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August 7, 2017

## **Supplemental Comments and Materials in Support of Appeal**

Proposed Melrose/Beachwood Mixed Use Project (“Proposed Project”)  
Address: 5570 Melrose Avenue & 647 North Beachwood Drive, Los Angeles, CA

These comments and attached exhibits supplement and support the Appeal Reasons Summary is submitted on behalf of Dan Wells and Pharlap Enterprises LLC, Woodrow Jackson and 5546 Melrose LLC, and Tracey Clarke (“Appellants”). Our Appeal seeks vacation and set aside of all appealable elements of the Letter of Determination dated May 23, 2017 (“LOD”) by the Los Angeles City Planning Commission (“LOD”) purporting to approve the Proposed Project. Appellants own property adjacent to and in the immediate impact area of the Proposed Project.

The Proposed Project is required to set aside just five (5) units for Very Low Income Households. As discussed in our Appeal Reasons Summary, it is unclear in the Record shared with the public and decision-makers how this number of units was calculated in order to suffice under legal requirements. Based on the limited information appellants have been able to glean, this number would not be sufficient, and in any event rounding up is not appropriate or allowed except for the much larger number of Very Low Income Households required under State law, which this project does not qualify for. In addition, the findings and staff report improperly treat a nearby bus stop as a full transit station, which it is not.

The record lacks sufficient evidence that, without the incentives, the project would not go forward. There is no site-and-project specific marketing pro forma or other project-specific study by an expert to support this conclusion; the planning department itself lacks the expertise to perform the required analysis or even to vet a study by an outside consultant, and did not commission such a study for this project.

The adjacent Paramount Project will already impose significant impacts (cumulatively and individually) on the surrounding residences from transportation, including access, parking, intersection LOS, and neighborhood intrusion (during and/or after construction), as shown in Exhibits A, B, and C hereto. Additional transportation impacts from this Project (during and after construction, would only worsen an already significant problem, and thus cannot be presumed to not be cumulatively significant without full CEQA study.

Further, these transportation impacts from the development directly conflict with applicable Community Plan (“CP”) requirements to:

- o “Locate access to major development projects so as not to encourage spillover traffic on local residential streets” (WCP page III-2, 1-3.4);
- o “Incorporate Neighborhood Traffic Mitigation Plans (NTMP) for major development and provide LADOT assistance to neighborhoods in design of NTMPs (WCP page III-4); and

o “Provide a well-maintained, safe, efficient freeway, highway and street network. (WCP Goal 3, at p.111-3).

The Project, especially when considered cumulatively with the Paramount and other related projects, also imposes potential cumulative impacts that are significant and unavoidable, as to virtually all the same significant and unavoidable impacts found in the certified Paramount EIR, including: shading during operation; noise and vibration during construction; air quality during construction and operation; traffic intersection levels of service during operation; in-street construction impacts associated with the loss of In-street parking, sidewalk closures, and relocation of bus stops during construction. (Exhibit C)

. Again, the Paramount Project is already presenting significant unavoidable impacts as to noise and air quality (during and/or after construction). (Exhibit C.) This Project would only add to such cumulative significant impacts (during and/or after construction) and thus requires CEQA study.

Attached as Exhibit D is historic survey information on the surrounding neighborhood. These materials provide further evidentiary support of the cultural/historic impacts described in our Appeal Reasons Summary.

The calculation of parking requirements for this Project by “averaging” and combining with non-residential units not only is unlawful, it also exacerbates the CEQA transportation impacts and makes the project even more susceptible to potentially significant transportation impacts (individually and cumulatively).

Thank you for your consideration.

LAW OFFICES OF BETH S. DORRIS

By \_\_\_\_\_  
Beth S. Dorris

August 7, 2017

# **EXHIBIT A**

## IV. Environmental Impact Analysis

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### K. Traffic, Access, and Parking

#### 1. Introduction

This section of the Draft EIR provides an analysis of the proposed Project's potential impacts with regard to traffic, access, and parking. The analysis is based on the *Transportation Study for the Paramount Pictures Master Plan* (hereinafter the "Traffic Study") prepared for the proposed Project by Gibson Transportation Consulting, Inc. (August 2015) included as Appendix Q of this Draft EIR. The Los Angeles Department of Transportation (LADOT) reviewed and approved the Traffic Study prior to circulation of this Draft EIR. A copy of the August 28, 2015, LADOT Assessment Letter is included as Appendix R of this Draft EIR.

The Traffic Study prepared for the proposed Project and summarized herein assessed existing intersection operating conditions and analyzed the potential Project-generated traffic impacts on the street system surrounding the Project Site at Project buildout. The following six (6) traffic scenarios have been analyzed:

- Existing Conditions—The analysis of existing traffic conditions provides a basis for the assessment of existing and future traffic conditions with the addition of Project traffic. The existing conditions analysis includes a description of key area streets and highways, traffic volumes, and operating conditions in 2011.<sup>1</sup>
- Existing with Project Conditions—This analysis identifies the potential incremental impacts of the proposed Project at full buildout on the existing street system by adding the Project-generated traffic to the existing (2011) traffic volumes. This scenario does not include the effects of the Project Transportation Demand Management (TDM) program or mitigation measures.
- Existing with Project with Mitigation Conditions—This analysis identifies the potential incremental impacts of the proposed Project at full buildout on the

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<sup>1</sup> In accordance with the Memorandum of Understanding (MOU) approved by LADOT on September 30, 2011. A copy of the MOU is provided in Appendix A of the Traffic Study included as Appendix Q of this Draft EIR.



existing (2011) street system after accounting for improvements identified as the Project TDM program and mitigation measures.

