

EXHIBIT B: City Charter, LAMC, and General Plan Findings

Hollywood Community Plan

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

Recommended by the City Planning Commission on March 18, 2021.

Contents:

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August 2021

FINDINGS

Summary

The Proposed Plan as modified is consistent with the City Charter, LAMC, and General Plan Findings as approved by the City Planning Commission on March 18, 2021, and is consistent with and further supports the Findings of Fact.

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 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, 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.