Zone Changes to implement the zone and height district changes for the Community Plan Area, adopt two new zoning overlays--a Community Plan Implementation Overlay (CPIO) District and a new Hillside Construction Regulations (HCR) district--and (4) amendments to other zoning ordinances and plans for consistency, including amendments to the Vermont/Western Transit Oriented District Specific Plan (SNAP), the Hollywood Redevelopment Plan, the General Plan Framework Element, and the General Plan Mobility Element street and enhanced network classifications. The Proposed Project is intended to guide development through 2040.

The Department implemented a comprehensive community plan update process that included the following four phases:

Phase I - Information Gathering. During this phase of the process, planners gathered information to better understand the built environment, land uses, and zoning in Hollywood. To that end, planners reviewed existing plans, policies, and maps; conducted site visits; researched past plans and other relevant plans, including the Hollywood Redevelopment Plan; and gathered development activity case filings and entitlements.

Phase II - Public Outreach. Development of the Draft Policy Document and draft general plan land use designations and zoning regulations involved an ongoing process engaging numerous community stakeholders, advocacy and constituent groups, the nine Certified Neighborhood Councils serving the Community Plan Area, as well as ongoing coordination with Department and City staff and the Council Offices. Numerous public engagement opportunities were held in person in Hollywood between 2016 through 2019, including multiple community-wide meetings, tabling at community events and farmers markets, and presentations to Neighborhood Councils and other stakeholder groups; online webinars were introduced for the first time in 2018. In 2020, during the COVID-19 pandemic and physical distancing requirements, outreach shifted to virtual office hours, online meetings with Neighborhood Councils and stakeholder groups, and webinars. In addition, staff has always been responsive to numerous email and telephone inquiries throughout the Plan update process. The input obtained from these meetings and events was used to help shape the policy plan and zoning, including the two proposed overlay districts, and to identify and address new and evolving community concerns and priorities, such as affordable housing.

Full drafts of the Policy Document and draft zoning regulations were first shared online in 2017 through the Proposed Plan's new project website and e-blasts were sent to stakeholders; the community-wide meetings were also posted on the project website and announced via e-blasts. An interactive map showing the proposed zoning regulations was also released to help explain the draft changes. Five community-wide meetings were held in Hollywood to present the draft policies and zoning in June and July of 2017. More than 100 stakeholders representing community groups, business groups, and neighborhood councils, as well as residents and development representatives, attended the meetings and provided feedback, and requested various changes.

In 2018, staff was invited to present updates to various community groups, including Neighborhood Councils, and held two online webinars. The webinars were then posted online. In November 2018, an updated draft of the Draft Community Plan, draft zoning, and concepts for the Hollywood Community Plan Implementation Overlay (CPIO) District were released for public input, and released in conjunction with the Notice of Availability for the Draft Environmental Impact Report. The website was also updated with the latest information. In 2019, staff visited farmers markets and CicLaVia to pass out informational flyers and answer questions, and continued to present updates upon request from various community groups. Simultaneously, the project website and interactive map was refreshed when new updates became available to keep the public informed. Additional flyers and explainer videos were shared online in 2018 and 2019.

As a result of COVID-19, in-person engagement became infeasible in 2020 but the department continued to have public outreach and dialogue. Staff developed additional digital resources for the website, including flyers and explainer videos, to provide online access to all of the information and materials of the Proposed Project. Some materials were also translated into Spanish. In August 2020, revised or updated drafts of the following were released online: Draft Community Plan Policy Document, draft zoning, and draft Community Plan Implementation Overlay (CPIO) District. These new drafts integrated numerous written comments received from the community. In October, a proposed Hillside Construction Regulation (HCR) district to cover a large portion of the Hollywood hillsides was introduced in response to a motion from Council District 4 and community input. The department continued to provide discussion and engagement opportunities to address Community Plan update goals such as affordable housing, historic preservation, and urban design through the CPIO zoning tool. Opportunities for stakeholders to discuss and comment were offered in the form of virtual office hours and webinars from September to November; one webinar was available in Spanish.

Phase III - Plan Development/Technical Reports. Following the 2017 community-wide meetings, staff began to update the Community Plan Policy Document and zoning, as well as coordinate with the transportation and environmental consultants preparing the Draft Environmental Impact Report (Draft EIR or DEIR) for the Proposed Plan. The updated draft of the Community Plan Policy Document, proposed land use map and zoning regulations, and the Draft EIR were published on November 15, 2018. In 2019, the new CEQA guidelines for transportation impacts in response to Senate Bill 743 were certified by the Natural Resources Agency and the City of Los Angeles adopted new transportation thresholds for CEQA. On October 31, 2019 a portion of the Draft EIR was recirculated (RDEIR) to address these updates; the recirculated portions were Section 4.15 Transportation and Chapter 5.0 Alternatives, and a new Appendix N (Air Quality and Health Effects) was also released.

Phase IV - Adoption Phase. Following the release of the DEIR and the RDEIR, an open house/public hearing was held on December 9, 2020 to review the Proposed Project with the community and receive public testimony regarding recommendations on the Project. The public hearing was conducted virtually through the Zoom online platform. Written comments were accepted via email and hardcopy through December 16, 2020. A summary of the public hearing

testimony is in the Public Hearing and Communications section of this report. A second limited Public Hearing will be held at the City Planning Commission (CPC) on February 18, 2021 to allow consideration of additionally proposed changes to the Proposed Project that are brought forward in response to input received during the initial hearing in December. Additional steps in the adoption phase include presenting the Proposed Project to the CPC in February 2021, then the Planning and Land Use Management Committee (PLUM), and City Council.

Discussion of Key Issues

The Hollywood Community Plan Area has cultural and economic significance in both the City and the region, and is an international entertainment and visitor destination. Hollywood also consists of diverse residential and non-residential neighborhoods with various land use and quality of life issues. Extensive public engagement throughout the duration of the plan update process helped identify a number of key issues informing the policies and land use recommendations of the Proposed Plan. These challenges include the following:

Housing Needs

Housing is a significant issue within the Hollywood Community Plan Area. Throughout the public outreach process, residents and community members have commented on the need for more housing options, including affordable housing and mixed-income housing projects that incorporate both affordable and market rate units near transit systems and employment areas. Some stakeholders have advocated for less restrictive development regulations on density and height limits, in order to allow denser and taller multi-family residential buildings. Community members voiced the need to protect rent-stabilized housing units and maintain older housing stock for affordable rents. Some stakeholders have expressed concern about the conversion of older multi-family residential buildings into hotels. The provision of affordable housing and housing in general is a pressing concern Citywide and in Hollywood as the cost of housing continues to rise. Other community members voiced the need to preserve low-scale and low-density residential neighborhoods, some of which are in Historic Preservation Overlay Zones (HPOZs), hillside Specific Plan areas, and other hillside areas, from mansionization.

By directing growth and infill development opportunities to transit-accessible areas, such as the Regional Center in central Hollywood, commercial corridors served by bus lines, and employment centers, the Proposed Project supports citywide goals of increasing housing development, improving sustainable growth, minimizing environmental impacts and enhancing the quality of life. The Proposed Project prioritizes strategic growth located near transit systems, including Metro B Line stations and Metro Rapid bus lines, which provides opportunities for housing, affordable housing, jobs, mobility, and amenities for residents, employees, and visitors.

Community Plan Implementation Overlay (CPIO) District. The Proposed Project has policies and zoning tools, including a CPIO District, that would implement housing development in strategic areas, while protecting other low-scale and historical neighborhoods. The CPIO District establishes a tiered incentive structure tailored to the context of each CPIO District subarea to support the development of mixed-income and 100 percent affordable housing projects, especially around transit systems in order to encourage mobility options, reduce greenhouse gas emissions, and improve the public transportation access of lower income and transit dependent residents who need to commute to work and needed services.

Consistency with Affordable Housing Incentive Program. The Transit-Oriented Communities (TOC) Guidelines were adopted in 2017 as the implementation of Measure JJJ, which was approved by Los Angeles voters on November 8, 2016. As required by Measure JJJ, the Department of City Planning developed affordable housing incentives for housing developments five units or greater located within one-half mile radius of a major transit stop. The TOC Guidelines expire in 2027. The proposed CPIO District includes an affordable housing incentive program that

meets or exceeds the eligibility requirements of the TOC Guidelines, and is therefore consistent with these guidelines. Measure JJJ expressly allowed Community Plan Updates to make adjustments to TOC Incentives, and to make these incentives permanent. The Hollywood CPIO District's affordable housing incentive structure replaces the TOC Guidelines for the CPIO subareas. This is consistent with the requirement that percentages for affordable housing not be reduced below the percentages set forth in Measure JJJ (see page A-29 for further discussion).

Rent-Stabilization Ordinance (RSO) Units Protection. In addition to state measures and City ordinances that already protect RSO units and tenants, the Proposed Plan has affordable housing policies and programs that encourage more affordable housing and senior housing near transit, support the preservation of rent stabilized units and minimizing displacement, and support tenants' rights of return and a no net loss program that ensures there is no loss of covenanted affordable rental housing.

Low-Scale Multi-Family Residential. A new low-scale multi-family residential section has been added in the Community Plan with policies to encourage well designed and livable neighborhoods and contextual height transitions.

Single-Family Residential and Hillsides. As mentioned above, the preservation of single-family residential areas in the hillsides and flatlands has led to the addition of new policies and programs in the Community Plan. The new policies and programs include preserving stable single-family zoned residential neighborhoods by preventing out of scale development, providing height transitions, encouraging the development of a Ridgeline Protection Ordinance, and considering design standards to protect hillside neighborhoods from over-sized development.

Hotel Conversion. Although Hollywood is a tourism center in Los Angeles, community members have commented on the importance of balancing tourism and the needs of residents. Many community members are concerned about the conversion of residential units into hotels, which worsens the housing shortage and increases the potential for displacement. Based on this feedback the proposed CPIO District prohibits new hotels in the Multi-family subareas in order to prioritize housing. In addition, a new conditional use permit is required for hotel projects that remove existing residential units in the Regional Center subareas.

Higher-Density Housing. Housing development opportunities are directed to selected areas that allow higher density residential uses through the CPIO District's affordable housing incentive system. Hollywood has a number of multi-family residential neighborhoods near the Metro B Line stations or bus lines and job centers. It is in these specific areas, which have apartment buildings that are generally low to mid scale, where density, floor area, and/or height may be increased through the provision of affordable housing.

Regional Center/Commercial Corridors

Commercial uses are concentrated in central Hollywood in the Regional Center and along commercial corridors, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, La Cienega Boulevard, Melrose Avenue, La Brea Avenue, Vine Street, Western Avenue, and Vermont Avenue. Accommodation of population and employment growth is one of the key issues in the community, especially in these commercial areas that are served by transit infrastructure. Housing is allowed in commercial areas, and more areas have seen the development of mixed-use projects, such as in the Regional Center near the Metro B Line stations and along major corridors. Many stakeholders have commented on the need to increase floor area ratio (FAR) for more development opportunities near transit, particularly affordable housing and employment, better pedestrian-friendly design, and the need for more neighborhood amenities and local jobs. The limitations that the existing C4 zoning has on the types of businesses that are permitted on the ground floor in the Regional Center was another concern

raised by stakeholders. They noted that a wider variety of uses would help with the continued viability of ground floor commercial to provide goods and services to residents, employees, and visitors and that greater flexibility as to use will assist in future economic efforts. Other stakeholders also voiced concerns about rooftop bars and restaurants as a source of noise disturbance for nearby residential uses. Stakeholders also commented on the need to maintain scale in commercial areas adjacent to low-scale residential areas.

The Regional Center is currently the most intensively developed commercial area in Hollywood, with a mix of residential and commercial uses, tall office buildings, and visitor-serving uses. The Proposed Project directs future growth to this area, which has two Metro B Line stations, Hollywood/Highland and Hollywood/Vine. Zone changes carried forward by the Proposed Project would allow additional square footage for transit-oriented development, including development incentives for projects that provide affordable housing and/or publicly accessible open space. In addition, the Plan Update is proposing to extend the Regional Center boundary east along Hollywood and Sunset Boulevards from Gower Street to just west of the 101 Freeway. Due to the historic pattern of development, the Regional Center also has a concentration of historic resources, especially along Hollywood Boulevard, which is a National Register Historic District. The Plan would maintain scale in certain areas of the Regional Center by maintaining or setting height limits to address compatibility in low-scale and historical areas.

Major commercial corridors in Hollywood are generally served by Metro Rapid bus lines and local lines. The Proposed Project promotes transit-oriented development through proposed zoning that would direct development opportunities for housing, mixed-use, and employment to the major corridors. The Project also proposes room for growth along selected corridors at a scale compatible to the existing area by generally adding height limits, such as on Hillhurst Avenue, or restrictions on uses, such as auto-related uses along Hyperion Avenue. The Proposed Project seeks to bolster the role some commercial corridors, such as Melrose Avenue and westerly Sunset Boulevard, play in providing needed commercial and neighborhood serving uses by moderating housing incentives, and on Melrose Avenue, establishing tenant size limitations. In effort to better facilitate the re-use of existing buildings, and better promote small business opportunities, the plan also proposes the elimination of parking requirements for commercial changes-of-use within existing buildings.

The Proposed Project focuses growth around transit systems to help expand mobility choices to support more walkable communities with pedestrian-oriented design regulations in many portions of the CPA. These include standards that address minimum building transparency, pedestrian entrances, ground floor height, active ground floor and street wall requirements. These design standards, in addition to Plan policies that support street trees, bicycle lanes, bus shelters, and crosswalks, encourage greater accessibility in the Regional Center and along commercial, and promote improved public health and sustainability.

Historic Preservation

The Hollywood Community Plan Area has one of the highest concentrations of significant historical buildings in the City, and the City's first UNESCO World Heritage site, the Hollyhock House. The Plan Area includes more than 200 City-designated Historic-Cultural Monuments. Many of the historic resources within Hollywood are internationally recognized. A number of comments stated the need to preserve both designated and eligible historic resources in the CPA, explore expanded Historic Preservation Overlay Zones (HPOZ) around Melrose Hill and create new ones in Los Feliz, and promote adaptive reuse of historic buildings.

The Proposed Plan, which has a Preservation chapter (Chapter 5), recognizes the significance of Hollywood's history, architecture, and resources and includes policies and programs to protect historic buildings, and promote the preservation and adaptive reuse of designated and eligible historic resources. Policies and programs support the future study of a potential HPOZ expansion

around the Melrose Hill HPOZ, and the creation of new HPOZs in Los Feliz. The CPIO District includes a review process for projects involving certain eligible and designated historic resources, as well as regulatory protections from demolitions and alterations for certain eligible historic resources that have been identified in surveys prepared or accepted by the City. The CPIO District also promotes compatibility within certain eligible and designated historic districts by implementing in-fill development standards in the CPIO District, and preserving height limits on the Hollywood Boulevard National Register District to maintain scale. The CPIO District has a Transfer of Development Rights (TDR) program to facilitate the preservation of historic resources while enabling development on more appropriate sites within the Regional Center.

Media Preservation and Expansion
Hollywood is world-renowned for its media and entertainment industry, and the industrially zoned areas in Hollywood permit the type of supportive uses that have a critical role in media and film, such as media production facilities, prop storage, and studio-equipment manufacturing. The preservation of industrially-zoned land and the promotion of new production, studio, and office space, as well as other emerging uses were widely heard concerns during the outreach process. The Proposed Project retains the light industrial land, and continues to prohibit residential uses that could impact job-producing uses. The Proposed Project also includes a floor area incentive for projects that provide new studio and media related uses in the Media District area to support the creation of and access to local jobs. Selected areas in the Media District area will also be permitted to have limited ground floor retail and restaurant uses, which will provide additional amenities for employees in the area; such uses are not currently allowed. The Proposed Project also creates a hybrid industrial (industrial and residential) area along the north side of Santa Monica Boulevard between McCadden Place and Seward Street that would allow residential development if a minimum FAR is allocated to media-related uses.

Media and entertainment uses are also predominant, and growing, within the Regional Center, and tend to avail of large scale buildings. Accordingly, the Proposed Project's CPIO District proposes floor area bonus incentives that would allow such uses to exceed prescribed base floor area rights when publicly accessible open space is provided onsite.

Stakeholders also noted the need to preserve "Theatre Row," a stretch of equity-waiver theaters with 99 seats or fewer seats along Santa Monica Boulevard from McCadden Place to El Centro Avenue. These live theaters showcase musicals and plays, and contribute to the vibrant arts culture. The Plan includes a provision to exempt additional off-street parking for change of use permits to this type of theater use.

Hillsides/Open Space Preservation
During the outreach process, stakeholders commented on the need to preserve the hillsides from oversized development, and the need to preserve vacant hillsides areas for conservation purposes by redesignating the land use and zone as open space. They also noted concerns about traffic and construction, and safety and access issues in the narrow hillside streets.

In response to concerns over the impact of hillside subdivisions on ridgelines, open space, and access, the Proposed Plan clarifies the application of the slope density calculation in Section 17.05 of the Municipal Code. The Proposed Plan requires all subdivision applications for new single-family projects on sites that have 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. The Plan also incorporates policies and programs that support the mapping of ridgelines and paper streets, consider design standards to protect neighborhoods from oversized development, and consider improvements to the existing Hillside Construction Regulations (HCR). The Plan proposes to establish a new HCR District east of the Bird Streets and Laurel Canyon neighborhoods, which are currently in HCR districts. The HCR District includes single-family

hillside areas extending from the existing HCR districts east to Fern Dell Drive near Griffith Park, and includes Hollywoodland, the Oaks, and portions of Los Feliz. The expansion area would receive additional protections from construction-related impacts. The HCR has more restrictive grading limits, establishes hauling truck operation standards and limits construction operation hours. In addition to these HCR restrictions that help address safety and access issues in the hillsides, the Plan also includes a policy to consider feasible secondary access connections, including street extensions, completions, and connections of existing street networks for improved public safety in the hillsides.

The Plan incorporates policies and programs to encourage open space preservation in the hillsides areas, including the reuse of City surplus sites in the hillsides for open space and wildlife habitat preservation, and policies to support the rezoning of paper streets for open space easements to connect trails and access recreational uses. The Proposed Project redesignates and rezones more than 300 acres of various hillside residential land use and zoning to open space for preservation including a large portion of land owned by the Santa Monica Mountains Conservancy, and parcels recently acquired by the Laurel Canyon Land Trust.

Parks

Although Hollywood includes Griffith Park, which is one of the largest urban parks in the nation, a number of issues regarding the amount and access to neighborhood parks were raised by community stakeholders. In recent years small parks have been added, such as the Carlton Way Park and the Madison Avenue Park, but more are needed. The need for increased access to parks has become all the more apparent during the COVID-19 pandemic, when parks and open space provide a place for safer outdoor activities and social interaction. The Proposed Plan supports creative solutions to growing park resources in Hollywood such as ongoing plans for a park over the Hollywood Freeway (known as Hollywood Central Park). The Plan incorporates policies that support the establishment of the Hollywood Central Park, as well as policies that support the conversion of powerline rights-of-way into public open space, and establishment of parks, walking paths, and trails in areas including along the Los Angeles River. In addition, the Plan incorporates policies and programs to acquire vacant land for open space, support joint-use agreements with other public and private entities to increase recreational opportunities, improve accessibility, and support the connection of neighborhoods to parks with public transit and bicycle facilities. To enhance public open space in central Hollywood, the CPIO District also proposes an incentive for non-residential projects to provide publicly accessible open space in exchange for greater development potential. This mechanism aims to create additional options for public open space in the higher-density areas of Hollywood.

Mobility and Circulation

Over the years, many stakeholders have expressed concern with congestion increasing or cut-through traffic in some neighborhoods as a result of general growth or development and in some cases, tourist activity. Congestion was measured in environmental review by a delay-based Level of Service (LOS) rating but this metric was removed with the updated CEQA Guidelines for transportation in 2019.

In 2013, SB 743 directed the state's Office of Planning and Research to revise the CEQA Guidelines to replace delay-based Level of Service (LOS) with a substitute metric to evaluate transportation impacts for projects under CEQA. As a result, cities are now required to use the metric of Vehicle Miles Traveled (VMT). Using the delay-based LOS metric at signalized intersections or roadway segments measures traffic impacts that favor sprawl instead of encouraging more walkable neighborhoods, whereas the VMT metric considers the transportation system's impact on the climate, environment, and human health. Projects that have lower VMT have better access to jobs, housing, and services.

One of the main goals of the Proposed Plan is to direct future housing and job growth to areas that are served by transit systems to reduce driving and overall VMT to help meet city, regional, and state goals to reduce greenhouse gas emissions. Selected commercial areas near the Metro B Line stations and along bus lines would serve as centers for surrounding neighborhoods by supporting future development that has a variety of uses that encourage pedestrian and multi-modal transportation options.

The Proposed Plan also includes policies to encourage sustainable mobility options, support expansion of shuttle and shared ride services, improve mobility hubs in the five existing Metro Rail stations, manage existing parking supply efficiently, and encourage the sharing of parking resources.

Other General Comments
The Department received comments on a wide range of issues that are noted as important community concerns. These include concerns about the rise of homelessness and the lack of adequate services to help unhoused individuals, vacancy rates for both commercial tenant spaces and residential units, and declining public transportation ridership. Many residents feel that there are insufficient city services, such as street cleaning, code enforcement, and street and sidewalk maintenance. Many also stated a need for more street trees and better maintenance of existing trees to improve the overall tree canopy in the CPA to better address the urban heat island effect.

Components of the Proposed Project

The Proposed Project is composed of several interrelated components:

- Amendments to the COMMUNITY PLAN (GENERAL PLAN LAND USE ELEMENT)
    - Community Plan Policy Document
    - General Plan Land Use Map – includes footnotes and informational symbols

- ZONE CHANGES
    - Zone and Height District Change Matrices
    - Zoning Map
    - Adoption of a Community Plan Implementation Overlay (CPIO) District
    - Adoption of a Hillside Construction Regulation (HCR) District
    - Amendment to the Vermont/Western Transit Oriented District Specific Plan (SNAP)
    - Amendment to the Hollywood Redevelopment Plan

- Adoption of a COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO) DISTRICT

- Adoption of a HILLSIDE CONSTRUCTION REGULATION (HCR) DISTRICT

- GENERAL PLAN AMENDMENTS to achieve consistency with the Proposed Project:
    - Mobility Plan 2035 amendments
    - Framework Element – Long Range Land Use Diagram amendment to Chapter 1 and proposed change to Chapter 1

Community Plan Policy Document
The Community Plan Policy Document guides future discretionary decision-making, City initiatives, and the prioritization of public resources and investment through 2040, the horizon year of the Plan. The Plan Policy Document is composed of the following:

- **Chapter 1, Introduction** to the Plan.

- **Chapter 2, Community Background** on historic development and land uses.

- **Chapter 3, Land Use and Urban Form** expresses the community's vision for the future, outlining specific goals and policies that address the range of land uses in the Community Plan, including single-family and multi-family residential, commercial, and industrial land uses, as well as other special districts.

- **Chapter 4, Public Realm, Parks, and Open Space** describes the goals and policies to improve the public realm with pedestrian-friendly design, and access to parks and open space.

- **Chapter 5, Preservation** describes the historic setting of the community, identifies notable historic and cultural districts and features, and outlines preservation goals and policies.

- **Chapter 6, Mobility and Connectivity** defines goals and policies for the community's circulation system, focusing on enhancing mobility and access for all system users.

- **Chapter 7, Implementation** describes the process for implementing the Plan's policies through a variety of implementation programs. Programs are divided into two phases of implementation: 1) short term programs and 2) long term programs. The long-range implementation programs of the Community Plan seek to link Plan policies to ongoing Department Programs and promote collaboration with other agencies.

General Plan Land Use Map

Land Use Designations. The Community Plan includes a Land Use Map, which is a map identifying General Plan Land Use Designations for all properties within the community plan area. Land use designations are tools that help guide development by establishing the general location and intensity of different uses of land, such as residential, commercial, industrial and open space. 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 Single-Family Residential, Low Medium II Residential, and Medium 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. In this manner, the Community Plan provides the overall framework for zoning in Hollywood.

Under the Proposed Plan, the majority of land use designations in the CPA would retain the existing General Plan land use designations. The Proposed Plan generally seeks to

accommodate growth in central Hollywood near the Metro B Line stations and bus-served corridors and directs growth away from low-density neighborhoods, consistent with Framework principles, and therefore the Proposed Plan would preserve existing single-family residential and low-scale multi-family residential land use designations. Nomenclature changes to existing General Plan land use designations are described in a different section below.

Although most of the parcels in the CPA would retain their existing land use designations under the Proposed Plan, some designations would change. As part of the Proposed Plan, certain areas of the CPA are proposed to undergo General Plan Land Use amendments (GPAs), described in further detail in the following section. Land use designations in targeted commercial and residential areas near transit stations, along major bus routes, or near employment centers would be changed to allow for increased development potential and to create opportunities for more jobs and housing near transit. In addition, the land use designation of some parcels have been updated to Open Space or Public Facilities to reflect newer parks, public schools and other public facilities. Certain parcels in the Vermont/Western Station Neighborhood Area Plan (SNAP) have also been updated to reflect the existing SNAP regulations.

The General Plan Land Use Map (Plan Map) includes a list of administrative and plan-related footnotes as well as symbols that denote the location of major facilities or key places in the CPA. The Proposed Plan includes revisions to these footnotes and symbols, as needed.

Land Use Designation, Zoning and Height District Changes
Implementation of the Proposed Plan includes targeted changes to General Plan Land Use designations, zone changes, and the application of the proposed CPIO District that seek to achieve many of the goals of the Community Plan. The General Plan amendments (land use designation changes) and zone changes are shown geographically in the Proposed Land Use and Zone Change Area Maps (Exhibit E) and detailed in the Proposed Land Use and Zone Change Area Matrix (Exhibit E) as "subareas." Each subarea is listed in the change matrix by number, followed by existing and proposed plan land use and zoning information. The types of changes proposed are described below.

Administrative Consistency. On all properties, parcel-level zoning must be consistent with the land use designations shown on the General Plan Land Use Map. Technical corrections to land use designation and/or zoning are proposed where inconsistencies between the existing use of land, General Plan Land Use designation, and/or zoning currently occur. These changes consist of 1) AB 283 parcels, 2) open space and public facilities parcels and 3) other selected parcels. AB 283 was a state law enacted in the late 1970s that directed charter cities with a population of 2.5 million or more to bring zoning and general plan into consistency. Through the City's AB 283 General Plan/Zoning Consistency Program that started in the 1980s, known inconsistencies between land use designations and zoning were corrected. However, technological improvements to the City's mapping programs over the past decades have identified further necessary corrections of parcels affected by incorrect parcel boundaries, omissions of parcels, and other errors from the 1980s correction effort. Other proposed corrections are intended to change the land use designation and/or zoning to reflect existing uses and scale of buildings on the selected parcels, which are already developed with buildings such as housing, schools, and parks. These changes are intended to better reflect existing uses that currently exist in the CPA.

Nomenclature Changes. Nomenclature changes are also proposed to revise certain land use categories consistent with updated General Plan Framework categories. These changes are in name only and do not result in a change in development potential and are not represented by subareas. For example, three nomenclature changes are proposed for the CPA: 1) Neighborhood Office Commercial would be updated to Neighborhood Commercial, 2) Highway Oriented

Commercial would be updated to Community Commercial or General Commercial, and 3) Limited Manufacturing would be updated to Limited Industrial.

Q Conditions. The CPA currently has an extensive network of existing [Q] Qualified zoning conditions in many areas, which were established through numerous different zone change ordinances over a time period of more than 30 years. These regulations can be antiquated, complicated, and are often difficult to research by the public. The draft zone change ordinances included with the Proposed Project are intended to replace some of the current [Q] conditions with a new set of regulations included in a single ordinance through the CPIO District to facilitate their implementation.

CPIO Suffix. All properties proposed to be located within a CPIO Subarea will have a "-CPIO" added to their zoning (e.g., C2-1VL-CPIO). This will indicate that the property is subject to the additional CPIO regulations (as described in more detail below).

Active Changes. Active changes consist of a combination of General Plan land use amendments and/or zone changes that allow or may allow for an increase in development density, height limits, and/or uses other than what currently exists. Active Change Areas are categorized into three types: Land Use Designation and Zone Changes, Industrial Preservation/Incentive, and SNAP Consistency. Proposed Land Use Designation and Zone Changes primarily include intensity increases for development near transit areas and mixed-use development along transit corridors, and density increases in multi-family residential areas near employment centers. Industrial Preservation/Incentive changes would allow a zone change that would promote existing light industrial areas for continued employment use in the future, especially for entertainment and media-related jobs. SNAP Consistency changes will update the underlying land use designation and/or zone of parcels in East Hollywood to reflect the already approved Vermont/Western Transit Oriented District Specific Plan, in effect since 2001.

Community Plan Implementation Overlay District. The Community Plan Implementation Overlay District, or CPIO District, is a zoning tool that is intended for adoption along with the Hollywood Community Plan. The CPIO District is shown in the Proposed CPIO District Map (Exhibit D) and the CPIO Ordinance is provided in (Exhibit D). The CPIO District contains regulations for development that build upon zoning regulations in order to implement some of the goals and policies of the Proposed Plan. The CPIO District strives to facilitate the production of mixed income and 100% affordable housing near transit, safeguard historic resources and improve urban design, particularly pedestrian-oriented design.

The proposed CPIO District establishes subareas with tailored mixed income and 100% affordable housing incentives, and varying development standards based on the CPIO subarea. Regulations and incentives are tailored to the specific needs of each CPIO subarea. The CPIO Subareas consist of the Regional Center Subareas (RC1A, RC1B, RC2, and RC3); Corridors Subareas (Corridor 1 through Corridor 5); Multi-family Residential Subareas (MF1, MF2, and MF3), and the Character Residential Subarea as described below.

Regional Center Subareas. The Regional Center Subareas seek to foster continued investment in central Hollywood, a focal point of regional commerce, identity, and activity. The Regional Center has historic theaters, tourist attractions, the Walk of Fame, Metro stations, apartments, hotels, office buildings, and retail. The Proposed Project continues to support these types of uses and seeks to direct and accommodate growth to this transit-accessible area. The tailored affordable housing incentive program would increase density and floor area and remove residential parking space requirements for projects that include the required percentage of affordable housing on site. Other possible incentives depend on the level of affordable housing provided, Bonus, Additional, or 100 percent Affordable Housing. The Transfer of Development Rights program would protect historic resources by allowing the transfer of unused floor area from

donor sites to receiver sites. Non-residential projects in the Regional Center Subareas can receive FAR and height incentives if they provide on-site publicly accessible outdoor amenity space. Development standards include pedestrian-oriented design features, a height transition along a portion of Sunset Boulevard next to parcels with low-scale residential zoning, and eliminating additional on-site parking for changes of use. The Regional Center Subareas are RC1A, RC1B, RC2, and RC3. Parcels in the Regional Center Subarea RC1B are eligible to participate in a two-tier public benefits incentive system.

Corridors Subareas. The Corridors Subareas seek to foster continued investment in the various corridors outside of the Regional Center and are generally served by bus lines. The tailored affordable housing incentive program would increase density and floor area and reduce residential parking space requirements for projects that include the required percentage of onsite affordable housing. Other incentives are possible depending on the level of affordable housing provided, Bonus, Additional, or 100 percent Affordable Housing. Portions of selected corridors do not have height incentives in order to maintain the established neighborhood scale, and to prioritize neighborhood-serving commercial uses. Development standards include pedestrian-oriented design features and no additional parking for changes of use. The Corridors Subareas consist of Corridor 1, Corridor 2, Corridor 3, Corridor 4, and Corridor 5.

Multi-family Subareas. The Multi-family Residential Subareas identify housing development opportunity areas, such as near central Hollywood and major commercial corridors served by transit systems. The tailored affordable housing incentive system offers density and floor area increases with the provision of affordable housing. Development standards guide new infill residential development to be compatible with the context of the existing neighborhood. Hotels are prohibited in these areas to prioritize housing needs. The Multi-family Subareas consist of MF1, MF2, and MF3.

Character Residential Subarea. The Character Residential Subarea focuses on preserving designated and eligible historic districts by encouraging well-designed projects that are compatible with the surrounding neighborhood scale and character with tailored development standards. Development standards include additions standards, pedestrian access, parking and design features. The Character Residential Subarea consists of three designated historic districts: Afton Square, Selma Labaig, and Vista Del Mar/Carlos and three eligible residential historic districts: McCadden-De Longpre-Leland and De Longpre Park (formerly known as Colegrove District in a previous historical survey accepted by the City) and Fountain Avenue (formerly known as Fountain Bungalows in a previous historical survey accepted by the City).

Other Amendments

Framework Element. The Proposed Plan includes amendments to the Long Range Land Use Diagram of the Citywide General Plan Framework Element to reflect modifications to the geography of Neighborhood Districts, Mixed Use Boulevards, Community Centers, and the Regional Center in the Hollywood Community Plan Area, as well as amendments to Chapter I to clarify that the density bonus program in the proposed CPIO District, similar to other density bonus programs which provide needed affordable housing, is consistent with the General Plan (Exhibit C).

Circulation Element (Mobility Plan 2035) – Street and Network Reclassifications. The City's streets are organized by official standard street designations or classifications, established in the General Plan Circulation Element, called Mobility Plan 2035, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. Actual street dimensions vary from standards due to historic development patterns where streets were built to different standards, often with narrower roadways. In many of these circumstances, older streets are incrementally widened through street dedications from new development. Existing non-standard

street dimensions, land uses, lot depths, and volume of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standards. In these cases, classifications of streets and street segments can be modified to meet the specific needs of the community.

The Proposed Project's amendments include two street re-designations for specified streets in Hollywood in order to better reflect street standards and dimensions, as well as refinements to the enhanced network for a portion of two streets in the CPA. The recommended street reclassifications can be found in Exhibit E, Proposed Street and Network Reclassification Matrix.

Vermont/Western Transit Oriented Specific Plan, Station Neighborhood Area Plan (The SNAP). The Proposed Project includes zone changes to portions of the Vermont/Western Transit Oriented Specific Plan to modify height limits in the SNAP on properties in proximity to Barnsdall Park, in order to preserve the public view available observed from the Hollyhock House, a UNESCO World Heritage site, located in Barnsdall Park (Exhibit F).

The Proposed Project also includes amendments to SNAP Subareas. Proposed Project subareas 10:1, 10:1E, and 12, currently in SNAP Subarea C, would have a new height limit of 45 feet; see Map 1 of Exhibit F. Subarea 10:1D, currently in SNAP Subarea C (Community Center) is amended to be in SNAP Subarea E (Community Facilities); see Map 2 of Exhibit F. It is part of Barnsdall Park. The proposed zoning is OS-1XL, which has a height limit of 30 feet. SNAP Subarea E identifies school sites, City owned land and Caltrans right-of-way.

In addition, Subarea 34, a public school, and Subarea 87, a park, are currently in SNAP Subarea A (Neighborhood Conservation) and are amended to be in SNAP Subarea E (Community Facilities); see Map 3 of Exhibit F. SNAP Subarea E identifies school sites, City owned land and Caltrans right-of-way.

The Proposed Plan envisions a more comprehensive work program in the future to review the present-day effectiveness of the SNAP in meeting the Community Plan's goals, and to set forth recommendations to further advance the goals of the Proposed Community Plan within that area. This is indicated in the Implementation chapter of the Policy Document.

Environmental Analysis/CEQA

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on April 29, 2016 by the City for a 30-day public review period, which was then extended for 15 days, for a total of 45 days. The public scoping meeting was held on May 17, 2016. The purpose of the scoping meetings was to provide early consultation for the public to express their concerns about the potential environmental impacts of the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR. A total of approximately 70 pieces of written correspondence were received, some in the form of emails, emails with articles attached, or comment cards received during the public scoping meeting, from public agencies, groups, and individuals. A few persons or groups sent multiple written comments. Information, data, and observations from these written comments are addressed throughout the Draft EIR, where relevant. The Draft EIR analyzed the following environmental impact areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population, Housing, and Employment

- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

The Draft EIR was circulated for a 75-day review period (30 days more than required by law). The review period began on November 15, 2018, with a closing date of January 31, 2019. As the lead agency, the City of Los Angeles received 61 written comments on the Draft EIR from public agencies, groups and individuals.

In 2019, the partially recirculated Draft EIR was released on October 31, and circulated for a 45-day review period. The partially recirculated Draft EIR addressed changes in the assessment of transportation impacts using a metric other than level of service in response to Senate Bill 743, and the new CEQA guidelines regarding transportation. In addition to recirculating Section 4.15 Transportation and Traffic, the City also updated Chapter 5.0 Alternatives for recirculation and released a new appendix, Air Quality and Health Effects. The closing date for comments was December 16, 2019. As the lead agency, the City of Los Angeles received 48 written comments on the partially recirculated Draft EIR from public agencies, groups and individuals.

Responses to all comments from both the Draft EIR and the partially recirculated Draft EIR received during the comment periods are included in the Final EIR. The Final EIR will be made available prior to City Council consideration and adoption of the recommended Community Plan Update and certification of the EIR pursuant to CEQA Section 15090.

Land Use and Zone Changes Proposed in 2018 (Published with the EIR)

The proposed land use and zone changes that were published with the EIR in 2018 can be generally characterized as allowing for a variety of housing and commercial opportunities near the Metro B Line Stations and along major corridors and preserving and promoting light industrial land uses for employment opportunities, including entertainment and media-related jobs. The CPA has numerous historical resources, and the land use and zoning changes proposed in 2018 excluded properties abutting Hollywood Boulevard between La Brea Avenue and Ivar Avenue from proposed changes. Proposed changes to the land use and zoning would allow for additional development potential, such as housing units or square footage for jobs, in selected areas of the CPA that are near transit systems. The land use and zoning changes that were released in 2018 are described below by land use designations and general geography. As a reference, the parcels in the CPA that are proposed for changes are assigned to numbered subareas in order to identify parcels in the CPA to be rezoned and re-designated. (Exhibit E).

Regional Center: A majority of the Regional Center subareas currently have a Regional Center land use designation. The proposed change included in the 2018 draft was to allow for an increase in allowable FAR on parcels near the Metro B Line Hollywood/Highland and Hollywood/Vine stations mostly through zone changes, and the increases in allowable FAR were generally tied to certain development requirements, such as building mixed-use projects or development incorporating a minimum or maximum amount of residential use or commercial use. The FAR was generally increased from 2:1 FAR and 3:1 FAR to 3:1 FAR and 4.5:1 FAR. Properties subject to historic review were proposed to continue to be subject to discretionary approval from the Office of Historic Resources when seeking an increase in allowable FAR. Under existing regulations, Regional Center-designated parcels can apply for additional FAR with discretionary review. The 2018 drafts proposed that Regional Center subareas would also require discretionary review to request additional FAR.

Most of the increases in allowable FAR were proposed to occur through zone changes but a few subareas would also include land use designation changes. Changes to these subareas extended

the Regional Center land use designation east along both sides of Hollywood Boulevard and the north side of Sunset Boulevard from Gower Avenue to US-101.

Community Commercial, General Commercial and Neighborhood Commercial: Proposed changes to the Community Commercial, General Commercial, and Neighborhood Commercial subareas included primarily zone changes that would permit an increase in allowable FAR. It also included FAR increases generally through replacement of existing "D" Limitations or for implementing certain development conditions along commercial corridors served by transit. mixed-use projects with pedestrian-friendly design along identified commercial corridors with transit, including portions of Santa Monica Boulevard, Vine Street, and La Brea Avenue, would yield additional allowable FAR of 2.5:1 or 3:1. The Community Commercial changes in the SNAP Specific Plan were to reflect existing development regulations, except that a proposed change near Barnsdall Art Park would reduce the existing maximum height limit to 45 feet. Neighborhood Commercial uses are envisioned to be less intense than General Commercial uses and additional regulations were proposed, including height limits and prohibition of certain automotive commercial uses, such as auto repair. A few subareas had proposed increases in allowable FAR subject to additional discretionary review and are located near the western edge of the Regional Center primarily along La Brea Avenue.

Limited Commercial: Proposed changes to the Limited Commercial subareas removed "D" Limitations to restore 1.5:1 FAR but set a height limit of 30 feet such as along Melrose Avenue and in the eastern edge of the Project Area along Hyperion Avenue. In addition, certain automotive commercial uses were proposed to be prohibited in identified subareas.

Residential: The current Hollywood Community Plan has nine residential land use designations: Minimum Residential, Very Low II Residential, Low I Residential, Low II Residential, Low Medium I Residential, Low Medium II Residential, Medium Residential, High Medium Residential, and High Residential. The land use designations cover a range of housing densities, from single-family homes on large lots to multi-family high rises. Proposed changes to residential subareas were distributed in the Low Medium I Residential, Low Medium II Residential, Medium Residential, High Medium Residential, and High Residential land use designations. Subareas in the Low Medium I Residential, Low Medium II Residential, Medium Residential, and High Residential land use designations generally included changes that would reduce the allowable height permitted to better ensure compatibility of scale with the adjacent neighborhoods, such as parcels south of Yucca Street, between Wilcox Avenue and Cherokee Avenue. The 2018 draft proposed zone changes in some High Medium Residential subareas through an increase in allowable density from either one dwelling unit per 800 square feet of lot area or one dwelling unit per 600 square feet of lot area to one dwelling unit per 400 square feet of lot area. The land use designation of a multi-family residential area located generally south of Santa Monica Boulevard between Vine Street and Gower Street, was proposed to change from Medium Residential to High Medium to allow for greater density in an area that is near employers and transit, thereby helping to improve the jobs-housing balance.

Industrial: The existing Hollywood Community Plan has two industrial land use designations: Commercial Manufacturing and Limited Manufacturing. Proposed changes to land use designations included a nomenclature change from Limited Manufacturing to Limited Industrial and the introduction of a new Hybrid Industrial land use designation. The existing Commercial manufacturing designation would be maintained. Most of the subareas were identified for the purpose of preserving light industrial uses to maintain and promote jobs associated with the entertainment industry. Such uses include studios and media production, as well as entertainment support uses such as storage. A zone change from MR1 to M1 was proposed for selected Limited Industrial parcels south of Santa Monica Boulevard, which would allow more flexibility for

additional employment generating uses. A "Q" (Qualified Condition) was proposed to be added to emphasize that residential development is still prohibited except for caretaker or watchman accessory dwelling units. A few of the industrial subareas, however, would allow more FAR than what is currently permitted. These incentive areas would allow additional FAR (up to 3:1) if targeted media-related industrial uses are incorporated on the site.

Open Space: The open space consistency changes proposed in 2018 included corrections to reflect the existing use and/or for consistency between the land use designation and zoning. The CPA has two types of open space land use designations that primarily cover parks. Open Space is the main land use designation but there are a few parcels that have the Public/Quasi-Public Open Space land use designation. The changes included portions of Griffith Park as well as other existing parks and community gardens.

In November 2018, a conceptual draft of the Hollywood CPIO District was shared for public review. The draft included design standards to promote walkability, high quality building design, and the preservation and rehabilitation of identified historical resources in central Hollywood. A more comprehensive draft CPIO District was released in August 2020. This updated draft included development standards and a streamlined review process for projects that rehabilitate designated historic resources, and many eligible historic resources. A Transfer of Development Rights (TDR) process was also proposed as a historic preservation tool. A significant component of this updated draft CPIO District was the affordable housing incentive system, which proposed incentives for additional development rights, such as density, FAR and height, for projects that provide a minimum percentage of on-site affordable housing. The FAR, density, and height increases in the Regional Center, Community Commercial, General Commercial, and High Medium Residential land use designations described in the 2018 drafts were now proposed to be attained through the provision of on-site affordable housing through the CPIO District's affordable housing incentive system.

Recommended Revisions to Land Use and Zone Changes Released in 2018

Review of written comments and verbal testimony, received throughout the duration of the Draft Plan, the Draft EIR comment period, and the Public Hearing identified a number of subarea revisions requested by the community. In response to the public testimony and additional staff analysis, revisions are included in this report involving areas of proposed change. The revisions involve amendments to the Proposed Project's land use designation amendments and zone changes as originally presented and studied in the Draft EIR released in November 2018. Based on the Planning Department's review, the revisions primarily clarify, amplify or make minor modifications to the Proposed Project and under CEQA do not constitute significant new information as they do not result in new impact or otherwise affect the impact analysis or conclusions in the Draft EIR.

The Proposed Project presented to CPC at this time includes a majority of the original Proposed Project land use designation amendments and zone changes from November 2018, and the following recommended revisions, in summary. The summarized amendments to land use designation amendments and zone changes are organized by thematic and/or geographic areas, consistent with how the proposed subarea changes have been presented to the public for several years through the online interactive map[1] that displays draft regulations.

The change in the acreage of proposed land use designations between the time of the release of the Draft EIR in November 2018 and early 2021 (see Table 1 below) is minimal. A majority of the changes are adjustments between land use designations. It is also possible that a small amount

[1] https://ladcp.maps.arcgis.com/apps/MapSeries/index.html?appid=f9d1d0ccda5f40d09b93e213cf1bccf1

of land use designations were the result of approved entitlements that have occurred since the DEIR was published. The Hollywood CPA has had noticeable development activity over the past several years. Table 1 shows some changes between the Minimum Residential and Open Space land use designations. Over the last few years, additional parcels in the hillsides were identified for re-designation to Open Space from Minimum Residential, a designation used for single-family residential on large lots, and other low-density single-family residential land use designations.

Table 1: Comparison of Proposed Land Use Designation Acres

Proposed Land Use Designation	2018 DEIR	January 2021	Percent (%) Change
Minimum Residential [1]	770	617	-20%
Very Low II Residential	1,463	1,457	< -1%
Low I Residential	353	353	0
Low II Residential	1,942	1,940	< -1%
Low Medium I Residential	367	370	< +1%
Low Medium II Residential	801	798	< -1%
Medium Residential	784	786	< +1%
High Medium Residential	158	154	-2.5%
High Residential	79	77	-2.5%
Limited Commercial	44	44	0
Neighborhood Commercial	234	232	< -1%
General Commercial	59	62	+5%
Community Commercial	251	250	< -1%
Regional Center Commercial	264	264	0
Commercial Manufacturing	38	37	< -1%
Hybrid Industrial [3]	7	11	+57%
Limited Industrial	224	225	< +1%
Public Facilities	489	489	0
Public Facilities – Freeway	211	211	0
Open Space [2], including Public/Quasi Public	5,424	5,586	+3%

Table 1 Notes
1,2 This change occurred due to re-designating land primarily from Minimum Residential to Open Space.
3 This is primarily an update to the recommendation for Subarea 17:3. It was previously considered General Commercial but the Hybrid Industrial land use designation is a more appropriate category. Because the number of acres is small for this category, a small change of four acres produced a large percentage change.

The various changes since the publication of the Draft EIR are primarily to proposed zoning, including height limits, floor area ratio, and density, as a result of requests from stakeholders, and further administrative/consistency changes, which are described below. Requests were considered and reviewed on an ongoing basis for consistency with the Proposed Project's primary and secondary objectives through the comment period of the Public Hearing.

Regional Center

The Regional Center is a focal point of regional commerce, activity, and identity. Its historic buildings, tourist attractions, and newer restaurants and retail mixed with apartments, hotels, and office buildings near two Metro B Line stations draw visitors, employees, and residents. The Plan calls for enhancing mobility connections and options to access these regional assets and mix of uses. Anticipated growth is directed to the Regional Center, which has been experiencing a development increase in recent years with more media-related office space, residential-commercial mixed-use projects, and hotels.

The Regional Center consists of only parcels with a Regional Center Commercial designation, and there are no changes to incorporate additional parcels into the Regional Center since 2018. There have been some zoning changes regarding floor area and height increases or decreases. A comprehensive change is to use, to change the zoning from C4 to C2 in the Regional Center. Much of the Regional Center has C4 zoning that was established in the 1970s and/or 1980s at a time when many entertainment uses, such as billiard halls, boxing arenas, bowling alleys, circus or similar amusement enterprises, pony riding rings, ferris wheels and merry-go-rounds, skating rinks, and penny arcades were not acceptable by right and required additional permits/approval. For decades, these types of uses and others such as fitness gyms and studios, and vintage or second hand shops have not been allowed by right and required zone changes or zone variances. These common types of uses, however, provide amenities and services for residents, employees, and visitors and a zone change to C2 will allow them by right. Above ground outdoor dining for restaurants and bars will continue to be prohibited through regulations in the CPIO District and require discretionary approval (such uses were previously prohibited under the C4 zone).

In response to stakeholder interest in bolstering the affordable housing incentives provided under the draft CPIO District that was released in August 2020, the Proposed Project calibrates the previously recommended 4.5:1 base FAR of some parcels to 3:1 FAR, thus lowering the threshold by which a future project would engage with the CPIO's affordable housing incentives. The Proposed Project also incorporates revisions to the amount of affordable housing that is to be set aside, such that larger projects in CPIO Subarea RC1B would provide more affordable housing units. These areas are generally around the Hollywood/Vine Metro B station. Additional floor area can be attained through the CPIO's affordable housing incentive system when affordable housing is provided on a project site. The CPIO District also includes an FAR and height incentive for non-residential projects in the Regional Center subareas if they provide the required amount of on-site publicly accessible open space.

Other changes are to add a parcel on Sunset Boulevard between El Centro Avenue and Gower Street to Subarea 4:5C for transit-oriented development; increase the height limit to 75 feet from 36 feet for a few parcels along or near Cahuenga Boulevard south of Hollywood Boulevard (new portion of Subarea 4:5 and 4:2C); remove the proposed height limit for parcels along Selma

Avenue, Las Palmas Avenue, and Wilcox Avenue south of Hollywood Boulevard (Subareas 4:1A, 4:1B, 4:1C, 4:1D, 4:1H, and 4:2) (formerly 75-foot base/97-foot bonus); and increase the FAR of a few parcels on the south side of Sunset Boulevard between Wilcox Avenue and Cole Place (Subarea 4:5L). These changes are to generally address the development changes in these areas that have evolved in the past few years.

Transit Corridors

Transit Corridors are a mix of commercial corridors, including major ones served by Metro Rapid bus lines and local lines, and neighborhood-scaled corridors to be maintained for scale. The land use designations are Neighborhood Commercial, General Commercial, and Community Commercial. The major commercial corridors also accommodate anticipated growth in Hollywood like the Regional Center, encourage mixed-use and transit-oriented development, and improve pedestrian-friendly design to promote walking as a mobility option.

Changes to various portions of the commercial corridors vary but generally are for height and floor area, depending on the corridor.

For the major commercial corridors, the changes around the Santa Monica Boulevard and Vine Street intersection, and along Vine Street south of Santa Monica Boulevard are to increase the base floor area ratio to a citywide standard 1.5:1 FAR, and to add parcels along Vine Street (Subareas 19:5 and 19:6). A few parcels along Western Avenue north of Virginia Avenue were included into Subarea 41:6, and the height limit was changed from 45 feet to 50 feet for height consistency with the height limit on Western Avenue south of Santa Monica Boulevard. Along portions of the La Brea corridor, generally between Hollywood Boulevard and Fountain Avenue, the base floor area ratio was updated to 1.5:1 and an unspecified height limit for a more consistent treatment of the corridor; the FAR of some parcels was reduced. Additional FAR can be attained through the affordable housing incentive system under the CPIO District, which can promote mixed-use and additional affordable housing along corridors served by transit systems.

For the neighborhood-scaled corridors, refinements were made to Sunset Boulevard west of La Brea Avenue for additional height and scale consistency. A few additional parcels on Sunset Boulevard now have height limits that did not previously have height restrictions. There were also a few other updates to other commercial areas. New 30-foot height limits were added to a few commercial lots along Gower Street near the Selma-LaBaig historic district to ensure scale compatibility. A previous subarea, Subarea 10:1F, on Edgemont Street was deleted because it is part of the Kaiser medical campus and is a support facility. Along Hyperion Avenue, a few nearby additional lots were originally left out but were added to Subarea 13:2 for compatibility.

Multi-family Residential

The Multi-family Residential subareas identify opportunity areas in places where new housing can be built, such as near the Regional Center and major commercial and transit corridors. Residents can take advantage of living close to Hollywood's attractions and job centers, as well as have mobility access to regional services and jobs using Metro B Line stations and bus lines. Additionally, other areas focus on maintaining neighborhood stability and compatibility, and guide infill residential development to be compatible with the character of the neighborhood.

Changes in the Multi-family Residential subareas are largely reductions to the intensity of land use designations and/or zoning for historic preservation intended to minimize the loss of rent stabilized housing in neighborhoods built at a lower scale. Most changes are height and floor area decreases. The affected multi-family residential areas are located: near the Whitley Heights HPOZ (SA 2:2), generally between Highland Avenue and Wilcox Avenue south of Franklin Avenue and north of Hollywood Boulevard (SA 3:2B, 3:2G, 3:3), Selma-LaBaig historic district

and vicinity (SA 6 and 6:1A, 5:1, 5:1A), a low-scale neighborhood in south Hollywood (SA 17), and along Serrano Avenue in East Hollywood, which has some historic resources (SA 9:2 and 25:3). The density originally proposed for SA 22 and SA 41, housing opportunity areas, is now attained through the provision of affordable housing on site through the CPIO District affordable housing incentive system. In addition, hotels are no longer permitted in SA 3:3 or any of the Multi-family Residential Subareas in the CPIO District. There are also a few administrative/consistency updates (SA 95, 99, and 100).

Media/Entertainment

The Media/Entertainment subareas emphasize both the preservation and expansion of media and entertainment-related jobs in Hollywood. The Plan update recognizes the historical presence of the media and entertainment industry in Hollywood and its significance to the local and global economy. In addition, new media uses have been emerging in recent years. Studios, media production facilities, new media, studio-equipment manufacturing and storage are vital to Hollywood's economic vitality but also its identity as the entertainment capital of the world. The Media District area is along Santa Monica Boulevard generally between La Brea Avenue and Lillian Way; most of the parcels are on the south side of Santa Monica Boulevard.

Changes to the Media/Entertainment subareas are largely to add additional areas in or near the Media District area, the zoning for which provides an incentive that would allow up to 3:1 FAR for projects that provide at least 0.7:1 FAR of targeted media-related uses, such as media production, sound recording, broadcast studios, and facilities for the development of computer and media-related products and services. The base FAR remains the same as today, at 1.5 FAR. This incentive area was proposed in 2018 but is now being expanded to include more areas, including Subareas 40:1B and 40:2 on the south side of Santa Monica Boulevard. Additional parcels are being added to this incentive area on the north side of Santa Monica Boulevard, generally between Mansfield Avenue and Highland Avenue south of Lexington Avenue. Within the incentive area, there is also a change to allow ground floor restaurant and retail uses, limiting individual premises to 20,000 square feet or smaller. Amenities to support employees in the Media District area have been requested so that employees can walk to nearby restaurants and coffee shops for example. This larger incentive area would produce more employment opportunities for the expanding media, entertainment and technology hub in Hollywood. Such uses are not currently allowed under the MR1 zone that is proposed.

In addition, there are a few other updates, such as the deletion of the Paramount Pictures campus as a subarea because it has an adopted Specific Plan that became effective in December 2016; the integration of a previous Subarea 17:1 to Subarea 17:3 nearby because that is a more appropriate fit as the Hybrid Industrial encourages a mix of targeted media-related uses and residential uses; the allowance of the ground floor restaurant and retail use in SA 40:2C along Seward Street; and the deletion of a few parcels along Cole Avenue from SA 40:4A due to changes in the area. Along Cole Avenue between Waring Avenue and Melrose Avenue, the west side of the street is generally multi-family housing and a new large apartment building occupying about one-half of the block was built within the past few years. The east side of Cole Avenue currently allows housing in the existing Commercial Manufacturing land use and zone, and has a public facilities maintenance yard, and low-scale commercial and multi-family uses. It is recommended that the east side of Cole Avenue maintain its existing land use and zoning, instead of being included in a nearby subarea along Cahuenga Avenue, which has light industrial media-related uses, and where new housing development is prohibited.

CPIO District

The Community Plan Implementation Overlay, or CPIO District, is a zoning tool that is used to implement many of the goals and policies of a Community Plan, a policy roadmap that lays out

the shared future vision of community areas in the City. The proposed Hollywood CPIO District strives to address three of the major goals of the Community Plan: facilitating the production of affordable housing near transit, improving urban design, especially as it relates to the pedestrian environment, and safeguarding historic resources.

The initial Hollywood CPIO District proposed in 2018 focused on the Central Hollywood area, which is transit accessible and the goals were to protect historic resources and improve pedestrian-friendly design, especially in areas near transit. After receiving numerous comments in the past two years about the need for more affordable housing and possibly including additional areas into the CPIO District, revisions were made to the proposed boundaries to include some additional areas and boundaries around originally proposed areas were reduced or refined. The new areas added to the CPIO District are generally proposed subareas where zoning increases had previously been proposed, but where some CPIO's development standards and affordable housing incentives had not yet been proposed, this includes. a large portion of the commercial corridors and four multi-family residential areas. The commercial corridors are generally located, from east to west in the CPA, along La Cienega Boulevard, a portion of Sunset Boulevard from the boundary with the City of West Hollywood to La Brea Avenue, along La Brea Avenue between Hollywood Boulevard and Fountain Avenue, a portion of Melrose Avenue between Fairfax Avenue and Highland Avenue, portions of Santa Monica Boulevard primarily between Vine Street and Kenmore Avenue, portions of Vine Street between Fountain Avenue and Melrose Avenue, and portions of Western Avenue between the 101 Freeway and Melrose Avenue. The four multi-family residential areas are located: 1) generally between La Brea Avenue and Wilcox Avenue, south of Franklin Avenue and north of Hollywood Boulevard 2) generally east of Gower Street, west of Bronson Avenue, along Carlton Way and Gordon Street, north of Sunset Boulevard (Subarea 5:1), 3) south of Sunset Boulevard between Gordon Street and Bronson Avenue, north of Fountain Avenue (Subarea 22), and 4) generally east of Vine Street, south of Santa Monica Boulevard, west of Gower Street, and north of Melrose Avenue (Subarea 41).

An affordable housing incentive system established by the CPIO District would replace the City's Transit Oriented Communities (TOC) affordable housing incentive system for properties within the CPIO District, and would create a permanent affordable housing incentive system in Hollywood.

The updated CPIO District draft proposal was released in August 2020 for additional public review and comment. Soon after, the project team hosted virtual office hours to explain and discuss the CPIO with anyone who attended the office hours; the updated CPIO information was also shared on the project website, which has a CPIO District interactive map and explainer video. See the changes to the Draft CPIO District Ordinance discussed in more detail below.

HCR District

The Hillside Construction Regulation "HCR" Supplemental Use District (SUD) provides additional protections from residential construction-related impacts in the hillside areas, such as requiring more restrictive grading limits, limiting construction operation hours, and establishing hauling truck operation standards. In Hollywood, there are two recently established HCR districts (Bird Streets and Laurel Canyon communities). The Proposed Project would establish another HCR District east of Laurel Canyon Boulevard stretching to portions of Los Feliz. The hillside parcels included are residential-zoned properties, and are primarily single-family residential zoned properties. Parcels with Open Space, Public Facilities or Commercial land use designations are excluded. The parcels in the proposed HCR District are not changing their existing zoning, such as density, use, or floor area ratio.

Administrative/Consistency

The Proposed Project contains a number of Administrative/Consistency land use designation and/or zone changes to selected properties to generally reflect the existing or proposed use of the parcel(s). The subareas in this category primarily represent open space/parks, schools, libraries, and a few residential lots. As described earlier, changes in this category are to primarily re-designate vacant land in the hillsides designated as Minimum Residential or other single-family residential land uses to Open Space. Some of the parcels are owned by the Santa Monica Mountains Conservancy and the Laurel Canyon Land Trust for the purpose of conservation. Several other parcels used as parks, libraries, or fire stations, or portions of such uses, were re-designated to Open Space or Public Facilities based on updated information.

Recommended Revisions to Policy Documents and CPIO District Ordinance

Revisions from the 2018 draft Plan Update were also made to both the Policy Document and the CPIO District Ordinance in response to comment letters received. Copies of the 2017, 2018, and 2020 draft Policy Documents, as well as copies of the 2018 and 2020 draft CPIO District Ordinances can be found in the project case file (CPC-2016-1450-CPU).

Policy Documents. Revisions to the Hollywood Policy Document include:

- Updated the Hollywood Redevelopment Project section under the Relationship to Other Agency Plans in Chapter 1.
- Added a description of the Hillside Construction Regulation Supplemental Use District in Chapter 1.
- Added additional economic development information in Chapter 2.
- Updated the Community Themes section in Chapter 3.
- Minor edits to reword policies LU 1.5 and LU 2.3 in Chapter 3.
- Added policies and programs to preserve single-family residential areas in the hillsides in Chapter 3.
- Added policies for Low-Scale Multi-Family Residential in Chapter 3.
- Added policies and programs to encourage affordable housing development and minimize displacement in Chapter 3.
- Added policies and programs to support small local serving businesses and local employment in Chapter 3.
- Added policies for industrial, media-related uses that promote jobs in Chapter 3.
- Added policies and programs to encourage the planting of shade trees and to preserve mature trees in Chapter 3 and Chapter 4.
- Added policies and programs to protect existing natural areas and wildlife habitat in Chapter 4.
- Added policies and programs to support better trail connections in Chapter 4.
- Added policies and programs to support conversion of City owned vacant land in the hillsides into open space for conservation in Chapter 4.
- Added a Preservation chapter that discusses historic preservation (Chapter 5).
- Added programs to improve multiple modes of mobility and circulation access in Chapter 6.
- Updated Figures 3-1 and 6-1 and Table 3-1 as needed to reflect minor revisions.

CPIO District Document. An updated draft was released in August 2020 to address three of the Proposed Plan's goals: encourage mixed-income and 100 percent affordable housing, historic preservation, and pedestrian-oriented design. The 2018 draft was conceptual.

Revisions to the CPIO District include:

- A review process for projects involving designated and eligible historic resources.
- A variety of pedestrian-oriented standards throughout the CPIO District, including building location in relation to the street, ground floor height, pedestrian entrances, building transparency, and active uses on the ground floor along the primary lot line.
- A transitional height requirement for parcels in the Regional Center that abut RD zones or more restrictive zones for scale compatibility.
- A transfer of development rights program for historic preservation in the Regional Center, where floor area can be transferred from donor sites to receiver sites.
- Specific design development standards for the historic Hollywood Boulevard Commercial and Entertainment District.
- Prohibition of new hotels in the Multi-family Residential subareas.
- No additional off-site parking spaces for commercial change of use in the Regional Center and along a portion of Melrose Avenue between Fairfax Avenue and Highland Avenue.
- A 5,000 square feet size limit for individual retail and restaurant tenant space on the ground floor on Melrose Avenue between Fairfax Avenue and Highland Avenue to preserve the scale of many existing businesses.
- Infill compatibility development standards for designated and eligible historic districts in the Character Residential Subarea.
- Advisory Design Best Practices appendix for the Regional Center and Multi-family Residential subareas.

A number of comments from stakeholders were received during the Public Hearing testimony on December 9, 2020 and in writing during the one week comment period that ended on December 16, 2020, which led to further revisions of the CPIO District Ordinance that was released in August 2020.

<u>Updates to the review process</u>

- Added a Conditional Use Permit process for new hotel projects that remove residential units in the Regional Center subareas.

- Added a Conditional Use Permit process for projects that exceed the maximum 5,000-square-foot tenant size limitation in the Corridor 5 subarea along Melrose Avenue.

- Created a new Site Plan Review threshold for projects that use the CPIO's affordable housing incentive system in the Regional Center subareas and Multi-family subarea. The threshold would increase from 50 residential units to 200 residential units in the RC subareas, and to 100 residential units in the Multi-Family Residential subareas.

- Added a Director's Determination process for projects utilizing the Transfer of Development Rights in the Regional Center subareas.

<u>Changes to specific regulations</u>

- Added a new incentive for non-residential projects in the Regional Center subareas. Non-residential projects could receive an FAR and height bonus in exchange for providing the minimum specified amount of publicly accessible outdoor amenity space (PAOAS).

- Expanded the provision that exempts commercial change of use permits from triggering off-site parking requirements throughout the Hollywood CPIO District.

- Added a use restriction in the Regional Center subareas to prohibit new outdoor dining above the ground floor, including rooftop restaurants, bars, and nightclubs.

- Changed the base FAR in a portion of the original RC1 subarea where a base of 4.5:1 FAR was originally proposed to 3:1 FAR and offer two levels of bonus, with the first level of bonus up to 4.5:1 FAR; created new RC1A and RC1B subareas from the original RC1 subarea. Established an RC1B subarea where projects can achieve a bonus up to 6.5:1 FAR, and an RC1A subarea where projects can achieve a bonus up to 4.65:1 FAR. A graduated proportion of set-aside affordable housing units is available in RC1B, to bonus from 4.5:1 FAR to 6.5:1 FAR. The set-aside percentages for on-site restricted affordable units include an option for Moderate Income or Above Moderate Income, in addition to Extremely Low Income, or Very Low Income, or Lower Income.

- Removed the pedestrian amenity space requirement for major development sites that are two acres or larger in size in the Regional Center subareas.

- Removed an affordable housing incentive that allowed the reduction of private open space in projects; added a new incentive that allows exemption from the 14-foot ground floor height requirement.
- Removed the balcony limitation in the Regional Center subareas along Hollywood Boulevard within the Hollywood Boulevard Commercial and Entertainment District.

- Removed the Advisory Design Guidelines for the Regional Center and Multi-family Residential Subareas (Appendix A).

Measure JJJ Assessment

In November 2016 Measure JJJ passed and was certified by the County Clerk on December 13, 2016. Measure JJJ requires (codified at LAMC Section 11.5.8), in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a community plan to ensure that proposed changes do not:

1. Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or

2. Undermine California Government Code Section 65915 or any other affordable housing incentive program.

The following discussion summarizes the Planning Department's assessment obligations under Section 11.5.8 for the Proposed Plan.

The Proposed Plan with implementing Zoning Actions does not reduce the capacity for creation and preservation of affordable housing.

The Proposed Plan includes land use policies that support the preservation and creation of affordable housing through equitable housing distribution, including the following:

Goal LU5: Multi-family residential neighborhoods that provide a range of housing opportunities at a variety of price points including affordable housing, through a mix of ownership and rental units.

Policy LU5.1 **Individual choice and affordability.** Provide a variety of rental and ownership housing opportunities for households of all income levels, sizes, and needs, including middle income and workforce populations.

Policy LU5.2 **Home ownership for diverse groups.** Encourage greater access to homeownership of adequate housing for all persons regardless of income, age, and cultural, racial or ethnic identity.

Policy LU5.4 **Mixed-income neighborhoods.** Promote the distribution of mixed-income housing opportunities throughout the Plan area to avoid the over-concentration of low-income housing.

Policy LU5.5 **Affordable housing and transit.** Encourage affordable housing near transit.

Policy LU5.6 **Senior housing.** Encourage that adequate affordable housing units for senior citizens are developed according to incomes in neighborhoods that are accessible to public transit, commercial services and health facilities.

Policy LU5.10 **Maintain affordable housing.** Encourage the replacement of demolished or converted affordable housing stock with new affordable housing opportunities while minimizing the displacement of residents, through programs that support development while meeting the relocation needs of existing residents.

Policy LU5.11 **Address diverse resident needs**. Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2040.

Policy LU5.12 **Affordability.** Encourage affordable housing options by promoting the benefits of tax credit programs such as LAHD's Mortgage Credit Certificate program, homebuyer incentive programs that involve the reuse and rehabilitation of existing structures, other tax programs and the density bonus ordinance.

Policy LU5.13 **Preserve rent stabilized units.** Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance and strive for a no net-loss of covenanted affordable units in the Plan Area and discourage the displacement of existing residents.

Policy LU5.14 **Minimize displacement.** Decrease displacement of current residents and strive for a no net loss of covenanted affordable units, including those protected by the Rent Stabilization Ordinance.

Policy LU5.15 **Tenants' rights of return.** Support projects that offer former low income tenants of demolished units with the first right of refusal on leases for the new housing units.

Policy LU5.16 **Strategic use of public property**. Encourage the use of public property and joint development to create 100 percent affordable and/or supportive housing projects.

Policy LU5.17 **Cohousing.** Amend regulations to facilitate innovative multi-family housing types such as "cohousing" and other non-traditional housing types where significant neighborhood support is indicated.

Policy LU5.18 **Off-site acquisition options.** Coordinate with non-profits, community-land trusts, and affordable housing developers to take advantage of off-site acquisition options.

Policy LU5.19 **Coordination with community based organizations.** Foster effective collaboration and coordination between City departments and tenant organizations working in the Community Plan Area to more quickly identify displacement and eviction threats and more efficiently respond with adequate resources and strategies.

Goal LU9: Residential and commercial density, transit-oriented districts, affordable housing, and employment opportunities near transit infrastructure that support sustainable and walkable neighborhoods.

Policy LU9.1 **Jobs and Housing near transit.** Incentivize jobs and housing growth around transit nodes and along transit corridors.

Policy LU9.2 **Affordable housing near transit.** Encourage new affordable housing near transit in the Regional Center.

Policy LU9.6 **Diverse and affordable housing**. Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work.

Capacity to Create Affordable Housing Units

The Zoning Actions proposed to implement the Proposed Plan as part of the Proposed Project support the creation of new housing in selected multi-family residential neighborhoods and in transit-accessible commercial areas. The Zoning Actions incentivizes opportunities for housing and affordable housing in areas with transit stations and bus lines through the CPIO's mixed-income and 100 percent affordable housing incentive system. The CPIO District has a tiered incentive structure that prioritizes housing for lower-income households near transit by providing bonus FAR, height, and density for mixed-income and 100 percent affordable housing projects. The incentives are tailored and are based on the surrounding scale and characteristics of the neighborhoods, and in many cases provide housing density, height, and FAR incentives greater than what is available under the currently effective Community Plan.

About 95 percent of the land designated or zoned for residential uses is not proposed to change between 2018 and early 2021; the difference is largely due to the conversion of more than 300 acres of hillside single-family residential use for open space preservation. There is also a minimal amount of residential land that is converted to commercial but residential and mixed-use projects are allowed in commercial land use designations. The Proposed Project encourages an overall increase in the housing supply for households of all incomes, including new affordable housing units, through zone changes in areas served by transit stations and selected commercial corridors served by bus lines.

Residential densities in several High Medium Residential land use areas are increased through the provision of on-site affordable housing. Projects in some commercial areas that do not have existing residential uses are also incentivized to build more housing, and increase the overall supply of housing, in particular affordable housing, above what is existing today.

As stated in the Hollywood Community Plan Update Environmental Impact Report, the Proposed Project can accommodate a range of approximately 121,000 to 132,000 housing units by 2040, an increase of approximately 17,000 to 28,000 over the 104,000 housing units that are estimated to exist as of 2016 (the year the Community Plan EIR commenced).

Capacity to Preserve Affordable Housing Units

The Community Plan Area (CPA) has various residential neighborhoods where housing units are subject to the Rent Stabilization Ordinance (RSO) due to the age of the housing stock in

Hollywood. The Proposed Project generally maintains the base zoning of these areas and does not increase the base density. Large swaths of parcels with High Residential, Medium Residential, Low Medium II Residential, and Low Medium I Residential land use designations are being maintained throughout the CPA. In a few selected High or High Medium residential areas, the Proposed Plan is incentivizing housing by requiring projects to set aside a certain percentage of affordable housing on site; these areas are generally located near the Hollywood/Highland Metro B Line station, the Hollywood/Vine Metro B Line station, and Paramount Pictures. Projects with existing affordable units must replace them in the new development. In order to prioritize housing development, new hotels are prohibited within the CPIO's Multi-family Residential subareas, and hotels that remove any existing residential units in the Regional Center would require a conditional use approval that is discretionary.

The Proposed Plan and its implementing Zoning Actions do not reduce access to local jobs.

The Proposed Plan includes land use policies that support the preservation and creation of local jobs, including the following:

Goal LU6: Neighborhoods with local serving businesses that provide employment opportunities, community services, and amenities, and sustain unique scale, block patterns, and cultural design elements.

Policy LU6.9 **Neighborhood retail.** Protect small, neighborhood-serving retail in residential districts with high pedestrian activity.

Policy LU6.10 **Small business retail space.** Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.

Policy LU6.11 **Support neighborhood establishments.** Support existing neighborhood stores (i.e. mom-and-pop establishments) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

Policy LU6.12 **Local employment.** Ensure that neighborhoods are well connected to adjacent employment areas that provide services, amenities, and employment opportunities to the local community.

Policy LU9.7 **Local jobs.** Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training.

Policy LU9.8 **Minimize displacement of small businesses.** Encourage the retention of existing small businesses that strengthen the local economic base of the Community Plan Area.

Goal LU10: Industrial, media-related, and entertainment-related uses that promote jobs in Hollywood.

LU10.1 **Media and entertainment uses.** Promote the establishment, retention, and expansion of media, entertainment, and creative office uses in Hollywood.

LU10.2 **Studios and jobs.** Support the investment, modernization, and growth of Hollywood's studio facilities and supporting uses as important job providers.

The Proposed Plan and its implementing Zoning Actions do not reduce access to local jobs because the recommended changes maintain the overall quantity of land designated or zoned for commercial and light industrial uses, and specific zone changes within the Regional Center and Media District (i.e. Hybrid Industrial and Light Industrial) areas increase the overall amount of floor area that can be dedicated to job-productive uses.

The Proposed Plan and its implementing Zoning Actions has a mix of commercial intensities, from neighborhood-scale to regional, to serve the CPA's residents, employees, and visitors, which increases the opportunity for local jobs.

The media and entertainment industry in Hollywood is a major generator of opportunities for local jobs. The floor area incentive in the Media District areas support the creation of and access to local jobs, and policies support creative offices in this part of Hollywood. The Proposed Project is preserving light industrial lands for media-related industrial uses, and prohibits residential uses that compromise job-producing uses in much of the Media District areas. Only one Hybrid Industrial subarea (Subarea 17:3) would consider the addition of housing to an area north of Santa Monica Boulevard that has otherwise added housing in recent years. The Proposed Plan also allows retail and restaurants on the ground floor in a large part of the Media District areas to increase services and amenities in this part of Hollywood, and this change would create additional local jobs and investment.

By preserving land for commercial and industrial development, the Proposed Plan does not result in a net loss in the number of jobs, nor reduce access to local jobs. By increasing floor area or incentivizing additional floor area in a number of commercial and light industrial areas, the Proposed Plan increases opportunities for employment and local employment. As stated in the Hollywood Community Plan Update Environmental Impact Report, the Proposed Plan can accommodate a range of approximately 124,000 to 127,000 jobs by 2040, an increase of approximately 23,000 to 26,000 over the 101,000 jobs that are estimated to exist as of 2016 (the year the Community Plan EIR commenced).

The Proposed Project does not undermine California Government Code Section 65915 or any other affordable housing program.

The Proposed Project does not undermine California Government Code Section 65915 (State Density Bonus Law) or any other affordable housing incentives. Under the Proposed Plan and its implementing Zoning Actions, development projects would still be able to qualify for additional density and incentives, including additional height and reduced parking requirements, if they provide the required set aside number of affordable units consistent with the State Density Bonus Law.

Subareas in the proposed CPIO District establish affordable housing incentives that meet or exceed the affordable housing incentives provided in California Government Code Section 65915, the City's Density Bonus Ordinance and the affordable housing incentives of Measure JJJ. The Regional Center, Corridors, Multi-family Residential, and Character Residential subareas provide at least 35 percent density bonus or higher for mixed-income affordable housing projects, consistent with the provisions of LAMC Section 11.5 and Measure JJJ. The density, FAR, and height incentives are greatest in the Regional Center Subarea. Projects that are 100 percent affordable minus a manager's unit have higher incentives than mixed-income affordable housing projects.

FINDINGS

Project Location

The Hollywood Community Plan Area is located within the incorporated City of Los Angeles and contains approximately 13,962 acres or 21.8 square miles. The CPA extends roughly south of the Cities of Burbank and Glendale and the Ventura Freeway (State Route 134), west of the Golden State Freeway (Interstate 5), north of Melrose Avenue and south of Mulholland Drive and the Cities of West Hollywood and Beverly Hills, including land south of the City of West Hollywood, and north of Rosewood Avenue between La Cienega and June Street.

I. Finding Requirements for General Plan Amendments and Zoning Ordinances

A. City Charter Findings

Charter Section 555 – Charter Section 555 provides that the Council may amend the General Plan in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity. No legislative findings are required to amend the General Plan. The Proposed Project proposes amendments to the Hollywood Community Plan, part of the land use element of the City's General Plan, the Mobility Element 2035, and the Framework Element, all related to amendments within the Hollywood Community Plan boundaries, an area which has significant social, economic and physical identity as reflected in this report and the Attachments and the whole of the record on the proposed Plan Update.

Charter Section 556 and 558 – Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land, or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, building line requirements, and other similar requirements, including specific plan ordinances (collectively zoning ordinances):

(1) The zoning ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan.
(2) The zoning ordinance is in conformity with public necessity, convenience, general welfare and good zoning practice.

Based upon this, the above findings are required for all of the Zoning Actions of the Proposed Project, that is the amendments to the City's Zoning Map for the zone and height district changes, the adoption of the CPIO District, the adoption of a Hillside Construction Regulation District, amendments to the Vermont/Western Transit Oriented District Specific Plan, and amendments to the Hollywood Redevelopment Plan.

B. Los Angeles Municipal Code (LAMC) Section 12.32 C Findings

All of the Zoning Actions must also comply with the procedures in LAMC Section 12.32 C, which incorporates the Charter findings. It requires the CPC to adopt a finding (consistent with Charter Sections 558) that a proposed zoning ordinance is in conformity with public necessity, convenience, general welfare and good zoning practice. The City Council is required to make the same finding before adopting the zoning ordinance, as well as a finding that the zoning ordinance is consistent with the General Plan.

C. State General Plan Consistency Requirement

In addition to the requirement for zoning ordinances to be consistent with the General Law, state law also requires that the General Plan to have internal consistency among its elements. The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Community Plans comprise the Land Use Element of the City's General Plan and are the final determination of land use categories, zoning, development requirements, and consistency findings. The updated Community Plan and amended Mobility Plan and Framework Element must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety and Health Element. In addition to the eight mandated elements, the City's General Plan includes, a Framework Element, a Cultural Element, a Public Facilities and Services Element, and an Air Quality Element.

State law does not require the City to adopt consistency findings or any other findings to amend a land use element. The findings below for Section 556 and 558 and LAMC Section 12.32, also discuss internal consistency of the Proposed Plan and the amendments to the Mobility Plan and Framework Element with the rest of the City's General Plan. This consistency discussion is provided for the City Planning Commissions consideration in approving and recommending the Proposed Plan and its implementing Zoning Actions and its determination that the Proposed Plan is consistent with the City's General Plan.

II. Findings for the Zoning Actions Under Charter Section 556 and 558 and LAMC Section 12.32

For all of the reasons provided below and based on the whole of the record of proceedings, the amendments to the City's Zoning Map for the zone and height district changes, the adoption of the proposed CPIO District, the adoption of a proposed Hillside Construction Regulation District, the amendments to the Vermont/Western Transit Oriented District Specific Plan, and the amendments to the Hollywood Redevelopment Plan (collectively Zoning Actions) are:

(1) in substantial conformance with the purposes, intent and provisions of the General Plan.
(2) in conformity with public necessity, convenience, general welfare and good zoning practice

The findings for the amendments to the City's Zoning Map for the zone and height district changes and the findings for the adoption of the CPIO District are discussed together in one section. The findings for each of the other remaining three parts mentioned above are discussed in individual sections.

A. Findings for Zone and Height District Changes, and the Adoption of the CPIO District

Charter and Code Findings

For clarification, the Zone and Height District changes include the SNAP Consistency changes, which will update the underlying zone of selected parcels in East Hollywood to reflect the already approved Vermont/Western Transit Oriented District Specific Plan, in effect since 2001. Findings for amendments to the SNAP Specific Plan are discussed separately on F-20.

The following "findings" are listed under categories similar to the categories found in the Framework Element:

Distribution of Land Use

With respect to the distribution of land use, the General Plan Framework Element states the following:

> *Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing future residents, businesses, and visitors.*
>
> *Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.*
>
> *Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

The Proposed Plan 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 media- and entertainment-related industry businesses that contribute to the economy of the community as well as the Los Angeles region and beyond. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in Hollywood through the year 2040. The Proposed Plan includes a recommended pattern of land use that directs future growth to areas of the Hollywood CPA where new development can be supported by transportation infrastructure and different types of land uses can be mixed to reduce the length and number of vehicle trips, such as in the Regional Center located in central Hollywood where there are two Metro Rail stations. Mixed-use development around commercial corridors served by Metro Rapid and local bus lines would also give residents and visitors mobility choices that would enable reduction in the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation in accordance with recent legislation (Senate Bill 375, Complete Streets Act, and Senate Bill 743). The CPIO District includes the Regional Center and a few commercial corridors with Metro Rapid and local bus lines to promote transit accessible development and an affordable housing incentive system to support the provision of mixed-income and 100 percent affordable housing near transit infrastructure.

Population and Employment Growth

With respect to population and employment growth, the General Plan Framework Element states the following:

> *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 State of California requires that cities plan for changes in population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization for the six-county region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The RTP informs SCAG's projection of growth for the region. Local governments use the SCAG RTP/SCS data for purposes of planning.

Consistent with the above objective contained in the Framework Element, the Proposed Project accommodates projected population and employment growth within the Community Plan Area and includes policies and programs that are aimed at providing adequate transportation, utility infrastructure and public services. The Proposed Project is estimated to reasonably accommodate a housing unit range between 121,000 units and 132,000 units, which is about seven percent to 17 percent above the SCAG projection of approximately 113,000 occupied housing units. The Proposed Plan is estimated to reasonably accommodate a population range between 243,000 persons and 264,000 persons by 2040, providing enough capacity to accommodate the SCAG 2040 forecast of approximately 226,000 persons for the CPA. The Proposed Plan's estimated population could also exceed SCAG's projection by seven percent to 17% percent, consistent with housing. The Proposed Project accommodates a range of 124,000 to 127,000 jobs in Hollywood which exceeds the SCAG forecast of 119,000 jobs by four percent to seven percent.

In addition, the Proposed Project meets the requirements of the Sustainable Communities Strategy adopted by SCAG as part of the latest update to the Regional Transportation Plan (RTP) in accordance with Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375. These legislative acts require that California cities lay out a vision for regional growth that considers the relationship of land use to transportation in reducing vehicle trips to achieve greenhouse gas emission reduction targets. Significant transit investments have occurred in Hollywood, which makes the CPA a desirable place that could provide more housing and jobs given its central location in the City. Increasing density and development potential near transit stations is consistent with the Framework Element and SCAG's RTP/SCS. The Proposed Project accommodates population and employment growth in the Regional Center and along major commercial transit corridors, consistent with the Framework Element's policies.

Residential Neighborhoods

With respect to residential neighborhoods, the General Plan Framework Element states the following:

> *Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.*
>
> *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.*
>
> *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 neighborhoods 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.*

Consistent with the above-referenced policy, goal and objective of the Framework Element, the Proposed Project retains existing land use designations and zoning for stable residential neighborhoods in the hillsides and the flatlands to protect the scale and character of these areas and limit incompatible uses. Proposed policies and zoning reflect this priority. The Proposed Project focuses new residential, commercial, and mixed-use development away from the single-family and lower density multi-family residential neighborhoods and primarily into transit-oriented development areas and along identified commercial corridors and districts with access to

transportation systems. Proposed zoning regulations set height limits and the Proposed Project includes a Community Plan Implementation Overlay (CPIO) District that requires a transitional height regulation for areas in the Regional Center that directly abut properties with RD zoning or a more restrictive zone. The CPIO District also establishes design standards for selected commercial and residential areas to promote the retention and enhancement of the unique character of these residential and commercial neighborhoods in the Community Plan Area, including the Hollywood Boulevard Commercial and Entertainment District and several designated and eligible residential historic districts.

Pedestrian-Oriented Districts

With respect to pedestrian-oriented districts, the General Plan Framework states the following:

> *Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.*
>
> *Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide for Los Angeles' communities.*
>
> *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.*

Pedestrian-oriented districts promote attractive, walkable, pedestrian environments that encourage the maintenance and establishment of commercial and mixed-use districts. Vibrant pedestrian districts contribute to placemaking and can enhance the economic vitality of their uses. The Proposed Plan includes policies aimed at making streets more walkable, encouraging appropriate design and orientation of adjacent ground floor uses and provisions of street trees and amenities. The Proposed Project includes the CPIO District that addresses the important element of creating walkable environments by including development standards for the design and orientation of buildings adjacent to sidewalks and activation of ground floor uses in the Regional Center, along major commercial and transit corridors, and multi-family residential areas to encourage pedestrian activity.

Commercial Areas

Consistent with the General Plan Framework Element, the Proposed Plan evaluates the Framework's existing centers and districts and amends the Long Range Land Use Diagram to make adjustments to the general boundaries of four commercial areas: Neighborhood Districts, Community Centers, Mixed-Use Boulevards, and Regional Centers to further support a diverse set of uses. In accordance with the Framework Element, the Long Range Land Use Diagram is flexible and suggests a range of uses within its land use definitions. Precise determinations are made in the community plans. The Framework Map was adopted in 2003, and the portion for Hollywood has not been updated since then but will be through the Community Plan update. Findings for each commercial area are provided below.

With respect to Neighborhood Districts, the Framework Element states the following:

> *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.*

In accordance with the Framework Element, the clustering of neighborhood-serving uses minimizes automobile trips while encouraging pedestrian-oriented districts in proximity to adjacent residential neighborhoods. Neighborhood Districts are located at several key areas throughout the Community Plan Area. The Framework identifies Neighborhood Districts at several intersections along Melrose Avenue and Hillhurst Avenue. The Proposed Plan extends an existing portion of Melrose Avenue in the Neighborhood District east to Highland Avenue and designates a portion of Sunset Boulevard generally between Fairfax Avenue and Vista Street as Neighborhood District; see Exhibit C for more information. The Proposed Plan includes policies that call for encouraging appropriate housing opportunities, limiting incompatible uses, and ensuring that there are a variety of uses that serve the daily needs of adjacent residential areas. The CPIO District implements the policies of the Proposed Plan by establishing pedestrian-oriented design standards that contribute to neighborhood district identity and maintain their function as providing important neighborhood serving uses. The CPIO District also tailors regulations to meet neighborhood-specific needs. In conformance with the Framework Element, the development standards for the CPIO's Neighborhood-Serving Subareas strive to enhance the pedestrian and aesthetic appeal of neighborhood district areas.

With respect to Community Centers and Mixed-Use Boulevards, the Framework Element states the following:

> *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 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.*

Community Centers and Mixed-Use Boulevards are intended to accommodate greater densities and scales while promoting pedestrian-oriented developments that serve the surrounding community. The Framework Element identifies Community Centers at key locations in East Hollywood surrounding Sunset Boulevard and Western Avenue, Sunset Boulevard and Vermont Avenue, and Hollywood Boulevard and Western Avenue. These areas focus around the Metro stations at Hollywood/Western, Vermont/Sunset, and Vermont/Santa Monica and the medical buildings near the Sunset/Vermont Metro station and Los Angeles City College near the

Vermont/Santa Monica Metro station. These areas are also in the SNAP Specific Plan. In addition, Mixed-Use Boulevards are identified along several major corridors throughout the CPA, including La Cienega Boulevard, and portions of Vine Street, Santa Monica Boulevard, and Western Avenue. The Proposed Plan maintains these areas, but also refines them to include new adjacent portions based on updates to development patterns; the Framework Map was adopted in 2003, and the portion for Hollywood has not been updated since then.

Consistent with the above-referenced goals and objectives, the Proposed Project reinforces existing and encourages expansion of existing Community Centers and Mixed-Use Boulevards by accommodating a broad range of uses that serve residents, enhance housing choice, and provide additional job opportunities. The goals and policies of the Proposed Plan seeks to revitalize the commercial corridors of the CPA and balance the needs for additional housing and jobs along the corridors. The Proposed Plan also emphasizes the integration of housing with commercial uses in proximity to Metro stations and along Metro bus lines. The CPIO District does not require additional off-street parking spaces for change of commercial uses therefore allowing businesses more flexibility to open within existing tenant spaces, spend less on parking needs and facilitate project approval.

With respect to a Regional Center, the Framework Element states the following:

> *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.*

A Regional Center is a hub of regional commerce and activity that serves a large area and contains a diversity of uses such as retail, commercial, government buildings, major entertainment and cultural facilities, and professional offices. The Framework Element identifies one Regional Center generally in the area around Franklin Avenue to the north, La Brea Avenue to the west, Gower Street to the east, and portions of Sunset Boulevard and Fountain Avenue to the south. The Proposed Plan extends the existing Regional Center along Hollywood Boulevard and Sunset Boulevard to the east to the 101 Freeway.

Consistent with the above-referenced goal and objective, the Proposed Plan includes goals and policies for the Regional Center that seek to create pedestrian-friendly streets and a vibrant and livable district by: promoting mixed-use, transit-oriented development; encouraging high quality and well-designed buildings; providing housing at all levels of affordability; supporting entertainment and tourism uses; and preserving historic buildings. The CPIO District implements the goals and policies of the Proposed Plan by establishing pedestrian-oriented design standards, publicly accessible open space at the ground floor for larger projects, and active uses along the primary street frontages. The CPIO District also establishes tailored development standards for the Hollywood Boulevard Commercial and Entertainment District to preserve historic design features and maintain design compatibility. The CPIO District increases housing and affordable housing opportunities through an incentive program that permits a lower by-right building envelope and density which may be increased as projects provide mixed-income and 100 percent affordable housing. The CPIO District also proposes an open space incentive for non-residential projects in the Regional Center subareas that permits greater FAR and height if the specified amount of publicly accessible open space is provided.

Industrial Lands

With respect to Industrial Lands, the General Plan Framework Element states the following:

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.

The Proposed Project implements the above goal, objective and policies of the Framework Element. Existing viable industrial lands in the Hollywood Community Plan Area are proposed to be retained and protected under the Proposed Project. The largest industrial area in Hollywood consists of a cluster of pre- and post- production media-related facilities south of Santa Monica Boulevard. Maintaining existing industrial lands for media and technology uses is integral to Hollywood's local economy and workforce as well as the City's long-term economic development strategy. The Proposed Project incentivizes floor area for projects that provide a specified amount of floor area for targeted media-related industrial uses, such as media production, sound recording, broadcast studios, and facilities for the development of computer and media-related products and services. Although the Proposed Project supports the preservation and expansion of media- and entertainment-related uses for jobs in the Media District areas, and supports additional commercial amenities on the ground floors of future projects for employees in the area, it prohibits the introduction of any residential uses along the southern portion of Santa Monica Boulevard and the light industrial areas south of it. One area on the north side of Santa Monica Boulevard, generally between McCadden Place and Seward, however, has changed in recent years, and housing could be allowed here if zoning regulations under the proposed Hybrid Industrial land use designation are met, specifically residential uses would be permitted if a minimum 0.7 FAR of targeted media related uses are provided. This provision would ensure that there is a balance between jobs-producing uses and new residential uses in the area. The Proposed Plan also preserves a stretch of Santa Monica Boulevard between McCadden Place and El Centro Avenue for Theatre Row, which features live performances in small theaters usually with 99 seats or fewer.

Transit Stations

With respect to transit stations, the General Plan Framework Element states the following:

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.

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.

The significant transit infrastructure investment in the CPA, with Metro's B Line (formerly the Red Line) in conjunction with the extensive network of bus lines, provides ample opportunities for transit-oriented development that can support increased housing, employment and amenities as well as increased transit use. In conformance with the Framework Element and SB 375, the Proposed Project concentrates future growth along transit corridors and around station areas. Consistent with the Framework Element, the Proposed Project looks to locate jobs and housing near transit to help reduce commutes and vehicles miles traveled, increase walking and biking rates and improve access to transit. Residents and employees living near the Metro B Line and along Metro bus routes could use transit to access employment and various services including retail, entertainment, and medical, within the CPA and the region; the B Line has connections to the San Fernando Valley and Downtown Los Angeles. Visitors can use available transit systems to visit central Hollywood where there are tourism attractions in a pedestrian-oriented environment. Increasing development opportunities near transit systems and integrated land use planning with mobility options creates a public health benefit, while helping to achieve the mandated clean air and greenhouse gas emission targets.

The goals and policies of the Proposed Plan promote mixed-use transit centers that support: safe, pedestrian-friendly environments with convenient access to transit; high-quality, attractive buildings with ground floor uses that activate the street; and development that prioritizes housing and affordable housing. Because not all transit areas are the same, the Proposed Project does not propose a "one-size-fits-all" plan, rather it provides a context sensitive plan that is tailored to the existing intensity and scale of the surrounding neighborhoods. Regarding transit orientation, many of the policies in the Proposed Plan are implemented through the CPIO District. The CPIO District includes Regional Center and Corridors Subareas served by the Metro B Line and Metro bus lines; incentives here support mixed-income and 100 percent affordable housing opportunities. All affordable housing units through the incentive system must be provided on-site. Households living in affordable units are typically more dependent on transit and their use supports the transit infrastructure through higher ridership. The CPIO District facilitates policies that encourage the creation of inclusive mixed-income transit centers where all enjoy the benefits of transit-oriented development. Development standards establish regulations for a pedestrian-friendly environment by requiring buildings to be located close to primary street frontages with ground floor active uses and pedestrian amenities, building transparency, and prohibiting stand-alone surface parking lots.

Cultural and Historic Resources

With respect to historic districts, the General Plan Framework Element states the following:

Goal 3M: A City where significant historic and architectural districts are valued.

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

With respect to cultural and historic resources, the Conservation Element states the following:

Conservation Element - Objective: protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

Conservation Element Policy: continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

Consistent with the above goals, policy and objectives, the Proposed Plan seeks to maintain and protect important cultural and historic resources while allowing for the development or redevelopment of economically viable uses. The Proposed Plan reflects a diverse housing stock, ranging from new residential buildings to buildings that are over 100 years of age. Overall, most residential buildings were built before 1990. The Framework Element's conservation objectives focus on the conservation of significant resources to enhance community and neighborhood character.

The Proposed Plan seeks to tailor citywide preservation policies established through the General Plan, by creating goals, policies and programs to further promote neighborhood conservation and historic preservation; see Chapter 5 of the Draft Community Plan. In conformance with the Framework and Conservation Elements, historic resource preservation and neighborhood conservation standards are implemented through the CPIO District. In concert with the findings of the Historic Resources Survey for the Hollywood Redevelopment Plan Area (2020), and other historic resources surveys, the Proposed Project provides protections for identified resources located within the areas of the CPA in the CPIO District. This is achieved through development standards that are implemented through the CPIO District and the implementation of a clear development review process for designated and many eligible historic resources. Eligible Historic Resources in the CPIO are properties identified as eligible for listing as individual historic resources on the National Register of Historic Places, or on the California Register of Historic Resources, or as contributors within a historic district that is eligible for listing at the Local, State, or National level. Project sites identified through the Historic Resources Survey for the Hollywood Redevelopment Plan as eligible resources must be reviewed and cleared by the Planning Director and Office of Historic Resources who will ensure they adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings if deemed historic. Furthermore, the CPIO District includes a Character Residential Subarea that is applied to residential neighborhoods in Hollywood identified as designated and eligible historic districts by the Historic Resources Survey for the Hollywood Redevelopment Plan Area (2020). Inclusion of the Character Residential Subarea provides tailored development standards to ensure that new infill development is designed to be compatible with the established scale and building features of the historic neighborhood.

Housing

With respect to housing, the Framework Element states the following:

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.

With respect to housing, the Housing Element states the following:

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2 Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

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

Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.

Policy 1.2.2 Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.

Policy 1.2.8 Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.

Objective 1.3 Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.

Policy 2.2.3 Promote and facilitate a jobs/housing balance at a citywide level.

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 2.4.1 Promote preservation of neighborhood character in balance with facilitating new development.

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

Objective 2.5 Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.1 Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.

The Proposed Project is consistent with and helps 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 in the CPA, including the Regional Center in central Hollywood and in community centers and along mixed-use boulevards. The Proposed Project provides for a mix of housing types, balancing additional housing at higher densities in appropriate locations near transit systems with the preservation of existing, single-family and lower-density residential neighborhoods in other parts of the Community Plan Area, such as the hillsides and the HPOZs. The Proposed Plan promotes livable neighborhoods, consistent with the adopted Housing Element, by accommodating residential growth to be located near transit systems and existing services, thereby encouraging housing opportunities, mobility options and improving accessibility to local and regional employment and activity centers.

The Proposed Project generally retains the existing land use designations and zoning of residential neighborhoods to protect the scale of these areas, lessen demolition of existing housing stock, and limit incompatible uses. The policies of the Proposed Plan include: maintain neighborhood character and scale; limit hillside development; improve height transitions and compatibility with adjacent development; provide a range of housing that accommodates households of all sizes and incomes; encourage affordable housing near transit; and preserve and maintain rent stabilized units and existing affordable housing stock. Several policies of the Proposed Plan are implemented through the CPIO District, which includes a mixed income and 100% affordable housing incentive system, which encourages the integration of housing with other compatible land uses in commercial areas as called for in the Framework Element. These affordable housing incentive areas are generally transit-accessible, located near Metro stations and bus lines. In addition, the CPIO District requires that projects utilizing the incentive replace previously existing affordable units on the project site. The CPIO District also includes some height limits and development standards such as pedestrian access to encourage a pedestrian-oriented environment and infill regulations to ensure design and scale compatibility within the Character Residential subarea.

The Citywide Housing Element (2013 – 2021) sets forth a blueprint of City policies that promote housing supply, affordability, accessibility, and design that will accommodate the projected needs of the City's population. Consistent with the above-referenced policies of the Housing Element, design standards, guidelines and policies are established to improve the function and design of neighborhoods and focus on improving the pedestrian experience, such as pedestrian access, ground floor location, street wall, and active floor area. Other policies also address access routes, such as bike paths and mobility. In accordance with the Housing Element, the Proposed Plan includes the use of the CPIO District as an implementation mechanism consistent with the policies and objectives of the Housing Element to ensure that housing is adequately incorporated within mixed-use developments in commercial areas and that the scale of character of selected residential neighborhoods including Multi-Family and Character Residential areas are preserved.