- **Future-without-Project Conditions**—This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by year 2038 without the proposed Project. This analysis provides the baseline future conditions by which Project impacts are evaluated at full buildout.
- **Future with Project Conditions**—This analysis identifies the potential incremental impacts of the proposed Project at full buildout on the future (2038) street system by adding the Project-generated traffic to the future baseline traffic volumes. This scenario does not include the effects of the Project TDM program or mitigation measures.
- **Future with Project with Mitigation Conditions**—This analysis identifies the potential incremental impacts of the proposed Project at full buildout on the future (2038) street system after accounting for improvements identified as the Project TDM program and mitigation measures.

## 2. Environmental Setting

For purposes of the proposed Project's transportation analysis, the Study Area encompasses a geographic area of approximately 9 square miles bounded by Franklin Avenue to the north, Vermont Avenue to the east, Wilshire Boulevard to the south, and La Brea Avenue to the west. The boundaries of the Study Area were established in consultation with LADOT and by reviewing travel patterns in order to capture all intersections that could be significantly impacted by Project traffic prior to mitigation. Specifically, the Study Area was adjusted as necessary to confirm that no significant Project impacts would occur at or outside the boundary of the Study Area. A total of 65 signalized intersections and 11 unsignalized intersections within the Study Area were selected for detailed analysis. All of the study intersections are in the City of Los Angeles, although fifteen of the signalized locations and six of the unsignalized locations (those at freeway ramps and on Santa Monica Boulevard, a state facility) also share jurisdiction with the California Department of Transportation (Caltrans). Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities (intersections, freeway mainline segments, and freeway on-ramps and off-ramps). While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of those locations for significant traffic impacts according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. A list of the study intersections is presented in Table IV.K-1 on page IV.K-3, and their locations are shown on Figure IV.K-1 on page IV.K-6.

**Table IV.K-1  
Analyzed Intersections by Jurisdiction**

<b>No.</b>	<b>North/South Street</b>	<b>East/West Street</b>	<b>Jurisdiction</b>
<b>Signalized Intersections</b>			
1	La Brea Avenue	Melrose Avenue	City of Los Angeles
2	La Brea Avenue	Beverly Boulevard	City of Los Angeles
3	La Brea Avenue	3rd Street	City of Los Angeles
4	La Brea Avenue	Wilshire Boulevard	City of Los Angeles
5	Highland Avenue	Sunset Boulevard	City of Los Angeles
6	Highland Avenue	Fountain Avenue	City of Los Angeles
7	Highland Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
8	Highland Avenue	Melrose Avenue	City of Los Angeles
9	Highland Avenue	Beverly Boulevard	City of Los Angeles
10	Highland Avenue	3rd Street	City of Los Angeles
11	Highland Avenue	Wilshire Boulevard	City of Los Angeles
12	June Street	Melrose Avenue	City of Los Angeles
13	Wilcox Avenue	Melrose Avenue	City of Los Angeles
14	Cahuenga Boulevard	Hollywood Boulevard	City of Los Angeles
15	Cahuenga Boulevard	Sunset Boulevard	City of Los Angeles
16	Cole Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
17	Cahuenga Boulevard	Santa Monica Boulevard	City of Los Angeles/Caltrans
18	Cahuenga Boulevard	Melrose Avenue	City of Los Angeles
19	US 101 NB On-Ramp/Argyle Avenue	Franklin Avenue	City of Los Angeles/Caltrans
20	US 101 SB Off-Ramp/Vine Street	Franklin Avenue	City of Los Angeles/Caltrans
21	Vine Street	Hollywood Boulevard	City of Los Angeles
22	Vine Street	Sunset Boulevard	City of Los Angeles
23	Vine Street	Fountain Avenue	City of Los Angeles
24	Vine Street	Santa Monica Boulevard	City of Los Angeles/Caltrans
25	Vine Street/Rossmore Avenue	Melrose Avenue	City of Los Angeles
26	Rossmore Avenue	Beverly Boulevard	City of Los Angeles
27	Rossmore Avenue	3rd Street	City of Los Angeles
28	Rossmore Avenue	Wilshire Boulevard	City of Los Angeles
29	Gower Street	Franklin Avenue	City of Los Angeles
30	Gower Street	Hollywood Boulevard	City of Los Angeles
31	Gower Street	Sunset Boulevard	City of Los Angeles
32	Gower Street	Fountain Avenue	City of Los Angeles
33	Gower Street	Santa Monica Boulevard	City of Los Angeles/Caltrans
34	Gower Street	Melrose Avenue	City of Los Angeles
35	Larchmont Boulevard	Melrose Avenue	City of Los Angeles
36	Larchmont Boulevard	Beverly Boulevard	City of Los Angeles

