



LOS ANGELES CITY PLANNING COMMISSION

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LETTER OF DETERMINATION

MAILING DATE: **AUG 18 2021**

Governor's Office of Planning & Research
AUG 23 2021

STATE CLEARINGHOUSE

Case No. CPC-2016-1450-CPU
CEQA: ENV-2016-1451-EIR; SCH. No. 2016041093
Plan Area: Hollywood

Council District: 4 – Raman
5 – Koretz
13 – O'Farrell

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.

Applicant: City of Los Angeles

At its meeting of **March 18, 2021**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following:

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.

1. **Approved** the March 18, 2021 Staff Recommendation Report in Exhibit A as the Commission Report, including all recommended actions and thereby approved and recommended the Proposed Project in its entirety with those additional modifications enumerated in Attachment 1;
2. **Adopted** the attached Findings in Exhibit B from the Staff Recommendation Report and directed staff to prepare additional environmental findings, a statement of overriding considerations, and a mitigation monitoring program for City Council consideration;
3. **Found**, that the City Planning Commission has reviewed the Draft Environmental Impact Report (EIR) and the Recirculated Draft EIR (City EIR No. ENV-2016-1451-EIR and State Clearinghouse No. 2016041093 found in the project file);

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission is final and not appealable.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Attachment 1 (Modifications March 18, 2021), Findings

Exhibits: (If you are accessing this letter on-line, please click on each link below to view the exhibits, or visit <https://planning.lacity.org/pdiscaseinfo>, and enter the Case Number (CPC-2016-1450-CPU), to access this letter and its attachments electronically).

Exhibit A: [Staff Recommendation Report](#)

Exhibit B: [City Charter, LAMC and General Plan Findings](#)

Exhibit C: [General Plan Amendment Resolution](#)

Exhibit D: [Zone and Height District, Hillside Construction Regulation Supplemental Use District, SNAP Amendment, Hollywood Redevelopment Plan Ordinances – Proposed Ordinances](#)

Exhibit E: [Change Area Matrices and Mapping](#)

Exhibit F: [Community Plan Implementation Overlay District \(CPIO\) – Proposed Ordinance](#)

Exhibit G: [Environmental Impact Report, Technical Appendices and CEQA Findings](#)

c: Craig Weber, Principal City Planner
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- k. Remove one property that was misidentified as Open Space and substitute the correct property to be identified as Open Space.
 - l. Update the nomenclature of the Commercial Manufacturing land use designation; all references to "Commercial Manufacturing" shall be changed to "Commercial Industrial."
3. Incorporate the modifications made by the City Planning Commission on March 18, 2021:
- a. Modify the Regional Center RC1B Subarea base FAR to 4:1 for areas near the Hollywood/Vine Metro station with proposed zone changes, with the option to bonus up to 6.75:1 FAR; and allow the Bonus Density for the Regional Center RC1B Subarea to be limited by FAR.
 - b. Modify the CPIO Commercial Corridors incentives by consolidating Corridors 2 to 5 to Corridor 2.
 - c. Remove the height limit on Hillhurst with a suggestion that the City Council insert a height limit that is more conducive to achieving affordable housing on site under a base and bonus system.
 - d. Revise policy PR1.13 to add the word parks.
 - e. Revise policy PR1.3 to add street vending and amend PR2.9 to add language to consider re-examining areas where street vending is not permissible.
 - f. Add a program to study/develop a prequalification process that evaluates contractors on their record and commitment to high road wage and benefit standards and local hire training.

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

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.

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.

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

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

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

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 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 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 5.8: 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,

- 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

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

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

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*

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