Urban Form and Neighborhood Design

With respect to urban form and neighborhood design, the Framework Element states the following:

> *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 Project 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 policies of the Proposed Plan regarding urban form and neighborhood design are implemented in part through the CPIO District, which includes subareas that tailor regulations to meet neighborhood-specific needs. The CPIO District establishes development standards for future projects that improve the function and urban design of neighborhoods and focus on a pedestrian-friendly environment, especially in commercial areas with existing transit systems. The CPIO provisions facilitate lively, attractive, and pedestrian-oriented environments by establishing standards for features such as ground floor height, building transparency, locations for pedestrian and vehicular access, and publicly accessible open space among others. The CPIO District also promotes design and scale compatibility through infill development regulations such as height limitations and transitions, regulations for setbacks, building articulation, location of active uses on the ground floor, location of additions, building design features and materials, and parking regulations in various CPIO subareas. Projects within the CPIO subareas must conform to these development standards. A Project within the CPIO District is any activity that requires the issuance of a building, grading, demolition or change of use permit, unless the activity consists solely of interior rehabilitation/repair work.

Economic Development

With respect to economic development, the Framework Element states the following:

Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.

Policy 7.2.11: Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles.

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

Policy 7.5: Identify emerging and pro-actively clean industries to specifically attract to the City of Los Angeles.

Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.

Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

Policy 7.10.1: Focus available implementation resources in centers, districts, and mixed-use boulevards or "communities of need."

Policy 7.10.2: Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.

Consistent with the above policies, the Proposed Plan supports sustainable development principles to promote economic development throughout the Community Plan Area. The goals and policies of the Proposed Plan preserve and support strong commercial and media- and entertainment-related sectors for economic development, investment and employment, including local hiring. Within these sectors, the Proposed Plan supports a diversity of uses that serve the needs of the community, employees, and visitors by promoting pedestrian orientation as applicable and appropriate uses and amenities. The Proposed Plan focuses on a vital and vibrant Regional Center with residential and commercial density, affordable housing, and employment opportunities near transit infrastructure but also enhances neighborhood commercial districts by encouraging small businesses, local establishments, and design features, and promoting pedestrian-oriented design. Within the Media District areas in Hollywood, the Proposed Plan primarily supports the promotion of media, entertainment, and creative office uses for jobs,

The Proposed Plan is consistent with the Framework Element in that it accommodates and directs future growth in and around commercial centers and corridors supported by transit infrastructure while limiting development in the hillsides and low-density neighborhoods. There are established commercial centers and mixed-use boulevards under the Framework Map for the Hollywood CPA, and the Proposed Plan updates and/or extends these areas in conformance with the General Plan by creating a balance of jobs and housing near multi-modal transportation options to encourage economic and environmental sustainability.

The CPIO District promotes the vitality of the Regional Center and commercial corridors and encourages a vibrant mix of uses that increase access to a variety of services, whether at the regional or local scale. The Regional Center and Corridors Subareas of the CPIO District are served by Metro B Line stations, Metro Rapid Lines, and Metro Local Lines and are encouraged to develop as multi-modal neighborhoods that include a mix of uses that provide jobs, housing,

open space, goods and services. In addition, the CPIO District establishes development standards that bolster a pedestrian-oriented environment to improve the health, welfare and economic vitality of the commercial areas near transit infrastructure. The development standards and the Advisory Design Best Practices also seek to improve and enhance the quality and aesthetic appeal of urban design in certain areas.

Community Facilities and Public Services

With respect to community facilities and services, the General Plan Framework Element states the following:

> *Objective 5.4: Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.*
>
> *Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.*

Consistent with the above-referenced objectives, the Proposed Plan encourages the development of community facilities and improvements, and the proper design and effective use of community facilities to help increase personal safety. Zoning regulations and development standards implement pedestrian-oriented developments in the CPIO Subareas and other commercial neighborhoods in the CPA to provide for more active ground floor spaces. In addition, the Proposed Plan promotes open space and incentivizes publicly-accessible open space in the CPIO Regional Center Subarea to allow for more pedestrian activity and access to communal gathering spaces. To enhance the livability of all neighborhoods in the CPA, the Proposed Plan supports the creation of additional community and recreational facilities and neighborhood parks.

Livable Neighborhoods

With respect to livable neighborhoods, the Framework Element states the following:

> *Objective 5.5: Enhance the liveability 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 5.8: 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 for investment in the community.*

With respect to livable neighborhoods, the Plan for a Healthy Los Angeles (Health Element) states the following:

> *Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.*
>
> *Policy 1.6 Poverty and Health: Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.*

Policy 2.1 Access to Goods and Services: Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.

Policy 2.7 Access to Health Services: Encourage the equitable distribution of health service providers: including federally qualified health centers, hospitals, pharmacies, urgent care, and mental health services, to ensure that every Angeleno has access to preventive care and medical treatment.

Policy 4.4 Equitable Access to Healthy Food Outlets: Pursue funding, public, private, and nonprofit partnerships, and develop financial, land use and similar incentives and programs to encourage the equitable availability of healthy, affordable food outlets within close proximity of all residences.

Policy 5.1 Air Pollution and Respiratory Health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.2 People: Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

Policy 5.4 Noxious Activities: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

Consistent with the above-referenced Framework objectives, the Proposed Plan conserves the character of neighborhoods in the CPA that are not identified as areas of growth or change, such as the hillside single-family residential neighborhoods, and has zoning regulations to enhance or create pedestrian-oriented designated areas in the neighborhood districts, mixed-use boulevards, community centers, and the regional center. Other design standards for residential and commercial neighborhoods are also included in the Regional Center, Corridors, Multi-family Residential, and Character Residential CPIO subareas and address topics such as transitional height, historic features, and the public realm.

In conformance with the policies of the Plan for a Healthy Los Angeles, the Proposed Plan includes the following:

- Policies and zoning that accommodate future growth near transit systems to promote a better jobs-housing balance as well as support walkability and transit ridership to reduce greenhouse gas emissions and improve air quality.
- Tailored incentives that facilitate the production of mixed income and 100 percent affordable housing and requirements to maintain the existing number of affordable units in addition to providing new affordable housing units on site through the CPIO District. Land use and mobility strategies that encourage transit-oriented development and a transportation system that provides safe, accessible and convenient mobility options for users of all ages and abilities.

- Incentives for parking reduction by providing on-site affordable housing units through the CPIO District; no additional off-street parking spaces would be required for change of commercial uses.
- Regulations that prevent further overconcentration of auto-related uses including repair shops, automotive painting, and automotive storage areas, along portions of Santa Monica Boulevard, Hyperion Avenue, and Rowena Avenue.
- Policies that improve air quality and reduce urban heat island effects by planting, preserving, and protecting trees for optimum canopy cover.
- Policies that support food sustainability, community gardens, and joint use of public facilities.
- Incentives for projects that incorporate publicly-accessible open space in the CPIO Regional Center Subarea.

The Proposed Project is in substantial conformance with the purpose, intent, and provisions of the General Plan in that it helps to implement policies contained in a number of other General Plan Elements in addition to the Framework Element and the Housing Element discussed above, including the Air Quality Element, Circulation (Mobility) Element, and the Open Space Element. The Proposed Plan promotes a compact development pattern concentrated in the Regional and Community Commercial designated areas near transit stations and along transit corridors served by bus lines 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.

Mobility Plan 2035. The City's Mobility Plan 2035 (Circulation Element) contains a number of important policies related to the Proposed Plan, including:

> *Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels and bridges using complete streets principles to ensure the safety and mobility of all users.*
>
> *Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> *Policy 2.14 Street Design: Designate a street's functional classification based upon its current dimensions, land use context, and role.*
>
> *Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.*
>
> *Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*
>
> *Policy 4.13 Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*
>
> *Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.*

The Proposed Plan is consistent with the Mobility Plan of the General Plan in that it primarily concentrates future employment and housing in accessible locations in central Hollywood and commercial corridors near transit stations and bus lines, which helps minimize vehicle miles

traveled (VMT), reduce reliance on automobiles for transportation, and improves air quality. The Proposed Plan emphasizes maximizing development opportunities around existing transit systems that integrate land use planning with transportation planning to promote improved accessibility to housing and employment. Growth is then directed away from stable low-density neighborhoods. These strategies promoted improved livability and multi-modal transportation options within the CPA and the City at large.

The Proposed Project recommends a few street dimension changes and refinements to the networks in the CPA under the Mobility Element. The Proposed Project proposes to redesignate a portion of Curson Avenue between Fountain Avenue and Curson Pl. from a Collector Street to a Local Standard Street, and to redesignate a portion of Beachwood Drive between Ledgewood Drive and Linforth Drive from a Collector Street to a Local Street. These two street re-designations are proposed for specified streets in Hollywood in order to better reflect street standards and dimensions. Melrose Avenue between Vermont Avenue and Hoover Street was converted from a Bicycle Enhanced Network (BEN) to a Neighborhood Enhanced Network (NEN) due to the roadway width and available right-of-way along this portion of the corridor. Vermont Avenue between Los Feliz Boulevard and Hollywood Boulevard was re-categorized from a Comprehensive Transit Enhanced Network (TEN) to a Moderate TEN due to the character of the roadway along this portion of the corridor. The Moderate TEN treatment would provide mixed-flow bus and vehicular lanes instead of a bus only lane to preserve on-street parking for the adjacent commercial uses. The Proposed Plan includes goals and policies that support safe, accessible, and convenient mobility options for users of all ages and abilities through each mode of transportation, including walking, bicycling, using transit systems, and operating motor vehicles. Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance circulation within the Community Plan Area. To promote sustainability principles in the Community Plan Area, and to be in compliance with SB 375, the Complete Streets Act and SB 743, the Proposed Plan supports a complete street system that allows for multi-modal transportation options to enhance mobility through various land uses and neighborhoods efficiently and effectively.

Open Space. In support of the Open Space Element, the Proposed Plan includes policies to improve and support the preservation and expansion of open space areas, parks, and other spaces within the public realm, such as plazas and publicly accessible open spaces as part of new development. About 40 percent of the land areas in the CPA is Open Space, primarily because of Griffith Park but additional smaller open space areas are needed throughout the CPA. The Proposed Plan also encourages the maintenance of alley networks, and public rights of way to enhance access to private development and buffering for adjacent uses. The CPIO District also creates floor area and height incentives for non-residential projects in the Regional Center Subarea that provide publicly accessible open amenity space at the ground level. Goals and policies under the Proposed Plan also promote access to trails, parks, and open space areas that serve the community. The Proposed Plan is 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 parkland at the neighborhood level. The Proposed Plan also has policies to protect and conserve existing natural areas, ridgelines, and wildlife habitat and supports the City's Wildlife Pilot Study to conserve areas important for supporting habitat and movement for wildlife. Proposed land use designation and zone changes for the Community Plan Area re-designates more than 300 acres of hillside residential land use to open space for preservation.

In summary, the zone and height district changes and the establishment of the CPIO District are in substantial conformance with the purpose, intent, and provisions of the General Plan in that they would implement a number of significant goals and policies to distribute growth near transit systems in the Regional Center, community centers, and mixed-use boulevards, conserve stable low-density neighborhoods and neighborhood districts, and bolster pedestrian-oriented design

and urban design in commercial and residential neighborhoods. The zone and height district changes and the CPIO District focus on increasing development opportunities for housing, mixed-income housing, and 100 percent affordable housing and employment, especially in the Regional Center, along transit corridors, and the Media District light industrial area. The zone and height district changes and CPIO District also reduce height limits in selected areas and establish review procedures and infill compatibility design standards for the purpose of historic preservation. In addition, zone changes and height district changes preserve a number of open space parcels, primarily for conservation in the hillsides, and to reflect existing recreational uses, such as parks; the changes also correct a number of existing public facilities, such as schools, as well as parcels in the Vermont/Western Transit Oriented District Specific Plan (SNAP), as previously noted. The zone and height district changes and the adoption of the CPIO District in the Hollywood Community Plan Area implement the purpose, intent, and provisions of the General Plan.

The zone and height district ordinances and the CPIO District ordinance are in conformity with public necessity, convenience, general welfare and good zoning practice. The changes will facilitate more housing and affordable housing development during a housing crisis, increase floor area for additional employment capacity, and will increase transportation access and mobility options as alternatives to driving vehicles. Residents, employees, and visitors will benefit from transit-accessible development when housing, employment, and services are located close to Metro stations and bus lines. People will be able to get to work or other needed services and entertainment not only in Hollywood but to other areas in the City or County served by Metro transit infrastructure. Bolstering pedestrian-oriented design will help make walking a more attractive option but it would also increase safety and improve travel convenience; pedestrians may also get health and wellness benefits from more active mobility choices. Combining land use and transportation when planning for development is one of the key strategies of reducing vehicle miles traveled and improving air quality, which is a regional and state mandate.

B. Findings for the Adoption of a Hillside Construction Regulation (HCR) District

The new Hillside Construction Regulation Supplemental Use District covers a portion of the hillsides with single-family zoning on both sides of the 101 freeway. HCR districts protect from construction related-impacts by requiring operational limits, set maximum grading quantity limits for single-family residential projects, and require Site Plan Review (SPR), a discretionary approval, for single-family developments with a cumulative floor area of 17,500 square feet or larger. Specifically, the operational limits include limiting the number of hauling truck trips allowed per hour per project site and to limit construction activity hours on the weekdays and Saturdays based on whether the construction work is exterior or interior.

Charter and Code Findings

Framework Element: Single-Family Residential

With respect to Single-Family Residential, the General Plan Framework Element states the following:

> *Goal 3B: Preservation of the City's stable single-family residential neighborhoods.*
>
> *Objective 3.5: Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development that it is compatible with and maintains the scale and character of existing development.*

Conservation Element: Land Form and Scenic Vistas

Section 15 of the Conservation Element encourages the retention of existing land forms and natural terrain and the protection of scenic features.

In summary, the Hillside Construction Regulation District is in substantial conformance with the purpose, intent, and provisions of the General Plan because the HCR District's Site Plan Review requirement would help preserve the character and scale of single-family residential neighborhoods in the hillsides. The Site Plan Review application requires applicants to make three findings, including that the project consists of buildings and structures, including height, bulk, and setbacks, and improvements that are compatible with existing and future development on adjacent properties and neighboring properties. The new SPR requirement would help ensure that larger infill projects in the hillsides are compatible and similar to existing single-family residential dwellings nearby. In addition, grading limits for single-family family lots within the HCR District are restricted to 6,000 cubic yards for cut and fill and substandard streets have reduced quantity limits, which would encourage the preservation of existing land forms and may also reduce erosion.

The Hillside Construction Regulation District is in conformity with public necessity, convenience, general welfare and good zoning practice because the SPR requirement and the construction-related limits of the HCR District zoning ordinance address the preservation of stable single-family residential neighborhoods and conservation of land forms. The zoning ordinance helps address general welfare issues by reducing or limiting hauling truck trips and construction activity and expands the protections of the HCR to a greater portion of the hillsides in Hollywood. It is good zoning practice to establish grading limits and reduce hauling truck trips in the hillsides to protect from construction-related impacts.

C. Findings for Amendments to the Vermont/Western Transit Oriented District Specific Plan

The proposed changes are to reduce height limits of selected properties in proximity to Barnsdall Arts Park on the west side of Vermont Avenue between Hollywood Avenue and Barnsdall Avenue, in order to preserve the public views observed from the Hollyhock House, a UNESCO World Heritage site, located in Barnsdall Park, and to correct three community facilities that should be in SNAP Subarea E: Community Facilities as previously described on Page A-18.

Charter and Code Findings

Framework Element: Open Space

With respect to Open Space, the General Plan Framework Element states the following:

> *GOAL 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.*
>
> *Objective 6.1: Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.*
>
> *Policy 6.1.2: Consider City operations and development policies for the protection and conservation of open space resources, by:*

c. Preserving natural viewsheds, whenever possible, in hillside and coastal areas.

Objective 6.4: Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through they pass.

Conservation Element: Cultural and Historical

Section five of the Conservation Element calls for the identification, protection, and preservation of historic sites and structures for future generations and states that five types of historic protection designations apply in the City. One of them is the Historic-Cultural Monument (HCM) designation by the City's Cultural Heritage Commission and approved by the City Council. The Hollyhock House was designated as a HCM in 1963 and Barnsdall Art Park was designated as a HCM in 1965. Furthermore, the Hollyhock House was named a World Heritage UNESCO site in 2019.

The amendments to the Vermont/Western Transit Oriented District Specific Plan are in substantial conformance with the purpose, intent, and provisions of the General Plan because they would protect existing public views and designated historic resources. Current public views seen from Barnsdall Park include panoramic views of the Santa Monica Mountains, the Hollywood Sign, and the Griffith Observatory. Barnsdall Park sits atop a hill. Establishing restrictions on height limits along portions of Vermont Avenue and Edgemont Street would help protect from the encroachment of future redevelopment and preserve a natural viewshed. The proposed maximum height on the west side of Vermont Avenue is 45 feet as part of the zone change to Subarea 12; Subarea 12 is located to the east of the park at a lower elevation and also faces the mountains. Subarea 12 is currently developed as a one-story strip mall with ample surface parking. Selected subareas along Edgemont Street, Subarea 10:1 and 10:1E, are also proposed to have a height limit of 45 feet. Under the SNAP Specific Plan, the current maximum height allowed is 75 feet for Subareas 10:1, 10:1E, and 12 (SNAP Subarea C: Community Center). A height limit of 45 feet would preserve public views from Barnsdall Park. The Hollyhock House, designed by Frank Lloyd Wright, and seven other of his buildings were evaluated by UNESCO on the principles of "organic architecture," which takes into consideration function, scale, and setting; the relationship between the sites and their settings was found to be generally acceptable in a UNESCO report. The same report noted that maintenance of the scale over time needs protection and consideration. A reduced 45-foot height limit would help preservation of the setting around the Hollyhock House.
The amendments to the Vermont/Western Transit Oriented District Specific Plan are in conformity with public necessity, convenience, general welfare and good zoning practice because they preserve a natural viewshed from Barnsdall Art Park for public views and also maintain a setting that is considered vital to the preservation of a significant historic site. In addition, the correction of three public facility sites to SNAP Subarea E: Community Facilities for administrative consistency purposes as discussed on Page A-18 will help update information and maps for the public.

D. Findings for Amendments to the Hollywood Redevelopment Plan (Draft Ordinance)

The proposed Zoning Actions include an ordinance to amend the Hollywood Redevelopment Plan. The following discussion explains how the current Hollywood Redevelopment Plan, as first amended in 2003, is in conflict with the Proposed Plan and its implementing Zoning Actions.

Section 502 of the Hollywood Redevelopment Plan states the following:

> The Redevelopment Plan Map, "Exhibit A.1," attached hereto and incorporated herein shows the location of the Project Area boundaries, the immediately adjacent streets, the

public rights-of-way, the proposed land uses to be permitted in the Project Area for all public, semi-public and private land and designated districts of special import.

Notwithstanding anything to the contrary in this Plan, the land uses permitted in the Project Area shall be those permitted by the General Plan, the applicable Community Plan, and any applicable City zoning ordinance, all as they now exist or are hereafter amended and/or supplemented from time to time. The initiation of any proposed amendment and/or supplement to the General Plan, applicable Community Plan, and/or any applicable City zoning ordinance shall be coordinated between the Department of City Planning and the Agency. In the event the General Plan, the applicable Community Plan, and/or any applicable City zoning ordinance is amended and/or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including, without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process. At such time, the Agency shall be authorized to replace any Exhibits hereto with modified Exhibits in order to conform to such amended or supplemented General Plan, applicable Community Plan, or applicable City zoning ordinance.

Large portions of the Redevelopment Plan are intended to regulate, control, or shape the use and development of land in the Hollywood Redevelopment Plan Area, including without limitation Sections IV and V. The purpose of these regulations as described in the Redevelopment Plan was to encourage economic development, promote and retain the entertainment industry, revitalize the historic core, preserve and expand housing for all income groups, meet the social needs of area residents, provide urban design guidelines and preserve historically significant structures. The Proposed Plan with its implementing zoning ordinances includes contemporary land use and zoning strategies to address economic development, promote and retain the entertainment industry, revitalize the historic core, preserve and expand housing for all income groups, meet the social needs of area residents, provide urban design guidelines and preserve historically significant structures. The Proposed Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses and development in the Program Area. As such, the Hollywood Redevelopment Plan regulations are in conflict as the Proposed Plan is intended to cover the entire field of regulation for land uses and zoning standards in the CPA and because the Hollywood Redevelopment Plan regulations, (1) prohibit what is allowed under the Hollywood Community Plan and its implementing Zoning Actions; or (2) allow what is prohibited under the Hollywood Community Plan or its implementing Zoning Actions; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Project Area.

Charter and Code Findings

Framework Element: Housing

With respect to Housing, the General Plan Framework Element states the following:

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

Housing Element, 2013-2021

The Housing Element includes the following:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, and affordable to people of all income levels, races, ages, and suitable for their various needs.

Objective 1.4: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

Framework Element: Urban Form and Neighborhood Design

With respect to Urban Form and Neighborhood Design, the General Plan Framework Element states the following:

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

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 for investment in the community.

Policy 5.8.1: Buildings in pedestrian-oriented districts and centers should have the following general characteristics:

a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk;

b. A building wall more-or-less continuous along the street frontage;

c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases;

d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals;

e. Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate;

f. Ground floor building walls devoted to display windows or display cases;

g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible;

h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and

i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.

Framework Element: Economic Development

With respect to Economic Development, the General Plan Framework Element states the following:

Objective 7.4: Improve the provision of governmental services, expedite the administrative processing of development applications, and minimize public and private development application costs.

In summary, the proposed ordinance to amend the Redevelopment Plan is in substantial conformance with the purpose, intent, and provisions of the General Plan because the Proposed Plan and its implementing zoning ordinances are intended to provide a complete vision for land uses and development in the Hollywood CPA, including the Redevelopment Plan area. As stated in the Draft Ordinance (Exhibit I), the City desires to amend the Hollywood Redevelopment Plan to delete all provisions that either regulate the use and development of land in the Hollywood Community Plan Area or mandate the City to unnecessarily expend resources for land use or development related studies, reports, surveys, or other planning efforts. As a whole, this deletion would reduce regulatory and procedural barriers to development by reducing the amount of development applications, and staff resources to review and process application requests, which conforms with several General Plan objectives under housing and economic development.

The proposed ordinance to amend the Redevelopment Plan in conformity with public necessity, convenience, general welfare and good zoning practice because the Hollywood Redevelopment Plan has regulations that would limit housing density that are in conflict with the Proposed Project, which has policies and zoning that support additional housing development opportunities, including bonus residential densities for the provision of affordable housing through the CPIO District. The CPIO District supports mixed-income and 100 percent affordable housing developments near transit stations and transit corridors. Deleting the regulations in the Hollywood Redevelopment Plan would allow for additional housing and affordable housing development in central Hollywood, where it is transit accessible. The Hollywood Redevelopment Plan also has design limitations in conflict with the Proposed Project, which has policies and zoning that bolster pedestrian-oriented design that are in conformance with the General Plan. The Proposed Project establishes pedestrian-friendly design regulations in neighborhood districts, the Regional Center, and along mixed-use boulevards and other centers through the CPIO District's development standards and specific subarea zoning regulations. Hollywood has many transit-accessible neighborhoods and aims to elevate building orientation and design so that walking becomes a convenient mobility option for residents, employees, and visitors.

Deleting the Hollywood Redevelopment Plan's various limitations on the use and development of land in central Hollywood facilitates additional housing and affordable housing opportunities, which serve public necessity especially during a housing crisis. The development of infill housing near transit systems also helps improve air quality, reduce vehicle miles traveled, and provides access to transportation for people of all incomes, all of which is good zoning practice. Bolstering pedestrian-oriented design in the CPA is for public convenience and safety, allowing the public more mobility options to access employment sites, services, and goods. The intent of the Draft Ordinance is to meet the purposes of the General Plan and reduce barriers to public necessity and convenience.

III. Other Findings

A. LAMC 13.14 C.5 – In addition to the findings in 12.32 C, the adoption of a CPIO District also requires a finding that the supplemental development regulations of the CPIO District are

consistent with, and necessary to implement, the programs, policies, or urban design guidelines of the Community Plan for that area.

The supplemental development regulations of the proposed Hollywood CPIO District are consistent with and necessary to implement the programs, policies, and goals of the Proposed Plan. The CPIO regulations set forth affordable housing incentives to encourage mixed-income affordable housing and 100 percent affordable housing projects, pedestrian-friendly design and historic compatibility design standards, and historic review procedures to protect historic resources. The CPIO development standards ensure that new projects enhance the unique architectural and/or cultural qualities of the Community Plan Area and maintain compatible land uses, scale, intensity, and density.

The CPIO District subareas focus growth in the transit-oriented development areas, which are the Regional Center, Corridors, and Multi-family Residential subareas, and maintain compatible scale, intensity, and density in the historic neighborhoods of the Character Residential subarea. Within the Regional Center, Corridors, and Multi-family Residential subareas, there are tailored development standards based on the context of the neighborhood. Certain areas are to maintain compatible land uses, scale, intensity, and density. Height limits in the Character Residential subarea and along neighborhood-scaled commercial corridors preserve the scale.

The CPIO District includes use limitations to prohibit outdoor dining above the ground floor, which includes rooftop restaurants, bars, and nightclubs that are not within an enclosed building. This use restriction will address noise concerns on neighboring residential uses. The CPIO District also tailors development standards to meet the needs and context of the subareas. In addition, the CPIO District preserves and supports housing by prohibiting hotel development in the Multi-family Residential subarea and requires conditional use approval for hotel projects that demolish existing residential buildings. In an effort to protect parcels that are zoned for low-scale residential uses abutting the Regional Center, a transitional height standard is required of new projects located on such parcels in the Regional Center. To further the goals of pedestrian walkability, especially in commercial areas that are transit accessible, the CPIO District includes standards for building frontage location, ground floor heights, active ground floor uses, and parking regulations, such as not allowing any stand-alone surface parking lots.

B. State Law Restrictions on Zoning Actions under Housing Crisis Act SB 330 – On October 9, 2019, Governor Newsom signed into law SB 330, the Housing Crisis Act of 2019. The act amends existing state laws and creates new regulations around the production, preservation and planning of housing. The bill has been in effect since January 1, 2020 and sunsets on January 1, 2025. The goal of SB 330 is to create certainty in the development of housing projects, speeding up the review of these projects. The bill requires that the historic status or designation of any site be determined at the time an application for a discretionary action is deemed complete. Non-objective design review standards established after January 1, 2020, cannot be imposed or enforced. The Proposed CPIO District includes only objective design standards that comply with the SB 330 requirement, and are implemented through a ministerial process. SB 330 also prevents zoning actions that reduce the capacity of housing. Plans that result in a net downzoning or otherwise reduce housing and population (except for specified reasons involving health and safety, affordable housing and voter initiatives) are prohibited. Moratoriums on housing development, or limits on approval, permits, or housing units cannot not be imposed by local jurisdictions. This does not apply to zoning efforts that reduce intensity for certain parcels as long as density is increased on other parcels and therefore results in no net loss in zoned housing capacity or intensity. The Zoning Actions allows for the net increase of 17,000 to 28,000 housing units and therefore the Plan complies with this requirement.

IV. Summary of CEQA Findings

The Proposed Plan is designed to provide guidance regarding the ultimate development of the Hollywood Community Plan Area over an approximately 20-year period and its adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered the indirect impacts from the reasonably anticipated development of the CPA from the Proposed Plan and its implementing Zoning Actions. The Draft EIR found that the environmental impacts of most of the issue areas were either less than significant without mitigation measures or less than significant with mitigation. Based on the conservative analysis contained in the Draft EIR which considered reasonable worst-case impacts without specific development proposals, the EIR concluded the Proposed Plan could result in unavoidable significant environmental impacts with regard to: Air Quality, Biological Resources, Cultural Resources, Noise, and Public Services.

Recommended Plan

The Proposed Project was analyzed in the Draft EIR. As discussed above, some changes have been made to the Proposed Project since the Draft EIR was published. However, these changes do not result in new significant impacts. In some cases the changes reduce those impacts discussed in the Draft EIR, such as the addition of the proposed HCR District and the changes in the proposed CPIO District. As such, the changes do not result in significant new information requiring new impact analysis or recirculation.

Final EIR

Section 15088 of the CEQA Guidelines requires 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. The lead agency received 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.

Pursuant to Section 15025(c) of the CEQA Guidelines, the City Planning Commission as a recommending body on the Proposed Plan and Zoning Actions, is required to consider the Draft EIR and make a recommending to the City Council.

The Final EIR and associated CEQA Findings and Statement of Overriding Consideration will be considered by the City Council prior to adoption of the Proposed Plan and certification of the EIR.

PUBLIC HEARING AND COMMUNICATIONS

Outreach Leading up to the Public Hearing

As previously described, the Proposed Plan includes many components and potential changes. Because of the large amount of information, Planning staff provided multiple opportunities for the public to review and learn more about the Proposed Plan, and provide input, prior to the official Open House/Public Hearing on December 9, 2020. After draft policy and zoning recommendations were released in August 2020, planning staff shared topical information sheets and interactive maps on the project website and hosted Office Hours and webinars. Information about the events were sent to the interested parties email list, which has diverse stakeholders. A notice of public hearing was mailed on November 13, 2020 to affected parties and other occupants and owners of properties located within 500 feet of a proposed change area. An email notification was then sent on November 15, 2020 to the interested parties email list.

Virtual Office Hours, Webinars, and Stakeholder Meetings

Prior to the open house/public hearing, the Hollywood Community Plan update staff held 18 virtual office hour sessions in September 2020 and October 2020, and hosted three webinars in October 2020 and November 2020 to provide community members an opportunity to hear about the latest updates and ask questions. Due to public health concerns over the spread of COVID-19, all public outreach was conducted online as it was not possible to hold in person meetings due to physical distancing measures during unprecedented times.

Updated drafts of the proposed Community Plan, Community Plan Implementation Overlay (CPIO) District, and zoning were released on the project website on August 7, 2020 to provide community members with an opportunity to review all of the information ahead of the virtual meetings. People who signed up to receive email notifications about the Plan update received eblasts about the release and availability of the updated drafts and the virtual meetings, and it was publicized on the department's social media platforms. Stakeholders were able to engage with staff in small groups during the CPIO office hours and more broadly during the general webinars, which covered an overview of the Plan update. Eighteen small group discussions were held. Registration filled up but ultimately approximately 50 participants attended the office hours. Two webinars were offered in English and one webinar was offered in Spanish. About 80 participants attended the webinars; recordings of the webinars were then shared on the project website under Resources. A variety of time slots between lunchtime and early evening hours was chosen to maximize participation.

The project team also gave presentations on the Hollywood Community update, including the updated CPIO District, at the planning and land use committee meetings of the nine Neighborhood Councils in the Community Plan Area, in September 2020 and October 2020.

The virtual office hours were as follows:

- Thursday, September 24, 12 p.m - 12:45 p.m. (2 sessions)
- Thursday, September 24, 1 p.m. - 1:45 p.m. (2 sessions)
- Thursday, September 24, 2 p.m. - 2:45 p.m. (2 sessions)
- Wednesday, September 30, 4 p.m. - 4:45 p.m. (2 sessions)
- Wednesday, September 30, 5 p.m. - 5:45 p.m. (2 sessions)
- Wednesday, September 30, 6 p.m. - 6:45 p.m. (2 sessions)
- Thursday, October 8, 12 p.m. - 12:45 p.m (1 session)
- Thursday, October 8, 1 p.m. - 1:45 p.m. (1 session)

- Thursday, October 8, 2 p.m - 2:45 p.m. (1 session)
- Tuesday, October 27, 3 p.m. - 3:45 p.m. (1 session)
- Tuesday, October 27, 5 p.m. - 5:45 p.m. (1 session)
- Wednesday, October 28, 6 p.m. - 6:45 p.m. (1 session)

The webinars were as follows:

- Thursday, October 22, 12 p.m. - 1 p.m. (English)
- Wednesday, November 18, 12 p.m. - 1 p.m. (English)
- Wednesday, November 18, 12 p.m. - 1 p.m. (Spanish)

Website/Interactive Storymap

In addition to providing updated drafts of the Community Plan, CPIO, and zoning for public information and review on the project website, the Department of City Planning staff released an explainer video and an Interactive Storymap online in August 2020 and refreshed in October 2020 to provide more information on the Community Plan Implementation Overlay subareas. The interactive map website allows users to search a specific address and locate it on the map. If the location is within a CPIO Subarea, a brief description follows explaining the subarea along with proposed zoning incentives with the provision of on-site affordable housing and proposed development standards for urban design. The existing Storymap for the proposed zoning throughout the Community Plan Area has been available since 2017 with regular maintenance as updates became available. Both interactive maps are accessible on the project website under the Maps tab.

Open House and Public Hearing

In conformity with the Governor's Executive Order N-20-20 (March 17, 2020) and due to concerns over COVID-19, Los Angeles City Planning held an Open House and Public Hearing using Zoom [https://zoom.us/] and telephonically on Wednesday, December 9, 2020. The Open House was from 4:00 p.m. to 4:45 p.m. and included an overview presentation to help explain the Plan Update for Hollywood, including the proposed land use designations and zoning. The Public Hearing was held from 5:00 p.m. to about 7:00 p.m. and offered participants a formal opportunity to provide public comment on the Plan Update. Approximately 379 unique visitors logged into the event.

Approximately 130,000 public hearing notices were mailed on November 13, 2020 to all property owners and occupants within a proposed subarea and 500-foot radius surrounding each subarea. A public notice was also included on the Los Angeles City Planning Hollywood Community Plan project website, planning.lacity.org/hcpu2, and a newspaper advertisement was published in the Daily Journal on November 12, 2020. The public notice was also translated into Spanish and posted on the website, and was emailed to the project's interested parties list. The Public Hearing Officer kept the public comment period open for one week following the public hearing. Additional comments were received through Wednesday, December 16, 2020. During the comment period following the Public Hearing, approximately 35 additional comments were received via email and/or mail to staff.

Below is a summary of the public testimony received and the total written correspondence received by City Planning Staff by the end of the public comment period.

Summary of Public Hearing Testimony and Written Communications

Comments were received on a range of topics addressed by the Proposed Plan. The primary topics raised during the public hearing were related to the housing crisis, the need for more affordable housing and anti-displacement measures, the need to protect open space and limit development in the hillsides, the need to protect historic resources, the need to expand zoning

for media-related industry jobs, improved sustainability standards and protections, and various changes to the proposed Community Plan Implementation Overlay (CPIO) District's affordable housing incentive program, historic preservation review, and development standards. A total of 49 persons provided testimony during the public hearing on December 9, 2020 and 35 written comments were received by the December 16, 2020 deadline. A summary of the comments received is provided below, first the testimony then the written comments.

Testimony (Verbal Comments) on the Proposed Plan

The majority of the comments received during the public hearing are consistent with the comments received through the outreach phases of the plan update process. About one-half of the testimony was from stakeholders with concerns about affordable housing and potential displacement, and they sought a bolstering of housing protections for existing renting households, and an elevation of the Community Plan's CPIO affordable housing incentives. Other speakers addressed topics of hillsides, historic preservation, and Media District area expansion. Other speakers spoke about the need to further address climate change, and the proposed Community Plan Implementation Overlay (CPIO) District's proposed standards. There were also a few miscellaneous or general comments.

The comments on the Proposed Plan include:

Housing/Affordable Housing

- Need to building more affordable housing
- Increase the required percentage of on-site affordable housing units proposed in the proposed Community Plan Implementation Overlay (CPIO) District's Regional Center affordable housing incentive program.
- Anti-displacement measures are needed; the unhoused population is growing.
- Protect rent-stabilized RSO units; strengthen tenant protections.
- Prohibit the conversion of existing housing into hotels.
- Hotel development should have a new Conditional Use Permit review process.
- No upzoning of areas near transit systems without providing affordable housing.
- No luxury development.
- Revise the Vermont/Western Station Neighborhood Area Plan (SNAP).

Hillsides

- More implementation programs are needed to protect open space areas in the hillsides; the City should re-zone City-owned vacant parcels in the hillsides as open space.
- City should have a proactive/official approach to acquire open space.
- Hillside development should be deprioritized, especially because of wildfire concerns; the hills are in a very high fire severity zone.
- The Ridgeline Protection pilot study area, underway elsewhere in the Santa Monica Mountains, should be expanded.
- The Wildlife Pilot Study area, currently underway in a portion of the Hollywood Hills, should be expanded.

Historic Preservation

- Need a better map that shows areas of proposed changes and historic districts/resources. Areas being upzoned would lead to demolition of historic resources.
- Include Survey LA planning districts in the proposed CPIO.
- Clarify/explain what happens when there are conflicts between historic preservation and development.

Media District Expansion

- The Plan Update is preserving and incentivizing areas for media-related industry uses but one two-block area generally bounded by Mansfield Avenue, Lexington Avenue, Highland Avenue, and Santa Monica Boulevard was not (initially) included. This area is Limited Manufacturing and has media-related jobs and uses and should be included in the Media incentive/expansion area like other areas around it.

Sustainability/Climate Change

- Add information about street trees for shade and air quality in the CPIO.
- Discuss more about what the Plan is doing for climate change and urban forestry goals.

CPIO District

- Should address former CRA inconsistencies.
- Clarify Transfer of Development Rights program.
- Add incentives for middle income workforce housing.
- Offer additional development incentives.

General/Other

- Discuss how racist, exclusionary housing policies have led to a housing crisis.
- Do more outreach with people who are unhoused and more outreach in general.
- One person asked for a time extension on the Public Hearing comment due date.
- One person requested that the hotel use of a property to be granted legal non-conforming rights due to a proposed change that would no longer allow future hotels in that area. The property is located at 6666 Yucca St.
- Two people mentioned concerns about infrastructure and population.
- One person said high-density projects have negatively affected Hollywood and to re-think density in light of Covid-19.
- One person stated a need for more fully protected bicycle lanes and phasing out cars as part of improving mobility.
- Adding a seasonal Metro station at the Hollywood Bowl that operates during the months that the Bowl has performances.

Written Comments on the Proposed Plan

A total of 35 people sent in written comments via email by the December 16, 2020 deadline. No written comments were received by U.S. mail or other methods.

The written comments were similar to the verbal comments provided during the public hearing, and raised concern about affordable housing, historic preservation, the CPIO District's regulations and incentives, media district development, and specific potential development sites. There were also a few miscellaneous or general comments; see below.

The comments on the Proposed Project include:

Housing/Affordable Housing

A dozen email statements urged that the Plan Update not increase the base zoning of selected areas in central Hollywood unless affordable housing is provided, that the on-site affordable housing percentages proposed in the CPIO affordable housing incentive system should be increased, a conditional use permit for hotels appealable to the City Council to allow for more public oversight. Several other comment letters also expressed support for more affordable housing, the prohibition of converting housing into hotels, possibly converting hotels into affordable housing, and preserving existing housing stock. One comment said there is a high-end housing vacancy issue in Hollywood and that should be addressed when people are sleeping on

the streets. Several comment letters stated that replacement units should not be counted when calculating affordable housing requirements because the net gain of affordable housing units would be small.

CPIO

- Explain/clarify the relationship between the CPIO and the Hollywood Redevelopment Plan, especially when there is a land use conflict or historic preservation implementation.
- Clarifications to the Transfer of Development Rights procedure.
- Clarifications to how the historic preservation review procedure would be implemented.
- Use the expertise of the Office of Historic Resources and the Cultural Heritage Commission to determine if a resource is historic, not the Director of Planning under the proposed procedures.
- Promote adaptive re-use over demolition.
- Need to identify and map individual historic resources and districts, then protect the resources through zoning and regulations, such as downzoning. Clarify various definitions and procedures regarding the treatment of historic buildings.
- Consider providing incentives for workforce housing.
- Less restrictions on height limits.
- More flexibility with parking regulations.
- Consider changing a multi-family area generally bounded by Franklin Avenue, Cahuenga Boulevard, Yucca Street, and Highland Avenue to Character Residential to preserve existing housing.
- Consider adding more design standards to Corridor 2 and 5 along Sunset Boulevard that address issues such as sidewalk width, podium parking, rooftop parking, bus shelters, lighting, signage, tree preservation, outdoor dining, balconies, and trash enclosures. Consider prohibiting commercial use of rooftops, rooftop parking, and entertainment or live entertainment uses.

Historic Preservation (outside of the CPIO)

- Hollywood is a unique place with historic treasures that need to be preserved and more can be done to preserve the historic character of Hollywood, despite a boom in real-estate development. It is concerning that some of the areas being proposed for more development contain historic resources. Many other areas can be added to the CPIO Character Residential subarea for historic preservation.
- A request to reduce the zoning of 10 properties in Whitley Heights on Whitley Avenue and Franklin Avenue from primarily [Q]R4-1VL and RD1.5-1XL to RD3-1XL to limit hillside development and historic preservation purposes.

Media District Expansion

- Property owners within the industrial area two-block area generally bounded by Mansfield Avenue, Lexington Avenue, Highland Avenue, and Santa Monica Boulevard request to be included in the Media incentive Subarea 17:3 nearby.
- One property owner with properties identified in SA 40:2 in the Media District area supports the proposed floor area incentive for properties that develop targeted media-related uses in the future.
- Property owner(s) requested that the properties located between Cahuenga Boulevard, Romaine Street, Lillian Way, and Eleanor Avenue in subarea 40:1B to allow for increased floor area ratio than other properties and to remove the proposed 20,000-square-foot individual premise limitation on the ground floor for restaurants and retail because of future redevelopment.

Other Specific Properties

- One person requested that the hotel use of a property to be granted legal non-conforming rights. The property is located at 6666 Yucca St.

- Property owner(s) requested that the properties located at 6110-6134 Sunset Boulevard in the Regional Center to have greater FAR like surrounding areas because this area is near the Hollywood/Vine Metro station and could be redeveloped.
- Property owner(s) requested that the property at 1534-1540 N. McCadden Place in the Regional Center to be included in a subarea with a higher floor area.
- Property owner(s) request a General Plan amendment and zone change for Commercial Manufacturing properties located near Western Avenue and Fernwood Avenue, and part of Serrano Avenue, to Community Commercial land use designation because this area is near commercial uses and multi-family residential uses.
- Property owner(s) of properties located along Tamarind Avenue between Sunset Boulevard and Fountain Avenue find the zoning residential density prescribed to their property (i.e. Q-Condition), as well as the CPIO affordable housing incentives proposed for this area to be too low and request higher base density, floor area, and density incentives.

Other

- Consider preserving and improving the existing low-scale character and walkability of La Cienega Boulevard as the La Cienega Design Quarters and not allow increased zoning there.
- Re-consider the proposed parking change for Melrose Avenue between Fairfax Avenue and Highland Avenue, which would not require any additional off-site parking spaces for commercial change of uses. This proposed parking change could cause conflicts with nearby residents who already have limited street parking spaces on residential streets intersecting Melrose Avenue, which has some late night uses.
- Consider changing the zoning of residential properties adjacent to Hillhurst Avenue from Los Feliz Boulevard to Prospect Avenue from RD1.5 to R2 zoning.
- One comment letter expressed concerns about seismic issues in areas that are proposed for additional development potential.
- Several comments state that homelessness in the Community Plan Area must be addressed.
- A couple of comment letters mentioned concerns about the expansion of infrastructure; declines in transit ridership; the relevance of specific demographic data, a potential decline in population, vacancy rates of existing buildings, and the adequacy of the Draft EIR's analysis.
- Noise nuisance from entertainment uses and rooftops need to be addressed.
- One comment letter requests implementation programs for Policy PR3.1 Preserve Open Space, and recommends that vacant land owned by the City to be Open Space. These lands could be preserved for wildlife habitat. The City should also designate parcels on the land use map to identify areas as Desirable Open Space.
- Need regulations and protections that will actually preserve tree canopies.
- One comment suggested that vacant lots and lots with condemned buildings should be converted into community gardens.
- One comment supported the preservation and improvement of existing community-serving parks and opposes the creation of the Hollywood Central Park.

EXHIBIT A:
Draft Resolution

CPC-2016-1450-CPU; ENV-2016-1451-EIR

For consideration by the City Planning Commission

February 18, 2021

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, CERTIFYING ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE (SCH) No. 2016041093 (ENV-2016-1451-EIR) AS RELATED TO THE UPDATE TO THE HOLLYWOOD COMMUNITY PLAN, AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN; ADOPTING FINDINGS OF FACT PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081(a) AND CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES, SECTION 15091, APPROVING A MITIGATION MONITORING PLAN, ADOPTING THE STATEMENT OF OVERRIDING CONSIDERATIONS; AND ADOPTING THE UPDATE TO THE HOLLYWOOD COMMUNITY PLAN, AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN.

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

WHEREAS, the Department of City Planning has prepared an update to the Hollywood Community Plan and its implementing ordinances (Proposed Project). The Proposed Project consists of amendments to the Hollywood Community Plan map and Policy Document with associated zone and height district changes, the creation of a Community Plan Implementation Overlay District, expansion of the Hillside Construction Regulation Overlay; amendments to the Vermont/Western Transit Oriented District Specific Plan (SNAP), as well as related amendments to the Circulation Element (Mobility Plan 2035) and the General Plan Element and the Hollywood Redevelopment Plan; and

WHEREAS, a notice of public hearing on the Proposed Project was published in the "Daily Journal" on November 12, 2020, and notice was mailed to property owners and occupants on November 13, 2020 in accordance with LAMC Sections 11.5.6 and 12.32 C.4; and

WHEREAS, hearing officers of the Planning Department, as representatives of the City Planning Commission, pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.6 C.1 and 12.32 C.2, held a public hearing regarding the Proposed Project on December 9, 2020 and made a report and recommendation; and

WHEREAS, a notice of a second limited public hearing was published in the "Daily Journal" on January 21, 2021, and notice was mailed to property owners and occupants on January 22, 2021 in accordance with LAMC Sections 11.5.6 and 12.32 C.4; and

WHEREAS, the City Planning Commission conducted a public hearing on February 18, 2021, and considered all evidence, both oral and written, made at the February 18, 2021 hearing, and the previous December 9, 2020 hearing, including but not limited to the Staff Report of the City Planning Department, including exhibits and appendices, which included the recommendations of the hearing officers, and testimony, documents, and exhibits or attachments, submitted by interested parties, including other state and local agencies; and

WHEREAS, at the completion of the February 18, 2021 public hearing, the City Planning Commission recommended the City Council approve the Proposed Project [OPTIONAL "with the following modifications "]

WHEREAS, the City Council finds the Proposed Project reflects changes in land use policies that have occurred in the community since the current Hollywood Community Plan, and its implementing ordinances, were adopted; and

WHEREAS, the City Council has reviewed and considered the Final Environmental Impact Report (FEIR) No. ENV-2016-1451-EIR in its determination of adopting the Proposed Project; and

WHEREAS, pursuant to the City Charter Section 555 and LAMC Section 11.5.6, the Mayor and the City Planning Commission have transmitted their recommendations to the City Council.

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

1. Recitals. The foregoing recitals are true and correct and incorporated herein by reference.

2. Findings. The City Council has reviewed the City Charter, General Plan and Municipal Code findings of the Los Angeles City Planning Commission and adopts these findings as the findings of the City Council.

3. CEQA Certification, Findings, and Statement of Overriding Considerations.

   (a) Contents of FEIR. Pursuant to CEQA Guidelines Section 15132, the Final Environmental Impact Report (FEIR), which is attached hereto and incorporated herein by this reference, includes the Draft EIR SCH No. 2016041093 (ENV-2016-1451-EIR), dated November 15, 2018, the Draft EIR appendices, the Partially Recirculated Draft EIR SCH No. 2016041093 (ENV-2016-1451-EIR-REC), dated October 31, 2019, the Partially Recirculated Draft EIR appendices, and the document titled "Final EIR" dated_____, including all its related appendices and attachments.

   (b) EIR Certification. The City Council certifies:

      (1) the FEIR has been completed in compliance with CEQA

      (2) the FEIR was presented to the City Council and that the City Council has reviewed and considered the information contained in the FEIR prior to approval of the Proposed Plan, and all of the information contained therein has substantially influenced all aspects of the decision by the City Council; and

      (3) the FEIR reflects the City Council's independent judgement and analysis.

(c) Mitigation Monitoring. The Mitigation Monitoring Program (MMP) set forth in Exhibit 2 to this resolution, which is attached hereto and incorporated herein by this reference, is adopted to ensure that all mitigation measures described in the MMP are fully implemented. The City Council finds all of the mitigation measures in the MMP are feasible.

(d) CEQA Findings. The Council also adopts the findings in the EIR Findings set forth in Exhibit 3 to this Resolution, which are attached hereto and incorporated herein by this reference. In adopting the EIR Findings, the Council ratifies, adopts, and incorporates the analysis and explanation in the FEIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions in the FEIR relating to environmental impacts and mitigation measures.

(e) Statement of Overriding Considerations. The City Council adopts the Statement of Overriding Considerations attached at Exhibit 4 to this Resolution, which is attached hereto and incorporated herein by reference. The City Council finds that each listed Proposed Project benefit identified in the Statement of Overriding Considerations provides a separate and independent ground for its approval of the Proposed Project and overrides all of the identified significant and unavoidable impacts of the Proposed Project.

(f) Location and Custodian of Documents. The record of approval of the Proposed Project shall be kept in the office of the City Clerk, City of Los Angeles, City Hall, 200 North Spring Street, Los Angeles, California 90012 which shall be held by the City Clerk as the custodian of the documents; all other record of proceedings shall be kept with the Department of City Planning and the Director of the Department of City Planning shall be the custodian of the documents.

(g) Notice of Determination. The Director of the Department of City Planning is directed to file a Notice of Determination as required by the Public Resources Code and CEQA Guidelines.

4. General Plan Amendments. The City Council approves the proposed General Plan text and map amendments found in Council File No._____, as recommended by the City Planning Commission on _____, and by the City Council on _____, to: (a) the Hollywood Community Plan (Land Use Element); (b) the Framework Element; and (c) the Mobility Plan 2035 (Circulation Element).

5. Reversion to Prior Community Plan. Unless otherwise provided by action of the City Council, to the extent the Hollywood Community Plan Update is enjoined (in whole or in part, permanently or temporarily), or set aside by court order, the Hollywood Community Plan (as adopted in 1988) shall, by operation of law, be revived and continue in full force and effect, until such time as the injunction is dissolved, the court order is set aside, and/or until further action of the City Council.

6. Operative Date. To ensure the City's zoning ordinances are in conformity with the general plan, this resolution shall be operative upon the adoption by the City Council of the following implementing ordinances found in Council File No. _____: Zone and Height district

changes, the Hollywood Community Plan Implementation Overlay Ordinance, and the Hillside Construction Regulation Overlay Ordinance.

Attachments: 1 – Exhibit __ FEIR
2 – Exhibit __ MMP
3 – Exhibit __ CEQA Findings of Fact and Statement of Overriding Considerations
4 – Exhibit __ General Plan Amendment Map

EXHIBIT B:
Draft Community Plan

CPC-2016-1450-CPU; ENV-2016-1451-EIR

For consideration by the City Planning Commission

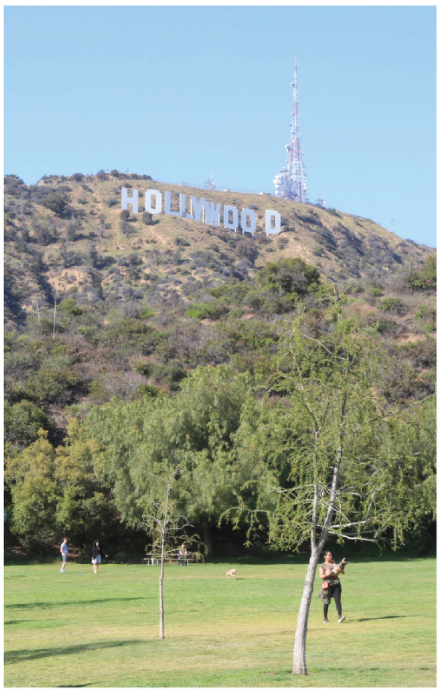
February 18, 2021

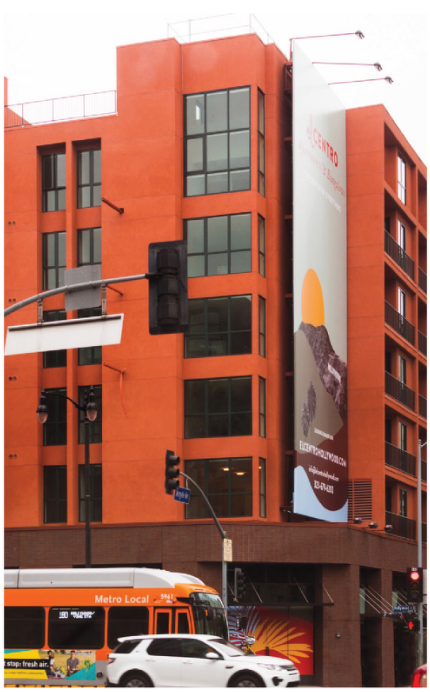














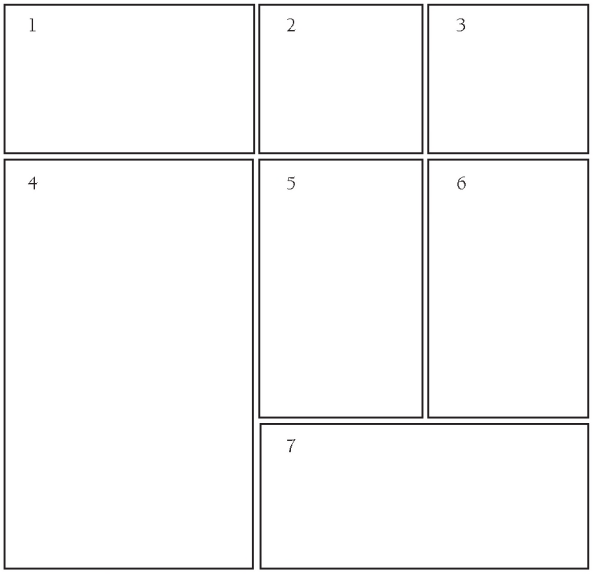
Hollywood

COMMUNITY PLAN

February 2021

DRAFT

Los Angeles Department of City Planning



1. *Hollyhock House in Barnsdall Art Park*

2. *Palmerston Place in Los Feliz*

3. *Sunset Bronson Studios*

4. *Hollywood Boulevard Commercial and Entertainment District*

5. *Lake Hollywood Park*

6. *Transit-oriented development near the Metro Hollywood/Vine Station*

7. *CicLAvia "Meet the Hollywoods" on Hollywood Boulevard near Highland Avenue*



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ACKNOWLEDGEMENTS

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Introduction

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

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



Theatre Row's Hudson Theatres

The Community Plan's importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives. The process of developing the Hollywood Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.

Plan Organization

The Hollywood Community Plan is organized into seven chapters. Each chapter is further organized into sections that address specific topics described below, and includes an approach section at the beginning that describes its contents and relationship to the Plan. An overview of each of the chapters is provided below.

Chapter 1: Introduction. Chapter 1 describes how to use the Community Plan by providing a reader's guide for understanding the Community Plan and describing its relationship to the City's General Plan as well as plans developed by other City agencies.



Historic multi-family buildings line scenic Los Feliz Boulevard

Chapter 2: Community Profile. Chapter 2 provides a detailed description of the historical development of Hollywood by describing Hollywood's relationship to adjoining communities, its environmental setting, its existing land uses as well as identifying population, employment, housing trends and projections.

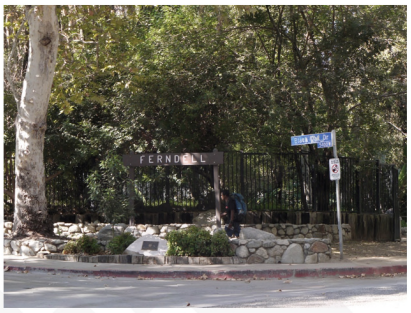
Chapter 3: Land Use & Urban Form. Chapter 3 specifies overarching goals, and policies that support citywide goals and policies while addressing issues unique to the Community Plan. This chapter describes the community's land uses, and specifies goals and policies that address residential, commercial, and industrial development.

Chapter 4: Public Realm and Open Space. Chapter 4 defines goals and policies for the community's public realm and open space, which includes public and public-facing private spaces, such as streetscapes, sidewalks, walkability, public gathering places like plazas and parklets, alleys, urban green spaces, as well as other transitional spaces and community entry points.

Chapter 5: Preservation. Chapter 5 expresses the community's vision for historical preservation and the conservation of neighborhood character. It outlines the various histories of Hollywood's historic cultural resources and districts as well as goals and policies to protect, preserve, and incentivize preservation.

Chapter 6: Mobility and Connectivity. Chapter 6 defines goals and policies for the community's circulation system, focusing on enhancing mobility and access for all users. Different modes of transportation are discussed, including a discussion of their relation to and interaction with one another.

Chapter 7: Implementation Programs. Chapter 7 describes how the Community Plan will be implemented. This chapter describes the implementation programs and identifies the responsible implementing City department or agency.



Ferndell Trail in Griffith Park features shady California Sycamores



Shared mobility options have increased access across Los Angeles

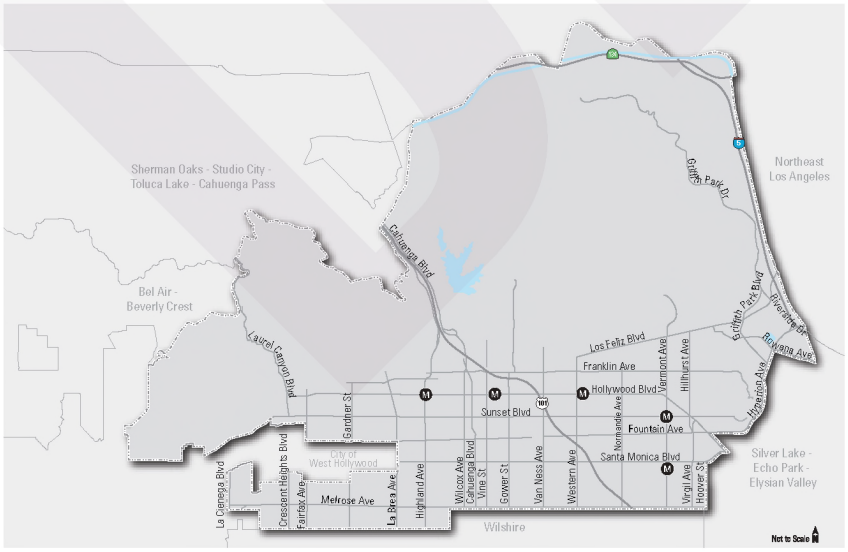


Figure 1-1
Hollywood Community Plan Area



Melrose Avenue features a pedestrian scale commercial corridor that includes fashion, art galleries, and a variety of cultural venues and small businesses



The Los Angeles River's soft bottom fosters vegetation and habitat for animals



The Hollywood and Highland development incorporates open space, creating direct access to Hollywood Boulevard

How to Use the Plan

The Hollywood Community Plan is intended for use by all members of the community, including residents, Neighborhood Councils, business owners, developers, and public officials. The Community Plan is organized to allow the user to easily find information most relevant to their interest, without perusing the entire document. However, it is important to note that the Community Plan's policies, guidelines, and implementation programs were not created in isolation, but rather developed collectively to address community issues in a comprehensive manner.

For residents and Neighborhood Councils, the Community Plan identifies the type and scale of land uses permitted, describes changes that may affect neighborhoods, and explains the policies, and implementation programs that guide decisions about future development.

For businesses, the Community Plan identifies land use measures that support business and encourage future success by providing policies and programs to guide adoption of clear and predictable standards that support and enhance commercial and industrial development. The Community Plan also discusses land use strategies to attract new investment in commercial centers and along boulevards.

For developers, the Community Plan introduces the community, provides background information, and again establishes policies and programs to guide adoption of clear and predictable development standards. Developers should review all maps, policies and programs throughout this document to better understand where and what type of development may occur.

For public officials, the Community Plan is a part of the General Plan, which is the basis for land use decisions and findings by the City Planning Commission, other boards and commissions, and the City Council.

For public agencies, the Community Plan is intended to help agencies contemplate future actions in the City, such as transportation infrastructure improvements, parks, and schools. The policies located throughout the Community Plan are interrelated and should be examined comprehensively when making planning decisions.

Reader's Guide

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use map are intended to guide decision-making.

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

Ultimately, the Community Plan's goals, policies, programs, and guidelines are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Draft

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g.LU.1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU.1.1). Policies with corresponding program(s) are followed by an implementation program number (e.g., P1).

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision-makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 7 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

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Relationship to the General Plan

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and human-caused hazards are guided by and must be consistent with the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety, and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans (refer to Figure 1-2, City of Los Angeles Community Plan Areas), including the Hollywood Community Plan (Figure 1-1), comprise the City's land use element. The City has adopted the "Framework Element," which can be considered the organizing Element. Its policies address and connect all the Elements of the General Plan, and is discussed below.

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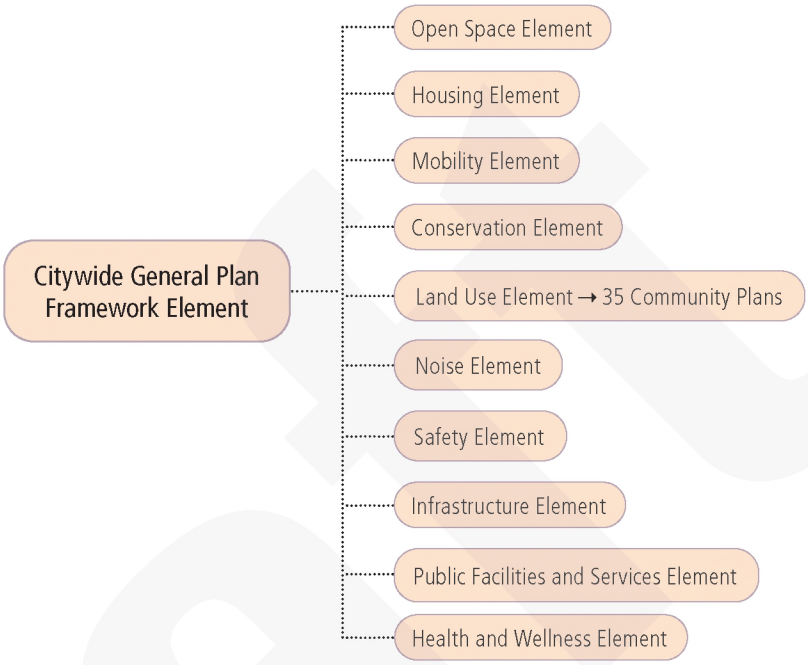

Citywide General Plan Framework Element

The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well. Commercial areas are grouped into the four general categories: Regional Center, Commercial Center, Neighborhood District and Mixed-Use Boulevard.

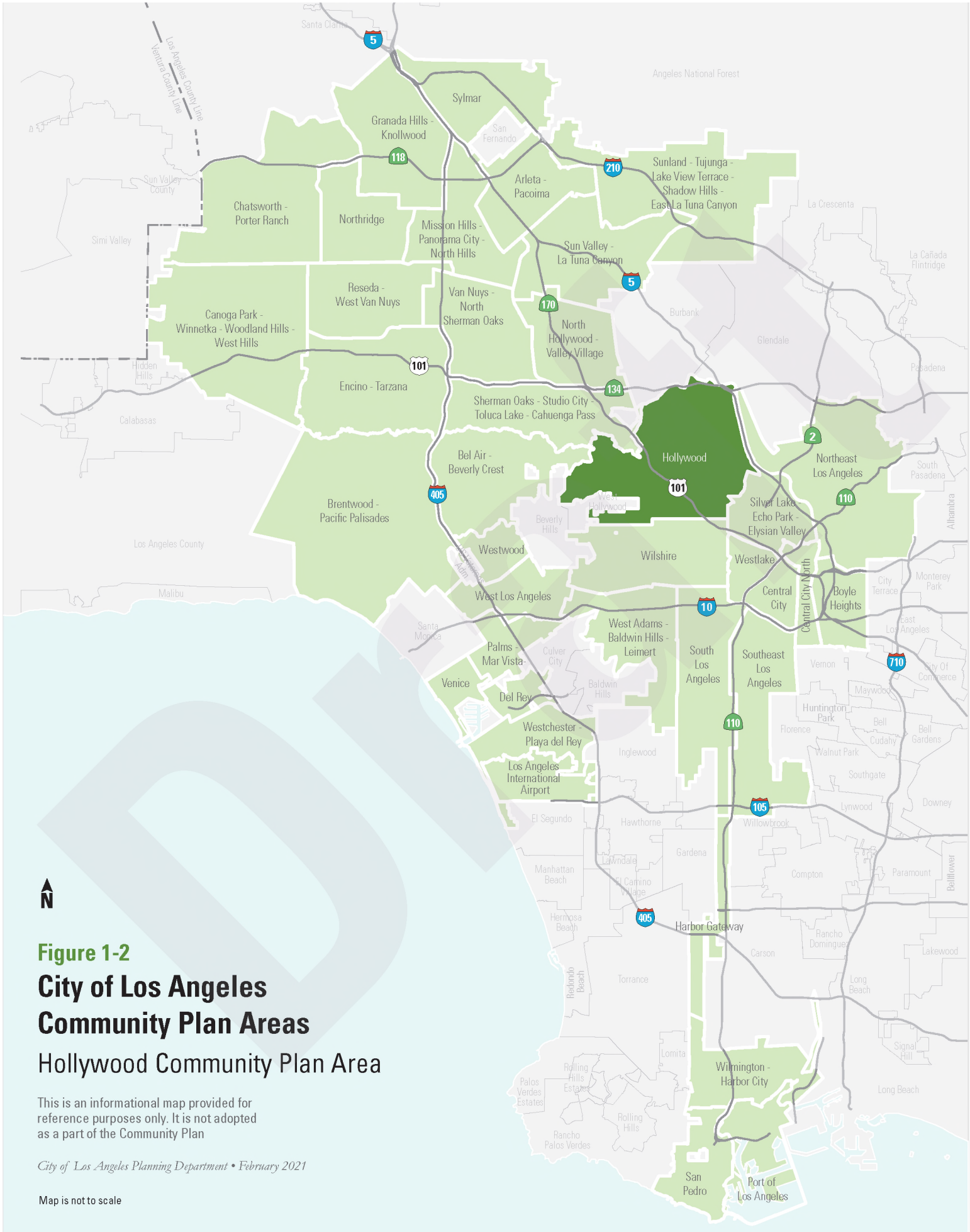

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Figure 1-2

City of Los Angeles Community Plan Areas

Hollywood Community Plan Area

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

City of Los Angeles Planning Department • February 2021

Map is not to scale

Framework Element Guiding Principles

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

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

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





Framework Element Hierarchy

Neighborhood District. A Neighborhood District is a focal point for surrounding residential neighborhoods and contains a diversity of land uses that serve the daily needs of these residents and employees. Local businesses and services often include restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services. The clustering of these types of uses and the frequency of their location near neighborhoods are intended to encourage walking and bicycling to and from adjacent neighborhoods, minimizing the need for automobile trip-making. Neighborhood Districts are often characterized by smaller-scaled development and a pedestrian oriented character. They may also be nodes of higher density along Mixed-Use Boulevards (described below).



Community Center. Community Centers differ from Neighborhood Districts in their size and intensity of business and social activity. While they typically include the types of businesses and services found in Neighborhood Districts, they also contain uses that serve the larger community, such as hotels or motels, small offices, cultural and entertainment facilities, and schools and libraries. Generally, Community Centers are medium-scaled, although this varies depending on the character of the surrounding area. Community Centers are often served by small shuttles, local and rapid buses, or rail.



Regional Center. A Regional Center is a hub of regional commerce and activity and contains a diversity of uses such as corporate and professional offices, residential buildings, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Regional Centers cater to many neighborhoods and communities and serve a much larger population than either Community Centers or Neighborhood Districts. They are generally high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. They typically provide a significant number of jobs, but are also non-work destinations as well. As a result of their densities and functions, Regional Centers are usually located near major transportation hubs or along major transportation corridors.

Mixed-Use Boulevard. Mixed-Use Boulevards serve as "connecting spaces," linking Neighborhood Districts, Community Centers, and Regional Centers with one another. The scale, density, and height of development along designated Mixed-Use Boulevards vary throughout the City, but are intended to be compatible with adjacent residential neighborhoods. The term "mixed-use" connotes a variety of uses occurring within the boulevard, but also the potential for mixing uses within individual structures, such as commercial on the ground floor and residential above. Mixed-Use Boulevards should provide community and neighborhood commercial uses, public services, cultural facilities, school classrooms, and similar facilities to residents and employees within walking distance of surrounding residential neighborhoods and accessible from the boulevard's public transit.



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

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

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, which includes Neighborhood Districts, Community Centers, Regional Centers, and Mixed-Use Boulevards, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

Relationship to Mobility Plan 2035

In 2008, the California State Legislature adopted AB 1358, The Complete Streets Act, which requires local jurisdictions to "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context."

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City's General Plan Circulation Element, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City's transportation system will continue to evolve to fit the context of the time and situation. Today, we are faced with environmental constraints, public health issues, regional inequity, and some of the longest, traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contains objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City's achievement of the Plan's five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low-income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Hollywood Community Plan provides the opportunity for a more focused and nuanced transportation discussion at a community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 6 of the Hollywood Community Plan.



Vision Zero intersection treatments create safer crossings for pedestrians

Relationship to Other Agency Plans

There are a variety of non-City agencies and organizations that function within the Hollywood Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

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



New street configurations provide better connectivity for multi-modal trips

Los Angeles County Metropolitan Transportation Authority (Metro). The Los Angeles County Metropolitan Transportation Authority is the state chartered regional transportation planning and public transportation operating agency for the County of Los Angeles. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. Metro operates the five Metro transit stations in the Hollywood Community Plan Area (refer to Figure 1-3, Other Relevant Agency Planning Areas).



Buses, shared mobility, and trains all work together to connect Hollywood to the rest of Los Angeles

The Hollywood Redevelopment Project. The 1,107-acre Hollywood Redevelopment Project, established by the Hollywood Redevelopment Plan (Redevelopment Plan), is located approximately six miles northwest of the Los Angeles Civic Center at the foot of the Hollywood Hills. The Project Area is generally bounded by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south, and La Brea Avenue on the west (refer to Figure 1-3, Other Relevant Agency Planning Areas). The Redevelopment Plan was historically implemented by the Community Redevelopment Agency of the City of Los Angeles (Agency). In 2012, the Dissolution Act (Assembly Bill x1 26) dissolved the Agency, along with all other redevelopment agencies in the State, and the CRA/LA, a Designated Local Authority (DLA), became the successor to the Agency. The DLA's role under the Dissolution Act is to wind down the enforceable financial obligations of the Agency. The DLA also assumed responsibility for administering the still active Redevelopment Plan, including those provisions related to the use and development of land in the Project Area. In November 2019, at the request of the City Council under a provision in State law, all "land use related plans and functions" of the Hollywood Redevelopment Plan transferred to the City of Los Angeles.

Hollywood Redevelopment Plan, first amended on May 20, 2003.

The Hollywood Redevelopment Plan, as first amended on May 20, 2003, (First Amended Redevelopment Plan), which expires by its terms on May 7, 2028, includes substantial provisions regulating the use and development of land in the

Project Area. Pursuant to the First Amended Redevelopment Plan, the purpose of those regulations was to encourage economic development, promote and retain the entertainment industry, revitalize the historic core, preserve and expand housing for all income groups, meet the social needs of area residents, provide urban design guidelines and preserve historically significant structures. Section 502 of the First Amended Redevelopment Plan, provided that upon update of the Hollywood Community Plan or its implementing zoning ordinances, with regard to land use in the Project Area, the First Amended Redevelopment Plan was to be automatically modified without a formal amendment process to ensure the First Amended Redevelopment Plan conforms to the Community Plan or its implementing zoning ordinances.

The Hollywood Community Plan, comprehensively updated on _____, with its implementing zoning ordinances, includes contemporary land use and zoning strategies to address economic development, promote and retain the entertainment industry, revitalize the historic core, preserve and expand housing for all income groups, meet the social needs of area residents, provide urban design guidelines and preserve historically significant structures. The Hollywood Community Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses in the Project Area. The provisions in the First Amended Redevelopment Plan intended to regulate, control, or shape the use and development of land in the Project Area, including without limitation Sections 400 through 412, 500 through 521, and 700, are in conflict with the Hollywood Community Plan and its implementing ordinances because they: (1) prohibit what is allowed under the Hollywood Community Plan and its implementing ordinances; or (2) allow what is prohibited under the Hollywood Community Plan or its implementing zoning ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Project Area. As such, any provision in the First Amended Redevelopment Plan that purports to regulate, control, or shape the development of land in the Project Area, including but not limited to those provisions in Sections 400 through 412, 500 through 521, and 700, is in conflict with, and does not conform to, the allowed land uses in the Hollywood Community Plan.

Second Amended Hollywood Redevelopment Plan.

On _____, the City adopted an amendment to the First Amended Redevelopment Plan, (Second Amended Hollywood Redevelopment Plan), to delete all land use related plans and functions of the Redevelopment Plan. The purpose of the Second Amended Hollywood Redevelopment Plan is to ensure that from the effective date of the amendment, the Hollywood Redevelopment Plan shall not regulate or have any further force and effect over: (i) the use and development of land in the City, (ii) obligations of the City to prepare or make any report, survey, study or undertake any other planning effort, and (iii) any other land use related plan or function in the City.

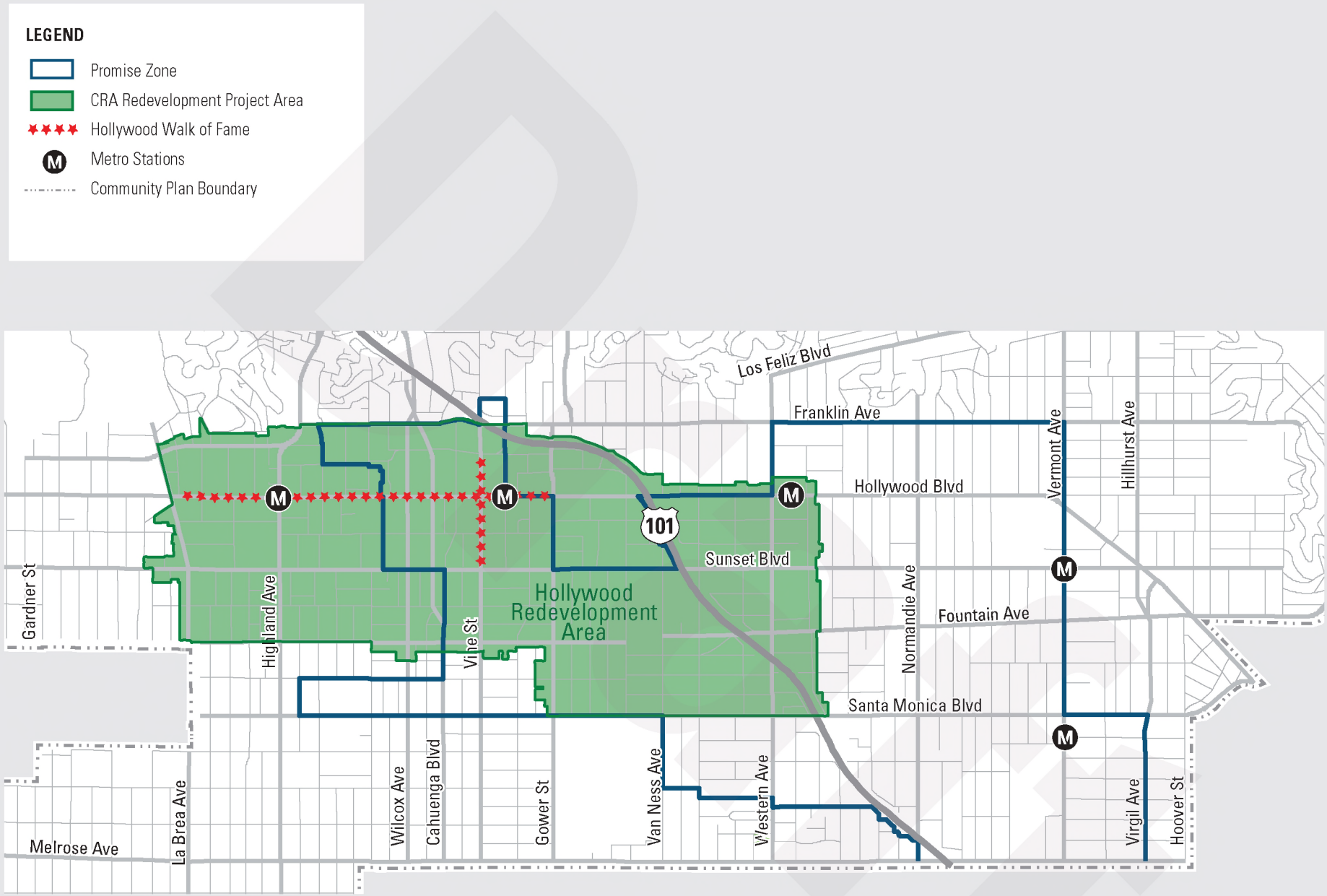

Figure 1-3

Other Relevant Agency Planning Areas

Hollywood Community Plan Area

City of Los Angeles Planning Department • February 2021

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Not to Scale

Los Angeles Community College District (LACCD). The Los Angeles Community College District (LACCD) consists of nine colleges, including Los Angeles City College (LACC), which is located within the Hollywood CPA.

Los Angeles Unified School District (LAUSD). The Los Angeles Unified School District (LAUSD) currently operates several K-12 schools in the Hollywood CPA. In addition, LAUSD operates early childhood education centers, adult schools, and a continuation program within the CPA.

Santa Monica Mountains Conservancy (SMMC). The Santa Monica Mountains Conservancy (SMMC) was established by the California State Legislature in 1980 to help create and preserve parkland in both wilderness and urban settings. The SMMC Zone covers an area from the edge of the Mojave Desert to the Pacific Ocean, including the Santa Monica Mountains and the Rim of the Valley Trail Corridor which are in the northern portions of Hollywood.

Promise Zone. Established in 2014, the LA Promise Zone targets resources to help create jobs, boost public safety, improve public education and stimulate better housing opportunities for our residents and neighborhoods. The Promise Zone serves six culturally diverse neighborhoods in Los Angeles, including East Hollywood (refer to Figure 1-3, Other Relevant Agency Planning Areas).



Vine Street Elementary School is just one of many schools serving Hollywood students

Draft



The W Hotel is located in the Regional Center and the Hollywood Signage Supplemental Use District

Relationship to Specific Plans and Overlay Zones

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

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

Hollywoodland and Mulholland Scenic Parkway Specific Plans. The Hollywoodland and Mulholland Scenic Parkway Specific Plans were enacted to protect the scenic features and residential character of several hillside communities (Figure 1-4). The Hollywoodland Specific Plan also protects the unique architectural styles of this neighborhood – traditional cottages and villas which create a European village flavor.



Mixed-use in the Vermont-Western Station Neighborhood Area Plan (SNAP)

Paramount Pictures Specific Plan. The Paramount Pictures Specific Plan was created to guide the modernization and future development of the Paramount Pictures property (Figure 1-4). The Specific Plan will allow for the continued development of the site as a major studio/entertainment institution and establishes permitted uses, quantifies net new floor area for stage, production office, office, retail and support uses, sets height restrictions, and has historic preservation regulations.

Signage Supplemental Use Districts. The Hollywood Signage Supplemental Use District (Figure 1-4) was established to promote signage which complements the historic architecture and signage of Hollywood Boulevard and allows new sign technologies which are well designed and carefully located. The Sunset Bronson Studios Supplemental Use District (Figure 1-4) was established to permit a comprehensive and unified signage theme to promote creative content produced or edited on the Sunset Bronson Studios campus, a multi-tenant, mixed-use, creative office campus with on-site motion picture, news station and television production facilities.

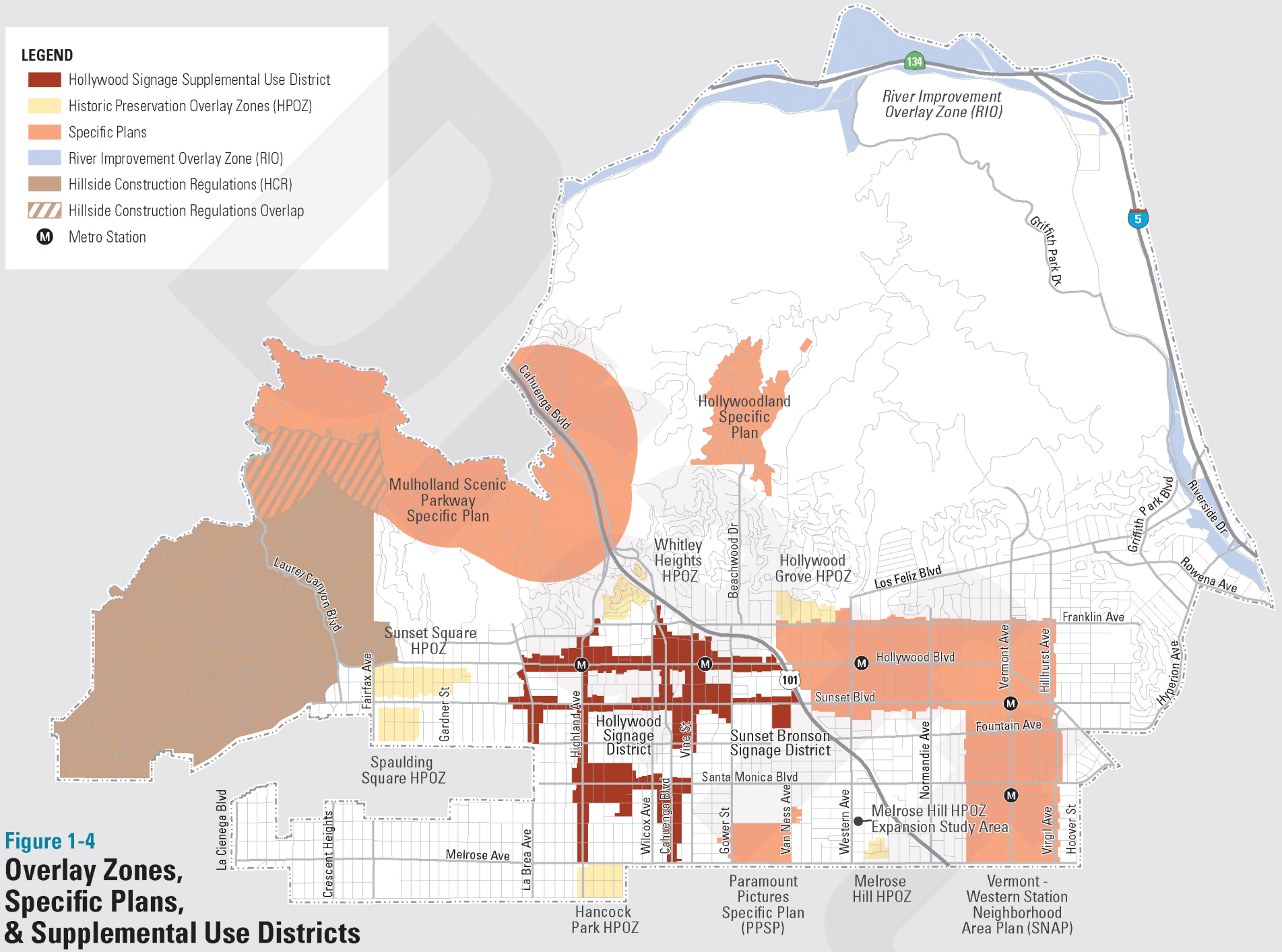

Figure 1-4

Overlay Zones, Specific Plans, & Supplemental Use Districts

Hollywood Community Plan Area

City of Los Angeles Planning Department • February 2021

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Not to Scale

Historic Preservation Overlay Zones. There are six Historic Preservation Overlay Zones (Figure 1-4) in the Hollywood CPA: Sunset Square, Spaulding Square, Whitley Heights, Melrose Hill, Hollywood Grove and a portion of Hancock Park. The regulations of historic preservation overlay zones ensure that the rehabilitation of historic houses is performed in a manner which respects the historic integrity of the structures and the neighborhood. New development is also reviewed to assure that the character of the historic neighborhood is maintained.

Los Angeles River Implementation Overlay (RIO). The Los Angeles RIO (Figure 1-4) established design standards that address watershed, urban design, and mobility in order to enhance the special qualities of river adjacent communities. The RIO enables the City to better coordinate land use development all along the 32-mile corridor of the Los Angeles River that flows within the City's boundaries, which includes the northern portion of the Hollywood CPA, as well properties near the LA River.

Hillside Construction Regulation Supplemental Use District (HCR). The Hillside Construction Regulation Supplemental Use District was established to provide extra protections from construction-related impacts of single-family residential development in the hillside areas. The Hollywood neighborhoods in the HCR District are Bel Air-Beverly Crest and Birds Streets and Laurel Canyon (Figure 1-4). The HCR addresses grading limits, hauling truck operations standards, and operating hours and construction activity. If applicable, site plan review is required.

Draft





Muralist Darin Vartanian's work adorns the Chilli Beans building in East Hollywood's Little Armenia neighborhood

Community Background

The last update of the Hollywood Community Plan was in 1988. Since that time, significant changes have occurred, new issues have emerged and new community objectives, aiming to balance new development with community preservation, have evolved. It is necessary to update the Community Plan to reflect current conditions and at the same time plan for future changes. Many changes occurring in Hollywood are caused by larger forces beyond the community's direct control, such as demographic trends, advances in technology, climate change, economic conditions, and rising energy costs. Planning for upcoming changes is the most effective and beneficial way for the community to accommodate evolving needs.



Hollywood Boulevard lies in the heart of Hollywood and features numerous entertainment-oriented venues, theaters, and museums

Located five miles west of downtown Los Angeles and 12 miles from the Pacific coast, Hollywood is a mosaic of districts, including the historic entertainment district on Hollywood Boulevard, Theatre Row, the Media District south of Santa Monica Boulevard, and the major medical facility cluster in East Hollywood, with many distinctive local commercial corridors and residential neighborhoods throughout. Among these are historically significant districts that benefit from their proximity to regional attractions, but require measures to enhance and preserve these districts from development pressures. Hollywood's iconic assets and hub of media and technology companies are highlighted under two of the eight long-term economic development goals in the City's Citywide Comprehensive Economic Development Strategy report adopted by the City Council in 2019.

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



Le Trianon Apartments

Drawing crowds of tourists during the day, with bustling nightlife activity, the regional center of Hollywood is developing into an attractive mixed-use neighborhood, where people can live, work, shop and play. An array of historic, boutique, and mixed-use hotels accommodate the needs of visitors who come to Hollywood for business or tourism. Tourism growth and international trade growth are listed under a priority to strengthen regional and global partnerships and trade networks in the Citywide Comprehensive Economic Development Strategy report. The other five priorities include expanding access to affordable housing, supporting a prepared workforce, and promoting equitable economic growth.

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

South of Santa Monica Boulevard between La Brea Avenue and Van Ness Avenue, stretches the Media District. This industrial area is home to facilities engaged in new media, film and tape editing, film archiving and storage, studio equipment manufacturing, rental and storage, sound recording and many other pre- and post-production uses. Also located within the Media District is a flourishing equity-waiver theater district, known as Theatre Row, where some of the City's most critically-acclaimed live theater companies perform nightly. The Hollywood Community Plan protects the industrial uses of the Media District and the theaters of Theatre Row, while allowing for a mixture of uses along the edges of the District on La Brea Avenue and Santa Monica Boulevard.

East Hollywood is home to a cluster of prominent medical facilities, including Kaiser Hospital, Children's Hospital, Hollywood Presbyterian Medical Center, and associated medical offices and research facilities. Children's Hospital is one of the nation's leading teaching hospitals for physicians and nurses who specialize in pediatrics. These East Hollywood medical facilities are major employment centers, providing roughly one-tenth of Hollywood's jobs.

Much of East Hollywood is regulated by the existing Vermont-Western Station Area Neighborhood Plan (SNAP), a transit-oriented Specific Plan, that encourages development around the Red Line Metro stations located on Vermont Avenue and Hollywood Boulevard, while preserving nearby residential neighborhoods. Interlaced between these station neighborhoods are many distinctive single-family and multifamily residential neighborhoods.

The Hollywood Community Plan seeks to direct anticipated growth away from the many lower scale existing residential neighborhoods and towards transit-oriented districts and corridors. The Regional Center and the SNAP area contain Hollywood's transit stations connecting Hollywood to Downtown, the Valley, the Eastside, South LA, and the Westside.

Hollywood's regional significance and revival can be attributed to the successful collaboration of community stakeholders — the Hollywood Chamber of Commerce, the Hollywood Entertainment Business Improvement District and the neighborhood councils — working together with city government and the private sector.



Hollywood and Highland represents one of the City's most sought out destinations, attracting over 25 million visitors annually

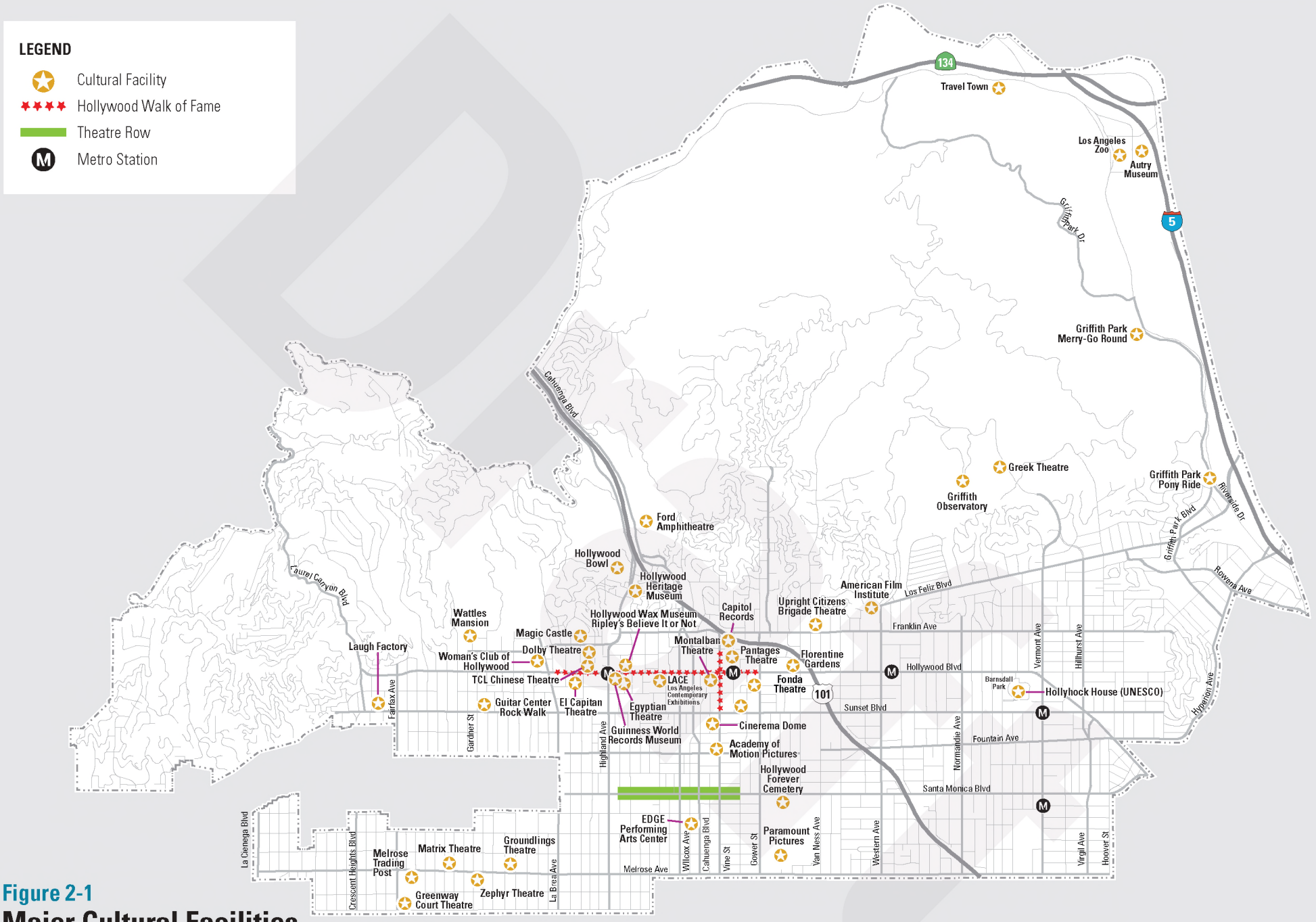

Figure 2-1

Major Cultural Facilities

Hollywood Community Plan Area

City of Los Angeles Planning Department • February 2021

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Not to Scale

Historic Development Patterns

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

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



Long before the Metro Red Line, tourists flocked to Hollywood on streetcars in 1905

In the 1880s the Ranchos were subdivided, and in 1886, Harvey Henderson Wilcox moved from Topeka, Kansas, with his wife and bought 160 acres of the former Rancho La Brea. That same year, Hollywood was given its name by Hobart Johnstone Whitley. Wilcox created a grid map of his new town, which was submitted to the county recorders office in 1887. Prospect Avenue served as the main street for the town, later renamed Hollywood Boulevard.

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

Hollywood slowly emerged as a motion-picture production center. Though most major production companies were originally located on the East Coast, the center of the film industry gradually moved west, drawn by the warm weather and natural beauty of Los Angeles.

The first studio built in Hollywood was Nestor Studio located at the intersection of Sunset Boulevard and Gower Avenue in 1911. Numerous studios followed, and soon Hollywood was recognized as the movie capital of the world. Movie theater mogul, Sid Grauman, built the Egyptian Theater in 1922, followed by the Chinese Theater in 1927 to showcase new films and further establish Hollywood's dominance in the industry. The first Academy Award ceremony, recognized as the biggest evening for the industry, was held at the Roosevelt Hotel in 1929.



Early travel through Cahuenga Pass

Hollywood also serves as a major center for television and music. In 1939, Don Lee Broadcasting System began broadcasting from W6XAO, the world's highest television broadcasting tower, built atop its namesake, Hollywood's Mount Lee. In the 1950s, music recording studios and offices were established in Hollywood, the most famous, Capitol Records, built in 1956.



The Hollywood Bowl has been drawing outdoor crowds since 1916

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

Recent Development

In 1999, the opening of the Metro Red Line subway connected Hollywood to the San Fernando Valley and Downtown Los Angeles, extending the area's mobility to the entire Metro Rail network. The Red Line has been paramount in facilitating the revitalization of Hollywood. In 2001, the Hollywood and Highland complex took advantage of this transit hub, creating stores and restaurants that could be served by multimodal alternatives. Hollywood Boulevard and Vine Street serves as another transit-oriented center, featuring the W Hotel, and a mixed-use, mixed-income development.



Recent development in Hollywood's Regional Center mixes with its historic core

In recent years, after the 2008 Great Recession, investment in Hollywood emerged again. New development projects feature a mix of commercial and residential uses, such as restaurants and multi-family residential buildings, and hotels in central Hollywood near the Red Line Metro stations. Transit and mobility options will be a key component of future development, supporting the growth of Hollywood as a place of residence, entertainment, and tourism.

The community of Hollywood continues to accommodate the needs of many visitors as well as residents. With annual visitor totals near 25 million, the number of persons visiting Hollywood fluctuates widely on any given day, depending on hour or season. Hundreds, sometimes thousands, of persons come to Hollywood to work, shop, tour, seek entertainment at a nightclub, theater or concert venue, or spend the night in a hotel.



Mixed-use buildings create accessible, walkable, and convenient neighborhoods

At the same time, as Hollywood continues to evolve, neighborhood protections have been established to balance residents' needs. Since the last plan update, the SNAP, HPOZs, and baseline and hillside mansionization regulations have been established to maintain and preserve Hollywood's stable neighborhoods.

Geography

The geography of Hollywood is diverse and the CPA can be characterized by its extremes. Hollywood is situated at the heart of the City of Los Angeles, almost equidistant from the northern and southern extents of the City. In its midst sits the City's most wild open space, Griffith Park, and contained alternately within some of the most historic and expensive single-family neighborhoods in the City. The CPA contains the foothill terminus of the Santa Monica Mountains which extend westward, all the way to the ocean. Elevations of the Santa Monica Mountains range to 1,709 feet above sea level in Griffith Park and 1,821 feet outside the park. Hollywood's topography therefore includes both wilderness and hillside communities as well as flat lands that have been significantly urbanized. Hollywood's flatlands stretch generally south from Franklin Boulevard to Melrose Avenue in the east and to Rosewood Avenue in the west.



The Hollywood Reservoir, also known as Lake Hollywood, was created with the construction of Mulholland Dam in 1924

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



Built in 1926, the Shakespeare bridge provides a whimsical connection between Franklin Hills and Los Feliz

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

This diversity of topography articulates the unique socio-economic character of the CPA, juxtaposing some of the most expensive residential estates in Los Angeles with some of the densest multi-family housing in the City. In addition to diverse land forms, the Hollywood CPA has one of the most diversified and densely populated land use patterns in the City, containing multiple centers of commercial and industrial activity.



Tudor Revival architecture is just one of many genres represented in the Spaulding Square Historic Preservation Overlay Zone

Existing Land Uses

The Hollywood Freeway (State Route 101) traverses the Community Plan Area from north to south, the Ventura Freeway borders the north boundary, and the Golden State Freeway (Interstate 5) defines the eastern boundary. Streets in the flatlands are laid out in a grid pattern, often oriented on primary compass points, while the street pattern in the hills is generally circuitous and narrow. Major transportation corridors include Los Feliz, Hollywood, Sunset, and Santa Monica Boulevards, and Melrose Avenue, all providing east-west circulation. Major north-south circulation is provided along Vermont, Western, Highland, and La Brea Avenues, and Cahuenga, Crescent Heights, and La Cienega Boulevards. There are five Metro Red Line Stations in the Community Plan Area, and they are located in the Regional Center and in the Vermont-Western Station Area Plan (SNAP) Specific Plan.