**Table IV.K-1 (Continued)**  
**Analyzed Intersections by Jurisdiction**

<b>No.</b>	<b>North/South Street</b>	<b>East/West Street</b>	<b>Jurisdiction</b>
37	Larchmont Boulevard	3rd Street	City of Los Angeles
38	Bronson Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
39	Plymouth Boulevard	Melrose Avenue	City of Los Angeles
40	Windsor Boulevard	Melrose Avenue	City of Los Angeles
41	Bronson Avenue	Melrose Avenue	City of Los Angeles
42	Crenshaw Boulevard	Wilshire Boulevard	City of Los Angeles
43	US 101 NB Ramps	Hollywood Boulevard	City of Los Angeles/Caltrans
44	Van Ness Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
45	Van Ness Avenue	Lemon Grove Avenue	City of Los Angeles
46	Van Ness Avenue	Melrose Avenue	City of Los Angeles
47	Van Ness Avenue	Beverly Boulevard	City of Los Angeles
48	Wilton Place	Santa Monica Boulevard	City of Los Angeles/Caltrans
49	Wilton Place	Melrose Avenue	City of Los Angeles
50	Wilton Place	Beverly Boulevard	City of Los Angeles
51	Wilton Place	2nd Street	City of Los Angeles
52	Wilton Place	3rd Street	City of Los Angeles
53	Wilton Place	Wilshire Boulevard	City of Los Angeles
54	Western Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
55	Western Avenue	Melrose Avenue	City of Los Angeles
56	Western Avenue	Beverly Boulevard	City of Los Angeles
57	Western Avenue	3rd Street	City of Los Angeles
58	Western Avenue	Wilshire Boulevard	City of Los Angeles
59	Oxford Avenue/US 101 SB On-Ramp	Santa Monica Boulevard	City of Los Angeles/Caltrans
60	Serrano Avenue/US 101 NB Off-Ramp	Santa Monica Boulevard	City of Los Angeles/Caltrans
61	Harvard Boulevard	Melrose Avenue	City of Los Angeles
62	Ardmore Avenue	Melrose Avenue	City of Los Angeles
63	Normandie Avenue	Melrose Avenue	City of Los Angeles
64	Normandie Avenue	Beverly Boulevard	City of Los Angeles
65	Alexandria Ave./US 101 NB Off-Ramp	Melrose Avenue	City of Los Angeles/Caltrans
<b>Unsignalized Intersections<sup>a</sup></b>			
1	Beachwood Drive	Melrose Avenue	City of Los Angeles
2	Crenshaw Boulevard	Melrose Avenue	City of Los Angeles
3	Larchmont Boulevard	Clinton Street	City of Los Angeles
4	Windsor Boulevard	Clinton Street	City of Los Angeles
5	Bronson Avenue	Clinton Street	City of Los Angeles
6	Gower Street	US 101 SB Off-Ramp/Yucca St.	City of Los Angeles/Caltrans
7	US 101 SB Off-Ramp/Van Ness Ave.	Harold Way	City of Los Angeles/Caltrans

**Table IV.K-1 (Continued)**  
**Analyzed Intersections by Jurisdiction**

<b>No.</b>	<b>North/South Street</b>	<b>East/West Street</b>	<b>Jurisdiction</b>
8	Western Avenue	US 101 NB On-Ramp	City of Los Angeles/Caltrans
9	US 101 SB Off-Ramp	Lexington Avenue	City of Los Angeles/Caltrans
10	Normandie Avenue	US 101 NB On-Ramp/Monroe Street	City of Los Angeles/Caltrans
11	US 101 SB On-Ramp	Melrose Avenue	City of Los Angeles/Caltrans
<sup>a</sup> <i>Unsignalized intersections were analyzed using LADOT and CEQA methodology.</i> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>			

The local roadway system serving the Project Site consists of a grid system of arterial streets including Santa Monica Boulevard, Melrose Avenue, Vine Street, Gower Street, Van Ness Avenue, Wilton Place, and Western Avenue.

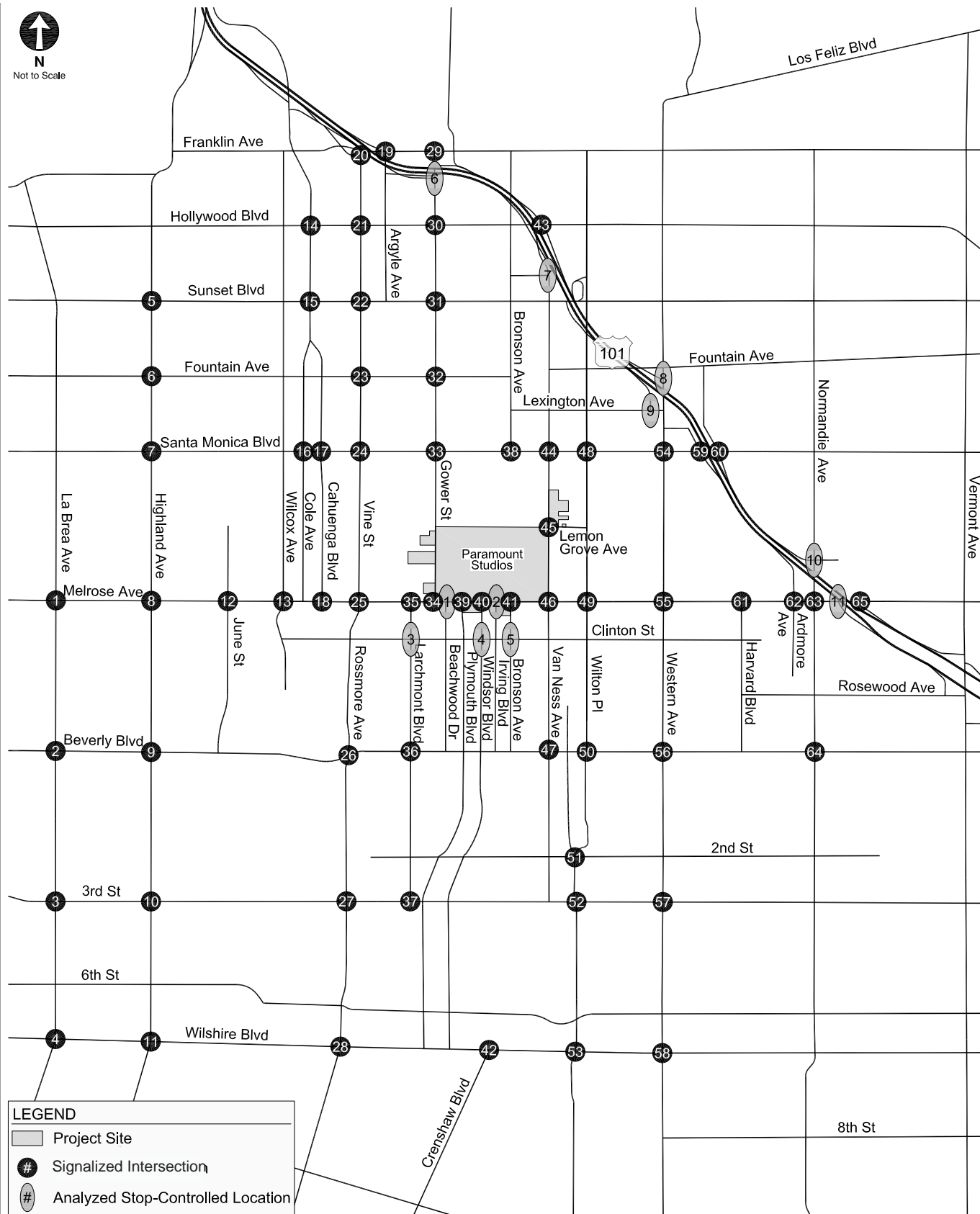
## **a. Existing Conditions**

The existing conditions analysis included reviewing traffic volumes and current intersection operating conditions as well as a study of the existing street network and public transit system.

### **(1) Existing Street System**

The existing street system in the Study Area consists of a regional roadway system including freeways, principal and secondary arterials, and collector and local streets. The secondary arterials, collectors, and local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to four travel lanes and allow parking on either side of the street. Typically, the speed limits on the arterial, collector, and local streets range between 25 and 35 miles per hour (mph).

Primary regional access to the Project Site is provided by US-101 (the Hollywood Freeway), which runs in a northwesterly/southeasterly direction approximately 0.6 mile northeast of the Project Site at its closest point. Additional freeways, outside of the Study Area, include the I-10 to the south, I-110 to the southeast, SR-2 and I-5 to the northeast, and SR-134 and SR-170 to the north.



**Figure IV.K-1**  
Study Area and Analyzed Intersections

The major arterial streets providing regional and sub-regional access to the Project Site include Santa Monica Boulevard, Melrose Avenue, Vine Street, Gower Street, Van Ness Avenue, Wilton Place, and Western Avenue.

## (2) Existing Traffic Volumes and Operating Conditions

### *(a) Computer Traffic Signal Control*

The City operates two traffic control systems to improve travel conditions on City streets. The two systems are the Automated Traffic Surveillance and Control (ATSAC) system, which LADOT estimates improves intersection capacity by an average of 7 percent (0.07 V/C adjustment), and the Adaptive Traffic Control System (ATCS), which LADOT estimates improves intersection capacity by an additional 3 percent over those operating under the ATSAC system alone (0.10 total V/C adjustment). All 65 signalized intersections were equipped with ATSAC control at the time the traffic counts were conducted, and many were equipped with ATCS control. At LADOT's direction, the intersections were conservatively assumed to operate only with ATSAC control under existing conditions. All signalized intersections are expected to receive ATCS control before Project buildout, and thus ATCS control and the corresponding capacity increase of 10 percent (0.10 V/C adjustment) is assumed under all future analysis scenarios.

### *(b) Existing Intersection Operations*

Intersection turning movement counts were conducted at the 65 signalized study intersections and 11 unsignalized study intersections for the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) peak periods in April 2010. To reflect ambient growth in traffic, the existing traffic counts have been increased by 0.2 percent in consultation with LADOT and in accordance with the average ambient traffic growth rate.

Intersections are analyzed based on their levels of service (LOS). LOS categories range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F. LOS D is typically recognized as an acceptable service level in urban areas, although many urbanized areas operate at LOS E or F. Under existing conditions, 57 of the 65 signalized intersections operate at level of service (LOS) D or better during both the morning and afternoon peak hours. The remaining eight signalized intersections operate at LOS E or F during at least one of the analyzed peak hours under existing conditions. All 11 unsignalized intersections currently operate at LOS D or better during both peak hours under existing conditions. Table IV.K-2 and Table IV.K-3, on page IV.K-8 and page IV.K-12, respectively, present existing conditions information for the 65 signalized intersections and 11 unsignalized intersections.