Courtyard apartment buildings and bungalows were built throughout Hollywood's studio era

Almost half of the acreage in Hollywood is allocated for residential uses. Single-family uses are located primarily in the hills, while duplexes and multifamily uses are concentrated south of the hills, in the flatland. In the 1980s, many of Hollywood's multi-family neighborhoods were downzoned to lower-density land use designations and zones. Because of this rezoning, the built form in these neighborhoods often reflects a more urban development pattern than the zoning or land use designation allows.

Existing commercial land uses in the Community Plan Area account for approximately 850 acres or 6 percent of the CPA's total acreage. Commercial land uses promote local services and retail while fostering economic development and are predominantly located within the Regional Center, the SNAP, and along commercial corridors located throughout the Community Plan Area. Commercial corridors are generally located along major transportation corridors within the CPA.



The Vermont Avenue Commercial Corridor is lined with shops

Commercial areas thrive primarily due to their pedestrian scale and walkability. They are anchored by their local users who live in the surrounding communities and are significant quality of life contributors to the community of Hollywood. Features that maintain and improve this environment include streetscape improvements and plans, traffic calming measures, safe pedestrian crossings, and development in scale with the surrounding building typologies.

The Regional Center lies in the heart of Hollywood, located south of Franklin Avenue, east of La Brea Avenue, north of Fountain Avenue, generally west of the 101 freeway. The Regional Center is a focal point of regional commerce, identity, and activity, and contains diverse uses such as corporate and professional offices, multi-family residential uses, retail commercial malls, restaurants, mixed-use buildings, government buildings, major health facilities, major entertainment and cultural facilities (see Figure 2-1), and supporting services.

The Regional Center is both historic and contemporary, occupied by tourist and entertainment-related commercial uses and multi-family residential development. A highly urbanized area, the Regional Center has considerable pedestrian activity and population density. The construction of new, mixed-use development has occurred at major intersections, such as Sunset Boulevard and Vine Street, especially near the Metro Red Line which runs along Hollywood Boulevard, stopping at Vine Street, and Highland Avenue within the Regional Center.



Mixed-use development in the Regional Center creates an environment for people to live, work, and play

Commercial corridors change in their scale and uses throughout the Hollywood CPA, with varying heights, uses, and cultural facilities (refer to Figure 2-1) that may draw residents from further afield. Hollywood is home to many commercial neighborhoods which are typically low-rise and pedestrian oriented, facilitating a village feeling and a sense of community. Hillhurst Avenue and Vermont Avenue in the Los Feliz neighborhood feature a variety of shops, services, bars, and dining establishments. Franklin Avenue between Gower Avenue and Van Ness Avenue hosts a number of small stores and restaurants, a market, and other neighborhood oriented services. Portions of Sunset Boulevard west of La Brea Avenue also maintain a neighborhood identity with a variety of historic commercial low-rise buildings. In East Hollywood, the concentration of hospitals and adjoining medical facilities continues to expand along Sunset Boulevard. This medical complex is supported by the Metro Red Line station at Sunset Boulevard and Vermont Avenue and the SNAP Specific Plan. Theatre Row lies on Santa Monica Boulevard between Gower Avenue and Highland Avenue and features several independent theaters and art galleries. Melrose Avenue is the largest neighborhood-serving commercial corridor that caters to both local and regional visitors.



The highly urbanized Regional Center serves as one of the region's major commercial hubs

Existing industrial uses, which account for 2 percent of the Community Plan Area and total approximately 273 acres, are primarily in the southern portion of the CPA. There are several clusters of low-intensity industrial uses scattered throughout the Hollywood CPA. The largest is the entertainment industry's Media District, generally bounded by Fountain Avenue, Vine Street, Waring Avenue, and La Brea Avenue. The Media District is the center of pre- and post-production, such as set construction, still photography, film and tape editing, film archiving and storage, studio equipment manufacture, rental and storage, sound recording, film projection and screening, prop houses, lumber yards, rehearsal and broadcast studios, production offices, and new media uses.

Open space (refer to Figure 4-3) comprises 39 percent of the CPA's total acreage. It includes a variety of different types of parks that meet different needs and have different functions, including sports and recreational facilities, playgrounds, nature preserves, passive green spaces, and cultural facilities. Unique to Hollywood, residents benefit from direct access to Griffith Park and other areas in the Santa Monica foothills.



Sidewalk dining is a key feature of Hollywood's neighborhood Commercial Corridors

Relationship to Adjacent Communities

The Hollywood Community Plan covers 25 square miles, extending from the foothills of the Santa Monica Mountains, roughly south of the Cities of Burbank and Glendale, west of the LA River, north of Melrose Avenue and east of Mulholland Drive and the Cities of West Hollywood and Beverly Hills, including a strip of land south of the City of West Hollywood and north of Rosewood Avenue, between La Cienega Boulevard and La Brea Avenue.

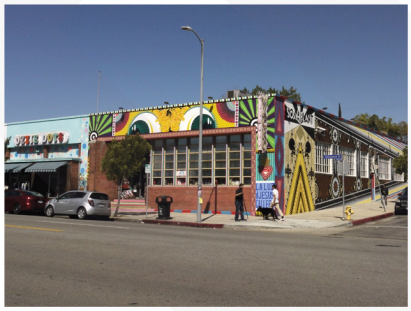
As illustrated in Figure 1-2, City of Los Angeles Community Plan Areas, adjoining community plan areas include Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass and Bel Air-Beverly Crest to the northwest, Wilshire to the south, and Silver Lake-Echo Park and Northeast Los Angeles to the east.



Commercial Corridors in Hollywood host some of the southland's most historic eateries

Population, Housing, and Employment

The State of California requires that cities plan for changes in population, housing, and employment; if growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are prepared by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City plans for the reasonable expected development through its Community Plans. This section describes the Hollywood Community Plan's population, housing, and employment projections, as well as other influencing factors that may impact these estimates. In addition, recent state legislation, including two important climate change bills, is discussed.



Iconic businesses like Wacko serve as small business anchors on Hollywood's Commercial Corridors

SCAG's 2040 demographic and socio-economic forecasts for Los Angeles are based on historic and recent growth trends. The Department of City Planning (DCP) refines the population and housing allocations within the City's 35 communities so that projected growth is directed to regional and commercial centers, consistent with the Framework Element and other City policies. The Hollywood Community Plan is designed to accommodate the population, housing, and employment projections for 2040. The ability of this Plan to accommodate the projections is based on assumptions about the level of development that can reasonably be expected to occur during the life of the Plan, given the Plan's land use designations and policies. Estimates for population, housing units and employment in the Hollywood Community Plan are shown in Table 2-1.

Past building data demonstrates that not all sites will be built to the maximum densities permitted by the plan for a variety of reasons, including economic conditions and market trends, financial lending practices, and construction and land acquisition costs, physical site constraints, and other General Plan policies or regulations. The reasonable expectations about the level of future development determine the Plan's capacity to absorb any increase in population, housing, and employment. A

more detailed discussion of population, housing, and employment projections and reasonable expected development is included in the Environmental Impact Report (EIR) for the Hollywood Community Plan.

Table 2-1
Population, Housing and Employment

	Existing (2016 Estimate)[1, 2]	2040 Projection[1]	Plan's Reasonable Expected Development[2]
Population (persons)	206,000	226,000	243,000 - 264,000
Housing	104,000	113,000	121,000 - 132,000
Employment (jobs)	101,000	119,000	124,000 - 127,000

[1] *Based on SCAG estimates (2016-2040 SCAG RTP/SCS).*
[2] *City of Los Angeles Department of City Planning*
Numbers are rounded to the nearest thousand.



The Jim Henson studio property is one of many studio and entertainment facilities in Hollywood.

Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, transportation, community facilities, and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the City and community level. The intensity of development is affected by many factors, and the rate at which population, jobs, and housing grow may be faster or slower than anticipated. External factors, such as global economic trends, demographic changes, immigration and migration rates, global warming, and water rights may also influence community development.



Hollywood is home to a multitude of small studios and boutique production companies

State Legislation

At the State level, senate and assembly bills are often adopted that influence local planning policy. For example, recent legislation calls for greater local emphasis on greenhouse gas reductions as well as better integration of transportation and land use planning:

Global Warming Solutions Act of 2006 (Assembly Bill 32)

This bill required California to reduce its greenhouse gas emissions to 1990 levels by no later than 2020. The California Air Resources Board (CARB), as the State's lead air pollution control agency, was assigned primary responsibility for coordinating development of those measures needed to achieve the required emissions reductions.



New developments in the Media District continue to increase employment opportunities in the area

Complete Streets Act of 2008 (Assembly Bill 1358)

This bill requires the City of Los Angeles in updating their General Plan, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375)

This bill helped to implement Assembly Bill 32's greenhouse gas reduction goals by targeting transportation-related emissions through better integration of land use and transportation planning. Regions must adopt a "sustainable communities strategy" which demonstrates that their housing and transportation plans reduce greenhouse gas emissions.

Draft

The Hollywood Community Plan includes goals, policies and programs that address these important objectives through:

- The inclusion of policies and implementation programs that address the unique opportunities afforded to area residents, employees, and visitors through an expanded mass transit system that provides safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.
- Improved air quality and health of residents as a direct result of decreased single-occupant automobile demand and reduced vehicle miles traveled (VMT) than would otherwise occur as a result of development under the existing plan.
- The creation of multi-modal alternatives to automobile use through the adoption of "Complete Street" and "Complete Neighborhood" principles that enhance convenient use of the area's transit system through the provision of safe and accessible, pedestrian and bicycle linkages throughout the area, as well as land use incentives that encourage the location of a greater variety of neighborhood amenities within close proximity to residential areas.

Alternative Vehicle Metrics (Senate Bill 743)

The State of California signed SB 743 into law in 2013, which requires a shift in the way cities measure transportation-related environmental impacts under the California Environmental Quality Act (CEQA). The intent of SB 743 is to appropriately balance the needs of congestion management with statewide goals related to the reduction of greenhouse gas emissions, infill development, and the promotion of public health through active transportation. This new approach encourages development that results in more walkable communities, enhancements to active transportation facilities, development of transportation demand management pro¬grams, and expansion of public transit systems. The State's Office of Planning and Research requires all cities to measure transportation impacts with vehicle miles traveled (VMT), which replaces delay-based Level of Service (LOS) at signalized intersections or roadway segments. In July 2019, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA.

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Metro
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Land use in Hollywood is diverse and varied, providing a mix of housing, services, entertainment, and job centers

Land Use & Urban Form

The Land Use & Urban Form Chapter guides the pattern of development in the Hollywood Community Plan Area. Based on the City of Los Angeles' General Plan, the Land Use Chapter formulates a coherent set of development policies to guide future development. These land use policies serve as a central organizing element for the Community Plan, providing strategies for accomplishing the Plan's vision.

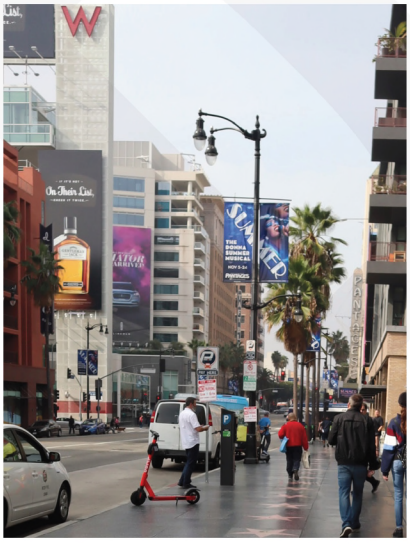
Overall, the pattern of land uses presented in the Plan is therefore linked to the Plan's objectives for an economic development, affordable housing, and jobs generation, as well as the type of urban form and character that is envisioned.



Spanish style single-family homes dot Hollywood's residential neighborhoods

The Land Use & Urban Form Chapter directs how the Hollywood community will evolve and mature over the next 20 years. Policies in this chapter establish a basis for evaluating whether specific development and project proposals are consistent with the intent of the Plan. These land use policies lay the groundwork for a livable, sustainable, and growing community made up of vibrant neighborhoods, districts, corridors and open spaces. To this end, the Land Use & Urban Form Chapter identifies goals and policies that are informed by these guiding principles:

- Conserve viable neighborhoods, districts, and historic/cultural resources
- Provide a range of employment and housing opportunities
- Promote the vitality and expansion of Hollywood's media, entertainment, and tourism industry
- Encourage sustainable land use
- Ensure that buildings and neighborhoods are well designed



Hollywood's Regional Center

Vision and Guiding Principles

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

The balanced growth of commercial and residential uses provides increased opportunities for jobs and housing, enabling an increasing number of residents and visitors to live, work, play and shop in Hollywood. Implementation of mixed-income housing

incentives creates opportunities for people who work in Hollywood to find affordable housing nearby. Policies that support this vision encourage more people to walk to nearby destinations.

Hollywood houses the City's largest public open space asset and looks to innovative solutions for providing more localized neighborhood public open space. Therefore, the Hollywood Community Plan promotes building, preservation, landscape, transportation and land use policies that take the long view towards protecting the environment. Recognizing the value of Hollywood's impressive historic architecture and cultural resources, the Community Plan seeks to protect these assets, as well. These guiding principles are presented in the following "Community Themes."



Hollywood provides a unique balance of commercial and industrial land uses that attract employment

Community Themes

As discussed in Chapter 1, the General Plan Framework Element establishes guiding principles for growth and development at a citywide context. While all community plans implement these guiding principles, Los Angeles is a city of diverse neighborhoods and communities and with that comes many varied and localized issues. The Hollywood Community Plan draws upon the General Plan Framework Element guiding principles to create distinct neighborhoods, districts, centers and boulevards and further articulates these at a more focused community level. The themes underlie the community's vision statement and lay the foundation for the Community Plan's goals, policies, and implementation programs. They build on major points of agreement that emerged from community discussions about the valued qualities of the community, hopes and aspirations for the future, as well as strategies for achieving the vision. The community themes directing planning efforts within the Hollywood CPA are:



Public facilities, schools, and community centers serve the area's residents

Provide a Range of Housing and Employment Opportunities

The Plan seeks to accommodate future anticipated growth, and address the City's ongoing housing crisis, by increasing the development rights of properties that are served by transit infrastructure and/or in proximity to employment centers. The Plan supports the development of affordable housing by linking the provision of increased development rights with an affordable housing incentive system. By focusing housing and employment growth in this manner, the Plan allows for significant expansion of housing and jobs, while conserving surrounding lower scale multi-family and single-family neighborhoods.



Preserving employment centers like Hollywood's studio facilities supports the area's economic success



The Hollywood Walk of Fame supports tourism with shops, tours, and historic destinations

Promote the Vitality and Expansion of Hollywood's Media, Entertainment, and Tourism Industry

The Community Plan recognizes Hollywood's internationally known role as a center for media and entertainment, and proposes strategies to safeguard land for media and entertainment related uses, offer development incentives for such uses linked to the provision of onsite community benefits in focused areas, and regulatory changes to better facilitate more contemporary media and entertainment uses. The Community Plan also recognizes the place-making, economic, and job-productive benefits of Hollywood's role as a visitor-serving destination, while proposing strategic provisions to safeguard housing stock within Hollywood for long term tenancy.

Conserve Lower-scale Neighborhoods

The Hollywood Community Plan endeavors to accommodate future growth within transit served areas, while minimizing future change in lower scale neighborhoods. Lower-scale multi-family neighborhoods in Hollywood tend to have a high proportion of rent-stabilized housing, and can be most vulnerable to the effects of displacement. Therefore, the Community Plan proposes a number of policies and programs to minimize the loss of existing affordable and rent stabilized housing and protect renting households. The Community Plan recognizes the role that the recently adopted Accessory Dwelling Unit regulations will play in expanding housing opportunities within existing single-family neighborhoods and does not propose additional changes within these areas.



Hillsides are a notable part of Hollywood's natural environment.

Safeguard Hillside Areas

The Hollywood Community Plan does not include zoning increases in the hillside areas, and has provisions to reduce future subdivisions. The Plan redesignates a number of hillside residential land use to open space for preservation, and includes a program to establish a new Hillside Construction Regulation (HCR) District. The Plan also includes future programs to expand open space, as well as protections for wildlife and ridgelines.

Create a Network of Safe, Multi-Modal Linkages

The Hollywood Community Plan promotes community health and sustainable mobility by envisioning a network of safe, multi-modal linkages that connect neighborhoods to nearby recreational and activity areas. In particular, the Community Plan supports the enhancement of underutilized existing roadways, parkways, greenways and utility corridors in order to expand mobility options. The Plan bolsters the creation of new paths, routes and lanes that facilitate better movement of pedestrians, bicyclists and motorists throughout the Community Plan Area. The Plan also identifies future streetscape plans and alley protections as a means to cultivate a more walkable and livable pedestrian experience.



Street treatments that calm traffic increase multi-modal linkages

Promote Sustainable Development

The Hollywood Community Plan proposes to promote sustainable development by establishing a land use pattern where future growth occurs in areas that are well served by transit and/or employment opportunities thus reducing future greenhouse gas emissions. The Community Plan seeks to encourage walkability by providing development standards for transit served corridors, and seeks to increase greenery and shade canopy by proposing new building breaks and landscape requirements within denser areas.



Hollywood provides extensive regional-serving medical facilities and institutions

Preserve and Enhance Social, Cultural and Historic Identity

The collective sense of place existing within the neighborhoods of Hollywood is an enduring source of cultural and civic pride. The area's numerous historic and cultural resources continue to serve as invaluable assets toward developing both positive neighborhood identity, and international cache. The Community Plan proposes a number of innovative strategies to promote the preservation of historic resources, provide incentives for preservation, and provide development regulations to guide new development within areas where historic resources are concentrated.



Capitol Records is just one of many culturally and historically significant Hollywood icons



Healthy communities start with public recreational spaces



Land use tools protect the character of Hollywood's distinctive neighborhoods

Improve Open Space, Parks, and Public Spaces

Open spaces, parks, and other spaces within the public realm have dynamic and important contributions to a healthy and happy community. The Community Plan supports existing open space resources within the Community Plan Area as well as new projects that expand the public realm like the creation of additional park space and the utilization of public right of way for pedestrian-oriented uses. The Plan proposes new development incentives within the Central Hollywood area that link the provision of on-site publicly accessible open space to increased development rights.

Conserve Neighborhoods, Districts, Historic/ Cultural Resources, and Public Rights-of-Way

The Hollywood Community Plan endeavors to direct the enhancement of the area's distinctive neighborhoods by conserving, preserving and developing thoughtfully around viable neighborhoods, districts, historical and cultural resources, and public rights-of-way. By providing land use tools that protect Hollywood's heritage, and identifying guidelines and strategies to enhance the areas' greatest assets, the Plan regulates harmonious growth and development around Hollywood's history, respecting established and desirable community character and context. In this regard, the Plan orients growth towards transit, leaving historic neighborhoods intact. Development standards and guidelines are designed to protect historic, hillside, and other stable neighborhoods, providing transition in scale and height to low-density neighborhoods, while maximizing accessibility and mobility for more dense areas.

Sustainable Development

Sustainable development encompasses established principles of good planning by meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Sustainable development can be further defined as promoting the "three E's:" environment, economy, and equity. For example, a decision or action aimed at promoting economic development should not result in social inequity or decreased environmental quality.

What does sustainable development look like on the ground? In a community that is developing sustainably, the neighborhood is the basic building block of urban design and is characterized by walkability, mixed-use development, and mixed-income housing. Walkability is a function of compactness and density. Attention to streetscape and public spaces is a key design element in creating desirable places to live. Such neighborhoods are more likely to support efficient transit systems. This approach to planning, from the neighborhood to the regional level, is often referred to as "smart growth."

Healthy Communities

A growing body of research has shown that there are connections between development patterns, community design and health outcomes. Crafting a more health-friendly Community Plan is critical to the overall health of a community. Healthy communities are characterized by equitable access to recreation facilities such as parks and community centers to promote physical activity; grocery stores and healthy foods; safe, active transportation options such as biking and walking; health services; affordable housing; economic development opportunities; healthy environmental quality; and safe public spaces.

Citywide Design Guidelines

The City of Los Angeles' General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence in buildings, landscape, open space, and public space. They also stipulate that preservation of the City's character and scale, including its traditional urban design form, be emphasized in consideration of future development. To this end, the Citywide Design Guidelines were developed to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions. These guidelines are intended for developers and architects as well as for advisory and decision-making bodies when evaluating a project.

The Citywide Design Guidelines serve to implement the 10 Urban Design Principles, a part of the Framework Element. These principles are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. While called "urban", the Urban Design Principles reflect citywide values to be expressed in the built environment of the City, establishing a design program for the City. They are intended to embrace the variety of urban forms that exist within Los Angeles, from the most urban, concentrated centers to our suburban neighborhoods. Guiding values and themes include creating a walkable Los Angeles, valuing each community's distinctive context and history, and designing for sustainability and health and wellness. The Planning Department's Urban Design Studio utilizes three interrelated design approaches for project-specific recommendations: pedestrian first, 360 degree design, and climate-adapted design. The Citywide Design Guidelines supplement the Citywide Urban Design Principles. By offering more direction for proceeding with the design of a project, the Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. It is important to remember, though, that they are performance goals, not zoning regulations or development standards and therefore do not supersede regulations in the municipal code.

The Citywide Design Guidelines are intended for the Planning Department, as well as other City agencies and department staff, developers, architects, engineers, and community members to use in evaluating project applications along with relevant policies from the General Plan Framework and Community Plans. To achieve the stated purpose, the Guidelines apply to all new developments and substantial building alterations that require approval by decision-making bodies and planning staff. However, all "by-right" development projects are also encouraged to incorporate the Design Guidelines into their project design. Each of the Citywide Design Guidelines should be considered in a proposed project, although not all will be appropriate in every case, as each project will require a unique approach. The Citywide Design Guidelines provide guidance or direction for applying policies contained within the General Plan Framework and the Community Plans. Incorporating these guidelines into a project's design will encourage more compatible architecture, attractive multi-family residential districts, pedestrian activity, and context-sensitive design.

General Plan Land Use

The 35 Community Plans, which constitute the Land Use Element of the General Plan, guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare, and convenience of people who live and work in the community. Land uses are organized into general classifications— residential, commercial, and industrial—which are further categorized by use, intensity, and density (see Table 3-1). Each land use category includes a list of corresponding zones, which further delineate the types of uses, densities, intensities, and heights permitted on a particular

parcel. The General Plan Land Use Map is a graphic representation of the Community's land use classifications, which reflect the policies contained in the Community Plan. Figure 3-1 on page 3-9 is a generalized version of the General Plan Land Use Map.

Table 3-1
Proposed General Plan Land Use

General Plan Land Use	Corresponding Zones	Net Acres	% of Area	Total Net Acres	Total % of Area
Total				**13,961**	
Residential				**6,552**	**47%**
Single-Family Neighborhoods				*3,397*	*31%*
Minimum Residential	RE40	617	4%		
Very Low II Residential	RE15, RE11	1,457	10%		
Low I Residential	RE9	353	3%		
Low II Residential	RS, R1	1,940	14%		
Multi-Family Neighborhoods				*2,185*	*16%*
Low Medium I Residential	R2, RD5, RD4, RD3	370	3%		
Low Medium II Residential	RD2, RD1.5	798	6%		
Medium Residential	R3	786	6%		
High Medium Residential	[Q]R4, R4	154	1%		
High Residential	R4, [Q]R5	77	<1%		
Commercial				**852**	**6%**
Limited Commercial	C1, C1.5, CR, RAS3	44	<1%		
Neighborhood Commercial	C1, C1.5, CR, C2, C4, RAS3	232	2%		
General Commercial	C1, C1.5, CR, C2, C4, RAS3, RAS4	62	<1%		
Community Commercial	C1.5, CR, C2, C4, RAS3, RAS4	250	2%		
Regional Center Commercial	C2, C4, RAS3, RAS4	264	2%		
Industrial				**272**	**2%**
Commercial Manufacturing	CM	37	<1%		
Hybrid Industrial	CM, MR1, M1	11	<1%		
Limited Industrial	MR1, M1	225	2%		
Other				**6,285**	**45%**
Public Facilities	PF	489	3.5%		
Public Facilities - Freeway	PF	211	1.5%		
Open Space	OS, A1	5,585	40%		

Note: Numbers have been rounded to the nearest whole number, which may result in slight rounding differences.

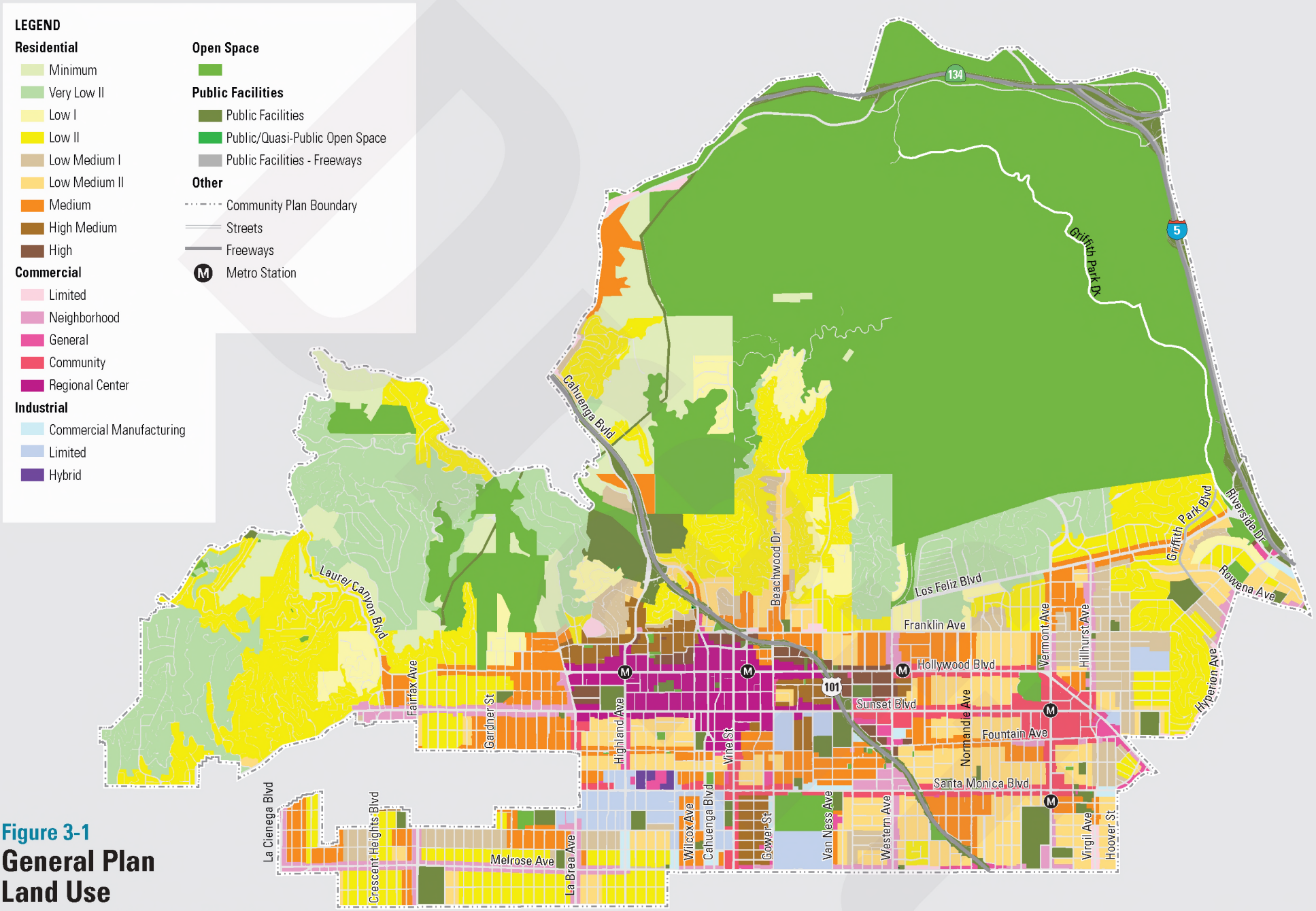


Figure 3-1

General Plan Land Use

Hollywood Community Plan Area

City of Los Angeles Planning Department • February 2021

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

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Residential Neighborhoods

Much of Hollywood has been designated for residential uses, predominantly with single- and multi-family residential housing. This section provides overarching guidance and a broad spectrum of goals and policies that generally address residential neighborhoods. Recognizing the complexity of established and evolving residential needs, this Chapter also includes sub-themes to address various forms and topography within residential areas, such as single-family, multi-family, low-scale, and medium to higher intensity areas.



Hillside residential communities dot the foothills of the Santa Monica Mountains

Goal LU1: Complete, livable and quality residential neighborhoods that provide a variety of housing types, densities, forms, and designs and a mix of uses and services that support the needs of residents throughout Hollywood.

Policy

LU1.1 **Neighborhood character.** Maintain the distinguishing characteristics of Hollywood's residential neighborhoods with respect to lot size, topography, housing scale and landscaping, to protect the character of existing stable neighborhoods from new, out-of-scale development. (P1, P5, P7)

LU1.2 **Adequate housing and services.** Provide housing that accomodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services.

LU1.3 **Neighborhood transitions.** Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another.

*LU1.4 **Hillside development.** Limit density in hillside areas. Notwithstanding any land use designation maps to the contrary, all projects with average natural slopes in excess of 15 percent, including both Tract Maps and Parcel Maps, shall be limited to the minimum density housing category for the purposes of enforcing the slope density formula of LAMC Section 17.05C and 17.50E.

LU1.5 **Slope density.** Projects in the hillsides that request lot line adjustments, where either lot is subject to the Slope Density Ordinance prior to the lot adjustment, should include conditions of approval to document existing average natural slopes for the entire parcel and maintaining overall density restrictions pursuant to the intent of the slope density formula of Section 17.05.



Crape Myrtles line the historic streets of the Melrose Hill neighborhood



Old and new residential development mixes throughout Hollywood

LU1.6 **Alleys.** Maintain and improve existing neighborhood alleys as an alternative, safe, well-maintained vehicular access to homes that reduces curb cuts, driveways, and associated pedestrian-automobile conflicts along sidewalks.

LU1.7 **Front yard character.** Discourage parking between the street and the front of the structure on surfaces that are not part of required driveways. (P82)

Single-Family Residential and Hills

Comprising approximately 4,528 acres of land, or roughly 32 percent of the overall Community Plan Area, the single-family neighborhoods of the Hollywood Community Plan Area are diverse in architectural style and topography. Located in the hillside communities in the north and northwest portion of the CPA, as well as in the flats of Hollywood, these communities represent single-family housing stock within the Community Plan Area. Single-family properties range from new to 100 years in age and Hollywood contains several single family neighborhoods that have been designated as Historic Preservation Overlay Zones (HPOZs), to protect homes well in excess of 70 years. Careful guardianship of these neighborhoods are of primary importance when considering any long range initiatives to meet the emerging economic and physical needs of residents. The Plan preserves existing lower-density neighborhoods by maintaining lower-density land use designations.

Goal LU2: High quality single-family residential areas in the hillsides and flatlands that recognize the distinct scale and character of neighborhoods.

Policy

LU2.1 **Preserve neighborhood scale.** Preserve stable single-family zoned residential neighborhoods by preventing out of scale development. Ensure that new single-family construction is compatible with the scale and character of existing residential neighborhoods. (P2, P3, P4, P5, P6, P7, P146)

LU2.2 **Neighborhood height transitions.** Provide height transitions between established single-family neighborhoods and adjacent multi-family, commercial, and industrial areas.

LU2.3 **Public views.** Consider the protection of public views visible from public roadways and parklands when reviewing discretionary development proposals for new development in the hills and foothills.

LU2.4 **Hillside secondary access.** Investigate and consider feasible secondary access connections as part of hillside subdivisions, as well as extensions, completions, and connections of existing street networks where feasible for emergency access to improve public safety in the hillsides.

LU2.5 **Hillside neighborhood character.** Consider the existing built character of distinctive hillside neighborhoods, including Laurel Canyon, Outpost Estates, and Hollywood Knolls, when reviewing discretionary development proposals. (P5)

Low-Scale Multiple-Family Residential

Comprising approximately 1,168 acres of land, or roughly 8 percent of the overall Community Plan Area, low-scale multi-family neighborhoods have Low Medium I and Low Medium II Residential designations, which include housing forms, such as duplexes, bungalow courtyards, and townhomes. Hollywood's low-scale multi-family neighborhoods generally range between one and three stories. A portion of the low-scale multi-family housing stock is historic, built during the early studio boom. The enduring sense of history created by these multi-family neighborhoods form core aspects of Hollywood's identity as the birthplace of the film and entertainment industry. For this reason careful consideration for the quality of life within these neighborhoods should be of primary importance when considering long range initiatives to meet the emerging economic and physical needs of residents.



Low-scale multiple-family residential.

Goal LU3: Improved height transitions between established single-family neighborhoods, low-scale multi-family neighborhoods, and neighborhood commercial uses.

LU3.1 **Design for context.** Encourage smooth transitions in scale, form and character where new neighborhood commercial development abuts residential neighborhoods.

LU3.2 **Architectural compatibility.** Encourage the design of new residential development projects or renovations, including small lot subdivisions, to complement the existing architectural and building patterns of the surrounding neighborhood, including front-yard setbacks and height.

LU3.3 **Massing and scale.** Encourage the overall scale, massing, and roof form of infill development, including additions, to be compatible and cohesive with the existing residential character and context.

LU3.4 **Maintain affordable housing through renovation.** Encourage renovation of affordable housing stock to maintain historic neighborhood integrity and minimize displacement of residents. (P98)



Low-scale multiple-family residential.



Many of Hollywood's multi-family neighborhoods feature historic architectural styles

LU3.5 **Neighborhood investment.** Guide the design of new buildings and the rehabilitation and repair of existing buildings to foster neighborhoods that are attractive and livable.

LU3.6 **Parking.** Encourage parking location to the rear of established low-scale multiple-family neighborhoods or other suitable locations that are not visible from the public street to maintain compatibility with the existing neighborhood character.

LU3.7 **Rooftop deck design.** Encourage rooftop use and design that respect neighboring properties. Major mechanical systems, lighting and reflective materials or other sources of glare (like polished metal surfaces) are encouraged to be screened or designed to limit adverse impacts.

Multiple-Family Residential



Design guidelines for new construction can help neighborhoods to maintain consistency

Comprising approximately 1,017 acres of land, or roughly 7 percent of the Community Plan Area, denser multi-family residential neighborhoods have buildings that generally range from two to six stories. Hollywood also has some historic apartment buildings that are taller in the area east of Highland Avenue, north of Hollywood Boulevard, west of Cahuenga Boulevard, and south of Franklin Avenue. The Plan supports existing citywide measures to increase the supply of housing, and supports providing a range of housing opportunities for residents of all income levels, including affordable housing. The Plan also provides policies consistent with and building upon the Framework and Housing Elements to concentrate housing density around transit and the Regional Center in central Hollywood.

Goal LU4: Multi-family residential neighborhoods that are well-designed, safe, provide amenities for residents, and exhibit the architectural characteristics and qualities that distinguish Hollywood neighborhoods.

Policy



Multi-family housing development around transit facilitates multi-modal lifestyles

LU4.1 **Context-sensitive housing.** Encourage multi-family housing development within neighborhoods designated for higher density multi-family residential. (P38, P39)

LU4.2 **Design for scale.** Support design standards to achieve transition in scale where neighborhoods planned for multi-family residential uses abut neighborhoods planned for single-family residential uses.

LU4.3 **Compatibility with adjacent development.** Seek a high degree of architectural compatibility, parking design configuration, and landscaping for new and infill development to protect the character and scale of existing multi-family residential neighborhoods.

LU4.4 **Design guidelines.** Recommend that new multi-family residential development be designed in accordance with the adopted citywide residential design guidelines and provide amenities such as on-site open space, recreational, and community-serving facilities.



Rehabilitated buildings like Step Up on Vine provide much needed housing and services for the homeless

Goal LU5: Multi-family residential neighborhoods that provide a range of housing opportunities at a variety of price points including affordable housing, through a mix of ownership and rental units.

LU5.1 **Individual choice and affordability.** Provide a variety of rental and ownership housing opportunities for households of all income levels, sizes, and needs, including middle income and workforce populations. (P99)

LU5.2 **Home ownership for diverse groups.** Encourage greater access to homeownership of adequate housing for all persons regardless of income, age, and cultural, racial or ethnic identity.

LU5.3 **Housing for families.** Promote family-friendly projects that include more bedrooms suitable for larger families. (P100)

LU5.4 **Mixed-income neighborhoods.** Promote the distribution of mixed-income housing opportunities throughout the Plan area to avoid the over-concentration of low-income housing. (P101)

LU5.5 **Affordable housing and transit.** Encourage affordable housing near transit.

LU5.6 **Senior housing.** Encourage that adequate affordable housing units for senior citizens are developed according to incomes in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU5.7 **Complementary development.** Encourage clustering of homes (as allowed in the RD5 and RD6 zones, and small lots) that complement the existing neighborhood's scale and architecture.

LU5.8 **Permanent supportive housing.** Encourage the construction of permanent supportive housing for the homeless through the master leasing of private apartment blocks, the purchase of for-profit single room occupancy hotels, and the conversion of short-term emergency shelter facilities.

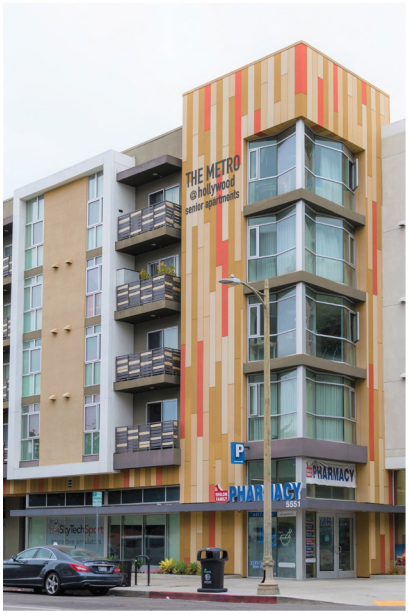
LU5.9 **Transitional housing.** Support the development of transitional housing units and emergency shelters that are appropriately located within the Community Plan Area. (P102)



New multi-family residential housing units in Hollywood



Transit-oriented development surrounding the Western Avenue Red Line Station includes affordable housing and shopping



Senior housing with neighborhood retail on the ground floor.

LU5.10 **Maintain affordable housing.** Encourage the replacement of demolished or converted affordable housing stock with new affordable housing opportunities while minimizing the displacement of residents, through programs that support development while meeting the relocation needs of existing residents. (P98)

LU5.11 **Address diverse resident needs.** Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2040. (P98, P103)

LU5.12 **Affordability.** Encourage affordable housing options by promoting the benefits of tax credit programs such as LAHD's Mortgage Credit Certificate program, homebuyer incentive programs that involve the reuse and rehabilitation of existing structures, other tax programs and the density bonus ordinance.

LU5.13 **Preserve rent stabilized units.** Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance and strive for a no net-loss of covenanted affordable units in the Plan Area and discourage the displacement of existing residents. (P98, P103)

LU5.14 **Minimize displacement.** Decrease displacement of current residents and strive for a no net loss of covenanted affordable housing units, including those protected by the Rent Stabilization Ordinance. (P103, P104, P105, P106, P107)

LU5.15 **Tenants' rights of return.** Support projects that offer former low income tenants of demolished units with the first right of refusal on leases for the new housing units. (P108)

LU5.16 **Strategic use of public property.** Encourage the use of public property and joint development to create 100 percent affordable and/or supportive housing projects. (P109)



Permanent supportive housing with LEED Platinum rating for sustainability.

LU5.17 **Cohousing.** Amend regulations to facilitate innovative multi-family housing types such as "cohousing" and other non-traditional housing types where significant neighborhood support is indicated. (P110, P111)

LU5.18 **Off-site acquisition options.** Coordinate with non-profits, community-land trusts, and affordable housing developers to take advantage of off-site acquisition options.

LU5.19 **Coordination with community based organizations.** Foster effective collaboration and coordination between City departments and tenant organizations working in the Community Plan Area to more quickly identify displacement and eviction threats and more efficiently respond with adequate resources and strategies.

LU5.20 **Architectural compatibility.** Ensure that the new development of multi-family, duplex, small lot subdivisions or lower density units located in or adjacent to single-family neighborhoods maintain the visual and physical character of single-family housing and is designed to respect and complement the architectural and building patterns of surrounding existing residential development.

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Mixed-use buildings have long been part of Hollywood's commercial corridors

Commercial

Commercial Districts

Commercial districts provide integral support and amenities for adjacent neighborhoods, providing for walkable communities where multiple needs can be met without relying on travel by vehicles, potentially reducing travel time. Commercial land uses in Hollywood are concentrated in the heart of Hollywood near Metro stations and along commercial corridors generally served by transit.

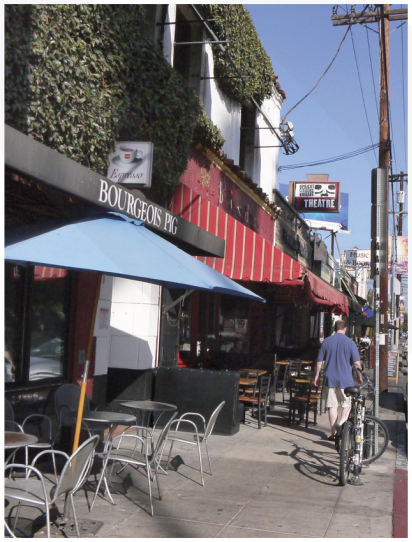
The Hollywood Community Plan seeks to enhance commercial districts, promote jobs creation and support the development of mixed-use and pedestrian-oriented projects; it restores the citywide standards for FAR in Height District 1 along commercial corridors.



Theatre Row has transformed antiquated buildings into vibrant neighborhood anchors

Because of Hollywood's historic pattern of development, commercial districts are diverse and showcase a mix of uses and character. Besides attracting a global audience for entertainment in and around the Regional Center, Hollywood's commercial districts also support many regionally important hospitals and medical facilities, as well as a variety of locally cherished village-like corridors. Lower scale corridors that serve both residents and visitors include Melrose Avenue, Sunset Boulevard west of La Brea Avenue, and Hillhurst Avenue in Los Feliz; these walkable neighborhood commercial areas should retain their local flavor and unique character while improving pedestrian amenities and supporting local economic development.

Goal LU6: Neighborhoods with local serving businesses that provide employment opportunities, community services, and amenities, and sustain unique scale, block patterns, and cultural design elements.



Cafes and the Upright Citizen's Brigade Theatre line a neighborhood commercial corridor

LU6.1 **Cultural elements.** Retain, support, and reinforce the legacy and cultural elements of neighborhood commercial areas, including the businesses and cultural institutions within the community. (P125, P126)

LU6.2 **Maintain walkability.** Apply pedestrian-oriented design to new projects and encourage pedestrian first design guidelines to maintain walkable commercial neighborhoods. Also see PR1.8.

LU6.3 **Pedestrian amenities.** Provide pedestrian amenities that make walking convenient, safe and practical, like benches, pedestrian paths, lighting, and street trees to activity centers. Encourage projects to incorporate such features. (P127)

LU6.4 **Activated ground floors.** Encourage activated ground floors to support pedestrian activity along key corridors. Also see PR1.16. (P23)

LU6.5 **Recreation and social interaction.** Support an improved public realm, including a range of open space types that can offer opportunities for recreation and social interaction. Also see PR1.3, PR3.2.

LU6.6 **Neighborhood design features.** Support new and infill development that evokes the distinct architectural and site design features of the neighborhood. Seek compatibility to protect the existing character and scale.

LU6.7 **Neighborhood height transitions.** Provide height transitions between established single-family neighborhoods and adjacent multi-family, and commercial areas.

LU6.8 **Neighborhood transitions.** Encourage smooth transitions in scale, form, and character by regulating the setback, stepbacks, rear elevations, and landscaping of new development adjacent to residential districts.

LU6.9 **Neighborhood retail.** Protect small, neighborhood-serving retail in residential districts with high pedestrian activity.

LU6.10 **Small business retail space.** Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation. (P115, P128)

LU6.11 **Support neighborhood establishments.** Support existing neighborhood stores (i.e. mom-and-pop establishments) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment. (P116)

LU6.12 **Local employment.** Ensure that neighborhoods are well connected to adjacent employment areas that provide services, amenities, and employment opportunities to the local community.



Low-scale neighborhood retail.



Low-scale neighborhood retail.

Goal LU7: Strong and competitive commercial districts that are aesthetically appealing, pedestrian-oriented, easily accessible and serve the needs and enhance the character of the community.

LU7.1 **Encourage investment.** Strengthen and encourage investment along Hollywood's existing commercial corridors. (P8, P9)

LU7.2 **Extended use hours.** Encourage 24/7 or extended hour active commercial uses adjacent to Metro stations and major transit stops to create safe waiting environments for transit commuters. Discourage concentrations of commercial uses which have limited operating hours in areas with high pedestrian activity.



The Regional Center has attracted many boutique hotels like the Dream Hotel



The W Hotel showcases the potential of joint public-private, mixed-use, and mixed-income development



Hollywood's Regional Center features both historic and contemporary buildings

LU7.3 **SNAP.** Evaluate the Vermont-Western Station Neighborhood Area Plan (SNAP), a transit-oriented plan in East Hollywood, which plans for development around Metro rail stations and protects residential neighborhoods. (P15)

LU7.4 **Pedestrian-friendly building design.** Encourage building designs that create interesting, safe, and welcoming walking environments on streets with high pedestrian activity. Utilize the Citywide Urban Design Guidelines to promote pedestrian-oriented retail with transparent facades to allow visibility of commercial uses.

LU7.5 **Pedestrian connections.** Encourage large commercial or mixed-use projects to consider designs which break up the floor plane— providing pedestrian connections— and human scale design features, such as plazas, greenspace or a public focal point. Discourage "superblocks."

LU7.6 **Pedestrian-oriented land uses.** Promote pedestrian-friendly land uses along streets with high pedestrian activity and retain uses, such as performing arts theaters and restaurants, which support pedestrian activity.

LU7.7 **Theatre row.** Preserve and promote Theatre Row. Maintain existing land use controls to protect the cluster of small equity-waiver theaters on Santa Monica Boulevard between El Centro and McCadden. (P10)

LU7.8 **Commercial signage.** Promote aesthetically pleasing commercial signage, limiting the use of billboards, pole signs, and cabinet signs.

LU7.9 **Sign districts.** Limit the number of sign districts allowed in Hollywood to the Hollywood Signage District only.

LU7.10 **Limit electronic signage.** Discourage digital or electronic signage outside of the Hollywood Signage District. Ensure that the lighting of digital or electronic signage is not overly bright. (P11)

Regional Center And Transit Corridors

Tall buildings have shaped Hollywood's urban setting since the 1920s, when office buildings and hotels about 12 or 13 stories were built, including the Taft Building and the Roosevelt Hotel. Today, the Regional Center serves a vast diversity of users and uses including media, entertainment, tourism, hotels, cultural attractions, nightlife, and more. Hollywood's greatest assets lie in its historic entertainment roots, but to maintain cultural relevance, Hollywood must continue to welcome and embrace innovation. As the Regional Center continues to grow and evolve, the Plan must strike a balance between new development and historic preservation, considering local, citywide, regional, and even global influences.

The Hollywood Community Plan seeks to create harmony by thoughtfully considering and weighing each project against multiple goals. The Regional Center serves as an important economic generator for Hollywood, providing jobs for the city as well as the region. The Plan encourages a balance of jobs and housing growth in specific locations which have supportive infrastructure.

Outside the Regional Center, the Proposed Plan includes Incentive Areas for mixed-use development along key transit corridors frequented by Metro Rapid and local bus service with high levels of service (see Figure 6-2). These areas include select properties along Vine Street; Santa Monica and La Cienega Boulevards; and Fairfax, La Brea, and Western Avenues. Pedestrian-oriented design is also envisioned for corridors with existing, intact storefronts at the sidewalk, such as Santa Monica Boulevard and Vine Street.

Mobility options make it possible for Hollywood's residents and visitors to reduce their dependence on automobiles. By directing residential and commercial development to the Regional Center, which is adjacent to transit infrastructure, and transit corridors, the Plan increases accessibility to the transit system.



Hollywood is a host to many architecturally innovative buildings

Goal LU8: A vital Regional Center that serves as the heart of Hollywood, balances new development and existing scale, and promotes jobs, housing, and visitor-serving uses.

Policy

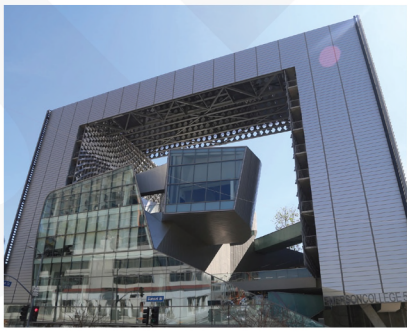
LU8.1 **Commercial and residential development.** Provide opportunities for commercial office and residential development within the heart of Hollywood. (P12)

LU8.2 **Balance jobs and housing.** Encourage a balance of jobs and housing growth in the Regional Center. (P13, P14)

LU8.3 **Variety of uses.** Consider C2 zoning in the Regional Center to support a variety of uses, including neighborhood serving uses for residents. (P129, P130)

LU8.4 **Entertainment and tourism.** Support entertainment, hotel, and tourist-serving land uses in the Regional Center which address the needs of visitors who come to Hollywood for business, conventions, trade shows, entertainment and tourism. (P131)

LU8.5 **Flexible parking models.** Encourage flexible parking models to best serve the local context. (P132, P133)



Emerson College located in the Regional Center of Hollywood



The heart of Hollywood historically features a mix of commercial and residential development



Transparent building frontages make streets more friendly for pedestrians

LU8.6 **Preserve buildings.** Promote the preservation and reuse of existing buildings, when feasible. Recognize the legacy of historic resources in the Regional Center as key features contributing to Hollywood's prominence.

LU8.7 **Noise abatement.** Consider requiring noise abatement plans for newly proposed entertainment venues requiring discretionary approval.

LU8.8 **Rooftops.** Ensure that discretionary commercial rooftop uses within 500 feet of residentially zoned areas mitigate noise levels, which may include any necessary noise analysis reports in order to identify feasible mitigation.

LU8.9 **Architectural excellence.** Support architectural innovation and dynamic roof forms while balancing life safety issues in consultation with the Fire Department.

LU8.10 **Building design.** Locate and design tall buildings to provide access to sunlight and sky view within the surrounding context of streets, street trees, public and private open space, and neighboring properties. (P38)

Goal LU9: Residential and commercial density, transit-oriented districts, affordable housing, and employment opportunities near transit infrastructure that support sustainable and walkable neighborhoods.



A new mixed-use development.

LU9.1 **Jobs and housing near transit.** Incentivize jobs and housing growth around transit nodes and along transit corridors.

LU9.2 **Affordable housing near transit.** Encourage new affordable housing near transit in the Regional Center. (P16, P98, P101, P103, P107)

LU9.3 **Mixed-use around transit.** Utilize higher Floor Area Ratios (FAR) to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid buses or high-frequency bus service.

LU9.4 **Alternative modes of transportation.** Encourage projects that utilize Floor Area Ratio (FAR) incentives to incorporate uses and amenities that make it easier for residents to use alternative modes of transportation and minimize automobile trips. Encourage affordable housing near transit. Consider neighborhood-serving uses such as grocery stores, shared mobility options, bicycle parking, bicycle lockers, safe and secure bicycle storage, and/or other vehicle trip reducing features.

LU9.5 **Community benefits.** Condition new large scale commercial and mixed-use development in the Regional Center to provide green spaces, such as a public plaza, community garden space or other community amenities onsite.

LU9.6 **Diverse and affordable housing.** Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work. (P112, P113)

LU9.7 **Local jobs.** Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training. (P113, P115)

LU9.8 **Minimize displacement of small businesses.** Encourage the retention of existing small businesses that strengthen the local economic base of the Community Plan Area. (P114)



The Paramount Studios campus represents one of Hollywood's premiere entertainment employment hubs

Industrial Areas

The largest industrial area in Hollywood consists of a cluster of pre- and post-production media-related facilities located south of Santa Monica Boulevard. Maintaining existing Industrial uses is integral to Hollywood's local economy and workforce. This Plan preserves valuable job-creating land uses with incentives that support entertainment, design, graphic, tech, media, and related, allied or associated industries.

The Plan provides a transition between industrial uses and the surrounding neighborhoods by utilizing the Hybrid Industrial land use designation. This designation allows a mixture of industrial uses within and around the borders of the Media District.



Industrial land uses have been maintained in order to support entertainment employment industries

Goal LU10: Industrial, media-related, and entertainment-related uses that promote jobs in Hollywood.

LU10.1 **Media and entertainment uses.** Promote the establishment, retention, and expansion of media, entertainment, and creative office uses in Hollywood. (P83)

LU10.2 **Studios and jobs.** Support the investment, modernization, and growth of Hollywood's studio facilities and supporting uses as important job providers.

LU10.3 **Preserve industrial and media uses.** Preserve the core of the Media District south of Santa Monica Boulevard for industrial uses. Protect the Media District from encroachment by residential uses.



Community gardens provide access to fresh food



Low water plants furnish lush landscapes for yards and parkways

LU10.4 **Media district incentives.** Encourage media-related industrial uses in the Media District (generally bounded by Lexington Avenue, Vine Street, Waring Avenue, and La Brea Avenue) through the discretionary approval of additional FAR (up to 3:1).

LU10.5 **Hybrid industrial incentives.** Incentivize development within the Hybrid Industrial land use designation, which incorporates and maintains targeted industrial uses while also providing a mix of uses where appropriate. (P18)

LU10.6 **Mixed-use development.** Encourage mixed-use development at the perimeter of industrial districts.

LU10.7 **Schools.** Support dramatic arts and entertainment industry schools in Hollywood.

Sustainability

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

Reducing air pollution improves air quality and visibility, reduces greenhouse gas emissions, while promoting public health and livability. Improving energy efficiency reduces energy costs as well as protects the environment. The consumption of fresh produce which is locally grown strengthens the local economy while promoting public health and reducing the environmental and financial costs of long distance shipping. The Hollywood Community Plan promotes land use policies which foster a quality of life that is livable and sustainable.

Goal LU11: Sustainable land uses, site design, and development, including paving and stormwater infiltration systems.

LU11.1 **Promote sustainability.** Promote sustainable land use, streetscape and building policies to protect the environment and public health.

LU11.2 **Green building.** Encourage development to use clean, efficient, renewable materials and green building policies. Encourage discretionary and major projects to exceed Green Building Standards. (P84)

LU11.3 **Flexibility in design.** Encourage flexibility in building designs in developments to use green building practices and incorporate solar, clean, or efficient energy. (P85)

LU11.4 **Conserve water.** Support policies which conserve water, recharge local groundwater aquifers and reduce the pollution of water resources. Meet increases in the demand for water through conservation and recycling.

LU11.5 **Daylight streams.** Encourage the daylighting of buried streams and other policies which promote stormwater infiltration.

LU11.6 **Green infrastructure and green streets.** Encourage green infrastructure and green streets (e.g. bioswales, infiltration cut outs, permeable pavement, and street trees). Encourage the use of natural, permeable materials for the paving of sidewalks and driveways, when feasible.

LU11.7 **Permeable surfaces.** Discourage the paving over of yard surfaces and those portions of easements which exceed the required sidewalk width and are not used for necessary driveways, sidewalks and other pedestrian uses. Encourage the use of natural, permeable materials and surfaces to allow infiltration of water.



On-site groundwater capture allows water to re-enter the aquifer instead of heading out to sea

Goal LU12: Development that reflects sustainable practices such as food sustainability, healthy eating, sustainable energy production, and zero waste. (See also the Health and Wellness Element for additional goals and policies.)

LU12.1 **Sustainable food.** Support food policies which promote healthy eating, strengthen regional agriculture and food security and reduce the environmental and financial costs of long distance shipping. Encourage the cultivation and sale of locally sourced produce.

LU12.2 **Farmers' markets.** Encourage providing space for Farmers' Markets.

LU12.3 **Community gardens in vacant lots.** Encourage the use of vacant publicly-owned parcels for community gardens.

LU12.4 **Community gardens as public benefits.** Encourage the provision of space for a community garden as a public benefit.

LU12.5 **Joint use of public facilities.** Encourage the joint use of public facilities for the purpose of promoting the efficient use of space, energy and public resources.



Wattles Farm has been in continuous operation since 1975



Farmers markets provide important food resources and encourage small business development



Trees provide shades and reduce the heat island effect

LU12.6 **Clean energy.** Promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases and increase reliability of power supply. Support the use of wind energy, hydropower, geothermal energy, biomass energy and solar power. Encourage passive and active solar energy systems, particularly photovoltaic.

Goal LU13: A community that is resilient to climate change and natural disasters.

LU13.1 **Shade trees.** Encourage the planting of shade trees in the public right-of-way and on private property in order to mitigate urban heat island effects and contribute to the health of the community's urban forest canopy. (P117, P118)

LU13.2 **Urban forest.** Encourage the preservation of the existing tree population and include new shade trees in an effort to achieve optimum canopy cover to reduce and mitigate the heat island effect. Include on-site trees in new development projects, whenever possible.

LU13.3 **Pollution filtering trees.** Increase planting of thick canopy trees and dense vegetation near and along freeways using species proven to filter particulate matter pollution.

LU13.4 **Tree protection.** Encourage and promote the retention of trees where practical and appropriate, through education, outreach and incentives offered by the Bureau of Street Services.

LU13.5 **Mature trees preservation.** Preserve and nurture mature trees and when projects call for the removal of mature trees on private property pursue creative strategies to integrate them into the layout and design of new development. (P118)

LU13.6 **Disaster preparedness.** Improve preparedness for disasters, including those related to climate change. Coordinate with other City departments to assess preparedness for increased frequency of extreme weather events, such as heat waves, drought, wildfires, flooding, and sea level rise. (P19)

LU13.7 **Adapt to climate change.** Support adaptation to climate change through the preparation of land use plans, building codes and zoning codes which mitigate impacts. (P20)

LU13.8 **Department coordination.** Coordinate with other City departments to assess preparedness for public health emergencies, earthquakes and other disruptions of civic life.

Draft


GRIFFITH PARK



Murals, street art, and galleries line Melrose Avenue, a commercial corridor well known for its cultural offerings



Trails Cafe provides an opportunity to snack before venturing further into Griffith Park



Hollywood Boulevard features a lively and engaging streetscape oriented to pedestrians

Public Realm, Parks, And Open Space

The public realm, parks and open spaces are vital to the overall health and sustainability of a community. The public realm refers to areas that are publicly accessible, such as streets, sidewalks, squares, bridges, and park and open spaces. The public realm can also include publicly accessible spaces between buildings. Where yard areas and landscaping is scarce, public and "green" spaces - which also include community gardens, green roofs, parkways and greenways, and even our streets - provide much needed opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community. In this regard public spaces can be part of the community's valuable green infrastructure, improving connectivity and sustainability. Alleys, bustling corridors like the Walk of Fame, and Griffith Park are all public realm assets to Hollywood, yet there is a continuing need for neighborhood parks and more localized green space.

The Framework Element contains citywide goals and policies for the provision of recreation and parks; the provision, management, and conservation of open space resources; and the management of the local urban forest. Towards this end, the goals and policies in this chapter seek to:

- Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.
- 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 for investment in the community.
- Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.
- Maximize the use of the City's existing open space network and recreation facilities by investing in the existing community and enhancing those facilities and providing access and linkages, particularly from targeted growth areas and economically disadvantaged areas, to the existing regional and community open space system.
- Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.
- Conserve natural resources and minimize detrimental impacts.

- Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include neighborhood parks, urban open spaces, unimproved streets, trails and a citywide linear open space and greenway system that connect the City's regional open spaces, communities and neighborhoods.
- Enhance access to centers and mixed-use boulevards for people walking, rolling, bicycling, or taking other non-motorized travel modes.



Sidewalk dining on Vermont Avenue has cultivated a pedestrian-oriented and vibrant corridor

Public Realm

Improvements to the public realm are significant to the character of a neighborhood. The Plan recommends policies guiding scale, massing and orientation of new buildings.

Accessible streets are important for all people, including people walking, bicycling, or taking transit. The Hollywood Community Plan employs several strategies to make the streets of Hollywood more convenient for non-motorized users. The Plan encourages street design features and pedestrian-friendly land uses to create streets that are interesting and inviting for users of all ages and abilities. Pedestrian comfort and safety is highlighted. Streetscape improvements are envisioned for several street segments which have high volumes of pedestrian traffic, including segments of Cahuenga, Hollywood and Santa Monica Boulevards, and Western, La Brea, Fairfax and Melrose Avenues. Alleys are preserved to continue to provide access to and buffering for adjacent uses (see Figure 4-1).



Murals are common on Hollywood's commercial corridors like Western Avenue

Goal PR.1: Streets that are safe, comfortable and convenient.

Policy

PR1.1 **Safe sidewalks.** Encourage wider sidewalks along Boulevards and Avenues to promote safe access for users of all ages and abilities with appropriate traffic control features and ADA accessibility. (P21)

PR1.2 **Sidewalk paving.** Encourage the use of sidewalk pavement materials which maintain flat, walkable surfaces.

PR1.3 **Sidewalk for active uses.** Ensure adequate sidewalk width in commercial district areas that accommodate sidewalk dining and other active uses in the public realm.

PR1.4 **Curb cuts.** Discourage curb-cuts next to sidewalks on streets with a high level of people walking, when alternative access exists.



The sidewalk accommodates dining and pedestrians.



Historic venues such as the Egyptian Theater feature large quasi-public open spaces for events and public gatherings



Alleys provide important access and open space opportunities



Streetscape details like custom benches create a sense of place and cultural identity for commercial corridors

PR1.5 **Rights-of-way for recreational uses.** Improve available rights-of-way throughout the Plan Area with landscaping, benches, and walkways and bikeways for low-intensity recreational uses.

PR1.6 **Public parking.** Maintain public parking opportunities so that people can easily access restaurants and other entertainment uses. Discourage the siting of parking lots next to sidewalks that carry high volumes of people walking.

PR1.7 **Preserve alleys.** Preserve and maintain existing alleys at the rear of lots which front a Boulevard or Avenue to encourage rear access.

PR1.8 **Pedestrian amenities.** Provide pedestrian amenities that make walking convenient, safe and practical, like benches, pedestrian paths, lighting, and street trees to activity centers. Encourage projects to incorporate such features.

PR1.9 **Access to large venues.** Support improved pedestrian access to large entertainment venues, such as the Hollywood Bowl.

PR1.10 **Visibility.** Maintain streets that are well-lit and clean with safe, clearly marked street crossings.

PR1.11 **Pedestrian crossings.** Support alternative pedestrian crossing strategies, such as diagonal crossing to enhance pedestrian crossing at intersections.

PR1.12 **Pedestrian-friendly street design.** Encourage roadway reconfiguration, pedestrian refuges, and bump outs, where feasible, in consultation with the Department of Transportation and Bureau of Engineering.

PR1.13 **Studies for pedestrian and streetscape improvements.** Support LADOT in the study of additional crosswalks, complete streets strategies, and streetscape improvements, especially for streets near schools. (P52)

PR1.14 **Street lighting districts.** Support the establishment of street lighting districts to restore character street lights and fixtures.

PR1.15 **Street design.** Design streets that are safe, well landscaped, and are pleasant and appealing to pedestrians. Protect the open garden character of front yards. Discourage parking between the street and the front of the structure, on surfaces that are not part of required driveways. (P22, P23, P24, P25, P53)

PR1.16 **Distinctive street features.** Preserve distinctive street features such as wide landscaped parkways, landscaped medians, special paving and street lights, when feasible, to enhance walkability.

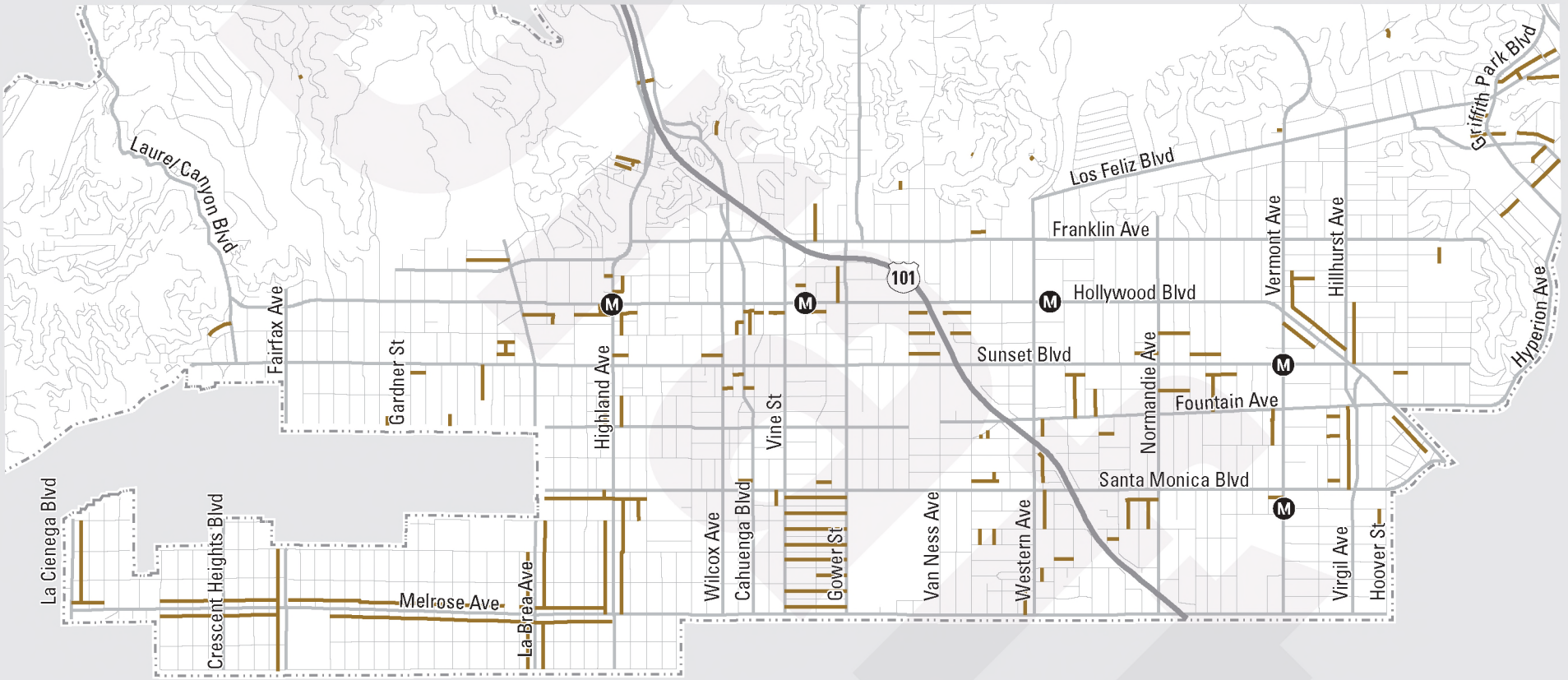


Figure 4-1

Existing Alleys

Hollywood Community Plan Area

City of Los Angeles Planning Department • February 2021

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

Not to Scale N



A public plaza with place making features.

PR1.17 **Street management.** Encourage green space, landscaping and street management policies that reduce energy costs, support the pedestrian environment, reduce the effects of climate change, automobile usage and fuel consumption, and improve the public realm. (P54, P55)

PR1.18 **Public access to streets and alleys.** Maintain streets and alleys to be open and accessible for shared public use. Limit closures, vacations and gating for private use. Discourage the creation of "superblocks." Maintain alleys to provide commercial uses with opportunities for off-street loading and unloading and provide pedestrians, bicyclists and motorists with alternative routes of travel. (P26, P56, P57, P134)

PR1.19 **Undergrounding of utilities.** Encourage the underground placement of utilities to the greatest extent feasible.

Goal PR.2: Public spaces with healthy and growing urban forests that provide cleaner air, cooler streets, and serve as communal gathering places in areas of high pedestrian activity.

Policy

PR2.1 **Public plazas.** Encourage the construction of public plazas, in addition to greenspaces.

PR2.2 **Public plaza and open space incentives.** Support granting a Floor Area Bonus through a discretionary process in exchange for the provision of a public plaza or other publicly accessible open space and bikeway dedications along major Boulevards.

PR2.3 **Street closures.** Support the consideration of limited and selective street closings for public plazas, when circulation and access is not adversely impacted. (P58)

PR2.4 **Vacant and underutilized land.** Encourage the use of vacant or underutilized land for community gardens. Improve underutilized land or infrastructure to demonstrate strategies and outcomes that can serve as a national model for the creation of new green open space in a dense urban environment.

PR2.5 **Landscaping along sidewalks.** Improve landscaping along sidewalks with low maintenance shade trees and varied drought-tolerant planting in parkways to create a pleasant and interesting walking environment. (P117, P118)

PR2.6 **Place making.** Enhance tree planting and landscaping in parkways, medians, and neighborhood gateways as a place making strategy.

Draft

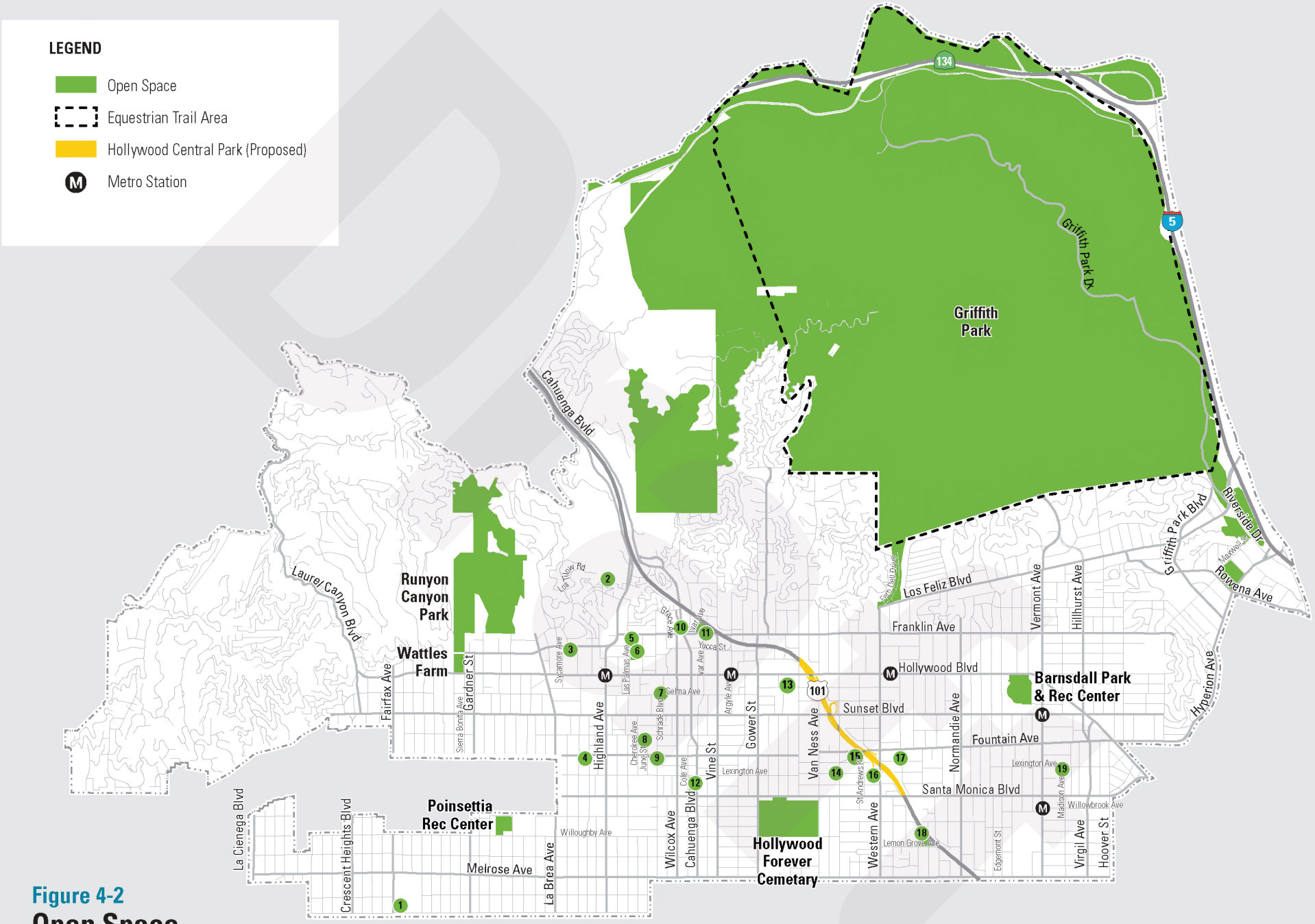


Figure 4-2

Open Space

Hollywood Community Plan Area

City of Los Angeles Planning Department • February 2021

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

Not to Scale

PR2.7 **Tree selection.** Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure.

PR2.8 **Tree maintenance.** Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods. (P119)

Open Space

Open space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly and privately owned properties that are unimproved. It is often used for the preservation of natural resources, managed production of resources and wildlife corridors, outdoor recreation, for connecting neighborhoods and people, and for the protection of life and property due to natural hazards. "Open Space" is also designated in the City's land use classification system.



The Hollywood Reservoir provides wild open space, as well as an ideal view of the famous Hollywood Sign

Nearly 39 percent of the land area in the CPA is designated Open Space (see Figure 4-2), which includes Runyon Canyon Park, Barnsdall Art Park, Hollywood Forever Cemetery, Forest Lawn Memorial Park, the Santa Monica Mountains, the Rim of the Valley corridor, and some properties along Mulholland Drive. The Santa Monica Mountains range from the Hollywood Hills in the east to Ventura County in the west. The eastern edge of the Santa Monica Mountains comprise Griffith Park. Griffith Park, located in the northeastern portion of the CPA, makes up a majority of the approximately 5,250 acres designated as Open Space. Griffith Park, the largest municipally-owned park in the nation, is recognized as a Historic-Cultural Monument. In 1944, Griffith Park's boundary expanded to include a 444 acre site donated to the City by the Sherman Company. Griffith Park contains several of the City's most outstanding educational, cultural and recreational amenities, including: Griffith Observatory, the Los Angeles Zoo, the Greek Theater, the Los Angeles Equestrian Center and the Autry National Center. These resources represent regional open space resources serving not just the CPA but City and county residents, as well as visitors.



Underutilized public rights of way can provide open space opportunities

As opportunities for traditional open space resources diminish, it is important to identify areas of open space that have not generally been considered as resources, such as vacated railroad lines, drainage channels, planned transit utility and even freeway rights-of-way, pedestrian-oriented streets and privately developed mini/pocket parks. There is also a need to protect existing ecological and cultural resources. To this end, there is great potential to enhance these and other such open space and park opportunities into passive and active recreational uses existing within Hollywood. Trail systems offer recreational opportunities to explore the City's open spaces and parks on foot, horseback, or bicycle. Portions of Hollywood are located in the Santa Monica

Mountains National Recreation Area. These and other areas are within the Proposed Rim of the Valley Trail System, a system of existing and proposed trails that connect various open spaces surrounding the San Fernando Valley. The Community Plan encourages access to existing resources via enhanced pedestrian and bicycle linkages along opportunity corridors such as the Los Angeles River Greenway and even portions of the 101 Freeway right-of-way. These opportunities in addition to the enhancement of pleasant streetscapes within the emerging pedestrian-oriented environments throughout the Community Plan Area will promote more social connection, lower stress, and facilitate greater safety for people walking and biking within the Community Plan Area and provide public space opportunities that strengthen the sense of community.

Parks and Recreation

Recreation and park services in the Community Plan Area are primarily provided by the City Recreation and Parks Department (RAP) and the Los Angeles County Department of Parks and Recreation. There are three types of parks: neighborhood, community, and regional parks. Neighborhood Parks provide space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park. Community parks provide a broader range of services than neighborhood parks, and satisfy the needs of the nearby community as well as other service areas. A regional park provides specialized recreational facilities such as hiking trails, lakes, golf courses, campgrounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles area.

A number of issues regarding the amount, quality and access to parkland amenities within the Community were identified during the outreach process, including the desire to see, at a minimum, enhanced linkages to existing open space and recreational amenities. Therefore, in addition to identifying the following goals and policies to collaboratively increase the amount of parkland throughout the CPA, the Community Plan also encourages access to existing resources such as Griffith Park via enhanced pedestrian and bicycle linkages along opportunity corridors. The Plan also supports proposed improvements for open space along the Los Angeles River from the Los Angeles River Revitalization Master Plan as well as observing guidelines established in the Los Angeles River Improvement Overlay Zone.

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

List of Parks (Figure 4-2)

1. Rosewood Gardens
2. Broadway Terrace Walk Street
3. Dorothy and Benjamin Smith Park
4. Mansfield Fountain Community Garden
5. Las Palmas Senior Citizen Center
6. Yucca Community Center
7. Selma Park
8. De Longpre Park
9. Enrique Noguera Educational Garden
10. Gateway to Hollywood
11. Franklin-Ivar Park
12. Hollywood Recreation Center
13. Carlton Way Pocket Park
14. Seily Rodriguez Park
15. Fountain Community Gardens
16. Lexington Avenue Pocket Park
17. La Mirada Avenue Park
18. Lemon Grove Recreation Center
19. Madison Avenue Park



Wayfinding on the LA River Bike Path



Yucca Park provides recreational areas for sports and more



Abundant diversity of open space is a hallmark of Griffith Park, especially along the fern lined creek of Ferndell

Goal PR.3: New and improved open space and public parks that provide opportunities for recreation and social gathering.

Policy

PR3.1 **Preserve open space.** Maintain, preserve, and enhance open space, and recreational facilities, and park space within the Hollywood Community Plan Area. Encourage the retention of passive open space which provides a balance to the urban development of the Community Plan Area. (P120, P122, P123, P136)

PR3.2 **Green space and plazas.** Develop new public green spaces and public plazas where possible. (P27)

PR3.3 **Site remediation.** Pursue resources to clean up land, especially brownfields, that could safely be used for public recreation or open space.

PR3.4 **Open space easements.** Support the ongoing use of paper streets as open space and support the rezoning of paper streets for open space easements that can be used to connect trails and access recreational uses. (P136)

PR3.5 **Preserve easements.** Discourage the paving over of easements. (P59)

PR3.6 **Underutilized rights-of-way.** Identify opportunities to increase recreational resources by converting underutilized rights-of-way like railroads and powerlines to accommodate greenways and bicycle trails, and by utilizing public easements for community gardens. Promote resource efficient new infill development that creates recreational open space and creative placemaking projects in public rights of way. (P60, P109)

PR3.7 **Surplus City property.** Coordinate with the Department of Recreation and Parks and Department of General Services to review and evaluate surplus property as potential sites for parks and recreational facilities. (P120)

PR3.8 **Acquire vacant land.** Encourage and support continuing efforts of nonprofits in partnership with County, State and Federal agencies to acquire vacant land for publicly owned open space.

PR3.9 **Freeway landscaping.** Coordinate with CalTrans to develop landscape plans for freeway rights-of-way that will reduce exposure to air pollutants for people using the rights-of-way as outdoor recreational areas.

PR3.10 **Access to open space.** Maintain and improve access to existing open space and new open space including walking, hiking, and equestrian trails. Maintain and improve bicycle access to open space. Support the

connection of existing walking, hiking and equestrian trail segments in the Plan Area, including the Rim of the Valley trails corridor, where feasible. (P61, P62)

PR3.11 **Rooftops.** Support the use of rooftops for Open Space, including running tracks, gardens and other recreational purposes, where public safety permits.

PR3.12 **Rivers and streams.** Maintain and expand public green space around rivers and streams.

PR3.13 **Los Angeles River.** Support recommendations of the Los Angeles River Revitalization Master Plan for establishing parks, walking paths, bicycle trails, gathering spaces, and public art along the Los Angeles River.

PR3.14 **Los Angeles River Improvement Overlay (RIO) Zone.** Observe guidelines for mobility, watershed management and urban design as established by the Los Angeles RIO Zone.

PR3.15 **101 Cap Park.** Support the proposal to cap subterranean portions of the 101 Freeway for the purposes of creating parkland that can serve as a national model for the creation of new green open space in a dense urban environment. (P64)

PR3.16 **Headworks Reservoir.** Support the plans of LADWP to provide parkland on top of the proposed Headworks Reservoir in Griffith Park between Ventura Freeway and Forest Lawn Drive and in future infrastructure projects, where appropriate.

Goal PR.4: Quality public facilities that serve the community.

Policy

PR4.1 **Adequate parks and recreational facilities.** Provide adequate park and recreation facilities that meet the recreational needs of existing and new residents for all age-groups in the community.

PR4.2 **Parks and recreational spaces.** Conserve, maintain and better utilize recreational facilities and park spaces.

Hollywood Cap Park

The City of Los Angeles Department of Recreation and Parks, in conjunction with the Friends of Hollywood Cap Park (FHCP), is evaluating the development of the Hollywood Central Cap Park, which is a 38-acre park and recreational facility that would cap a segment of the US 101 (Hollywood Freeway). The park will create a street-level urban park that will reconnect communities that were separated by the construction of the freeway more than sixty years ago.



Playgrounds meet the recreational needs of Hollywood's youngest residents



Parks and recreational facilities provide flexible open space for a wide variety of classes and activities

PR4.3 **Community-serving facilities.** Encourage the provision of community facilities and open space within private discretionary projects. Such facilities could include those to be used for classes, bicycle amenities, adult and child daycare, community meetings and other community purposes.

PR4.4 **Parking at community facilities.** Allow community-serving facilities to utilize alternative means of providing required parking.

PR4.5 **Open space designations.** Maintain all open space designations within the Hollywood Community Plan Area. Designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.

PR4.6 **Lands for funeral services and interment.** Support the retention and provision of adequate lands for funeral services, interment sites, and the protection of existing cemeteries as a public benefit use.

Goal PR.5: Improved access to recreation facilities and open space.

Policy

PR5.1 **Disparities in park space.** Encourage and target the development of park and recreation projects in areas with the greatest need.

PR5.2 **Input for new parks.** Utilize community input to assist the Department of Recreation and Parks in locating development opportunities for new parks. Prioritize recommendations of the Community-Wide Needs Assessment prepared by the Department of Recreation and Parks.

PR5.3 **Connect neighborhoods to parks.** Support the connection of neighborhoods to destination parks with public transit and well maintained pedestrian and bicycle facilities. (P121)

PR5.4 **Joint use agreements.** Support the establishment of joint-use agreements with other public and private entities to increase recreational opportunities in Hollywood, including shared use of land owned by public agencies and private property owners. (P63, P137)

PR5.5 **Improve accessibility.** Prioritize and improve accessibility to recreational uses in Griffith Park using tools such as easements and trail and greenway linkages. (P61)

PR5.6 **Greenways and trail systems.** Preserve and encourage acquisition, development and funding of new recreational facilities and park space with the goal of creating greenways and trail systems.

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Goal PR.6: Protect existing natural areas and wildlife habitat.



Passive open space

Policy

PR6.1 **Wildlife habitats.** Evaluate existing conditions and identify areas important for supporting habitat and movement for wildlife. (P122, P123)

PR6.2 **Conservation.** Preserve passive and visual open space that provides wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and other natural resources areas. (P124)

PR6.3 **Surplus City property.** Prioritize the reuse of surplus City owned sites in the hillsides for open space and wildlife conservation purposes. (P124)

PR6.4 **Ecologically sensitive areas.** Coordinate with the County of Los Angeles in identifying significant ecological areas featuring ecological or scenic resources that should be preserved and protected within State reserves, preserves, parks, or natural wildlife refuges. (P124)

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HOLLYWOOD



Sunset Square includes a variety of historic architectural styles, like this example of colonial revival

Preservation

Hollywood has reinvented itself many times over throughout the 20th century, with each phase contributing important themes, character, and qualities to the built environment. The preservation of Hollywood's historic and cultural heritage will continue to play an important role in the area's continued evolution in the 21st century. The Community Plan recognizes the value of Hollywood's impressive historic architecture and cultural resources, and therefore seeks to protect these assets. This chapter compiles a roadmap of where Hollywood has been and provides guidance for preserving important historical and cultural resources and maintaining Hollywood's heritage through its built character.



The city-owned Hollyhock House, located within Barnsdall Art Park, is the first UNESCO World Heritage site in Los Angeles. The Hollyhock House was designed by Frank Lloyd Wright.

Historic Resources in Hollywood

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

The Hollywood Community Plan Area boasts one of the highest concentrations of significant historical buildings in the City of Los Angeles, and the City's first UNESCO World Heritage site, the Hollyhock House, located within Barnsdall Art Park. The Hollyhock House, a harbinger of California Modernism, was Frank Lloyd Wright's first Los Angeles commission. The personal residence in East Hollywood was built between 1919 and 1921 for Aline Barnsdall, who asked Wright to incorporate her favorite flower, the hollyhock, into the design. The Plan Area also contains a significant portion of Historic Route 66. The Hollywood Boulevard Commercial and Entertainment District includes 63 contributing properties, and was listed in the National Register of Historic Places in 1984. The Plan area includes more than 190 City Historic-Cultural Monuments, representing nearly 15% of the total designated Monuments in the entire city.



The Melrose Hill neighborhood, one of Hollywood's Historic Preservation Overlay Zones, was built in the early 1900s

Hollywood development extended in a band across the CPA between Hollywood and Santa Monica Boulevards during the early 20th century. Although a variety of property types exist in the CPA, the patterns of development were conducive to widespread single-family residential development. The Hollywood CPA contains many residential neighborhoods that retain their historical architectural character. The neighborhoods in Whitley Heights, Spaulding Square, Melrose Hill, Hollywood Grove, and the northwestern portion of Hancock Park, and Sunset Square feature concentrations of early 20th century single-family residences. These neighborhoods

developed primarily due to their proximity to historic streetcar routes. Multi-family development, which is intermittently dispersed throughout the predominantly single-family residential neighborhoods, typically consists of duplexes, fourplexes, small, and medium sized apartment buildings that are low-scale in keeping with the surrounding single-family neighborhoods. Scattered throughout the Hollywood CPA are bungalow courts from the early 20th century, designed in a variety of popular architectural styles including Craftsman and Mission Revival. While many intact historical structures are found throughout Hollywood, many of the residential buildings in the Hollywood CPA have been altered over time.



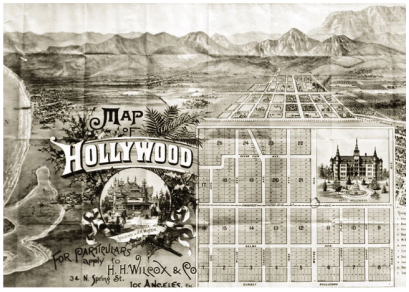
Palm trees were historically planted throughout Hollywood and many of LA's old neighborhoods

Commercial properties are commonly found on major thoroughfares running north-south and east-west through the CPA. Although few intact examples of streetcar-related commercial development still remain in Los Angeles, a small number occur in the CPA. For example, commercial resources in the Hollywood CPA include streetcar-related retail development along portions of Franklin Avenue, Virgil Avenue, Hollywood Boulevard, Highland Avenue, Western Avenue, and Santa Monica Boulevard, all of which are former streetcar routes. The CPA also has a number of institutional properties that serve the local residential communities. Common institutional properties include churches, social halls, schools, and government buildings, such as fire stations and Department of Water and Power facilities.



Many commercial corridors feature historic architecture

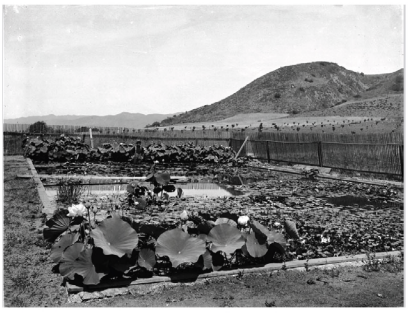
Hollywood's renaissance over the past two decades has been spurred by the rehabilitation and adaptive reuse of its remarkable historical resources. From the revitalization of Hollywood's historical theaters to the conversion of historical commercial buildings to new housing opportunities, historic preservation and rehabilitation has enhanced Hollywood's authenticity and economic vitality. Citywide historic preservation policies have been established through a Cultural Heritage Master Plan, the Conservation Element of the General Plan, and the work plan of the Department of City Planning's Office of Historical Resources (OHR). In addition to these policies, the City of Los Angeles has completed SurveyLA - an ambitious citywide survey documenting historical resources across Los Angeles. Results of SurveyLA will inform the development of policies to preserve historically and architecturally significant buildings that have not yet achieved official historic designation. SurveyLA completed the Historical Resources Survey Report for the Hollywood Community Plan Area, with the exception of the CRA area, in 2011 and it was recently revised in 2015. Additionally, the City and the Getty Conservation Institute launched HistoricPlacesLA.org, an online information system for the City's historical resources.



First map of Hollywood by real estate developer H. Wilcox, 1887

Historic Development Pattern

This brief historical account is intended only to establish a general background to the pattern of development in the Community Plan Area. It is not meant to be an exhaustive history.



Early settlers in Hollywood grew crops, establishing the area's agricultural roots



Large estates are part of Hollywood's early development history



Suburban neighborhoods were marketed by developers and eventually consolidated into the City of Los Angeles

First Settlement to Rancho Era

Originally settled by the Tongva Native American people, Hollywood still features native names like Cahuenga, the road synonymous with one of the tribe's most substantial settlements. Prior to the mid-1800's the Hollywood Community Plan Area consisted of a combination of rancho lands and public lands. The rancho lands were the northernmost portion of the historic Rancho La Brea and Rancho Los Feliz, with the public lands falling between them.

Cahuenga Pass was the principal route between southern and northern California during the Spanish and Mexican periods of Hollywood's history. The Cahuenga Pass continued its role as an important transportation artery as a Pacific Electric Railway Line route in the early decades of the twentieth century. Today it is the route to the San Fernando Valley by way of the Hollywood Freeway.

Hollywood began as a small agricultural community in the 19th century. Farmers, many of whom were European immigrants, experimented in cultivating a wide variety of exotic fruits, vegetables, and flowers. The area was developed as individual tracts of land by a handful of Anglo settlers beginning in the 1860s. The agricultural character of the community changed in the early twentieth century as large real estate tracts were developed, transforming the community into a bustling suburb of Los Angeles.

Early Development: Subdivisions, Transit, and the Streetcar Suburbs

In 1900, the first electric streetcar track was completed along Hollywood Boulevard (then Prospect Avenue), and other streetcar lines soon followed. Original railroad, interurban and street car routes were often directly tied to real estate ventures. Residential developments in Hollywood ranged from sprawling estates encompassing tens of acres, to large residences with substantial gardens, to more modest suburban residences.

Large estates lined Prospect Avenue, and as the area became increasingly developed, churches, clubs and schools built in close proximity to single-family residences were executed in styles such as Mission Revival, American Foursquare, and Craftsman Bungalow. The Plan Area has extant examples of residential development during this era, although these examples are relatively rare.

By 1909, like many of its neighboring communities, Hollywood had experienced growth on an exponential scale. While its population in 1903 was 700, by 1909 it reached 4,000. Though dwarfed by the neighboring City of Los Angeles with 100,000 inhabitants, the small City of Hollywood was experiencing growing pains with water shortages, drainage issues and sewage problems. It was around this time that the city's attitudes towards annexation began to change; the infrastructure that

a city like Los Angeles could offer was seen as a solution to some of these issues. In November of 1909, the Hollywood Board of Trade announced to residents that it would not be able to resolve sewer problems on its own. Just two months later, in February of 1910, Hollywood was consolidated to the City of Los Angeles.

The relationship between Hollywood and Los Angeles had been increasingly strengthened in the decade preceding annexation. As early as 1904, the Red Car Balloon Route – a balloon shaped route through Los Angeles and its environs operated by the Los Angeles Pacific Railroad – facilitated transportation between Hollywood and downtown Los Angeles. It brought tourists on excursions to popular Hollywood stops, such as the studios and gardens of Paul de Longpré. The relationship of Hollywood to Los Angeles was further strengthened shortly following incorporation as the east end of Hollywood Boulevard was routed to curve into Sunset, the main road to Los Angeles.



Courtyard apartments and bungalows

Interwar Development: The Entertainment Industry and Studio Housing

Five years after the 1910 annexation of Hollywood by the City of Los Angeles, the area was in the midst of a real estate boom. No longer a struggling small independent city, Hollywood was a thriving suburb of Los Angeles increasingly attracting residential and commercial interests. The most significant factor in the development of Hollywood in the twentieth century was the entertainment industry. Film production began in Hollywood in 1911, and quickly grew into a significant economic force. As the popularity of motion pictures grew, more physical facilities related to motion picture production were constructed in Hollywood. In 1919, the City established a series of industrial zones specifically designated for motion picture use.



Significant urbanization and development took place when Hollywood's studios into being

The largest and most significant of these zones is located in the heart of the Plan Area and from 1919 to 1925 numerous studios were built. Charlie Chaplin, Mary Pickford, Douglas Fairbanks and D.W. Griffith located United Artists Studios at Santa Monica Boulevard and Formosa Avenue. Charlie Chaplin also built an independent facility nearby at Sunset Boulevard and La Brea Avenue. Other studios located further east along Sunset Boulevard and Melrose Avenue. The burgeoning entertainment industry brought about the development of thriving business districts along Hollywood Boulevard, Vine Street, and Sunset Boulevard. Due to its key role in the motion picture industry, Hollywood later became a center for radio, television, and record production. Today, industrial resources include intact motion picture studios dating to the 1920s and a wide variety of support services.



In the early days of Walt Disney, the studio occupied the 2700 block of Hyperion in Los Feliz

From the 1910s through the boom of the 1920s and into the 1930s, Hollywood experienced tremendous population growth. Whereas the population of Hollywood had been a little over 4,000 people upon incorporation, the area would boast a population of 153,000 by the 1930s. The rapidly expanding film business attracted migrants from around the United States and around the globe, resulting in a true



Bungalows historically provided housing for those working in Hollywood's entertainment industry

"melting pot." For a period of time preceding World War II, the entertainment industry also became a refuge for émigrés from Eastern Europe. To accommodate the growing population of newcomers, residential development sharply increased. While residential development in Hollywood during the first decade of the twentieth century had focused on Prospect Avenue (present-day Hollywood Boulevard) due to its proximity to streetcar lines, by the 1920s, development was widespread throughout the area in response to the automobile. Concentrations of residential properties from this period are located adjacent to the major motion picture studios and include modest single-family residences along with a wide variety of multi-family housing types. The historical integrity of many of these properties is poor, and intact neighborhoods of early twentieth-century studio-adjacent residences are now rare.

Many of the people (including some movie actors and actresses) who bought homes in Hollywood embraced the modest life-style associated with the bungalows being built at a rapid rate north and south of Hollywood Boulevard. The bungalow court has particular significance in Hollywood as large colonies of courts were built just blocks away from the studios. These were developed primarily in the 1920s, and reflect the prevalent architectural styles of the period. While many of these properties have been lost, Hollywood still contains a substantial population of bungalow courts.



Hollywood's HPOZs provide examples of many historical architectural styles

During the 1920s, there was also significant residential development in the Hollywood Hills, in particular in Los Feliz, Laurel Canyon, and Beachwood Canyon. Several residential developments from this period were specifically marketed to people working in the entertainment industry, with advertisements touting their proximity to the Hollywood studios.

Post War Rise and Decline

Density in Hollywood increased substantially following World War II. In the hillsides, residences were built on previously undeveloped lots. In the flatlands, inexpensive stucco-clad apartment buildings were erected as infill in previously established residential neighborhoods. Along the major commercial corridors, earlier buildings were updated or replaced with new construction. By the 1950s, entertainment industry-related properties began to spread out throughout the greater Los Angeles area, and the major industry in Hollywood shifted to tourism. During the late 1950s, the Capitol Records Building was constructed on Vine Street and the Hollywood Walk of Fame was created on Hollywood Boulevard as a tribute to actors, directors, and other contributors to the entertainment industry.



Based on Buckminster Fuller's geodesic dome, the Cinerama Dome opened to movie goers in 1963

Also during this period, some of the nation's most important Modernist architects were working in Los Angeles, building sleek commercial buildings in the flatlands and highly innovative residential projects in the hillsides. The CPA contains residential and commercial properties designed by a number of important Modernists,

including Richard Neutra, Rudolph Schindler, Lloyd Wright, John Lautner, Craig Ellwood, Raphael Soriano, Gregory Ain, and Pierre Koenig.

In the 1960s and 1970s, Hollywood's population became more ethnically diverse as new immigrant groups began settling in the area. In addition to a significant Latino population, Armenian and Thai immigrants began living and working in the East Hollywood area and opened shops and other businesses in neighborhoods now known as Little Armenia and Thai Town. Community and residential densities continued to increase, as original single-family houses, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes.



Historic Preservation Overlay Zones identify historic contributors and regulate on-site improvements

By the 1980s, the Hollywood community was in a state of economic decline. The Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area. Among the goals of the agency were to revitalize the historic core and preserve historically significant buildings.

Recent Development in Hollywood

By the start of the new millennium, Hollywood began to experience a resurgence that continues today. The establishment of the city's Adaptive Reuse ordinance greatly facilitated the reuse of under-utilized historical buildings into new housing. New, large-scale mixed-use projects (such as the Hollywood & Highland, which includes the Dolby Theater, the Loews Hotel, and the W Hotel at Hollywood and Vine) along with the Metro Red Line subway stations, have helped to revitalize Hollywood's streets and its economy, bringing with it an influx of new residents and tourists, higher rents, and new development pressures.



Craftsman homes and palm trees populate the residential streets of Hollywood Grove

Cultural and Historical Designations and Resource Preservation Tools

Historic Preservation Overlay Zones

A Historic Preservation Overlay Zone, or HPOZ, is a designated area of the city that contains structures, landscaping, natural features or sites that have historic, architectural, cultural or aesthetic significance. The regulations of HPOZs ensure that the rehabilitation of historical structures takes place in a manner that respects its historic integrity. New development is also reviewed to assure that the character of the historical neighborhood is maintained.

The Hollywood CPA contains six existing HPOZs: Whitley Heights, Spaulding Square, Sunset Square, Melrose Hill, Hollywood Grove, and the northwestern portion of Hancock Park. In addition, the Melrose Hill Expansion Area is under study.