**Table IV.K-2**  
**Existing Conditions—Signalized Intersection Peak-Hour Levels of Service**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing V/C</b>	<b>LOS</b>
1.	La Brea Avenue & Melrose Avenue	A.M. P.M.	0.903 0.891	E D
2.	La Brea Avenue & Beverly Boulevard	A.M. P.M.	0.930 0.987	E E
3.	La Brea Avenue & 3rd Street	A.M. P.M.	0.905 0.852	E D
4.	La Brea Avenue & Wilshire Boulevard	A.M. P.M.	0.853 0.819	D D
5.	Highland Avenue & Sunset Boulevard	A.M. P.M.	0.937 0.851	E D
6.	Highland Avenue & Fountain Avenue	A.M. P.M.	0.701 0.692	C B
7.	Highland Avenue & Santa Monica Boulevard	A.M. P.M.	0.896 0.795	D C
8.	Highland Avenue & Melrose Avenue	A.M. P.M.	0.935 1.036	E F
9.	Highland Avenue & Beverly Boulevard	A.M. P.M.	0.985 1.004	E F
10.	Highland Avenue & 3rd Street	A.M. P.M.	0.999 0.853	E D
11.	Highland Avenue & Wilshire Boulevard	A.M. P.M.	0.955 0.937	E E
12.	June Street & Melrose Avenue	A.M. P.M.	0.525 0.495	A A
13.	Wilcox Avenue & Melrose Avenue	A.M. P.M.	0.559 0.519	A A
14.	Cahuenga Boulevard & Hollywood Boulevard	A.M. P.M.	0.671 0.577	B A
15.	Cahuenga Boulevard & Sunset Boulevard	A.M. P.M.	0.761 0.637	C B
16.	Cole Avenue & Santa Monica Boulevard	A.M. P.M.	0.505 0.487	A A
17.	Cahuenga Boulevard & Santa Monica Boulevard	A.M. P.M.	0.651 0.619	B B
18.	Cahuenga Boulevard & Melrose Avenue	A.M. P.M.	0.631 0.779	B C
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.727 0.748	C C
20.	US 101 SB Off-Ramp/Vine Street & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.340 0.410	A A
21.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.691 0.616	B B

**Table IV.K-2**  
**Existing Conditions—Signalized Intersection Peak-Hour Levels of Service**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing V/C</b>	<b>LOS</b>
22.	Vine Street & Sunset Boulevard	A.M. P.M.	0.828 0.855	D D
23.	Vine Street & Fountain Avenue	A.M. P.M.	0.697 0.809	B D
24.	Vine Street & Santa Monica Boulevard	A.M. P.M.	0.820 0.814	D D
25.	Vine Street/Rossmore Avenue & Melrose Avenue	A.M. P.M.	0.832 0.871	D D
26.	Rossmore Avenue & Beverly Boulevard	A.M. P.M.	0.772 0.817	C D
27.	Rossmore Avenue & 3rd Street	A.M. P.M.	1.007 0.821	F D
28.	Rossmore Avenue & Wilshire Boulevard	A.M. P.M.	0.646 0.629	B B
29.	Gower Street & Franklin Avenue	A.M. P.M.	0.649 0.530	B A
30.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.717 0.575	C A
31.	Gower Street & Sunset Boulevard	A.M. P.M.	0.932 0.873	E D
32.	Gower Street & Fountain Avenue	A.M. P.M.	0.447 0.561	A A
33.	Gower Street & Santa Monica Boulevard	A.M. P.M.	0.779 0.786	C C
34.	Gower Street & Melrose Avenue	A.M. P.M.	0.759 0.738	C C
35.	Larchmont Boulevard & Melrose Avenue	A.M. P.M.	0.479 0.551	A A
36.	Larchmont Boulevard & Beverly Boulevard	A.M. P.M.	0.563 0.612	A B
37.	Larchmont Boulevard & 3rd Street	A.M. P.M.	0.580 0.425	A A
38.	Bronson Avenue & Santa Monica Boulevard	A.M. P.M.	0.588 0.461	A A
39.	Plymouth Boulevard & Melrose Avenue	A.M. P.M.	0.423 0.471	A A
40.	Windsor Boulevard & Melrose Avenue	A.M. P.M.	0.533 0.516	A A
41.	Bronson Avenue & Melrose Avenue	A.M. P.M.	0.530 0.553	A A
42.	Crenshaw Boulevard & Wilshire Boulevard <sup>a</sup>	A.M. P.M.	0.766 0.785	C C



**Table IV.K-2**  
**Existing Conditions—Signalized Intersection Peak-Hour Levels of Service**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing V/C</b>	<b>LOS</b>
43.	US 101 NB Ramps & Hollywood Boulevard <sup>a</sup>	A.M. P.M.	0.550 0.545	A A
44.	Van Ness Avenue & Santa Monica Boulevard	A.M. P.M.	0.687 0.717	B C
45.	Van Ness Avenue & Lemon Grove Avenue	A.M. P.M.	0.396 0.447	A A
46.	Van Ness Avenue & Melrose Avenue	A.M. P.M.	0.705 0.723	C C
47.	Van Ness Avenue & Beverly Boulevard	A.M. P.M.	0.601 0.603	B B
48.	Wilton Place & Santa Monica Boulevard	A.M. P.M.	0.615 0.619	B B
49.	Wilton Place & Melrose Avenue	A.M. P.M.	0.713 0.763	C C
50.	Wilton Place & Beverly Boulevard	A.M. P.M.	0.795 0.897	C D
51.	Wilton Place & 2nd Street <sup>a</sup>	A.M. P.M.	0.555 0.534	A A
52.	Wilton Place & 3rd Street	A.M. P.M.	0.882 0.835	D D
53.	Wilton Place & Wilshire Boulevard	A.M. P.M.	0.659 0.715	B C
54.	Western Avenue & Santa Monica Boulevard	A.M. P.M.	0.894 0.852	D D
55.	Western Avenue & Melrose Avenue	A.M. P.M.	0.775 0.823	C D
56.	Western Avenue & Beverly Boulevard	A.M. P.M.	0.738 0.663	C B
57.	Western Avenue & 3rd Street	A.M. P.M.	0.860 0.729	D C
58.	Western Avenue & Wilshire Boulevard	A.M. P.M.	0.749 0.783	C C
59.	US 101 SB On-Ramp & Santa Monica Boulevard	A.M. P.M.	0.435 0.446	A A
60.	US 101 NB Off-Ramp & Santa Monica Boulevard	A.M. P.M.	0.534 0.566	A A
61.	Harvard Boulevard & Melrose Avenue	A.M. P.M.	0.400 0.441	A A
62.	Ardmore Avenue & Melrose Avenue	A.M. P.M.	0.637 0.781	B C
63.	Normandie Avenue & Melrose Avenue	A.M. P.M.	0.749 0.890	C D

**Table IV.K-2**  
**Existing Conditions—Signalized Intersection Peak-Hour Levels of Service**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing V/C</b>	<b>LOS</b>
64.	Normandie Avenue & Beverly Boulevard	A.M. P.M.	0.534 0.578	A A
65.	US 101 NB Off-Ramp & Melrose Avenue	A.M. P.M.	0.640 0.583	B A
<sup>a</sup> CMA calculation conducted by hand due to irregularity of intersection configuration. Source: Gibson Transportation Consulting, Inc., 2015.				

### (3) Congestion Management Program

The Los Angeles County Congestion Management Plan (CMP) is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program and State Transportation Improvement Program processes. The CMP requires that a Traffic Impact Analysis be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. The analysis of potential impacts to the CMP arterial and freeway monitoring stations was performed in accordance with the Traffic Impact Analysis guidelines referenced in the CMP. The CMP also requires that a transit system analysis be performed to determine whether a project adds demand exceeding the capacity of the transit system.

#### *(a) CMP Arterial Monitoring Stations*

The following four intersections in the Study Area are classified as CMP arterial monitoring stations:

- La Brea Avenue & Wilshire Boulevard (Intersection No. 4);
- Highland Avenue & Santa Monica Boulevard (Intersection No. 7);
- Western Avenue & Santa Monica Boulevard (Intersection No. 54); and
- Western Avenue & Wilshire Boulevard (Intersection No. 58).

**Table IV.K-3**  
**Existing Conditions—Unsignalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		
			Delay	LOS	Meets Signal Warrants <sup>a</sup>
1.	Beachwood Drive & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.3 0.3	A A	No
2.	Irving Boulevard & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.3 0.1	A A	No
3.	Larchmont Boulevard & Clinton Street	A.M. P.M.	9.7 9.6	A A	No
4.	Windsor Boulevard & Clinton Street	A.M. P.M.	7.6 7.4	A A	No
5.	Bronson Avenue & Clinton Street	A.M. P.M.	7.4 7.4	A A	No
6.	Gower Street & US 101 SB Off-Ramp/Yucca Street <sup>b</sup>	A.M. P.M.	14.1 4.6	B A	Yes
7.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	A.M. P.M.	11.6 9.3	B A	No
8.	Western Avenue & US 101 NB On-Ramp <sup>b</sup>	A.M. P.M.	4.5 3.4	A A	Yes
9.	US 101 SB Off-Ramp & Lexington Avenue	A.M. P.M.	26.4 15.1	D C	No
10.	Normandie Avenue & US 101 NB On-Ramp/Monroe Street <sup>b</sup>	A.M. P.M.	28.1 8.3	D A	Yes
11.	US 101 SB On-Ramp & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.7 0.8	A A	Yes
<sup>a</sup> Indicates whether intersection meets LADOT criteria for installing a traffic signal. <sup>b</sup> Average delay reported at 2-way stop-controlled or uncontrolled location. Source: Gibson Transportation Consulting, Inc., 2015.					

*(b) CMP Freeway Segments*

The CMP identifies one mainline freeway monitoring location within the Study Area. The monitoring location is on the US 101, south of Santa Monica Boulevard, which is located east of the Project Site. At this location, the proposed Project is projected to add a total of 27 southbound trips and 47 northbound trips during the morning peak hour and a total of 50 southbound trips and 33 northbound trips during the afternoon peak hour. As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP impact would occur and no additional freeway analysis is required under the CMP criteria for existing or future conditions. As discussed above, a supplemental analysis of

Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR.