Melrose Hill was built largely in the same period and architectural style



Photo by: Stephen Schafer

Griffith Observatory is a famous tourist destination, Historic-Cultural Monument #168

Local Designated Historic Properties: Historic Cultural Monuments

The City of Los Angeles Cultural Heritage Ordinance, enacted in 1962, has made possible the designation of buildings and sites as individual local landmarks, called "Historic-Cultural Monuments" (HCM). The Hollywood CPA contains around 190 of the City's 1,000+ Historic-Cultural Monuments. Designation as a HCM provides official recognition and protection for Los Angeles' most significant and cherished historical resources.

Any interested party may apply for a proposed designation of an HCM. Each nomination is reviewed by the Cultural Heritage Commission, then by the Planning and Land Use Management Committee of the City Council, and the City Council as a whole. Once a property has been designated a Monument, the Commission and its staff review permits for alteration, relocation, or demolition. The Commission can delay demolition of a Monument for 180 days and has the authority to recommend to the City Council to delay demolition for another 180 days. Locally designated cultural resources are presumed to be historically significant under the California Environmental Quality Act (CEQA). Therefore, per State law, demolition and/or alterations of HCMs are subject to review under CEQA.



The gates to Hollywoodland, HCM #20, offer a dramatic entrance to the Hollywood Hills

Designation as an Historic-Cultural Monument:

- Recognizes the building, structure, site, or plant life as important to the history of the city, state, or nation;
- Provides eligibility for the Mills Act program, providing a Historical Property Contract that can result in a property tax reduction;
- Permits use of the California Historical Building Code;
- Allows property owners to purchase and display a plaque showing that the property has Historic-Cultural Monument status;
- Requires Cultural Heritage Commission review for proposed exterior and interior alterations in accordance with the Secretary of the Interior's Standards for Rehabilitation, the nationally accepted criteria for evaluating change to historic properties;
- Allows the Cultural Heritage Commission to object to the issuance of a demolition permit for 180 days, with an additional 180 day extension possible upon approval of the City Council, thereby granting up to 360 days stay of demolition in order to evaluate preservation alternatives;
- The California Environmental Quality Act (CEQA) requires environmental review to determine if a project will cause adverse impact to character defining features (see the State Office of Historic Preservation document on CEQA and historical resources);
- Entitles Historic-Cultural Monument owners to technical assistance in complying with the Secretary of the Interior's Standards for the Treatment of Historic Properties;
- Fosters civic pride in neighborhoods and business districts and helps develop a sense of place and time.

National Register, California Register, and Locally Designated Properties

The Hollywood CPA has one of the highest concentrations of designated resources in Los Angeles. These include:

- The Hollywood Boulevard Commercial and Entertainment Industry National Register District
- American Legion Hollywood Post 43 (1919)
- Andalusia Apartments (1926)
- Bukowski Court (1922)
- Casa Laguna (1928)
- Château Élysée (1927)
- Château Marmont (1927)
- Chemosphere (1960)
- Ennis House (1924)
- First United Methodist Church of Hollywood (1930)
- Franklin Avenue Bridge/Shakespeare Bridge (1926)
- Freeman House (1924)
- Gilmore Gasoline Service Station (1935)
- Griffith Observatory (1935)
- Griffith Park (1896)
- Highland-Camrose Bungalow Village (1916- 1923)
- Hollyhock House (1921)
- Hollywoodland Granite Stairways and Retaining Walls (1923)
- Hollywoodland Stone Gates (1923)
- Hollywood Bowl (1922)
- Hollywood Memorial Cemetery (1899)
- Hollywood Pilgrimage Memorial Monument (1923)
- Hollywood Sign (1923)
- John C. Fremont Branch Library (1927)
- Lake Hollywood Reservoir & Mulholland Dam (1924)
- Los Feliz Heights Steps (1924)
- Lovell Health House (1929)
- Magic Castle (1909)
- Samuel-Navarro House (1928)
- Sowden House (1926)
- Stahl House/Case Study House No. 22 (1960)
- Storer House (1923)
- Toberman Estate (1926)
- Villa Carlotta (1926)
- Wattles Mansion (1907)
- William Mulholland Memorial Fountain (1940)
- Yamashiro/Bernheimer Estate (1914)
- YWCA Hollywood Studio Club (1925)

Note: this representative list of resources is subject to change as new resources become designated in the Community Plan Area. Please see the Los Angeles City Planning historic preservation website for the latest information.

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Citywide Historical Resources Survey (SurveyLA)

SurveyLA identifies potentially historic properties and/or districts that appear eligible for listing in the National Register, California Register, and/or for local designation as a HCM. In 2005, the City of Los Angeles entered into a multi-year grant agreement with the J. Paul Getty Trust to complete a Citywide historical resources survey, a process of systematically identifying and gathering information on properties and neighborhoods that reflect Los Angeles' architectural, social, and cultural history. The project is managed by the staff of the Office of Historic Resources within the Los Angeles Department of City Planning (DCP) and is called SurveyLA. The survey identifies and evaluates properties according to standardized criteria for listing in the National Register, the California Register, and for local designation as HCMs and HPOZs. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed. Resources identified through SurveyLA are not designated resources. Designation by the City of Los Angeles and nomination to the California Register or National Register require more in-depth research, an application process, and a separate public review process. SurveyLA identifies the following resource types:

- *Individual Resources* are generally resources located within a single assessor parcel such as a residence or duplex.
- *Non-Parcel Resources* generally do not have addresses. Examples may include street trees, street lamps, landscaped medians, bridges, and signs.
- *Historic Districts* are areas that are related geographically and by theme. Districts may include single or multiple parcels depending on the resource. Examples of resources that may be recorded as historic districts include residential neighborhoods, garden apartment complexes, commercial areas, large estates, school and hospital campuses, and industrial complexes. These areas require additional analysis and field work for HPOZ determination.



Hollywood is home to a wide variety of mid-century architecture



The western portion of Sunset Boulevard features many examples of historic commercial architecture



Many older properties in Hollywood required seismic retrofitting after the 1994 Northridge Earthquake



Moorish revival architecture mixes eclecticly with other historic forms



Spanish colornial revival architecture is a common style in most historic areas

Potential Historic Properties in Hollywood

Properties in the Hollywood CPA identified by SurveyLA as eligible for historic designation include single-family homes, multi-family buildings, commercial buildings, and institutional properties. SurveyLA also identifies non-parcel resources such as air raid sirens, landscaped medians, and uniform street trees that appear to be part of original neighborhood subdivisions as resources eligible for historic designation. A large number of single-family residences have been identified as appearing individually eligible for historic designation because they are representative of a particular style or because they retain character defining features of a streetcar suburb. Eligible multi-family buildings and bungalow complexes were mainly recorded as individual resources that are significant examples of the property type and/or their representative architectural style. A number of public staircases, walkways, bridges, signs, and parkways were determined to be eligible as well. Commercial buildings determined to be individually eligible for historic designation in the SurveyLA report were typically exemplary of the property type or a particular style. Additionally, a number of institutional properties including churches, schools, and government buildings were determined to be individually eligible as exemplary of the property type and their representative architectural style.

Demolition Delay

City Ordinance No. 183312 prohibits the Department of Building and Safety from issuing a building permit to demolish a building or structure 45 years or older without at least 30 days prior public notice. Required public notice includes notifying abutting property owners, the Council District Office, and a conspicuous public posting located near the entrance of the property. During the noticing period, interested stakeholders have an opportunity to file an application for HCM designation, a separate process. If the HCM nomination is accepted for review by the City's Cultural Heritage Commission, all permits for the property are frozen until a determination is reached. An approval and adoption of the designation may take up to 180 days. Once a property nomination is approved, the Cultural Heritage Commission may opt to delay demolition for 180 days and has an opportunity to extend the delay by an additional 180 days, given City Council approval. This time provides an opportunity for preservation alternatives to be found or negotiated for the historic property.

Notable Historical and Cultural Districts and Features

The many small neighborhoods of Hollywood are as noteworthy as the glamorous downtown core. Hollywood has emerged in the 21st century as an extraordinarily diverse community made up of a mosaic of neighborhoods which are culturally, architecturally and topographically distinct. These include neighborhoods that have sought formal recognition from the City of Los Angeles, such as Thai Town and Little Armenia in East Hollywood, which reflect settlement patterns of cultural groups, residential communities in the Hollywoodland and Mulholland Parkway Specific Plans (see Figure 1-4), and a number of historic districts scattered throughout Hollywood. Hollywood's notable districts appeal to a wide range of visitors, making them regionally and even globally significant.



Cultural hubs like Theatre Row allow arts to flourish

Hollywoodland and Mulholland Scenic Parkway Specific Plans

The Hollywoodland and Mulholland Scenic Parkway Specific Plans were enacted to protect the scenic features and residential character of several hillside communities (Figure 1-4). The Hollywoodland Specific Plan also protects the unique architectural styles of this neighborhood – traditional cottages and villas which create a European village flavor. The Mulholland Scenic Parkway Specific Plan protects Mulholland Drive and the surrounding area that traverses the Santa Monica Mountains, a resource recognized as a National Recreation Area.



The Walk of Fame provides a historic backdrop for the heart of Hollywood

Hollywood Signage Supplemental Use District (SUD)

The Hollywood Signage Supplemental Use District (Figure 1-4) was established to promote signage which complements the historical architecture and signage of Hollywood Boulevard and allows new sign technologies which are well designed and carefully located. New signs are required to meet the regulations of this SUD.

Walk of Fame

The Walk of Fame, which spans multiple city blocks along Hollywood Boulevard and Vine Street, serves as a tribute to actors, directors, and other contributors to the entertainment industry. It was initially proposed by members of the Hollywood Chamber of Commerce in 1953. Sponsored by the Hollywood Property Owners Association and the Hollywood Improvement Association, stakeholders worked with the City to create an assessment district in 1958 to construct the Walk and beautify the streetscape. The boulevard features many of Hollywood's major theatres – Graumann's Chinese Theatre, the Pantages, and many hotels, notably Roosevelt Hotel, which served as the



Thai Town is home to many of the 80,000 Thais estimated to be living in Southern California



Trees, bridges, lamp posts, and landscaping all add important historical context to neighborhoods

original home to the Oscars; all markers of Hollywood's ties to the entertainment industry. Twenty years later, in 1978 the Walk of Fame was designated a Historic-Cultural Monument by the Cultural Heritage Board and the City Council.

Theatre Row

Within the Media District of Hollywood there is a stretch of Santa Monica Boulevard between McCadden Place and El Centro Avenue that is home to a number of critically-acclaimed theatre companies. Known as Theatre Row, this area includes over a dozen live theatres that have a maximum of 99 seats, many of which have been in operation for decades. It is the highest concentration of live theatres in Los Angeles. Hollywood Theatre Row has served as an important cultural incubator. The concentration of so many theatres in one area has encouraged a sense of collaboration and community among artists, which further enriches the cultural fabric of the City.



Neighborhood businesses in Thai Town.

Thai Town

In 1999 the City Council designated 6 blocks in East Hollywood along Hollywood Boulevard between Normandie Avenue and Western Avenue as "Thai Town." Thai Town serves as a major economic and cultural hub for the Thai Community of Los Angeles, hosting a high concentration of Thai residents, businesses and cultural activities. This designation has promoted neighborhood pride, multi-cultural/ethnic exchange, and tourism, and lends the Thai community a greater voice in Los Angeles and Southern California.

Little Armenia

Designated as "Little Armenia" by the City Council in 2000, this East Hollywood neighborhood serves as an epicenter of the Armenian community in Los Angeles and is a major economic and vibrant cultural hub for the Armenian community. This area contains a high concentration of Armenian businesses, residents, and social and cultural institutions including schools, churches, social and athletic organizations.



Deodar Cedars and large parkways create a scenic drive along Los Feliz Boulevard

Other Important Features

Trees, bridges, street lamps, landscaped medians, signs and other historic features contribute to the unique character of Hollywood neighborhoods. For example, in 1935 the Los Feliz Improvement Association and the Los Feliz Woman's Club planted Deodar Cedar Trees in the parkways along Los Feliz Boulevard between Riverside Drive and Western Avenue. These Cedars have since grown into large, beautiful trees which define the character of Los Feliz Boulevard. In 1970, the City declared these trees an HCM. Similarly, the Shakespeare Bridge, a gothic-style bridge on Franklin Avenue, is a beloved neighborhood landmark of Franklin Hills. The bridge

was designated an HCM in 1974. The Deodar Cedar Trees and Shakespeare Bridge are two examples of many notable historic and cultural features in the Hollywood Community Plan Area.

Historic Preservation Goals and Policies

The Hollywood Community Plan identifies areas where the existing uses or features are desirable and appropriate and where infill development should reinforce this existing historic or cultural context. These areas include regionally significant entertainment industry employment districts and areas with distinctive cultural resources and historic neighborhoods (refer to Figure 1-4, Overlay Zones, Specific Plans, and Supplemental Use Districts).

Goal P.1: Honor Hollywood's legacy through the preservation of the built environment that reflects Hollywood's cultural, social, economic, and architectural history.

Policy

P1.1 **Significant neighborhoods and districts.** Support the preservation of culturally and historically significant neighborhoods and districts. (P28, P29, P30, P31, P68)

P1.2 **Adaptive reuse.** Promote the preservation and adaptive reuse of existing building stock, especially for designated or eligible historical resources. (P65)

P1.3 **Designated and potentially significant resources.** Preserve designated Historic Cultural Resources and further study eligible resources as potentially significant resources. (P38)

P1.4 **Historical buildings.** Protect designated and eligible historical buildings in the Regional Center. (P33, P38)

P1.5 **Distinctive street features.** Protect distinctive features of prominent streets in Hollywood, such as the Walk of Fame, a recognized Historic-Cultural Monument of the City of Los Angeles. (P34, P66, P138)

P1.6 **Study preservation tools.** Support the study of R1 Variation Zones, Community Design Overlays (CDOs), or a Community Plan Implementation Overlay (CPIO) for neighborhoods that retain a cohesive character but are not eligible to become Historic Preservation Overlay Zones.

P1.7 **Preserve designated resources.** Any development project which involves designated historical resources, including City of Los Angeles Historic-Cultural Monuments, shall conform with the Secretary of the Interior's Standards for Rehabilitation. (P35)

P1.8 **Complementary design.** Encourage the design of new buildings that respect and complement the character of adjacent historical resources through design standards outlined in implementation tools such as Community Design Overlays (CDOs), or a Community Plan Implementation Overlay (CPIO). (P36, P37, P38)

P1.9 **Land use and zoning.** Maintain appropriate General Plan Land Use designations and zoning in existing historic districts which are either listed in, or are eligible to be listed in the National Register of Historical Resources. Promote infill development that matches the scale of historical resources within each district, including the following: height, massing, setbacks, stepbacks, and development pattern. (P39)

P1.10 **Height limits.** Maintain height limitations on commercial zones that border designated or eligible historic neighborhoods. Encourage the design of new buildings that respect and complement the character of adjacent historic neighborhoods. (P40)

P1.11 **Financial resources.** Support efforts to identify financial resources for rehabilitation of historical resources. Promote the use of the City's Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code. (P67)

P1.12 **Documentation.** Support ongoing opportunities to document Hollywood's history and architectural legacy and share that history with the community. (P41, P68)

P1.13 **Preserve murals.** Support efforts to preserve and restore the rich inventory of murals found in Hollywood. (P32)

Draft


Dolby Theatre
DO NOT BLOCK
GAP



Cars, bicycles, pedestrians, and transit all mix in the Regional Center of Hollywood

Mobility And Connectivity

Mobility is critical to support the diverse range of places and activities in Hollywood. Providing safe and convenient access throughout Hollywood's neighborhoods addresses several of the guiding principles of this Plan. A safe, accessible circulation system reinforces land use policies and connects people to jobs, homes, and services. Respectively, land use and urban design policies can support a range of mobility options by creating an environment that is friendly to people walking, rolling, biking, and riding transit.

The mobility system should be person-focused. Safety for all users is a priority of the Hollywood mobility system. Ensuring safety will improve access and health outcomes in Hollywood. Several streets in the CPA are identified on the City's High Injury Network, demonstrating the need for safety improvements.



Because of its density, Hollywood has great potential for walkable neighborhoods

Encouraging more people to walk, bike, or ride transit in Hollywood will help make the community more livable by reducing pollution and greenhouse gas emissions and reinforcing sustainable land use policies. Walking should be the primary form of mobility within Hollywood's regional center and pedestrian friendly design is a priority throughout Hollywood. Every person in Hollywood is, at some point a pedestrian. An enhanced pedestrian environment will not only improve safety and access, but will also support economic growth by making retail and other corridor uses comfortable and attractive.

The Mobility Chapter integrates citywide policies established in the General Plan Framework Element and Circulation Element, with community-specific land use and transportation objectives. The Circulation Element, Mobility Plan 2035, (adopted in 2015) is an update to the 1999 Transportation Element and defines the City's transportation goals and policies to provide a first-class, multimodal transportation system that supports a healthy, sustainable and economically prosperous city in which jobs, services and amenities are easily accessible to all residents and visitors, and which respects the City's unique communities and neighborhoods.



Walkable neighborhoods ensure safe and accessible streets for users of all ages and abilities

Our City's streets serve many different roles within a community. They are a means to get people to places they need to go—via bus, light rail, car, motorcycle, scooter, bicycle, on foot, and more. Streets are also places to gather, recreate, shop, exercise, and meet friends. They are the backbone of a healthy community and an indicator of a local neighborhood's culture and values. Streets must also provide mobility for our businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services in customer's homes or offices. Furthermore, streets accommodate utility and sewer lines as well as collect and transport water on rainy days. Simply stated, daily life demands a great deal from our streets; thus, the sustainable future of our neighborhoods depends on a network of roadways and pedestrian paths of travel that balance the needs of these multiple interests and functions.

Circulation System

The Community Plan Area is well served by a circulation system of highways (freeways or high capacity roadways), arterials (moderate capacity roadways), collector streets and local streets. The construction of the Metro Red Line has enabled the Community Plan Area to emerge as a "transit rich" environment providing a robust public transit system including Metro Rail service, Local and Rapid bus service, as well as LADOT DASH bus service (local circulator). The Community Plan Area is served by the Ventura Freeway (CA-134) to the north, the Golden State Freeway (I-5) to the east, and bisected by the Hollywood Freeway (CA-101).

The Circulation System (Figure 6-1) delineates the Community Plan Area's street network and establishes right-of-way widths and dedication requirements. The Circulation System map establishes the designated street classifications for arterial streets (Boulevards and Avenues), collector streets, scenic highways, and divided streets, as well as depict modified segments as well. Scenic Highways have special controls for protection and enhancement of scenic resources. Any changes to street designations require a general plan amendment.

The circulation system serves pedestrian, bicycling and other alternative modes of travel as well. All of these modes are discussed in the following sections. For additional mobility goals and policies specific to pedestrian uses, sidewalks, and streetscapes, see Chapter 4, Public Realm, Parks, and Open Space.



The Plan envisions a circulation system that provides safe and convenient passage for all modes

Draft

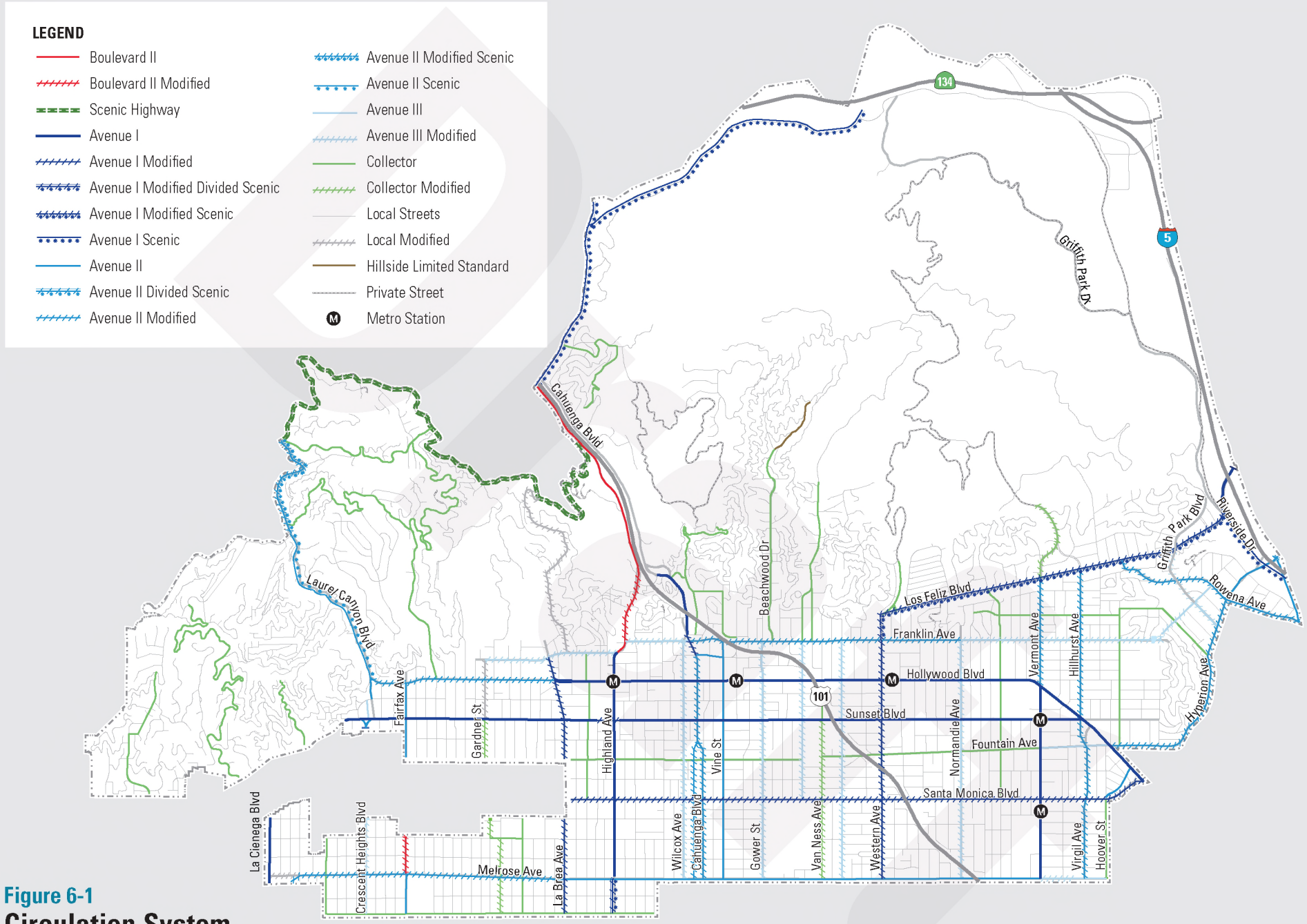

Figure 6-1

Circulation System

Hollywood Community Plan Area

City of Los Angeles Planning Department • February 2021

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

Not to Scale N

Street Classifications

Streets are organized by official standard street classifications established in the Mobility Element, and street dimensions, depicted in the Bureau of Engineering Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — which accommodate features such as sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. Mobility Plan 2035, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

Boulevards I and II

Boulevards, formerly Major Highway – are designed to carry high volumes of traffic at relatively high speeds. A Boulevard I typically includes 136 feet of right-of-way with three lanes of traffic in each direction. A Boulevard II typically includes 110 feet of right-of-way with two lanes of traffic in each direction. Access to individual parcels along the street should be limited.

Avenues I, II and III

Avenues, formerly Major Highway Class II or Secondary Highways, are intended to supplement the through-traffic carrying characteristics of Boulevards, and are designed for fewer daily trips than a Boulevard and typically provides more access to individual parcels. The road-bed is commonly 70 feet for Avenue I, 56 feet for Avenue II and 46 for Avenue III. Avenues typically have two travel lanes in each direction, with left turn lanes at signalized intersections. Local serving on-street parking should be encouraged to support pedestrian scale commercial along Secondary Highways.

Collector Streets (standard, industrial, and hillside)

Collector Streets are moderate-volume, medium-speed roadways that provide access between neighborhoods and higher volume arterial streets. Collector streets are not intended to accommodate "thru traffic" seeking to avoid congestion on parallel arterial streets.

Local Streets (standard, industrial, and hillside)

Local Streets are designed to allow local traffic access to individual properties and/or destinations.



Safe routes to school encourage walking



Traffic calming measures make neighborhoods friendly to people walking and biking

Complete Streets

"Complete streets" are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, equestrians, motorists, and public transportation users of all ages and abilities are able to safely and comfortably move along and across a complete street. In 2007, the State of California adopted the "Complete Streets Act," which requires local municipalities to plan for the routine accomodation of all roadway users when updating General Plans.

Mobility Goals and Policies

The Hollywood Community Plan Area is an urbanized community substantially developed at a range of densities from high to low scale. It includes hillside areas developed with housing, as well as large hillside areas devoted to open space. The Hollywood Community Plan Area represents the City's second largest regional center and #1 tourist attraction, drawing over 25 million tourists annually. Hollywood is also the only Community Plan Area with a wild regional-serving park, Griffith Park, thereby providing an invaluable open space amenity to residents and visitors.

The implementation of enhanced connections to these regional assets and other local serving amenities represents an opportunity that is of high community interest. In realizing multi-modal connections, many of the Community Plan Area's streets are in need of enhancements such as better and wider sidewalks, bike lanes and streetscape elements such as street trees, lighting, shade structures, benches, bike racks, among others.

Existing improved streets, however, have little additional land available for widening to accommodate other modes. Hollywood's street network is significantly influenced by the area's land development history, with many streets not meeting contemporary roadway width or sidewalk standards, and is further restricted for modification by the historic build out of property frontage. On these streets, new facilities for one mode, such as a wider sidewalk or a bicycle lane, may have to come at the expense of another, such as street parking or a travel lane for automobiles, or transit. The street network in some of the area's hillside communities contains remnants of historic trolley rights of way that influence roadway layout, creating curves, cuts, and inconsistencies in what might otherwise be a grid. Recognizing that all streets cannot serve all purposes, this chapter identifies priorities for certain key arterials, streets or street segments to better assist planners, engineers, developers, and the community in making these difficult choices.

The following goals and policies seek to address concerns and ensure a well-functioning mobility system for Hollywood.

Goal M.1: Safe, accessible, and convenient mobility options for users of all ages and abilities.

Policy

M1.1 **Mobility for all modes.** Maintain the street system to facilitate the mobility of all modes. Support the maintenance and rehabilitation of all Streets and Highways.

M1.2 **Enhanced Network treatments.** Consider benefits of moderate, moderate plus, and comprehensive treatments for Mobility Plan 2035 Enhanced Networks. Consider treatments suggested by Mobility Plan 2035 for the Transit Enhanced Network, Bicycle Enhanced Network, Vehicle Enhanced Network, and Neighborhood Enhanced Network.

M1.3 **Prioritize safety improvements.** Prioritize and implement intersection and corridor safety improvements such as those identified in the Vision Zero High Injury Network (HIN) and Safe Routes to School, addressing high risk sites throughout the Hollywood Community Plan Area.

M1.4 **Emergency vehicles.** Consider the mobility needs of emergency service vehicles when planning a multi-modal transportation system. (P139)

M1.5 **Street dedications.** Support street dedications that comply with Mobility Plan 2035.

M1.6 **Ingress and egress.** Encourage new development to design the site's vehicular ingress and egress to minimize interference with pedestrian and bicycle facilities and bus traffic. (P47)

M1.7 **High volume venues and special events.** Support LADOT efforts to manage traffic and circulation needs resulting from the Hollywood Bowl, film premieres and award shows, theaters, and other events that require planning and execution of Traffic Management Plans. (P140)

M1.8 **Peak hour parking restrictions.** Discourage peak hour parking restrictions on streets with high volumes of bicyclists. Consider peak hour parking restrictions or no on-street parking on designated segments of Boulevards and Avenues in the Vehicle Enhanced Network that facilitate travel for rush hour freeway commuters.

M1.9 **Residential neighborhoods.** Continue to implement traffic calming measures in residential neighborhoods, including hillsides, which are impacted by speeding and/or commuter cut-through traffic, while improving pedestrian and bicycle circulation. (P69, P70, P144)

M1.10 **Neighborhood traffic management.** Support the establishment of a neighborhood traffic management plan as a potential mitigation, upon approving a major development project. (P71)

M1.11 **Street maintenance.** Implement on-street maintenance work during non-peak days and hours. Park street maintenance vehicles, equipment, materials, supplies, etc. away from Avenues I, II, and III during weekdays.

Motorized Vehicles and Greenhouse Gas Emissions

Gasoline and diesel powered motor vehicles contribute significantly to greenhouse gas emissions measuring localized air pollution and resulting in long-term climate change. According to the California Air Resources Board, 2006 Greenhouse Gas Inventory, tail-pipe emissions from motor vehicles accounted for 35.3 percent of the greenhouse gas emissions in California. Reducing the number of vehicle trips (trips) and the length of vehicle trips (vehicle miles of travel, or VMT) becomes an important sustainability goal for residents' health and quality of life.

Alternative Mobility Options

Alternative mobility options can be identified and supported through Transportation Demand Management (TDM) Strategies. TDM strategies decrease the load of vehicles on the transportation system by providing incentives for the use of transit, shared vehicles, and shared commute programs. Policies are listed here to facilitate the use of transit and shared car options, which include taxis, rental cars, shared cars, van pools, and shuttles. The Community Plan also recommends a nexus study as a first step toward developing a traffic impact fee, and the study of other financing mechanisms to support mobility options.

Capital Improvements

World class cities require investment in capital improvements necessary to maintain the transportation infrastructure. The Community Plan together with the Mobility Element identify potential capital improvements throughout the Hollywood Community Plan Area.

M1.12 **Park once strategy.** Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a "park once and walk" strategy for commercial districts.

Goal M.2: A transportation system that provides abundant convenient alternatives to single-driver motor vehicles.

Policy

M2.1 **Sustainable mobility options.** Encourage sustainable mobility options. Support transportation options for persons who do not have cars or want to use their cars less and promote the use of taxis, rental cars, shared cars, shared bicycles, van pools, shuttles, secure bicycle parking, consolidated pick-up and drop-off areas for Transportation Network Companies (TNCs), and other short trip and first/last mile connections to transit. Encourage the location of these services and bus layovers near Metro Rail Stations and major transit nodes.

M2.2 **Shuttles and shared rides.** Support expansion of shuttle and shared ride services around Hollywood, especially to and from significant trip generators and destinations, like event spaces, destination parks, large residential, commercial, industrial, and mixed use projects, and Metro Stations. Encourage large residential, commercial, industrial and mixed use projects to provide shuttle services for their tenants or employees to Metro stations. (P43, P74)

M2.3 **Mobility Hubs.** Coordinate with the Mobility Hubs Program to plan, design, construct, operate, and maintain first/last mile improvements near five existing Metro Rail stations.

M2.4 **Incentives for transit users.** Encourage incentives that benefit transit users. (P44, P45, P46)

M2.5 **Transportation demand management.** Support implementation of transportation demand management strategies to minimize vehicle trips and improve mobility. (P72, P73)

M2.6 **Benefit Assessment Districts.** Coordinate with Business Improvement Districts and other community-based organizations to promote the establishment of Benefit Assessment Districts that can fund capital improvements for transit and shared car options.

M2.7 **Transportation Management Organizations.** Support the establishment of a Hollywood Transportation Management Organization (TMO) to coordinate local transportation demand management activities and conduct program and project evaluation.

M2.8 **Trips to work and TDM.** For non-residential developments, encourage employers to offer employees flexible work schedules and off-site telecommuting facilities to minimize peak hour congestion. Encourage Transportation Demand Management (TDM) Plans including Transportation Management Organizations (TMOs) membership for large projects. TDM Plans should establish parameters that include, but are not limited to, vehicle trip caps, a program for monitoring vehicle trips, and a system of incentives and penalties for meeting, or failing to meet, vehicle trip reduction goals.

Goal M.3: A world class transportation system supported by a robust and well planned capital improvement program.

M3.1 **Capital improvements.** Support the study of and investment in capital improvements of the transportation system. (P75, P76, P77, P78, P79, P80, P81, P86)

M3.2 **Impact fee.** Support the adoption of a transportation or mobility impact fee to fund multi-modal transportation enhancement strategies. (P42)

M3.3 **Connection between US Route 101 and State Route 134.** Coordinate with Caltrans and other local agencies to improve the connection between the US 101 Freeway and the SR 134 Freeway. Pursue the addition of connector ramps to connect the 101 Freeway south of this interchange with the 134 Freeway east of this interchange, to minimize overflow of regional traffic onto local streets, such as Forest Lawn Boulevard, Barham Boulevard and Lankershim Boulevard. (P87)

M3.4 **US Route 101 Cap Park.** Support the construction of pedestrian pathways, bicycle paths and facilities, and the reconnection of Van Ness Avenue, as part of any park space built over the 101 Freeway.

M3.5 **Current travel information.** Utilize electronic media to provide motorists current traffic information. Support the use of Variable Message Signs or similar technologies along key arterials. Implement Intelligent Transportation Systems (ITS) improvements and install upgraded Traveler Information System to better inform motorists of approaching congestion, associated with street closures and special events, and alternate routes.

Transportation Systems Management

TSM strategies increase the efficiency of existing transportation infrastructure through traffic engineering and traffic operation control, by monitoring and synchronizing traffic signals, imposing peak period parking restrictions, and making improvements to intersections. Mobility Plan 2035 recommends TSM strategies to apply throughout the Hollywood Community Plan Area, with several locations highlighted for attention.



Bicycle racks on buses provide a seamless transition for multi-modal trips

M3.6 **Online access to travel information.** Support the development of online Real-Time Traveler Information which can be accessed by cell phone or handheld devices, to provide information about parking access, street closures, construction-related traffic impacts, bus route changes, traffic conditions, taxi stand and first/last mile service locations, valet parking, etc.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the term given to a variety of measures that encourage people to change their mode or time of travel or not make the trip at all (e.g., ridesharing, pricing incentives, parking management and telecommunication). TDM measures and services incentivize alternatives to the single-occupant vehicle to manage congestion and often include the following:

- Formation of a Transportation Management Association
- Merchant incentives
- Preferential parking
- Encourage employers to participate in Metro's B-Tap program
- Parking management strategies to incentivize ridesharing
- Park-and-ride shuttle services to activity centers and special events
- Public parking structures
- One-stop parking (valet service system)
- Incentives for walking and bicycling
- Adequate and appropriate lighting for pedestrian, vehicular, bicycle and transit uses
- Bicycle access and parking facilities
- Flexible work hours
- Carpooling and vanpooling
- Local business centers to facilitate work at home strategies
- Technology and marketing events to enhance the use of transit
- Enhanced transit services, including a transit center, and improved transit safety
- Strategies that bridge the first/last mile gap between transit stop/station and a person's origin/destination

Transit

The following policies recommend a number of transit improvement policies to support and increase the percentage of commuters choosing transit over the solo driver trip, including preferential bus lanes, street improvements to facilitate bus movement, and transit commuter amenities at transit stops.

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

Hollywood's transit system includes the Red Line Metro Rail, Metro Rapid Bus lines, neighborhood DASH lines (refer to Figure 6-2, Major Public Transit Corridors), one Commuter Express Bus and numerous local bus lines, including both regular and Metro Owl Service lines to provide 24-hour coverage.

Transit Providers

Metro Rail

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

Metro Rapid Bus Service

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

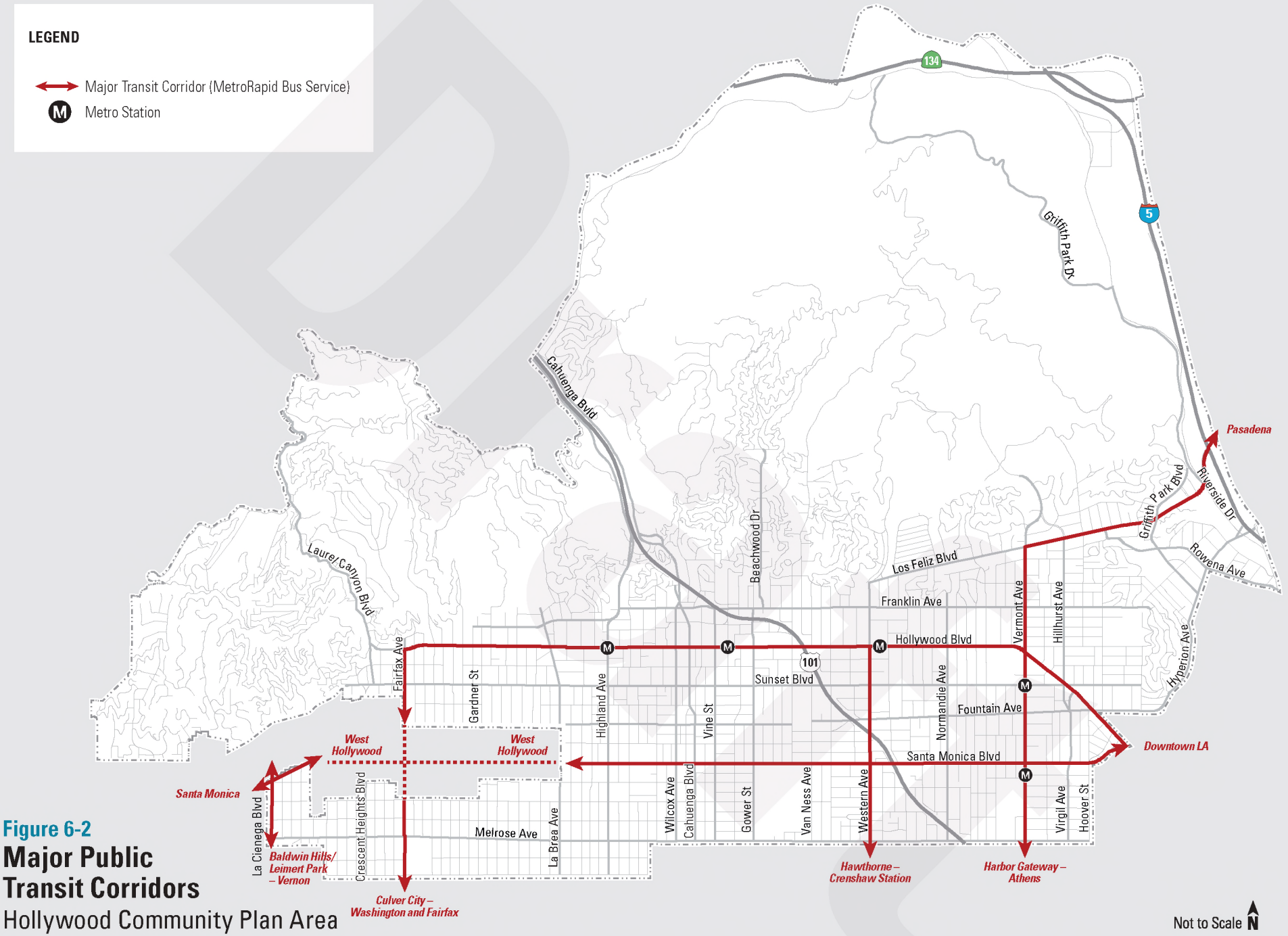

Figure 6-2

Major Public Transit Corridors

Hollywood Community Plan Area

City of Los Angeles Planning Department • February 2021

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Numerous transit providers serve the Plan Area including LADOT Commuter Express and DASH buses

Local Bus Service

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

Commuter Express Bus

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

DASH Service

DASH buses are small buses which circulate around one neighborhood or center and make many stops. DASH service areas in Hollywood include the Fairfax, Hollywood/West Hollywood, Hollywood, Beachwood Canyon and Los Feliz lines.



The Metro Red Line enables regional access to Hollywood without relying on a car

Goal M.4: A comprehensive transit system that provides safe and efficient access to, around and from Hollywood that minimizes automobile dependence.

M4.1 **Improvements for transit users.** Support public transportation improvements that increase the quality, ease, safety, and affordability of travel for transit users. (P88)

M4.2 **Metro Rail expansion.** Support the expansion of the Metro Rail system. Support routes that provide connections from Hollywood to the Westside and from Hollywood to destinations south, including LAX.

M4.3 **Transit corridors and TEN.** Support improvements, projects, and initiatives that work towards achieving high quality transit corridors on the designated Transit Enhanced Network. Support preferential bus lanes and work with other departments and agencies to study and pilot bus rapid transit where appropriate.

M4.4 **Intermodal linkages.** Support the development of coordinated intermodal strategies to implement linkages to future public transit services.

M4.5 **Mobility Hubs.** Support the development of Mobility Hubs at key destinations.

M4.6 **Major transit stops.** Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and



The Vermont/Sunset Metro station provides easy access to nearby medical facilities.

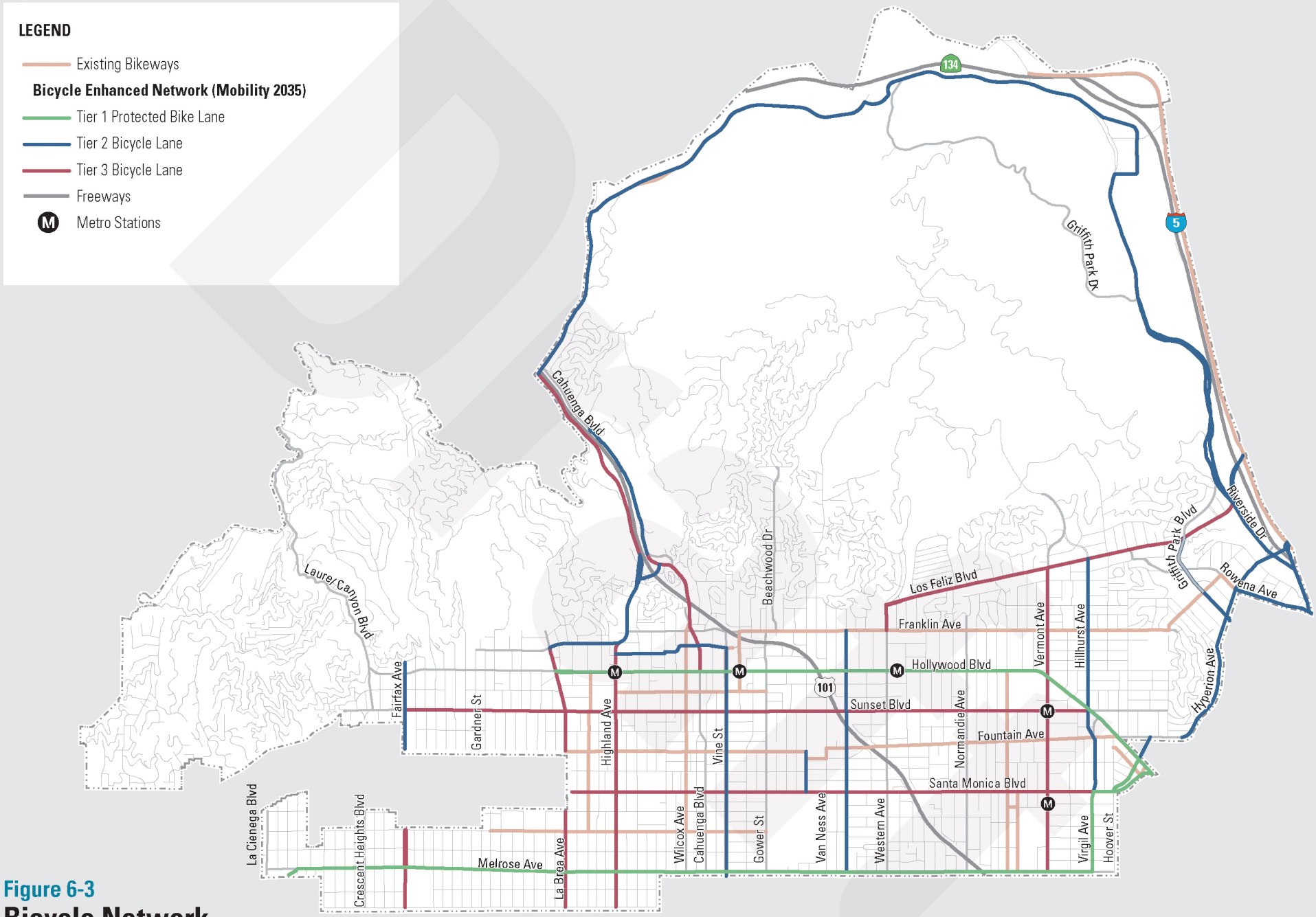

Figure 6-3

Bicycle Network

Hollywood Community Plan Area

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Not to Scale N



Pedestrian connections encouage people to walk instead

landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (ie. enhanced crosswalks, crossing signals, and accessible ramps). Support transit information kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time information about transit services. Consult Mobility Hubs Project plans to coordinate improvements.

M4.7 **Access, mobility, and connectivity.** Support the development of strategies and pilot programs that improve transit access, multimodal mobility, and connectivity. Support improvements that create an easy and convenient user experience by providing on-street access for people walking and bicycling, improving transit waiting areas, and enhancing pedestrian and bicycle routes connecting to transit waiting areas, Mobility Hubs, and other passenger facilities at Metro Red Line Stations.



Bicycle Cars on trains provide convenience and accessibility for bicycle commuters

M4.8 **Pedestrian features near transit nodes.** Encourage projects located near transit nodes and Mobility Hubs to provide people-oriented built environment features such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers, and enhanced or decorated crosswalks.

M4.9 **Monthly parking leases.** Encourage commercial, residential and mixed-use projects located within walking distance of a Metro Station to offer monthly parking leases to Metro commuters.

M4.10 **Pick up zones.** Support the location of taxi, bus stop, and bus layover zones, shared and on-demand mobility, shuttles, and passenger pick up zones on corridors near Metro stations and major pedestrian destinations. (P89, P90)

M4.11 **Street improvements for buses.** Support street improvements that help facilitate the movement of buses, such as jog eliminations, bus bays or turnouts, street signage, striping, and colored pavement.

M4.12 **Mobility service technology.** Support transportation technologies that provide users with access to mobility services as an alternative to private vehicle ownership.



Protected bike lanes or cycle tracks encourage riders of all ages and abilities

M4.13 **Priority parking.** Encourage new developments, especially those located near a Metro station, to provide exclusive parking areas for shared cars and/or exclusive parking areas/waiting areas for carpools/vanpools, taxis, and Transportation Network Companies (TNCs).

M4.14 **On-street parking for shared vehicles.** Support the dedication of on-street parking spaces for shared cars near Metro stations.

M4.15 **Direct pedestrian connections.** Where feasible, encourage new development located adjacent to Metro stations to prioritize transit and provide direct pedestrian connections to the Metro Subway Station Platform/ Mezzanine, in consultation with Metro, Department of Transportation and the Department of City Planning.

M4.16 **Metro review.** Development within 100 feet of a Metro facility will require Metro review and approval, including compliance with Metro's Development Guidelines. (P48)



Developments can provide bike rooms for their tenants

Bicycling

Bicycle travel is an important and growing part of the mobility system in Hollywood (refer to Figure 6-3, Bicycle Network). Mobility Plan 2035 has proposed a Bicycle-Enhanced Network (BEN), which is a selection of streets that provide comfortable and safe routes for localized travel of slower moving modes such as bicycling. Bicycles are used for short trips or for parts of longer trips. Metro policies enable bicyclists to store their bicycles at Metro Stations, take bicycles on board the Metro subway and load their bicycles onto the front of buses. The Hollywood Community Plan contains policies to support the needs of bicyclists for safe bikeways and convenient bike storage, bicycle accessories and amenities.



Parking facilities like bicycle corrals connect people to parks, large venues and more

Goal M.5: A safe and integrated bicycle network that provides access to transit and key destinations.

Policy

M5.1 **Safety and convenience.** Support and encourage bicycling as a mobility option by supporting infrastructure, facilities, and programs that create a safe and convenient environment to ride bicycles.

M5.2 **Funding and construction.** Encourage funding and construction of safe, low-stress, connected, and attractive bicycle facilities. Support the implementation of the Bicycle Enhanced Network (BEN). Support facilities for people walking and biking to residential neighborhoods, schools, open space areas, neighboring cities and employment centers.

M5.3 **Protected bicycle lanes.** Support protected bicycle lanes in identified segments of the Bicycle Enhanced Network.

M5.4 **Bikeway connections.** Connect existing and proposed bicycle facilities such as bike paths, protected bike lanes, bike lanes and bike routes, in the Hollywood Community Plan Area to bicycle facilities in other communities, where possible.



Bicycle Friendly Streets and Neighborhood Streets offer special treatments and slower speeds for people walking and biking

High Injury Network

The Community Plan and the Mobility Plan 2035 include goals and policies aimed at creating a safer transportation environment for all mobility users, in particular the roadway's most vulnerable users, such as bicyclists and pedestrians. Through its Vision Zero initiative, the City has identified a High Injury Network (HIN) (Figure 6-4) spotlighting priority intersections and corridors with a high concentration of traffic collisions that result in severe injuries and fatalities, with an emphasis on collisions involving people walking and bicycling. The Community Plan supports implementation of safer bicycle and pedestrian facilities on the High Injury Network streets segments within the Hollywood Community Plan Area.

M5.5 **Bikeway connections to LA River.** Connect bicycle facilities such as bike paths, protected bike lanes, bike lanes and bike routes by the Los Angeles River to bicycle facilities in central Hollywood.

M5.6 **Bikeway connections to Metro Rail.** Support bikeway improvements connecting Metro Rail stations to facilitate the use of Metro Rail by bicyclists.

- Support Metro efforts to supply secure bicycle parkig at or near Metro Rail stations.
- Support Metro efforts to maintain and expand space within train car for bicycles during both on- and off-peak hours.

M5.7 **Markets and shopping centers.** Support the provision of bicycle and pedestrian facilities at markets and shopping centers.

M5.8 **Parking and shower facilities.** Support the provision of short and long term bicycle parking and shower facilities in new non-residential development and municipal buildings, as required by LAMC 12.21 A 16. (P91)

M5.9 **Access to large venues.** Support bicycle access to large entertainment venues, such as the Hollywood Bowl. Provide secure and free or affordable bicycle parking at venues.

M5.10 **Routes.** Maintain existing planned bicycle routes and consider future connections and routes. (P92)

Class I Bike Path:

- The Los Angeles River Bike Path

Class II Bike Lanes:

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

Class III Signed Bike Routes:

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

M5.11 **Bicycle lane improvements.** Support the improvement of bicycle lanes on the following streets: (P49)

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

M5.12 **Opportunities for improvements.** Coordinate with the Department of Transportation to identify opportunities for providing the following bicycle facilities and improvements:

- expanded bicycle lanes, bicycle routes and bicycle friendly streets
- bicycle friendly drainage grates parallel to the path of travel
- directional/wayfinding signage
- bicycle signals and/or push buttons accessible from the path of travel
- bicycle loop detectors
- wide outside curb lanes
- wide buffers from parked vehicles to avoid the "door zone"
- use of "bikes may use full lane" rather than "share the road" signs in construction zones, consistent with LADOT standards



Efficient management of parking is especially important in high volume areas like the Regional Center

Parking Management

Mobility Plan 2035 recognizes that there is a strong demand for parking resources in Hollywood, but that at any given moment many available parking spaces remain unoccupied. Acknowledging that existing parking resources are underutilized, Mobility Plan 2035 supports parking policies which allow flexibility in the application of existing parking requirements to improve the utilization of the existing parking supply and land in Hollywood.

Mobility Plan 2035 recommends the creation of a parking management district in the Regional Center to allow for evening parking on lots and structures for banks and other similar uses that are closed in the evening. Vehicle Parking Assessment Districts are proposed to finance the improvement of existing public parking structures and fund the construction of new public/private parking structures, where needed.



Screening above ground parking lots with greenery makes for a more pleasant walking experience

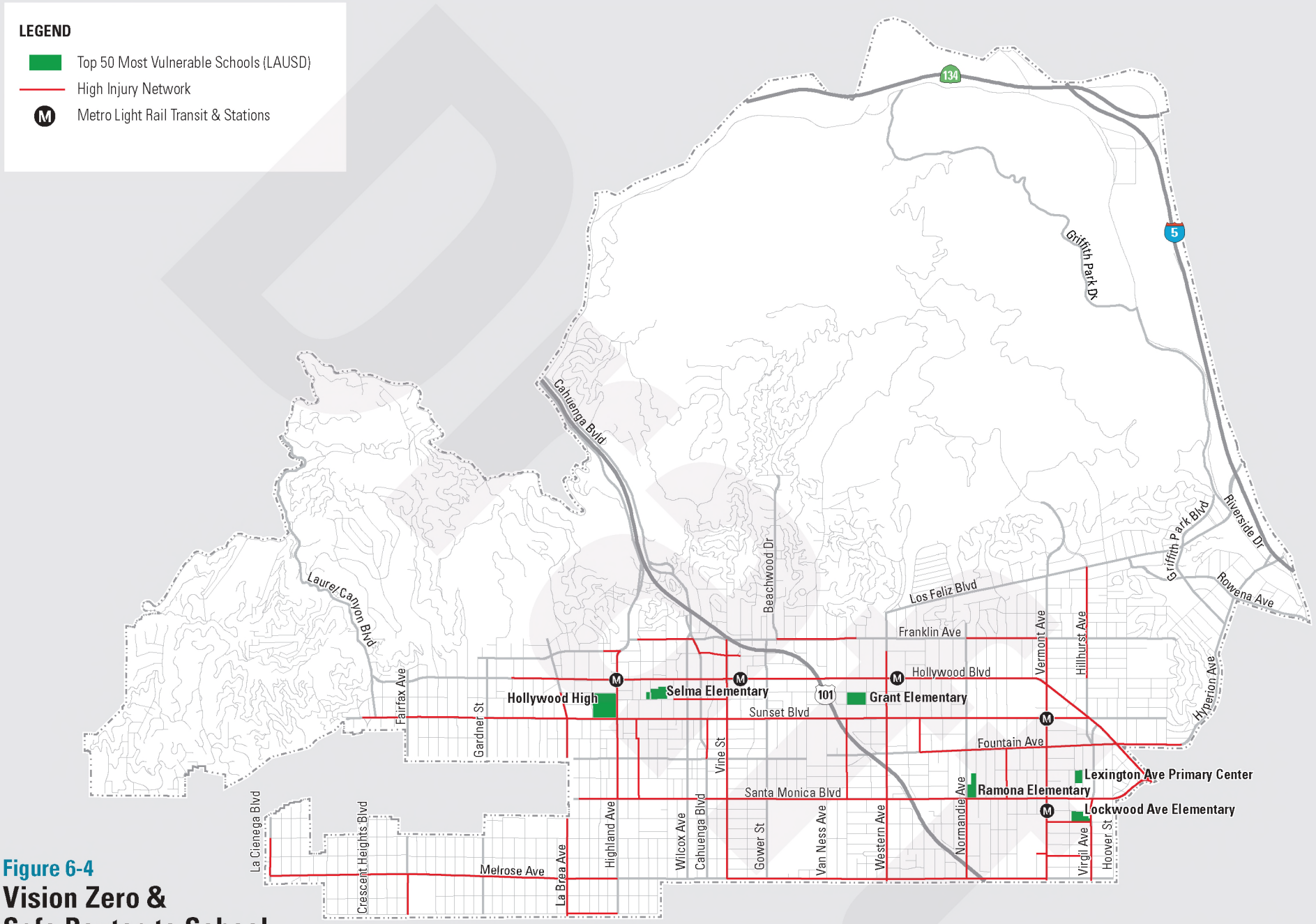

Figure 6-4

Vision Zero & Safe Routes to School

Hollywood Community Plan Area

City of Los Angeles Planning Department • February 2021

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

Goal M.6: A well-managed parking supply where parking resources are used efficiently.

M6.1 **Efficient management.** Improve utilization and management of existing public parking supply. Support their use and encourage shared parking, market-driven pricing, and other parking innovations to ensure parking efficiency. (P50, P51, P93, P141)

M6.2 **Resources in Regional Center.** Maintain appropriate supply of publicly accessible parking resources in the Regional Center of Hollywood.

M6.3 **Flexibility in requirements.** Encourage flexibility in parking requirements within parking management districts or when a public parking facility is located within walking distance of a proposed development. For example, encourage the 24-hour use of offsite parking spaces.

M6.4 **Sharing.** Encourage the sharing of parking resources, for example, by new development and shared use of public agency parking facilities or uses that do not utilize parking 24 hours.

M6.5 **Priority parking.** Encourage residential, commercial and mixed-use projects to provide exclusive parking areas for shared cars, and/or exclusive parking areas/waiting areas for carpools/vanpools.

M6.6 **Peak hour parking restrictions.** Discourage peak hour parking restrictions on streets in older residential neighborhoods which have limited off-street parking.

M6.7 **Parking replacement.** Encourage projects located within the Regional Center to consider replacing publicly available parking spaces which are lost to new development by any of the following means:

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

M6.8 **Excess parking for public use.** Consider requiring residential, mixed-use or commercial projects that request parking spaces which exceed the minimum required to make the additional requested spaces available for use by the general public.

M6.9 **Metro adjacent projects.** Consider reductions in parking requirements for projects located within 1500 feet of a Metro Rail station.

M6.10 **Parking leases for Metro commuters.** Encourage property owners with excess parking resources located within walking distance of a Metro station to offer monthly on-site parking leases to Metro commuters.

M6.11 **On-street parking.** Maximize the use of on-street parking spaces in commercial areas. (P94)

M6.12 **New lots and structures.** Support construction of new parking lots and structures located in high demand areas that share spaces with multiple uses and adhere to design standards. New parking structures should be built to be adaptive to a future non-parking use. (P95, P96, P97)

M6.13 **Design.** Encourage projects to minimize negative impacts of visible, above-grade, structured parking. (P145)

- Consider requiring ground-floor commercial uses in off-street parking facilities located in commercial areas.
- Encourage projects to provide required parking spaces in underground facilities.
- When parking is provided above grade, consider design features such as above-grade parking with lined habitable uses, parking levels integrated into the building design, parking structures that are free of blank walls, and/or parking structures that are otherwise screened completely with architectural features.
- Design parking levels to complement the rest of the building with flat levels and standard ceiling heights which can increase flexibility of use over time.
- On larger sites with multiple buildings, provide parking in a shared stand-alone parking structure rather than embedded within multiple buildings.
- Encourage the screening and landscaping of parking lots.

M6.14 **Permeable paving.** Promote use of permeable paving material on new and existing parking lots.

M6.15 **Assessment districts.** Promote the use of assessment districts and other financing tools as a means of constructing new parking structures in high-demand areas with limited parking. Support the establishment of Vehicle Parking Assessment Districts to pay for the improvement of existing public parking structures and the construction of joint public-private parking structures in the Regional Center and the Media District.

Recreation and Scenic Highways

Recreational opportunities are an important amenity in healthy, livable communities. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features, including hillsides and rivers, with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility.



The Mulholland Scenic Parkway and Corridor is a famous thoroughfare that offers panoramic views of the City and surrounding mountains.

Goal M.7: A community with abundant opportunities for exploration of its natural and recreational assets.

Policy

M7.1 **Identification and preservation.** Support programs that encourage the identification and preservation of scenic highways. (P142)

M7.2 **Public views.** Development adjacent to a Scenic Highway should integrate public view protection of scenic vistas to the maximum extent feasible; be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility.

M7.3 **Trail connections.** Encourage, where appropriate, a network of trails to facilitate recreational uses such as mountain biking, horseback riding and hiking. (P61, P62, P143)

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STAGE 4

Implementation

The Hollywood Community Plan is a comprehensive and long-range document that expresses a vision for the future and guides how that vision is implemented through private and public development. The Community Plan identifies policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts.

A variety of ordinances, programs, and decisions made by the City in regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decisions makers, such as City Planning Commission, hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency and land use decisions.

Implementation programs are mechanisms put in place to ensure that Hollywood Community Plan goals and policies are realized. This chapter discusses how the Community Plan policies and programs are implemented in land use decision making. The chapter details the programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

The Implementation Process

The goals and policies set forth in Chapters 3, 4, 5, and 6 of the Hollywood Community Plan are implemented through a variety of mechanisms, including regulation and development review; financing and budgeting; and inter-departmental and inter-governmental coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that can provide for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA), are ongoing and will continue to be used as a tool for land use decision making. Other programs are implemented at the time of Community Plan adoption, such as zone changes, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays.

Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape

improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making.

Amendments to the Community Plan

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Private requests are subject to an established public review and approval process. Under the City Charter, only the Director, City Planning Commission, and City Council may initiate an amendment. The amendment process allows for the City to deny a proposed amendment if it is inconsistent with the goals and policies of the Community Plan.

Specific Implementation Programs

Some recommendations of the Hollywood Community Plan are enacted concurrently with adoption of the Plan. These include zone changes (including the removal of, addition to or change in Qualifying [Q] condition and / or "D" limitations, a community plan implementation overlay and height district changes). These are included in Table 7-2.

Implementation programs are identified with a distinct number (i.e. P1), followed by a program description and a list of the policies that the program implements. A suggested time frame identifies when each program can be expected to be completed: (1) Short-term or (2) Long-term. Lastly, the table identifies the primary City Department(s), including main external agency when applicable, that is responsible for implementation of particular programs.

Sources of Funding

The development, maintenance, and operation of parks, public facilities and improvements (i.e., in the public right-of-way), and the provision of city services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program. Although the Community Plan does not mandate specific capital improvements, the policies serve as a guide for other city departments to identify and budget for potential future capital projects. Typical revenue sources used to fund these projects include property tax revenue, sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, special assessment districts, municipal bonds, and county, state, and federal funding.

It is important to note that program implementation is contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Some typical funding sources for public services and infrastructure are identified in Table 7-1.

Table 7-1:
Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
• Quimby Fees • Development Impact Fees • Permit and Application Fees • Regulatory Fees • Property Assessments Benefit Assessment District Business Improvement District Vehicle Parking District	• Special taxes such as Mello-Roos • Community Facilities Districts • Taxes for mobility improvements which are allocated by Metro's Call for Projects: Proposition A sales tax Proposition C sales tax State retail sales tax State motor vehicle tax Federal gas tax
Bonds	**Public Revenue Funds**
• Tax allocation bonds issued by the CRA/LA (former agency) • Proposition 1B state bonds.	• City's General Fund • LADOT Operating Budget • City Capital Improvement Program • Caltrans Capital Improvement Fund • Special Parking Revenue Fund
User Fees	**Other Federal and State Funds**
• Entrance fees • Parking meter fees	• Grants

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Short Term Programs	P1	Study lower density in low-scale multi-family neighborhoods.	LU1.1	DCP
	P2	Maintain and enforce the City's Baseline Hillside Mansionization Ordinance, The Oaks' hillside zoning restrictions, and the Mulholland and Hollywoodland Specific Plans.	LU2.1	DCP/LADBS
	P3	Study hillside neighborhoods, including the Laurel Canyon, Nichols Canyon, Doheny Sunset Plaza and Los Feliz neighborhoods, to protect single family neighborhoods in the hillsides from out-of-scale "mansionized" development.	LU2.1	DCP
	P4	Consider the development of a Ridgeline Protection Ordinance to preserve the contours of natural ridgelines and continue to study hillside regulation.	LU2.1	DCP
	P5	Consider design standards to protect hillside neighborhoods from over-sized development. Further study R1 variation zones in the hillsides based on physical features such as lot size and slope.	LU1.1, LU2.1, LU2.5	DCP
	P6	Evaluate additional or revised retaining wall regulations to improve the quality of hillside development.	LU2.1	DCP
	P7	Coordinate with City Departments to further study ridgeline mapping in Hollywood to further inform hillside protection areas and improve regulations.	LU1.1	DCP/BOE
	P8	Restore citywide standards for Floor Area Ratio in Height District 1 along commercial corridors.	LU7.1	DCP
	P9	Provide incentives for development of retail and office commercial, and mixed uses.	LU7.1	DCP
	P10	Create an exemption for off-street automobile parking requirements for new equity-waiver theaters seeking change of use permits within Theatre Row.	LU7.7	DCP
	P11	Study standards to regulate lighting intensity and brightness for all digital or electronic signage in Hollywood.	LU7.10	DCP/LADBS
	P12	Extend the Regional Center land use designation to include Hollywood Boulevard and Sunset Boulevards, between Gower and the 101 Freeway.	LU8.1	DCP
	P13	Utilize Floor Area Ratio (FAR) bonuses to incentivize commercial and residential development in the Regional Center.	LU8.2	DCP
	P14	Limit stand-alone residential development in Floor Area Ratio (FAR) Incentive Areas.	LU8.2	DCP
	P15	Study the Vermont-Western Station Neighborhood Area Plan (SNAP) for future revision and updates to reflect legislative changes.	LU7.3	DCP
	P16	Create incentives for affordable housing units in the Regional Center by providing additional FAR in exchange for units reserved for Low Income and Very Low Income tenants based on Area Median Income.	LU9.2	DCP
	P18	Establish new zoning districts that encourage a mix of industrial uses with commercial or residential uses.	LU10.5	DCP
	P19	Study and update evacuation routes for hillside areas, including substandard hillside streets. Implement clear and consistent signage to delineate no street parking on Red Flag Days for hillside streets in designated Very High Fire Hazard Severity zones.	LU13.6	LADOT/LAFD/ LAPD
	P20	Review current zoning and building codes to minimize impact on climate change.	LU13.7	DCP/LADBS
	P21	Support Modified Street Standards that preserve wide sidewalks (15 feet or wider) and that widen sidewalks less than 15 feet. Widen sidewalks to a minimum of 15 feet, or maintain existing sidewalk widths of 15 feet, along Boulevards and Avenues with high levels of pedestrian traffic.	PR1.1	DCP/LADOT/BOE

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Short Term Programs	P22	Establish Community Design Overlay Districts or other overlay to maintain and improve the pedestrian-oriented scale and character of districts which are walkable and pedestrian-oriented.	PR1.15	DCP
	P23	Establish design guidelines for commercial uses in pedestrian-oriented districts.	LU6.4, PR1.15	DCP
	P24	Create pedestrian-oriented design guidelines including a possible Streetscape Plan for commercial uses that foster pedestrian-oriented scale and character for the following street segments: • Sunset Boulevard between Fairfax Avenue and Vista Street • Melrose Avenue between Highland Avenue and Orlando Avenues, inclusive of Melrose Place • Santa Monica Boulevard between Seward Avenue and Hoover Street • Hillhurst Avenue between Franklin and Los Feliz Avenues	PR1.15	DCP
	P25	Develop an ordinance to limit paving in the front of residential structures to the paving required by LAMC driveway regulations only.	PR1.15	DCP
	P26	Utilize existing alleys to reinforce pedestrian character, walkability and bikeability in multifamily residential neighborhoods. Encourage use of rear alleys for access to parking areas.	PR1.18	DCP/LADOT
	P27	Conduct a nexus study to determine the impact of future commercial and multifamily residential development on the need for open space in Hollywood, and develop community-wide mitigations funded by impact or Quimby fees.	PR3.2	DCP
	P28	Ensure that the character of historic neighborhoods are maintained by existing and new HPOZs in Hollywood by providing guidance for the rehabilitation of historic structures and the review of new development within historic neighborhoods.	P1.1	DCP
	P29	Develop a historic preservation district or districts in Los Feliz with community involvement and support.	P1.1	DCP
	P30	Study and support efforts to initiate a California Main Street district through the state for the Hollywood Boulevard National Historic District area.	P1.1	DCP
	P31	Study the historical resources in neighborhoods surrounding the Melrose Hill HPOZ.	P1.1	DCP
	P32	Collaborate with the Department of Cultural Affairs to encourage the preservation of murals in Hollywood.	P1.13	DCP/DCA
	P33	Study the feasibility of implementing a Transfer of Development Rights program in Hollywood to encourage preservation of historical resources.	P1.4	DCP
	P34	Preserve and enhance existing street dimensions and street designation along the Walk of Fame.	P1.5	DCP/LADOT/BOE
	P35	Establish zoning regulations to ensure appropriate review of design for resources.	P1.7	DCP
	P36	Utilize adopted Citywide Design Guidelines for new and infill development.	P1.8	DCP
	P37	Study the garden apartments in the block bounded by Prospect Avenue on the north, Rodney Drive on the west, Lyman Place on the east, and the alley north of Hollywood Boulevard on the south for potential historic significance.	P1.8	DCP
	P38	Study the implementation of a Specific Plan, Community Plan Implementation Overlay (CPIO), or other zoning tools in central Hollywood, including Sunset Boulevard and Hollywood Boulevard, which may include guidelines for site planning and building design, controls on lot consolidation, and possible requirements for approved plans prior to demolition, in order to ensure that infill development in the Regional Center complements existing neighborhood character.	LU4.1, LU8.10, P1.3, P1.4, P1.8	DCP

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Short Term Programs	P39	Study design regulations for: • Afton Square Historic District: Eastern half of block between Leland Way on the north, El Centro to the east, De Longpre to the south and Vine to the West. • Selma-Labaig Historic District: Both sides of Labaig roughly between Gower and Gordon, including the north side of Harold Way. • Serrano Historic District: East side of Serrano roughly between Hollywood Boulevard and Sunset/west side of Serrano generally between Carlton Way and Sunset.	LU4.1, P1.9	DCP
	P40	Study the creation of new height limits on portions of Sunset Boulevard and Western Avenue that abut designated or eligible historic neighborhoods.	P1.10	DCP
	P42	Conduct a nexus study to determine the impact of future development on transportation infrastructure in Hollywood, and develop community-wide improvements funded by impact fees.	M3.2	DCP
	P43	Maintain and expand existing shuttle services that provide transportation to and from satellite parking lots for significant trip generators such as the Hollywood Bowl and major employers, such as the hospitals in East Hollywood.	M2.2	DCP
	P44	Encourage new developments and existing multifamily residential and mixed-use projects to offer tenants incentives for using transit, such as subsidized Metro monthly passes to tenants and/or employees and subscriptions to programs that provide first/last mile connections such as bike share, carshare, or Transportation Network Companies. Coordinate guaranteed ride home programs or carpooling among tenants.	M2.4	DCP
	P45	Encourage employers to provide employees with incentives for using transit.	M2.4	DCP
	P46	Promote the offer of merchant incentives to customers for using transit.	M2.4	BID/METRO
	P47	Minimize driveways along streets served by articulated buses on the High Injury Network or the Bicycle Enhanced Network (BEN).	M1.6	DCP/LADOT/BOE
	P48	Inform future development in close proximity to Metro facilities that may impact Metro bus operations of notification procedures and considerations for projects.	M4.16	DCP/METRO
	P49	Implement public right-of-way improvements on Fairfax Avenue between Willoughby Avenue and Melrose Avenue to complement bikeway improvements in the City of West Hollywood north of Willoughby Avenue on Fairfax Avenue. Restripe this segment of Fairfax Avenue to allow for bike lanes, northbound and southbound.	M5.11	LADOT
	P50	Encourage projects located within the Regional Center to participate in District Valet Programs to mitigate any project-generated parking impacts. Participation in a District Valet Program should be considered as a traffic mitigation measure.	M6.1	DCP/LADOT
	P51	Consider allowing nightclub and other entertainment venues in the Regional Center to submit a private parking plan certified by the Department of Transportation to utilize underused private commercial parking areas for certification by the Department of Transportation in lieu of providing required on-site parking spaces.	M6.1	DCP/LADOT
	P83	Update the zoning in the Media District to support ground-floor individual small scaled retail and restaurant.	LU10.1	DCP
	P94	Work with LADOT to implement Express Park, an intelligent parking management system that provides information on the location and pricing of available parking in current time and adjusts pricing and time limit in response to changes in supply and demand.	M6.11	LADOT

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Short Term Programs	P101	Establish a CPIO that provides incentives for the development of affordable housing near public transit areas, along commercial corridors that are well-served by transit and in close proximity to jobs, services and facilities.	LU5.4, LU9.2	DCP
	P145	Study and implement above ground parking design standards for multi-family, commercial, and industrial areas.	M6.13	DCP
Long Term Programs	P41	Support and complete Historic Places LA within the Hollywood Community Plan area, and incorporate SurveyLA findings, and ongoing efforts to create a comprehensive online archive.	P1.12	DCP
	P52	Study the addition of crosswalks and complete streets improvements on the High Injury Network, especially those near schools identified among the top 50 most vulnerable schools by Safe Routes to School, including but not limited to: • Hollywood High School • Selma Elementary School • Grant Elementary School • Ramona Elementary School • Lexington Avenue Primary Center • Lockwood Elementary School • Dayton Heights Elementary School	PR1.13	LADOT
	P53	Consider the following street segments as candidates for Streetscape improvements: • Hollywood Boulevard between Gower Avenue and the 101 Freeway • Western Avenue between Franklin Avenue and Melrose Avenue • Santa Monica Boulevard between Seward Avenue and Hoover Street • Cahuenga Boulevard between Hollywood and Sunset Boulevards • La Brea Avenue between Franklin and Rosewood Avenues • Melrose Avenue between La Cienega Avenue and Highland Avenue, and between Seward Avenue and Hoover Street (or Madison Avenue)	PR1.15	DCP/BSS
	P54	Promote the planting of street trees to provide comfortable, shady walking environments, cooling, and absorption of carbon dioxide.	PR1.17	DCP/BSS
	P55	Coordinate with other City departments, neighborhood associations, business improvement districts and private developers to promote trees in parkways, landscaped medians, community gateways and throughout the Plan Area.	PR1.17	DCP/BSS/BID
	P56	Conduct a study of the alleys in the Regional Center as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	PR1.18	DCP/BSS
	P57	Consider an Alley Maintenance Plan for the alleys located behind the commercial uses along Melrose Avenue between Highland Avenue and Orlando Avenues, inclusive of Melrose Place extending west to La Cienega.	PR1.18	BSS
	P58	Study the closure of Hudson Avenue, between Hollywood Boulevard and Yucca Street, to create a public plaza.	PR2.3	LADOT
	P59	Develop guidelines for commercial streets to encourage the landscaping of those portions of easements which extend past the required sidewalk width and are not used for necessary driveways, sidewalks and other pedestrian uses.	PR3.5	DCP/LADOT/BOE
	P60	Work with the Council Office, the Office of Historic Resources, Bureau of Street Services, Bureau of Engineering, the Hollywood Entertainment Business Improvement District, and the Hollywood Chamber of Commerce to establish a Treatment Plan to guide future rehabilitation work affecting the Hollywood Walk of Fame and seek on-going potential funding streams, mechanisms, and resources.	PR3.6	LADOT

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P61	Study the connection of Griffith Park trails with Elysian Park trails, when possible.	PR3.10, PR5.5, M7.3	RAP
	P62	Improve pedestrian access to Barnsdall Park in East Hollywood. Encourage access from Vermont Avenue.	PR3.10, M7.3	DCP/LADOT
	P63	Support school-specific agreements with LAUSD, which will enable communities to jointly use schools for recreational purposes.	PR5.4	DCP/LAUSD
	P64	Create Hollywood Central Park as a new cap park over the 101 Freeway, with a mix of public-serving uses including libraries, etc.	PR3.15	CALTRANS/RAP
	P65	Improve and streamline the building permit process and ensure compatible rehabilitation of historical resources by providing early technical advice and assistance from the staff of City Planning and Building and Safety.	P1.2	DCP/LADBS
	P66	Work with the Bureau of Engineering, the Hollywood Historic Trust, and the Hollywood Chamber of Commerce to establish a Treatment Plan to guide future rehabilitation work affecting the Hollywood Walk of Fame.	P1.5	DCP/BOE
	P67	Partner with the Los Angeles Housing and Community Investment Department, and other agencies to identify new financial resources for rehabilitation grants and loans to low- and moderate-income owners of historic homes.	P1.11	DCP/HCIDLA
	P68	Seek opportunities to partner with Council Offices, preservation organizations, business improvement districts, certified neighborhood councils, and other community stakeholder groups to create new interpretive programs, tours and signage highlighting the community's history and architectural legacy.	P1.1, P1.12	Preservation Organizations, Neighborhood Councils
	P69	Study the effects of cut-through traffic in the area bounded by Franklin Avenue and Hollywood Boulevard on the north, La Brea Avenue on the east, Fountain Avenue on the south, Fairfax Avenue on the west, and the area bounded by Hollywood Boulevard on the north, Fairfax Avenue on the east, Sunset Boulevard on the south, Laurel Canyon Boulevard on the west, and prepare a neighborhood traffic management plan, pending results of study.	M1.9	LADOT
	P70	Consider the implementation of Neighborhood Traffic Management Plans, which may include treatments like speed humps, medians, directional signs, improved bicycle and pedestrian crossings, and other improvements per the Complete Streets Design Guide adopted with Mobility Plan 2035, along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets: • Franklin Avenue and Hollywood Boulevard • Sunset and Hollywood Boulevards • Sunset and Santa Monica Boulevards • Santa Monica Boulevard and Melrose Avenue, including blocks south of Melrose Avenue • Franklin Avenue and Mulholland Drive • Highland Avenue, La Brea Avenue, and Martel Avenue along the Willoughby Corridor	M1.9	LADOT
	P71	Coordinate with the Department of Transportation to design routes for valet parking operations and ride-sharing pick-up and drop-off locations to minimize traffic impacts on residential neighborhoods.	M1.10	DCP/LADOT
	P72	Initiate a study of funding mechanisms for transportation demand management activities and programs, such as a Transportation Impact Fee, tax increments, bonds, grants, benefit assessment districts, and other financing measures.	M2.5	DCP/LADOT
	P73	Secure funding sources to implement Mobility Plan 2035 Action Programs.	M2.5	DCP
	P74	Promote the operation of shared ride and shuttle services that connect users to public parking facilities, and major residential, commercial and transit locations.	M2.2	DCP/LADOT
	P75	Implement transportation systems management strategies to use the existing transportation facilities more efficiently.	M3.1	DCP/LADOT
	P76	Implement signalization improvements to reduce conflicts and facilitate traffic flow.	M3.1	LADOT

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P77	Implement traffic signal control systems that optimize traffic flow and safety throughout a network and provide priorities for high capacity bus systems.	M3.1	LADOT
	P78	Implement or enhance "Smart Corridors" to coordinate Caltrans' freeway traffic management system with the ATSAC/Adaptive Traffic Control System (ATCS) highway and street traffic signal management system to enhance incident management and motorist information to reduce traffic delays.	M3.1	LADOT/ CALTRANS
	P79	Provide information to motorists regarding alternative routes and modes of travel using changeable message signs, highway advisory radio or other appropriate traffic management techniques.	M3.1	LADOT
	P80	Identify chronically congested intersections and implement improvements, considering safety and connectivity impacts on pedestrians and bicyclists.	M3.1	LADOT
	P81	Support evaluation and improvement of the complex five-way intersection at Sunset Boulevard, Sunset Drive, Hollywood Boulevard, Hillhurst Avenue and Virgil Avenue.	M3.1	LADOT
	P82	Coordinate with LADOT to study the feasibility of a program that addresses parking between the street and the front of the structure on non-driveway surfaces.	LU1.7	LADOT
	P84	Encourage new buildings to achieve sustainability certification such as LEED and implement evolving best practices for energy efficiency.	LU11.2	DCP
	P85	Encourage architectural innovation like vertical forests, and other developments that include trees while balancing life safety issues in consultation with the Fire Department.	LU11.3	DCP/LAFD/UF
	P86	Restripe Cahuenga Boulevard East south to the US 101 Freeway on-ramp near Pilgrimage Bridge to provide two lanes on Cahuenga Boulevard East between the US 101 on-ramp and the US 101 Barham Boulevard off-ramp and from there, three lanes northbound.	M3.1	LADOT
	P87	Evaluate the following recommendations of the Highway 101 Citizens Advisory Committee Report: • Add and eastbound right-turn lane on Sunset Boulevard from Virgil Avenue to Vermont Avenue. • Widen the southbound 101 off-ramp at Van Ness Avenue to add a right-turn only lane. • Widen eastbound Santa Monica Boulevard to provide a right-turn lane onto the 101 southbound on-ramp. • Widen the 101 northbound on-ramp from Normandie Avenue to two lanes.	M3.3	LADOT/ CALTRANS
	P88	Coordinate with Metro and LADOT to provide feedback that will improve local, Metro Rapid and community-level bus service in Hollywood.	M4.1	LADOT/METRO
	P89	Identify and secure spaces that accomodate both consolidation and expansion of bus layover zones.	M4.10	DCP/METRO
	P90	Maintain bus stop zones in the corridor as well as Metro bus layover zones.	M4.10	LADOT/METRO
	P91	Work with Metro and the Department of Transportation to secure state and federal funding for bikeway construction, bikeway maintenance and bicycle safety education.	M5.8	METRO/LADOT

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P92	Study the following corridors for potential bike lanes, bike routes or bicycle boulevards: • Hollywood Boulevard between Fairfax Avenue and Hillhurst Avenue • Sunset Boulevard between Fairfax Avenue and Hillhurst Avenue • Fairfax Avenue between Melrose Avenue and Rosewood Avenue • Highland Avenue between Barham Boulevard and Rosewood Avenue • Bronson Avenue between Franklin Avenue and Santa Monica Boulevard • Edgemont Street between Franklin Avenue and Melrose Avenue • Virgil Avenue between Los Feliz Avenue and Melrose Avenue • US-101 Cap Park between Santa Monica Boulevard and Hollywood Boulevard • Virgil Avenue between Los Feliz and Sunset Boulevard • Hillhurst Avenue between Sunset Boulevard and Melrose Avenue • Vermont Avenue between Rosewood Avenue and Los Feliz Boulevard • Wilton Place between Franklin Avenue and Melrose Avenue • Vine Street between Melrose Avenue and Franklin Avenue • La Brea Avenue between Franklin Avenue and Rosewood Avenue • Orange Drive between Rosewood Avenue and Franklin Avenue • Las Palmas Avenue between Waring Avenue and Selma Avenue • June Street between Waring Avenue and Rosewood Avenue • Gower Avenue between Melrose Avenue and Fountain Avenue • Van Ness Avenue between Sunset Boulevard and Melrose Avenue • Oxford Street between Melrose Avenue and Romaine Street • Heliotrope Drive between Rosewood Avenue and Los Feliz Boulevard • Hoover Street between Santa Monica Boulevard and Melrose Avenue • Santa Monica between Sunset Boulevard and La Brea Avenue • Franklin Avenue between La Brea Avenue and Vermont Avenue • Los Feliz Boulevard between Western Avenue and Riverside Drive • Cahuenga Boulevard between Barham Boulevard and Highland Avenue • Barham Boulevard between Cahuenga Boulevard and Forest Lawn Drive • Waring Avenue between La Cienega and Gower Avenue • Rosewood between La Cienega Boulevard and June Street • Rowena Avenue between Hyperion Avenue and Glendale Boulevard • Finley Avenue between Edgemont Street and Talmadge Street • Tracy Street between Talmadge Street and Hyperion Avenue • Rowena Avenue between Hyperion Avenue and St. George Street • St. George Street between Rowena Avenue and Franklin Avenue • Franklin Avenue between St. George Street and Vermont • Finley Avenue between Talmadge Street and Edgemont Street • Yucca Avenue between Gower and Highland Avenue • Selma and Hawthorne Avenues between Gower and La Brea Avenue	M5.10	DCP/LADOT
	P93	Create a parking management district or districts in areas of high parking demand.	M6.1	LADOT
	P95	Develop new off-street public parking resources, including parking structures and underground parking, in accordance with design standards.	M6.12	DCP/LADOT
	P96	Support proposals to build parking structures that can be shared by patrons and occupants of various building sites in areas of high parking demand.	M6.12	DCP
	P97	Support design and construction of off-street parking structures that can be converted to other uses in the long term.	M6.12	DCP

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P98	Support the maintenance and rehabilitation of the existing single-family, multi-family and affordable housing stock for existing residents and encourage the use of the Housing Department's housing development programs, which provide financing and loans for new construction, as well as the rehabilitation of existing low-income single-family homes and multi-family apartments.	LU3.4, LU5.10, LU5.11, LU5.13, LU9.2	HCIDLA
	P99	Promote the use of available homebuyer programs that make purchasing a single-family home affordable such as the California Housing Finance Agency's First-time Homebuyer Program and FHA Loan Program as well as the City of Los Angeles Housing Department's Neighborhood Stabilization Program.	LU5.1	HCIDLA
	P100	Coordinate with the City of Los Angeles Housing Department to create strategies for the provision of more bedrooms in new housing developments which are suitable for larger families.	LU5.3	HCIDLA
	P102	Support the goals and policies of the City's Housing Element to address homelessness.	LU5.9	DCP
	P103	Work with LAHCID, Council Offices, City Attorney and other relevant City Agencies to explore the creation of a no net loss program that minimizes the displacement of residents and ensures that there is no loss of covenanted affordable rental housing or the production of new affordable housing.	LU5.11, LU5.13, LU5.14, LU9.2	HCIDLA/DCP
	P104	Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU5.14	HCIDLA
	P105	Study a program for the enhancement of RSO enforcement such as a neighborhood-based RSO Enforcement Specialists group responsible for proactively working with tenants, landlords, and community groups to enhance the habitability and prevent the loss of RSO units in the Plan Area.	LU5.14	HCIDLA
	P106	Monitor the implementation of policies and programs relating to affordable housing and/or rental housing issues and opportunities. The Affordable Housing Commission could be utilized for this purpose or another commission could be created.	LU5.14	HCIDLA
	P107	Develop strategies to prevent and recover affordable housing loss, such as annual reports on existing affordable housing inventory and Ellis Act evictions, as well as specific programs and investments to prevent further loss of covenanted affordable units and steps to increase affordable housing production in the Plan Area.	LU5.14, LU9.2	HCIDLA
	P108	Support HCID with future effort to establish new programs and strengthen existing programs to provide former low income tenants of demolished or converted units with the first right of refusal on leases for new housing units.	LU5.15	HCIDLA
	P109	Support the re-use of former CRA-owned and surplus City-owned property in Hollywood for community uses, prioritizing affordable housing and park space.	LU5.16, PR3.6	CAO
	P110	Support the goals and policies of the City's Housing Element to facilitate non-conventional housing that fosters neighborhoods which are livable and sustainable for all segments of the community.	LU5.17	DCP
	P111	Work with relevant City agencies to explore the initiation of cohousing purchase opportunities that require noticing requirements for property owners that intend to sell or redevelop multifamily residential or commercial properties and provides existing tenants the opportunity to match the recorded offer price to co-purchase or co-develop the property.	LU5.17	HCIDLA/DCP
	P112	Support efforts to identify potential funding sources for 100% affordable housing developments including permanent supportive housing.	LU9.6	GSD

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P113	Collaborate with Economic Workforce Development Department to support efforts to provide business outreach and mentorship programs.	LU9.6, LU9.7	EWDD
	P114	Coordinate with relevant departments such as CAO, EWDD, and others to explore the creation of a Good Jobs Zone which could include incentives for small business retention, finance tools, first source referral, among other components.	LU9.8	EWDD
	P115	Develop partnerships to create business outreach programs targeting local schools for student participation in business apprenticeship and internship programs, as well as work with LAUSD's Mentorship Programs.	LU6.10, LU9.7	DCP
	P116	Increase the availability of resources to finance small business startup/expansion for local entrepreneurs committed to benefitting the local community. Explore and enhance resources to finance development that is committed to leasing to local and less-credit-ready small businesses.	LU6.11	EWDD
	P117	Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Identify goals to improve air quality and reduce the urban heat island effect locally.	LU13.1, PR2.5	UF/LADBS/DCP
	P118	Develop partnerships between public agencies, community groups, local businesses, and private developers to increase trees in the public rights-of-way, resulting in tree planting and maintenance programs for specified parkways, landscaped medians, and community gateways.	LU13.1, LU13.5, PR2.5	DCP/DPW
	P119	Support City efforts to develop and implement sustainable urban forest plans, including the City's First Step Forest Management Plan. Support implementation strategies in the Hollywood Community Plan Area.	PR2.8	UF
	P120	Coordinate with agencies including the Department of Recreation and Parks to expand open space opportunities.	PR3.1, PR3.7	RAP
	P121	Study ways to provide improved pedestrian, vehicle, and public transit access to Griffith Park and Runyon Canyon Park.	PR5.3	LADOT
	P122	Support the citywide Wildlife Pilot Study efforts to create development regulations for conserving biological resources in identified areas important for supporting habitat and movement for wildlife.	PR3.1, PR6.1	DCP
	P123	Support related City, County, State, and Federal government ecological efforts.	PR3.1, PR6.1	DCP/Los Angeles County
	P124	Identify and preserve wildlife habitats and ecologically improved areas in a natural state.	PR6.2, PR6.3, PR6.4	RAP
	P125	Encourage the preservation of buildings, murals and eclectic design features that define the areas along Melrose Avenue, Sunset Boulevard west of La Brea Avenue, and Hillhurst Avenue.	LU6.1	DCP/DCA
	P126	Study commemorating the Pacific Electric Red Car diagonal street running from Sierra Bonita to Vista for historic recognition.	LU6.1	DCP/LADOT
	P127	Enhance pedestrian amenities and promote neighborhood identity with improvements, such as plantings, unique crosswalks, banner signage, and branded trash containers.	LU6.3	DCP
	P128	Continue to develop and promote agency programs that assist small business owners and entrepreneurs in the form of low-interest loan programs, management assistance, business retention efforts, and the establishment of incubation centers.	LU6.10	EWDD
	P129	Encourage neighborhood uses such as high quality shops, restaurants, cafes, bars, and retail services.	LU8.3	DCP
	P130	Study design standards for sidewalk dining elements along the Hollywood Walk of Fame.	LU8.3	DCP

Table 7-2
Hollywood Implementation Programs

	Program Number	Number Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs	P131	Encourage flexible parking models to best serve the local context.	LU8.4	LADOT
	P132	Develop a program to allow privately-owned parking garages to be listed on City wayfinding signage, in exchange for matching the rates offered at City-owned parking garages in the Regional Center.	LU8.5	LADOT/DCP
	P133	Work with the Council Office, LADOT, business improvement districts, and other community stakeholders to improve the visitor experience and improve the City-owned parking garages in the Regional Center. Potential improvements include signage, lighting, rate adjustments, validation from local businesses, and valet.	LU8.5	CD/LADOT/DCP
	P134	Study and map streets that have been withdrawn from public use in the hillsides.	PR1.18	BOE/BOS
	P136	Support the identification and mapping of paper streets in the hillsides.	PR3.1, PR3.4	LADOT/BOE
	P137	Encourage the siting of recreational facilities (e.g . libraries, parks, schools, and auditoriums) together as shared-use facilities.	PR5.4	LAUSD/RAP/ LAPL
	P138	Support plans and initiatives, such as the HEART of Hollywood, a long-term strategic and creative initiative to promote economic growth and design, to improve features of prominent streets.	P1.5	CD/BOE/DCP
	P139	Consider and study street design factors in collaboration with City departments to accommodate the travel and physical working space of emergency responders.	M1.4	LAFD/LAPD/ LADOT/EMD
	P140	Study strategies in collaboration with LADOT that help effectively manage traffic and circulation needs due to special events.	M1.7	LADOT
	P141	Study and evaluate the feasibility of Modified Parking Districts.	M6.1	LADOT/DCP
	P142	Study additional highways for designation in accordance with Mobility Plan 2035's selection criteria for scenic highways as well as preserve the designated General Plan Mobility Element scenic highways.	M7.1	LADOT/DCP
	P143	Work with City departments to identify and/or map a network of trails to help implement the development of trails, as funding becomes available.	M7.3	RAP
	P144	Study the effects of cut-through traffic in the hillsides and consider the implementation of neighborhood traffic management plans.	M1.9	LADOT
	P146	Consider amendments to the existing Hillside Construction Regulations (HCR) to address enforcement; coordinate hauling and grading activities; and clarify public and private street improvement standards. Expand application of HCR as appropriate.	LU2.1	DCP/BOE/LADBS

LIST OF TERMS

AGF
Above Ground Facilities

ATCS
Advanced Traffic Control System

BID
Business Improvement District

BOE
Bureau of Engineering (Public Works)

BOS
Bureau of Sanitation

BSL
Bureau of Street Lighting (Pubic Works)

BSS
Bureau of Street Services (Public Works)

CALTRANS
State of California Department of Transportation

CAO
City Administrative Officer

CARB
California Air Resources Board

CC
City Council

CD
Council District

CLARTS
Central Los Angeles Recycling and Transfer Station

CoDRP
Los Angeles County Department of Regional Planning

CPA
Community Plan Area

CPIO
Community Plan Implementation Overlay

CRA/LA
Community Redevelopment Agency/Los Angeles

DCA
Department of Cultural Affairs

DCP
Department of City Planning

DOA
Department of Aging

DOD
Department on Disabilities

DPSS
Los Angeles County Department of Social Services

DPW
Department of Public Works

EIR
Environmental Impact Report

EMD
Emergency Management Department

EMS
Emergency Medical Service

EWDD
Economic and Workforce Development Department

WFEMA
Federal Emergency Management Association

HCIDLA
Los Angeles Housing + Community Investment Department

HOV
High Occupancy Vehicle

HPOZ
Historic Preservation Overlay Zone

GSD
General Services Department

IRP
Integrated Resources Plan

LADBS
Los Angeles Department of Building and Safety

LADOT
Los Angeles Department of Transportation

LADWP
Los Angeles Department of Water and Power

LAFCO
Local Agency Formation Commission

LAFD
Los Angeles Fire Department

LAMC
Los Angeles Municipal Code

LAPD
Los Angeles Police Department

LAPL
Los Angeles Public Library

LAUSD
Los Angeles Unified School District

Draft

LEED
Leadership in Energy and Environmental Design

LUV
Local Use Vehicle

METRO
Los Angeles County Metropolitan Transit Authority

MWD
Metropolitan Water District

NEV
Neighborhood Electric Vehicles

PHEV
Plug in Electric Vehicle

RAP
Department of Recreation and Parks

SCAG
Southern California Association of Governments

SRCIP
Solid Resources Capital Improvement Program

SRI
Solar Reflective Index

SRO
Single Room Occupancy

SSMP
Sewer System Management Plan

SURVEYLA
Los Angeles Historic Resources Survey

SUSMP
Standard Urban Stormwater Mitigation Plans

SWMPP
Los Angeles Solid Waste Management Policy Plan

TDM
Transportation Demand Management

TMA
Transportation Management Association

TSM
Traffic System Management

UF
Urban Forestry (Public Works)

VMT
Vehicle Miles of Travel

ZEV
Zero Emission Vehicle

Draft





February 2021

EXHIBIT C:
Proposed and Existing General Plan Land Use and Framework Maps, and Proposed Change to Chapter 1 of the Framework Element

Contents:

Existing General Plan Land Use Map
Proposed General Plan Land Use Map
Existing General Plan Framework Map
Proposed General Plan Framework Map
Proposed Change to Chapter 1 of the Framework Element

CPC-2016-1450-CPU; ENV-2016-1451-EIR

For consideration by the City Planning Commission

February 18, 2021

Hollywood Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use [18]	Corresponding Zones [1]
Low Density [17]	
Minimum	RE40
Very Low II	RE15,RE11
Low I	RE9
Low II	RS,R1
Multiple Family [17]	
Low Medium I [3]	R2,RD5,RD4,RD3
Low Medium II [3]	RD2,RD1.5
Medium [4]	R3
High Medium [5]	[Q]R4
High	R4,[Q]R5 [13]
Commercial [17]	
Limited Commercial [6]	CR,C1,C1.5,P, RAS3,RAS4
Highway Oriented Commercial [11,12,21]	C1,C2,P, RAS3,RAS4
General Commercial	C1,C2,P, RAS3,RAS4
Neighborhood Office Commercial [7,11]	C1,C2,C4,P, RAS3,RAS4
Community Commercial [8]	CR,C2,C4,P,PB, RAS3,RAS4
Regional Center Commercial [9]	C2,C4,P,PB, RAS3,RAS4
Industrial [17]	
Commercial Manufacturing [11]	CM,P
Limited Manufacturing	MR1,M1,P,PB
Open Space;Public Facilities [10,19,20]	
Open Space	OS,A1
Public Facilities	PF

Service Systems

- E Public Elementary School
- JH Public Junior High
- SH Public Senior High
- JC Junior College
- E Private Elementary School
- SH Private Senior High
- SF Private Special School
- Community Park
- Neighborhood Park
- Regional Park
- Public Golf Course
- Branch Administration Center
- Fire Station
- Police Station
- Community Library
- Regional Library
- Cultural/Historical Site
- Maintenance Yard
- Power Distribution Station
- HW House of Worship
- Health Center/Hospital
- DWP DWP Property

Circulation

- Freeway
- Scenic Freeway
- Major Highway II
- Scenic Major Highway II
- Scenic Divided Major Highway II
- Secondary Highway
- Scenic Secondary Highway
- Scenic Divided Secondary Highway
- Scenic Arterial Mountain
- Scenic Parkway
- Collector Street
- Local Street
- Country Road
- Park Road
- Private Street

Other Line Symbols

- Community Boundary
- DWP Lines
- Historic Preservation
- Redevelopment Project Area
- Reservoir Line

FOOTNOTES:

1. Only those zones indicated in the table are recommended in Hollywood.
2. Gross acre includes one-half of abutting street.
3. Height district 1XL.
4. Refer to zoning maps; may be limited to Height District 1XL or to less than maximum R3 zoning density.
5. Height District 1VL; maximum density limited to one dwelling unit per six hundred (600) square feet of lot.
6. For properties with less than one hundred (100) feet of lot depth, the recommended FAR is 1:1.
7. For properties limited to the 1XL and 1VL Height Districts, the recommended FAR is 1.5:1. This Plan designation emphasizes pedestrian-oriented use and design.
8. This designation is limited to the East Hollywood Center Study Area. FAR up to 3:1 may be permitted through application of the CSA 1 Height District.
9. This designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.
10. When the use of property designated as "Public Land" or "Open Space" is to be discontinued, the proposed new use must be approved by the City Planning Commission through the procedure established by LAMC 12.24.1.
11. A maximum FAR of 3:1 may be permitted on sites located within designated centers with the application of the CSA 1 Height District.
12. A floor area ratio (FAR) of 1.5:1 shall be permitted on properties designated Highway Oriented commerce located within the Hollywood Redevelopment Project area.
13. The Plan contemplates that certain commercial uses may be allowed on properties designated as High density through LAMC 12.24.C5(j). Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Whenever possible commercial uses should be located at street level, with residential uses on the upper floors.
14. Development of these properties shall be limited to a maximum floor area ratio of 1.9:1.
15. Development of these properties shall be limited to a maximum floor area ratio of 1:1.
16. Hotels may be permitted on these properties subject to approval pursuant to LAMC 12.24C.1(j).
17. Existing mobile home parks, the existing uses and the RMP Zone are consistent with the Plan, and the RMP zone is a corresponding zone for every land use designation in the Plan, including residential, commercial, and industrial Plan designations. The retention or expansion of existing mobile home parks in the RMP Zone encourages the provision of affordable housing and serves as a viable resource to supplement the City's housing stock. New mobile home parks shall be consistent with the Plan when developed in the RMP Zone and in a Residential or Commercial Plan designation. The RMP zone is a corresponding zone for every residential and commercial land use designation in the Plan. New mobile home parks should be established such that their location is: 1) desirable to public convenience and welfare; 2) in harmony with the various elements and objectives of the General Plan; 3) proper in relation to adjacent uses or development; and 4) not materially detrimental to the character of development in the immediate neighborhood.
18. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
19. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
20. Local streets and freeways are shown for reference only.
21. Floor area ratio (FAR) of 0.5:1. A maximum FAR of 1.5:1 for commercial only buildings and a FAR of up to 3:1 for mixed use commercial / residential, or residential only projects in a unified development shall be permitted in the Highway Oriented Commercial designated properties on the north side of Sunset Boulevard between Bronson Avenue and Van Ness Avenue for:
    (1) a commercial/residential mixed-use project having at least 50 percent of the street-level linear building frontage devoted to commercial land use(s) in order to promote street level pedestrian activity, and/or
    (2) a project that incorporates affordable housing units;
    Provided that the aforementioned projects either: (a) utilize the RAS3 or RAS4 Zones or, (b) a conditional use permit is granted pursuant to Section 12.24.W.19 of the Municipal Code to allow FAR averaging of up to 3.0:1 over the entire project site for a unified mixed-use development.
22. Height District 2D with a maximum floor area ratio (FAR) of 3.84:1 for the project described in CPC-2006-4392 the area bounded by Virginia Avenue on the north, St. Andrews Place on the east, Santa Monica Boulevard on the south, and Wilton Place on the west.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6,1996.

N W E S

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Sources: Los Angeles Department of City Planning

Notes:

A. The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (cityplanning.lacity.org).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

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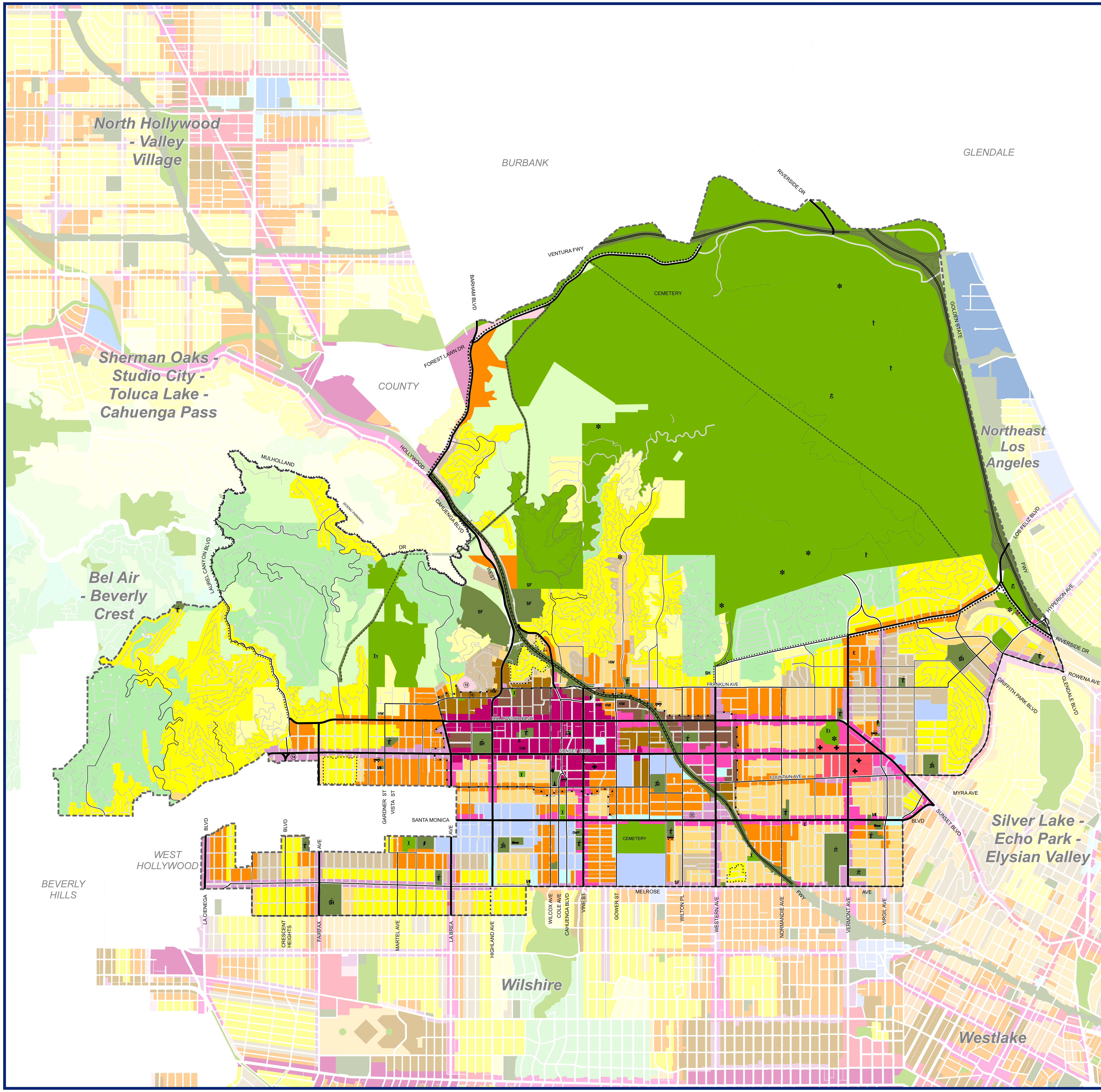
Eric Garcetti
Mayor

City of Los Angeles Department of City Planning
Geographic Information Systems

Revised: This reflects actions from Council File 12-0303-S4 Adopted 04/02/2014

Los Angeles Department of City Planning - Systems , GIS and Graphics Division Michael LoGrande - Director April, 2014



HOLLYWOOD COMMUNITY PLAN AREA

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

GENERAL PLAN LAND USE - *Corresponding Zones*

RESIDENTIAL

Single Family

Minimum	*RE40*
Very Low II	*RE15, RE11*
Low I	*RE9*
Low II	*RS, R1*

Multiple Family

Low Medium I	*R2, RD5, RD4, RD3*
Low Medium II	*RD2, RD1.5*
Medium	*R3*
High Medium	*[Q]R4, R4*
High	*R4, [Q]R5*

COMMERCIAL

Limited Commercial	*C1, C1.5, CR, RAS3*
Neighborhood Commercial	*C1. C1.5, CR, C2, C4, RAS3*
General Commercial	*C1, C1.5, CR, C2, C4, RAS3, RAS4*
Community Commercial	*C1.5, CR, C2, C4, RAS3, RAS4*
Regional Center	*C2, C4, RAS3, RAS4*

INDUSTRIAL

Commercial Manufacturing	*CM*
Hybrid Industrial	*CM, MR1, M1*
Limited Industrial	*MR1, M1*

OPEN SPACE, PUBLIC FACILITIES

Open Space	*OS, A1*
Public/Quasi-Public Open Space	*OS, A1*
Public Facilities	*PF*
Public Facilities - Freeways	*PF*

SERVICE SYSTEMS

SCHOOL SITES

- E — Public Elementary School
- MS — Public Middle School
- SH — Public Senior High
- JC — Junior College

RECREATIONAL FACILITIES

- Park
- Public Golf Course

OTHER FACILITIES

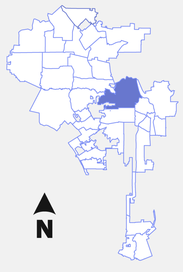
- Municipal Office Building
- Fire Station
- Police Station
- M — Community Library
- Regional Library
- Cultural/Historical Site
- Maintenance Yard
- Health Center/Hospital
- PO — Post Office
- M — Metro Station

ADMINISTRATIVE BOUNDARY

- Community Plan Area Boundary

UTILITY LINE

- DWP Lines



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Council File No. XX-XXXX XX
Case No. CPC-2016-1450-CPU
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Source(s): Los Angeles City Planning

Administrative Notes

1. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by an adopted Community Plan Implementation Overlay (CPIO), other overlays, Specific Plans, specific conditions, and/or limitations of project approval, Plan footnotes, or other Plan map or text notations.

Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

2. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for a sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.

3. The Open Space (OS) land use designation is premised on the ownership and use of the property by a government agency, nonprofit or conservation land trust for the primary purposes of public recreation use or open space conservation. The designation of the Open Space (OS) zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency, nonprofit or conservation land trust officially determines that vacant land under their ownership is to be used as open space, the property may be redesignated and/or rezoned to Open Space.

4. Symbols, local streets and freeways are shown for reference only.

5. The Cultural/Historic sites mapped are representative of publicly accessible sites but there is a comprehensive list of historic resources maintained by the Office of Historic Resources.

Plan Footnotes

1. All projects with average natural slopes in excess of 15 percent shall be limited to the Minimum density category (1 dwelling unit per 40,000 square feet of lot area) for the purposes of enforcing the slope density formula in LAMC 17.05C and 17.50E.

2. Low Medium I and Low Medium II are limited to Height District 1XL.

3. High Residential properties may permit mixed-use development through LAMC 12.24 W.15.

4. (Formerly #15, Yamashiro site, APN 5549017016). Development of these properties shall be limited to a maximum floor area ratio of 1:1.

5. (Formerly #16, Magic Castle Site and parking, APN 5549017007 through 5549017009, and APN 5549017010 through 5549017012). Hotels may be permitted on these properties subject to approval pursuant to 12.24 W.24.

NOTES

A. The text of the Community Plan can be accessed on the City of Los Angeles Web Page (planning.lacity.org).

B. Other Special Area Maps may not be included on this document.

C. Parcel level information on (plan designation and zoning can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

D. All reference information is intended for informational purposes only. See ZIMAS for more information.

Disclaimer:

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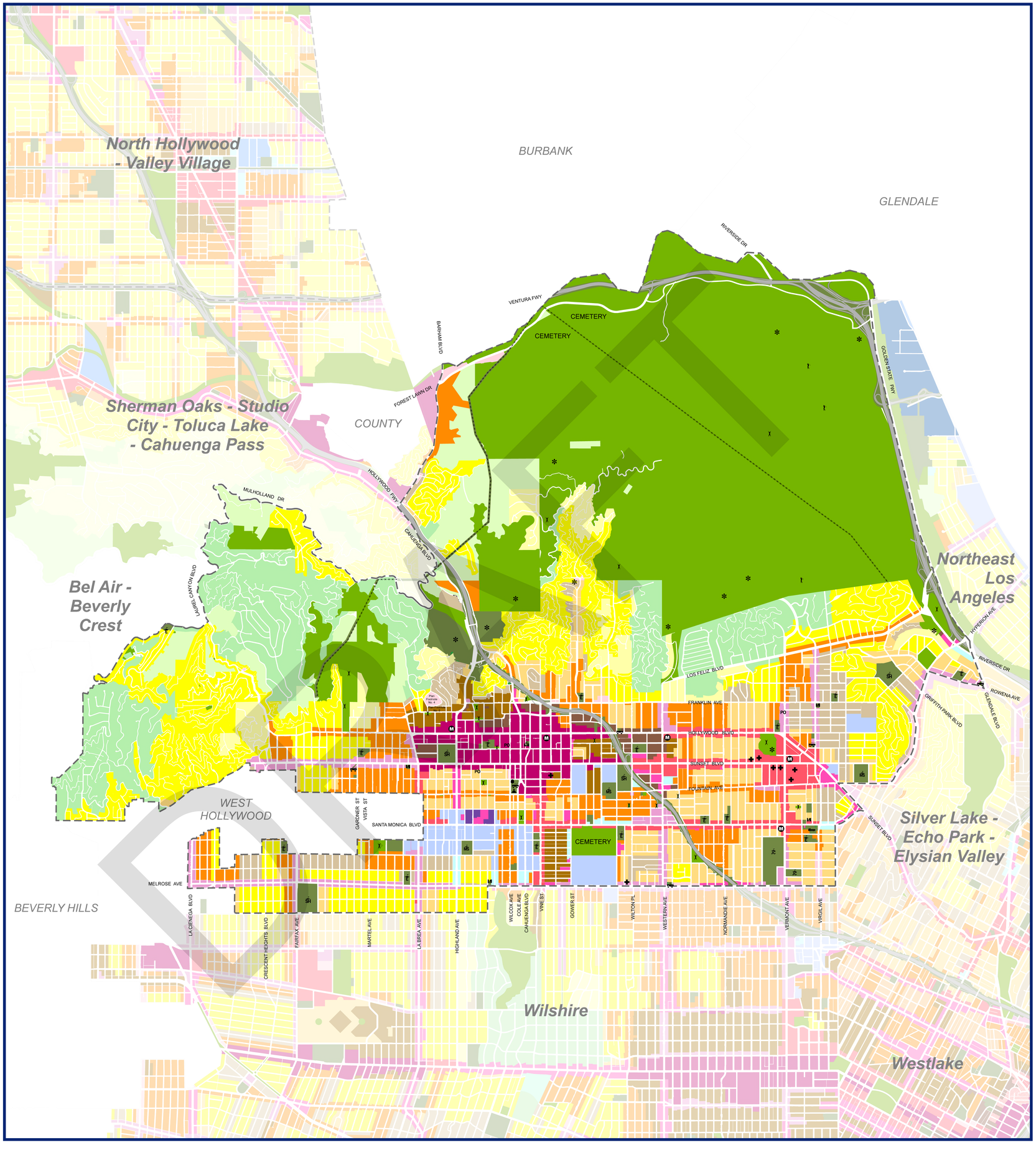
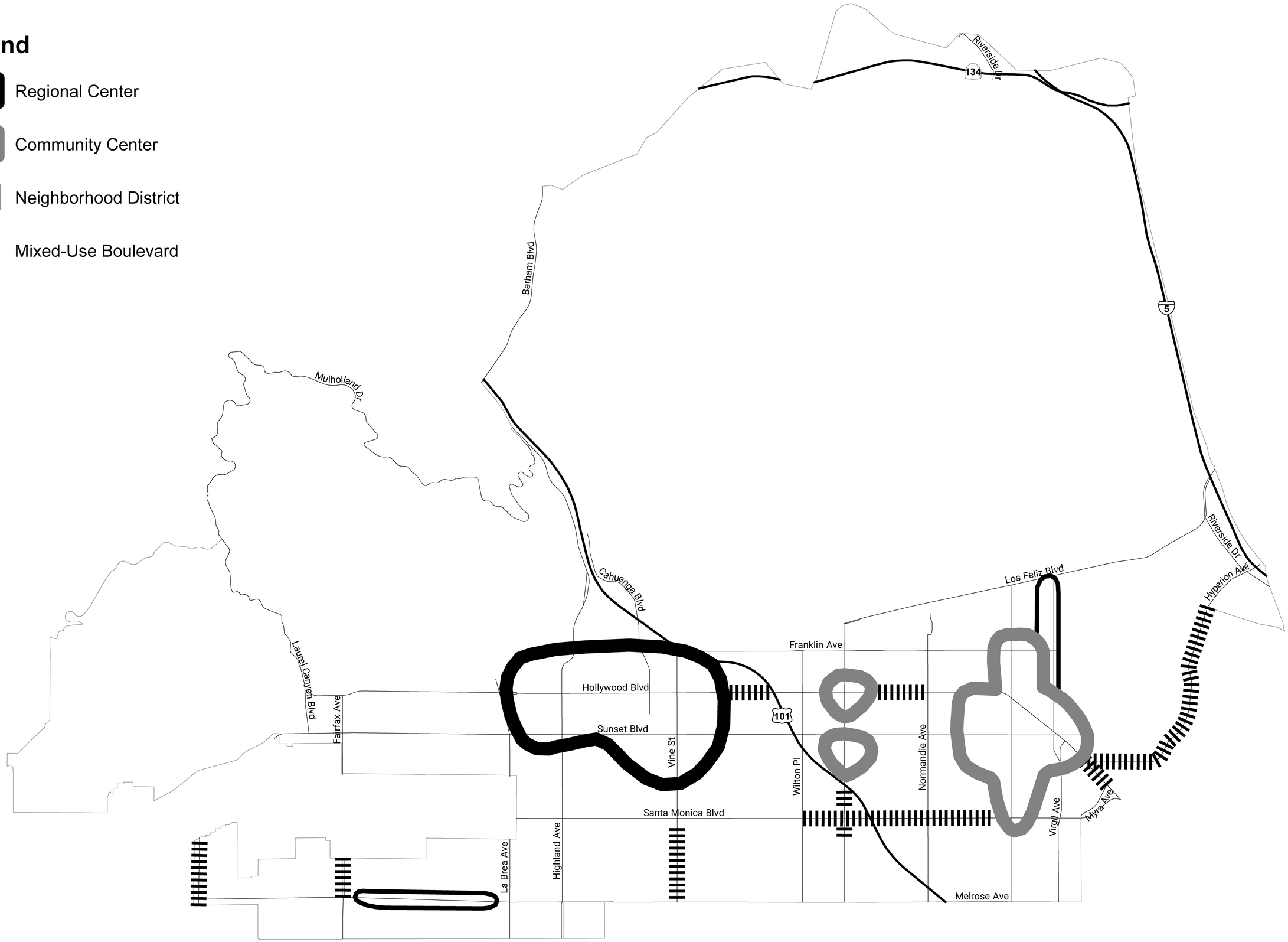


Existing General Plan Framework Map

Legend

- Regional Center
- Community Center
- Neighborhood District
- Mixed-Use Boulevard



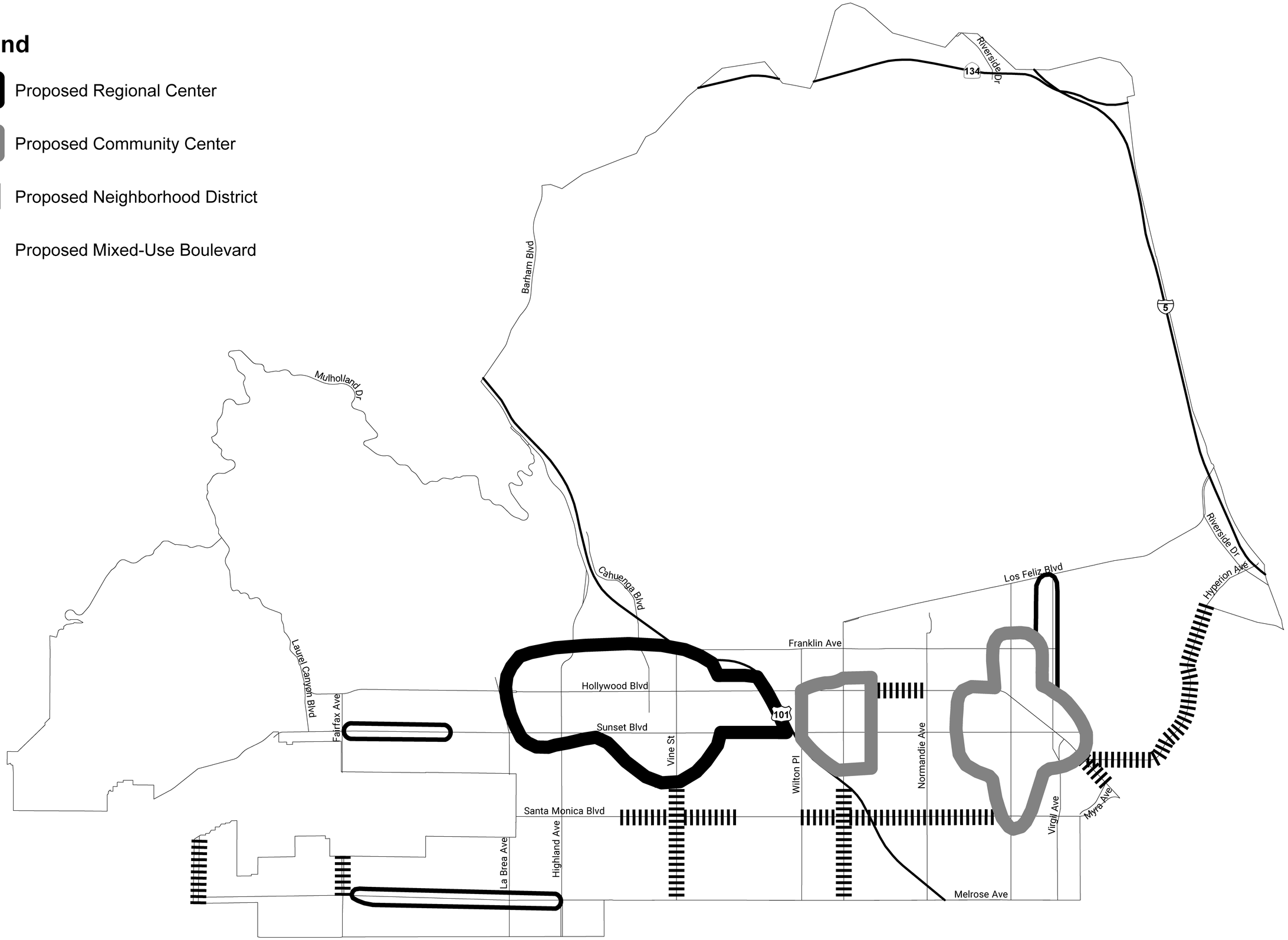
LOS ANGELES CITY PLANNING

Hollywood
2-19-03

Proposed General Plan Framework Map

Legend

- Proposed Regional Center
- Proposed Community Center
- Proposed Neighborhood District
- Proposed Mixed-Use Boulevard



LOS ANGELES CITY PLANNING

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Hollywood
February 2021

In Chapter I of Framework Element on pages I-8 and I-9, make the following amendments:

5. Zoning Approvals and Zoning Consistency

The community plans and their implementing zoning set forth how property may be used and form the basis for decisions on discretionary permits. The community plans are the primary point of reference for determining compliance with Government Code Section 65860 (d).

Zoning, specific plans and other discretionary approvals and designations are implementing tools of the general plan as reflected in the community plans. These implementing tools include ~~The~~ City Charter and the Los Angeles Municipal Code ~~provide for~~ variances, specific plan exceptions, exceptions, nonconforming rules, and other tools to provide a means for relieving hardships from strict adherence to ~~the~~ zoning regulations or particular general plan policies, ~~or dealing~~ to deal with special situations, such as state or local density bonus programs (e.g. Measure JJJ) which implement general plan policies to provide housing opportunities to people at all income levels.

EXHIBIT D:
Proposed Community Plan Implementation Overlay (CPIO) District Map and Ordinance

CPC-2016-1450-CPU; ENV-2016-1451-EIR

For consideration by the City Planning Commission

February 18, 2021

Hollywood Community Plan - Proposed Community Plan Implementation Overlay (CPIO) District

Metro Rail System
- Metro B Line Station

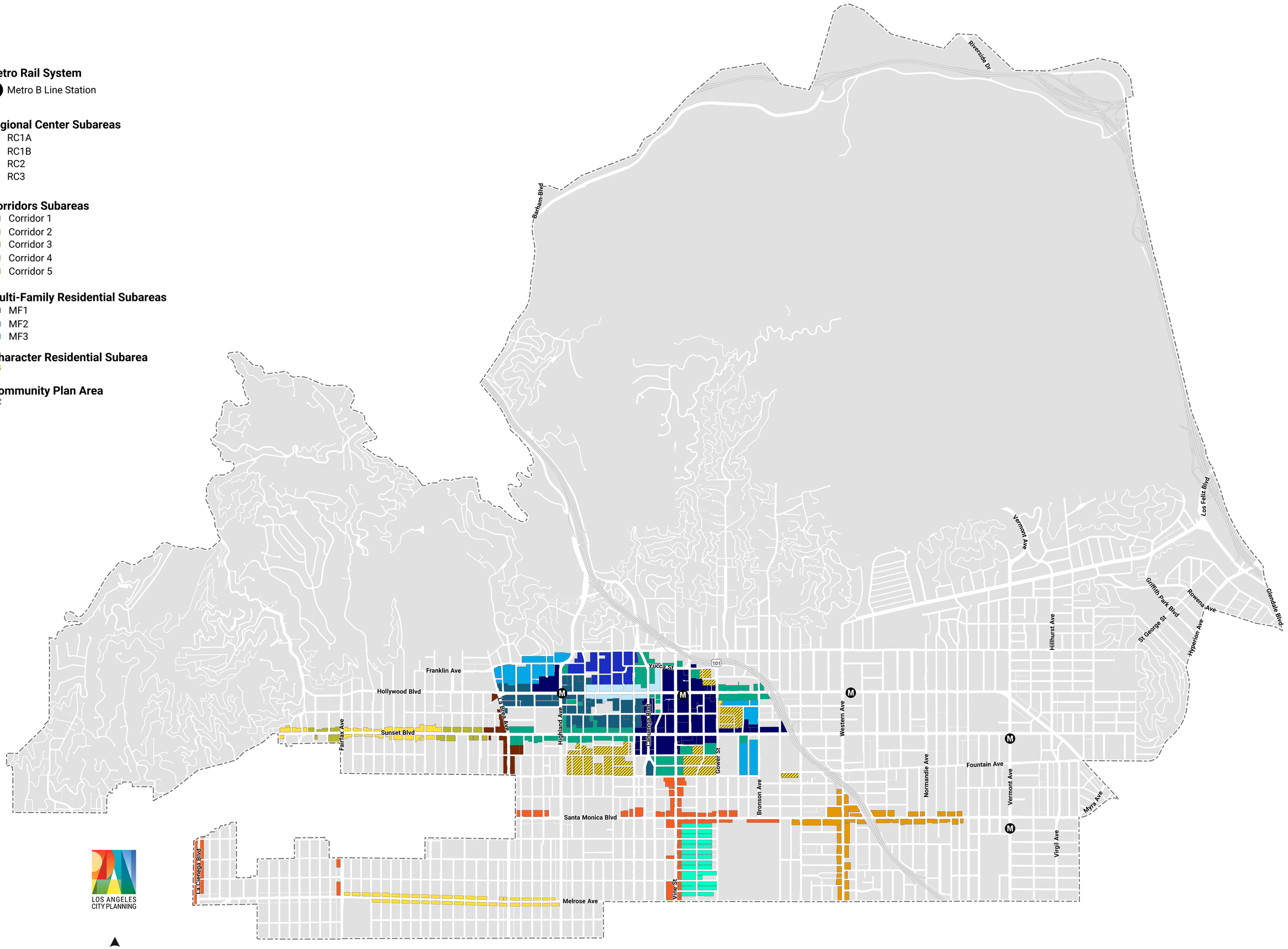
Regional Center Subareas
- RC1A
- RC1B
- RC2
- RC3

Corridors Subareas
- Corridor 1
- Corridor 2
- Corridor 3
- Corridor 4
- Corridor 5

Multi-Family Residential Subareas
- MF1
- MF2
- MF3

Character Residential Subarea

Community Plan Area



LOS ANGELES CITY PLANNING

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Miles

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February 2021

Hollywood
Community Plan Implementation Overlay District
(Hollywood CPIO District)

Ordinance No. _____

Effective Date _____, 2021

TABLE OF CONTENTS

Chapter I	Function of the CPIO District
Chapter II	Regional Center Subareas
Chapter III	Corridors Subareas
Chapter IV	Multi-Family Residential Subareas
Chapter V	Character Residential Subarea
Appendix A	Environmental Mitigation Measures

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CHAPTER I – FUNCTION OF THE CPIO DISTRICT

Section I-1. HOLLYWOOD CPIO DISTRICT AUTHORITY AND BOUNDARIES

Pursuant to Los Angeles Municipal Code (LAMC) Section 13.14, the City Council establishes the Hollywood Community Plan Implementation Overlay District (Hollywood CPIO District). The boundaries of the Hollywood CPIO District are identical to the boundaries of the Hollywood Community Plan Area (Community Plan Area) as adopted on _____ (Council File No. ___.) shown on Figure I-1.

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Hollywood Community Plan - Community Plan Implementation Overlay (CPIO) District

Metro Rail System
- Metro B Line Station

Regional Center Subareas
- RC1A
- RC1B
- RC2
- RC3

Corridors Subareas
- Corridor 1
- Corridor 2
- Corridor 3
- Corridor 4
- Corridor 5

Multi-Family Residential Subareas
- MF1
- MF2
- MF3

Character Residential Subarea

Community Plan Area

City of Los Angeles

Hollywood Community Plan Area

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Area of Detail Figure II

Riverside Dr
Cahuenga Blvd
Los Feliz Blvd
Griffith Park Blvd
Rowena Ave
Hillhurst Ave
St George St
Hoover St
Glendale Blvd
101
Franklin Ave
Hollywood Blvd
Yucca St
Fairfax Ave
Gardner St
Western Ave
Sunset Blvd
Fountain Ave
Highland Ave
Wilcox Ave
Gower St
Bronson Ave
La Mirada Ave
Normandie Ave
Vermont Ave
Myra Ave
Virgil Ave
Santa Monica Blvd
Cole Ave
Cahuenga Blvd
Vine St
Wilton Pl
La Cienega Blvd
Martel Ave
La Brea Ave
Melrose Ave

LOS ANGELES CITY PLANNING

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CPIO Subareas
Hollywood Community Plan Area
(For Discussion Purposes Only)
Feb 2021

Figure I-1: Hollywood Community Plan - Community Plan Implementation Overlay (CPIO) District

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Hollywood CPIO Subareas

Metro Rail System
- Metro B Line Station

Regional Center Subareas
- RC1A
- RC1B
- RC2
- RC3

Corridors Subareas
- Corridor 1
- Corridor 2
- Corridor 3
- Corridor 4
- Corridor 5

Multi-Family Residential Subareas
- MF1
- MF2
- MF3

Character Residential Subarea

Community Plan Area

Hollywood Community Plan Area



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LOS ANGELES CITY PLANNING

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CPIO Subareas

Hollywood Community Plan Area

(For Discussion Purposes Only)

Feb 2021

Figure I-2: Hollywood CPIO Subareas

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Section I-2. PURPOSES

The purposes of the Hollywood CPIO District are as follows:

A. To implement the goals and policies of the Hollywood Community Plan.

B. To provide Supplemental Development Regulations tailored to the Community Plan Area in order to promote better urban design and to ensure that development enhances the aesthetic character of the community, maintains compatible land uses, and appropriate development scale, intensity, and density.

C. To establish a local incentive system that tailors and replaces the existing Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines).

D. To encourage mixed-income and 100% affordable housing development through an incentive system that meets the diverse needs of the community and minimizes potential displacement.

E. To establish development incentives that seek to ensure that new development considers the scale of new structures in relation to the scale of existing buildings in lower scale residential and historic areas.

F. To guide how buildings relate to the street and the public realm, and facilitate lively, attractive, and pedestrian-oriented environments through development standards.

G. To provide guidance for the preservation of historic resources and the integration of compatible new development.

H. To establish a review process for the rehabilitation of designated and eligible historic resources, and ensure that demolitions of eligible historic resources do not occur without assessment of the eligible resource(s) and environmental review.

I. To create approval processes, including a ministerial administrative clearance process, which enables infill development in conformance with these regulations that will positively impact communities

Section I-3. SUBAREAS

The Hollywood CPIO District contains four types of Subareas as shown on Figures I-1 and I-2 The Subareas are contiguous or non-contiguous parcels characterized by common overarching Community Plan themes, goals, and policies, and are grouped by a common boundary. The Subareas are summarized below.

Regional Center Subareas (RC1A, RC1B, RC2, and RC3)

Regional Center Subareas RC1A, RC1B, RC2, and RC3 seek to foster continued investment in central Hollywood, a focal point of regional commerce, identity, and activity. Hollywood's Regional Center has historic theaters, tourist attractions, the Walk of Fame, Metro stations, apartments, hotels, office buildings, and retail. The Community Plan

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Update continues to support these types of uses and seeks to direct and accommodate future development to this transit-rich area. These Subareas seek to protect historic Hollywood through contextual incentives and design requirements, and by focusing on the pedestrian experience.

The four Regional Center Subareas are shown on Figure II-1 and are summarized as follows:

RC1A Subarea

The RC1A areas are near the two Metro subway stations on Hollywood Boulevard, and bus lines. Incentives include an FAR increase of up to 4.65:1 FAR, 100 percent residential density increase, and no required residential parking.

RC1B Subarea

The RC1B areas are generally nearest to the two Metro subway stations on Hollywood Boulevard, and bus lines. Incentives include an FAR increase of up to 6.5:1 FAR, 100 percent residential density increase, and no required residential parking.

RC2 Subarea

The RC2 areas include Hollywood Boulevard between Gower Street and the 101 Freeway, and areas with lower development potential than RC1A and RC1B Subareas. Incentives include up to 3:1 FAR, 100 percent residential density increase, and no required residential parking.

RC3 Subarea

The RC3 area is within the designated Hollywood Boulevard Commercial and Entertainment District, which has existing height limits to be maintained. Incentives include up to 3:1 FAR, 100 percent residential density increase, and no required residential parking. Projects in RC3 are not eligible for any height incentives.

Corridors Subareas (Corridor 1, Corridor 2, Corridor 3, Corridor 4, and Corridor 5)

Corridors Subareas Corridor 1, Corridor 2, Corridor 3, Corridor 4, and Corridor 5 seek to foster continued investment in the various corridors outside of the Regional Center and are generally served by bus lines. Development and design standards provide for well-designed, pedestrian-oriented projects that are appropriate to the scale and context of each area, and differentiate between major corridors and neighborhood corridors.

The five Corridors Subareas are shown in Figure III-1 and are summarized as follows:

Corridor 1 Subarea

This corridor is a selection of parcels on La Brea Avenue between Hollywood Boulevard and Fountain Avenue, near the Regional Center. Incentives include up to 3.75:1 FAR.

Corridor 2 Subarea

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Selected parcels along Sunset Boulevard west of La Brea Avenue located next to multi-family residential zoned properties comprise the Corridor 2. Incentives include up to 3:1 FAR.

Corridor 3 Subarea

Portions of Santa Monica Boulevard, Vine Street, Fairfax Avenue, and La Cienega Boulevard are included in Corridor 3. Incentives include up to 3:1 FAR.

Corridor 4 Subarea

Selected areas along Santa Monica Boulevard and Western Avenue in East Hollywood and near the 101 Freeway are included in Corridor 4. Incentives include up to 2.5:1 FAR.

Corridor 5 Subarea

The selected areas in the C5 area are portions of Sunset Boulevard and Melrose Avenue that are neighborhood-serving commercial districts. Incentives include up to 2:1 FAR.

Multi-Family Residential Subareas (MF1, MF2, and MF3)

The Multi-family Residential Subareas identify new housing development opportunity areas, such as near central Hollywood and major commercial corridors served by transit systems. Density increases are offered with the provision of affordable housing and development standards guide new infill residential development to be compatible with the context of the existing neighborhood.

The three Multi-Family Residential Subareas are shown on Figure IV-1 and summarized as follows:

MF1 Subarea

This area is generally located between Highland Avenue, Wilcox Avenue, Hollywood Boulevard, and Franklin Avenue. It is close to the Hollywood/Highland Metro station, north of the Regional Center. Incentives include up to 6:1 FAR.

MF2 Subarea

These three residential areas are in central Hollywood near the western and eastern ends of the Regional Center. Incentives include up to 3.75:1 FAR.

MF3 Subarea

This area is generally located west of the Paramount Pictures studio, between Santa Monica Boulevard, Melrose Avenue, Vine Street, and Gower Street. Incentives include up to 3.75:1 FAR.

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Character Residential Subarea

The Character Residential Subarea focuses on preserving designated and eligible historic districts by encouraging well-designed projects that are compatible with the surrounding neighborhood scale and that enhance neighborhood character. The Character Residential Subarea is shown on Figure V-1.

Section I-4. DEFINITIONS

Whenever the following terms are used in this ordinance, they shall be construed as defined in this Section I-4. Words and phrases not defined in this section shall be construed as defined in Chapter 1 of the LAMC, including, but not limited to, Sections 12.03 and 14.4.2. The definitions set forth in this ordinance that reference, or incorporate by reference, other statutes or ordinances are deemed to be amended when those statues or ordinances are amended from time to time.

A. General Definitions

Active Floor Area – Floor area that is directly accessible from a building's Primary Frontage, and that is dedicated to any of the following: commercial uses as permitted in Commercial (C) zones, hotel lobbies, residential lobbies, residential amenities, live/work dwelling units, Community Facilities, or any other uses or design features, subject to the approval of the Director of Planning, that activate the Primary Frontage of a Project with patron ingress and egress.

Administrative Clearance – A ministerial approval for a Project in a Hollywood CPIO District Subarea that is obtained pursuant to Section 1-6.C.2.

Arcade – A publicly accessible covered passage way or open hall located on private property. As passage ways devoted exclusively to pedestrians, they establish clear connections among streets, plazas and courtyards, building entrances, parking and transit facilities.

Architectural Feature – An aesthetic element of a building's design that is integral to the overall style of architecture, but is not considered habitable, or otherwise counted as part of a building's floor area.

Base – The maximum density, height, or floor area ratio (FAR) permitted on a Project site by this CPIO District excluding any available CPIO Bonus.

Building Footprint – The area under the horizontal projection of the roof that is surrounded by the exterior walls or columns of a building, exclusive of courtyards.

Building Break – Physical separation between buildings and/or structures measured by the shortest horizontal distance between the exterior wall of building and/or structure to another one. A Building Break may also be achieved by a step in for a certain depth and width of the façade and the provision of a Landscape Amenity Space on the ground level of this negative space. No building or structure shall encroach into the building break, except for projections allowed pursuant to LAMC Section 12.22 C.20.(b).

Bulkhead – A horizontal architectural feature located between the sidewalk and the base of the transparency on the ground floor of a building. Doors, entry features, and garage entrances are not required to comply with bulkhead requirements.

CEQA – The California Environmental Quality Act, Public Resources Code Sections 21000, *et seq.*, and the guidelines adopted in California Code of Regulations, Title 14, Chapter 3, Sections 15000 – 15387 (CEQA Guidelines).

Commercial Uses – Those first permitted in the CR, C1, C1.5, C2, C4, or C5 Zones, including Community Facilities.

Commercial Tenant Size – The maximum Floor Area permitted per commercial tenant space. A "commercial tenant" shall refer to any individual tenant contained within walls with a single entrance. Direct connections between commercial tenant spaces are not permitted. Commercial tenants may have connections to common areas and shared facilities. Any limitations on tenant size restrictions shall apply to the cumulative sum of related or successive permits that are a part of a larger project, such as piecemeal additions to a building, or multiple buildings on a lot or adjacent lots, as determined by the Director of Planning. Common areas, including corridors and shared restrooms, are exempt from size restrictions.

Community Facilities – Any use whose primary purpose is to provide government, non-profit, or not-for-profit assistance to the general public. Examples include government offices and services or privately funded services or charities that are provided to the public at a free or subsidized rate, child care centers, job assistance centers, business assistance centers, libraries, schools, adult day cares, Health Centers, museums, cultural centers, gyms or recreation centers, restrooms open to the general public and rooms available to the general public for community meetings. Public parking structures are Community Facilities when they include another Community Facility use, such as childcare centers or community meeting rooms. Community Facilities include any related administrative offices.

Community Plan – The Hollywood Community Plan.

CPIO Approval – An approval issued under Section I-6.C that is an Administrative Clearance, a CPIO Adjustment, or a CPIO Exception.

CPIO Affordable Housing Project – A Project of five residential units or more, that may also include Commercial Uses that qualifies as either a CPIO 100 Percent Affordable Housing Project or a CPIO Mixed-Income Housing Project.

CPIO Bonus – Any available increase over the Base permitted to be built on a Project site by this CPIO District.

CPIO 100 Percent Affordable Housing Project – A project in which 100 percent of the residential dwelling units, excluding any manager unit(s), are Restricted Affordable Units.

CPIO Mixed-Income Housing Project – A project comprised of a mix of market-rate and Restricted Affordable Units at the percentages specified in Chapters II, III, IV, and V, excluding any manager unit(s), for Lower Income Households, Very Low Income Households, and Extremely Low Income Households.

CPIO Publicly Accessible Outdoor Amenities Space (PAOAS) Project – A non-residential project within one of the Regional Center subareas that provides publicly accessible outdoor amenities space as a community benefit exchange for incentives outlined in Chapter II.

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Demolition (of an eligible historic resource) – Demolition is the removal of more than 50 percent of the perimeter wall framing, the removal of more than 50 percent of the roof framing, or the substantial removal of the exterior material of a Street fronting facade. Removal of exterior wall framing or exterior building materials for the purpose of Rehabilitation or Restoration compliant with the Secretary of the Interior's Standard's, shall not be subject to this definition. Additions involving removal of more than 50 percent of the roof framing shall not be subject to this definition provided that at least 50 percent of the exterior roof area maintains its original slope, location, configuration, and material type.

Density – As defined in Los Angeles Municipal Code (LAMC 12.03)

Density Bonus Project – A Project that meets the eligibility requirements of and elects to use the density increases, waivers and incentives set forth in LAMC Section 12.22 A.25.

Designated Historic Resource – A building, structure, object, landscaping element, or natural feature listed or designated as a historical resource, either individually, or as a contributor to a district, at the local, state, or national level.

Donor Site – (Transfer of Development Rights) – A designated Los Angeles Historic-Cultural Monument, is individually listed or is a Contributing Feature within a district that is listed in the California Register of Historical Resources or the National Register of Historic Places, or is identified as eligible for designation or listing to any of the above by a qualified historic resources survey; is located within a Hollywood CPIO Regional Center subarea; and has unused Floor Area under its Base FAR or Bonus FAR pursuant to Figures II-2 and II-3 of Chapter II in the Hollywood CPIO District.

Eligible Historic Resource – A building, structure, object, site, landscape, natural feature, or historic district identified as eligible for listing either individually on the National Register of Historic Places or on the California Register of Historic Resources, or as a contributor to a historic district under a local, state, or federal designation program through SurveyLA (the Los Angeles Historic Resources Survey), the January 2020 Historic Resources Survey Report prepared by CRA-LA Designated Local Authority, or any subsequent historic resource survey completed by a person meeting the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources. This term does not include a non-contributor to an eligible or designated historic district.

Encroachment Plane – As defined in Los Angeles Municipal Code (LAMC 12.03) or A series of planes that limit the allowable volume of space a building or structure can occupy. A bulk plane is measured vertically from all lot line setbacks up to the Origin Height. Above the bulk plane origin height, the plane slopes inward at the angle specified by the bulk plane angle. All buildings and structures shall fit entirely within the bulk plane, no encroachments are allowed.

Extremely Low Income Households – As defined in Health and Safety Code Section 50106.

Façade – A face and/or plane of a building typically incorporating windows, entries, and architectural treatments.

Floor Area Ratio (FAR) – As defined in Los Angeles Municipal Code (LAMC 12.03)

Ground Floor – The lowest story within a building or buildings that is accessible to the street, and is located within three feet above or below grade.

Height – As defined in Los Angeles Municipal Code (LAMC 12.03).

LAMC – Los Angeles Municipal Code.

LADBS – Los Angeles Department of Building and Safety

LADOT – Los Angeles Department of Transportation

Landscape Amenity Space - Landscape amenity spaces include plazas, courtyards, paseos, arcades, patios, covered walkways that are located at the ground level of projects.

Lower Income Households – As defined in Health and Safety Code Section 50079.5(a).

Mixed-Use Project – A Project which combines multiple Residential Uses with one or more Commercial Uses, such as, retail, office, and Community Facilities) in a single building or in a Unified Development.

Origin Height – The origin height is measured vertically from the minimum setback. Where no minimum setback is required, the origin height is measured vertically from the lot line.

Paseo – An extension of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, Paseos establish clear connections among streets, plazas and courtyards, building entrances, parking and transit facilities.

Pedestrian Amenity Spaces – Pedestrian amenity spaces include public plazas, retail courtyards, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located at the ground level, and that are accessible to and available for use by the public.

Primary Frontage – The exterior building walls facing the Primary Lot Line. For the purposes of this definition, all exterior walls that intersect a plane parallel to the Primary Lot Line at 45 degrees or less shall be considered the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the Primary Lot Line intersect shall be used.

Primary Lot Line – The property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of the abutting streets and the dimensions of the subject lot.

Project – Any activity that requires the issuance of a building, grading, demolition or change of use permit, unless the activity consists solely of interior tenant improvements, or interior rehabilitation/repair work.

Public Plaza – A common open area for public use typically amenable to larger public gatherings and adjacent to active building uses that is located on the ground level with direct pedestrian access to the adjacent street; is at least 50 percent open to the sky; is unenclosed by any wall,

fence, gate, or other obstruction across the subject property, includes at least one gathering space with a focal element such as a fountain or work of art and signs at each pedestrian access point that contain language substantially consistent with the following: "This Plaza is open to the public as required by the Hollywood CPIO District."

Publicly Accessible Open Amenity Space – Public Plazas, pocket parks, and passive and active recreation areas that are accessible for use by the general public daily at least during the hours between sunrise and sunset and signs at each pedestrian access point that contain language substantially consistent with the following: "This area is open to the public as required by the Hollywood CPIO District."

Receiver Site – (Transfer of Development Rights) – A Receiver Site receives available unused Floor Area from the Donor Site, including the Donor Site's Bonus FAR, at a 1:1 ratio up to the Receiver Site's allotted Bonus FAR. Receiver Sites shall not demolish any of the following historic resources on the Receiver Site, if applicable: a Los Angeles Historic-Cultural Monument, an individually listed or is a Contributing Feature within a district that is listed in the California Register of Historical Resources or the National Register of Historic Places or is identified as eligible for designation or listing to any of the above by a qualified historic resources survey.

Rehabilitation – The act or process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

Restricted Affordable Unit – A residential unit for which the amount of rent is restricted by a covenant so as to be affordable to and occupied by Extremely Low, Very Low, or Lower Income Households, as determined by the Los Angeles Housing and Community Investment Department ("HCIDLA").

Residential Uses – Those uses first permitted in any R zone, including dwelling units, guest rooms, and live-work units.

Restoration – The act or process of accurately recovering the form, features, and details of a property as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

Storefront Bay – A facade area located within five feet of a Primary Frontage with a high level of contiguous transparency defined by a Surround and Bulkhead. A storefront bay may contain an at-grade street facing entrance.

Street-Oriented Entrance – A building entrance (or in the case of multi-tenant structures, multiple entrances) that is visible and directly accessible from the Primary Lot Line and is enhanced with Architectural Features to denote the entrance from the rest of the façade.

Surround – An architectural feature used to highlight an entrance or storefront bay. A Surround frames the bay or entry with vertical bands (column, pilaster, etc.) topped by a horizontal band (capital, header, etc.) or with a continuous band wrapping around the entry or bay feature.

Unified Development – A development of two or more buildings which have functional linkages such as pedestrian or vehicular connections, with common architectural and landscape features which constitute distinctive design elements of the development, and that appears to be a

consolidated whole when viewed from adjoining streets. Unified Developments may include two or more contiguous parcels or lots of record separated only by a street or alley.

Unified Lots – Two or more legal lots owned by one or more owners, which through legal instrument are controlled or developed as one lot, such as lots subject to a covenant, known as a, "covenant to hold property as one parcel."

Very Low-Income Households – As defined in Health and Safety Code Section 50105.

Section I-5. RELATIONSHIP TO OTHER ZONING REGULATIONS

A. The regulations of this CPIO are in addition to those set forth in the Planning and Zoning code provisions of Chapter 1 of the Los Angeles Municipal Code (LAMC), as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the LAMC or other ordinances, except as specifically provided for herein. The CPIO serves to establish the zoning for the properties located within its boundaries. It is intended, therefore, to serve as a zoning designation for purposes of California Public Resources Code Section 21083.3.

B. **Yard Regulations.** Where the yard setback dimensions in this CPIO are more restrictive than those set forth in the underlying zone, including LAMC Sections 12.22.C.27 (Small Lot Subdivisions) and 12.08 (R1R3 Variation Zone), the more restrictive setbacks shall prevail.

C. **Mini-Shopping Center and Commercial Corner Development.** In addition to the provisions in LAMC Section 13.14.B, for the relationship of the Hollywood CPIO District to other City zoning regulations, the following exceptions apply unless expressly stated to the contrary in the CPIO Subarea regulations:

1. The Mini-Shopping Center Commercial Corner Development Standards and Conditions of Operation set forth in LAMC Section 12.22.A.23 do not apply in all Subareas.

2. Except where expressly stated otherwise in the Hollywood CPIO District, small lot subdivision projects involving single-family dwellings shall be regulated pursuant to LAMC Section 12.22.C.27.

D. **Park Fees and/or Dedication Requirements.** Nothing in the Hollywood CPIO District is intended to override or conflict with any regulations in the LAMC or other ordinance establishing a park or Quimby fee or park or open space dedication requirement, including any provisions related to credits or fee and dedication calculations.

E. **Conditional Use Permits.** Nothing in this Hollywood CPIO District is intended to override or conflict with any regulations in the LAMC that would otherwise require a conditional use permit.

F. **Bicycle Parking.** Nothing in this Hollywood CPIO District is intended to override or conflict with any bicycle parking regulations.

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G. **Transit Oriented Communities Affordable Housing Incentive Program**. For properties within the boundaries of the Hollywood CPIO District, the Citywide Transit Oriented Communities Guidelines (TOC) shall be superseded by the provisions and requirements contained within this ordinance.

H. **Other Density or Development Bonus Provisions.** A CPIO Affordable Housing Project shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any other entitlement granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, or Height District Change.

I. **Citywide Rent Stabilization Ordinance.** Nothing in this CPIO is intended to override or conflict with the regulations set forth in LAMC Section 151.00, et seq. that provide for the regulation of rents for applicable residential units, including any requirements regarding replacement of units and tenant rights.

J. **Affordable Housing Linkage Fee**. Nothing in this CPIO is intended to override or conflict with the regulations set forth in LAMC Section 19.18 that place a fee on certain new market-rate residential, mixed-income residential, and non-residential development to provide local funding for affordable housing.

K. **Hollywood Redevelopment Plan.** If there are conflicts between the provisions of the Hollywood CPIO and the development regulations set forth in the Hollywood Redevelopment Plan, the provisions of the Hollywood CPIO shall govern.

L. **Conditional Use Permit for Hotels.** Hotel projects that require the removal of residential units in the Regional Center subareas (RC1A, RC1B, RC2, RC3) are required to obtain a Conditional Use Permit complying with the procedures in LAMC Section 12.24 W.

M. **Site Plan Review Approvals.** For Projects using the affordable housing incentives as outlined in the Hollywood CPIO, review pursuant to the Site Plan Review regulations in LAMC Section 16.05 is not required for Projects within the Regional Center (RC1A, RC1B, RC2, RC3) subareas that create or result in a total of 200 or less dwelling units; or Projects within the Multi-Family Residential subareas (MF1, MF2, or MF3) that create or result in a total of 100 dwelling units or less. Projects shall be subject to the regulations and environmental standards as set forth in the CPIO.

Section I-6. REVIEW PROCEDURES

A. **Prohibition of Issuance of DBS Permits Prior to CPIO Approval.** The Department of Building and Safety (DBS) shall not issue a permit for any Project within a Hollywood CPIO District Subarea (in whole or in part), unless the Project has been reviewed and approved in accordance with this Section I-6.

B. **Filing Requirements for Multiple Approvals.** When an applicant applies for any discretionary approval under LAMC Chapter 1 for a property located (in whole or in part) in a CPIO District Subarea, the applicant shall also apply for a CPIO Approval pursuant to

Subsection C, below. A CPIO Adjustment or a CPIO Exception shall be a quasi-judicial approval for purposes of LAMC Section 12.36.A, and shall be processed pursuant to the procedures in LAMC Section 12.36, if applicable.

C. **CPIO Approval.** All Projects within a Hollywood CPIO District Subarea (in whole or in part) shall obtain an Administrative Clearance, unless a CPIO Adjustment or CPIO Exception is otherwise required, to demonstrate compliance with the Hollywood CPIO District, including the Environmental Standards set forth in Section I-9 and Appendix A. For any requirement for which the Project cannot demonstrate compliance, the Project shall obtain a CPIO Adjustment or CPIO Exception, if permitted by the Hollywood CPIO District. An application for a CPIO Approval shall be reviewed and approved pursuant to LAMC Section 13.14.G, including as its requirements are modified and supplemented below:

1. **Content of Application for a CPIO Approval.** In addition to any other information or documents required under LAMC Section 13.14.G.1, an applicant shall provide, at a minimum, two sets of detailed permit drawings and any other exhibits deemed necessary to demonstrate compliance with all applicable provisions of the CPIO District. Each application submitted for a CPIO Adjustment, or a CPIO Exception shall clearly identify and list all of the adjustments and exceptions requested.

2. **Administrative Clearance.** In addition to the requirements in Section 13.14.G.2, the following shall apply:

   (a) **Director Approval.** The Director shall grant an Administrative Clearance after reviewing the Project and finding that it is in compliance with all applicable provisions of the Hollywood CPIO District.

   (b) **Non-Appealable Ministerial Approval.** The approval of an Administrative Clearance is not subject to appeal and is not discretionary for purposes of CEQA Guidelines Sections 15060(c)(1) and 15268.

   (c) **Scope of Review and Non-Conforming Uses.**
   (i) In reviewing a Project for an Administrative Clearance, the Director shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use. For example, a Project that involves only façade improvements shall comply with applicable transparency standards, but need not comply with parking lot standards.
   (ii) Non-conforming uses shall comply with LAMC Section 12.23.

3. **CPIO Adjustments.** In addition to the requirements in LAMC Section 13.14.G.3, the following shall apply:

   (a) **Eligible Regulations.** Unless expressly stated otherwise in this Hollywood CPIO District, all development regulations are eligible for a CPIO Adjustment pursuant to this Subsection C.3. Projects seeking relief from a Subarea regulation that is not eligible (or further eligible) for a CPIO Adjustment may seek relief with a CPIO Exception.

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(b) **CEQA.** Approval of a CPIO Adjustment is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).

4. CPIO Exceptions. In addition to the requirements in LAMC Section 13.14.G.4, the following shall apply:

(a) **CEQA.** Approval of a CPIO Exception is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).

5. CPIO Transfer of Development Rights (TDR) for Historic Preservation Director's Determination. In addition to the CPIO Approval requirements in LAMC 13.14 G, the following shall apply:

(a) **Director's Determination.** The Director of Planning shall issue a Director's Determination upon reviewing a request for a Transfer of Development Rights.

(b) **Process.** An application for Director's Determination shall be handled according to the procedures for a CPIO Adjustment set forth under 13.14 G 3. In addition, the following must be met:

i. The applicant shall consult with the Department of City Planning, Office of Historic Resources to identify, with respect to the Donor Site, the significant historic features that are required to be maintained, and to identify any rehabilitation work required to be completed.

ii. The amount of square footage that is available from the Donor Site to be utilized for Transfer of Development Rights shall be verified by the Department of City Planning prior to deeming the application for the Director Determination process complete.

iii. A Preservation Plan and Easement, pursuant to Section II-3, shall be approved by the Department of City Planning, Office of Historic Resources prior to the completion of the Director Determination process.

iv. Rehabilitation work on the Donor Site must be done in conformance with the Secretary of the Interior's Standards, or any applicable Preservation Plan.

v. Projects utilizing a Transfer of Development Rights must comply with LAMC provisions.

(c) **Findings.** In lieu of the findings prescribed under 13.14 G.3(b), the Director of Planning shall find that the granting of a Transfer of Development Rights Director's Determination is in compliance with all applicable provisions of the Hollywood CPIO District, Section II-3.

6. Review Procedures for Projects Involving Designated Historic Resources. Projects involving properties designated as historic resources at the local, state or national level shall be reviewed by the Office of Historic Resources (OHR) for

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compliance with the Secretary of the Interior's Standards where applicable; the Cultural Heritage Ordinance; LAMC Section 91.106.4.5. Permits for Historical and Cultural Buildings; or other applicable ordinance(s).

7. **Eligible Historic Resource Evaluation.** Prior to any other CPIO Approval being issues, a Project that involves an Eligible Historic Resource shall comply with the following:

(a) **Non-Demolitions.** For any Project that does not involve the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one of the following occurs:

(i) The Director, in consultation with the Office of Historic Resources, determines, based upon a Phase 1 Historic Resource Assessment and substantial evidence, that the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1;

(ii) The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or,

(iii) Environmental review in compliance with CEQA was completed for the Project, including if necessary, the adoption of a statement of overriding considerations.

(b) **Demolitions.** For any Project that involves the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one of the following occurs:

(i) The Director, in consultation with the Office of Historic Resources, determines, based upon a Phase 1 Historic Resource Assessment and substantial evidence, that the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1; or

(ii) Environmental review in compliance with CEQA was completed on the Project, including if necessary, the adoption of a statement of overriding considerations.

(c) **CEQA Review for Eligible Historic Resources.** In complying with this Subsection 8, if at any time the Director, in consultation with the Office of Historic Resources, determines the Eligible Historic Resource is not a historical resource as defined by Public Resources Code Section 21084.1, approval of the Project through an Administrative Clearance (involving no other discretionary approvals) shall be a ministerial approval for purposes of CEQA, including CEQA Guidelines, Section 15268. If the Director, in consultation with the Office of Historical Resources, determines the Eligible Historic Resource is a historical resource as defined by Public Resource Code Section 21084.1, approval of the Project through an Administrative

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Clearance shall be a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1). In reviewing and approving a Project with a historical resource, the Director and Office of Historic Resources shall take such steps within the scope of their powers and duties as they determine are necessary for the preservation of the historical resource, including but not limited to, consulting with the applicant to provide voluntary options for preservation or initiating a formal designation process.

(d) **Appeals.** No determination of the Director in this Subsection 8 is independently appealable unless an appeal of an entitlement or CEQA action is otherwise available through this CPIO District, the LAMC, or CEQA.

Section I-7. RIGHT-OF-WAY IMPROVEMENTS AND STREETSCAPE PLANS

A. **Streetscape Requirements.** When right-of-way improvements are required of any Project, pursuant to LAMC Section 12.37, Articles 2 or 7 of LAMC Chapter 1, or other City ordinance, and the right-of-way is subject to a streetscape plan, the improvements shall be consistent with the streetscape plan unless the LADOT General Manager or the City Engineer finds either of the following:

1. Consistency with the streetscape plan is not feasible or practical;
2. The cost of making the improvement consistent with the streetscape plan disproportionately exceeds the cost to other property owners who are required to make improvements consistent with the streetscape plan.

B. **Non-Conforming Improvements.** Notwithstanding anything to the contrary in LAMC Section 12.37.A.3 or another adopted City ordinance, improvement requirements shall not be waived or excused for a Project on the basis that the existing improvements currently meet existing City standards and requirements, unless the improvement also conforms to any streetscape plan for the right-of-way. If existing improvements do not conform to the streetscape plan, they will need to be improved to meet the streetscape plan standards unless the City Engineer or LADOT General Manager make the findings in Subsection A, above, or the improvement requirement is otherwise successfully appealed under Subsection E, below.

C. **Streetscape Plan.** For purposes of this Section, "streetscape plan" shall refer to a plan that was approved by the Board of Public Works or the City Planning Commission, or both, or the City Council, and the plan is consistent with the Community Plan, the Circulation Element of the General Plan, and the Transportation Demand Management and Trip Reduction Measures of LAMC Section 12.26.J (as determined by LADOT), and is necessary or desirable to improve the aesthetic character of the street and encourage the use of transit and active transportation.

D. **Consistency Determination**. Consistency with the streetscape plan shall be determined by the LADOT General Manager, after consultation with the Director and the City Engineer.

E. **Appeal.** An applicant may appeal any streetscape improvement requirement in Subsection A and B, including the findings under Subsections A.1 or A.2., through any appeal process that is available for the imposition of the underlying right-of-way

improvement requirement. For example, if the underlying improvement is being imposed under LAMC Section 12.37, the requirement to improve the right-of-way consistent with the streetscape plan may be appealed under LAMC Section 12.37.1. If the underlying improvement is being imposed under LAMC Section 17.08 on a parcel map, the requirement to improve the right-of-way consistent with the streetscape plan may be appealed under LAMC Section 17.54.

F. **Subsequent Ordinance.** If the City Council later adopts an ordinance to regulate streetscape plan improvements and the ordinance is applicable to the CPIO District, this Section 1-7 shall be of no further force and effect.

Section I-8. CPIO COMMUNITY BENEFITS

A. Administration

1. Purpose

The Hollywood CPIO District establishes a tiered incentive structure tailored to the context of each Subarea to support the development of mixed-income affordable housing projects and 100 percent affordable housing projects, especially around transit systems in order to encourage non-automobile mobility and to reduce greenhouse gas emissions. Together these incentives are intended to ensure that lower income and transit dependent residents can take advantage of living close to Hollywood's attractions and job centers, using existing Metro stations and bus lines to commute to work. In addition, the Hollywood CPIO establishes incentives for non-residential projects that provide publicly accessible outdoor amenity spaces within the Regional Center (RC) subareas.

The purposes of the CPIO Community Benefits program are to:

(1) encourage the construction of 100 percent affordable housing projects and mixed-income housing projects by providing specific density, FAR and height bonuses and streamlined procedures to approve said projects;

(2) foster project designs that are pedestrian oriented; and

(3) improve the quality of new development as well as its compatibility with existing neighborhoods through the implementation of Supplemental Development Regulations. By providing bonuses and streamlined procedures for specified affordable housing projects the section intends to provide additional tools to promote affordable housing while not undermining the implementation of the state density bonus law codified in Government Code, Section 65915-65918 and LAMC Section 12.22.A.25.

This incentive system program is optional for applicants seeking additional development rights in exchange for providing affordable housing units or publicly accessible outdoor amenity space as applicable.

- **Regional and Corridors Subareas**. Incentives for additional development potential, such as density, floor area ratio (FAR), and height are tailored based on proximity to transit, presence of historic resources, development activity, and existing development features. As such, incentives with greater development potential are focused around existing transit infrastructure, including transit stations and Rapid bus lines. In areas where height limits have been proposed to maintain neighborhood scale, no additional height incentives are proposed, including within the Hollywood Boulevard National Register District.

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- **Multi-Family Residential Subareas.** Incentives for additional development potential are adjusted to encourage contextual development in these multi-family residential neighborhoods with FAR bonuses and density increases adapted from existing development regulations. As these neighborhoods are adjacent to major transit systems, parking reductions are proposed.

- **Character Residential Subarea.** In these designated and eligible historic districts, the priority is to encourage adaptive re-use of existing structures and minimize out-of-scale new construction. In these areas, the incentive for additional development potential has been tailored and refined to maintain existing building stock. As such, only density and parking incentives are proposed.

2. Applicability

Projects that utilize the CPIO Incentive System are required to provide certain types of Community Benefits, and as set forth in each of the CPIO Subareas in Chapters II through IV, and as described below:

- **Affordable Housing.** Projects with five or more dwelling units may only utilize an Affordable Housing Community Benefit.

- **Publicly Accessible Outdoor Amenity Space.** Projects with no Residential Uses may only utilize a Publicly Accessible Outdoor Amenity Space Community Benefit. Mixed-use projects with Residential Uses are not eligible for Publicly Accessible Outdoor Amenity Space incentives.

- **Relief.** Requirements of Section I-8 shall not be eligible for a CPIO Adjustment pursuant to Section I-6 C.3 or a CPIO Exemption Section I-6 C.4.

B. Affordable Housing

1. Requirements

Projects shall qualify as CPIO Affordable Housing Projects provided they include a base of five residential units or more and provide affordable units at the percentages indicated in each of the Subareas below. CPIO Affordable Housing Projects may also include Commercial Uses.

CPIO Affordable Housing Projects that utilize CPIO Bonus Incentives and CPIO Additional Incentives outlined in each Subarea Chapter below, and that comply with all other requirements of the CPIO, shall be approved with an Administrative Clearance.

A CPIO Affordable Housing Project shall be eligible for CPIO Affordable Housing Incentives as set forth in the applicable Subarea Chapter below if it meets all of the following requirements:

(a) Minimum Number of On-Site Restricted Affordable Units. In each Subarea, a CPIO Affordable Housing Project shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages, depending on income category, as described in each Subarea Chapter below. The number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.

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(b) Affordable Rent for Lower Income Households. Affordable rents for the minimum number of On-Site Restricted Affordable Units designated for Lower Income Households shall meet the maximum income and rent limits applied pursuant to the Transit Oriented Communities Affordable Housing Incentive Program (LAMC 12.22 A.31). If LAMC 12.22 A.31 is no longer in effect or is repealed, affordable rents shall be determined by the City of Los Angeles Housing and Community Investment Department.

(c) Housing Replacement. Projects that qualify as a CPIO Affordable Housing Project must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3) as amended from time to time, as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.

(d) CPIO Bonus Incentives. All CPIO Affordable Housing Projects are eligible to receive the Bonus Incentives set forth in each Subarea Chapter below.

(e) CPIO Additional Incentives. In addition to the CPIO Bonus Incentives, up to three CPIO Additional Incentives may be granted based upon the affordability requirements described in each Subarea Chapter below. For the purposes of this CPIO "base units" refers to the maximum allowable density allowed by the zone, prior to any density increase provided through the Hollywood CPIO District. Projects that comply with the Minimum Number of On-Site Restricted Affordable in subsection (a) above, are eligible to the following number of additional incentives as outlined in each Subarea, Chapters II through V:

- For one additional incentive, at least 4% of the base units are for ELI, at least 5% of the base units are for VLI, or at least 10% of the base units are for Lower.
- For two additional incentives, at least 7% of the base units are for ELI, at least 10% of the base units are for VLI, or at least 20% of the base units are for Lower.
- For three additional incentives, at least 11% of the base units are for ELI, at least 15% of the base units are for VLI, or at least 30% of the base units are for Lower.

(f) 100% Affordable Housing/ Permanent Supportive Housing. Projects that provide 100% On-Site Affordable Housing or Permanent Supportive Housing may be granted Additional Incentives from the menu described in the respective Subarea Chapter below.

(g) Rounding of Fractional Numbers. Any numbers regarding the number of units (including base density), number of affordable units, or number of replacement housing units that result in a fraction shall be rounded up to the next whole number.

(h) Site Plan Review Threshold. The threshold for a project triggering the Site Plan Review requirements of LAMC 16.05 is described in each of the Regional Center Subarea Chapter and Multi-Family Subarea Chapter (Chapters II and IV) below

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and shall be based on the number of units that would be permitted prior to any density increase through the CPIO incentive system.

(i) Automobile Parking. If the total number of parking spaces required for a development is other than a whole number, the whole number of parking spaces required shall be consistent with LAMC 12.21 A.4(K), which addresses fractional parking spaces. In addition to the CPIO Bonus Incentives above, CPIO Affordable Housing Projects may utilize the following provisions:

i. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

ii. **Bicycle Parking**. The bicycle parking requirements in LAMC 12.21 A.16 apply. The additional options to further reduce automobile parking through bicycle parking replacement in LAMC 12.21 A.4 do not apply to CPIO Affordable Housing Projects.

iii. **Consistency**. Parking reductions offered shall always be consistent or greater than those in California Government Code Section 65915(p).

2. Records and Agreements

Prior to issuance of a Building Permit for any CPIO Affordable Housing Project, the following shall apply:

(a) For Projects that contains rental housing for Extremely Low, Very Low, or Lower Income households, a covenant acceptable to the Department of Housing and Community Investment (HCIDLA) shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, government requirement, mortgage assistance program, or rental subsidy program.

(b) For any CPIO Project that contains for-sale housing, a covenant acceptable to the Housing and Community Investment Department and consistent with the for-sale requirements of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder.

(c) If the duration of affordability covenants required by this subdivision conflicts with the duration of affordability covenants pursuant to any other government requirement, the longer requirement shall control.

(d) Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.

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C. Publicly Accessible Outdoor Amenity Space Project Eligibility

Projects in the Regional Center Subareas (RC1A, RC1B, RC2, and RC3) shall qualify as a Publicly Accessible Outdoor Amenity Space (PAOAS) Project provided they comply with all PAOAS provisions in Chapter II, in addition to all applicable CPIO provisions.

1. Requirements

Projects that provide PAOAS as Community Benefits and utilize CPIO Bonus Incentives outlined in Chapter II, and that comply with all other requirements of the CPIO, shall be approved with an Administrative Clearance.

A Project in the Regional Center subareas shall be eligible for CPIO PAOAS Incentives as set forth in Chapter II if it meets the following requirements:

(a) **On-Site Publicly Accessible Outdoor Amenity Space** must be located entirely within the project site.

2. Records and Agreements

A covenant acceptable to the Department of City Planning must be recorded with the Los Angeles County Recorder, guaranteeing that the Publicly Accessible Outdoor Amenity Space will be maintained in perpetuity and remain open to the public during all required hours.

Section I-9. ENVIRONMENTAL STANDARDS PROCEDURES

The Environmental Standards in Appendix A are included in the Hollywood CPIO District to implement the Mitigation & Monitoring Program included as part of the Hollywood Community Plan update and reviewed in the City of Los Angeles Hollywood Community Plan Environmental Impact Report (Case No. ENV-2016-1451-EIR), certified on DATE.

An applicant seeking a CPIO Approval shall comply with all applicable Environmental Standards as set forth in Appendix A, subject to the following rules.

A. **Applicability of Environmental Standards.** A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading, shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The Director, in his or her reasonable discretion, shall determine those Environmental Standards that apply to a particular Project.

B. **Plans.** Compliance with all applicable Environmental Standards listed in Appendix A shall be demonstrated on the plans as project features (that is, features that are physically built into the Project such as an air filtration system) or as operational features listed on a sheet within the plans (that is, features that are carried out either during the construction of the Project, or over the life of the project, such as the use of paints, sealants, and other building materials that yield low air pollutants).

C. **CPIO Approvals.** No CPIO Approval shall be issued until an applicant has demonstrated substantial compliance with all applicable Environmental Standards or modified

Environmental Standards approved pursuant to Subsection D, below. Determination of substantial compliance shall be in the reasonable discretion of the Director.

D. **Modification of Environmental Standards**. Modifications of Environmental Standards do not require the processing of a CPIO Adjustment or CPIO Exception. The Director (or appeal body on appeal) may modify or not require an Environmental Standard listed in Appendix A for any Project when: (1) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to mitigate an impact, including because of the existence of a similar or more effective regulation that applies to the Project; (2) the City complies with CEQA Guidelines, Section 15162, including by preparing an addendum or subsequent environmental clearance to the Hollywood Community Plan EIR to analyze the impacts from the modifications to the Environmental Standards; or (3) the City prepares a new CEQA clearance for the Project. No CPIO Approval shall be issued for a Project with a modified Environmental Standard until this subsection has been complied with. The modification of an Environmental Standard is not independently appealable unless an appeal of an entitlement or CEQA determination is otherwise available through this CPIO District, the LAMC, or CEQA.

Section I-11. CEQA CLEARANCE

For purposes of CEQA compliance for subsequent projects approved with a CPIO Approval, including but not limited to, consideration of a CEQA clearance pursuant to Government Code Section 65457, Public Resources Code Section 21155.4; or CEQA Guidelines, Sections 15183 or 15183.3, the Hollywood CPIO District shall operate and be treated as a specific plan, zoning ordinance, and a prior plan level decision for which and EIR was certified.

Section I-12. SEVERABILITY

If any portion, subsection, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses or phrases be declared invalid.

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CHAPTER II – REGIONAL CENTER SUBAREAS

REGIONAL CENTER SUBAREAS

RC1A

RC1B

RC2

RC3

OVERVIEW

The Regional Center is a focal point of regional commerce, identify and activity. Located in central Hollywood, the Regional Center has historic theaters, tourist attractions, the Hollywood Walk of Fame, Metro stations, apartments, hotels, office buildings, and various stores and restaurants.

Regional Center Subareas RC1A, RC1B, RC2, and RC3 seek to continue Hollywood's legacy as a destination with historic character while accommodating future development that is consistent with the Hollywood Community Plan Update's goals, policies, and zoning, including development standards, contextual design requirements, and by planning around the pedestrian experience.

Projects within a Regional Center Subarea shall comply with all regulations and applicable Supplemental Development Regulations in this Chapter.

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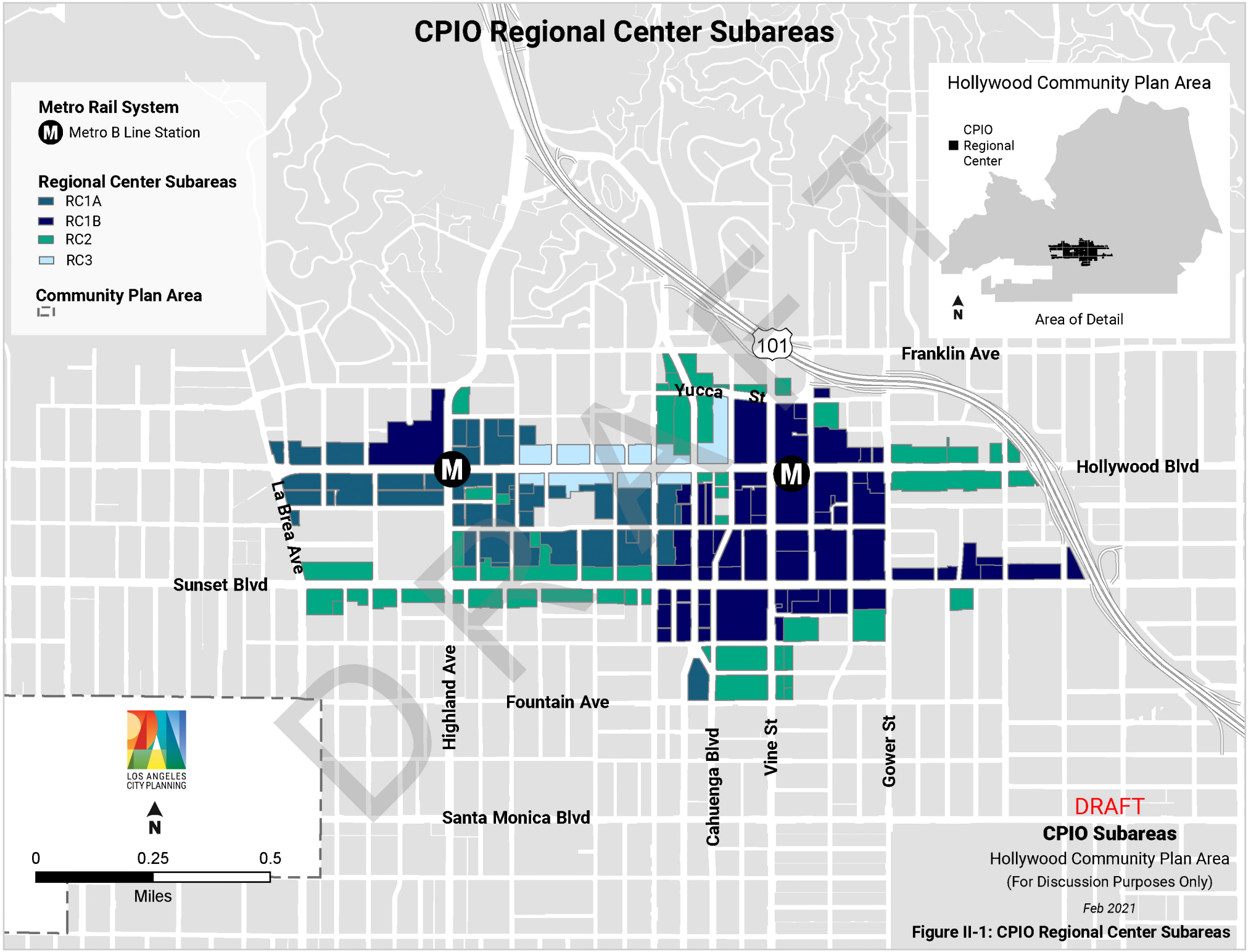

Figure II-1: CPIO Regional Center Subareas

Section II-1. LAND USE REGULATIONS

A. **Use.** Any new use or change of use shall be subject to the use regulations set forth by the underlying zoning and the LAMC except where modified herein.

1. Outdoor dining above the ground floor level of a building is prohibited. This includes outdoor dining for restaurants, bars, nightclubs, cafes, eating establishments, or refreshment stands with incidental dining terraces or outdoor eating patios above the ground floor. This restriction does not apply to uses conducted wholly within a completely enclosed building.

B. **Existing Uses.** Existing uses made non-conforming by this CPIO, shall comply with LAMC Section 12.23.

Section II-2. CONDITIONAL USE PERMIT

In addition to applicable CPIO provisions, the following applies:

A. Within Regional Center Subareas RC1A, RC1B and RC2 (see Figure II-1) projects comprised exclusively of non-residential floor area, including hotels, are limited to the Base floor area rights set forth in Chapter II. Such projects may develop to the maximum floor area permissible within Height District 2, provided that the projects receive approval from the City Planning Commission, in an application filed consistent with the procedures set forth under Los Angeles Municipal Code (LAMC) 12.24 A through I.

B. Within Regional Center Subareas RC1A, RC1B, and RC2 Projects comprised exclusively of non-residential floor area, including hotels, that are stipulated to a Base Height of 75 feet may exceed the Base Height if approved by the Zoning Administrator pursuant to LAMC Section 12.24 F.

C. New hotels in Regional Center Subareas RC1A and RC1B, RC2, or RC3 that remove existing residential units shall first obtain a conditional use permit pursuant to LAMC 12.24 W.

Section II-3. TRANSFER OF DEVELOPMENT RIGHTS FOR HISTORIC PRESERVATION

A. **Purpose.** The purpose of the Transfer of Development Rights program is to facilitate the preservation of historic resources while enabling available development rights to be utilized on more appropriate sites, all located within the CPIO Regional Center subareas.

B. **Applicability.** The procedures contained in this subsection apply exclusively to properties within the CPIO Regional Center subareas subject to the eligibility requirements and other regulations below.

C. **Eligibility.** A transfer of unused Floor Area, including Bonus FAR, from a Donor Site to a Receiver Site is permitted, provided the transfer is in conformance with the following requirements for transfer:

1. **Donor Site Requirements**

   (a) Contains or is a Designated Historic Resource or an Eligible Historic

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Resource; and

(b) Is located entirely within a Regional Center subarea; and

(c) Has unused Floor Area under its Base FAR, or Bonus FAR pursuant to Section II-4.

2. Receiver Site Requirement

(a) A Receiver Site may receive all available unused Floor Area from the Donor Site, including the Donor Site's Bonus FAR, at a 1:1 ratio (i.e., for every one square foot transferred from a Donor Site, a Receiver Site gets one square foot) up to the Receiver Site's maximum allotted Bonus FAR provided the following requirements are met:

i. Is located entirely within a Regional Center subarea.

ii. The Receiver Site shall not demolish any Designated or Eligible Historic Resource on the Receiver Site.

iii. If the Receiver Site involves a housing development project (five or more dwelling units), the Receiver Site may only utilize transferred Floor Area after it has met the minimum qualifications for a 35 percent Density Bonus consistent with State Density Bonus law for the provision of On-Site Affordable Housing.

D. Records and Agreements

1. Covenant. Following the issuance of a Director's Determination, and prior to the issuance of building permits for a project utilizing a Transfer of Development Rights, all fee owners of the Donor Site(s) and Receiver Site(s) involved shall execute a covenant and agreement in a form designed to run with the land and be binding on future owners, assigns and heirs and which is satisfactory to the Department of City Planning. The applicant shall record the covenant in the County Recorder's Office and shall file certified copies with the Departments of City Planning and Building and Safety.

(a) **Donor Site Covenant** shall document the reduced Floor Area resulted from the transfer of unused permitted Floor Area to a Receiver Site(s), and the location of the Receiver Site(s).

(b) **Receiver Site Covenant** shall document the increased Floor Area resulted from the transfer of unused permitted Floor Area from a Donor Site(s), and the location of the Donor Site(s).

(c) **Covenant Applicability.** The covenants shall not be released by the City so long as the transferred Floor Area is being utilized by the Receiver Site. If the Receiver Site is no longer utilizing the transferred Floor Area, the City may terminate the covenant upon an application of the owner of the Receiver Site.

(d) The Department of City Planning shall maintain a record of any transfers of unused Floor Area from a Donor Site(s) to the Receiver Site(s), and other records as may be necessary to provide a current and accurate account of the transferred Floor Area available for use on any lot.

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2. **Preservation Plan and Easement.** All owners of the Donor Site shall execute a Preservation Plan and Easement, with the following minimum standards:

   (a) The Preservation Plan and Easement shall be executed with the Department of City Planning, Office of Historic Resources or a qualified entity designated by the Office of Historic Resources, such as a non-profit Historic Preservation Organization, and;

   (b) The Preservation Plan and Easement shall address, at a minimum:

      i. Maintenance of the Designated or Eligible Historic Resource, the property, and significant historic features;

      ii. Additions and alterations to the Designated or Eligible Historic Resource and/or significant elements of any building and the property;

      iii. Demolition of the Designated or Eligible Historic Resource and/or significant elements of any building and the property;

      iv. Required rehabilitation work to any significant historic features;

   (c) Required rehabilitation work must be completed within 10 years of the recordation of the Preservation Easement;

   (d) Inspections must occur at minimum once every 5 years, however, the number of inspections may be increased as part of the Preservation Plan and Easement;

   (e) Other standards and requirements as required by the Director of Planning;

   (f) Fines and penalties for violating any section of the Preservation Plan and Easement. The Preservation Plan and Easement shall apply as long as the transferred Floor Area is utilized on the Receiver Site. If the owners of the historic resource that is the subject of the Preservation Plan and Easement have violated the Plan and Easement, the owners of the historic resource shall pay a fine equal to ten (10) times the value of the application fee and cumulative inspection fees paid.

Section II-4. REGIONAL CENTER COMMUNITY BENEFITS PROGRAM

The CPIO District establishes a base/bonus system wherein projects are granted increased development rights such as Floor Area or Height when community benefits are provided. Residential projects (those that provide at least five dwelling units) that provide Affordable Housing, either Mixed-income or 100 percent affordable Projects, are eligible for increased development rights. Non-residential projects in the Regional Center Subareas that provide Publicly Accessible Outdoor Amenity Space are also eligible for increased development rights.

The CPIO Incentive Program shall be used in lieu of the Density Bonus program pursuant to LAMC 12.22 A.25, and the TOC Affordable Housing Incentive Program pursuant to LAMC 12.22 A.31.

Site Plan Review Threshold. For a Project in this Subarea, participating in the Hollywood CPIO Community Benefits Program that meets the minimum requirements to be eligible for a benefit under this Subarea, the threshold for site plan review for a development project under LAMC Section 16.05 C.1.(b) will be increased from 50 dwelling units to 200 dwelling units.

In addition to CPIO requirements in Chapter I and Appendix A, projects within RC1A, RC1B, RC2, and RC3 Subareas must comply with the following as applicable:

A. Affordable Housing Projects

1. Requirements

Eligible Projects located in the Regional Center Subareas (RC1A, RC1B, RC2, RC3) with residential uses utilizing any CPIO Bonus Incentives available through this CPIO District are subject to the following requirements:

(a) Minimum Number of On-Site Restricted Affordable Units. CPIO Affordable Housing Projects shall provide On-Site Restricted Affordable Units at one of the following minimum percentages, depending on income category. The minimum number of On-Site Restricted Affordable Units shall be based on the minimum percentages described below, and calculated upon the total number of units the final project. Any number resulting in a fraction shall be rounded up to the next whole number.

- 10% for Extremely Low Income Households
- 14% for Very Low Income Households
- 23% for Lower Income Households

2. Bonus Incentives

CPIO Affordable Housing Projects that provide the Minimum Number of On-Site Restricted Affordable Units in accordance with Subsection (a) above shall be granted all of the following CPIO Bonus Incentives for FAR, Residential Density, and Parking Reduction:

(a) FAR

- Projects located in the **RC1A or RC1B Subareas**: Up to a maximum 4.5:1 total FAR.
- Projects located in the **RC2 or RC3 Subareas**: Up to a maximum 3:1 total FAR.

(b) Residential Density

Projects located in the **RC1A, RC1B, RC2 or RC3 Subareas that are**:

- **100% Residential projects:** up to 1 unit per each 200 square feet of lot area; or
- **Mixed-use projects:** up to 1 unit per each 115 square feet of lot area

(c) Parking Reduction

- **Residential Uses:** no parking required; and/or
- **Non-Residential Uses:** up to 30 percent reduction of the required parking.

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TABLE II-1: REGIONAL CENTER CPIO BONUS INCENTIVES

CPIO Subarea	Affordability %	CPIO Bonus Incentives			
		Density	FAR total	Non-Residential Parking	Residential Parking
RC1A	10% ELI, or 14% VL or 23% Lower*	Up to 1/200 for 100% Residential Projects. Up to 1/115 for mixed-use projects	Up to 4.5:1	30% Reduction	No required parking
RC1B	10% ELI, or 14% VL or 23% Lower*	Up to 1/200 for 100% Residential Projects. Up to 1/115 for mixed-use projects			
RC2	10% ELI, or 14% VL or 23% Lower*	Up to 1/200 for 100% Residential Projects. Up to 1/115 for mixed-use projects	Up to 3:1		
RC3	10% ELI, or 14% VL or 23% Lower*	Up to 1/200 for 100% Residential Projects. Up to 1/115 for mixed-use projects			

Note: this table is included for informational and illustrative purposes only.
**See definitions*
Density: for example, 1/200 refers to 1 dwelling unit per 200 square feet of lot area.

3. **Additional Incentives**

(a) Requirements

In addition to the CPIO Bonus Incentives, a CPIO Affordable Housing Project that is eligible for CPIO Bonus Incentives as described in Section II-4.A.1 above shall be granted up to three Additional Incentives determined by the percentages of On-Site Restricted Affordable Housing provided described below:

- One additional incentive for projects that include at least 4% of the Base units for Extremely Low Income Households, at least 5% of the base units are for Very Low Income Households, or at least 10% of the base units are for Lower Income Households.
- Two additional incentives for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units are for

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Very Low Income Households, or at least 20% of the base units are for Lower Income Households.

- Three additional incentives for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units are for Very Low Income Households, or at least 30% of the base units are for Lower Income Households.

(b) Menu of Incentives. A CPIO Affordable Housing Development Project that meets the qualifications of Paragraph (a) of this subsection may request up to three of the following Additional Incentives as applicable, and as described below:

i. **Commercial Zone Setback.** A CPIO Affordable Housing Project in any commercial zone is granted the yard requirements for the RAS3 zone per LAMC 12.10.5.

ii. **Residential Zone Side and Rear Yard Setback**. Up to 30 percent decrease in the required width or depth of any two individual yard or setback except along any property line that abuts a R1 or more restrictively zoned property.

iii. **Lot Coverage.** Up to 35 percent increase in lot coverage limits.

iv. **Lot Width.** Up to 25 percent decrease from a lot width requirement.

v. **Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access**. See LAMC 12.22 A.25(f)(8).

vi. **Density Calculation**. See LAMC 12.22 A.25(f)(7).

vii. **Ground Floor height.** Exemption from the Ground Floor Height requirement outlined in Section II-5.

viii. **Height.** For CPIO Affordable Housing Projects that have a residential use which occupies more than 50 percent of the total floor area within a building, the applicable Height Increase and Transitional Height standards below count as one Incentive. The allowable increase in height shall be applicable to a CPIO Affordable Housing Project over the entire Project site regardless of the number of underlying height limits.

- **Height Increase.** In any zone in which height or number of stories is limited, the following height increase applies:
  - Projects located in the **RC1A, RC1B, or RC2 Subareas**: Up to 2 stories or 22 feet height increase.
  - Projects located in the **RC3 Subarea**: no height increase allowed.

Note: Projects located on lots with a height limit of 45 feet or less shall require any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage.

- **Transitional Height.** Within the first 25 feet of the property line that is shared with an RD zone or more restrictive zone the building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal

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plane originating 30 feet above grade at the property line of the adjoining lot in the more restrictive zone.

TABLE II-2: REGIONAL CENTER CPIO ADDITIONAL INCENTIVES

CPIO Additional Incentives						
CPIO Subarea	**Commercial Zone Setback**	**Residential Zone Rear/Side Setback**	**Lot Coverage**	**Lot Width**	**Transitional Height**	**Height**
RC1A	Any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5.	30% decrease of two yards	35% increase	25% decrease	Within 25' of PL Stepback at 45° originating at 30' in height	2 stories or 22' increase
RC1B						
RC2						
RC3						No increase

Note: this table is included for informational and illustrative purposes only.

B. Level 2: Additional On-Site Restricted Affordable Units in RC1B Subarea

1. **Requirements**

Eligible Projects located in the Regional Center Subarea RC1B with residential uses utilizing CPIO Bonus Incentives available through Section II-4 may provide Level 2 Additional On-Site Restricted Affordable Units in exchange for additional FAR incentives subject to the following requirements:

(a) Minimum Number of Level 2 Additional On-Site Restricted Affordable Units. In addition to the minimum number of On-site Restricted Affordable Units pursuant to Section II-4.A.1, CPIO Affordable Housing Projects in the RC1B Subarea may exceed the bonus FAR incentive received through Section II-4.A.2 up to the maximum CPIO Bonus FAR by an additional 1.0:1 FAR for each additional increase in the amount of on-site restricted affordable units. The number of Level 2 Additional On-Site Restricted Affordable Units may be prorated to achieve fractions of FAR. The minimum number of Additional On-Site Restricted Affordable Units shall be based on the minimum percentages described below, and calculated upon the total number of units in the final project. Any number resulting in a fraction shall be rounded up to the next whole number.

- 3% Extremely Low Income, or Very Low Income, Lower Income; or
- 4.5% Moderate Income (for sale or rent), or Above Moderate Income (for sale or rent)

2. **Level 2 Bonus Incentives**

CPIO Affordable Housing Projects that provide the Minimum Number of On-Site Restricted Affordable Units pursuant to Section II-4.A.1, and the Minimum Number of Additional On-Site Restricted Affordable Units pursuant to Section II-4.B.1 shall be granted CPIO Bonus Incentives for FAR, Residential Density, and Parking Reduction as follows:

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(a) FAR

- Projects located in the **RC1B Subarea**: an additional 1.0:1 FAR for each additional increase in the amount of on-site restricted affordable units pursuant to the Requirements in Section II-4.B.1 above **up to a maximum 6.5:1 total FAR.**
- Projects located in the **RC1A, RC2 or RC3 Subareas**: Not applicable.

(b) Residential Density. Pursuant to Section II-4.A(b)

(c) Parking Reduction. Pursuant to Section II-4.A(c)

C. 100 Percent Affordable Housing Projects

1. Requirements

Projects in which 100 percent of the residential units are restricted affordable units, excluding any manager unit(s) shall be eligible for the following CPIO Bonus Incentives for 100% Affordable Housing and CPIO Additional Incentives for 100% Affordable Housing as outlined in the following subsections.

2. Bonus Incentives for 100% Affordable Housing

CPIO Affordable Housing Projects that provide 100% On-Site Restricted Affordable Units in accordance with the requirements in Subsection 1 above shall be granted CPIO Bonus Incentives for FAR, Residential Density, and Parking Reduction. The Bonus Incentives for 100% Affordable Housing are to be used in lieu of the Bonus Incentives described in Section II-4.A.2, and as follows:

(a) FAR

- Projects located in the **RC1A Subarea:** Up to a maximum 4.65:1 total FAR.
- Projects located in the **RC1B Subarea**: Up to a maximum 6.5:1 total FAR.
- Projects located in the **RC2 or RC3 Subareas**: Up to a maximum 3.75:1 total FAR, calculated from the Base FAR.

(b) Residential Density

Projects located in the **RC1A, RC1B, RC2 or RC3 Subareas** that are:

- **100% Residential projects:** up to 1 unit per each 200 square feet of lot area; or
- **Mixed-use projects:** up to 1 unit per each 115 square feet of lot area.

(c) Parking Reduction

- **Residential Uses:** no parking required in the Housing Development Project (not just the restricted units), inclusive of handicapped and guest parking.; and/or
- **Non-Residential Uses:** up to 40 percent reduction of the required parking pursuant to LAMC 12.21 A.4.

3. Additional Incentives for 100% Affordable Housing

In addition to the CPIO Bonus Incentives for 100% Affordable Housing, CPIO Affordable Housing Projects that provide 100% On-Site Restricted Affordable Units in accordance with the requirements in Subsection 1 above are eligible for two (2) Additional Incentives for a total of five (5) Additional Incentives. Additional Incentives are to be selected from the menu of Additional Incentives in Section II-4.A.3, with the exception of the below

incentives for Residential Zone Side and Rear Yard Setback and Height, which are to be used in lieu of those in Section II-4.A.3.

(a) Residential Zone Side and Rear Yard Setback.

- Projects located in the **RC1A or RC1B Subarea**: Up to a 35% decrease in the required width or depth of any two individual yard or setback
- Projects located in the **RC2 or RC3 Subareas**: Up to a 30% decrease in the required width or depth of any two individual yard or setback

(b) Height. The applicable Height Increase and Transitional Height standards below count as one Incentive. The allowable increase in height shall be applicable to a CPIO Affordable Housing Project over the entire Project site regardless of the number of underlying height limits.

- **Height Increase.** In any zone in which height or number of stories is limited, the following height increase applies:
  - Projects located in the **RC1A, RC1B or RC2 Subareas**: Up to 3 stories or 33 feet height increase.
  - Projects located in the **RC3 Subarea**: no height increase allowed.

  Note: Projects located on lots with a height limit of 45 feet or less shall require any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage.

- **Transitional Height.** Within the first 25 feet of the property line that is shared with an RD zone or more restrictive zone the building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 30 feet above grade at the property line of the adjoining lot in the more restrictive zone.

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TABLE II-3: REGIONAL CENTER 100 PERCENT AFFORDABLE HOUSING INCENTIVES

CPIO Subarea	CPIO Bonus Incentives				CPIO Additional Incentives	
	Density	FAR total	Non-Residential Parking	Residential Parking	Residential Zone Rear/Side Setback	Height
RC1A	Up to 1/200 for 100% Residential Projects. Up to 1/115 for mixed-use projects	Up to 4.65:1	40% Reduction	No required parking	35% decrease of two yards	3 stories or 33' increase
RC1B	Up to 1/200 for 100% Residential Projects. Up to 1/115 for mixed-use projects	Up to 6.5:1			35% decrease of two yards	3 stories or 33' increase
RC2	Up to 1/200 for 100% Residential Projects. Up to 1/115 for mixed-use projects	Up to 3.75:1			30% decrease of two yards	3 stories or 33' increase
RC3	Up to 1/200 for 100% Residential Projects. Up to 1/115 for mixed-use projects	Up to 3.75:1			30% decrease of two yards	No Increase

Note: this table is included for informational and illustrative purposes only.
Density: for example, 1/200 refers to 1 dwelling unit per 200 square feet of lot area

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D. Publicly Accessible Outdoor Amenity Space (PAOAS)

1. Requirements

Eligible Projects located in the Regional Center Subareas (RC1A, RC1B, RC2, and RC3) with non-residential uses using the CPIO Bonus Incentives available through this CPIO District are subject to all PAOAS provisions in Chapter I, in addition to all applicable CPIO provisions and below requirements. Projects with residential uses, including Mixed-use projects, are not eligible for PAOAS and shall provide affordable housing as community benefit in exchange for incentives outlined in the CPIO District. CPIO PAOAS Projects shall not include Residential Uses.

Projects shall qualify as a CPIO Publicly Accessible Outdoor Amenity Space Project, and be eligible for Bonus development rights beyond the Base FAR and Height, when they provide Publicly Accessible Outdoor Amenity Space consistent with the following:

(a) Minimum Area of On-Site Publicly Accessible Outdoor Amenity Space. CPIO PAOS Projects shall provide a minimum of 15% of the Project site lot area as Publicly Accessible Outdoor Space in exchange for an FAR bonus of 1.0:1. The additional provision of Publicly Accessible Outdoor Amenities Space in increments of 4% of the lot area shall equate to an additional FAR bonus of 1.0:1 up to the maximum allowed Bonus FAR. Beyond the minimum 15% of the Project site lot area as PAOAS, the additional Minimum Area of On-Site Publicly Accessible Outdoor Space may be prorated to achieve fractions of FAR.

(b) Development Standards. CPIO PAOAS projects shall comply with all Development Standards set forth in Subsection 3.

2. Bonus Incentives

An eligible CPIO Publicly Accessible Outdoor Amenities Space Project shall be granted an FAR bonus and a Height bonus, in accordance to the requirements in Subsection 1, up to the maximum Bonus FAR and Height authorized under this CPIO as follows:

(a) FAR

- Projects located in the **RC1A Subarea**: up to a maximum 4.65:1 total FAR.
- Projects located in the **RC1B Subarea:** up to a maximum 6.5:1 total FAR.
- Projects located in the **RC2 or RC3 Subareas**: Up to a 3.75 total FAR.

(b) Height Increase. The allowable increase in height shall be applicable to a CPIO PAOAS Project over the entire Project site regardless of the number of underlying height limits. In any zone in which height or number of stories is limited, the following height increase applies:

- Projects located in the **RC1A, RC1B, or RC2 Subareas**: Up to 2 stories or 22 feet height increase.
- Projects located in the **RC3 Subarea**: no height increase allowed.

  Note: Projects located on lots with a height limit of 45 feet or less shall require any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any non-alley street frontage.

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(c) Transitional Height. Within the first 25 feet of the property line that is shared with an RD zone or more restrictive zone the building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 30 feet above grade at the property line of the adjoining lot in the more restrictive zone.

3. Additional Incentives

An Eligible CPIO Publicly Accessible Outdoor Amenities Space Project is not eligible for Additional Incentives.

TABLE II-4: REGIONAL CENTER PAOAS INCENTIVES

CPIO Subarea	CPIO Bonus Incentives		
	FAR total	Transitional Height	Height
RC1A	Up to 4.65:1	Within 25' of PL Stepback at 45° originating at 30' in height	2 stories or 22' increase
RC1B	Up to 6.5:1		2 stories or 22' increase
RC2	Up to 3.75:1		2 stories or 22' increase
RC3	Up to 3.75:1		No Increase

Note: this table is included for informational and illustrative purposes only.