*(c) Transit Service*

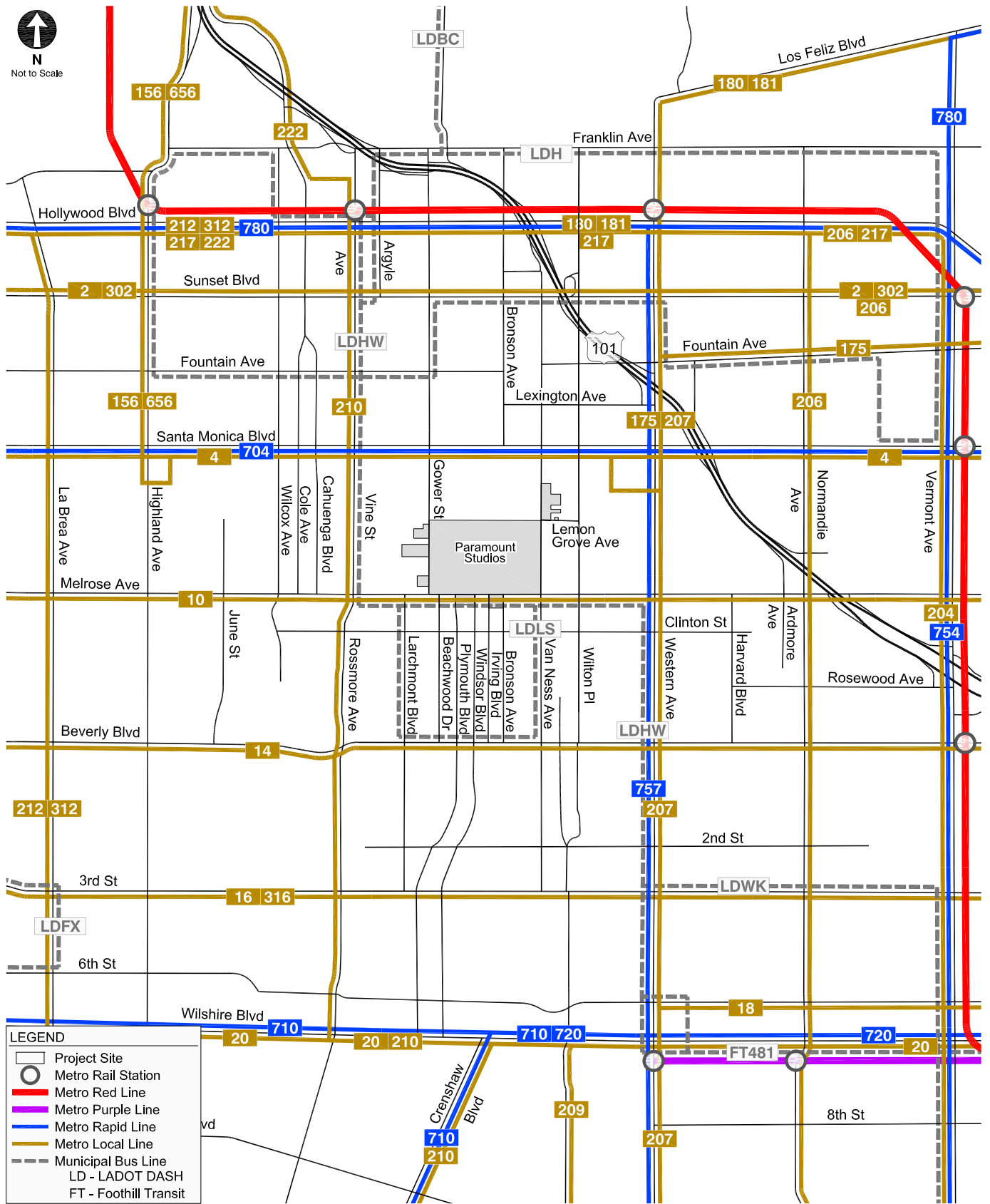
Three transit service providers operate lines within the Project Study Area, including Metro, Los Angeles Department of Transportation Downtown Area Shuttle (DASH), and Foothill Transit. Currently, the Metro bus system operates 29 bus lines within the Study Area in the form of both local and rapid service. LADOT DASH provides six local lines, including a lunchtime shuttle adjacent to the Project Site. Foothill Transit provides one commuter line south of the Project Site.

Bus transit service in the Study Area is available along the following streets:

- 3rd Street
- Beverly Boulevard
- Cahuenga Boulevard (through the Cahuenga Pass)
- Crenshaw Boulevard
- Fountain Avenue
- Franklin Avenue
- Highland Avenue
- Hollywood Boulevard
- La Brea Avenue
- Melrose Avenue
- Normandie Avenue
- Santa Monica Boulevard
- Sunset Boulevard
- Vermont Avenue
- Vine Street/Rossmore Avenue
- Western Avenue
- Wilshire Boulevard

In addition to the 36 bus lines that provide service within the Project vicinity, Metro also operates the Red Line and Purple Line subways to the north and south of the Project Site, respectively. Connections to the entire Metro rail system are available via these two subway lines. Figure IV.K-2 on page IV.K-14 illustrates the existing transit service in the Study Area. Table IV.K-4 on page IV.K-15 summarizes the various transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local) and frequency of service.

The existing peak-hour ridership data obtained from Metro for the primary transit lines serving the Project Site during the morning and afternoon peak hours is summarized



**Figure IV.K-2**  
Existing Transit Service



**Table IV.K-4  
Existing Transit Service**

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				A.M. Peak Hour		P.M. Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus							
2	Downtown Los Angeles–Pacific Palisades via Sunset Boulevard	Local	4:30 A.M.–1:30 A.M.	10	10	8	9
4	Downtown Los Angeles–West Los Angeles–Santa Monica via Santa Monica Boulevard	Local	24 Hour	10	10	10	10
10	Downtown Los Angeles–West Hollywood via Temple Street & Melrose Avenue	Local	4:00 A.M.–1:00 A.M.	10	5	10	10
14	Downtown Los Angeles–Beverly Hills via Beverly Boulevard	Local	5:00 A.M.–12:00 A.M.	9	7	7	8
16	Downtown Los Angeles–Century City via 3rd Street	Local	4:00 A.M.–1:00 A.M.	6	7	8	5
18	Wilshire Center–Downtown Los Angeles–Montebello via 6th Street & Whittier Boulevard	Local	4:00 A.M.–12:00 A.M.	9	16	13	12
20	Downtown Los Angeles–Santa Monica via Santa Monica Boulevard	Local	5:00 A.M.–11:00 P.M.	13	8	9	10
156	Van Nuys–Hollywood–Panorama City–Hollywood	Local	5:30 A.M.–1:30 A.M.	34	30	40	34
175	Silver Lake–Hollywood via Hyperion & Fountain Avenue	Local	6:30 A.M.–8:30 P.M.	40	48	60	60
180	Hollywood–Glendale–Pasadena via Los Feliz Boulevard & Colorado Boulevard	Local	24 hours	27	30	30	27
181	Hollywood–Glendale–Pasadena via Los Feliz Boulevard & Colorado Boulevard	Local	5:00 A.M.–11:00 P.M.	30	30	30	30
204	Hollywood–Athens via Vermont Avenue	Local	24 hour	10	11	10	9
206	Hollywood–Athens via Normandie Avenue	Local	5:00 A.M.–1:30 A.M.	11	12	12	14
207	Hollywood–Athens via Western Avenue	Local	4:30 A.M.–12:00 A.M.	10	13	13	13
209	Wilshire Center–Athens via Van Ness Avenue	Local	5:30 A.M.–9:00 P.M.	48	48	48	48