4. Development Standards

In addition to all CPIO PAOAS requirements, CPIO PAOAS Projects must comply with the following Development Standards:

(a) Be a minimum of 15% of the subject Project site lot area;

(b) Provided as a contiguous space on the ground level of the project site, and be directly accessible from the public right-of-way;

(c) Have a minimum area of 400 sq. ft. with no horizontal dimension less than 15 feet when measured perpendicular from any point on each of the boundaries of the open space area;

(d) Be open to the sky and have no structures that project into the common open space area, except as provided in Section 12.22 C.20.(b)

(e) Be open to the general public, at no cost, at least during the hours between sunrise and sunset 7 days a week;

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(f) Building facades that abut the PAOAS and are on the same level shall be at least 50% transparent. Blank walls associated with the project, adjacent to and on the same floor level of the PAOAS shall not exceed 15-30 feet in width.

(g) Provide at least one covered public restroom within, adjacent to, and/or directly accessible from the publicly accessible outdoor amenity space. Public restrooms may be counted toward the required PAOAS; however shall be no more than 400 square feet. Public restrooms shall be made available during the operational hours of the publicly accessible outdoor amenity space, and shall not necessitate the need to enter secured or otherwise publicly inaccessible portions of a building or site. Signage viewable from within the publicly accessible open space shall indicate that the restroom is available for public use.

(h) Provide at least one of the amenity options listed below, which shall occupy a minimum of 400 square feet with no horizontal dimension smaller than 15 feet, within or adjacent to the Publicly Accessible Outdoor Amenity Space:

i. Outdoor exercise equipment available for public use

ii. Sport courts available for public use

iii. Dog run available for public use

iv. Children's play area available for public use

v. Community garden available for public use

vi. Enriched seating areas available for public use

(i) A minimum of 25 percent of the Publicly Accessible Outdoor Amenity Space area shall be planted with live ground cover, shrubs or trees. Planters, shrubs and/or trees shall be permanent and be at least 30 inches in depth; and lawn or ground cover shall have a soil depth of at least 12 inches. All required landscaped areas shall be equipped with an automatic irrigation system and be properly drained.

(j) At least one 24-inch box tree for every 500 square feet of PAOAS shall be provided on site and may include street trees in the parkway. Palm trees cannot be used to fulfill the tree requirement.

(k) At least 20% of the Publicly Accessible Outdoor Amenity Space shall be shaded by natural plant material (trees, vines). Shading percentage shall be calculated based on the shadow cast on the publicly accessible open space measured at noon (12:00 p.m.).

(l) Unenclosed by any wall, fence, gate, or other obstruction during hours of operation;

(m) For every 400 square feet of Publicly Accessible Outdoor Amenity Space, two (2) permanent or movable seats shall be provided. Two linear feet of bench or seat wall are counted as one (1) seat. Seats are required to be at least 18 inches deep and between 16 and 20 inches in height.

(n) Mechanical and utility equipment shall not be located within a PAOAS.

(o) Signs of at least 16 inches by 20 inches shall be posted at every entrance to the PAOAS and shall contain at a minimum the following information:

i. "Publicly Accessible Outdoor Amenity Space", indicating the PAOAS type and that the space is open to the public;

ii. Hours of operation in compliance with the requirements in Subsection

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(e);

iii. Required amenities provided;

iv. Address of the site;

v. Name and contact information for the owner or manager of the site;

vi. Instructions to call 311 in the case of questions or complaints.

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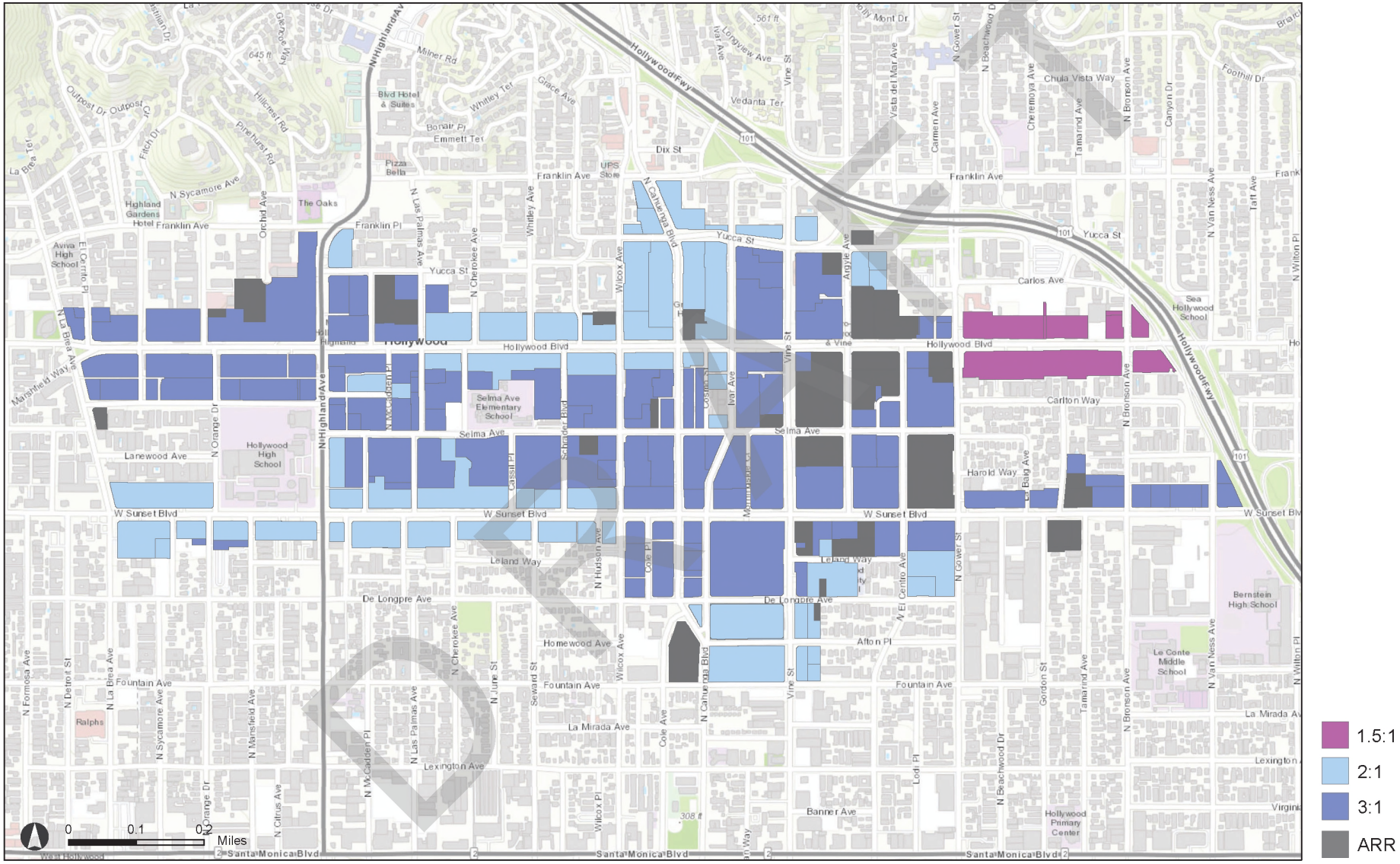
Regional Center FAR Base

Base FAR indicates the amount of square footage a project can provide on site.

The Base FARs indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.



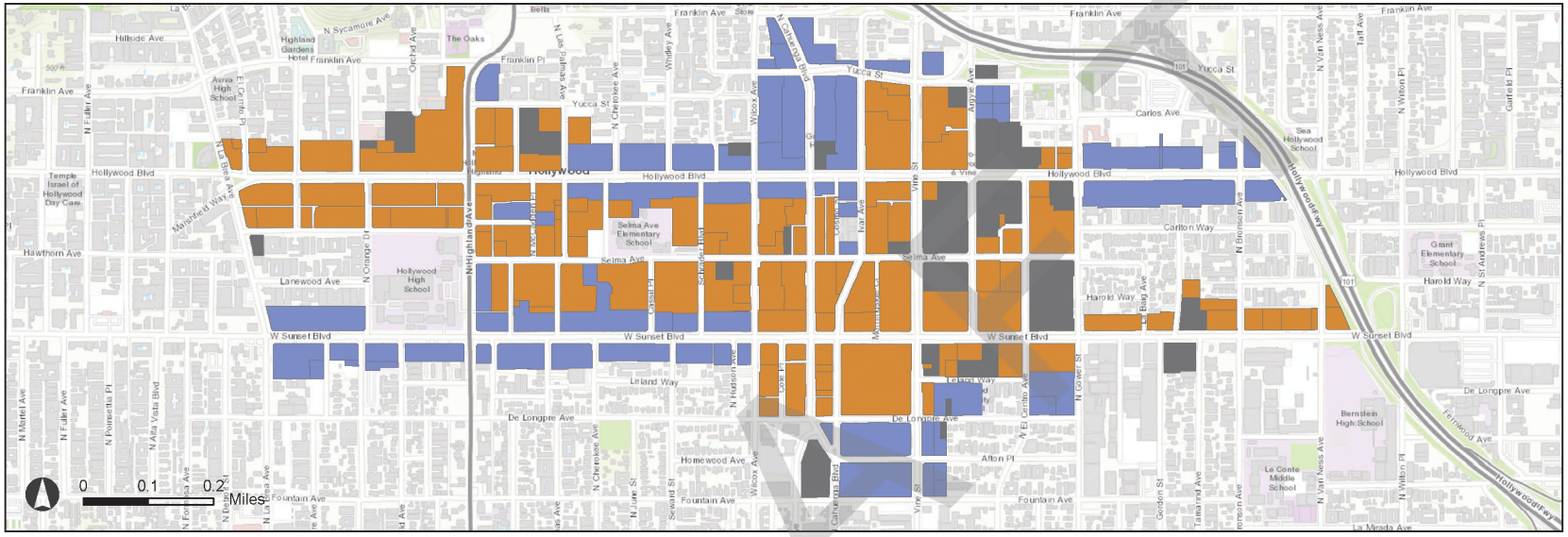
Note: This map is for informational and illustrative purposes only.
*Parcels labeled as ARR (Additional Research Required) have entitlements resulting in changes to the underlying zone of the parcel.

FIGURE II-2: Regional Center FAR Base

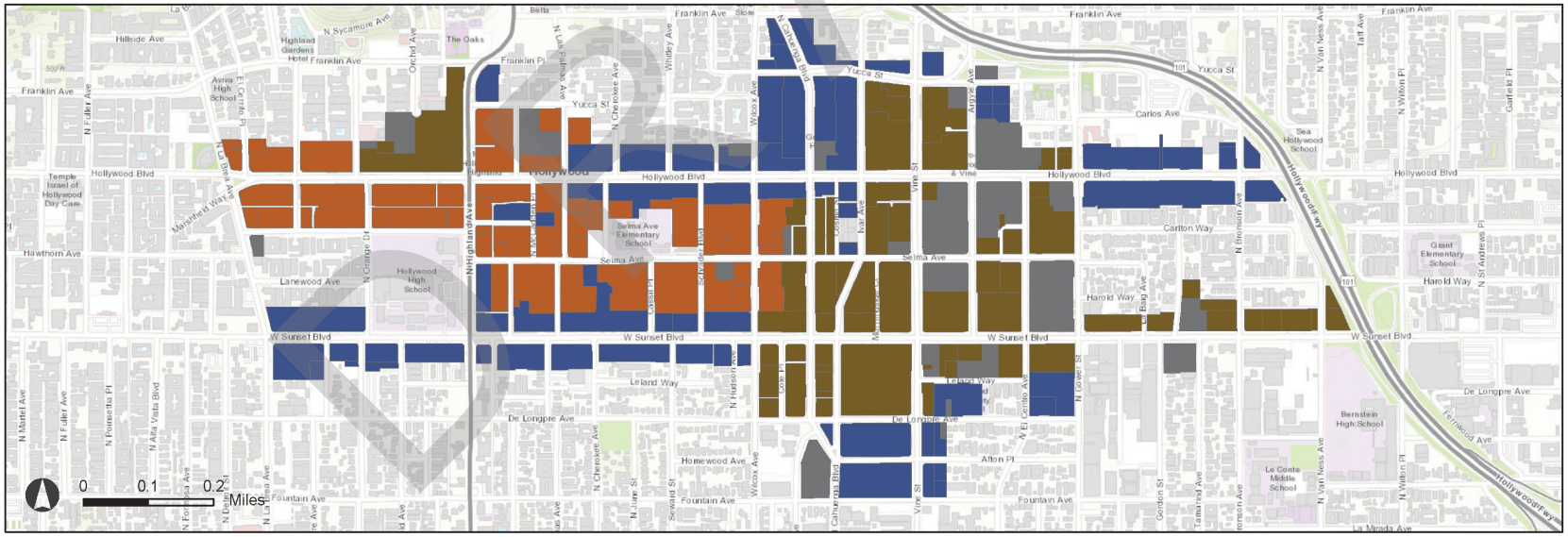
Regional Center FAR Bonus and FAR 100% Affordable Housing Bonus & Level 2 Bonus

Bonus FAR indicates the maximum amount of square footage a project can provide on site through the CPIO Affordable Housing Community Benefits Program.

Bonus



100% Affordable Housing Bonus & Level 2 Bonus



Note: These maps are is for informational and illustrative purposes only.
*Parcels labeled as ARR (Additional Research Required) have entitlements resulting in changes to the underlying zone of the parcel.

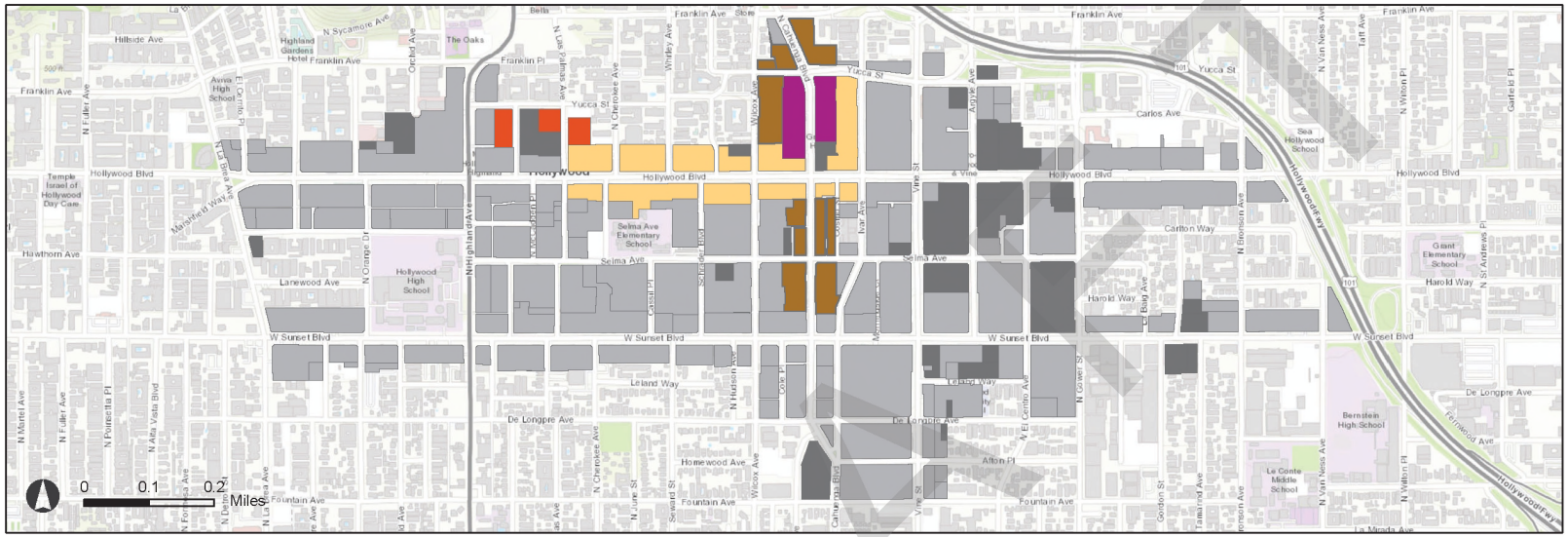
FIGURE II-3: Regional Center FAR Bonus and FAR 100% Affordable Bonus & Level 2 Bonus

Regional Center Height Base and Bonus

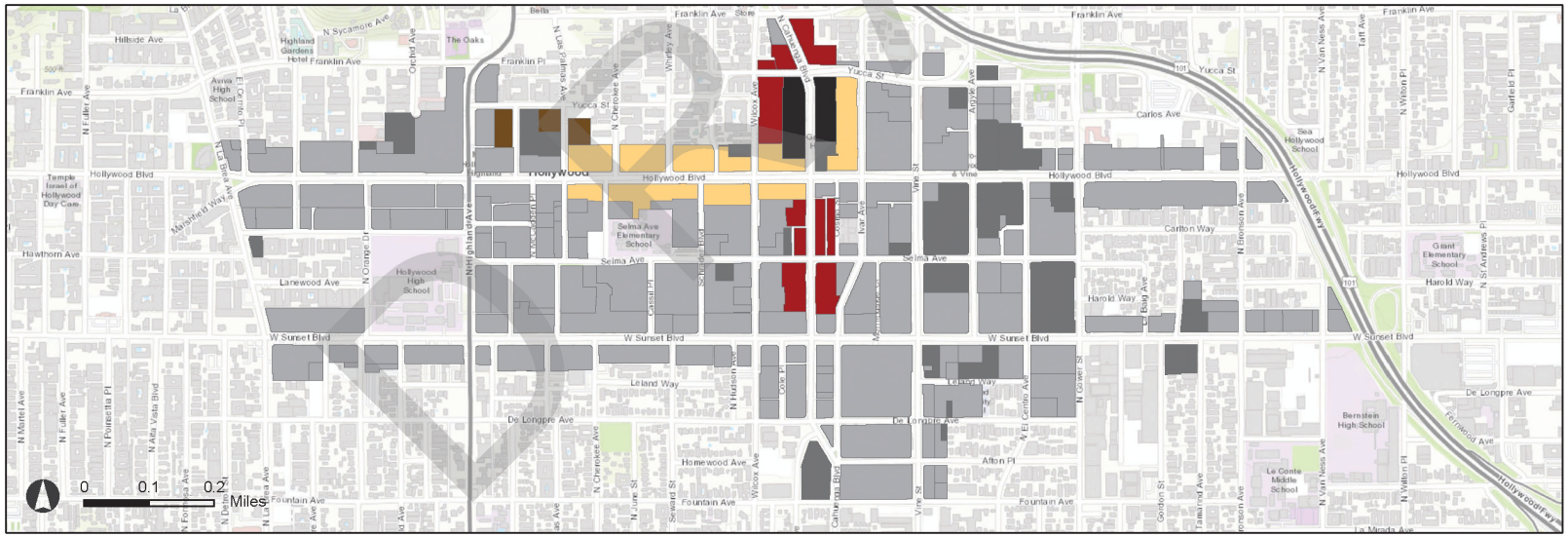
Base Height indicates how tall a building or structure can be built on site; the height is measured by feet. Bonus Height indicates the maximum building or structure height that can be provided on site through the CPIO Affordable Housing Community Benefits Program.

The Base Heights indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.

Base



Bonus



Note: These maps are is for informational and illustrative purposes only.
*Parcels labeled as ARR (Additional Research Required) have entitlements resulting in changes to the underlying zone of the parcel.

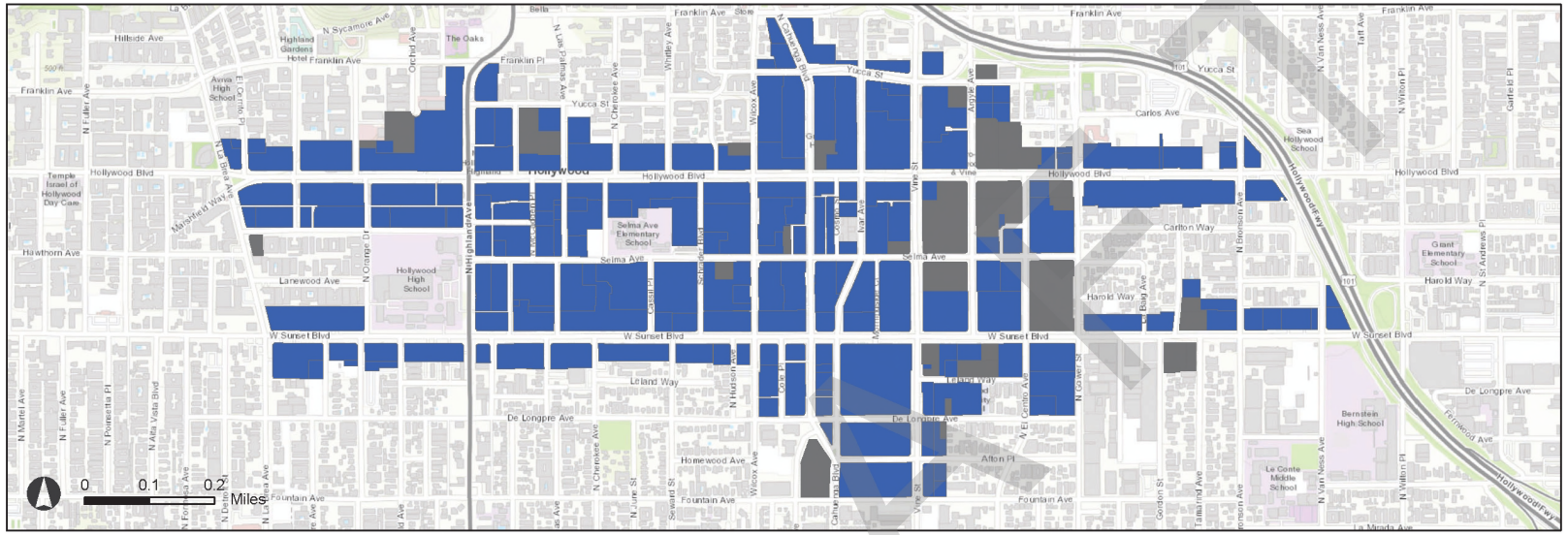
FIGURE II-4: Regional Center Height Base and Bonus

Regional Center Density Base and Bonus

Base Density indicates the amount of residential units a project can provide on site. Bonus Density indicates the maximum amount of residential units a project can provide on site through the CPIO Affordable Housing Community Benefits Program.

The Base Densities indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.

Base



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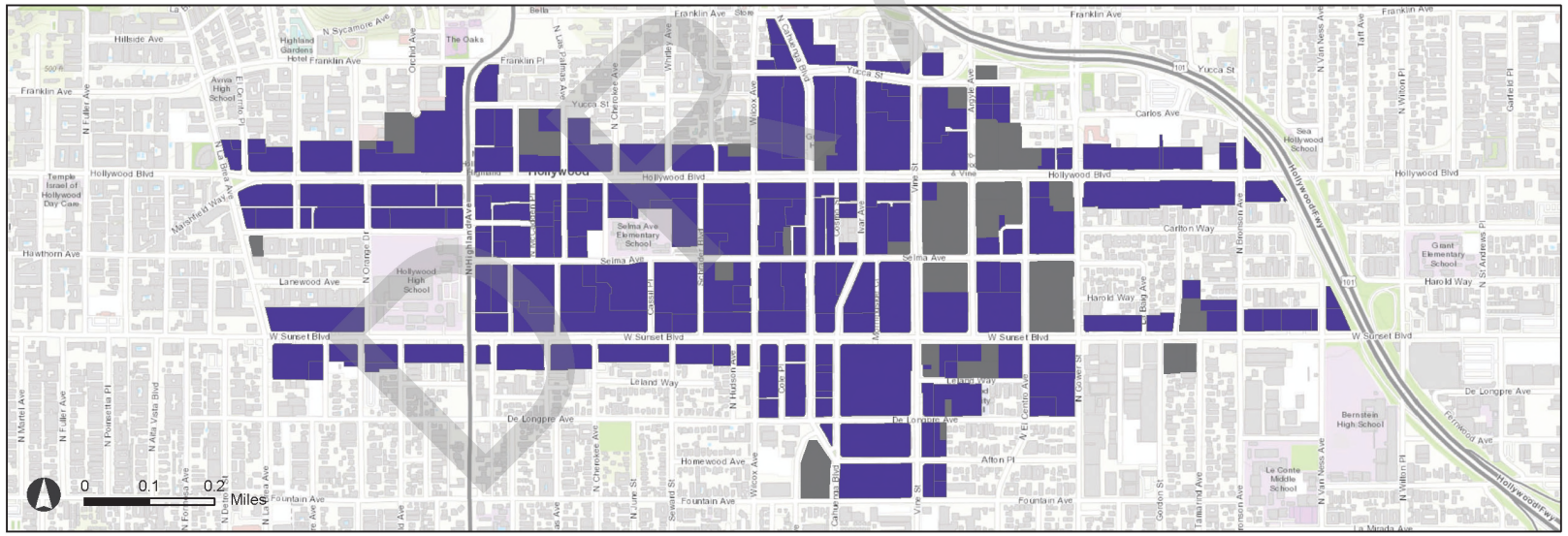
Bonus



Up to 1/200 for 100% Residential Projects. Up to 1/115 for Mixed-use Projects.

ARR

Note: These maps are is for informational and illustrative purposes only.
*Parcels labeled as ARR (Additional Research Required) have entitlements resulting in changes to the underlying zone of the parcel.

FIGURE II-5: Regional Center Density Base and Bonus

Section II-5. DEVELOPMENT STANDARDS

In addition to CPIO requirements in Chapter I and Appendix A and any regulations set forth by the underlying zone and the LAMC, all Projects in the Regional Center Subareas shall comply with the following development standards:

A. **Ground Floor Elevation.** Each Project shall have a finished Ground Floor elevation located within three feet above or below the existing curb level.

B. **Ground Floor Height**. The Project Ground Floor shall have a minimum floor to ceiling height of 14 feet.

C. **Transitional Height.** Applies to properties that share a property line with an RD Zone or more restrictive zone. Within the first 25 feet of the property line(s) that is shared with an RD zone or more restrictive zone, the building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the more restrictive zone.

D. **Street Wall and Active Floor Area.** All street fronting building façades of a Project shall comply with the following:

1. Buildings shall be sited so that 100 percent of each street fronting building façade length is located within five feet of the Primary Lot Line.

2. The Ground Floor shall incorporate Active Floor Area along 100 percent of the lot width of the Primary Lot Line to a depth of at least 25 feet. Areas used for vehicular access, pedestrian access, Landscape Amenity Space or Pedestrian Amenity Space are exempt from this requirement.

3. For the purpose of meeting the 100 percent street wall requirement, a Paseo, Arcade, Landscape Amenity Space or Pedestrian Amenity Space, or Publicly Accessible Outdoor Amenity Space, no more than 15 percent of the lot width shall qualify as street fronting building façade.

4. A recessed entry located no more than 15 feet from the setback line qualifies as building façade for the purpose of meeting the 100 percent street wall requirement. The recessed entry may not exceed nine feet in width.

E. **Building Breaks.** Development sites with a frontage of more than 200 feet in width shall provide Building Breaks for each 200 feet of width or less by either providing a minimum 15-foot Building Break or a 15-foot wide by 15-foot deep Landscape Amenity Space.

F. **Pedestrian Access.** Each Building shall have at least one Street Oriented Entrance that provides access to the primary lot line. A Street-Oriented Entrance or a Landscape Amenity Space shall occur once every 75 feet and shall be no more than three feet above or below the adjacent sidewalk grade. For non-residential Projects, Street Oriented Entrances shall be accessible during business hours.

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G. **Transparency**. With the exception of portions of façades occupied with Ground Floor residential dwelling units, all building facades located along street frontages shall comply with the below:

1. Transparent glazing shall occupy a minimum of 50 percent of the Ground Floor façade, and a minimum of 30 percent of each of the upper story façades located along street frontages.

2. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with the Green Building Code or other state or local UV requirements.

H. **Surface Parking.** New stand-alone surface parking lots shall be prohibited. Surface parking lots for on-site uses shall not be located between a new building and the Primary Lot Line. Where surface parking lots abut public streets that are not the Primary Frontage, a landscape buffer of a minimum of three feet in depth shall be provided between the property line and the subject surface parking.

I. **Parking Structures.** Parking structures within buildings or stand-alone structures shall comply with the below requirements:

1. **Ground Floor Screening.** Parking, loading, storage, and mechanical equipment areas located on the ground level within buildings, including stand-alone parking structures, shall be buffered with Active Floor Area with a minimum depth of 25 feet between the parking, storage, loading or mechanical equipment area and the building facades fronting a public right-of-way, except for necessary access pathways and driveways. Alley-facing facades are exempt from this requirement.

2. **Upper Floor Screening.** All parking, loading, or vehicular circulation areas located above the Ground Floor shall be screened with materials that are substantially similar in appearance and application to those used on the Active Floor Area portions of the building. Open screening materials such as perforated metal, mesh, or landscape trellis, may not be used to satisfy this requirement.

3. **Adaptability.** All parking, loading, or vehicular circulations shall be constructed so as to be adaptable to habitable floor area with respect to flat floors, floor to ceiling height.

J. **Alleys**. Loading, service and mechanical areas that require access from a public right-of-way shall provide access from alleys where available, or from non-Primary Frontages, where available, and where alleys are not present.

K. **Driveways and Vehicular Access.** Vehicular access to off-street parking and loading areas shall not be provided from the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located along the Primary Frontage, as limited above, shall be a minimum of 200 feet apart from each other as part of the same project.

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L. **Architectural Feature Height.** Architectural Features may exceed the allowable maximum height by up to 20 percent of the total building height. The total building height includes the height increases granted through any CPIO Bonus or any bonus or incentive given under LAMC Section 12.22.A.25.

M. **Landscape Buffer.** A five-foot landscape buffer, inclusive of all required setbacks, shall be provided between the Project site and any abutting lot zoned RD1.5 or more restrictive. Landscaping that is drought tolerant, evergreen, and capable of growing to a height of 10 feet shall be utilized, and a decorative masonry wall a minimum of six feet and a maximum of eight feet in height shall be constructed along the property line(s) shared with the abutting lot(s) zoned RD1.5 or more restrictive.

N. **Shade Trees in Parking Lots.** Surface parking lots shall have at least one tree for every four uncovered parking spaces. The trees shall be distributed throughout the parking lot to shade the parking area at maturity. A minimum of half of the required trees planted shall be no less than a 24-inch box tree or a 15-gallon tree. Palm trees shall not be used to meet this requirement.

O. **Parking for Change of Use.** No additional off-street automobile parking shall be required when a change of use is made within an existing commercial tenant space. The legally permitted required number of parking spaces for the Project Stie shall be maintained.

Section II-6. HOLLYWOOD BOULEVARD COMMERCIAL AND ENTERTAINMENT DISTRICT DEVELOPMENT STANDARDS

In addition to the Development Standards enumerated in Section II-5, the following Development Standards specifically apply to all street frontages of parcels within the Hollywood Boulevard Commercial and Entertainment District, listed on the National Register of Historic Places, to preserve historic design features and maintain design compatibility. Wherever the standards of Section II-5 are in conflict with the standards of Section II-6, the Section II-6 standard shall apply

A. **Ground Floor Height.** The Project Ground Floor shall have a minimum floor to ceiling height of 16 feet.

B. **Storefront Bays**

1. A regular pattern of Storefront Bays shall be provided in intervals of at least 10 feet and at most 30 feet, for at least 75% of the applicable ground-floor Primary Frontage For purposes of measuring the width of each Storefront Bay, include half of the width of the Surround when this is shared with an adjoining Storefront Bay as part of the same Project.

    a. The Surround shall step out a minimum depth of 18 inches from the storefront window surface, and frame the storefront bay with vertical bands (column, pilaster, etc.) and a header at least two feet in width. The header shall be either a round arch, segmental arch, pointed arch, or a horizontal band. A Storefront Bay shall be a minimum of 12 feet in height from the finished grade at the sidewalk to the top of the surround.

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b. The Bulkhead shall span the distance between vertical Surround elements, except where doors are utilized, and shall be a minimum height of 18 inches and a maximum height of 42 inches in height as measured from the adjacent grade. The Bulkhead's outer surface shall be step out at least six inches in front of the storefront window surface above.

C. Transparency

1. Transparent glazing shall occupy a minimum of 50 percent and maximum of 80 percent of the Ground Floor elevation, and a minimum of 30 percent and a maximum 80 percent of the upper story facades located along the Primary Frontage. For all other street frontages, transparent glazing shall occupy a minimum of 50 percent of the Ground Floor elevation, and a minimum of 30 percent of the upper story facades.

2. All window surfaces not included within a Storefront Bay, inclusive of all floors of a building, shall be a recessed a minimum of three inches.

D. Security Devices. All Projects shall comply with the below Security Devices regulations. Projects with new construction and addition(s) shall also comply with regulations set forth by the underlying zone and the LAMC.

1. Interior roll-down doors and security grilles are permitted only if they meet the following standards:

(i) At least 75% transparent (open)

(ii) Retractable

(iii) Integrated into the building

(iv) Designed to be fully concealed from public view during business hours, and

(v) Do not detract from or obscure character defining features.

2. Exterior security devices are prohibited, including the following:

(i) Permanently affixed exterior security grilles or bars.

(ii) Exterior accordion (or scissor) gates.

(iii) Exterior roll-down doors or grilles.

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CHAPTER III – CORRIDORS SUBAREAS

CORRIDORS SUBAREAS

Corridor 1
Corridor 2
Corridor 3
Corridor 4
Corridor 5

OVERVIEW

Corridors Subareas foster continued investment along major commercial corridors generally served by transit, including bus lines. Along these corridors, such as Santa Monica Boulevard, the Corridor Subareas seek to improve the function and design of neighborhoods by enhancing the pedestrian experience and encouraging mixed-income and 100 percent affordable housing development.

The intent of the Supplemental Development Regulations in this Chapter is to provide for well-designed, pedestrian-oriented projects that are appropriate to the scale and context of each specific transit neighborhood, as well as incentivize 100 percent affordable housing and mixed-income housing projects to be built near transit. All Projects within the Corridors Subareas (see Figure III-1) shall comply with the applicable Supplemental Development Regulations in this Chapter III.

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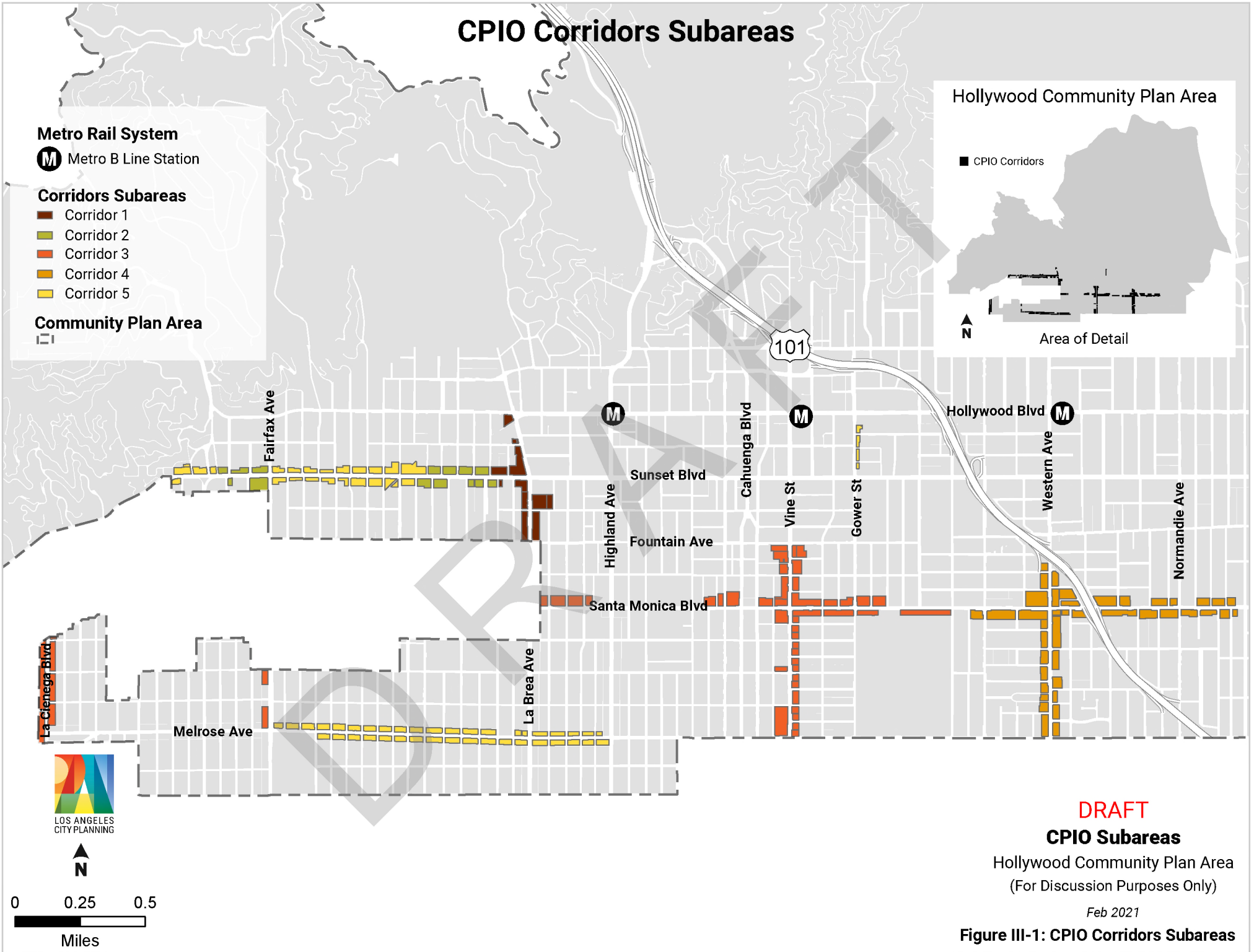
CPIO Corridors Subareas
Metro Rail System
Metro B Line Station
Corridors Subareas
Corridor 1
Corridor 2
Corridor 3
Corridor 4
Corridor 5
Community Plan Area
Hollywood Community Plan Area
CPIO Corridors
Area of Detail
N
101
Fairfax Ave
Highland Ave
Sunset Blvd
Fountain Ave
Cahuenga Blvd
Vine St
Gower St
Hollywood Blvd
Western Ave
Normandie Ave
Santa Monica Blvd
La Cienega Blvd
La Brea Ave
Melrose Ave
LOS ANGELES CITY PLANNING
N
0
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CPIO Subareas
Hollywood Community Plan Area
(For Discussion Purposes Only)
Feb 2021
Figure III-1: CPIO Corridors Subareas

Section III-1. CONDITIONAL USE PERMIT

A. In addition to applicable CPIO provisions, properties in the Corridor 5 Subarea located on Melrose Avenue between Fairfax Avenue and Highland Avenue that exceed any individual Ground Floor Commercial Tenant Size of over 5,000 square feet, shall first obtain a conditional use permit pursuant to LAMC 12.24 W.

Section III-2. CORRIDORS SUBAREA COMMUNITY BENEFITS PROGRAM

The CPIO District establishes a base/bonus system wherein projects are granted increased development rights such as Floor Area or Height when community benefits are provided. Residential projects (those that provide at least five dwelling units) that provide Affordable Housing, either Mixed-income or 100 percent affordable Projects, are eligible for increased development rights.

The CPIO Incentive Program shall be used in lieu of the Density Bonus program pursuant to LAMC 12.22 A.25, and the TOC Affordable Housing Incentive Program pursuant to LAMC 12.22 A.31.

Site Plan Review Threshold. For a Project in this Subarea, participating in the Hollywood CPIO Community Benefits Program that meets the minimum requirements to be eligible for a benefit under this Subarea, the threshold for site plan review for a development project under LAMC Section 16.05 C.1 (b) will be increased from 50 dwelling units to 100 dwelling units.

In addition to CPIO requirements in Chapter I and Appendix A, projects within Corridor 1, Corridor 2, Corridor 3, Corridor 4, and Corridor 5 Subareas must comply with the following as applicable:

A. Affordable Housing Projects

1. **Requirements**

   Eligible Projects located in the Corridor Subareas (Corridor 1, Corridor 2, Corridor 3, Corridor 4, Corridor 5) with residential uses utilizing any CPIO Bonus Incentives available through this CPIO District are subject to the following requirements:

   (a) Minimum Number of On-Site Restricted Affordable Units. CPIO Affordable Housing Projects shall provide On-Site Restricted Affordable Units at one of the following minimum percentages, depending on income category, and based on the applicable Corridor Subarea. The minimum number of On-Site Restricted Affordable Units shall be based on the minimum percentages described below, and calculated upon the total number of units in the final project. Any number resulting in a fraction shall be rounded up to the next whole number.

   i. **Corridor 1, Corridor 3, and Corridor 4 Subareas:**
   - 11% for Extremely Low Income Households
   - 15% for Very Low Income Households
   - 25% for Lower Income Households

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ii. **Corridor 2, and Corridor 5 Subareas:**
- 10% for Extremely Low Income Households
- 14% for Very Low Income Households
- 23% for Lower Income Households

2. Bonus Incentives

CPIO Affordable Housing Projects that provide the Minimum Number of On-Site Restricted Affordable Units in accordance with Subsection 1(a) above shall be granted CPIO Bonus Incentives for FAR, Residential Density, and Parking Reduction as follows:

(a) FAR
- Projects located in the **Corridor 1 Subarea**: Up to a maximum 3.75:1 total FAR.
- Projects located in the **Corridor 2 and Corridor 3 Subareas**: Up to a maximum 3:1 total FAR.
- Projects located in the **Corridor 4 Subarea**: Up to a maximum 2.5:1 total FAR.
- Projects located in the **Corridor 5 Subarea**: Up to a maximum 2:1 total FAR.

(b) Residential Density
- Projects located in the **Corridor 1, Corridor 2 and Corridor 3 Subareas**: up to 1 unit per each 275 square feet of lot area
- Projects located in the **Corridor 4 Subarea**: up to 1 unit per each 400 square feet of lot area
- Projects located in the **Corridor 5 Subarea in [Q]C4 or [Q]C2 or C4 parcels**: up to 1 unit per each 275 square feet of lot area
- Projects located in the **Corridor 5 Subarea in [Q]CR or [Q]C1 parcels:** up to 1 unit per each 575 square feet of lot area

(c) Parking Reduction
- **Residential Uses:** 0.5 spaces per each residential unit in the Housing Development Project (not just the restricted units), inclusive of handicapped and guest parking.
- **Non-Residential Uses:** up to 30 percent reduction of the required parking.

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TABLE III-1: CORRIDORS CPIO BONUS INCENTIVES

CPIO Subarea	Affordability %	CPIO Bonus Incentives			
		Density	FAR total	Non-Residential Parking	Residential Parking
Corridor 1	11% ELI, or 15% VL, or 25% Lower*	1/275	Up to 3.75:1	30% Reduction	0.5 spaces per unit
Corridor 2	10% ELI, or 14% VL, or 23% Lower*	1/275	Up to 3:1		
Corridor 3	11% ELI, or 15% VL, or 25% Lower*	1/275	Up to 3:1		
Corridor 4	11% ELI, or 15% VL, or 25% Lower*	1/400	Up to 2.5:1		
Corridor 5	10% ELI, or 14% VL, or 23% Lower*	1/275 for [Q]C4 or [Q]C2 or C4 parcels 1/575 for [Q]CR or [Q]C1 parcels	Up to 2:1		

Note: this table is included for informational and illustrative purposes only.
**See definitions.*
Density: for example, 1/275 refers to 1 dwelling unit per 275 square feet of lot area

3. Additional Incentives

(a) Requirements

In addition to the CPIO Bonus Incentives, a CPIO Affordable Housing Project that is eligible for CPIO Bonus Incentives as described in Section III-2.B.1 above shall be granted up to three Additional Incentives determined by the percentages of On-Site Restricted Affordable Housing provided described below:

- One additional incentive for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units are for Very Low Income Households, or at least 10% of the base units are for Lower Income Households.
- Two additional incentives for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units are for Very Low Income Households, or at least 20% of the base units are for Lower Income Households.
- Three additional incentives for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units are

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for Very Low Income Households, or at least 30% of the base units are for Lower Income Households.

(c) Menu of Incentives. A CPIO Affordable Housing Development Project that meets the qualifications of Paragraph (a) of this subsection may request up to three of the following Additional Incentives as applicable, and as described below:

i. **Commercial Zone Setback.** A CPIO Affordable Housing Project in any commercial zone is granted any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5.

ii. **Residential Zone Side and Rear Yard Setback**. Up to 30 percent decrease in the required width or depth of any two individual yard or setback except along any property line that abuts a R1 or more restrictively zoned property.

iii. **Lot Coverage.** Up to 35 percent increase in lot coverage limits.

iv. **Lot Width.** Up to 25 percent decrease from a lot width requirement.

v. **Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access**. See LAMC 12.22 A.25(f)(8).

vi. **Density Calculation**. See LAMC 12.22 A.25(f)(7).

vii. **Height.** For CPIO Affordable Housing Projects that have a residential use which occupies more than 50 percent of the total floor area within a building, the applicable Height Increase and Transitional Height standards below count as one Incentive. The allowable increase in height shall be applicable to a CPIO Affordable Housing Project over the entire Project site regardless of the number of underlying height limits.

- **Height Increase.** In any zone in which height or number of stories is limited, the following height increase applies:
  - Projects located in the **Corridor 1 Subarea**: Not applicable.
  - Projects located in the **Corridor 2 Subarea**: Up to 2 stories or 22 feet height increase.
  - Projects located in the **Corridor 3, Corridor 4 or Corridor 5 Subareas**: no height increase allowed.

Note: Projects located on lots within the Corridor 2 Subarea shall require any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage.

- **Transitional Height.** The building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive zone.

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TABLE III-2: CORRIDORS CPIO ADDITIONAL INCENTIVES

CPIO Additional Incentives						
CPIO Subarea	Commercial Zone Setback	Residential Zone Rear/Side Setback	Lot Coverage	Lot Width	Transitional Height	Height
Corridor 1	Any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5	30% decrease of two yards	35% increase	25% decrease	Stepback at 45° originating at 25' in height	N/A (height is regulated by floor area)
Corridor 2						2 stories or 22' increase
Corridor 3						No increase
Corridor 4						
Corridor 5						

Note: this table is included for informational and illustrative purposes only.

B. 100 Percent Affordable Housing Projects

1. **Requirements**

   Projects in which 100 percent of the residential units are restricted affordable units, excluding any manager unit(s) shall be eligible for the following CPIO Bonus Incentives for 100% Affordable Housing and CPIO Additional Incentives for 100% Affordable Housing as outlined in the following subsections.

2. **Bonus Incentives for 100% Affordable Housing**

   CPIO Affordable Housing Projects that provide 100% On-Site Restricted Affordable Units in accordance with the requirements in Subsection 1 above shall be granted CPIO Bonus Incentives for FAR, Residential Density, and Parking Reduction. The Bonus Incentives for 100% Affordable Housing are to be used in lieu of the Bonus Incentives described in Section III-2.A.2, and as follows:

   (a) FAR

   - Projects located in the **Corridor 1 Subarea**: Up to a maximum 4.25:1 total FAR.
   - Projects located in the **Corridor 2 and Corridor 3 Subareas**: Up to a maximum 3.75:1 total FAR.
   - Projects located in the **Corridor 4 and Corridor 5 Subareas**: Up to a maximum 3:1 total FAR.

   (b) Residential Density

   - Projects located in the **Corridor 1, Corridor 2 and Corridor 3 Subareas**: up to 1 unit per each 275 square feet of lot area.
   - Projects located in the **Corridor 4 Subarea**: up to 1 unit per each 400 square feet of lot area.

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- Projects located in the **Corridor 5 Subarea in [Q]C4 or [Q]C2 or C4 parcels**: up to 1 unit per each 275 square feet of lot area.
- Projects located in the **Corridor 5 Subarea in [Q]CR or [Q]C1 parcels:** up to 1 unit per each 575 square feet of lot area.

(c) Parking Reduction

- **Residential Uses:** no parking required in the Housing Development Project (not just the restricted units), inclusive of handicapped and guest parking.; and/or
- **Non-Residential Uses:** up to 40 percent reduction of the required parking pursuant to LAMC 12.21 A.4.

3. Additional Incentives for 100% Affordable Housing

In addition to the CPIO Bonus Incentives for 100% Affordable Housing, CPIO Affordable Housing Projects that provide 100% On-Site Restricted Affordable Units in accordance with the requirements in Subsection 1 above are eligible for two (2) Additional Incentives for a total of five (5) Additional Incentives. Additional Incentives are to be selected from the menu of Additional Incentives in Section III-2.A.3, with the exception of the below incentives for Residential Zone Side and Rear Yard Setback and Height, which are to be used in lieu of those in Section III-2.A.3.

(a) Residential Zone Side and Rear Yard Setback.

- Projects located in the **Corridor 1 or Corridor 2 Subareas**: Up to a 35% decrease in the required width or depth of any two individual yard or setback.
- Projects located in the **Corridor 3, Corridor 4, or Corridor 5 Subareas**: Up to a 30% decrease in the required width or depth of any two individual yard or setback.

(b) Height. The applicable Height Increase and Transitional Height standards below count as one Incentive. The allowable increase in height shall be applicable to a CPIO Affordable Housing Project over the entire Project site regardless of the number of underlying height limits.

- **Height Increase.** In any zone in which height or number of stories is limited, the following height increase applies:
  - Projects located in the **Corridor 1 Subarea**: Not applicable.
  - Projects located in the **Corridor 2 Subarea**: Up to 2 stories or 22 feet height increase.
  - Projects located in the **Corridor 3, Corridor 4 or Corridor 5 Subareas**: no height increase allowed.

  Note: Projects located on lots within the Corridor 2 Subarea shall require any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage.

- **Transitional Height.** Within the first 25 feet of the property line that is shared with an RW1 zone or more restrictive zone the building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the more restrictive zone.

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TABLE III-3: CORRIDORS 100 PERCENT AFFORDABLE HOUSING INCENTIVES

CPIO Subarea	CPIO Bonus Incentives				CPIO Additional Incentives	
	Density	FAR	Non-Residential Parking Reduction	Residential Parking Reduction	Residential Zone Rear/Side Setback	Transitional Height
Corridor 1	1/275	Up to 4.25:1	40%	No required parking	35% decrease of two yards	For the first 25': Stepback at 45°, originating at 25'
Corridor 2	1/275	Up to 3.75:1	40%		35% decrease of two yards	
Corridor 3	1/275	Up to 3.75:1	40%		30% decrease of two yards	
Corridor 4	1/400	Up to 3:1	40%		30% decrease of two yards	
Corridor 5	1/275 for [Q]C4 or [Q]C2 or C4 parcels 1/575 for [Q]CR or [Q]C1 parcels	Up to 3:1	40%		30% decrease of two yards	

Note: this table is included for informational and illustrative purposes only.
**See definitions.*
Density: for example, 1/275 refers to 1 dwelling unit per 275 square feet of lot area

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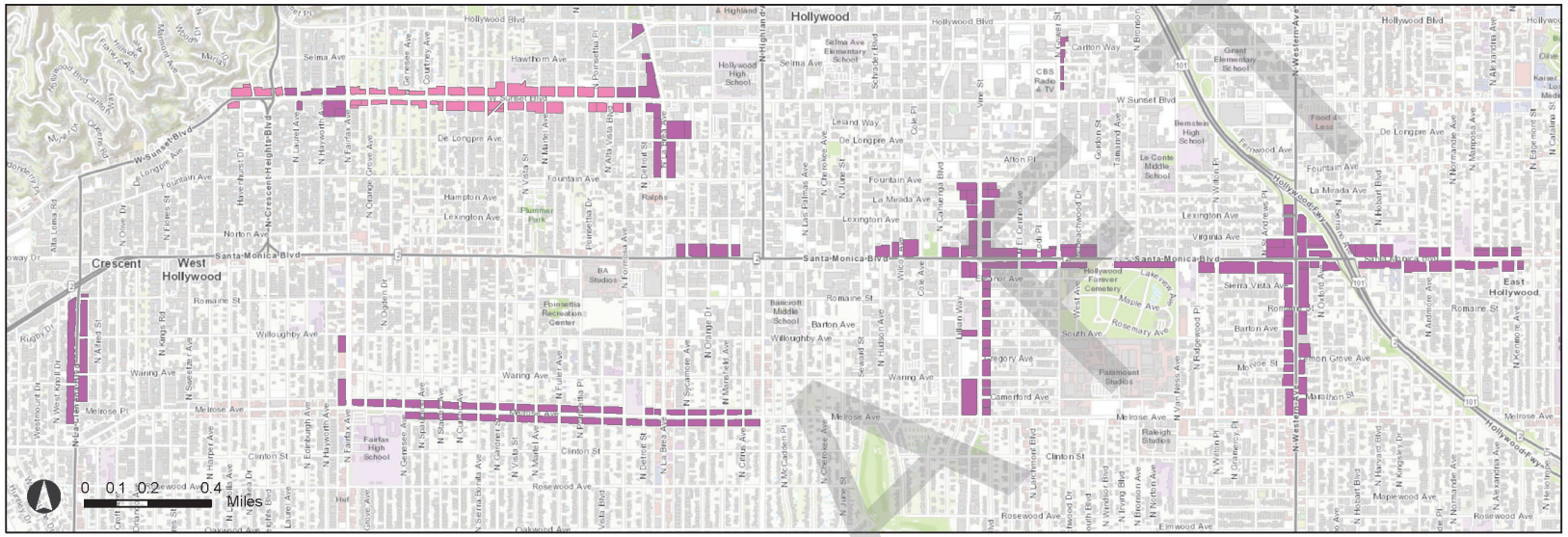
Corridors FAR Base and Bonus

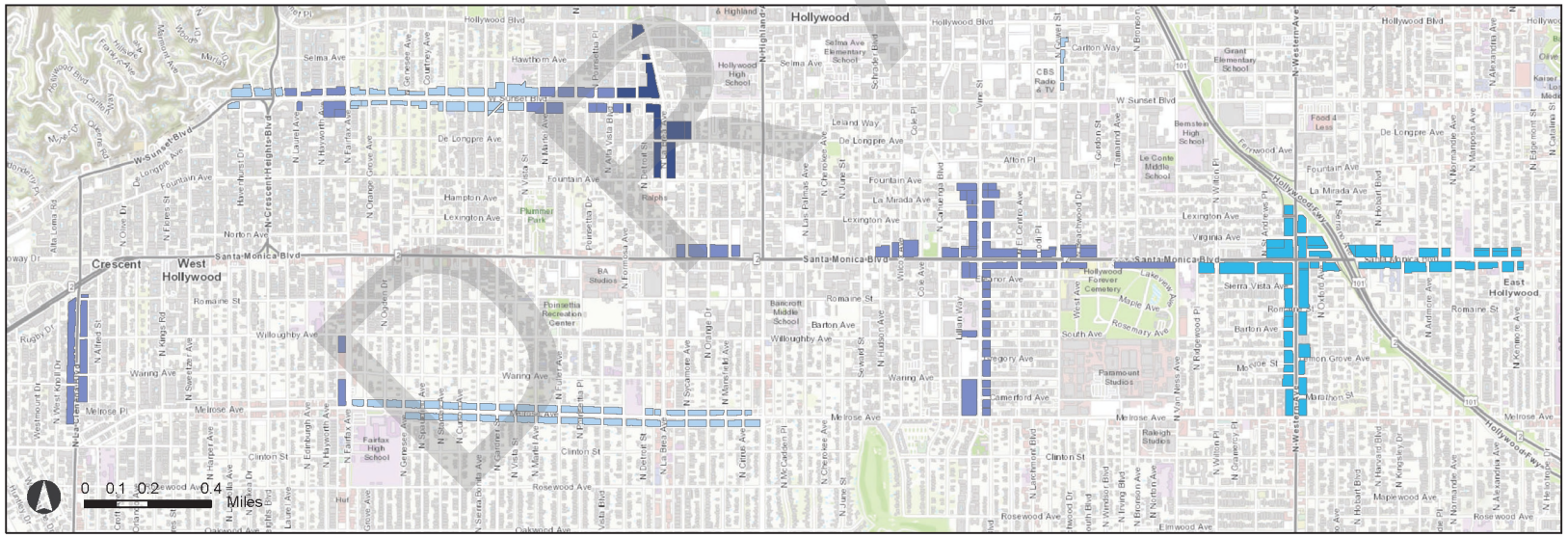
Base FAR indicates the amount of square footage a project can provide on site. Bonus FAR indicates the maximum amount of square footage a project can provide on site through the CPIO Affordable Housing Community Benefits Program.

The Base FARs indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.

Base



Bonus



Note: These maps are for informational and illustrative purposes only.

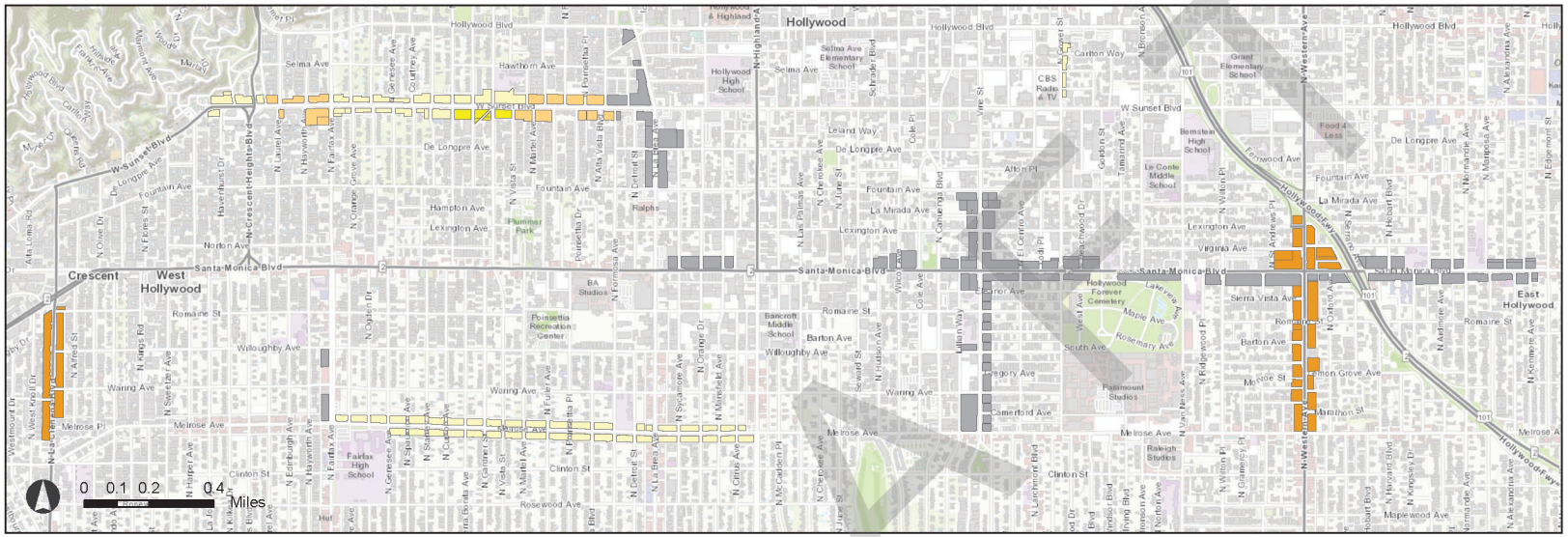
FIGURE III-2: Corridors FAR Base and Bonus

Corridors Height Base and Bonus

Base Height indicates how tall a building or structure can be built on site; the height is measured by feet. Bonus Height indicates the maximum building or structure height that can be provided on site through the CPIO Affordable Housing Community Benefits Program.

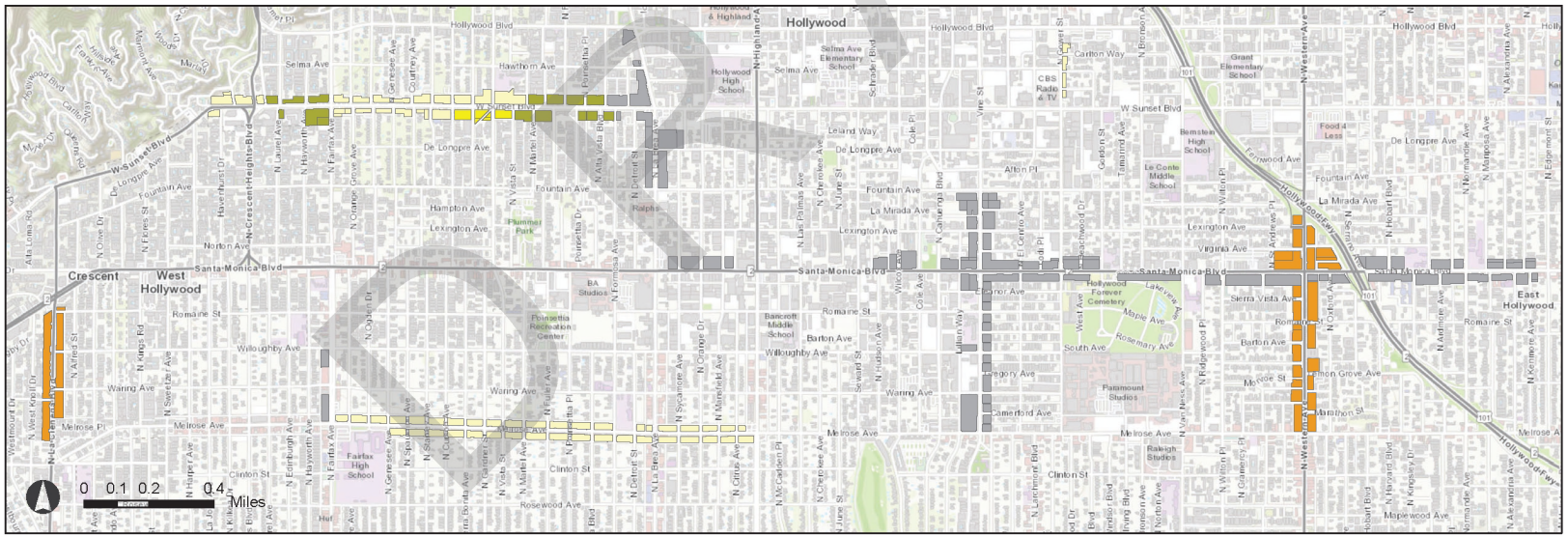
The Base Heights indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.

Base



30 feet
35 feet
45 feet
50 feet
Not Specified

Bonus



30 feet
35 feet
50 feet
67 feet
Not Specified

Note: These maps are for informational and illustrative purposes only.

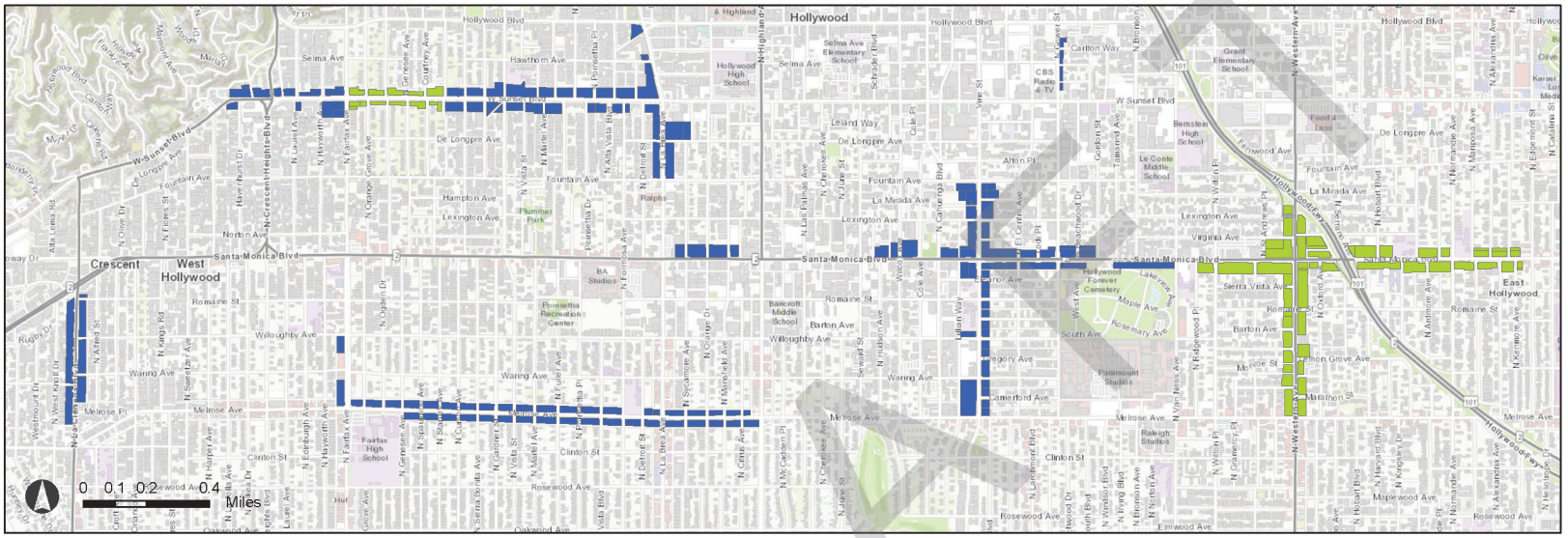
FIGURE III-3: Corridors Height Base and Bonus

Corridors Density Base and Bonus

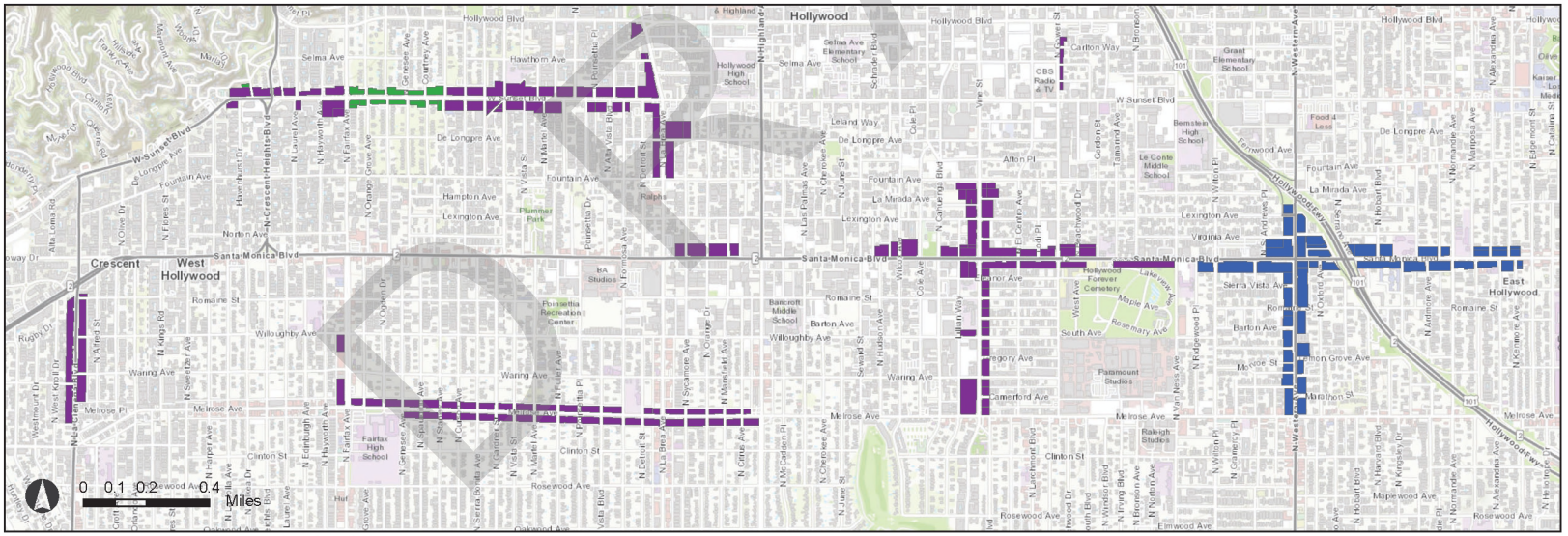
Base Density indicates the amount of residential units a project can provide on site. Bonus Density indicates the maximum amount of residential units a project can provide on site through the CPIO Affordable Housing Incentive System.

The Base Densities indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update. A site must have a base density of at least five units to be eligible for Bonus incentives.

Base



Bonus



Note: These maps are for informational and illustrative purposes only.

FIGURE III-4: Corridors Density Base and Bonus

Section III-3. DEVELOPMENT STANDARDS

In addition to CPIO requirements in Chapter I and Appendix A and any regulations set forth by the underlying zone and the LAMC, all Projects in the Corridor Subareas shall comply with the following development standards:

A. **Ground Floor Elevation and Height.** Each Project shall have a finished Ground Floor elevation located within three feet above or below the existing curb level.

B. **Ground Floor Height**. The Project Ground Floor shall have a minimum floor to ceiling height of 14 feet.

C. **Transitional Height.** Applies to properties that share a property line with an RD Zone or more restrictive zone. Within the first 25 feet of the property line(s) that is shared with an RD zone or more restrictive zone, the building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the more restrictive zone.

D. **Street Wall and Active Floor Area.** All street fronting building façades of a Project shall comply with the following:

1. Buildings shall be sited so that 100 percent of each street fronting building façade length is located within five feet of the Primary Lot Line.

2. The Ground Floor shall incorporate Active Floor Area along 100 percent of the lot width of the Primary Lot Line to a depth of at least 18 feet. Areas used for vehicular access, pedestrian access, Landscape Amenity Space or Pedestrian Amenity Space are exempt from this requirement.

3. For the purpose of meeting the 100 percent street wall requirement, a Paseo, Arcade, Landscape Amenity Space or Pedestrian Amenity Space no more than 15 percent of the lot width shall qualify as street fronting building façade.

4. A recessed entry located no more than 15 feet from the setback line qualifies as building façade for the purpose of meeting the 100 percent street wall requirement. The recessed entry may not exceed nine feet in width.

E. **Pedestrian Access.** Each Building shall have at least one Street Oriented Entrance that provides access to the primary lot line. A Street-Oriented Entrance or a Landscape Amenity Space shall occur at least once every 75 feet and shall be no more than three feet above or below the adjacent sidewalk grade. For non-residential Projects, Street Oriented Entrances shall be accessible during business hours.

F. **Transparency**. With the exception of portions of façades occupied with Ground Floor residential dwelling units, all building facades located along street frontages shall comply with the below:

1. Transparent glazing shall occupy a minimum of 50 percent of the Ground Floor façade, and a minimum of 30 percent of each of the upper story façades located along street

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frontages.

2. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Building Code or other state or local UV requirements.

G. **Surface Parking.** New stand-alone surface parking lots shall be prohibited. Surface parking lots for on-site uses shall not be located between a new building and the Primary Lot Line. Where surface parking lots abut public streets that are not the Primary Frontage, a landscape buffer of a minimum of three feet in depth shall be provided between the property line and the subject surface parking.

H. **Parking Structures.** Parking structures within buildings or stand-alone structures shall comply with the below requirements:

1. **Ground Floor Screening.** Parking, loading, storage, and mechanical equipment areas located on the ground level within buildings, including stand-alone parking structures, shall be buffered with Active Floor Area with a minimum depth of 18 feet between the parking, storage, loading or mechanical equipment area and the building facades fronting a public right-of-way, except for necessary access pathways and driveways. Alley-facing facades are exempt from this requirement.

2. **Upper Floor Screening.** All parking, loading, or vehicular circulation areas located above the Ground Floor shall be screened with materials that are substantially similar in appearance and application to those used on the Active Floor Area portions of the building. Open screening materials such as perforated metal, mesh, or landscape trellis, may not be used to satisfy this requirement.

I. **Alleys**. Loading, service and mechanical areas that require access from a public right-of-way shall provide access from alleys where available, or from non-Primary Frontages, where available, and where alleys are not present.

J. **Driveways and Vehicular Access.** Vehicular access to off-street parking and loading areas shall not be provided from the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located along the Primary Frontage, as limited above, shall be a minimum of 200 feet apart from each other as part of the same project.

Driveways and Vehicular Access requirements do not apply to parcels within the CPIO along Sunset Boulevard between Marmont Lane and La Brea Avenue.

K. **Landscape Buffer.** A five-foot landscape buffer, inclusive of all required setbacks, shall be provided between the Project site and any abutting lot zoned RD1.5 or more restrictive. Landscaping that is drought tolerant, evergreen, and capable of growing to a height of 10 feet shall be utilized, and a decorative masonry wall a minimum of six feet and a maximum of eight feet in height shall be constructed along the property line(s) shared with the abutting lot(s) zoned RD1.5 or more restrictive.

L. **Shade Trees in Parking Lots.** Surface parking lots shall have at least one tree for every four uncovered parking spaces. The trees shall be distributed throughout the parking lot to shade

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the parking area at maturity. A minimum of half of the required trees planted shall be no less than a 24-inch box tree or a 15-gallon tree. Palm trees shall not be used to meet this requirement.

M. Parking for Change of Use. No additional off-street automobile parking shall be required when a change of use is made within an existing commercial tenant space. The legally permitted required number of parking spaces for the Project Site shall be maintained.

N. Tenant Size. Properties in the Corridor 5 Subarea located on Melrose Avenue between Fairfax Avenue and Highland Avenue are subject to the following limitations:

1. Commercial Tenant Size of any Ground Floor restaurant or retail tenant space shall be limited to a maximum of 5,000 square feet.

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CHAPTER IV- MULTI-FAMILY RESIDENTIAL SUBAREAS

MULTI-FAMILY RESIDENTIAL SUBAREAS

MF1

MF2

MF3

OVERVIEW

Multi-Family Residential Subarea Types MF1, MF2, and MF3 seek to identify opportunity areas in places where new housing can be built, such as near the Regional Center and major commercial and transit corridors. Residents can take advantage of living near attractions and job centers, and choose several travel options, including walking and using Metro stations and bus lines. Additionally, other areas focus on maintaining residential neighborhood stability, and guide new infill residential development to be compatible with the existing character.

Mixed-income and 100 percent affordable housing is incentivized through the establishment of a base/bonus system, wherein projects are granted increased development rights when dwelling units are reserved for lower-income households.

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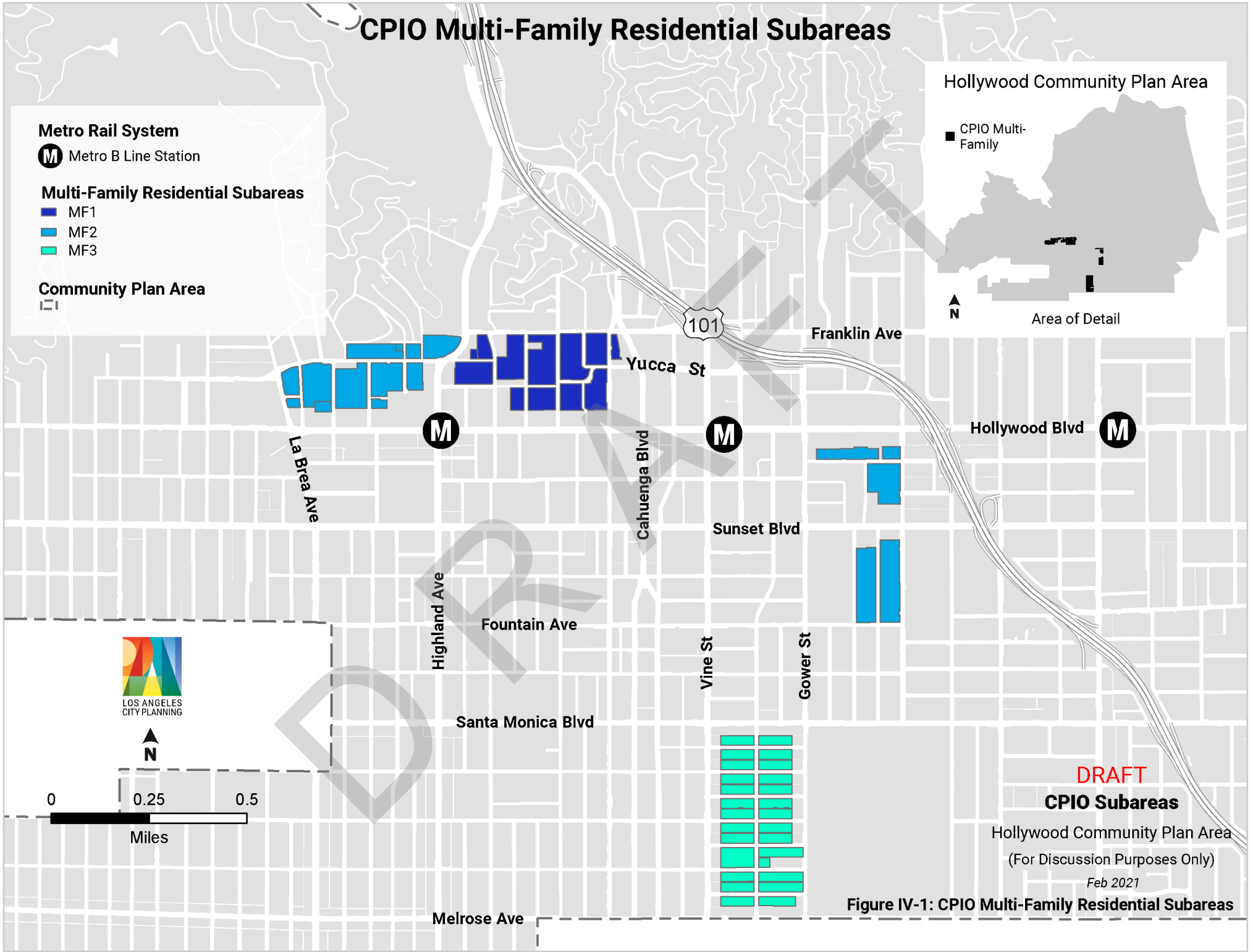

Figure IV-1: CPIO Multi-Family Residential Subareas

Section IV-1. LAND USE REGULATIONS

A. Uses. Hotel uses are prohibited within the Multi-Family Residential CPIO Subareas.

B. Existing Uses. Existing uses made non-conforming by this CPIO, shall comply with LAMC Section 12.23.

Section IV-2. MULTI-FAMILY RESIDENTIAL COMMUNITY BENEFITS PROGRAM

The CPIO District establishes a base/bonus system wherein projects are granted increased development rights such as Floor Area or Height when community benefits are provided. Residential projects (those that provide at least five dwelling units) that provide Affordable Housing, either Mixed-income or 100 percent affordable Projects, are eligible for increased development rights. Non-residential projects in the Regional Center Subareas that provide publicly accessible outdoor space are also eligible for increased development rights.

The CPIO Incentive Program shall be used in lieu of the Density Bonus program pursuant to LAMC 12.22 A.25, and the TOC Affordable Housing Incentive Program pursuant to LAMC 12.22 A.31.

Site Plan Review Threshold. For a Project in this Subarea, participating in the Hollywood CPIO Community Benefits Program that meets the minimum requirements to be eligible for a benefit under this Subarea, the threshold for site plan review for a development project under LAMC Section 16.05 C. 1. (b) will be increased from 50 dwelling units to 100 dwelling units. In addition to CPIO requirements in Chapter I and Appendix A, projects within MF1, MF2, and MF3 Subareas must comply with the following as applicable:

A. Affordable Housing Projects

1. **Requirements**

   Eligible Projects located in the Multi-family Subareas (MF1, MF2, MF3) with residential uses utilizing any CPIO Bonus Incentives available through this CPIO District are subject to the following requirements:

   (a) Minimum Number of On-Site Restricted Affordable Units. CPIO Affordable Housing Projects shall provide On-Site Restricted Affordable Units at one of the following minimum percentages, depending on income category. The minimum number of On-Site Restricted Affordable Units shall be based on the minimum percentages described below, and calculated upon the total number of units in the final project. Any number resulting in a fraction shall be rounded up to the next whole number.

   - 11% for Extremely Low Income Households
   - 15% for Very Low Income Households
   - 25% for Lower Income Households

2. **Bonus Incentives**

CPIO Affordable Housing Projects that provide the Minimum Number of On-Site Restricted Affordable Units in accordance with Subsection (a) above shall be granted CPIO Bonus Incentives for FAR, Residential Density, and Parking Reduction as follows:

(a) FAR

- Projects located in the **MF1 Subareas**: Up to a maximum 6:1 total FAR.
- Projects located in the **MF2 or MF3 Subareas**: Up to a maximum 3.75:1 total FAR.

(b) Residential Density

- Projects located in the **MF1 Subarea in [Q]R5 parcels**: up to 1 unit per each 275 square feet of lot area
- Projects located in the **MF1 Subarea in [Q]R4 parcels**: up to 1 unit per each 400 square feet of lot area
- Projects located in the **MF2 or MF3 Subareas**: up to 1 unit per each 400 square feet of lot area

(c) Parking Reduction for

- **Residential Uses:** 0.5 spaces per each residential unit in the Housing Development Project (not just the restricted units), inclusive of handicapped and guest parking.

TABLE IV-1: MULTI-FAMILY CPIO BONUS INCENTIVES

CPIO Subarea	Affordability %	CPIO Bonus Incentives		
		Density	FAR	Residential Parking Reduction
MF1	11% ELI, or 15% VL, or 25% Lower*	1/275 for [Q]R5 parcels. 1/400 for [Q]R4 parcels.	Up to 6:1	0.5 spaces per unit
MF2	11% ELI, or 15% VL, or 25% Lower*	1/400	Up to 3.75:1	
MF3	11% ELI, or 15% VL, or 25% Lower*	1/400		

Note: this table is included for informational and illustrative purposes only.
**See definitions.*
Density: for example, 1/275 refers to 1 dwelling unit per 275 square feet of lot area

3. Additional Incentives

(a) Requirements

In addition to the CPIO Bonus Incentives, a CPIO Affordable Housing Project that is eligible for CPIO Bonus Incentives as described in Section IV-2.A.1 above shall be granted up to three Additional Incentives determined by the percentages of On-Site Restricted Affordable Housing provided described below:

- One additional incentive for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units are for Very Low Income Households, or at least 10% of the base units are for Lower Income Households.
- Two additional incentives for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units are for Very Low Income Households, or at least 20% of the base units are for Lower Income Households.
- Three additional incentives for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units are for Very Low Income Households, or at least 30% of the base units are for Lower Income Households.

(b) Menu of Incentives. A CPIO Affordable Housing Development Project that meets the qualifications of Paragraph (a) of this subsection may request up to three of the following Additional Incentives as applicable, and as described below:

i. **Residential Zone Side and Rear Yard Setback**. Up to 30 percent decrease in the required width or depth of any two individual yard or setback except along any property line that abuts a R1 or more restrictively zoned property.

ii. **Lot Coverage.** Up to 35 percent increase in lot coverage limits.

iii. **Lot Width.** Up to 25 percent decrease from a lot width requirement.

iv. **Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access**. See LAMC 12.22 A.25(f)(8).

v. **Density Calculation**. See LAMC 12.22 A.25(f)(7).

vi. **Height.** For CPIO Affordable Housing Projects that have a residential use which occupies more than 50 percent of the total floor area within a building, the applicable Height Increase and Transitional Height standards below count as one Incentive. The allowable increase in height shall be applicable to a CPIO Affordable Housing Project over the entire Project site regardless of the number of underlying height limits. The transitional height requirement is to be used in lieu of those found in LAMC 12.21.1 A.10, including any requirements for reduced building heights when a building is adjoining a more restrictive zone.
   - **Height Increase.** In any zone in which height or number of stories is limited, the following height increase applies:
     - Projects located in the **MF1, MF2, or MF3 Subareas**: Up to 2 stories or 22 feet height increase.

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Note: Projects located on lots within the MF2 or MF3 Subarea shall require any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage.

- **Transitional Height.** The building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive zone.

TABLE IV-2: MULTI-FAMILY CPIO ADDITIONAL INCENTIVES

CPIO Additional Incentives				
Residential Zone Rear/Side Setback	**Lot Coverage**	**Lot Width**	**Height Increase**	**Transitional Height**
30% decrease of two yards	35% increase	25% decrease	2 stories or 22'	Stepback at 45°, originating at 25'

Note: this table is included for informational and illustrative purposes only.

B. 100 Percent Affordable Housing Projects

1. **Requirements**

   Projects in which 100 percent of the residential units are restricted affordable units, excluding any manager unit(s) shall be eligible for the following CPIO Bonus Incentives for 100% Affordable Housing and CPIO Additional Incentives for 100% Affordable Housing as outlined in the following subsections.

2. **Bonus Incentives for 100% Affordable Housing**

   CPIO Affordable Housing Projects that provide 100% On-Site Restricted Affordable Units in accordance with the requirements in Subsection 1 above shall be granted CPIO Bonus Incentives for FAR, Residential Density, and Parking Reduction. The Bonus Incentives for 100% Affordable Housing are to be used in lieu of the Bonus Incentives described in Section IV-2.A.2, and as follows:

   (a) FAR

   - Projects located in the **MF1 Subareas**: Up to a maximum 6:1 total FAR.
   - Projects located in the **MF2 or MF3 Subareas**: Up to a maximum 4.25:1 total FAR.

   (b) Residential Density

   - Projects located in the **MF1 Subarea**: up to 1 unit per each 200 square feet of lot area
   - Projects located in the **MF2 or MF3 Subareas**: up to 1 unit per each 400 square feet of lot area

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(c) Parking Reduction

- **Residential Uses:** no parking required in the Housing Development Project (not just the restricted units), inclusive of handicapped and guest parking.

3. Additional Incentives for 100% Affordable Housing

In addition to the CPIO Bonus Incentives for 100% Affordable Housing, CPIO Affordable Housing Projects that provide 100% On-Site Restricted Affordable Units in accordance with the requirements in Subsection 1 above are eligible for three (3) Additional Incentives for a total of five (5) Additional Incentives. Additional Incentives are to be selected from the menu of Additional Incentives in Section IV-2.A.3, with the exception of the below incentives for Residential Zone Side and Rear Yard Setback and Height, which are to be used in lieu of those in Section IV-2.A.2.

(a) Residential Zone Side and Rear Yard Setback.

- Projects located in the **MF1 or MF2 Subareas**: Up to 35 percent decrease in the required width or depth of any two individual yard or setback except along any property line that abuts a R1 or more restrictively zoned property.

(b) Height. The applicable Height Increase and Transitional Height standards below count as one Incentive. The allowable increase in height shall be applicable to a CPIO Affordable Housing Project over the entire Project site regardless of the number of underlying height limits. The transitional height requirement is to be used in lieu of those found in LAMC 12.21.1 A.10, including any requirements for reduced building heights when a building is adjoining a more restrictive zone.

- **Height Increase.** In any zone in which height or number of stories is limited, the following height increase applies:
  - Projects located in the **MF1 or MF2 Subareas**: Up to 2 stories or 22 feet height increase.
  - Projects located in the **MF3 Subarea**: Up to 3 stories or 33 feet height increase.

  Note: Projects located on lots within the MF2 or MF3 Subarea shall require any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage.

- **Transitional Height.** Within the first 25 feet of the property line that is shared with an RW1 zone or more restrictive zone the building height limit shall be stepped-back at a 45-degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the more restrictive zone.

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TABLE IV-3: MULTI-FAMILY 100 PERCENT AFFORDABLE HOUSING INCENTIVES

CPIO Subarea	CPIO Bonus Incentives			CPIO Additional Incentives		
	Density	FAR	Residential Parking Reduction	Residential Zone Rear/Side Setback	Height Increase	Transitional Height
MF1	1/200	Up to 6:1	No required parking	35% decrease of two yards	2 stories or 22'	For the first 25': Stepback at 45°, originating at 25'
MF2	1/400	Up to 4.25:1			2 stories or 22'	
MF3	1/400	Up to 4.25:1			3 stories or 33'	

Note: this table is included for informational and illustrative purposes only.
Density: for example, 1/200 refers to 1 dwelling unit per 200 square feet of lot area

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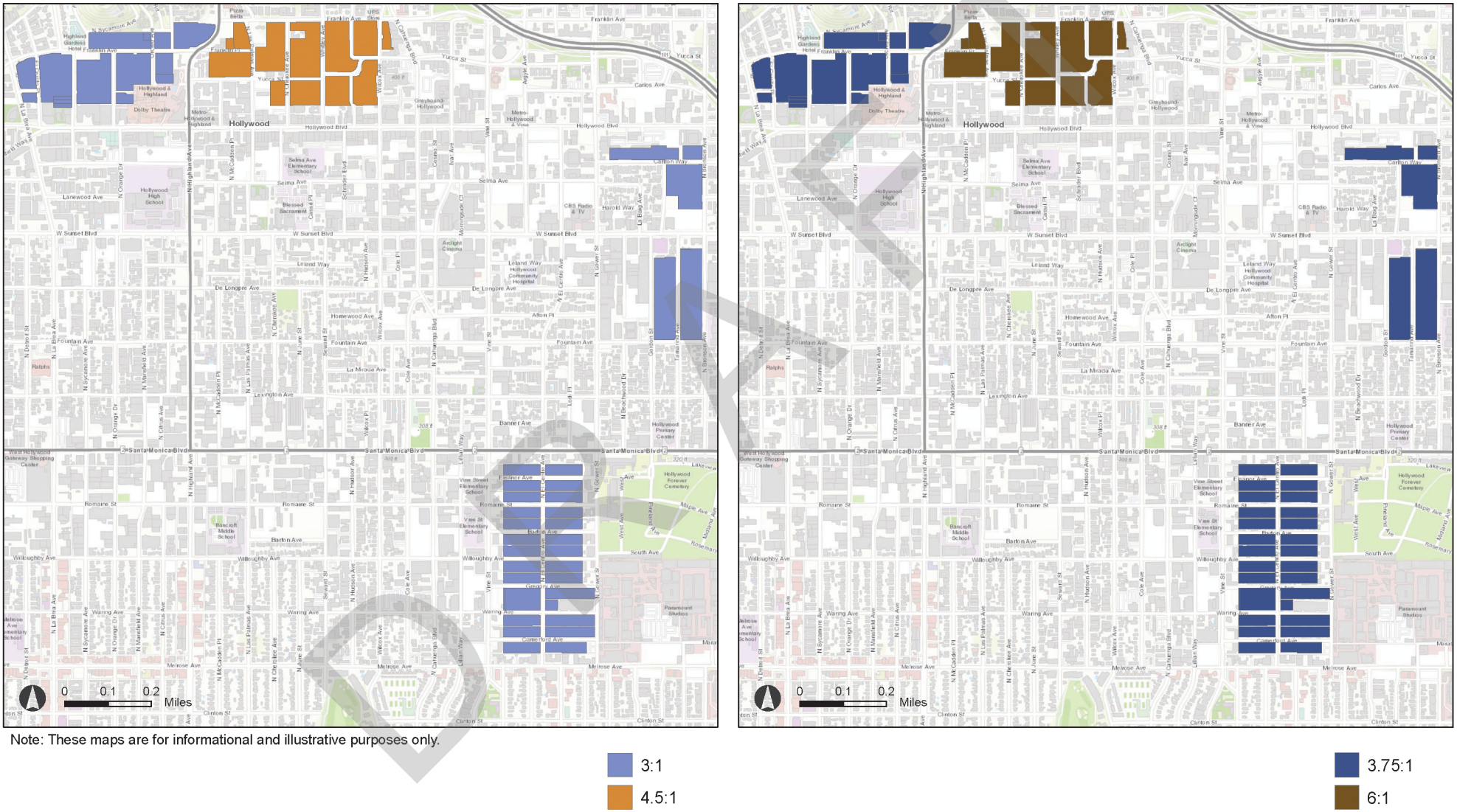
Multi-Family FAR Base and Bonus

Base FAR indicates the amount of square footage a project can provide on site. Bonus FAR indicates the maximum amount of square footage a project can provide on site through the CPIO Affordable Housing Community Benefits Program.

The Base FARs indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.



Note: These maps are for informational and illustrative purposes only.

3:1
4.5:1
3.75:1
6:1

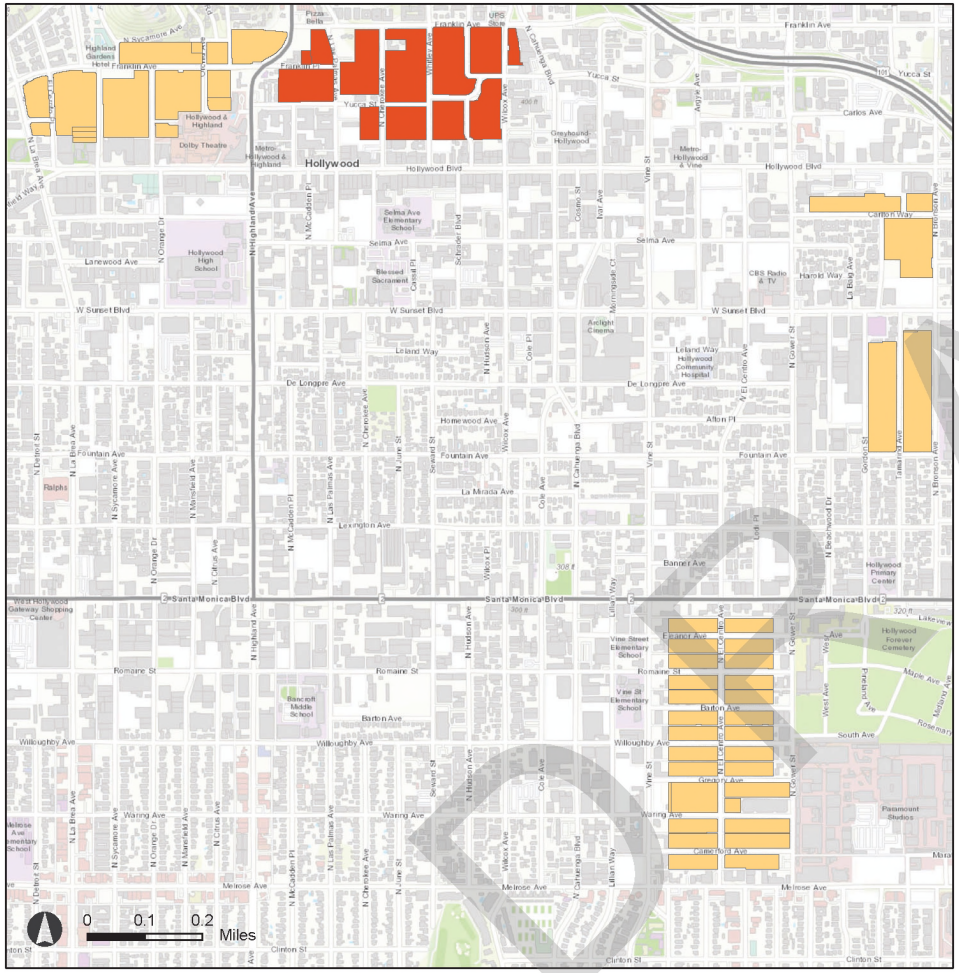
FIGURE IV-2: Multi-Family FAR Base and Bonus

Multi-Family Height Base and Bonus

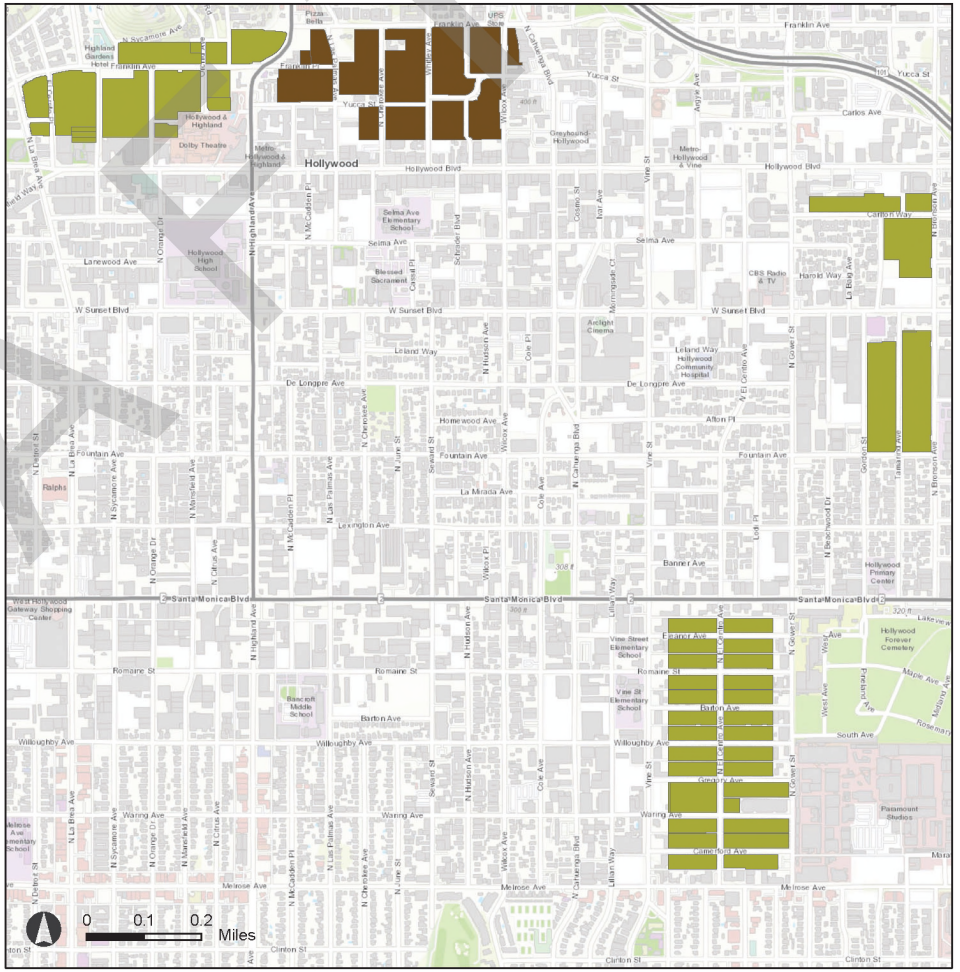
Base Height indicates how tall a building or structure can be built on site; the height is measured by feet. Bonus Height indicates the maximum building or structure height that can be provided on site through the CPIO Affordable Housing Community Benefits Program.

The Base Heights indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.

Base



Bonus



Note: These maps are is for informational and illustrative purposes only.

45 feet
60 feet

67 feet
82 feet

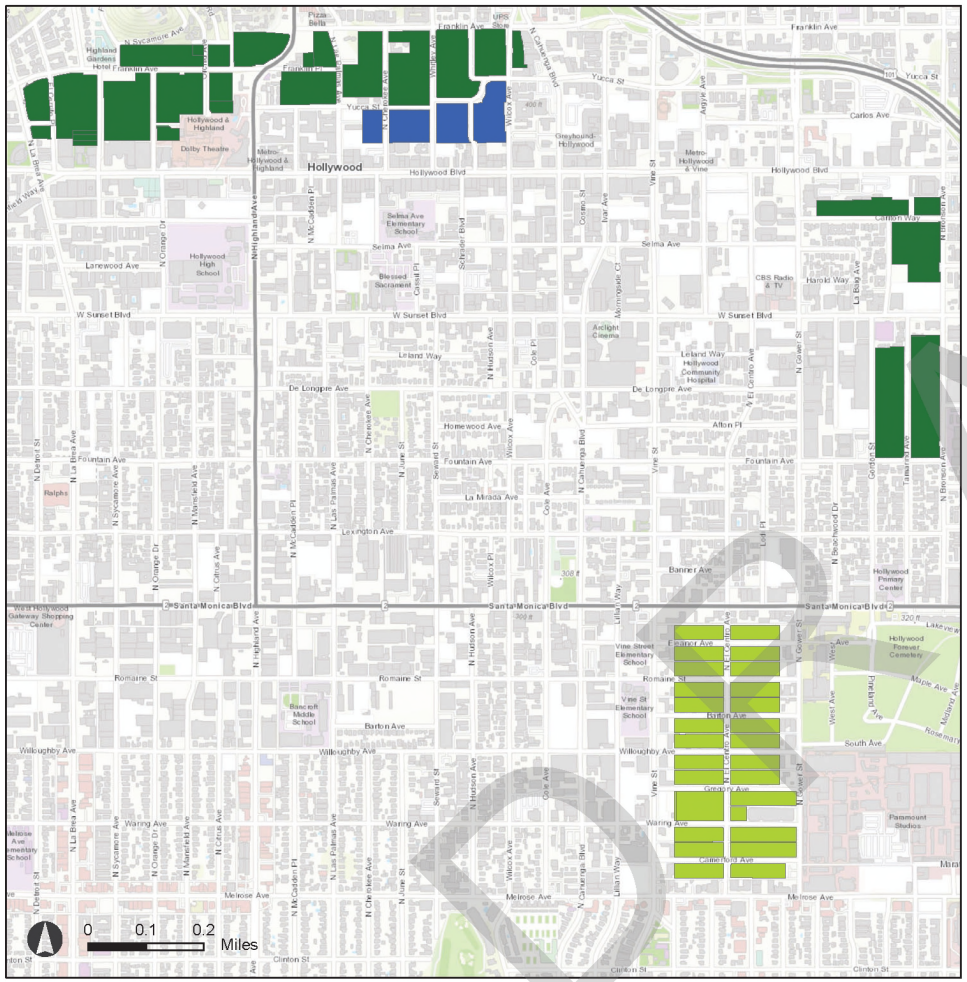
FIGURE IV-3: Multi-Family Height Base and Bonus

Multi-Family Density Base and Bonus

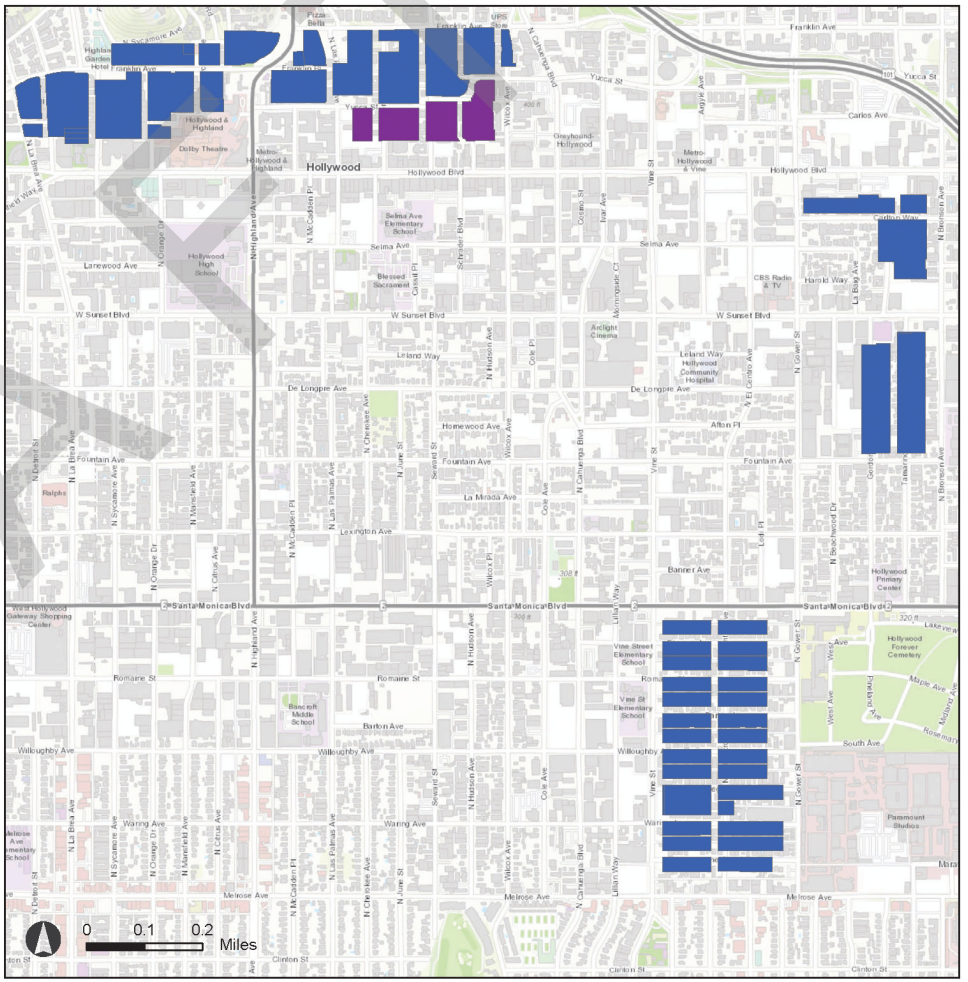
Base Density indicates the amount of residential units a project can provide on site. Bonus Density indicates the maximum amount of residential units a project can provide on site through the CPIO Affordable Housing Community Benefits Program.

The Base Densities indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.

Base



Bonus



Note: These maps are is for informational and illustrative purposes only.

1/400
1/600
1/800

1/275
1/400

FIGURE IV-4: Multi-Family Density Base and Bonus

Section IV-3. DEVELOPMENT STANDARDS

In addition to CPIO requirements in Chapter I and Appendix A and any regulations set forth by the underlying zone and the LAMC, all Projects in the Multi-Family Subareas shall comply with the following development standards:

A. **Ground Floor Elevation.** Each Project shall have a finished Ground Floor elevation located within three feet above or below the existing curb level.

B. **Street Wall and Active Floor Area.** All street fronting building façades of a Project shall comply with the following:

1. The Ground Floor shall incorporate Active Floor Area along 100 percent of the lot width of the Primary Lot Line to a depth of at least 18 feet. Areas used for vehicular access, pedestrian access, Landscape Amenity Space or Pedestrian Amenity Space are exempt from this requirement.

2. For the purpose of meeting the 100 percent street wall requirement, a Paseo, Arcade, Landscape Amenity Space or Pedestrian Amenity Space no more than 15 percent of the lot width shall qualify as street fronting building façade.

3. A recessed entry located no more than 15 feet from the setback line qualifies as building façade for the purpose of meeting the 100 percent street wall requirement. The recessed entry may not exceed nine feet in width.

C. **Building Breaks.** Development sites with a frontage of more than 200 feet in width shall provide Building Breaks for each 200 feet of width or less by either providing a minimum 10-foot Building Break or a 15-foot wide by 15-foot deep Landscape Amenity Space.

D. **Pedestrian Access.** Each Building shall have at least one Street Oriented Entrance that provides access to the Primary Lot Line. A Street-Oriented Entrance or a Landscape Amenity Space shall occur at least once every 100 feet and shall be no more than three feet above or below the adjacent sidewalk grade.

E. **Surface Parking.** New stand-alone surface parking lots shall be prohibited. Surface parking lots for on-site uses shall not be located between a building and the Primary Lot Line. Where surface parking lots abut public streets that are not the Primary Frontage, a landscape buffer of a minimum of three feet in depth shall be provided between the property line and the subject surface parking.

F. **Parking Structures.** Parking structures within buildings or stand-alone structures shall comply with the below requirements:

1. **Ground Floor Screening.** Parking, loading, storage, and mechanical equipment areas located on the ground level within buildings, including stand-alone parking structures, shall be buffered with Active Floor Area with a minimum depth of 18 feet between the parking, storage, loading or mechanical equipment area and the building facades fronting a public right-of-way, except for necessary access pathways and driveways. Alley-facing facades are exempt from this requirement.

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2. **Upper Floor Screening.** All parking, loading, or vehicular circulation areas located above the Ground Floor shall be screened with materials that are substantially similar in appearance and application to those used on the Active Floor Area portions of the building. Open screening materials such as perforated metal, mesh, or landscape trellis, may not be used to satisfy this requirement.

G. **Alleys**. Loading, service and mechanical areas that require access from a public right-of-way shall provide access from alleys where available, or from non-Primary Frontages, where available, and where alleys are not present.

H. **Driveways and Vehicular Access.** Vehicular access to off-street parking and loading areas shall not be provided from the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located along the Primary Frontage, as limited above, shall be a minimum of 200 feet apart from each other as part of the same project.

   Driveways and Vehicular Access requirements do not apply to parcels within the CPIO District along Sunset Boulevard between Marmont Lane and La Brea Avenue.

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CHAPTER V – CHARACTER RESIDENTIAL SUBAREA

OVERVIEW

Hollywood has a rich built history, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of Hollywood. The preservation of historical resources protects this built legacy, ensuring continuity and the retention of the community's collective memory. The regulations of Character Residential Subarea ensure that new development is designed to be compatible with the established character of the historical neighborhood, ensuring that the identity of these neighborhoods is maintained as they continue to evolve. Mixed-income and 100 percent affordable housing is also encouraged in this Subarea.

The Character Residential (CR) CPIO Subarea consists of the following Historic Districts:

Selma Labaig, California Register District

Afton Square, California Register District

Vista Del Mar/Carlos, California Register District

McCadden-De Longpre-Leland, Eligible Historic District

De Longpre Park, Eligible Historic District

Fountain Avenue, Eligible Historic District

Projects within a Character Residential Subarea shall comply with the applicable Supplemental Development Regulations in this Chapter V.

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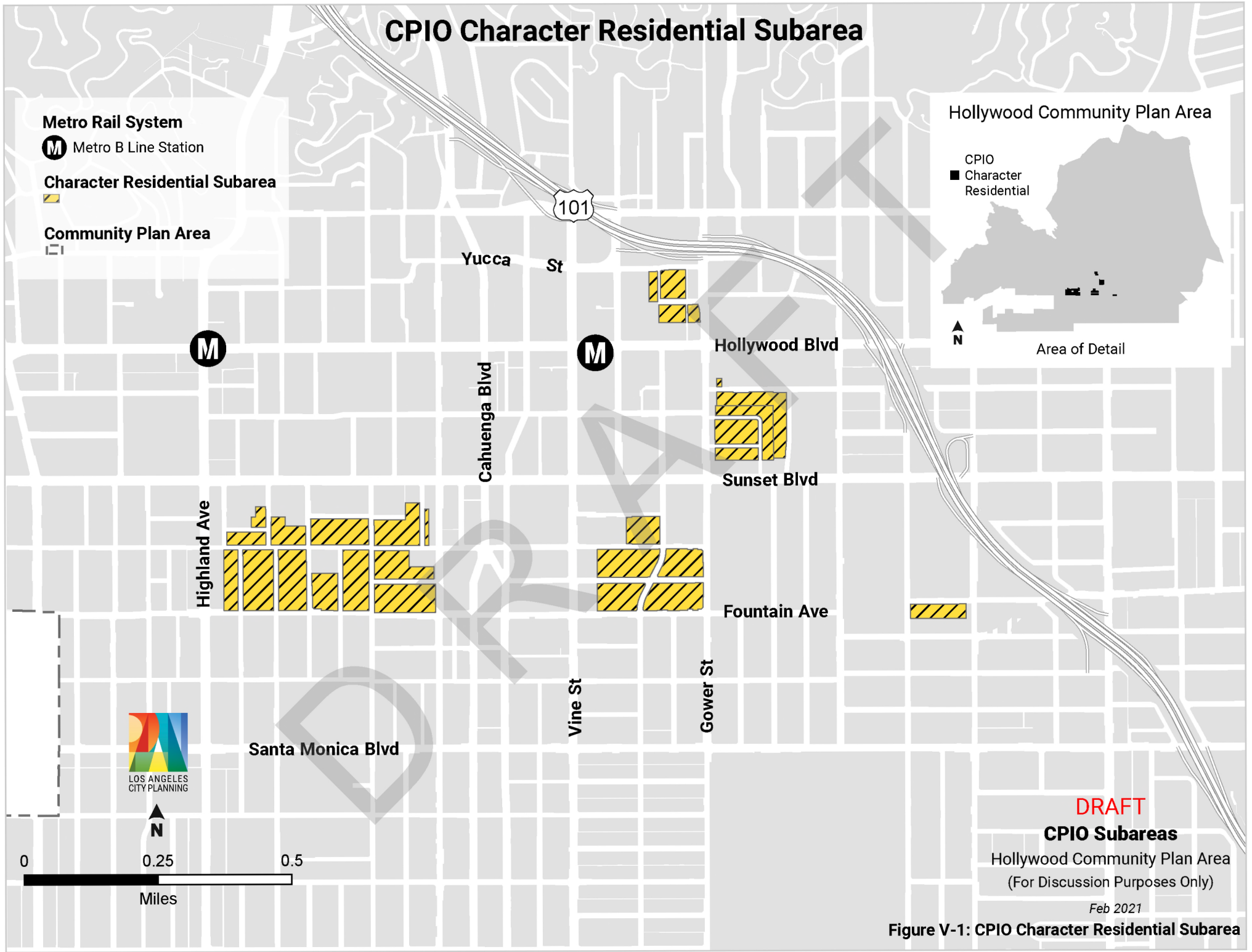

Figure V-1: CPIO Character Residential Subarea

Section V-1. CHARACTER RESIDENTIAL COMMUNITY BENEFITS PROGRAM

The CPIO District establishes a base/bonus system wherein projects are granted increased development rights such as Floor Area or Height when community benefits are provided. Residential projects (those that provide at least five dwelling units) that provide Affordable Housing, either Mixed-income or 100 percent affordable Projects, are eligible for increased development rights.

The CPIO Incentive Program shall be used in lieu of the Density Bonus program pursuant to LAMC 12.22 A.25, and the TOC Affordable Housing Incentive Program pursuant to LAMC 12.22 A.31.

In addition to CPIO requirements in Chapter I and Appendix A, projects within Character Residential Subareas must comply with the following as applicable:

A. Affordable Housing Projects

1. **Requirements**
   Eligible Projects located in the Character Residential Subareas (Selma Labaig, Afton Square, Vista Del Mar/Carlos, McCadden-De Longpre-Leland, De Longpre Park, Fountain Avenue) with residential uses utilizing any CPIO Bonus Incentives available through this CPIO District are subject to the following requirements:

   (a) Minimum Number of On-Site Restricted Affordable Units. CPIO Affordable Housing Projects shall provide On-Site Restricted Affordable Units at one of the following minimum percentages, depending on income category. The minimum number of On-Site Restricted Affordable Units shall be based on the minimum percentages described below, and calculated upon the total number of units in the final project. Any number resulting in a fraction shall be rounded up to the next whole number.

   - 9% for Extremely Low Income Households
   - 12% for Very Low Income Households
   - 21% for Lower Income Households

2. **Bonus Incentives**
   CPIO Affordable Housing Projects that provide the Minimum Number of On-Site Restricted Affordable Units in accordance with Subsection (a) above shall be granted CPIO Bonus Incentives for Residential Density and Parking Reduction as follows:

   (a) Residential Density
   Projects located in parcels that are zoned:
   - **R4:** up to 1 unit per each 275 square feet of lot area
   - **[Q]R4:** up to 1 unit per each 450 square feet of lot area
   - **R3:** up to 1 unit per each 575 square feet of lot area
   - **[Q]R3:** up to 1 unit per each 900 square feet of lot area
   - **RD1.5 or RD2:** up to 1 unit per each 1000 square feet of lot area

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(b) Parking Reduction

- **Residential Uses:** 0.5 spaces per each residential unit in the CPIO Affordable Housing Project (not just the restricted units), inclusive of handicapped and guest parking.

(c) FAR

Not Applicable/No Bonus.

TABLE V-1: CHARACTER RESIDENTIAL CPIO BONUS INCENTIVES

CPIO Subarea	Affordability %	CPIO Bonus Incentives		
		Density	FAR	Residential Parking Reduction
CR	9% ELI, or 12% VL, or 21% Lower*	R4 parcels: 1/275 [Q]R4 parcels: 1/450 R3 parcels: 1/575 [Q]R3 parcels: 1/900 RD1.5 or RD2 parcels: 1/1000	No Bonus	0.5 spaces per unit

Note: this table is included for informational and illustrative purposes only.
**See definitions.*
Density: for example, 1/275 refers to 1 dwelling unit per 275 square feet of lot area

3. Additional Incentives

(a) Requirements. In addition to the CPIO Bonus Incentives, a CPIO Affordable Housing Project that is eligible for CPIO Bonus Incentives as described in Section V-1.A.1 above shall be granted up to three Additional Incentives determined by the percentages of On-Site Restricted Affordable Housing provided below:

- One additional incentive for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units are for Very Low Income Households, or at least 10% of the base units are for Lower Income Households.
- Two additional incentives for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units are for Very Low Income Households, or at least 20% of the base units are for Lower Income Households.
- Three additional incentives for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units are for Very Low Income Households, or at least 30% of the base units are for Lower Income Households.

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(b) Menu of Incentives. A CPIO Affordable Housing Development Project that meets the qualifications of Paragraph (a) of this subsection may request up to three of the following Additional Incentives as applicable, and as described below:

i. **Residential Zone Side and Rear Yard Setback.** Up to 30 percent decrease in the required width or depth of any two individual yards or setbacks except along any property line that abuts a R1 or more restrictively zoned property.

ii. **Lot Coverage.** Up to 35 percent increase in lot coverage limits.

iii. **Lot Width.** Up to 25 percent decrease from a lot width requirement.

iv. **Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access.** See LAMC 12.22 A.25(f)(8).

v. **Density Calculation.** See LAMC 12.22 A.25(f)(7).

vi. **Height.** No height incentive is provided.

TABLE V-2: CHARACTER RESIDENTIAL CPIO ADDITIONAL INCENTIVES

CPIO Additional Incentives		
Residential Zone Rear/Side Setback	Lot Coverage	Lot Width
30% decrease of two yards	35% increase	25% decrease

Note: this table is included for informational and illustrative purposes only.

B. 100 Percent Affordable Housing Projects

1. Requirements

Projects in which 100 percent of the residential units are restricted affordable units, excluding any manager unit(s) shall be eligible for the following CPIO Bonus Incentives for 100% Affordable Housing and CPIO Additional Incentives for 100% Affordable Housing as outlined in the following subsections.

2. Bonus Incentives for 100% Affordable Housing

CPIO Affordable Housing Projects that provide 100% On-Site Restricted Affordable Units in accordance with the requirements in Subsection 1 above shall be granted CPIO Bonus Incentives for Residential Density and Parking Reduction. The Bonus Incentives for 100% Affordable Housing are to be used in lieu of the Bonus Incentives described in Section V-1.A.2, and as follows:

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(a) Residential Density
Projects located in parcels that are zoned:

- **R4:** up to 1 unit per each 275 square feet of lot area
- **[Q]R4:** up to 1 unit per each 450 square feet of lot area
- **R3:** up to 1 unit per each 575 square feet of lot area
- **[Q]R3:** up to 1 unit per each 900 square feet of lot area
- **RD1.5 or RD2:** up to 1 unit per each 1000 square feet of lot area

(b) Parking Reduction

- **Residential Uses:** No parking required.

(c) FAR
Not Applicable/No Bonus.

3. Additional Incentives for 100% Affordable Housing

In addition to the CPIO Bonus Incentives for 100% Affordable Housing, CPIO Affordable Housing Projects that provide 100% On-Site Restricted Affordable Units in accordance with the requirements in Subsection 1 above are eligible for one (1) Additional Incentive for a total of four (4) Additional Incentives. Additional Incentives are to be selected from the menu of Additional Incentives in Section V-1.A.3 (b), with the exception of the below incentives for Residential Zone Side and Rear Yard Setback, which are to be used in lieu of those in Section V-1.A.3 (b):

(a) Residential Zone Side and Rear Yard Setback: Up to a 35% decrease in the required width or depth of any two individual yard or setback setbacks except along any property line that abuts a R1 or more restrictively zoned property.

TABLE V-3: CHARACTER RESIDENTIAL 100 PERCENT AFFORDABLE HOUSING INCENTIVES

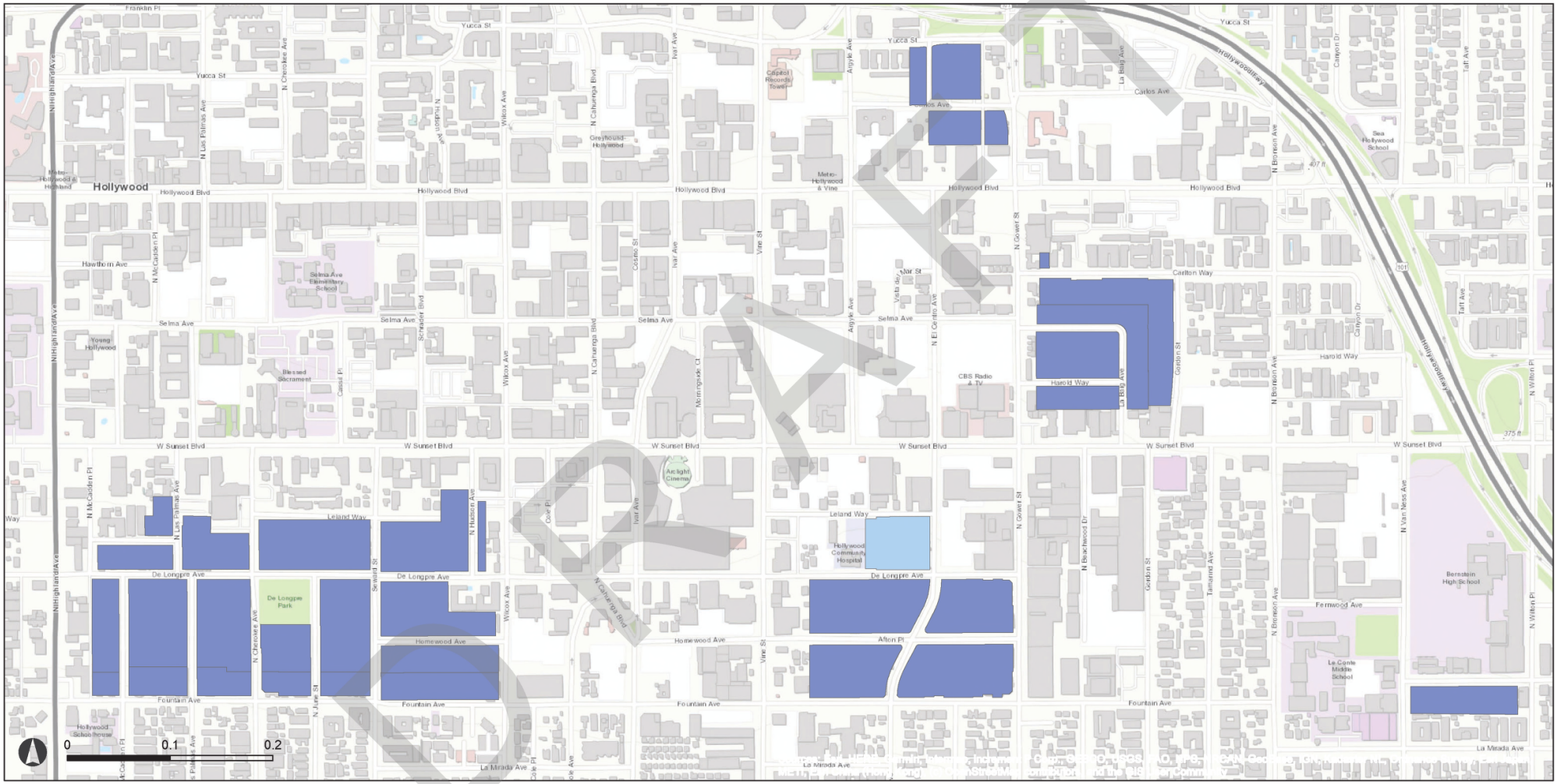
CPIO Subarea	CPIO Bonus Incentives			CPIO Additional Incentives
	Density	FAR	Residential Parking Reduction	Residential Zone Rear/Side Setback
CR	R4 parcels: 1/275 [Q]R4 parcels: 1/450 R3 parcels: 1/575 [Q]R3 parcels: 1/900 RD1.5 or RD2 parcels: 1/1000	No Bonus	No required parking	35% decrease of two yards

Note: this table is included for informational and illustrative purposes only.
**See definitions.*
Density: for example, 1/275 refers to 1 dwelling unit per 275 square feet of lot area

Character Residential FAR Base

Base FAR indicates the amount of square footage a project can provide on site.

The Base FARs indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.



Note: This map is for informational and illustrative purposes only.

2:1

3:1

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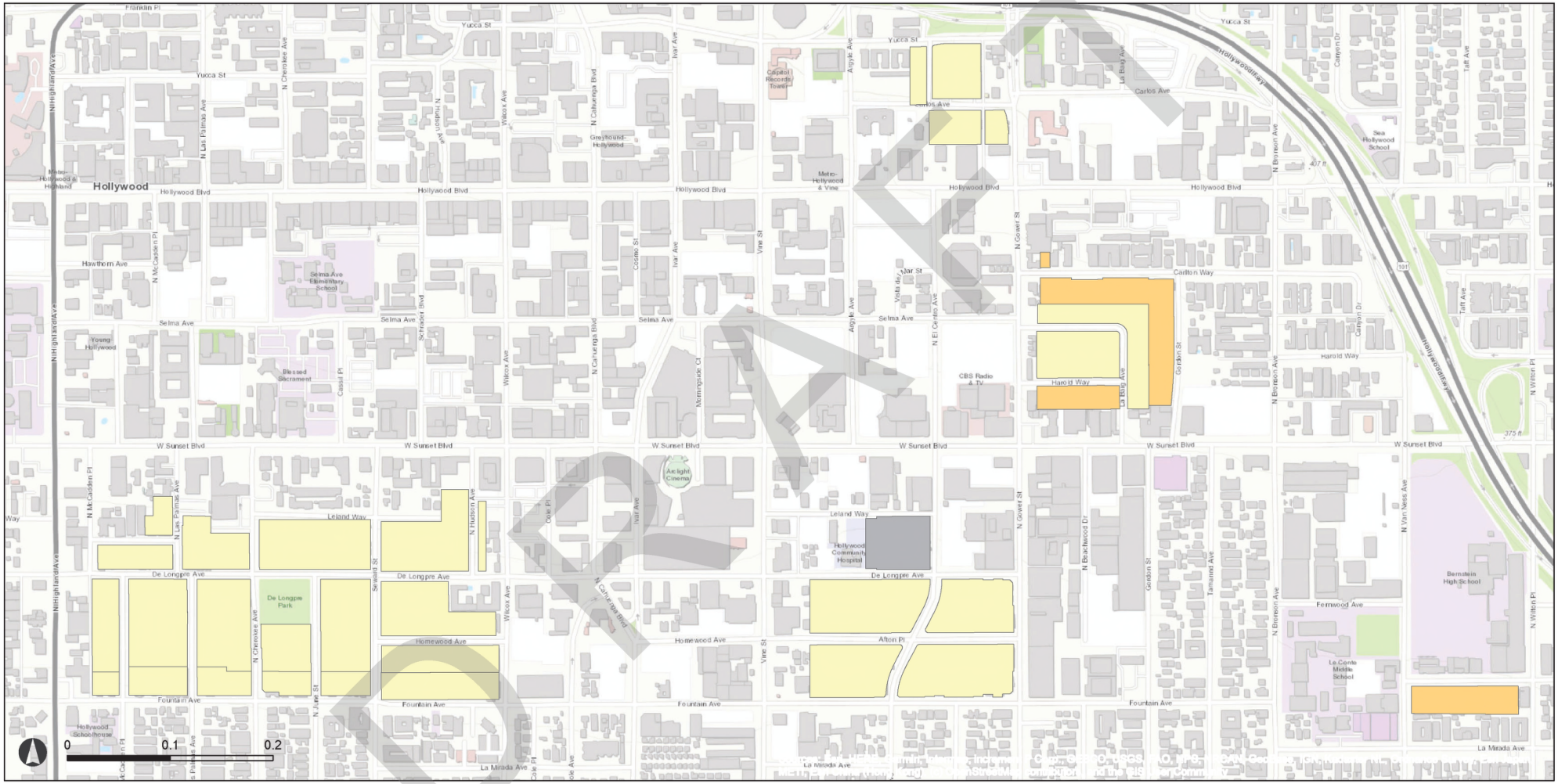
FIGURE V-2: Character Residential FAR Base

Character Residential Height Base

Base Height indicates how tall a building or structure can be built on site; the height is measured by feet. The height of the area indicated as “Not Specified” Height is limited by floor area regulations.

The Base Heights indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update.



Note: This map is for informational and illustrative purposes only.

- 30 feet
- 45 feet
- Not Specified

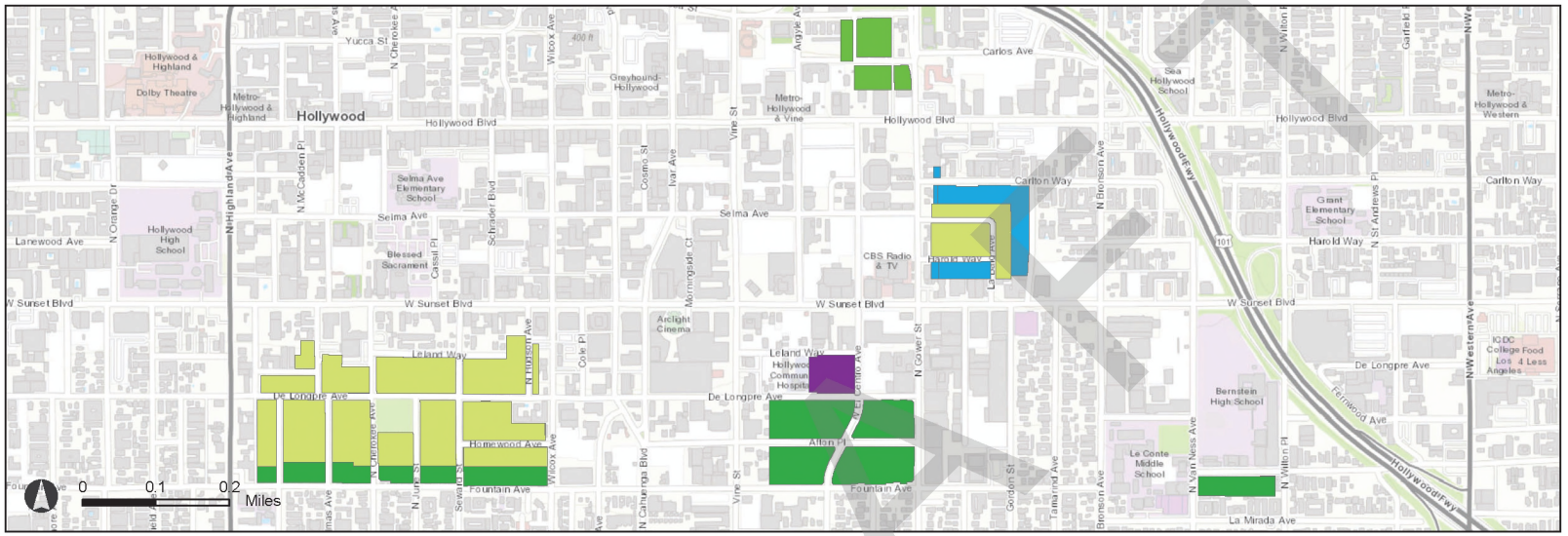
FIGURE V-3: Character Residential Height Base

Character Residential Density Base and Bonus

Base Density indicates the amount of residential units a project can provide on site. Bonus Density indicates the maximum amount of residential units a project can provide on site through the CPIO Affordable Housing Community Benefits Program.

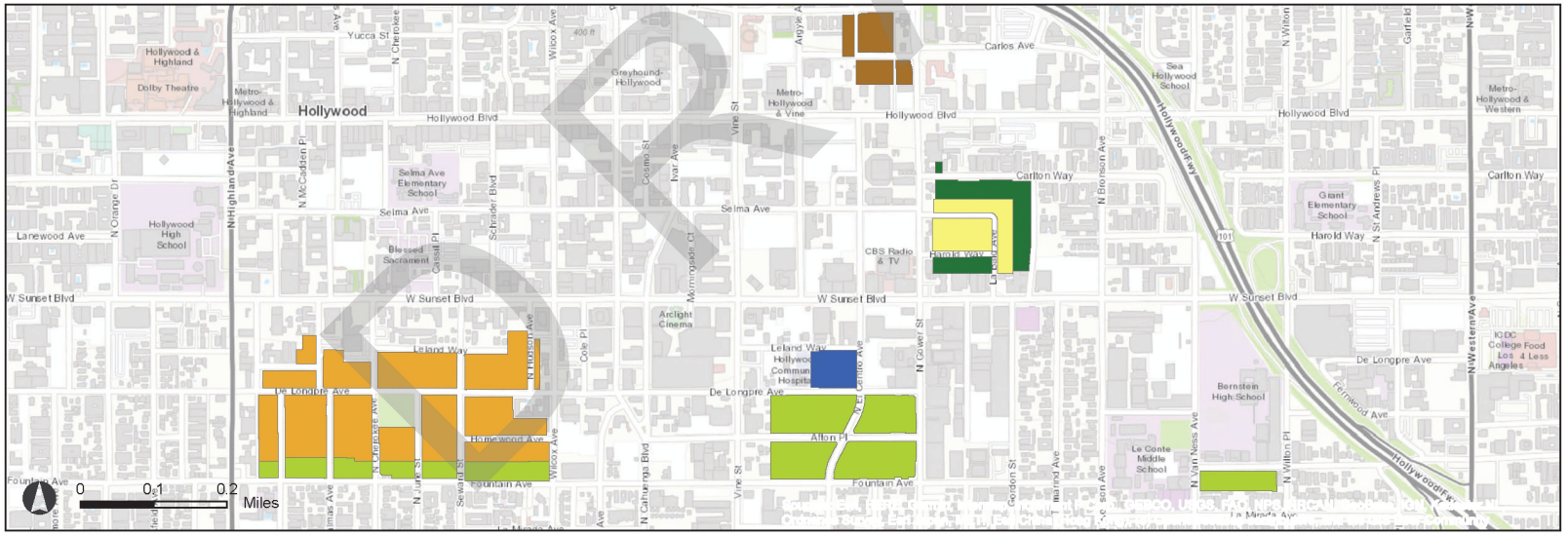
The Base Densities indicated on this map reflect existing zoning and zoning that is proposed to be updated as part of the Hollywood Community Plan Update. A site must have a base density of at least five units to be eligible for Bonus incentives.

Base



1/400
1/600
1/800
1/1200
1/1500
1/2000

Bonus



1/275
1/450
1/575
1/900
1/1000

Note: These maps are for informational and illustrative purposes only.

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FIGURE V-4: Character Residential Density Base and Bonus

Section V-2. DEVELOPMENT STANDARDS

In addition to CPIO requirements in Chapter I and Appendix A and any regulations set forth by the underlying zone and the LAMC, Projects in the Character Residential shall comply with the following development standards:

A. Alteration Standards. Alterations to both Designated and Eligible Historic Resources shall be reviewed per the Historic Resource review procedures in Chapter 1.

B. New Construction and Addition Standards. The following standards apply to both new construction and to additions to existing structures.

1. Setback

(a) **Yards Other than Primary Frontage.** Yard setback dimensions other than Primary Frontage shall be as set forth in the underlying zone, except as follows:

For Projects on a Unified Lot, buildings shall be designed to maintain the yards other than Primary Frontage setback dimensions associated with the original individual lots. A Project may not rely on the status of the lots being Unified Lots to waive or modify setback, yard area, or any other development standards related to bulk and massing. New construction, including additions to existing buildings, on Unified Lots shall not encroach into side and rear setback areas associated with the original individual lots.

The side and rear yard setback requirements shall not apply to detached structures (habitable or non-habitable) located more than 60 percent of the lot depth or 80 feet from the front lot line, whichever is less; provided the following requirements are met:

i. The building shall be detached from the main house and set back a minimum of five feet, as measured from the exterior façade of the main house.

ii. In addition to the allowable yard projections in LAMC Section 12.22.C.20, loggias (covered walkways), gazebo structures and pools may encroach into the rear and side yard setback areas that are internal to Unified Lots.

iii. Where the yard setback dimensions in this Chapter Five are more restrictive than those set forth in the underlying zone, including LAMC Sections 12.22.C.27 (Small Lot Subdivisions), the more restrictive setbacks shall prevail.

2. Building Articulation.

(a) **Building Height.** For lots with a 30-foot height limit, an Encroachment Plane shall be measured to a 24-foot Origin Height vertically from either:

i. the front setback, or
ii. the side yard setbacks.

From the Encroachment Plane Origin Height, the plane shall slope inward at a 45 degree angle. All buildings and structures shall fit entirely within the Encroachment Plane, no encroachments are allowed.

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(b) **Building Length.** The total cumulative length of any side elevation above the first floor shall not extend more than 60 percent of the lot depth or 80 feet, whichever is less.

3. **Building Design.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction and additions shall comply with the following design regulations:

(a) **Primary Frontage Entrance.** At least one street-facing entrance is required. This requirement can be met in any of the following ways:

i. At least one primary building entrance shall be located within the Primary Frontage and shall provide direct access from the Primary Lot Line without crossing parking areas, garages, or carports, or a driveway; or
ii. Individual entrances shall be provided from a centrally located or common-access courtyard accessible from the Primary Lot Line; or
iii. On a corner lot, an entrance shall be located adjacent to the street intersection and angled between 30 to 60 degrees, measured parallel to each street lot lines and shall provide direct access from the Primary Lot Line without crossing a parking lot or driveway, or
iv. On a corner lot, individual street-facing entrances shall be provided for each unit and direct access shall be provided from the street fronting lot line without crossing a parking lot or driveway.

(b) **Entry Feature.** A primary building entrance(s) shall be accentuated by one of the following entry features:

i. **Porch.** A wide, raised platform, projecting in front of a street-facing entrance that is entirely covered but not enclosed. A porch shall include a least two round or square columns with a minimum width of six inches. A porch shall have a minimum depth of 4½ feet, a minimum width of 30 percent of the façade width, and an elevation within two feet to five feet.

ii. **Overhead Projection.** An overhead projection such as an awning or other architectural design feature shall provide cover for the exterior area immediately abutting the associated. The minimum depth of the overhead projection shall be one third of the clear height of the covered area, and its width shall not be less than the width of the entrance and shall not exceed the width of the entrance by more than five feet. The elevation shall be between two to five feet. The overhead projection shall be an integral part of the building and shall not be made of fabric.

iii. **Recession.** A recession of at least two feet from the building façade to create a covered entry and/or landing area.

iv. **Architrave/Archway.** A symmetrical architectural detail spanning an opening with a minimum width of six inches and stepped out a minimum of 6 inches in depth. An arch shall not be limited to a round arch and may be segmental, pointed, or decorative horizontal band above and connected to vertical bands (column, pilaster, etc.) framing an entrance.

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(c) **Roof Types.** Projects that involve the construction of new detached structures shall utilize roof forms that are consistent with the predominant existing roof forms of the main building. For example, if a property is developed with a structure that has a 4/12 pitch gabled roof, the additional dwelling unit shall utilize the same gable roof pitch.

(d) **Transparency.** Transparency shall occur at least every 10 feet. Transparency shall be installed with a minimum recession depth of two inches. All openings with transparency shall have a sill projecting at least one-inch from the plane of the façade. Horizontal sliding windows shall not be permitted on the street-facing facades. Vinyl windows in the following shades are not permitted: white, tan, beige, canvas and ivory.

(e) **Building Materials**

i. **Primary Material.** A primary building material shall be continuous across all exterior facades of a building and shall cover at minimum 70 percent of the area of a building. Glazing shall not qualify as a façade material and shall not be subject to the material percentage. Clapboard and shake siding shall be considered as one material. Rough textured stucco shall not be permitted.

ii. **Secondary Material.** Between one and three high quality secondary materials shall be used on a building to highlight architectural features. Any material used as a Primary Material shall not qualify to be used as a secondary material unless it varies in texture, size, and/or color. For example, a wood porch column qualifies as a secondary material on a wood clapboard structure. Glazing shall not qualify as a façade material and shall not be subject to the material percentage. Rough textured stucco shall not be permitted.

4. **Additions Standards.** New additions to Designated or Eligible Historic Resources or related new construction shall comply with the following standards as applicable:

i. Additions must be differentiated from the old through a material change, massing change, or building step-in of a minimum of 6 inches;

ii. Additions shall not result in the removal (without in-kind replacement) of architectural features or materials on the primary street-facing façade.

iii. Additions that involve an increase in height shall not be constructed within 30 feet of a street facing façade or within the area between the highest roof point and a street facing facade, whichever is greater.

iv. Additions to historic buildings shall match roof forms, eave depth, and roof pitches found on the existing structure.

v. Additions shall use the same finish materials as the original structure when original building materials are extant. The following material alternatives shall comply with these provisions: cement board may be used as an alternative to wood, face brick or brink veneer may be used as an alternative for brick, darkly colored (brown, gray, burgundy, etc.) vinyl or composite windows may be used in lieu of wood or metal windows. Materials may vary in pattern and texture.

5. **Parking Areas, Garages, and Carports.** Projects with onsite parking shall conform to the following standards:

(a) **Location**

i. No parking shall be allowed between the Primary Frontage and the Primary Lot Line.

ii. Detached garages and carports associated with the construction of a new building shall be located behind the main building(s) façade furthest from the Primary Lot Line.

(b) Attached Parking

i. Attached parking areas shall be located either underground (subterranean or semi-subterranean), or behind any main building(s).

ii. Any semi-subterranean parking areas (i.e. parking podiums) shall include exterior façades that are integrated into the overall architecture of the building, and that are accompanied by a minimum three-foot landscape buffer.

6. Curb Cuts and Driveways

(a) Access driveways shall be provided from alleys or side streets when present. Driveways may be provided from the Primary Lot Line when alleys or side streets are not present.

(b) Curb cuts shall be limited to the minimum number permitted as determined by LADOT.

(c) Driveway widths shall be the minimum width permitted by the LAMC.

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APPENDIX A – ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section I-10 of the CPIO District, these Environmental Standards are included to implement the Mitigation & Monitoring Program included as part of the Hollywood Community Plan update and reviewed in the Hollywood Environmental Impact Report (Case No. ENV-2016-1451-EIR), certified by the City Council.

In addition to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary project in the boundaries of the Hollywood Community Plan Area that seeks to rely on the Hollywood EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR or a statutory infill exemption), may incorporate or impose the following Environmental Standards on the project (and any Supplemental Development Standard identified as a Hollywood EIR mitigation measure). Compliance may be achieved through covenant, conditions, plan notations, or other means determined reasonably effective by the Director of Planning or the decision-maker.

PLACEHOLDER FOR ENVIRONMENTAL STANDARDS (will be noted in the forthcoming Mitigation Monitoring Program in the Hollywood Community Plan Final Environmental Impact Report).

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EXHIBIT E:
Proposed General Plan Land Use and Zone Change Maps and Matrices; Street and Network Reclassifications; Circulation Map; Symbols; Footnotes; and Corresponding Zone-Land Use Nomenclature Changes

Contents:

Subareas Map
Land Use and Zone Change Matrix
Q & D Regulations
Street and Network Reclassifications Matrix
Circulation Map
Symbols Service Systems Table
Existing Footnotes
Proposed Footnotes
Corresponding Land Use and Zone Change Nomenclature Changes

CPC-2016-1450-CPU; ENV-2016-1451-EIR

For consideration by the City Planning Commission

February 18, 2021

Hollywood Community Plan Update

Proposed Land Use Map

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Subareas

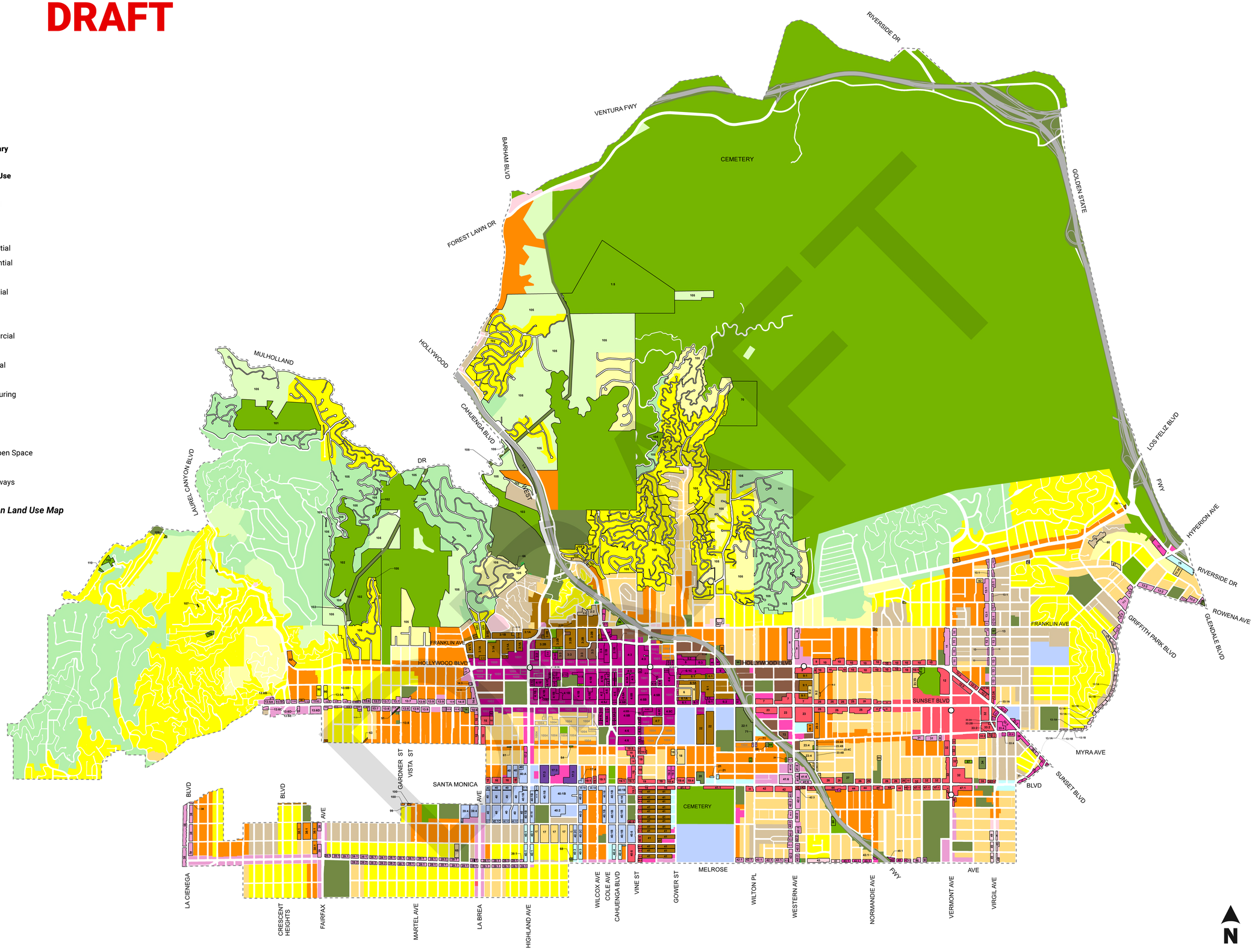
Metro Rail Station

Community Plan Area Boundary

Proposed General Plan Land Use

- Minimum Residential
- Very Low II Residential
- Low I Residential
- Low II Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Residential
- Limited Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Center
- Commercial Manufacturing
- Limited Industrial
- Hybrid Industrial
- Public Facilities
- Public/Quasi-Public Open Space
- Open Space
- Public Facilities - Freeways

Not Part of the General Plan Land Use Map



LOS ANGELES CITY PLANNING

N

0 0.5 1 Miles

Data Sources:
Department of City Planning

Date: February 2021

Disclaimer:

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Subarea	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation	Existing Zone	Proposed Zone	Existing FAR	Proposed FAR	Existing Height Limit	Proposed Height Limit	CPIO Subarea Type	CPIO Subarea (Letter)	Reason for Proposed Change
1:4	Limited Commercial	Public Facilities	PF-1XL, RE15-1-H	PF-1XL	N/A,0.15 to 0.35	N/A	30,36	30	N/A	N/A	Reflect existing use.
1:5	Minimum Residential	Open Space	RE40-1-H	OS-1XL	0.15 to 0.35	N/A	30,36	30	N/A	N/A	Reflect existing use.
2	Highway Oriented Commercial	General Commercial	[Q]C2-1D-SN	[Q]C2-1-SN	0.5	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
2:1	Highway Oriented Commercial	General Commercial	[Q]C2-1D-SN	[Q]C2-1-SN	0.5	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
2:1A	Regional Center Commercial, High Residential	Regional Center Commercial	C4-2D-SN	C2-2D-SN-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC2	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
2:1B	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	C2-2D-SN-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC2	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
2:2	Low Medium II Residential	Low Medium I Residential	RD1.5-1XL	RD3-1XL	3	3	30	30	N/A	N/A	Maintain existing neighborhood scale.
3:1	Medium Residential	Neighborhood Commercial	R3-1	[Q]C4-2D-CPIO	3	See CPIO	45	See CPIO	Corridors	Corridor 1	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
3:1A	High Medium Residential, Regional Center Commercial	High Medium Residential	[Q]R4-1VL, C4-2D-SN	[Q]R4-1VL-CPIO	3	See CPIO	45	See CPIO	Multi-family Residential	MF2	Maintain existing neighborhood scale.
3:1B	High Medium Residential	High Medium Residential	[Q]R5-1VL	[Q]R5-1VL-CPIO	3	See CPIO	45	See CPIO	Multi-family Residential	MF2	Promote housing development, maintain neighborhood compatibility, and protect historic resources.
3:1C	High Medium Residential, Regional Center Commercial	High Medium Residential	[Q]R4-1VL, C4-2D-SN	[Q]R4-1VL-CPIO	3	See CPIO	45,N/A	See CPIO	Multi-family Residential	MF2	Update for consistency.

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*Properties developed pursuant to previously granted entitlements shall be subject to the regulations of the entitlement. If not developed pursuant to that entitlement, the property shall comply with the applicable regulations. For properties that are located within the Vermont-Western Neighborhood Area Specific Plan (SNAP), please see the Specific Plan for the appliclable regulations.

Subarea	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation	Existing Zone	Proposed Zone	Existing FAR	Proposed FAR	Existing Height Limit	Proposed Height Limit	CPIO Subarea Type	CPIO Subarea (Letter)	Reason for Proposed Change
3:1D	High Medium Residential	High Medium Residential	[Q]R4-1VL	[Q]R4-1XL	3	3	45	30	N/A	N/A	Maintain existing neighborhood scale.
3:2	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	C2-2D-SN-CPIO	3	See CPIO	N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.
3:2A	High Residential, Regional Center Commercial	Open Space	[Q]R4-2, C4-2D-SN	OS-1VL	6,3	N/A	60,N/A	45	N/A	N/A	Reflect existing use.
3:2B	High Residential	High Medium Residential	[Q]R4-2	[Q]R4-2-CPIO	6	See CPIO	60	See CPIO	Multi-family Residential	MF1	Maintain existing neighborhood scale.
3:2C	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	C2-2D-SN-CPIO	3	See CPIO	N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.
3:2F	Low Medium I Residential	High Medium Residential	[Q]R4-1VL, R1-1-HPOZ	[Q]R4-1VL	3,0.5	3	45,33	45	N/A	N/A	Maintain existing neighborhood scale.
3:2G	High Residential	High Medium Residential	[Q]R4-2-SN	[Q]R4-2-SN-CPIO	6	See CPIO	60	See CPIO	Multi-family Residential	MF1	Maintain existing neighborhood scale.
3:3	High Residential	High Residential	[Q]R5-2	[Q]R5-2D-CPIO	6	See CPIO	N/A	See CPIO	Multi-family Residential	MF1	Maintain existing neighborhood scale.
3:4	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	C2-2D-SN-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC2	Establish new regulations to foster compatible new development. Protect identified historic resources.
4:1	Regional Center Commercial	Open Space	C4-2D	OS-1	2	N/A	N/A	N/A	N/A	N/A	Reflect existing use.
4:1A	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	C2-2D-SN-CPIO	3	See CPIO	N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.
4:1B	Regional Center Commercial	Regional Center Commercial	(T)(Q)C4-2D, C4-2D, C4-2D-SN	C2-2D-CPIO	3,2	See CPIO	See Ordinance 184066,N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.
4:1C	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	C2-2D-SN-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.
4:1D	Regional Center Commercial	Regional Center Commercial	C4-2D	C2-2D-CPIO	3	See CPIO	N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.

*Properties developed pursuant to previously granted entitlements shall be subject to the regulations of the entitlement. If not developed pursuant to that entitlement, the property shall comply with the applicable regulations. For properties that are located within the Vermont-Western Neighborhood Area Specific Plan (SNAP), please see the Specific Plan for the appliclable regulations.

Subarea	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation	Existing Zone	Proposed Zone	Existing FAR	Proposed FAR	Existing Height Limit	Proposed Height Limit	CPIO Subarea Type	CPIO Subarea (Letter)	Reason for Proposed Change
4:1F	Regional Center Commercial	Regional Center Commercial	C4-2, C4-2D	C2-2D-CPIO	6,2	See CPIO	N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.
4:1G	Regional Center Commercial	Regional Center Commercial	C4-2D-SN, C4-2-SN	C2-2D-SN-CPIO	2,6	See CPIO	N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.
4:1H	Regional Center Commercial	Regional Center Commercial	P-1	C2-2D-CPIO	N/A	See CPIO	N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development.
4:2	Regional Center Commercial	Regional Center Commercial	C4-2D	C2-2D-CPIO	3	See CPIO	N/A	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.
4:2C	Regional Center Commercial	Regional Center Commercial	C4-2D	[Q]C2-2D-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:3	Regional Center Commercial	Regional Center Commercial	C4-2D-SN, (T)(Q)C2-2-SN	[Q]C2-2D-SN-CPIO	3,6	See CPIO	N/A,See Ordinance 182636	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:3A	Regional Center Commercial	Regional Center Commercial	C4-2D	[Q]C2-2D-CPIO	3	See CPIO	N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:4	Regional Center Commercial	Regional Center Commercial	C4-2D	[Q]C2-2D-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:4A	Medium Residential, Regional Center Commercial	Regional Center Commercial	C4-2D-SN, [T][Q]C4-2D-SN	[Q]C2-2D-SN-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.

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Subarea	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation	Existing Zone	Proposed Zone	Existing FAR	Proposed FAR	Existing Height Limit	Proposed Height Limit	CPIO Subarea Type	CPIO Subarea (Letter)	Reason for Proposed Change
4:5	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	[Q]C2-2D-SN-CPIO	2,3	See CPIO	N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:5A	Regional Center Commercial	Regional Center Commercial	C4-2D	[Q]C2-2D-CPIO	3	See CPIO	N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:5B	Regional Center Commercial, Commercial Manufacturing	Regional Center Commercial	(T)(Q)C4-2D-SN, C4-2D-SN, [Q]C4-1VL-SN, [T][Q]C4-2D-SN	[Q]C2-2D-SN-CPIO	3,1.5,6, See Ordinance 185112	See CPIO	N/A,45,231,350	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:5C	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	[Q]C2-2D-SN-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:5D	Regional Center Commercial	Regional Center Commercial	(T)(Q)C4-2D-SN, C4-2D-SN	[Q]C2-2D-SN-CPIO	2.4,2	See CPIO	90,N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:5J	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	[Q]C2-2D-SN-CPIO	3	See CPIO	N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:5L	Regional Center Commercial	Regional Center Commercial	C4-2D, C2-1XL	[Q]C2-2D-CPIO	2,1.5	See CPIO	N/A	See CPIO	Regional Center	RC1B	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:6	Regional Center Commercial	Regional Center Commercial	C4-2D-SN	C2-2D-SN-CPIO	2; 3.22	See CPIO	N/A	See CPIO	Regional Center	RC2	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.

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4:6B	Regional Center Commercial	Regional Center Commercial	C4-2D	C2-2D-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC2	Encourage transit-oriented development with a mix of uses for economic growth, tourism, and jobs-housing balance in the Regional Center. Protect identified historic resources.
4:7	Regional Center Commercial	High Medium Residential	R4-2D	R4-1D-CPIO	2	See CPIO	N/A	See CPIO	Character Residential	CR	Maintain existing neighborhood scale.
5	Highway Oriented Commercial	Regional Center Commercial	C2-1-SN, C4-1-SN, R4-2	[Q]C2-2D-SN-CPIO	1.5,6	See CPIO	N/A	See CPIO	Regional Center	RC2	Extend the Regional Center land use designation to incentivize development of underutilized parcels. Add pedestrian-oriented design standards. Protect identified historic resources.
5:1	High Medium Residential	High Medium Residential	[Q]R4-1VL	[Q]R4-1VL-CPIO	3	See CPIO	45	See CPIO	Multi-family Residential	MF2	Promote housing development, maintain neighborhood compatibility, and protect historic resources.
5:1A	Highway Oriented Commercial, High Medium Residential	High Medium Residential	[Q]R4-1VL	[Q]R4-1VL-CPIO	3	See CPIO	45	See CPIO	Character Residential	CR	Promote housing development, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
5:1B	High Medium Residential	Open Space	[Q]R4-1VL	OS-1VL	3	N/A	45	45	N/A	N/A	Reflect existing use.
5:2	Highway Oriented Commercial	Regional Center Commercial	R4-2	R4-2	6	6	N/A	N/A	N/A	N/A	Extend the Regional Center land use designation to incentivize development of underutilized parcels. Add pedestrian-oriented design standards. Protect identified historic resources.
5:3	High Residential, Highway Oriented Commercial	Regional Center Commercial	C4-1-SN	[Q]C2-2D-SN-CPIO	1.5	See CPIO	N/A	See CPIO	Regional Center	RC2	Extend the Regional Center land use designation to incentivize development of underutilized parcels. Add pedestrian-oriented design standards. Protect identified historic resources.
5:3B	Highway Oriented Commercial	Regional Center Commercial	R4-2	[Q]C2-2D-CPIO	6	See CPIO	N/A	See CPIO	Regional Center	RC2	Extend the Regional Center land use designation to incentivize development of underutilized parcels. Add pedestrian-oriented design standards. Protect identified historic resources.

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6	High Medium Residential, Highway Oriented Commercial	Low Medium II Residential	[Q]R4-1VL	RD2-1XL-CPIO	3	See CPIO	45	See CPIO	Character Residential	CR	Maintain existing neighborhood scale. Protect identified historic resources.
6:1	Highway Oriented Commercial	Regional Center Commercial	(T)(Q)C4-2D-SN, C4-1-SN	[Q]C2-2D-SN-CPIO	See Ordinance 184482,1.5	See CPIO	230,N/A	See CPIO	Regional Center	RC1B	Extend the Regional Center land use designation to incentivize development of underutilized parcels. Add pedestrian-oriented design standards. Protect identified historic resources.
6:1A	High Medium Residential, Highway Oriented Commercial	High Medium Residential	[Q]R4-1VL	RD2-1VL-CPIO	3	See CPIO	45	See CPIO	Character Residential	CR	Maintain existing neighborhood scale. Protect identified historic resources.
6:1B	Highway Oriented Commercial	General Commercial	C4-1	C4-1XL-CPIO	1.5	See CPIO	N/A	See CPIO	Corridors	Corridor 5	Maintain existing neighborhood scale. Protect identified historic resources.
6:1C	Highway Oriented Commercial	General Commercial	C4-1-SN	C4-1XL-SN-CPIO	1.5	See CPIO	N/A	See CPIO	Corridors	Corridor 5	Maintain existing neighborhood scale. Protect identified historic resources.
6:2	High Medium Residential, Highway Oriented Commercial	Regional Center Commercial	C2-1-SN, (T)(Q)C2-2D-SN, (Q)C2-2D-SN	[Q]C2-2D-SN-CPIO	1.5,See Ordinances 178192 and 178193	See CPIO	N/A	See CPIO	Regional Center	RC1B	Extend the Regional Center land use designation to incentivize development of underutilized parcels. Add pedestrian-oriented design standards. Protect identified historic resources.
6:4	Highway Oriented Commercial	Regional Center Commercial	(T)(Q)C4-2D	[Q]C2-2D-CPIO	See Ordinance 184482	See CPIO	230	See CPIO	Regional Center	RC1B	Extend the Regional Center land use designation to incentivize development of underutilized parcels. Add pedestrian-oriented design standards. Protect identified historic resources.
7	High Residential, Highway Oriented Commercial	Community Commercial	C2-1	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
8	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D	[Q]C4-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
9	Highway Oriented Commercial	Community Commercial	C2-1	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.

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9:1	High Residential	High Medium Residential	[Q]R4-2	[Q]R4-2	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
9:2	High Residential	Low Medium II Residential	[Q]R4-2	RD1.5-1VL	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Maintain existing neighborhood scale and protect historic resources.
9:3	High Residential	Medium Residential	R3-1XL	R3-1XL	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
10	Highway Oriented Commercial	Community Commercial	C2-1, C2-1D, R3-1	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
10:1	Highway Oriented Commercial	Community Commercial	C2-1D, RD1.5-1XL	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	45	N/A	N/A	Establish new regulations to foster compatible new development. Protect identified historic resources.
10:1D	Highway Oriented Commercial, Low Medium II Residential	Open Space	C2-1D, RD1.5-1XL	OS-1XL	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	30	N/A	N/A	Reflect existing use.
10:1E	Low Medium II Residential	Low Medium II Residential	RD1.5-1XL	[Q]RD1.5-1VL	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	45	N/A	N/A	Establish new regulations to foster compatible new development. Protect identified historic resources.
11	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D	[Q]C4-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
12	Highway Oriented Commercial	Community Commercial	(Q)C2-1, C2-1D, P-1	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	45	N/A	N/A	Establish new regulations to foster compatible new development. Protect identified historic resources.
12:3	Highway Oriented Commercial	Community Commercial	C2-1, C2-1D	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
12:3A	Highway Oriented Commercial	Community Commercial	C2-1D	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
13	Neighborhood Office Commercial	Neighborhood Commercial	C2-1, C4-1D, P-1	[Q]C4-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
13:1	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D, R2-1XL	[Q]C4-1	1,3	1.5	N/A,30	36	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.

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13:1A	Limited Commercial, Low II Residential	Limited Commercial	C1-1D	C1-1XL	0.5	1.5	N/A	30	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
13:1B	Limited Commercial, Low II Residential, Low Medium I Residential	Limited Commercial	C1-1D, R1-1	[Q]C1-1XL	0.5	1.5	N/A,33	30	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
13:2	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D, P-1, R2-1XL	[Q]C4-1XL	1,N/A,3	1.5	N/A,N/A,30	30	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
13:3C	Low I Residential	Low Medium II Residential	RE9-1-RIO	RD1.5-1XL	0.35	3	33	30	N/A	N/A	Promote housing development, maintain neighborhood compatibility, and protect historic resources.
13:4A	Neighborhood Office Commercial	Public Facilities	C4-1D	PF-1	N/A	N/A	N/A	N/A	N/A	N/A	Reflect existing use.
13:5	Neighborhood Office Commercial	Neighborhood Commercial	P-1	P-1XL	N/A	N/A	N/A	30	N/A	N/A	Update for consistency.
13:5A	Low Medium II Residential	Low II Residential	C4-1VL-HPOZ	R1-1-HPOZ	1.5	0.45	45	33	N/A	N/A	Reflect existing use.
13:5B	Neighborhood Office Commercial	Low II Residential	C1-1VL-HPOZ	R1-1-HPOZ	1.5	0.45	45	33	N/A	N/A	Reflect existing use.
13:6	Neighborhood Office Commercial, Low II Residential	Neighborhood Commercial	C1-1VL, P-1, C4-1VL	[Q]C1-1XLD-CPIO	1.5,N/A	See CPIO	45,N/A	See CPIO	Corridors	Corridor 5	Maintain existing neighborhood scale.
13:6A	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D-HCR	[Q]C4-1XLD-HCR-CPIO	1	See CPIO	N/A	See CPIO	Corridors	Corridor 5	Maintain existing neighborhood scale.
13:6B	Neighborhood Office Commercial	Neighborhood Commercial	CR-1D-HCR	[Q]CR-1XLD-HCR-CPIO	1	See CPIO	N/A	See CPIO	Corridors	Corridor 5	Maintain existing neighborhood scale.
13:6C	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D	[Q]C4-1XLD-CPIO	1	See CPIO	N/A	See CPIO	Corridors	Corridor 5	Maintain existing neighborhood scale.
13:6D	Neighborhood Office Commercial, Medium Residential	Neighborhood Commercial	C4-1D, P-1, R3-1XL	[Q]C4-1VL-CPIO	1,N/A,3	See CPIO	N/A,N/A,30	See CPIO	Corridors	Corridor 2	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.

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13:6E	Neighborhood Office Commercial	Neighborhood Commercial	[T][Q]C2-1	[T][Q]C2-1VL	1.5	1.5	45	45	N/A	N/A	Update for consistency.
13:7	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D	[Q]C4-1XLD-CPIO	1	See CPIO	N/A	See CPIO	Corridors	Corridor 5	Maintain existing neighborhood scale.
13:8	Neighborhood Office Commercial, Medium Residential	Neighborhood Commercial	C4-1D, R3-1	[Q]C4-1D-CPIO	1,3	See CPIO	N/A,45	See CPIO	Corridors	Corridor 5	Maintain existing neighborhood scale.
13:9	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D	[Q]C4-1VLD-CPIO	1	See CPIO	N/A	See CPIO	Corridors	Corridor 2	Maintain existing neighborhood scale.
14	Medium Residential, Neighborhood Office Commercial	Public Facilities	R3-1, C4-1VL-SN	PF-1	3,1.5	N/A	45	N/A	N/A	N/A	Reflect existing use.
14:3	Neighborhood Office Commercial	Neighborhood Commercial	C4-4	[Q]C4-2D-CPIO	13	See CPIO	N/A	See CPIO	Corridors	Corridor 1	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
14:3A	Neighborhood Office Commercial	Neighborhood Commercial	C4-1VL-SN	[Q]C4-2D-SN-CPIO	1.5	See CPIO	45	See CPIO	Corridors	Corridor 1	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
14:4	Neighborhood Office Commercial	Neighborhood Commercial	C4-1VL-SN	[Q]C4-2D-SN-CPIO	1.5	See CPIO	45	See CPIO	Corridors	Corridor 1	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
15	Highway Oriented Commercial	Community Commercial	C2-1-SN	[Q]C2-2D-SN-CPIO	1.5	See CPIO	N/A	See CPIO	Corridors	Corridor 1	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.

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16	General Commercial	Community Commercial	C2-1D, (T)(Q)C2-2D	[Q]C2-2D-CPIO	0.5,3 (Ordinance 185582)	See CPIO	N/A,80 feet,4 inches (Ordinance 185582)	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources. *Note: This subarea was recently re-designated to General Commercial land use designation. Highway Oriented Commercial and General Commercial nomenclatures are being phased out and updated to Community Commercial as appropriate.*
17	Low Medium II Residential	Low Medium II Residential	RD1.5-1XL	[Q]RD1.5-1XL	3	3	30	20 to 30	N/A	N/A	Maintain existing neighborhood scale.
17:2	Highway Oriented Commercial	General Commercial	C2-1D-SN	C2-1-SN	0.5	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
17:3	Limited Manufacturing	Hybrid Industrial	[Q]M1-1VL-SN, [T][Q]C2-2D-SN	[Q]CM-2D-SN	1.5,2	3 (with 0.7:1 FAR of targeted media-related industrial uses); otherwise 1.5	45,75	N/A	N/A	N/A	Promote targeted media-related jobs, housing development, and other job creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
17:4	Limited Manufacturing	Limited Industrial	[Q]M1-1VL-SN	[Q]M1-1VL-SN	1.5	1.5	45	45	N/A	N/A	Retain/preserve industrial land for jobs.
18	Medium Residential	Low Medium II Residential	R3-1	RD1.5-1XL	3	3	45	30	N/A	N/A	Maintain existing neighborhood scale.
19	Highway Oriented Commercial, Low Medium II Residential, Medium Residential, Neighborhood Office Commercial	Community Commercial	C2-1D, R3-1XL, RD1.5-1XL	[Q]C2-2D-CPIO	0.5,3,3	See CPIO	N/A,30,30	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
19:1	Highway Oriented Commercial	Community Commercial	C2-1D-SN	[Q]C2-2D-SN-CPIO	0.5	See CPIO	N/A	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.

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19:2	Commercial Manufacturing, Medium Residential	General Commercial	R3-1XL	R3-1XL	3	3	30	30	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
19:3	Commercial Manufacturing, Medium Residential	General Commercial	R3-1	R3-1	3	3	45	45	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
19:4	Commercial Manufacturing	Community Commercial	CM-1VL, R3-1	[Q]C2-2D-CPIO	1.5,3	See CPIO	45	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
19:5	Highway Oriented Commercial	Community Commercial	(Q)C2-1-SN, C2-1-SN	[Q]C2-2D-SN-CPIO	1.5	See CPIO	N/A,See Ordinance 157519	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
19:6	Highway Oriented Commercial	Community Commercial	(Q)C2-1, C2-1	[Q]C2-2D-CPIO	1.5	See CPIO	N/A,See Ordinance 157519	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
20	Commercial Manufacturing, Medium Residential	Public Facilities	CM-1VL, R3-1	PF-1	1.5,3	N/A	45	N/A	N/A	N/A	Reflect existing use.
21	Medium Residential	Commercial Manufacturing	CM-1VL	CM-1VL	1.5	1.5	45	45	N/A	N/A	Reflect existing use.
22	High Medium Residential	High Medium Residential	[Q]R4-2, R4-2	[Q]R4-1VL-CPIO	3,6	See CPIO	45,N/A	See CPIO	Multi-family Residential	MF2	Promote housing development, maintain neighborhood compatibility, and protect historic resources.
22:1	Limited Manufacturing, Medium Residential	Public Facilities	[Q]CM-1, R3-1	PF-1	1.5,3	N/A	N/A,45	N/A	N/A	N/A	Reflect existing use.
22:3	Medium Residential	Open Space	R3-1	OS-1	3	N/A	45	N/A	N/A	N/A	Reflect existing use.
23	Highway Oriented Commercial	Community Commercial	(Q)C2-1, C2-1	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
23:4	High Medium Residential	Low Medium II Residential	[Q]R4-1VL	RD1.5-1XL	3	3	45	30	N/A	N/A	Maintain existing neighborhood scale.

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Subarea	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation	Existing Zone	Proposed Zone	Existing FAR	Proposed FAR	Existing Height Limit	Proposed Height Limit	CPIO Subarea Type	CPIO Subarea (Letter)	Reason for Proposed Change
23:4A	High Medium Residential	Medium Residential	[Q]R4-1VL	R3-1	3	3	45	45	N/A	N/A	Maintain existing neighborhood scale.
23:4B	High Medium Residential	Low Medium II Residential	[Q]R4-1VL	RD1.5-1XL	3	3	45	30	N/A	N/A	Maintain existing neighborhood scale.
23:4C	High Medium Residential	Open Space	[Q]R4-1VL	OS-1VL	3	N/A	45	45	N/A	N/A	Reflect existing use.
24	Medium Residential	Open Space	R3-1	OS-1	3	N/A	45	N/A	N/A	N/A	Reflect existing use.
25	Highway Oriented Commercial, Low Medium II Residential	Community Commercial	C2-1, C2-1D, RD1.5-1XL	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
25:3	High Residential	Medium Residential	[Q]R4-2	R3-1XL	6	3	N/A	30	N/A	N/A	Maintain existing neighborhood scale and protect historic resources.
26	Highway Oriented Commercial	Community Commercial	C2-1, C2-1D, R4-1D	[Q]C2-2D-CPIO	0.5,1.5	See CPIO	N/A	See CPIO	Corridors	Corridor 4	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
27	Highway Oriented Commercial, Low Medium II Residential	Public Facilities	C2-1D, RD1.5-1XL	PF-1	0.5,3	N/A	N/A,30	N/A	N/A	N/A	Reflect existing use.
31	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D	[Q]C4-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
32	Highway Oriented Commercial, Low Medium II Residential	Community Commercial	C2-1D, R4-1D, RD1.5-1XL, P-1	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
33:1A	Highway Oriented Commercial	Community Commercial	C2-1D	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
33:2	Neighborhood Office Commercial, Community Commercial	Community Commercial	C4-1D, R4-1D, [Q]C2-1	[Q]C4-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
33:2A	Neighborhood Office Commercial	Community Commercial	C4-1D	[Q]C4-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.

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33:2B	Neighborhood Office Commercial	Community Commercial	[T][Q]C2-1	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
33:3	Highway Oriented Commercial	General Commercial	C2-1D	C2-1	0.5	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
33:4	Neighborhood Office Commercial, Highway Oriented Commercial	General Commercial	C4-1D, R4-1D	C4-1	1	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
34	Low Medium II Residential	Public Facilities	RD1.5-1XL	PF-1	3	N/A	30	N/A	N/A	N/A	Reflect existing use.
35	Highway Oriented Commercial	Community Commercial	C2-1D	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
36	Highway Oriented Commercial	General Commercial	C2-1D	C2-1	0.5	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
36:1	Neighborhood Office Commercial	Neighborhood Commercial	[Q]C2-1D, [T][Q]C2-1D	[Q]C1-1XL	0.5	1.5	30	30	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
37	Highway Oriented Commercial, Open Space	General Commercial	C2-1D	C2-1	0.5	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
38	Neighborhood Office Commercial	Neighborhood Commercial	C2-1, C4-1VL	[Q]C4-2D-CPIO	1.5	See CPIO	N/A, 45	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
38:1	Medium Residential	Medium Residential	R3-1	[Q]R3-1	3	3	45	35 to 45	N/A	N/A	Maintain existing neighborhood scale.
39	Neighborhood Office Commercial	Neighborhood Commercial	C2-1VL	[Q]C2-2D-CPIO	1.5	See CPIO	45	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.

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39:1	Neighborhood Office Commercial	Neighborhood Commercial	C2-1XL, C4-1XL, C4-1VL, C4-1XL-O	[Q]C2-1XL-CPIO	1.5	See CPIO	30,45	See CPIO	Corridors	Corridor 5	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
39:2	Neighborhood Office Commercial	Neighborhood Commercial	C4-1XL-O	[Q]C2-1XL-O-CPIO	1.5	See CPIO	30	See CPIO	Corridors	Corridor 5	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
39:3	Limited Manufacturing	Limited Industrial	MR1-1	[Q]M1-2D	1.5	3 (with 0.7:1 FAR of targeted media-related industrial uses); otherwise 1.5	N/A	36	N/A	N/A	Promote targeted media-related uses.
39:4	Limited Manufacturing	Limited Industrial	(T)M1-2D, MR1-1	[Q]M1-2D	1.5	3 (with 0.7:1 FAR of targeted media-related industrial uses); otherwise 1.5	N/A	N/A	N/A	N/A	Promote targeted media-related uses.
40	Limited Manufacturing	Limited Industrial	[Q]M1-1, MR1-1, MR1-1-SN, M1-1VL	[Q]M1-2D	1.5	3 (with 0.7:1 FAR of targeted media-related industrial uses); otherwise 1.5	N/A, 45	N/A	N/A	N/A	Retain/preserve industrial land for jobs.
40:A	Limited Manufacturing	Limited Industrial	M1-1VL-SN	[Q]M1-2D-SN	1.5	3 (with 0.7:1 FAR of targeted media-related industrial uses); otherwise 1.5	45	N/A	N/A	N/A	Retain/preserve industrial land for jobs.
40:1	Commercial Manufacturing	Commercial Manufacturing	[Q]C2-1VL-SN	CM-1VL-SN	1.5	1.5	45	45	N/A	N/A	Retain/preserve industrial land for jobs.
40:1B	Limited Manufacturing	Limited Industrial	MR1-1-SN	[Q]M1-2D-SN	1.5	1.5 within 150 feet of Santa Monica Boulevard between McCadden Place and Lillian Way. Otherwise 3 (with 0.7:1 FAR of targeted media-related industrial uses).	N/A	36 within 150 feet of Santa Monica Boulevard between McCadden Place and Lillian Way; otherwise N/A	N/A	N/A	Retain/preserve industrial land for jobs.

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Subarea	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation	Existing Zone	Proposed Zone	Existing FAR	Proposed FAR	Existing Height Limit	Proposed Height Limit	CPIO Subarea Type	CPIO Subarea (Letter)	Reason for Proposed Change
40:1C	Limited Manufacturing	Limited Industrial	MR1-1	[Q]M1-1	1.5	1.5	N/A	36 fronting Willoughby Ave., otherwise N/A	N/A	N/A	Retain/preserve industrial land for jobs.
40:2	Limited Manufacturing, Public Facilities, Medium Residential	Limited Industrial	MR1-1, PF-1XL, (T)(Q)M1-2D, R3-1	[Q]M1-2D	1.5,3,N/A	3 (with 0.7:1 FAR of targeted media-related industrial uses); otherwise 1.5	N/A,45,30	N/A	N/A	N/A	Retain/preserve industrial land for jobs and reflect existing use.
40:2C	Limited Manufacturing	Limited Industrial	MR1-1	[Q]M1-1VL	1.5	1.5	N/A	45	N/A	N/A	Retain/preserve industrial land for jobs and reflect existing use.
40:3	Commercial Manufacturing	Commercial Manufacturing	CM-1VL	[Q]CM-1VL	1.5	1.5	45	45	N/A	N/A	Retain/preserve industrial land for jobs.
40:4	Commercial Manufacturing	Commercial Manufacturing	CM-1VL-SN	[Q]CM-1VL-SN	1.5	1.5	45	45	N/A	N/A	Retain/preserve industrial land for jobs.
40:4A	Medium Residential	Commercial Manufacturing	CM-1VL	[Q]CM-1VL	1.5	1.5	45	45	N/A	N/A	Reflect existing use.
40:5	Highway Oriented Commercial, Medium Residential	Community Commercial	C2-1D	[Q]C2-2D-CPIO	0.5	See CPIO	N/A	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
40:6	Limited Manufacturing	Limited Industrial	[Q]C2-1VL	[Q]C2-2D	1.5	3	45	N/A	N/A	N/A	Retain/preserve industrial land for jobs.
41	Medium Residential	High Medium Residential	R3-1XL	[Q]R4-1VL-CPIO	3	See CPIO	30	See CPIO	Multi-family Residential	MF3	Promote housing development, maintain neighborhood compatibility, and protect historic resources.
41:1	Highway Oriented Commercial, Open Space	Community Commercial	(T)(Q)A1-2D, C2-1D	[Q]C2-2D-CPIO	3,0.5	See CPIO	30,N/A	See CPIO	Corridors	Corridor 3	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
41:6	Neighborhood Office Commercial	Neighborhood Commercial	C4-1VL, R4-1VL	[Q]C4-2D-CPIO	1.5,3	See CPIO	45	See CPIO	Corridors	Corridor 4	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.

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42	Highway Oriented Commercial	Community Commercial	C2-1D	[Q]C2-2D-CPIO	0.5	See CPIO	N/A	See CPIO	Corridors	Corridor 4	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
42:1	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D	[Q]C4-1	1	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
42:2	Neighborhood Office Commercial	Neighborhood Commercial	C4-1D, P-1	[Q]C4-2D-CPIO	1,N/A	See CPIO	N/A,N/A	See CPIO	Corridors	Corridor 4	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
42:3	Neighborhood Office Commercial	Community Commercial	C2-1D	[Q]C2-2D-CPIO	0.5	See CPIO	N/A	See CPIO	Corridors	Corridor 4	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
42:4	Medium Residential	General Commercial	[T][Q]C2-1D, R3-1XL	[T][Q]C2-1D	0.5,3	0.5	25,30	25	N/A	N/A	Update for consistency.
43	Limited Commercial	Limited Commercial	C1-1D	[Q]C1-1XL	0.5	1.5	N/A	30	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
43:1	Highway Oriented Commercial, Low Medium II Residential	General Commercial	C2-1D, R3-1	[Q]C2-1	0.5,3	1.5	N/A,45	61	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
44	Highway Oriented Commercial, Medium Residential	Community Commercial	[T][Q]C2-1D, C2-1D, R4-1D, R3-1XL	[Q]C2-2D-CPIO	0.5,3	See CPIO	25,N/A,30	See CPIO	Corridors	Corridor 4	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
45	Highway Oriented Commercial	General Commercial	C2-1D	C2-1	0.5	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.

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45:1	Highway Oriented Commercial	General Commercial	C2-1D, C4-1D	C4-1	0.5	1.5	N/A	N/A	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
45:2	Highway Oriented Commercial	Neighborhood Commercial	C2-1D	C2-1VL	0.5	1.5	N/A	45	N/A	N/A	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
46	Neighborhood Office Commercial, Highway Oriented Commercial	Neighborhood Commercial	C4-1D	[Q]C4-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
47:1	Highway Oriented Commercial	Community Commercial	C2-1D, R4-1D	[Q]C2-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
48	Highway Oriented Commercial	Community Commercial	C4-1D	[Q]C4-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
49	Limited Commercial	Limited Commercial	C1-1D	[Q]C1-2D	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	See the SNAP Specific Plan for details	N/A	N/A	Update for consistency with SNAP.
50	Low Medium II Residential	Open Space	RD1.5-1XL	OS-1XL	3	N/A	30	30	N/A	N/A	Reflect existing use.
60	Low II Residential	Medium Residential	R3-1-HCR	R3-1XL-HCR	3	3	45	30	N/A	N/A	Maintain existing neighborhood scale.
61	Medium Residential	Open Space	R3-1XL	OS-1XL	3	N/A	30	30	N/A	N/A	Reflect existing use.
62	Low Medium II Residential	Medium Residential	R1-1, R3-1XL	R3-1XL	0.5,3	3	33,30	30	N/A	N/A	Maintain existing neighborhood scale.
63	Low II Residential	Medium Residential	R4-1	R3-1XL	3	3	N/A	30	N/A	N/A	Maintain existing neighborhood scale.
64	Medium Residential	Open Space	R3-1XL	OS-1XL	3	N/A	30	30	N/A	N/A	Reflect existing use.
65	Low II Residential	Low Medium I Residential	R2-1	R2-1XL	3	3	33	30	N/A	N/A	Maintain existing neighborhood scale.
66	Public Facilities	Low I Residential	RE9-1	RE9-1	0.35	0.35	33	33	N/A	N/A	Maintain existing neighborhood scale.
67	Low II Residential	Low Medium II Residential	RD1.5-1XL, R4-1	RD1.5-1XL	3	3	30,N/A	30	N/A	N/A	Maintain existing neighborhood scale.
68	Low II Residential	Public Facilities	[Q]PF-1XL	[Q]PF-1XL	N/A	N/A	N/A	30	N/A	N/A	Reflect existing use.
69	Public Facilities	Medium Residential	[Q]R3-1XL	[Q]R3-1XL	3	3	30	30	N/A	N/A	Maintain existing neighborhood scale.

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70	Low I Residential	Open Space	OS-1XL	OS-1XL	N/A	N/A	30	30	N/A	N/A	Reflect existing use.
71	Medium Residential	Neighborhood Commercial	C2-2, P-2, R3-1	C2-1	3,6,N/A	1.5	45,N/A	N/A	N/A	N/A	Reflect existing use.
72	Highway Oriented Commercial	High Residential	R4P-1	R4-1	3	3	N/A	N/A	N/A	N/A	Maintain existing neighborhood scale.
73	Low II Residential	Medium Residential	R4-1L	R3-1XL	3	3	75	30	N/A	N/A	Maintain existing neighborhood scale.
74	Low II Residential	Low Medium I Residential	R2-1	R2-1XL	3	3	33	30	N/A	N/A	Maintain existing neighborhood scale.
75	Low II Residential	Low Medium I Residential	R2-1	R2-1XL	3	3	33	30	N/A	N/A	Maintain existing neighborhood scale.
76	Low Medium II Residential	Medium Residential	R4-1L	R3-1XL	3	3	75	30	N/A	N/A	Maintain existing neighborhood scale.
77	Open Space	General Commercial	C2-1D-RIO	C2-1D-RIO	0.5	0.5	N/A	N/A	N/A	N/A	Update for consistency.
78	Neighborhood Office Commercial	Commercial Manufacturing	CM-1VL-RIO	CM-1VL-RIO	1.5	1.5	45	45	N/A	N/A	Update for consistency.
79	Low Medium I Residential	Low Medium I Residential	RD1.5-1XL	R2-1XL	3	3	30	30	N/A	N/A	Maintain existing neighborhood scale.
80	Low I Residential	Low I Residential	RD1.5-1XL	RE9-1	3	0.35	30	33	N/A	N/A	Maintain existing neighborhood scale.
81	Low Medium II Residential	Low Medium II Residential	R4-1	RD1.5-1XL	3	3	N/A	30	N/A	N/A	Maintain existing neighborhood scale.
82	Low Medium II Residential	Low Medium II Residential	R3-1XL	RD1.5-1XL	3	3	30	30	N/A	N/A	Maintain existing neighborhood scale.
83	Low II Residential	Low II Residential	R2-1XL	R1-1	3	0.45	30	33	N/A	N/A	Maintain existing neighborhood scale.
84	Medium Residential	Medium Residential	R4-1L	R3-1	3	3	75	45	N/A	N/A	Maintain existing neighborhood scale.
85	Low Medium II Residential	Low Medium II Residential	R4-1	RD2-1XL	3	3	N/A	30	N/A	N/A	Maintain existing neighborhood scale.
86	Medium Residential	Medium Residential	R4-1	R3-1	3	3	N/A	45	N/A	N/A	Maintain existing neighborhood scale.
87	Low Medium II Residential	Open Space	RD1.5-1XL	OS-1XL	3	N/A	30	30	N/A	N/A	Reflect existing use.

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88	Medium Residential	Open Space	R3-1	OS-1	3	N/A	45	N/A	N/A	N/A	Reflect existing use.
89	Medium Residential	Public Facilities	R3-1	PF-1	3	N/A	45	N/A	N/A	N/A	Reflect existing use.
90	Low Medium II Residential	Low II Residential	R1-1-HPOZ	R1-1-HPOZ	0.45	0.45	33	33	N/A	N/A	Update for consistency.
91	Neighborhood Office Commercial, Public/Quasi-Public Open Space	Public Facilities	C4-1D, R3-1	PF-1XL	1,3	N/A	N/A,45	30	N/A	N/A	Update for consistency.
92	Regional Center Commercial	Regional Center Commercial	P-2D	C2-2D-CPIO	2	See CPIO	N/A	See CPIO	Regional Center	RC2	Update for consistency.
93	Highway Oriented Commercial, Regional Center Commercial	Community Commercial	P-1, P-2D	[Q]C2-2D-CPIO	N/A	See CPIO	N/A	See CPIO	Corridors	Corridor 1	Promote housing development and jobs creation, maintain neighborhood compatibility, pedestrian-oriented design, and protect historic resources.
94	Limited Commercial	Limited Commercial	C2-1, P-1	C1-1D	1.5,N/A	0.5	N/A	N/A	N/A	N/A	Update for consistency.
95	Medium Residential	Medium Residential	C4-1D, R3-1XL	R3-1XL	1,3	3	N/A,45	30	N/A	N/A	Update for consistency.
96	Public Facilities	Open Space	PF-1XL	OS-1XL	N/A	N/A	30	30	N/A	N/A	Update for consistency.
97	Neighborhood Office Commercial	Public Facilities	C4-1D	PF-1XL	1	N/A	N/A	30	N/A	N/A	Update for consistency.
98	High Density Residential	Public Facilities	[Q]R5-2	PF-1	6	N/A	N/A	N/A	N/A	N/A	Update for consistency.
99	Low II Residential	Medium Residential	R1-1	R3-1	0.45	3	33	45	N/A	N/A	Reflect existing use.
100	Low II Residential	Medium Residential	R1-1	[Q]R3-1XL	0.45	3	33	30	N/A	N/A	Maintain existing neighborhood scale.
101	Minimum Residential	Open Space	RE40-1-H, RE15-1-H	OS-1XL	0.15 to 0.35	N/A	30,36	30	N/A	N/A	Reflect existing use.
102	Minimum Residential, Very Low II Residential	Open Space	RE40-1-H, RE15-1-H	OS-1XL	0.15 to 0.35	N/A	30,36	30	N/A	N/A	Reflect existing use.
103	Minimum Residential	Open Space	RE40-1-H-RPD	OS-1XL	0.15 to 0.35	N/A	30,36	30	N/A	N/A	Reflect existing use.

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Subarea	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation	Existing Zone	Proposed Zone	Existing FAR	Proposed FAR	Existing Height Limit	Proposed Height Limit	CPIO Subarea Type	CPIO Subarea (Letter)	Reason for Proposed Change
104	Low II Residential, Very Low II Residential	Open Space	RE15-1, R1-1	OS-1XL	0.45	N/A	33	30	N/A	N/A	Reflect existing use.
105	Minimum Residential, Very Low II Residential, Low I Residential, Low II Residential, Medium Residential	Minimum Residential, Very Low II Residential, Low I Residential, Low II Residential, Medium Residential	EXISTING VARIOUS	EXISTING VARIOUS, WITH HCR	EXISTING VARIOUS	EXISTING VARIOUS	EXISTING VARIOUS	EXISTING VARIOUS	N/A	N/A	Apply Hillside Construction Regulation (HCR) Supplemental Use District standards for additional protection from the construction-related effects of residential development in the hillside neighborhoods.
106	Low II Residential	Open Space	R1-1-HCR	OS-1XL	0.45	N/A	33	30	N/A	N/A	Reflect existing use.
107	Low II Residential	Open Space	R1-1-HCR	OS-1XL	0.45	N/A	33	30	N/A	N/A	Reflect existing use.
108	Low II Residential	Open Space	R1-1-HCR	OS-1XL	0.45	N/A	33	30	N/A	N/A	Reflect existing use.
109	Minimum Residential	Open Space	RE40-1-H-HCR	OS-1XL	0.15 to 0.35	N/A	30,36	30	N/A	N/A	Reflect existing use.
110	Very Low II Residential	Open Space	RE11-1-HCR	OS-1XL	0.15 to 0.35	N/A	30,36	30	N/A	N/A	Reflect existing use.
1000	Regional Center Commercial	Regional Center Commercial	EXISTING VARIOUS	VARIOUS, WITH C2 and CPIO	EXISTING VARIOUS	See CPIO	EXISTING VARIOUS	See CPIO	Regional Center	RC1A	Establish new regulations to foster compatible new development. Protect identified historic resources.
1001 (previously in 1000)	Regional Center Commercial	Regional Center Commercial	EXISTING VARIOUS	VARIOUS, WITH C2 and CPIO	EXISTING VARIOUS	See CPIO	EXISTING VARIOUS	See CPIO	Regional Center	RC1B	Establish new regulations to foster compatible new development. Protect identified historic resources.
1002 (previously in 1000)	Regional Center Commercial	Regional Center Commercial	EXISTING VARIOUS	VARIOUS, WITH C2 and CPIO	EXISTING VARIOUS	See CPIO	EXISTING VARIOUS	See CPIO	Regional Center	RC2	Establish new regulations to foster compatible new development. Protect identified historic resources.
1003 (previously in 1000)	Regional Center Commercial	Regional Center Commercial	EXISTING VARIOUS	VARIOUS, WITH C2 and CPIO	EXISTING VARIOUS	See CPIO	EXISTING VARIOUS	See CPIO	Regional Center	RC3	Establish new regulations to foster compatible new development. Protect identified historic resources.
1004 (previously in 1000)	Medium Residential, Low Medium II Residential	Medium Residential, Low Medium II Residential	EXISTING VARIOUS	VARIOUS, WITH CPIO	EXISTING VARIOUS	See CPIO	EXISTING VARIOUS	See CPIO	Character Residential	CR	Establish new regulations to foster compatible new development. Protect identified historic resources.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
1:4	PF-1XL	N/A
1:5	OS-1XL	N/A
2	[Q]C2-1-SN	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Retain existing [Q] Qualified Condition as imposed by Ordinance 161856 for Hollywood Park Place Tract Lots, 24-30.
2:1	[Q]C2-1-SN	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Retain existing [Q] Qualified Condition as imposed by Ordinance 161856 for Hollywood Park Place Tract, Lots 31-33.
2:1A	C2-2D-SN-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
2:1B	C2-2D-SN-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
2:2	RD3-1XL	N/A
3:1	[Q]C4-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
3:1A	[Q]R4-1VL-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.
3:1B	[Q]R5-1VL-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Uses shall be limited to private clubs and all other uses and density permitted in the R4 zone. 2. New development projects shall comply with the Hollywood CPIO District regulations.
3:1C	[Q]R4-1VL-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.
3:1D	[Q]R4-1XL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Residential density is limited to 1 dwelling unit per 600 square feet of lot area.
3:2	C2-2D-SN-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
3:2A	OS-1VL	N/A
3:2B	[Q]R4-2-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.
3:2C	C2-2D-SN-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
3:2F	[Q]R4-1VL	RETAIN [Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL FROM ORDINANCE 164720 1. Residential density shall be limited to a maximum of one dwelling unit for each 600 square feet of lot area.
3:2G	[Q]R4-2-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
3:3	[Q]R5-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL The property shall be limited to the following uses: 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
3:4	C2-2D-SN-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:1	OS-1	N/A
4:1A	C2-2D-SN-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:1B	C2-2D-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:1C	C2-2D-SN-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:1D	C2-2D-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:1F	C2-2D-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:1G	C2-2D-SN-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:1H	C2-2D-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:2	C2-2D-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:2C	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:3	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
4:3A	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:4	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:4A	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:5	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:5A	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:5B	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:5C	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:5D	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:5J	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:5L	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:6	C2-2D-SN-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:6B	C2-2D-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
4:7	R4-1D-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
5	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
5:1	[Q]R4-1VL-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.
5:1A	[Q]R4-1VL-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.
5:1B	OS-1VL	N/A
5:2	R4-2	N/A
5:3	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
5:3B	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
6	RD2-1XL-CPIO	New development projects shall comply with the Hollywood CPIO District regulations.
6:1	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
6:1A	RD2-1VL-CPIO	1. New development projects shall comply with the Hollywood CPIO District regulations.
6:1B	C4-1XL-CPIO	1. New development projects shall comply with the Hollywood CPIO District regulations.
6:1C	C4-1XL-SN-CPIO	1. New development projects shall comply with the Hollywood CPIO District regulations.
6:2	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
6:4	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
7	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
8	[Q]C4-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
9	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
9:1	[Q]R4-2	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
9:2	RD1.5-1VL	N/A
9:3	R3-1XL	N/A
10	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
10:1	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. No building or structure shall exceed a height of 45 feet above grade. 2. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
10:1D	OS-1XL	N/A
10:1E	[Q]RD1.5-1VL	[Q]QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. No building or structure shall exceed a height of 45 feet above grade. 2. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
11	[Q]C4-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.

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SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
12	[Q]C2-2D	[Q]QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. No building or structure shall exceed a height of 45 feet above grade. 2. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
12:3	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
12:3A	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
13	[Q]C4-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
13:1	[Q]C4-1	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Height. No building or structure shall exceed a height of 36 feet above grade. 2. Definitions. For purposes of this [Q] Qualified Condition, the following words and phrases are defined: a) Pedestrian Amenities. Pedestrian amenities include outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located at the ground level, and that are accessible to and available for use by the public. b) Project. The demolition, grading, construction, addition to or alteration (structural or nonstructural) of any building or structure, a new use of land, or subdivision of land on a lot located in whole or in part within the CPIO, which requires the issuance of a building permit. A Project shall not include a change of use or construction that consists solely of interior remodeling, interior rehabilitation or interior repair work. c) Primary Lot Line is the property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of the abutting street and the dimensions of the subject lot. d) Primary Frontage shall be the exterior building walls facing the Primary Lot Line. For the purposes of this provision, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered to be facing the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the primary lot line intersect shall be used. 3. Building Location.

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SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		a) Each Project shall have a ground floor: the lowest story within the building that is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on a Primary Lot Line, and which is at least 25 feet in depth or the total depth of the building, whichever is less. b) Structures shall be designed and sited so that the Primary Frontage occupies 100 percent of the length of a Primary Lot Line abutting a public street, exclusive of required driveways and of walkways as outlined in this section. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage. c) The ground floor of any exterior building wall (façade), up to a height of not less than 12 feet, measured from adjacent sidewalk grade, must be located within 5 feet of the primary lot line for the entire length of the Primary Frontage. However, buildings may be set back from the primary lot line more than the maximum 5 feet when the setback area is used for Pedestrian Amenities, as defined in this condition. d) For corner or other lots with multiple street frontages, the above Building Location regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 4. Transparency. a) A minimum of 50% of that portion of the exterior wall of the Primary Frontage building wall located between 2 feet and 8 feet above sidewalk grade shall be transparent. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements. b) The above Transparency regulations shall not apply to portions of projects with ground floor residential dwelling units. c) For corner or other lots with multiple street frontages, the above Transparency regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 5. Pedestrian Access. a) A primary building entrance to each ground floor use shall be located within the Primary Frontage or pedestrian amenity space and shall provide direct access from the sidewalk without crossing a parking lot or driveway. Entrances shall be no more than 3 feet above or below the adjacent sidewalk grade. b) Required street-oriented entrance(s) along the Primary Frontage shall remain open during normal business hours. 6. Parking. No surface or above-grade parking shall be allowed between the building and any street. Surface parking shall be located at the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade. Below grade parking structures can occupy the entire footprint of a lot. 7. Driveways and Vehicular Access. Vehicular access to off-street parking and loading areas shall be provided from any frontages other than the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located along the Primary Frontage, as limited above, shall be a minimum of 200 feet apart from others as part of the same project.
13:1A	C1-1XL	N/A
13:1B	[Q]C1-1XL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. The following uses shall be prohibited: Automotive Display Room, Automotive Exhaust Test Station, Automotive Painting, Automotive Parts and Accessories Sales (new and used), Automotive Rental, Automotive Repairing, Automotive Sales (new and used), Automotive Service Station, Automotive Storage Area, Automotive Storage Garage, Automotive Upholstering, Car Wash, Compressed Natural Gas Automobile Refueling Station, Gasoline Station, Recyclable Material Deposit and drive-through windows.
13:2	[Q]C4-1XL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. The following uses shall be prohibited: Automotive Display Room, Automotive Exhaust Test Station, Automotive Painting, Automotive Parts and Accessories Sales (new and used), Automotive Rental, Automotive Repairing, Automotive Sales (new and used), Automotive Service Station, Automotive Storage Area, Automotive Storage Garage, Automotive Upholstering, Car Wash, Compressed Natural Gas Automobile Refueling Station, Gasoline Station, Recyclable Material Deposit and drive-through windows.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
13:3C	RD1.5-1XL	N/A
13:4A	PF-1	N/A
13:5	P-1XL	N/A
13:5A	R1-1-HPOZ	N/A
13:5B	R1-1-HPOZ	N/A
13:6	[Q]C1-1XLD-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
13:6A	[Q]C4-1XLD-HCR-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
13:6B	[Q]CR-1XLD-HCR-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
13:6C	[Q]C4-1XLD-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 2. New development projects shall comply with the Hollywood CPIO District regulations.
13:6D	[Q]C4-1VL-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
13:6E	[T][Q]C2-1VL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Retain [Q] Qualified Conditions imposed by Ordinance 163084; and 2. Definitions. For purposes of this [Q] Qualified Condition, the following words and phrases are defined: a) Pedestrian Amenities. Pedestrian amenities include outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located at the ground level, and that are accessible to and available for use by the public. b) Project. The demolition, grading, construction, addition to or alteration (structural or nonstructural) of any building or structure, a new use of land, or subdivision of land on a lot located in whole or in part within the CPIO, which requires the issuance of a building permit. A Project shall not include a change of use or construction that consists solely of interior remodeling, interior rehabilitation or interior repair work. c) Primary Lot Line is the property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of the abutting street and the dimensions of the subject lot. d) Primary Frontage shall be the exterior building walls facing the Primary Lot Line. For the purposes of this provision, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered to be facing the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the primary lot line intersect shall be used. 2. Building Location. a) Each Project shall have a ground floor: the lowest story within the building that is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on a Primary Lot Line, and which is at least 25 feet in depth or the total depth of the building, whichever is less. b) Structures shall be designed and sited so that the Primary Frontage occupies 100 percent of the length of a Primary Lot Line abutting a public street, exclusive of required driveways and of walkways as outlined in this section. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage. c) The ground floor of any exterior building wall (façade), up to a height of not less than 12 feet, measured from adjacent sidewalk grade, must be located within 5 feet of the primary lot line for the entire length of the Primary Frontage. However, buildings may be set back from the primary lot line more than the maximum 5 feet when the setback area is used for Pedestrian Amenities, as defined in this condition. d) For corner or other lots with multiple street frontages, the above Building Location regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 3. Transparency. a) A minimum of 50% of that portion of the exterior wall of the Primary Frontage building wall located between 2 feet and 8 feet above sidewalk grade shall be transparent. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements. b) The above Transparency regulations shall not apply to portions of projects with ground floor residential dwelling units. c) For corner or other lots with multiple street frontages, the above Transparency regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 4. Pedestrian Access. a) A primary building entrance to each ground floor use shall be located within the Primary Frontage or pedestrian amenity space and shall provide direct access from the sidewalk without crossing a parking lot or driveway. Entrances shall be no more than 3 feet above or below the adjacent sidewalk grade. b) Required street-oriented entrance(s) along the Primary Frontage shall remain open during normal business hours. 5. Parking. No surface or above-grade parking shall be allowed between the building and any street. Surface parking shall be located at the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade. Below grade parking structures can occupy the entire footprint of a lot.
13:7	[Q]C4-1XLD-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
13:8	[Q]C4-1D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
13:9	[Q]C4-1VLD-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
14	PF-1	N/A
14:3	[Q]C4-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
14:3A	[Q]C4-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
14:4	[Q]C4-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
15	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
16	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
17	[Q]RD1.5-1XL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Area Setbacks. a) A minimum 20-foot front yard setback is required. b) A minimum 15-foot rear yard setback is required. 2. Lot Coverage. a) A maximum 60 percent lot coverage is permitted. 3. Garages. a) Designated parking areas shall be set back a minimum of 40 feet from the front property line. 4. Height Limitations. a) A maximum of 20 feet in height is allowed starting at the 20-foot front yard setback. b) A maximum of 30 feet in height is allowed starting at the 65-foot building stepback. 5. Building Stepback. a) A minimum 65-foot building stepback from the front property line is required of a third story that is 21 feet to 30 feet in height.
17:2	C2-1-SN	N/A
17:3	[Q]CM-2D-SN	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No 100% residential development shall be permitted. 2. Residential uses shall only be permitted if a project incorporates a minimum Floor Area Ratio (FAR) of 0.7:1 for targeted media-related industrial uses, including: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services. The following regulations apply to Theatre Row, which are properties along Santa Monica Boulevard, between McCadden Place and El Centro Avenue: Definitions. For purposes of the [Q] Qualified Condition, the following words and phrases are defined: a) Theatre Row. The area of Hollywood located along both sides of Santa Monica Boulevard between McCadden Place and El Centro Avenue. b) Live Equity Theater. Live Equity Theaters provide 99 seats or fewer and host live theatrical productions, such as plays and musicals. c) Automotive Use. The primary sale of used automobiles. In addition, this phrase shall include automotive repair and automobile and trailer sales area, as defined in this section. d) Automotive Repair. A use involving the diagnosing of malfunctions, repairing or maintaining of motor vehicles. Included in this definition are body shops, paint shops, tire stores, muffler shops, auto electric shops, van conversions, lubrication centers, auto-sound shops, auto-alarm shops, auto upholstery shops, wheel alignment shops and other similar automotive related repair or installation businesses; automotive repair does not include automotive fueling and service stations as defined in this section and installers of automotive telecommunication devices and computers. 3. Parking. No additional new off-street automobile parking shall be required when a change of use is made for new Live Equity Theaters. The existing required number of off-street automobile parking spaces prior to the change of use to Live Equity Theaters shall be maintained, unless the change of use results in a reduction of required off-street automobile parking spaces. Live Equity Theaters shall not be exempt from bicycle parking requirements. 4. Uses. No Automotive Use or Automotive Repair shall be permitted including automobile and trailer sales (new and old), any business used for the rental or retail sale of new or used parts for motor vehicles, automobile display rooms, automotive repair establishments, automotive fueling and service stations, automotive painting, automotive upholstery, automobile laundry and wash racks, automotive exhaust test stations, automobile storage areas, and drive-through establishments.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		"D" DEVELOPMENT LIMITATIONS 1.The total floor area of all buildings or structures on a lot shall not exceed a Floor Area Ratio (FAR) of 1.5:1, except that a maximum FAR of 3:1 shall be permitted for developments which incorporate a minimum FAR 0.7:1 for the following targeted media-related industrial uses: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services.
17:4	[Q]M1-1VL-SN	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Retain existing [Q] Qualified Condition as imposed by Ordinance 164704. Commercial uses shall be limited to those permitted in C4 zone. The following regulations apply to Theatre Row, which are properties along Santa Monica Boulevard, between McCadden Place and El Centro Avenue: Definitions. For purposes of the [Q] Qualified Condition, the following words and phrases are defined: a) Theatre Row. The area of Hollywood located along both sides of Santa Monica Boulevard between McCadden Place and El Centro Avenue. b) Live Equity Theater. Live Equity Theaters provide 99 seats or fewer and host live theatrical productions, such as plays and musicals. c) Automotive Use. The primary sale of used automobiles. In addition, this phrase shall include automotive repair and automobile and trailer sales area, as defined in this section. d) Automotive Repair. A use involving the diagnosing of malfunctions, repairing or maintaining of motor vehicles. Included in this definition are body shops, paint shops, tire stores, muffler shops, auto electric shops, van conversions, lubrication centers, auto-sound shops, auto-alarm shops, auto upholstery shops, wheel alignment shops and other similar automotive related repair or installation businesses; automotive repair does not include automotive fueling and service stations as defined in this section and installers of automotive telecommunication devices and computers. 2. Parking. No additional new off-street automobile parking shall be required when a change of use is made for new Live Equity Theaters. The existing required number of off-street automobile parking spaces prior to the change of use to Live Equity Theaters shall be maintained, unless the change of use results in a reduction of required off-street automobile parking spaces. Live Equity Theaters shall not be exempt from bicycle parking requirements. 3. Uses. No Automotive Use or Automotive Repair shall be permitted including automobile and trailer sales (new and old), any business used for the rental or retail sale of new or used parts for motor vehicles, automobile display rooms, automotive repair establishments, automotive fueling and service stations, automotive painting, automotive upholstery, automobile laundry and wash racks, automotive exhaust test stations, automobile storage areas, and drive-through establishments.
18	RD1.5-1XL	N/A
19	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
19:1	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL Definitions. For purposes of this [Q] Qualified Condition, the following words and phrases are defined: a) Theatre Row. The area of Hollywood located along both sides of Santa Monica Boulevard between McCadden Place and El Centro Avenue. b) Live Equity Theater. Live Equity Theaters provide 99 seats or fewer and host live theatrical productions, such as plays and musicals. c) Automotive Use. The primary sale of used automobiles. In addition, this phrase shall include automotive repair and automobile and trailer sales area, as defined in this section.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		d) Automotive Repair. A use involving the diagnosing of malfunctions, repairing or maintaining of motor vehicles. Included in this definition are body shops, paint shops, tire stores, muffler shops, auto electric shops, van conversions, lubrication centers, auto-sound shops, auto-alarm shops, auto upholstery shops, wheel alignment shops and other similar automotive related repair or installation businesses; automotive repair does not include automotive fueling and service stations as defined in this section and installers of automotive telecommunication devices and computers. 1. No additional new off-street automobile parking shall be required when a change of use is made for new Live Equity Theaters. The existing required number of off-street automobile parking spaces prior to the change of use to Live Equity Theaters shall be maintained, unless the change of use results in a reduction of required off-street automobile parking spaces. Live Equity Theaters shall not be exempt from bicycle parking requirements. 2. Uses. No Automotive Use or Automotive Repair shall be permitted including automobile and trailer sales (new and old), any business used for the rental or retail sale of new or used parts for motor vehicles, automobile display rooms, automotive repair establishments, automotive fueling and service stations, automotive painting, automotive upholstery, automobile laundry and wash racks, automotive exhaust test stations, automobile storage areas, and drive-through establishments. 3. New development projects shall also comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
19:2	R3-1XL	N/A
19:3	R3-1	N/A
19:4	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
19:5	[Q]C2-2D-SN-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
19:6	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
20	PF-1	N/A
21	CM-1VL	N/A
22	[Q]R4-1VL-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.
22:1	PF-1	N/A

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
22:3	OS-1	N/A
23	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
23:4	RD1.5-1XL	N/A
23:4A	R3-1	N/A
23:4B	RD1.5-1XL	N/A
23:4C	OS-1VL	N/A
24	OS-1	N/A
25	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
25:3	R3-1XL	N/A
26	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
27	PF-1	N/A
31	[Q]C4-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
32	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
33:1A	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
33:2	[Q]C4-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
33:2A	[Q]C4-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
33:2B	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
33:3	C2-1	N/A
33:4	C4-1	N/A
34	PF-1	N/A
35	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
36	C2-1	N/A
36:1	[Q]C1-1XL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Establishments on the subject property shall operate only between the hours of 7:00 a.m. and 11:00 p.m. 2. No deliveries, loading or unloading shall occur before 7:00 a.m. nor after 9:00 p.m., Monday through Saturday. No Sunday deliveries shall be permitted. All deliveries, loading and unloading, shall occur entirely on-site.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		3. There shall be no automotive related uses, video arcades, fast food establishments or off-site liquor sales (except for beer and wine associated with a sit-down restaurant) permitted on the subject property.
37	C2-1	N/A
38	[Q]C4-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall also comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
38:1	[Q]R3-1	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Plans. Prior to issuance of building permits, detailed development plans, including a complete landscape plan and irrigation plan shall be submitted to the satisfaction of the Planning Department in consultation with the council office. 2. Approval Verification. Copies of any approvals, guarantees or verification of consultations, review or approval as may be required by the following conditions of approval shall be provided to the Planning Department for attachment to the subject file. 3. Definition. Any agencies or public officials referenced in these conditions shall mean those agencies or public officials or their successors or designees. 4. Height. No building or structure located on the subject property shall exceed 35 feet in height. However, a maximum building height of 45 feet shall be permitted provided that the following conditions are met: a) for buildings with less than 70 linear feet of street frontage, any additional height above 35 feet shall be stepped back one foot for each additional foot of height above 35 feet from any exterior face that fronts a street, as well as the rear exterior face. b) for buildings with 70 linear feet of street frontage or greater, any additional height above 35 feet shall be stepped back one foot for each additional foot of height above 35 feet from all exterior faces of the structure. 5. Height. In addition to the above, for those building frontages facing R1 zoned lots, a maximum building height of 45 feet shall be permitted provided that one of the two following options are met along the building face fronting the R1 zoned lot: option 1: any height between 25 and 35 feet shall be stepped back ½ foot for each additional foot of height between 25 and 35 feet, and any additional height above 35 feet shall be stepped back one foot for each additional foot of height above 35 feet from that portion of the building below. option 2: any additional height above 35 feet shall be stepped back 20 feet from the exterior wall of the structure. 6. Setbacks. A 15-foot setback at grade level shall be required on any side of a building that is abutting any R1 zoned lot. 7. Open Space. Open space shall be provided per LAMC Section 12.21 G. Courtyards and building breaks required by these conditions may count as common open space notwithstanding the provisions of LAMC Section 12.21 G 2(a)(1). 8. Landscaping. All open areas not used for buildings, driveways, surface parking areas, recreational facilities, or walks shall be attractively landscaped, including an automatic irrigation system, in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or landscape contractor to the satisfaction of the Planning Department. 9. A minimum of 50 percent of common usable open space areas shall be planted in ground cover, shrubs or trees. Trees shall be planted in the required front and rear yard setback area at a ratio of one tree per every 300 square feet of front and rear yard provided. Trees may not be less than 24-inch box in size, and shall be planted within open space areas. An automatic irrigation system shall be provided for all required landscaped areas. Landscaped areas located on top of a parking garage or deck shall include permanent planters at least 30 inches in depth (12 inches for lawn/ground cover) and be properly drained. 10. Required rear yard setback areas shall not be used for surface parking, and shall be landscaped as a greenbelt area with a maximum of 20 percent hardscape. Vegetative landscape screening shall be incorporated into the landscape plan to minimize views across rear property lines. 11. Street Trees. Street trees 20 feet on center (24 inch box), with root collars to prevent uplifting of sidewalks, shall be provided. Street tree type shall match the prevailing street tree of the street to the satisfaction of the Bureau of Street Services.

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SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		12. Parking Level Screening. Any portion of a parking level, which exceeds finished grade, shall be screened from the view of the public right-of-way by landscape features including trees, shrubbery, planter boxes or berms at least three (3) feet in height. Any planter box or berm shall not be used to calculate the height of a structure. 13. All structures on the roof, including air conditioning units, mechanical equipment, vents, and parapets, shall be fully screened from view from any adjacent residential zoned properties through the use of materials and colors that match the exterior walls of the structure. Any roof projections shall be located a minimum of 5 linear feet from the roof edge. Any roof projections within 10 linear feet from the roof edge shall be limited to a height of 5 feet. Roof projections located greater than 10 linear feet from the roof shall be permitted per LAMC. 14. Articulation. All exterior faces on new buildings and those involving the exterior alteration of existing buildings shall be designed to provide articulation that provides relief for every 30 feet in horizontal length and every 20 feet in vertical length, created by architectural detail or a change in material. In addition, for those buildings greater than 35 feet in height, the exterior faces of the upper floor shall be differentiated through the use of such design features as material or color and shall have differently articulated windows. 15. Balconies. Cantilever balcony protrusions into required front and rear yard setbacks shall be limited to 24 inches in depth. The horizontal dimension of each protruding balcony shall be limited to 75 percent of the width of the residential unit it serves. 16. Massing. For a building between 150-190 linear feet in width or depth, one of the following two options shall be met: option 1: A front courtyard shall be provided adjacent to the front yard setback at ground level, with a minimum width and depth of 20 linear feet and a minimum total area of 700 square feet. The required front courtyard shall be open to the sky. The required front courtyard shall not be located within 40 linear feet of a side property line. Any front courtyard fencing shall be predominantly open or transparent in design, using wrought iron or similar material combining limited solid portions and open or transparent spaces. The required front courtyard shall be located no more than three (3) vertical feet from highest adjacent sidewalk grade. A minimum of 20 percent of a required front courtyard shall consist of planted ground cover, shrubs, trees, water features, or permanent planter boxes. option 2: Terraces. Terraces shall be provided along the front face of a building to provide articulation and open space. Each residential unit located on the second floor or above, with exposure to the front face, shall provide a minimum of one terrace. Required terraces shall be located along the front face of the building and shall have a minimum area of 100 square feet each. Each terrace shall have a minimum width and depth of 8 linear feet. Required terraces need not be open to the sky but shall not be enclosed and remain open on the side facing the front yard. For those portions of a building above 35 feet, a building stepback of 8 linear feet or greater shall satisfy this requirement. 17. Building Breaks. For a building greater than 190 linear feet in width or depth, no portion of a building above finished grade level shall exceed 190 linear feet in either width or depth excluding those portions of the building used for parking. If a building exceeds 190 linear feet in width or depth below finished grade level, then any two portions of the building above grade level that would together exceed 190 linear feet shall be considered separate buildings with an assumed common lot line between them, and each portion shall be set back from such assumed common lot line a minimum of 6 feet, excluding those portions of the building used for parking. Notwithstanding the provisions of LAMC Section 12.21 G regarding minimum common open space requirements, for projects that build two or more buildings in order to comply with the 190 foot limitation on the length of buildings, the required building break setback areas between two portions of the building shall count and be credited towards the amount of common open space required for the project. In this instance, a horizontal dimension of 12 feet or greater shall satisfy LAMC 12.21 G.2(a)(1)(iii) provided all other conditions of LAMC 12.21 G.2(a) are met.
39	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
39:1	[Q]C2-1XL-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.

Properties developed pursuant to previously granted entitlements shall be subject to the regulations of the entitlement. If not developed pursuant to that entitlement, the property shall comply with the applicable regulations. For properties that are located within the Vermont-Western Station Neighborhood Area Specific Plan (SNAP), please see the Specific Plan for the applicable regulations.

DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
39:2	[Q]C2-1XL-O-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.
39:3	[Q]M1-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the M1 zone. 2. Retail and restaurant uses shall be limited to the ground floor and individual retail and restaurant premises shall not exceed 20,000 square feet. "D" DEVELOPMENT LIMITATIONS 1. That portion of a building or structure which fronts on Willoughby Avenue shall be restricted to a maximum height of 36 feet for that portion of the building within 50 feet of the property line along Willoughby Avenue. The remainder of the lot shall have no height limit. 2. The total floor area of all buildings or structures on a lot shall not exceed a Floor Area Ratio (FAR) of 1.5:1, except that a maximum FAR of 3:1 shall be permitted for developments which incorporate a minimum FAR of 0.7:1 for the following targeted media-related industrial uses: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services.
39:4	[Q]M1-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the M1 zone. 2. Retail and restaurant uses shall be limited to the ground floor and individual retail and restaurant premises shall not exceed 20,000 square feet. "D" DEVELOPMENT LIMITATIONS 1. The total floor area of all buildings or structures on a lot shall not exceed a Floor Area Ratio (FAR) of 1.5:1, except that a maximum FAR of 3:1 shall be permitted for developments which incorporate a minimum FAR of 0.7:1 for the following targeted media-related industrial uses: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services.
40	[Q]M1-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the M1 zone. 2. Retail and restaurant uses shall be limited to the ground floor and individual retail and restaurant premises shall not exceed 20,000 square feet. "D" DEVELOPMENT LIMITATIONS 1. The total floor area of all buildings or structures on a lot shall not exceed a Floor Area Ratio (FAR) of 1.5:1, except that a maximum FAR of 3:1 shall be permitted for developments which incorporate a minimum FAR of 0.7:1 for the following targeted media-related industrial uses: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
40:A	[Q]M1-2D-SN	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the M1 zone. 2. Retail and restaurant uses shall be limited to the ground floor and individual retail and restaurant premises shall not exceed 20,000 square feet. "D" DEVELOPMENT LIMITATIONS 1. The total floor area of all buildings or structures on a lot shall not exceed a Floor Area Ratio (FAR) of 1.5:1, except that a maximum FAR of 3:1 shall be permitted for developments which incorporate a minimum FAR of 0.7:1 for the following targeted media-related industrial uses: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services.
40:1	CM-1VL-SN	N/A
40:1B	[Q]M1-2D-SN	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the M1 zone. 2. Retail and restaurant uses shall be limited to the ground floor and individual retail and restaurant premises shall not exceed 20,000 square feet. 3. For properties fronting Santa Monica Boulevard between McCadden Place and Lillian Way, which is located within Theatre Row, the following shall also apply within 150 feet of the property line along Santa Monica Boulevard: a) Only Live Equity Theaters and MR1 uses shall be permitted. b) No building or structure shall exceed a height of 36 feet above grade. c) No additional new off-street automobile parking shall be required when a change of use is made for new Live Equity Theaters along Theatre Row. Live Equity Theaters provide 99 seats or fewer and host live theatrical productions, such as plays and musicals. The existing required number of off-street automobile parking spaces prior to the change of use to Live Equity Theaters shall be maintained, unless the change of use results in a reduction of required off-street automobile parking spaces. Live Equity Theaters shall not be exempt from bicycle parking requirements. d) Uses. No Automotive Use or Automotive Repair shall be permitted including automobile and trailer sales (new and old), any business used for the rental or retail sale of new or used parts for motor vehicles, automobile display rooms, automotive repair establishments, automotive fueling and service stations, automotive painting, automotive upholstery, automobile laundry and wash racks, automotive exhaust test stations, automobile storage areas, and drive-through establishments. Definitions. For purposes of the [Q] Qualified Condition, the following words and phrases are defined: a) Automotive Use. The primary sale of used automobiles. In addition, this phrase shall include automotive repair and automobile and trailer sales area, as defined in this section. b) Automotive Repair. A use involving the diagnosing of malfunctions, repairing or maintaining of motor vehicles. Included in this definition are body shops, paint shops, tire stores, muffler shops, auto electric shops, van conversions, lubrication centers, auto-sound shops, auto-alarm shops, auto upholstery shops, wheel alignment shops and other similar automotive related repair or installation businesses; automotive repair does not include automotive fueling and service stations as defined in this section and installers of automotive telecommunication devices and computers.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		"D" DEVELOPMENT LIMITATIONS 1. The total floor area of all buildings or structures on a lot shall not exceed a Floor Area Ratio (FAR) of 1.5:1, except that a maximum FAR of 3:1 shall be permitted for developments which incorporate a minimum FAR of 0.7:1 for the following targeted media-related industrial uses: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services. For properties fronting Santa Monica between McCadden Place and Lillian Way, which is located within Theatre Row, the maximum FAR of 3:1 as described above is permitted only for developments on lots located within a minimum distance of 150 feet south of Santa Monica Boulevard.
40:1C	[Q]M1-1	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. That portion of a building or structure which fronts on Willoughby Avenue shall be restricted to a maximum height of 36 feet for that portion of the building within 50 feet of the property line along Willoughby Avenue. The remainder of the lot shall have no height limit. 2. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the M1 zone. 3. Retail and restaurant uses shall be limited to the ground floor and individual retail and restaurant premises shall not exceed 20,000 square feet.
40:2	[Q]M1-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the M1 zone. 2. Retail and restaurant uses shall be limited to the ground floor and individual retail and restaurant premises shall not exceed 20,000 square feet. "D" DEVELOPMENT LIMITATIONS 1. The total floor area of all buildings or structures on a lot shall not exceed a Floor Area Ratio (FAR) of 1.5:1, except that a maximum FAR of 3:1 shall be permitted for developments which incorporate a minimum FAR of 0.7:1 for the following targeted media-related industrial uses: film, tape, television, video, internet and other media production, editing and reconstruction; film archiving, storage and exchange; studio equipment manufacture, rental and storage; music, film, television and internet publishing; sound recording; broadcast studios; facilities for the development of software and other computer and media-related products and services.
40:2C	[Q]M1-1VL	[Q] QUALIFIED PERMANENT CONDITOINS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the MR zone. 2. Retail and restaurant uses shall be limited to the ground floor and individual retail and restaurant premises shall not exceed 20,000 square feet.
40:3	[Q]CM-1VL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the MR zone.
40:4	[Q]CM-1VL-SN	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the MR zone.
40:4A	[Q]CM-1VL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. No residential development shall be permitted, including artist-in-residence or live-work conversion, except for a watchman or caretaker as permitted by the MR zone.
40:5	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
40:6	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Use. No residential uses permitted. 2. Definitions. For purposes of this [Q] Qualified Condition, the following words and phrases are defined: a) Pedestrian Amenities. Pedestrian amenities include outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located at the ground level, and that are accessible to and available for use by the public. b) Project. The demolition, grading, construction, addition to or alteration (structural or nonstructural) of any building or structure, a new use of land, or subdivision of land on a lot located in whole or in part within the CPIO, which requires the issuance of a building permit. A Project shall not include a change of use or construction that consists solely of interior remodeling, interior rehabilitation or interior repair work. c) Primary Lot Line shall be limited to one of the property lines adjacent to or abutting a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line. d) Primary Frontage shall be the exterior building walls facing the Primary Lot Line. For the purposes of this provision, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered to be facing the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the primary lot line intersect shall be used. 2. Building Location. a) Each Project shall have a ground floor: the lowest story within the building that is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on a Primary Lot Line, and which is at least 25 feet in depth or the total depth of the building, whichever is less. b) Structures shall be designed and sited so that the Primary Frontage occupies 100 percent of the length of a Primary Lot Line abutting a public street, exclusive of required driveways and of walkways as outlined in this section. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage. c) The ground floor of any exterior building wall (façade), up to a height of not less than 12 feet, measured from adjacent sidewalk grade, must be located within 5 feet of the primary lot line for the entire length of the Primary Frontage. However, buildings may be set back from the primary lot line more than the maximum 5 feet when the setback area is used for Pedestrian Amenities, as defined in this condition. d) For corner or other lots with multiple street frontages, the above Building Location regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 3. Transparency. a) A minimum of 50% of that portion of the exterior wall of the Primary Frontage building wall located between 2 feet and 8 feet above sidewalk grade shall be transparent. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements. b) The above Transparency regulations shall not apply to portions of projects with ground floor residential dwelling units. c) For corner or other lots with multiple street frontages, the above Transparency regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 4. Pedestrian Access. a) A primary building entrance to each ground floor use shall be located within the Primary Frontage or pedestrian amenity space and shall provide direct access from the sidewalk without crossing a parking lot or driveway. Entrances shall be no more than 3 feet above or below the adjacent sidewalk grade. b) Required street-oriented entrance(s) along the Primary Frontage shall remain open during normal business hours.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		5. Parking. No surface or above-grade parking shall be allowed between the building and any street. Surface parking shall be located at the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade. Below grade parking structures can occupy the entire footprint of a lot. 6. Driveways and Vehicular Access. Vehicular access to off-street parking and loading areas shall be provided from any frontages other than the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located along the Primary Frontage, as limited above, shall be a minimum of 200 feet apart from others as part of the same project. "D" DEVELOPMENT LIMITATIONS 1. The total floor area of all buildings or structures on a lot shall not exceed a Floor Area Ratio (FAR) of 3:1.
41	[Q]R4-1VL-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations.
41:1	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
41:6	[Q]C4-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
42	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
42:1	[Q]C4-1	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Density. Residential density shall be limited to 1 dwelling unit per 800 square feet of lot area. 2. Definitions. For purposes of this [Q] Qualified Condition, the following words and phrases are defined: a) Pedestrian Amenities. Pedestrian amenities include outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located at the ground level, and that are accessible to and available for use by the public. b) Project. The demolition, grading, construction, addition to or alteration (structural or nonstructural) of any building or structure, a new use of land, or subdivision of land on a lot located in whole or in part within the CPIO, which requires the issuance of a building permit. A Project shall not include a change of use or construction that consists solely of interior remodeling, interior rehabilitation or interior repair work. c) Primary Lot Line is the property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of the abutting street and the dimensions of the subject lot.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		d) Primary Frontage shall be the exterior building walls facing the Primary Lot Line. For the purposes of this provision, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered to be facing the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the primary lot line intersect shall be used. 3. Building Location. a) Each Project shall have a ground floor: the lowest story within the building that is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on a Primary Lot Line, and which is at least 25 feet in depth or the total depth of the building, whichever is less. b) Structures shall be designed and sited so that the Primary Frontage occupies 100 percent of the length of a Primary Lot Line abutting a public street, exclusive of required driveways and of walkways as outlined in this section. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage. c) The ground floor of any exterior building wall (façade), up to a height of not less than 12 feet, measured from adjacent sidewalk grade, must be located within 5 feet of the primary lot line for the entire length of the Primary Frontage. However, buildings may be set back from the primary lot line more than the maximum 5 feet when the setback area is used for Pedestrian Amenities, as defined in this condition. d) For corner or other lots with multiple street frontages, the above Building Location regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 4. Transparency. a) A minimum of 50% of that portion of the exterior wall of the Primary Frontage building wall located between 2 feet and 8 feet above sidewalk grade shall be transparent. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements. b) The above Transparency regulations shall not apply to portions of projects with ground floor residential dwelling units. c) For corner or other lots with multiple street frontages, the above Transparency regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 5. Pedestrian Access. a) A primary building entrance to each ground floor use shall be located within the Primary Frontage or pedestrian amenity space and shall provide direct access from the sidewalk without crossing a parking lot or driveway. Entrances shall be no more than 3 feet above or below the adjacent sidewalk grade. b) Required street-oriented entrance(s) along the Primary Frontage shall remain open during normal business hours. 6. Parking. No surface or above-grade parking shall be allowed between the building and any street. Surface parking shall be located at the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade. Below grade parking structures can occupy the entire footprint of a lot. 7. Driveways and Vehicular Access. Vehicular access to off-street parking and loading areas shall be provided from any frontages other than the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located along the Primary Frontage, as limited above, shall be a minimum of 200 feet apart from others as part of the same project.
42:2	[Q]C4-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
42:3	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
42:4	[T][Q]C2-1D	RETAIN [Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL FROM ORDINANCES 164690 AND 162792 1. The total floor area of all buildings or structures on the lot shall not exceed a Floor Area Ratio (FAR) of 0.5:1. 2. Development on the subject property shall be limited to those uses permitted by right In the C1 zone. 3. No building or structure located on the subject property shall exceed 25 feet in height. 4. Multiple residential uses shall be prohibited. 5. Restrictions related to operating hours, off-street parking, signs, landscaping.
43	[Q]C1-1XL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Density. Residential density shall be limited to 1 dwelling unit per 800 square feet of lot area. 2. Transitional Height. Any portion of a building or structure within 49 feet of a property line abutting a residential zone shall be restricted to a maximum height of 25 feet for that portion of the building. 3. Definitions. For purposes of this [Q] Qualified Condition, the following words and phrases are defined: a) Pedestrian Amenities. Pedestrian amenities include outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located at the ground level, and that are accessible to and available for use by the public. b) Project. The demolition, grading, construction, addition to or alteration (structural or nonstructural) of any building or structure, a new use of land, or subdivision of land on a lot located in whole or in part within the CPIO, which requires the issuance of a building permit. A Project shall not include a change of use or construction that consists solely of interior remodeling, interior rehabilitation or interior repair work. c) Primary Lot Line is the property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of the abutting street and the dimensions of the subject lot. d) Primary Frontage shall be the exterior building walls facing the Primary Lot Line. For the purposes of this provision, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered to be facing the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the primary lot line intersect shall be used. 4. Building Location. a) Each Project shall have a ground floor: the lowest story within the building that is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on a Primary Lot Line, and which is at least 25 feet in depth or the total depth of the building, whichever is less. b) Structures shall be designed and sited so that the Primary Frontage occupies 100 percent of the length of a Primary Lot Line abutting a public street, exclusive of required driveways and of walkways as outlined in this section. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage. c) The ground floor of any exterior building wall (façade), up to a height of not less than 12 feet, measured from adjacent sidewalk grade, must be located within 5 feet of the primary lot line for the entire length of the Primary Frontage. However, buildings may be set back from the primary lot line more than the maximum 5 feet when the setback area is used for Pedestrian Amenities, as defined in this condition. d) For corner or other lots with multiple street frontages, the above Building Location regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 5. Transparency.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		a) A minimum of 50% of that portion of the exterior wall of the Primary Frontage building wall located between 2 feet and 8 feet above sidewalk grade shall be transparent. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements. b) The above Transparency regulations shall not apply to portions of projects with ground floor residential dwelling units. c) For corner or other lots with multiple street frontages, the above Transparency regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 6. Pedestrian Access. a) A primary building entrance to each ground floor use shall be located within the Primary Frontage or pedestrian amenity space and shall provide direct access from the sidewalk without crossing a parking lot or driveway. Entrances shall be no more than 3 feet above or below the adjacent sidewalk grade. b) Required street-oriented entrance(s) along the Primary Frontage shall remain open during normal business hours. 7. Parking. No surface or above-grade parking shall be allowed between the building and any street. Surface parking shall be located at the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade. Below grade parking structures can occupy the entire footprint of a lot. 8. Driveways and Vehicular Access. Vehicular access to off-street parking and loading areas shall be provided from any frontages other than the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located along the Primary Frontage, as limited above, shall be a minimum of 200 feet apart from others as part of the same project.
43:1	[Q]C2-1	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Density. Residential density shall be limited to 1 dwelling unit per 800 square feet of lot area. 2. Transitional Height. Any portion of a building or structure within 49 feet of a property line abutting a residential zone shall be restricted to a maximum height of 25 feet for that portion of the building. Any portion of a building or structure within 50 feet to 99 feet of a property line abutting a residential zone shall be restricted to a maximum height of 33 feet for that portion of the building. Any portion of a building or structure within 100 feet to 199 feet of a property line abutting a residential zone shall be restricted to a maximum height of 61 feet for that portion of the building. 3. Definitions. For purposes of this [Q] Qualified Condition, the following words and phrases are defined: a) Pedestrian Amenities. Pedestrian amenities include outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located at the ground level, and that are accessible to and available for use by the public. b) Project. The demolition, grading, construction, addition to or alteration (structural or nonstructural) of any building or structure, a new use of land, or subdivision of land on a lot located in whole or in part within the CPIO, which requires the issuance of a building permit. A Project shall not include a change of use or construction that consists solely of interior remodeling, interior rehabilitation or interior repair work. c) Primary Lot Line is the property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of the abutting street and the dimensions of the subject lot. d) Primary Frontage shall be the exterior building walls facing the Primary Lot Line. For the purposes of this provision, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered to be facing the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the primary lot line intersect shall be used. 4. Building Location. a) Each Project shall have a ground floor: the lowest story within the building that is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on a Primary Lot Line, and which is at least 25 feet in depth or the total depth of the building, whichever is less. b) Structures shall be designed and sited so that the Primary Frontage occupies 100 percent of the length of a Primary Lot Line abutting a public street, exclusive of required driveways and of walkways as outlined in this section. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage.

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SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
		c) The ground floor of any exterior building wall (façade), up to a height of not less than 12 feet, measured from adjacent sidewalk grade, must be located within 5 feet of the primary lot line for the entire length of the Primary Frontage. However, buildings may be set back from the primary lot line more than the maximum 5 feet when the setback area is used for Pedestrian Amenities, as defined in this condition. d) For corner or other lots with multiple street frontages, the above Building Location regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 5. Transparency. a) A minimum of 50% of that portion of the exterior wall of the Primary Frontage building wall located between 2 feet and 8 feet above sidewalk grade shall be transparent. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements. b) The above Transparency regulations shall not apply to portions of projects with ground floor residential dwelling units. c) For corner or other lots with multiple street frontages, the above Transparency regulations shall only apply to a single street frontage of a Project that is designated the Primary Frontage, unless otherwise indicated. 6. Pedestrian Access. a) A primary building entrance to each ground floor use shall be located within the Primary Frontage or pedestrian amenity space and shall provide direct access from the sidewalk without crossing a parking lot or driveway. Entrances shall be no more than 3 feet above or below the adjacent sidewalk grade. b) Required street-oriented entrance(s) along the Primary Frontage shall remain open during normal business hours. 7. Parking. No surface or above-grade parking shall be allowed between the building and any street. Surface parking shall be located at the rear of buildings on the site. Parking can also be enclosed within a structure, or entirely below grade. Below grade parking structures can occupy the entire footprint of a lot. 8. Driveways and Vehicular Access. Vehicular access to off-street parking and loading areas shall be provided from any frontages other than the Primary Frontage, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Each driveway shall not exceed 30 feet in width. Multiple driveways located along the Primary Frontage, as limited above, shall be a minimum of 200 feet apart from others as part of the same project.
44	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
45	C2-1	N/A
45:1	C4-1	N/A
45:2	C2-1VL	N/A
46	[Q]C4-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
47:1	[Q]C2-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
48	[Q]C4-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
49	[Q]C1-2D	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. All developments shall comply with the provisions of the Vermont-Western Station Neighborhood Area Specific Plan (Ordinance No. 173,749 and any subsequent amendments). "D" DEVELOPMENT LIMITATIONS 1. Maximum Floor Area Ratio (FAR) shall be determined by the Vermont-Western Station Neighborhood Area Specific Plan.
50	OS-1XL	N/A
60	R3-1XL-HCR	N/A
61	OS-1XL	N/A
62	R3-1XL	N/A
63	R3-1XL	N/A
64	OS-1XL	N/A
65	R2-1XL	N/A
66	RE9-1	N/A
67	RD1.5-1XL	N/A
68	[Q]PF-1XL	RETAIN [Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL FROM ORDINANCE 171039 1. Uses shall be limited to those specified in Section 12.04.09 B 1, 3, 5, 6, 8, 9 and 10 of the Los Angeles Municipal Code. 2. No new building or structure shall be constructed within 5 feet of a lot zoned A or R, or have a front yard setback less than that which is required in the most restrictive zone of the lot(s) adjoining on either side of the subject property. No front yard is required if there is no adjoining lot.
69	[Q]R3-1XL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Residential density shall be limited to 1 dwelling unit per 1,200 square feet of lot area.
70	OS-1XL	N/A
71	C2-1	N/A
72	R4-1	N/A
73	R3-1XL	N/A
74	R2-1XL	N/A

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
75	R2-1XL	N/A
76	R3-1XL	N/A
77	C2-1D-RIO	RETAIN "D" DEVELOPMENT LIMITATION FROM ORDINANCE 164697. 1. Total Floor Area Ratio (FAR) contained in all buildings on a lot shall not exceed 0.5:1.
78	CM-1VL-RIO	N/A
79	R2-1XL	N/A
80	RE9-1	N/A
81	RD1.5-1XL	N/A
82	RD1.5-1XL	N/A
83	R1-1	N/A
84	R3-1	N/A
85	RD2-1XL	N/A
86	R3-1	N/A
87	OS-1XL	N/A
88	OS-1	N/A
89	PF-1	N/A
90	R1-1-HPOZ	N/A
91	PF-1XL	N/A
92	C2-2D-CPIO	"D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
93	[Q]C2-2D-CPIO	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. New development projects shall comply with the Hollywood CPIO District regulations. "D" DEVELOPMENT LIMITATIONS 1. New development projects shall comply with the Hollywood CPIO District regulations.
94	C1-1D	"D" DEVELOPMENT LIMITATIONS 1. The total floor area of all buildings or structures on a lot shall not exceed a Floor Area Ratio (FAR) of 0.5:1.
95	R3-1XL	N/A
96	OS-1XL	N/A
97	PF-1XL	N/A
98	PF-1	N/A
99	R3-1	N/A
100	[Q]R3-1XL	[Q] QUALIFIED PERMANENT CONDITIONS OF APPROVAL 1. Residential density shall be limited to a maximum of one dwelling unit for each 1,200 square feet of lot area.
101	OS-1XL	N/A

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DRAFT HOLLYWOOD Q & D REGULATIONS

SUBAREA	PROPOSED ZONE	ADDITIONAL ZONING REGULATIONS ([Q] CONDITIONS AND/OR "D" LIMITATIONS)
102	OS-1XL	N/A
103	OS-1XL	N/A
104	OS-1XL	N/A
105	Existing plus HCR	1. New development projects shall comply with the Hillside Construction Regulation (HCR) Supplemental Use District regulations.
106	OS-1XL	N/A
107	OS-1XL	N/A
108	OS-1XL	N/A
109	OS-1XL	N/A
110	OS-1XL	N/A
1000	Existing; C2 replacement plus CPIO	1. New development projects shall comply with the Hollywood CPIO District regulations.
1001 (previously in 1000)	Existing; C2 replacement plus CPIO	1. New development projects shall comply with the Hollywood CPIO District regulations.
1002 (previously in 1000)	Existing; C2 replacement plus CPIO	1. New development projects shall comply with the Hollywood CPIO District regulations.
1003 (previously in 1000)	Existing; C2 replacement plus CPIO	1. New development projects shall comply with the Hollywood CPIO District regulations.
1004 (previously in 1000)	Existing plus CPIO	1. New development projects shall comply with the Hollywood CPIO District regulations.

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PROPOSED STREET RECLASSIFICATIONS

NORTH/SOUTH STREETS

STREET NAME	SOUTHERN BOUNDARY	NORTHERN BOUNDARY	CURRENT DIMENSIONS			CURRENT DESIGNATION	PLANNED STANDARDS			PROPOSED DIMENSIONS			PROPOSED DESIGNATION
			s'wlk	road	ROW	MP2035	s'wlk	road	ROW	s'wlk	road	ROW	
Curson Ave	Fountain Ave	Curson Pl	N/A	N/A	N/A	Collector	13'	40'	66'	12'	36'	60'	**Local Street Standard**
Beachwood Drive	Ledgewood Dr	Linforth Dr	N/A	N/A	N/A	Collector	13'	40'	66'	4'	28'	36'	**Hillside Limited Standard**

PROPOSED NETWORK RECLASSIFICATIONS

STREET NAME	BOUNDARY	BOUNDARY	CURRENT NETWORK DESIGNATION MP2035	PROPOSED NETWORK DESIGNATION
Melrose Ave.	Vermont Ave. (western boundary)	Hoover Ave. (eastern boundary)	Bicycle Enhanced Network	**Neighborhood Enhanced Network**
Vermont Ave.	Los Feliz Ave. (northern boundary)	Hollywood Blvd. (southern boundary)	Comprehensive Transit Enhanced Network	**Moderate Transit Enhanced Network**

Hollywood Community Plan - Proposed Circulation

Legend

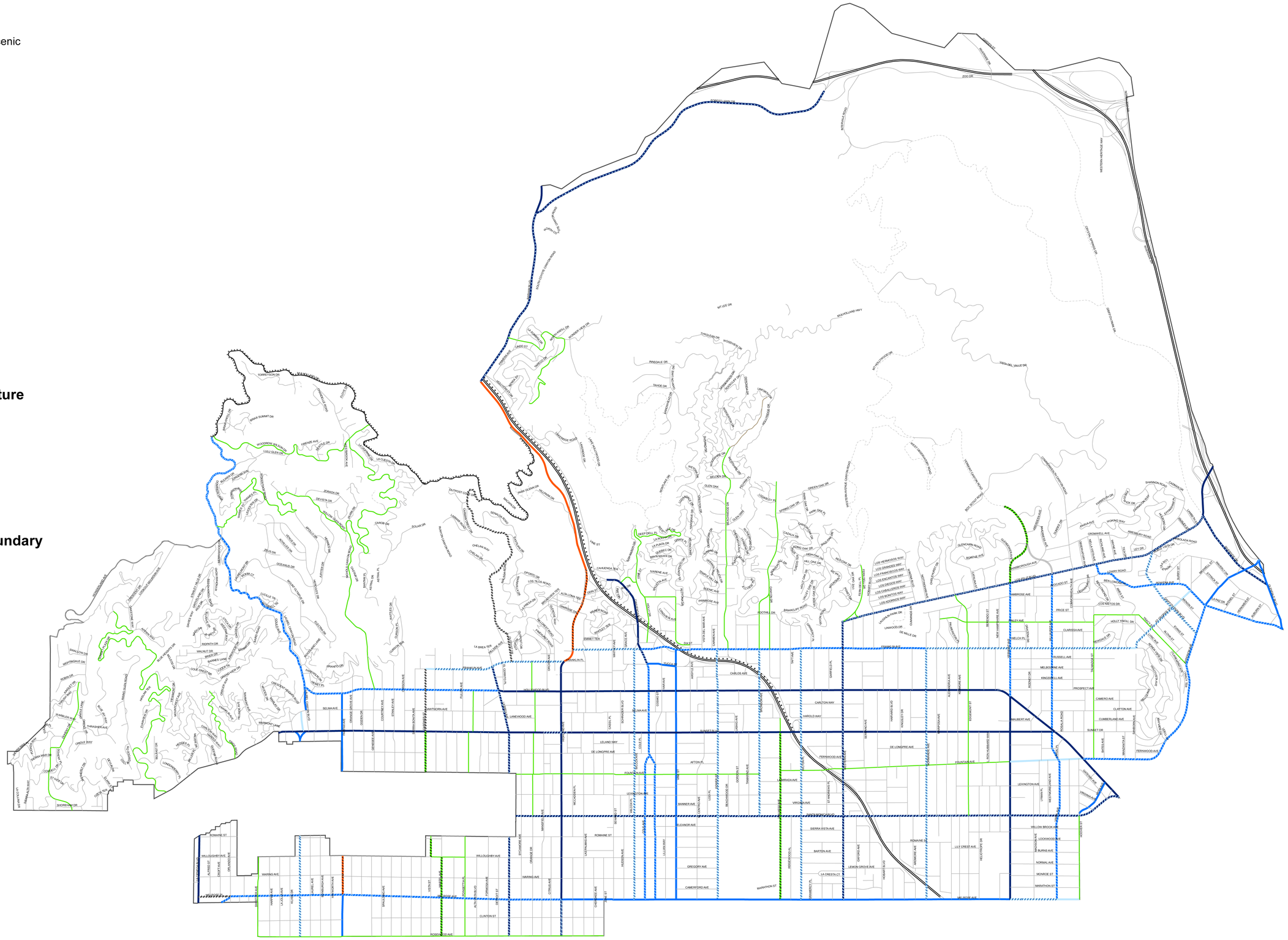
Designations

- Avenue I
- Avenue I Modified
- Avenue I Modified Divided Scenic
- Avenue I Modified Scenic
- Avenue I Scenic
- Avenue II
- Avenue II Divided Scenic
- Avenue II Modified
- Avenue II Modified Scenic
- Avenue II Scenic
- Avenue III
- Avenue III Modified
- Boulevard II
- Boulevard II Modified
- Collector Street
- Collector Street Modified
- Hillside Limited Standard
- Local Standard
- Local Standard Modified

Transit & Other Infrastructure

- Freeway
- Scenic Freeway Highway
- Interchanges
- On/Off Ramp
- Scenic Parkway
- Private Street

Community Plan Area Boundary


HOLLYWOOD BLVD
SUNSET BLVD
FRANKLIN AVE
MULHOLLAND HWY
LAUREL CANYON BLVD
CAHUENGA BLVD
FOUNTAIN AVE
LEXINGTON AVE
FERNWOOD AVE
ROMAINE ST
WILLOUGHBY AVE
WARING AVE
CLINTON ST
ROSEWOOD AVE
MARATHON ST
SANTA MONICA BLVD
VIRGINIA AVE
ZOO DR
GRIFFITH PARK DR
FREEWAY
MT LEE DR
TYROLEAN DR
INNSDALE DR
TAHOE DR
LAKERIDGE DR
SILVER SPUR RD
GLENCANYON DR
LOS HERMOSOS WAY
LOS GRANDES WAY
LOS FRANCISCOS WAY
LOS FINCASTROS WAY
LOS DIEGOS WAY
LOS CABALLEROS WAY
LOS BOWTOS WAY
LOS ADDROS WAY
DE MILLE DR
LANEWOOD DR
HOLLYWOOD BOWL
HIGHLAND AVE
VINE ST
GOWER ST
BRONSON AVE
WILCOX AVE
CAHUENGA PASS
CAHUENGA TER
LA BAIG PL
LA BAIG AVE
LA BAIG DR
LA BAIG CT
LA BAIG TER
LA BAIG WAY

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				PROPOSED PLAN LAND USE AND ZONING				DESCRIPTION/ LOCATION	ACTION/ COMMENTS
	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING		
School										
N/A	Public Elementary School	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	Laurel Span School / 925 N Hayworth Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	Thomas Starr King Middle School / 4201 Fountain Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	PF-1XL	Public School	No Change	No Change	No Change	Vine Street Elementary School / 955 Vine St	No Change
N/A	Public Elementary School	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	Santa Monica Boulevard Community Charter School / 1022 N Van Ness Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	Lockwood Avenue Elementary School / 4345 Lockwood Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	PF-1XL	Public School	No Change	No Change	No Change	Ramona Elementary School / 1133 N Mariposa Ave	No Change
27	None	Highway Oriented Commercial, Low Medium II Residential	C1, C2, P, RAS3, RAS4, RD2, RD1.5	C2-1D, RD1.5-1XL	Public School	Public Facility	PF	PF-1	Kingsley Elementary School / 5200 Virginia Ave	Add Symbol
N/A	Public Elementary School	Public Facilities	PF	PF-1XL	Public School	No Change	No Change	No Change	Grant Elementary School / 1530 N Wilton Pl	No Change
N/A	Public Elementary School	Public Facilities	PF	PF-1XL	Public School	No Change	No Change	No Change	Selma Elementary School / 6611 Selma Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	PF-1XL	Public School	No Change	No Change	No Change	Gardner Street Elementary School / 7450 Hawthorn Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	[Q]PF-1XL-HCR	Public School	No Change	No Change	No Change	Wonderland Avenue Elementary School / 8510 Wonderland Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	PF-1XL	Public School	No Change	No Change	No Change	Los Feliz Elementary School / 1740 N New Hampshire Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	Franklin Avenue Elementary School / 1910 N Commonwealth Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	Cheremoya Elementary School / 6017 Franklin Ave	No Change
N/A	Public Elementary School	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	Ivanhoe Elementary School / 2828 Herkimer St	No Change
N/A	Public Junior High	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	Bancroft Middle School and Performing Arts Magnet / 929 N Las Palmas Ave	No Change
N/A	Public Junior High	Public Facilities	PF	PF-1XL	Public School	No Change	No Change	No Change	Le Conte Middle School / 1316 N Bronson Ave,	No Change
N/A	Public Junior High	Public Facilities	PF	[Q}PF-1XL	Public School	No Change	No Change	No Change	Thomas Starr King Middle School / 4201 Fountain Ave	No Change
N/A	Public Senior High	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	Fairfax High School / 7850 Melrose Ave	No Change
22:1	None	Limited Manufacturing	MR1, M1, P, PB	[Q]CM-1	Public School	Public Facilities	PF	PF-1	Helen Bernstein High School / 1309 N Wilton Pl	Add Symbol

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				PROPOSED PLAN LAND USE AND ZONING				DESCRIPTION/ LOCATION	ACTION/ COMMENTS
	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING		
N/A	Public Senior High	Public Facilities	PF	PF-1XL	Public School	No Change	No Change	No Change	Hollywood High School / 1521 N Highland Ave	No Change
N/A	Public Senior High	Public Facilities	PF	[Q]PF-1XL	Public School	No Change	No Change	No Change	John Marshall High School / 3939 Tracy St	No Change
Private School										
N/A	Private School	Low Medium II Residential	RD2, RD1.5	RD2-1XL	None	No Change	No Change	No Change	Immaculate Heart of Mary Elementary School / 1055 N Alexandria Ave	Delete symbol
N/A	Private School	Regional Center Commercial	C2, C4, P, PB, RAS3, RAS4	C4-2D	None	No Change	No Change	No Change	Blessed Sacrament Jesuit Preparatory School / 6641 W Sunset Blvd	Delete symbol
N/A	Private School	Low II Residential	RS, R1	R1-1	None	No Change	No Change	No Change	Immaculate Heart of Mary High School / 5515 Franklin Ave	Delete symbol
N/A	Private School	Medium Residential	R3	R3-1XL	None	No Change	No Change	No Change	Our Mother of Good Counsel School / 4622 Ambrose Ave	Delete symbol
Junior College										
N/A	Junior College	Public Facilities	PF	[Q]PF-1XL	No Change	No Change	No Change	No Change	Los Angeles City College / 855 N Vermont Ave	No Change
N/A	Junior College	Public Facilities	PF	[Q]PF-1XL	No Change	No Change	No Change	No Change	Los Angeles City College / 4133 Marathon St	No Change
Park										
N/A	Park	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Poinsettia Recreation Center / 7341 Willoughby Ave	Update Symbol
N/A	Park	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Lemon Grove Recreation Center / 4959 Lemon Grove Ave	Update Symbol
N/A	Park	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Hollywood Recreation Center / 1122 Cole Ave	Update Symbol
N/A	Park	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	De Longpre Park / 1350 N Cherokee Ave	Update Symbol
N/A	Park	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Barnsdall Art Park / 4800 Hollywood Blvd	Update Symbol
N/A	Park	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Runyon Canyon Park / 2000 N Fuller Ave	Update Symbol
N/A	Park	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Las Palmas Senior Citizen Center / 1820 N Las Palmas Ave	Update Symbol
N/A	Park	Open Space	OS, A1	OS-1XL-RIO	No Change	No Change	No Change	No Change	Griffith Park Recreation Center / 3401 Riverside Dr	Update Symbol
N/A	Park	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Griffith Park / 4730 Crystal Springs Dr	Update Symbol
N/A	None	Open Space	OS, A1	OS-1XL	Park	No Change	No Change	No Change	Lake Hollywood Park / 3160 Canyon Lake Drive	Add Symbol
N/A	None	Open Space	OS, A1	OS-1XL	Park	No Change	No Change	No Change	Bronson Canyon Park / 3200 Canyon Dr	Add Symbol
N/A	None	Open Space	OS, A1	OS-1XL	Park	No Change	No Change	No Change	Wattles Garden Park / 1850 North Curson Ave	Add Symbol

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				PROPOSED PLAN LAND USE AND ZONING				DESCRIPTION/ LOCATION	ACTION/ COMMENTS
	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING		
N/A	None	Open Space	OS, A1	OS-1XL	Park	No Change	No Change	No Change	Dorothy & Benjamin Smith Park / 7020 Franklin Ave	Add Symbol
3:2A	None	Regional Center Commercial	C2, C4, P, PB, RAS3, RAS4	C4-2D-SN	Park	Open Space	OS, A1	OS-1VL	Yucca Park / 6671 Yucca St	Add Symbol
4:1	None	Regional Center Commercial	C2, C4, P, PB, RAS3, RAS4	C4-2D	Park	Open Space	OS, A1	OS-1	Selma Park / 6567 Selma Ave	Add Symbol
5:1B	None	High Medium Residential	[Q]R4, R4	[Q]R4-1VL	Park	Open Space	OS, A1	OS-1VL	Carlton Way Park / 5927 Carlton Way	Add Symbol
22:3	None	Medium Residential	R3	R3-1	Park	Open Space	OS, A1	OS-1	Seily Rodriguez Park / 5707 Lexington Ave	Add Symbol
23:4C	None	High Medium Residential	[Q]R4, R4	[Q]R4-1VL	Park	Open Space	OS, A1	OS-1VL	La Mirada Park / 5401 La Mirada AVE	Add Symbol
24	None	Medium Residential	R3	R3-1	Park	Open Space	OS, A1	OS-1	Lexington Park / 5515 Lexington Ave	Add Symbol
87	None	Low Medium II Residential	RD2, RD1.5	RD1.5-1XL	Park	Open Space	OS, A1	OS-1XL	Madison Ave Park / 1175 N Madison	Add Symbol
96	None	Public Facility	PF	PF-1XL	Park	Open Space	OS, A1	OS-1XL	Franklin Ivar Park / 1900 Ivar Ave	Add Symbol
Public Golf Course										
N/A	Public Golf Course	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Roosevelt Golf Course / 2650 N Vermont Ave	No Change
N/A	Public Golf Course	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Wilson & Harding Golf Courses / 4730 Crystal Springs Dr.	Consolidate to one symbol
Library										
N/A	Library	Public Facility	PF	[Q]PF-1XL	Library	No Change	No Change	No Change	John C. Fremont Branch Library / 6121 W Melrose Ave	Update Symbol
N/A	Library	Public Facility	PF	PF-1XL	Library	No Change	No Change	No Change	Cahuenga Branch Library / 4591 Santa Monica Blvd	Update Symbol
N/A	Library	Public Facility	PF	PF-1XL	Library	No Change	No Change	No Change	Frances Howard Goldwyn - Hollywood Regional Library / 1623 N Ivar Avenue	Update Symbol
14	None	Neighborhood Office Commercial	C1, C2, C4, P, RAS3, RAS4	C4-1VL-SN	Library	Public Facility	PF	PF-1-CPIO	Will & Ariel Durant Branch Library / 7140 W Sunset Boulevard	Add Symbol
97	None	Neighborhood Office Commercial	C1, C2, C4, P, RAS3, RAS4	C4-1D	Library	Public Facility	PF	PF-1XL	Los Feliz Branch Library / 1874 Hillhurst Ave	Add Symbol
Mass Transit										
N/A	None	N/A	N/A	N/A	Metro Station	N/A	N/A	N/A	Hollywood and Highland	Add Symbol
N/A	None	N/A	N/A	N/A	Metro Station	N/A	N/A	N/A	Hollywood and Vine	Add Symbol
N/A	None	N/A	N/A	N/A	Metro Station	N/A	N/A	N/A	Hollywood and Western	Add Symbol
N/A	None	N/A	N/A	N/A	Metro Station	N/A	N/A	N/A	Sunset and Vermont	Add Symbol
N/A	None	N/A	N/A	N/A	Metro Station	N/A	N/A	N/A	Vermont and Santa Monica	Add Symbol

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				PROPOSED PLAN LAND USE AND ZONING				DESCRIPTION/ LOCATION	ACTION/ COMMENTS
	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING		
Fire Station										
N/A	Fire Station	Public Facilities	PF	[Q]PF-1XL	No Change	No Change	No Change	No Change	Fire Station No. 41 / 1439 N Gardner	No Change
N/A	Fire Station	Public Facilities	PF	PF-1XL	No Change	No Change	No Change	No Change	Fire Station No. 27 / 1327 N Cole Avenue	Update symbol to correct location, it currently appears on the block over
N/A	Fire Station	Public Facilities	PF	PF-1XL	No Change	No Change	No Change	No Change	Fire Station No. 35 / 1601 Hillhurst Ave	No Change
N/A	Fire Station	Public Facilities	PF	PF-1XL	No Change	No Change	No Change	No Change	Operations West Bureau, Fire Station No. 82 Annex / 1800 N Bronson	No Change
N/A	None	Public Facilities	PF	PF-1XL	Fire Station	No Change	No Change	No Change	Fire Station No. 52 / 4957 Melrose Ave	Add Symbol
13:4A	None	Neighborhood Office Commercial	C1, C2, C4, P, RAS3, RAS4	C4-1D	Fire Station	Public Facilities	PF	PF-1	Fire Station No. 56 / 2759 Rowena Ave	Add Symbol
98	None	High Density Residential	R4, [Q]R5	[Q]R5-2	Fire Station	Public Facilities	PF	PF-1	Fire Station No. 82 / 5769 Hollywood Boulevard	Add Symbol
Maintenance Yard										
40:2	Maintenance Yard	Public Facilities	PF	PF-1XL	No Change	Limited Industrial	MR1, M1,P, PB	[Q]M1-1	6650 W Romaine St	Delete symbol
N/A	Maintenance Yard	Public Facilities	PF	[Q]PF-1XL	No Change	No Change	No Change	No Change	Bureau of Street Lighting, Dept of Public Works / 4550 Santa Monica Boulevard	No Change
Hospital										
42:1	Private Special School	Neighborhood Office Commercial	C1, C2, C4, P, RAS3, RAS4	C4-1D	Hospital	Neighborhood Commercial	C1, C1.5, CR, C2, C4, RAS3, P	[Q]C4-1	Hollywood Wilshire Public Health Center / 5205 Melrose Ave	Update Symbol
N/A	Hospital	Regional Center Commercial	C2, C4, P, PB, RAS3, RAS4	R4-2D	No Change	No Change	No Change	No Change	Southern California Hospital Hollywood / 6245 De Longpre Ave	Update Symbol
N/A	Hospital	Community Commercial	CR, C2, C4, P, PB, RAS3, RAS4	C2-CSA1	No Change	No Change	No Change	No Change	Hollywood Presbyterian Medical Center / 1300 N Vermont Ave	Update Symbol
N/A	Hospital	Community Commercial	CR, C2, C4, P, PB, RAS3, RAS5	C2-CSA1	No Change	No Change	No Change	No Change	Children's Hospital Los Angeles / 4650 Sunset Blvd	Update Symbol
N/A	Hospital	Community Commercial	CR, C2, C4, P, PB, RAS3, RAS6	C2-CSA1, PB-1	No Change	No Change	No Change	No Change	Kaiser Permanente Los Angeles Medical Center / 4867 W Sunset Blvd	Update symbol
N/A	Hospital	Community Commercial	CR, C2, C4, P, PB, RAS3, RAS6	C2-CSA1, PB-1	No Change	No Change	No Change	No Change	Kaiser Permanente Los Angeles Medical Center / 1526 N Edgemont St	Update symbol
N/A	None	Community Commercial	CR, C2, C4, P, PB, RAS3, RAS6	C2-CSA1	No Change	No Change	No Change	No Change	Kaiser Permanente Los Angeles Medical Center / 4700 W Sunset Blvd	Add symbol
N/A	None	Community Commercial	CR, C2, C4, P, PB, RAS3, RAS6	C2-CSA1	No Change	No Change	No Change	No Change	Kaiser Permanente Los Angeles Medical Center / 4760 W Sunset Blvd	Add symbol
Power Station										
N/A	Power Distribution Station	Public Facilities	PF	[Q]PF-1XL	None	No Change	No Change	No Change	Department of Water and Power Receiving Station H / 936 N Poinsettia Pl	Delete symbol

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				PROPOSED PLAN LAND USE AND ZONING				DESCRIPTION/ LOCATION	ACTION/ COMMENTS
	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING		
N/A	Power Distribution Station	Public Facilities	PF	PF-1XL	None	No Change	No Change	No Change	Department of Water and Power Distribution Station No 54 / 1657-1675 N Hillhurst Ave	Delete symbol
N/A	Power Distribution Station	Public Facilities	PF	PF-1XL	None	No Change	No Change	No Change	Department of Water and Power Distribution Station No 52 / 1821 Argyle Ave	Delete symbol
DWP										
N/A	DWP Property	Open Space	PF	PF-1XL	None	No Change	No Change	No Change	1007 N Vine St	Delete symbol
House of Worship										
N/A	House of Worship	Open Space	C2, C4, P, PB, RAS3, RAS4	C4-2D	None	No Change	No Change	No Change	Blessed Sacrament Catholic Church / 6657 Sunset Blvd	Delete symbol
N/A	House of Worship	Open Space	R3	[Q]R3-1XL	None	No Change	No Change	No Change	St. Thomas The Apostle Episcopal Church / 7501 Hollywood Blvd	Delete symbol
3:1A	House of Worship	Open Space	[Q]R4	[Q]R4-1VL	None	No Change	No Change	No Change	Hollywood United Methodist Church / 6817 Franklin Ave	Delete symbol
N/A	House of Worship	Open Space	C2, C4, P, PB, RAS3, RAS4	R4-2D	None	No Change	No Change	No Change	6220 Yucca St	Delete symbol - no house of worship present
N/A	House of Worship	Open Space	R3	[Q]R3-1XL	None	No Change	No Change	No Change	St. Stephen's Episcopal Church / 6125 Carlos Ave	Delete symbol
N/A	House of Worship	Open Space	R4, [Q]R5	R4-2	None	No Change	No Change	No Change	First Presbyterian Church of Hollywood /1760 Gower St	Delete symbol
N/A	House of Worship	Open Space	RD2, RD1.5	RD1.5-1XL	None	No Change	No Change	No Change	Monastery of the Angels / 1977 Carmen Ave	Delete symbol
Historical/Cultural Site										
N/A	Cultural/Historical Site	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Hollyhock House / 4800 Hollywood Blvd	No Change
N/A	Private Special School	Public Facilities	PF	[Q]PF-1XL-H	Change symbol to Cultural/Historical Site	No Change	No Change	No Change	Hollywood Bowl / 2301 N Highland Ave	Update Symbol
N/A	Cultural/Historical Site	Open Space	OS, A1	OS-1XL-RIO	No Change	No Change	No Change	No Change	William Mulholland Memorial / 3250 W Riverside DR	No Change
N/A	Cultural/Historical Site	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	The Greek Theatre / 2700 N Vermont Ave	No Change
N/A	Cultural/Historical Site	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Griffith Observatory / 2800 E Observatory Rd,	No Change
N/A	Cultural/Historical Site	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Ferndell Nature Museum / 5375 Red Oak Dr,	No Change
N/A	Cultural/Historical Site	N/A	N/A	N/A	No Change	N/A	N/A	N/A	Two Stone Gates (Los Angeles Historic-Cultural Monument No. 20) / N Beachwood Dr & Westshire Dr	No Change
N/A	Private Special School	Public Facilities	PF	[Q]PF-1XL-H	Cultural/Historical Site	No Change	No Change	No Change	John Anson Ford Amphitheatre / 2580 Cahuenga Blvd	Update Symbol
N/A	Private Special School	Open Space	OS, A1	[Q]OS-1XL	Cultural/Historical Site	No Change	No Change	No Change	Hollywood Reservoir / 2600 Lake Hollywood Dr	Update Symbol
N/A	Cultural/Historical Site	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	Hollywood Sign / Mount Lee	No Change
N/A	Cultural/Historical Site	Open Space	OS, A1	OS-1XL	No Change	No Change	No Change	No Change	LA Zoo / 5333 Zoo Dr	No Change
N/A	None	Open Space	OS, A1	OS-1XL	Cultural/Historical Site	No Change	No Change	No Change	Autry Museum of the American West / 4700 Western Heritage Way	Add Symbol

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				PROPOSED PLAN LAND USE AND ZONING				DESCRIPTION/ LOCATION	ACTION/ COMMENTS
	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING	SYMBOL	LAND USE DESIGNATION	CORRESPONDING ZONES	ZONING		
Police Station										
N/A	Police Station	Public Facilities	PF	PF-1XL	No Change	No Change	No Change	No Change	LAPD Hollywood Station / 1358 Wilcox Ave	No Change
Post Office										
4:1B	None	Regional Center Commercial	C2, C4, P, PB, RAS3, RAS4	C4-2D	Post Office	No Change	No Change	C4-2D-CPIO	1615 Wilcox Ave	Add Symbol
N/A	None	Low Medium II Residential	RD2, RD1.5	RD1.5-1XL	Post Office	No Change	No Change	No Change	1425 N Cherokee Ave	Add Symbol
11	None	Neighborhood Office Commercial	C1, C1.5, CR, C2, C4, RAS3, P	C4-1D	Post Office	No Change	No Change	[Q]C4-2D	1825 N Vermont Ave	Add Symbol
Cemetery										
N/A	Cemetery	Open Space	OS, A1	(T)(Q)A1-2D A1-1XL	Cemetery	No Change	No Change	No Change	Hollywood Forever / 6000 Santa Monica Blvd	No Change
N/A	Cemetery	Open Space	OS, A1	A1-1XL-H	Cemetery	No Change	No Change	No Change	Forest Lawn Memorial Park / 6300 Forest Lawn Drive	No Change
N/A	None	Open Space	OS, A1	A1-1XL-H	Cemetery	No Change	No Change	No Change	Mount Sinai Memorial Park / 5950 Forest Lawn Drive	No Change
Municipal Office Building										
N/A	Branch Administration Center	Public Facilities	PF	PF-1XL	Municipal Office Building	No Change	No Change	No Change	Hollywood Neighborhood City Hall (Hollywood District Office) / 6501 Fountain Ave	Update Symbol

EXISTING HOLLYWOOD COMMUNITY PLAN FOOTNOTES

1. Only those zones indicated in the table are recommended in Hollywood.

2. Gross acre includes one-half of abutting street.

3. Height district 1XL.

4. Refer to zoning maps; may be limited to Height District 1XL or to less than maximum R3 zoning density.

5. Height District 1VL; maximum density limited to one dwelling unit per six hundred (600) square feet of lot.

6. For properties with less than one hundred (100) feet of lot depth, the recommended FAR is 1:1.

7. For properties limited to the 1XL and 1VL Height Districts, the recommended FAR is 1.5:1. This Plan designation emphasizes pedestrian-oriented use and design.

8. This designation is limited to the East Hollywood Center Study Area. FAR up to 3:1 may be permitted through application of the CSA 1 Height District.

9. This designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.

10. When the use of property designated as "Public Land" or "Open Space" is to be discontinued, the proposed new use must be approved by the City Planning Commission through the procedure established by LAMC 12.24.1.

11. A maximum FAR of 3:1 may be permitted on sites located within designated centers with the application of the CSA 1 Height District.

12. A floor area ratio (FAR) of 1.5:1 shall be permitted on properties designated Highway Oriented commerce located within the Hollywood Redevelopment Project area.

13. The Plan contemplates that certain commercial uses may be allowed on properties designated as High density through LAMC 12.24.C5(j). Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Whenever possible commercial uses should be located at street level, with residential uses on the upper floors.

14. Development of these properties shall be limited to a maximum floor area ratio of 1.9:1.

15. Development of these properties shall be limited to a maximum floor area ratio of 1:1.

16. Hotels may be permitted on these properties subject to approval pursuant to LAMC 12.24C.1(j).

17. Existing mobile home parks, the existing uses and the RMP Zone are consistent with the Plan, and the RMP Zone is a corresponding zone for every land use designation in the Plan, including residential, commercial, and industrial Plan designations. The retention or expansion of existing mobile home parks in the RMP Zone encourages the provision of affordable housing and serves as a viable resource to supplement the City's housing stock. New mobile home parks shall be consistent with the Plan when developed in the RMP Zone and in a Residential or Commercial

Plan designation. The RMP Zone is a corresponding zone for every residential and commercial land use designation in the Plan. New mobile home parks should be established such that their location is: 1) desirable to public convenience and welfare; 2) in harmony with the various elements and objectives of the General Plan; 3) proper in relation to adjacent uses or development; and 4) not materially detrimental to the character of development in the immediate neighborhood.

18. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

19. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a governing agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.

20. Local streets and freeways are shown for reference only.

21. Floor area ratio (FAR) of 0.5:1. A maximum FAR of 1.5:1 for commercial only buildings and a FAR of up to 3:1 for mixed use commercial / residential, or residential only projects in a unified development shall be permitted in the Highway Oriented Commercial designated properties on the north side of Sunset Boulevard between Bronson Avenue and Van Ness Avenue for:

(1) a commercial/residential mixed-use project having at least 50 percent of the street-level linear building frontage devoted to commercial land use(s) in order to promote street level pedestrian activity, and/or

(2) a project that incorporates affordable housing units;

Provided that the aforementioned projects either: (a) utilize the RAS3 or RAS4 Zones or, (b) a conditional use permit is granted pursuant to Section 12.24.W.19 of the Municipal Code to allow FAR averaging up to 3.0:1 over the entire project site for a unified mixed-use development.

22. Height District 2D with a maximum floor area ratio (FAR) of 3.84:1 for the project described in CPC-2006- 4392 the area bounded by Virginia Avenue on the north, St. Andrews Place on the east, Santa Monica Boulevard on the south, and Wilton Place on the west.

*Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

PROPOSED HOLLYWOOD COMMUNITY PLAN FOOTNOTES

Administrative Notes

1. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by an adopted Community Plan Implementation Overlay (CPIO), other overlays, Specific Plans, specific conditions, and/or limitations of project approval, Plan footnotes, or other Plan map or text notations.

Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

2. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for a sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.

3. The Open Space (OS) land use designation is premised on the ownership and use of the property by a government agency, nonprofit or conservation land trust for the primary purposes of public recreation use or open space conservation. The designation of the Open Space (OS) zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency, nonprofit or conservation land trust officially determines that vacant land under their ownership is to be used as open space, the property may be redesignated and/or rezoned to Open Space.

4. Symbols, local streets and freeways are shown for reference only.

5. The Cultural/Historic sites mapped are representative of publicly accessible sites but there is a comprehensive list of historic resources maintained by the Office of Historic Resources.

Plan Footnotes

1. All projects with average natural slopes in excess of 15 percent shall be limited to the Minimum Residential density category (1 dwelling unit per 40,000 square feet of lot area) for the purposes of enforcing the slope density formula in LAMC 17.05C and 17.50E.

2. Low Medium I and Low Medium II are limited to Height District 1XL.

3. High Residential properties may permit mixed-use development through LAMC 12.24 W.15.

4. (Formerly #15, Yamashiro site, APN 5549017016). Development of these properties shall be limited to a maximum floor area ratio of 1:1.

5. (Formerly #16, Magic Castle Site and parking, APN 5549017007 through 5549017009, and APN 5549017010 through 5549017012). Hotels may be permitted on these properties subject to approval pursuant to 12.24 W.24.

Hollywood Community Plan Draft Land Use Designations and Corresponding Zones

	Existing Land Use Designation	Existing Corresponding Zones	Proposed Land Use Designation	Proposed Corresponding Zones
Residential	Minimum Residential	RE40	Minimum Residential	RE40
	Very Low II Residential	RE15, RE11	Very Low II Residential	RE15, RE11
	Low I Residential	RE9	Low I Residential	RE9
	Low II Residential	RS, R1	Low II Residential	RS, R1
	Low Medium I Residential	R2, RD5, RD4, RD3	Low Medium I Residential	R2, RD5, RD4, RD3
	Low Medium II Residential	RD2, RD1.5	Low Medium II Residential	RD2, RD1.5
	Medium Residential	R3	Medium Residential	R3
	High Medium Residential	[Q]R4	High Medium Residential	[Q]R4, R4
	High Residential	R4, [Q]R5	High Residential	R4, [Q]R5
Commercial	Limited Commercial	CR, C1, C1.5, P, RAS3, RAS4	Limited Commercial	C1, C1.5, CR, RAS3
	Neighborhood Office Commercial	C1, C2, C4, P, RAS3, RAS4	Neighborhood Commercial*	C1, C1.5, CR, C2, C4, RAS3
	Highway Oriented Commercial, General Commercial	C1, C2, P, RAS3, RAS4	General Commercial*	C1, C1.5, CR, C2, C4, RAS3, RAS4
			Community Commercial*	C1.5, CR, C2, C4, RAS3, RAS4
	Community Commercial	CR, C2, C4, P, PB, RAS3, RAS4	Community Commercial	C1.5, CR, C2, C4, RAS3, RAS4
	Regional Center Commercial	C2, C4, P, PB, RAS3, RAS4	Regional Center Commercial	C2, C4, RAS3, RAS4
Industrial	Commercial Manufacturing	CM, P	Commercial Manufacturing	CM
			Hybrid Industrial	CM, MR1, M1
	Limited Manufacturing	MR1, M1, P, PB	Limited Industrial*	MR1, M1
Other	Open Space	OS, A1	Open Space	OS, A1
			Public/Quasi-Public Open Space	OS, A1
	Public Facilities	PF	Public Facilities	PF
			Public Facilities - Freeway**	PF

* Land Use Designation Nomenclature Changes

Neighborhood Office Commercial is updated to Neighborhood Commercial.

Highway Oriented Commercial is updated to General Commercial or Community Commercial as appropriate.

Limited Manufacturing is updated to Limited Industrial.

** This designation was introduced in Mobility Plan 2035 and is applied exclusively to the freeway right-of-way.

EXHIBIT F:
Proposed Vermont/Western Transit Oriented District Station Neighborhood Area Plan (SNAP) Amendment

CPC-2016-1450-CPU; ENV-2016-1451-EIR

For consideration by the City Planning Commission

February 18, 2021

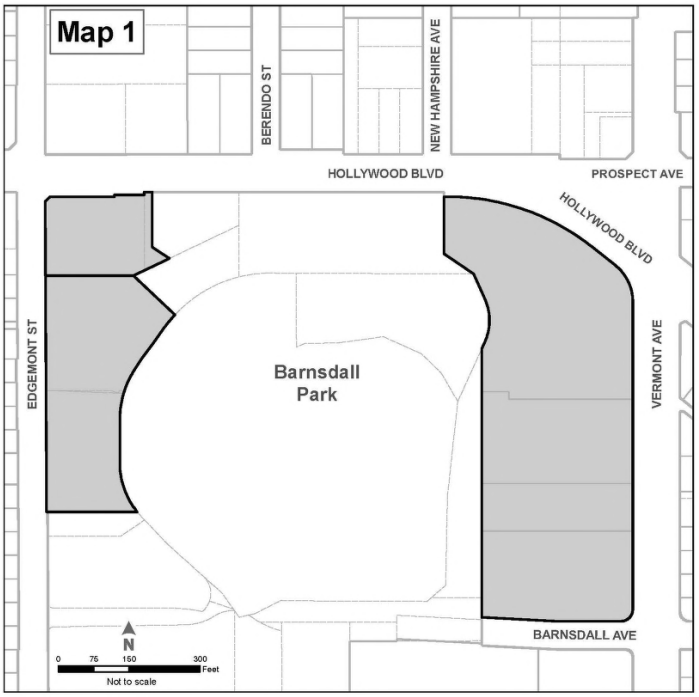
ORDINANCE NO. _____

An ordinance amending Ordinance No. 173,749, the Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan).

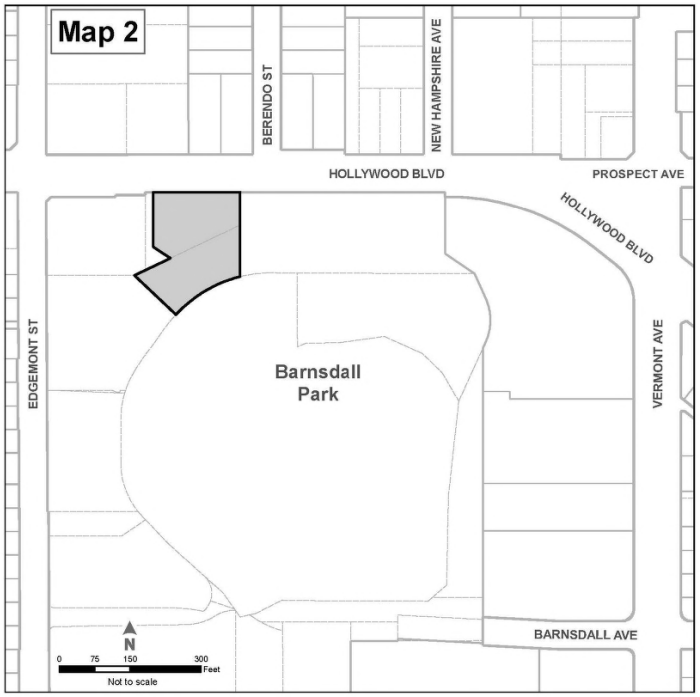
THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Subsection B.2 of Section 9 of Ordinance No. 173,749 is amended to read as follows:

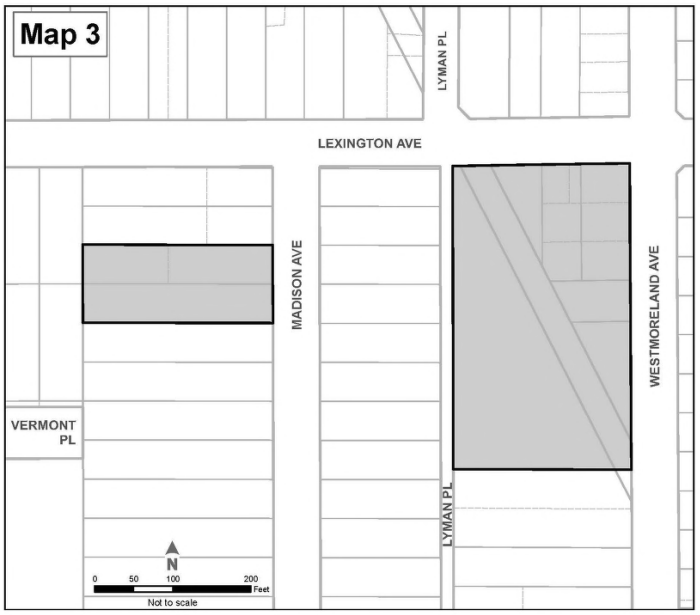
2. Mixed-Use Project. The maximum height of any building for a Mixed-Use Project shall not exceed 75 feet, provided, however, that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, may be erected up to ten feet above the prescribed height limit established in this section, provided that the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof. The maximum permitted FAR for a Mixed-Use Project shall be 3.0. Commercial uses in a Mixed-Use Project shall be limited to a maximum FAR of 1.5. Notwithstanding above, the maximum height of any building for a Mixed-Use Project located on a site within the boundaries of Map 1 shall not exceed 45 feet.



Section 2. Properties depicted on Map 2 are hereby redesignated from Subarea C to Subarea E.



Section 3. Properties depicted on Map 3 are hereby redesignated from Subarea A to Subarea E.



Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by positing for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 558 of the City Charter, the City Planning Commission on **February 18, 2021** recommends this ordinance **BE ADOPTED** by the City Council.

By_____
Cecilia Lamas
Commission Executive Assistant

File No._____

CITY CLERK

MAYOR

_____

_____

Ordinance Passed_____

Approved _____

EXHIBIT G:
Proposed Hillside Construction Regulation (HCR) District

CPC-2016-1450-CPU; ENV-2016-1451-EIR

For consideration by the City Planning Commission

February 18, 2021

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

SECTION 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications on properties shown upon portions of the Zoning Map and the table for Section 1 below and incorporated herein by this reference, and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code.

Table 1 for Section 1

Existing Zone	New Zone
RE40-1-H	RE40-1-H-HCR
RE40-1-H-RPD	RE40-1-H-RPD-HCR
RE15-1	RE15-1-HCR
RE15-1D	RE15-1D-HCR
RE15-1-H	RE15-1-H-HCR
RE15-1-H#	RE15-1-H#-HCR
RE11-1	RE11-1-HCR
RE11-1D	RE11-1D-HCR
RE9-1	RE9-1-HCR
RE9-1D	RE9-1D-HCR
R2-1XL	R2-1XL-HCR
R1-1	R1-1-HCR
R1-1D	R1-1D-HCR
RD4-1XL	RD4-1XL-HCR
RD1.5-1XL	RD1.5-1XL-HCR
R3-1	R3-1-HCR

SECTION 2. Pursuant to Section 12.32 S of the Los Angeles Municipal Code, and any amendment thereto, the use of that property described in Section 1 hereof are subject to the regulations of the Hillside Construction Regulation "HCR" Supplemental Use District regulations pursuant to Section 13.20 of the Los Angeles Municipal Code.

The following Hillside Construction Regulation "HCR" District Zone changes apply to all four maps.

FROM RE40-1-H	TO RE40-1-H-HCR
FROM RE40-1-H-RPD	TO RE40-1-H-RPD-HCR
FROM RE15-1	TO RE15-1-HCR
FROM RE15-1D	TO RE15-1D-HCR
FROM RE15-1-H	TO RE15-1-H-HCR
FROM RE15-1-H#	TO RE15-1-H#-HCR
FROM RE11-1	TO RE11-1-HCR
FROM RE11-1D	TO RE11-1-D-HCR
FROM RE9-1	TO RE9-1-HCR
FROM RE9-1D	TO RE9-1D-HCR
FROM R2-1XL	TO R2-1XL-HCR
FROM R1-1	TO R1-1-HCR
FROM R1-1D	TO R1-1D-HCR
FROM RD4-1XL	TO RD4-1XL-HCR
FROM RD1.5-1XL	TO RD1.5-1XL-HCR
FROM R3-1	TO R3-1-HCR

See Page 2 of 4

Hillside Construction Regulation "HCR" District Zone Change

ALL ZONES AND HEIGHT DISTRICTS IN THE AFFECTED AREA REMAIN THE SAME. SUFFIX ***HCR*** WAS ADDED BECAUSE AREA IS NOW IN A HILLSIDE CONSTRUCTION REGULATION DISTRICT.

NORTH

0 130 260 520 Feet

CPC-2016-1450-CPU

AA/ HOLLYWOOD CPU 052020

Hollywood

DATA SOURCES: DEPARTMENT OF CITY PLANNING - BUREAU OF ENGINEERING

See Page 1 of 4

See Page 3 of 4

See Page 4 of 4

Hillside Construction Regulation "HCR" District Zone Change

ALL ZONES AND HEIGHT DISTRICTS IN THE AFFECTED AREA REMAIN THE SAME. SUFFIX ***HCR*** WAS ADDED BECAUSE AREA IS NOW IN A HILLSIDE CONSTRUCTION REGULATION DISTRICT.

NORTH

0 205 410 820 Feet

CPC-2016-1450-CPU

AA/ HOLLYWOOD CPU 052020

City of Los Angeles

Hollywood

DATA SOURCES: DEPARTMENT OF CITY PLANNING - BUREAU OF ENGINEERING

Hillside Construction Regulation "HCR" District Zone Change

ALL ZONES AND HEIGHT DISTRICTS IN THE AFFECTED AREA REMAIN THE SAME. SUFFIX ***HCR*** WAS ADDED BECAUSE AREA IS NOW IN A HILLSIDE CONSTRUCTION REGULATION DISTRICT.

DATA SOURCES: DEPARTMENT OF CITY PLANNING - BUREAU OF ENGINEERING

NORTH

0 195 390 780 Feet

CPC-2016-1450-CPU

AA/ HOLLYWOOD CPU 052020

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Hollywood

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Hillside Construction Regulation "HCR" District Zone Change

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NORTH

0 170 340 680 Feet

CPC-2016-1450-CPU

AA/ 052020

HOLLYWOOD CPU

City of Los Angeles

Hollywood

DATA SOURCES: DEPARTMENT OF CITY PLANNING - BUREAU OF ENGINEERING

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by positing for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 558 of the City Charter, the City Planning Commission on **February 18, 2021** recommends this ordinance **BE ADOPTED** by the City Council.

By_____
Cecilia Lamas
Commission Executive Assistant

File No._____

CITY CLERK

MAYOR

_____

_____

Ordinance Passed_____

Approved _____

EXHIBIT H:
Draft Environmental Impact Report (DEIR) and Appendices; Partially Recirculated Draft Environmental Impact Report (RDEIR) and Appendices

Contents:

Draft Environmental Impact Report and Appendices

Partially Recirculated Draft Environmental Impact Report and Appendices

CPC-2016-1450-CPU; ENV-2016-1451-EIR

For consideration by the City Planning Commission

February 18, 2021

DRAFT EIR AND APPENDICES

The Draft Environment Impact Report (DEIR) and Appendices for the Hollywood Community Plan Update are available through the link below:

https://planning.lacity.org/eir/Hollywood_CPU/Deir/Hollywood%20Community%20Plan%20Update%20Index.html

PARTIALLY RECIRCULATED DRAFT EIR AND APPENDICES

The Partially Recirculated Draft Environmental Impact Report (RDEIR) and Appendices for the Hollywood Community Plan Update are available through the link below:

https://planning.lacity.org/eir/Hollywood_CPU/deir_PartiallyRecirculated/Hollywood%20Community%20Plan.html

EXHIBIT I:
Draft Ordinance to Amend the Hollywood Redevelopment Plan

CPC-2016-1450-CPU; ENV-2016-1451-EIR

For consideration by the City Planning Commission

February 18, 2021

ORDINANCE NO. _____

An ordinance to amend the Hollywood Redevelopment Plan, adopted on May 7, 1986 by Ordinance No. 161,202, as amended on May 20, 2003 by Ordinance No. 175,236.

WHEREAS, on June 27, 2012, the State enacted AB 1484, which in part, added Health and Safety Code Section 34173, including subdivision (i), which allows any city, county, or city and county, including those that did not elect to become the successor agencies, to request the transfer of all land use related plans and functions of the former redevelopment agency; and

WHEREAS, the City of Los Angeles did not elect to be a successor agency to the Former Community Redevelopment Agency of the City of Los Angeles (CRA) after the passage of Assembly Bill (AB) X1 26, the Dissolution Law; and

WHEREAS, on September 24, 2019, the City Council of the City of Los Angeles adopted a resolution requesting transfer of all land use related plans and functions pursuant to Health and Safety Code Section 34173(i); and

WHEREAS, the City requested the transfer in part to streamline the approval of housing in the City as every project in a redevelopment plan area was required to be reviewed by the CRA/LA-DLA, in addition to review under City entitlement review; and

WHEREAS, on October 23, 2019, the City was sued by AIDS Healthcare Foundation (AHF) on its September 24, 2019 action, on the basis, in part, that the City Council did not take all land use related plans and functions; and

WHEREAS, contrary to the allegations by AHF, the City Council intended in its September 24, 2019 resolution to take all land use related plans and functions as that phrase is defined and used in California Health and Safety Code Section 34173(i); and

WHEREAS, lawsuits challenging housing project compliance with the Hollywood Redevelopment Plan delays and prevents urgently needed housing, including affordable housing, in the City; and

WHEREAS, the City initiated an update (Hollywood Community Plan Update) to the Hollywood Community Plan (Community Plan) to establish the City's goals, policies, and programs to implement the City's vision for the development of the Community Plan area consistent with the Framework Element, the Mobility Plan, and the City's other General Plan elements; and

WHEREAS, the Community Plan Update includes a comprehensive review and update to the Community Plan and all City zoning ordinances, specific plans, and other applicable land use plans which implement the updated Community Plan, including

without limitation amendments to the Zoning Map to rezone the zone and height districts in the Community Plan area, amendments to the Vermont/Western Transit Oriented District Specific Plan, the adoption of the Hollywood Community Plan Implementation Overlay District, and adoption of a Hillside Construction Regulation Supplemental Use District for the Plan area; and

WHEREAS, the Hollywood Redevelopment Plan, adopted in 2003, contains many provisions regulating the use and development of land in the Hollywood Redevelopment Plan area which area is wholly within the Hollywood Community Plan area, and those provisions include without limitation design, development and use standards, as well as requirements for the former CRA to prepare studies and reports and adopt design guidelines or plans related to development in the Redevelopment Plan area; and

WHEREAS, the City Council finds that all provisions in the Hollywood Redevelopment Plan intended to regulate, control, or shape the development of land in the Hollywood Redevelopment Plan Area are in conflict with the Hollywood Community Plan Update and its implementing ordinances, including but not limited to those adopted and amended through the Hollywood Community Plan Update, because the Hollywood Redevelopment Plan provisions, including without limitation those in Section IV and V of the Hollywood Redevelopment Plan, (1) prohibit what is allowed under the Community Plan Update and its implementing ordinances; or (2) allow what is prohibited under the Community Plan and its implementing ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other types of development in the City; and

WHEREAS, the City Council finds that all land use related plans and functions of the former CRA, including without limitation those consisting of, or exercised through, the Hollywood Redevelopment Plan transferred to the City pursuant to the City Council's September 24, 2019 Resolution and by operation of California Health and Safety Code Section 34173(i); and

WHEREAS, to the fullest extent of the City's authorities over the land use related plans and functions of the former CRA, the City now desires to amend the Hollywood Redevelopment Plan to delete all provisions that either regulate the use and development of land in the Hollywood Community Plan Area or mandate the City to unnecessarily expend resources for land use or development related studies, reports, surveys, or other planning efforts.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. The following definitions apply to this Ordinance.

CRL – the Community Redevelopment Law, California Health and Safety Code Section 33000, et seq.

Enforceable Obligation – the meaning set forth in California Health and Safety Code Section 34171(d).

Former Agency – The Community Redevelopment Agency of the City of Los Angeles, California, which has been dissolved pursuant to California Health and Safety Code Section 34172(a)(1).

Housing Assets – all those items and interests of the Former Agency identified as "housing assets" in California Health and Safety Code Section 34176(e) and which are set forth on the list of housing assets, as such list may be modified from time to time, submitted to and approved or deemed approved by the State of California Department of Finance pursuant to California Health and Safety Code Section 34176(a)(2).

Housing Transfer Agreement – the Agreement Regarding CRA/LA Affordable Housing Assets and Functions dated _____, by and between the City of Los Angeles Housing + Community Investment Department, formally known as the City of Los Angeles Housing Department and _____.

HCIDLA – the City of Los Angeles Housing + Community Investment Department, formally known as the City of Los Angeles Housing Department.

LAMC – the City of Los Angeles Municipal Code.

Land Use Related Plan or Function – as the term is used in California Health and Safety Code subsection 34173(i).

LMIH Asset Fund – as the term is used in California Health and Safety Code subsection 34176(d).

Sec 2. Purpose. The purpose of this Ordinance is to ensure that from the effective date of this Ordinance, the Hollywood Redevelopment Plan shall not regulate or have any further force and effect over: (i) the use and development of land in the City, (ii) obligations of the City to prepare or make any report, survey, study or undertake any other planning effort, and (iii) any other land use related plan or function in the City.

Sec. 3. The following Sections of the Hollywood Redevelopment Plan are hereby deleted: 400, 401, 402, 402.1, 402.2, 402.3, 403, 403.1, 403.2, 404, 405, 405.1, 405.2, 406, 406.1, 406.2, 406.3, 407, 407.1, 407.1.1, 407.1.2, 407.1.3, 407.1.4, 407.2, 408, 409, 409.1, 409.2, 410, 410.1, 410.2, 410.3, 410.4, 410.5, 411, 412, 500, 501, 502, 503, 504, 505 ,505.1, 505.2, 505.3, 505.4, 506, 506.1, 506.2, 506.2.1, 506.2.2, 506.2.3, 506.3, 506.4, 507, 507.1, 507.2, 507.3, 508, 508.1, 508.2, 508.3, 508.4, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 518.1, 518.2, 519, 520, 521, and 700.

Sec. 4. Add Section 101 to Section I to the Hollywood Redevelopment Plan to read as follows:

> Upon the effective date of Ordinance No. _____, notwithstanding any provision of the Redevelopment Plan or contrary provision of the Los Angeles Municipal Code, including without limitation Section 11.5.14.B, the Redevelopment Plan shall not: (1) regulate the use or development of land in the Project Area; (2) supersede any provision of the Hollywood Community Plan, Chapter I of the LAMC, or any specific plan, overlay zone, supplemental use district or other zoning regulation adopted under the authority of the City of Los Angeles Charter or Chapter I of the Los Angeles Municipal Code, or (3) require the City to prepare, make, or adopt any study, report, survey, or guidelines related to the use or development of land or impacts from the use or development of land, or take any other affirmative action related to the use or development of land or impacts from the use or development of land.

Sec. 5. Nothing in this Ordinance is intended to rescind, affect or impair any authority or obligation of the City (including acting through HCIDLA under the CRL) in the Hollywood Redevelopment Plan that is: (1) not a Land Use Related Plan or Function; or (2) an Enforceable Obligation; or (3) deemed necessary to the full satisfaction and payment of any Enforceable Obligation. If any Section or provision of the Hollywood Redevelopment Plan repealed in Section 3 of this Ordinance, is found by a court of competent jurisdiction in any challenge to this Ordinance to be: (1) not a Land Use Related Plan or Function; or (2) an Enforceable Obligation; or (3) deemed necessary to the full satisfaction and payment of any Enforceable Obligation, that Section or that provision of the Hollywood Redevelopment Plan shall be severed from this Ordinance and shall not repealed from the Hollywood Redevelopment Plan.

Sec. 6. Nothing in this Ordinance is intended to rescind, affect, or impair any authority or obligation of the City (including acting through the HCIDLA under the CRL), in the Hollywood Redevelopment Plan that: (1) provides for or restrict the expenditure of moneys in HCIDLA's LMIH Asset Fund; or (2) provides for or restricts the disposition or use of any Housing Asset transferred from CRA/LA or the Former Agency to HCIDLA, or related proceeds from the sale or other disposition or use of such assets; or (3) provides for or restricts any provision of the Housing Transfer Agreement. If any Section or provision of the Hollywood Redevelopment Plan repealed in Section 3 of this Ordinance, is found by a court of competent jurisdiction in any challenge to this

Ordinance to do any of those things described in (1), (2), or (3) above, that Section or that provision of the shall be severed from this Ordinance and shall not be repealed from the Hollywood Redevelopment Plan.

Sec. 7. If any provision of this Ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this Ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion hereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by positing for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 558 of the City Charter, the City Planning Commission on **February 18, 2021** recommends this ordinance **BE ADOPTED** by the City Council.

By_____
Cecilia Lamas
Commission Executive Assistant

File No._____

CITY CLERK

MAYOR

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Ordinance Passed_____

Approved _____