**Table IV.K-4 (Continued)**  
**Existing Transit Service**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes)			
			A.M. Peak Hour		P.M. Peak Hour	
			NB/EB	SB/WB	NB/EB	SB/WB
210 Hollywood/Vine Station–South Bay Galleria via Crenshaw Boulevard	Local	4:30 A.M.–1:00 A.M.	12	12	15	12
212 Hollywood/Vine Station–Hawthorne Station via La Brea Avenue	Local	4:30 A.M.–2:30 A.M.	16	20	24	16
217 Vermont/Sunset–Fairfax/Washington via Hollywood Boulevard & Fairfax Avenue	Off-Peak Local	4:00 A.M.–3:30 A.M.	30	24	15	15
222 Sun Valley–Hollywood via Hollywood Way, Barham Boulevard, Cahuenga Boulevard	Local	6:00 A.M.–6:00 P.M.	34	40	40	40
302 Downtown Los Angeles–Pacific Palisades via Sunset Boulevard	Limited Stop	5:30 A.M.–7:30 P.M.	N/A	13	24	N/A
312 Hollywood/Vine Station–Hawthorne Station via La Brea Avenue	Limited Stop	5:30 A.M.–6:30 P.M.	17	N/A	N/A	16
316 Downtown Los Angeles–Century City via 3rd Street	Limited Stop	6:00 A.M.–8:00 P.M.	13	18	15	15
656 Van Nuys–Hollywood–Panorama City–Hollywood	Late Night	12:30 A.M.–6:00 A.M.	N/A	N/A	N/A	N/A
704 Downtown Los Angeles–Santa Monica via Santa Monica Boulevard	RAPID	6:00 A.M.–9:00 P.M.	15	10	10	12
710 Wilshire Center–South Bay Galleria via Crenshaw Boulevard	RAPID	5:30 A.M.–9:30 P.M.	15	17	14	15
720 Santa Monica–Commerce via Wilshire Boulevard & Whittier Boulevard	RAPID	5:00 A.M.–2:00 A.M.	10	3	3	8
754 Hollywood–Athens via Vermont Avenue	RAPID	5:00 A.M.–9:30 P.M.	7	8	7	7
757 Hollywood–Crenshaw Station via Western Avenue	RAPID	6:00 A.M.–8:00 P.M.	13	14	13	11
780 Washington/Fairfax–Pasadena via Fairfax Avenue & Hollywood & Colorado Boulevard	RAPID	5:30 A.M.–8:30 P.M.	13	14	13	14

**Table IV.K-4 (Continued)**  
**Existing Transit Service**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes)			
			A.M. Peak Hour		P.M. Peak Hour	
			NB/EB	SB/WB	NB/EB	SB/WB
Metro Rail						
Red Downtown Los Angeles–North Hollywood	LRT	4:30 A.M.–1:00 A.M.	10	10	11	10
Purple Downtown Los Angeles–Wilshire/Western	LRT	4:30 A.M.–1:00 A.M.	11	10	11	10
LADOT DASH						
LDHW Hollywood/Wilshire	Local	7:00 A.M.–7:00 P.M.	27	34	27	24
LDLS Hollywood/Wilshire (Larchmont Shuttle)	Local Shuttle	11:30 A.M.–2:30 P.M.	N/A	N/A	N/A	N/A
LDH Hollywood	Local	7:00 A.M.–7:00 P.M.	30	30	30	30
LDBC Beachwood Canyon	Local	6:30 A.M.–7:30 P.M.	30	30	27	24
LDWK Wilshire Center/Koreatown	Local	7:00 A.M.–7:00 P.M.	27	27	27	27
LDFX Fairfax	Local	7:00 A.M.–6:00 P.M.	48	40	27	30
Foothill Transit						
FT481 Downtown Los Angeles–El Monte	Express	5:30 A.M.–6:30 P.M.	20	N/A	N/A	24
<hr/> <i>Metro = Los Angeles County Metropolitan Transportation Authority</i> <i>LADOT DASH = Los Angeles Department of Transportation Downtown Area Shuttle</i> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>						



in Table IV.K-5 on page IV.K-19.<sup>2</sup> As indicated therein, there is currently a residual capacity of 3,600 riders in the morning peak hour and 2,876 riders during the afternoon peak hour on the Metro bus and rail lines serving the Project Site. Each of the lines studied have capacity to take on additional riders during the peak hours. Additionally, daily DASH ridership totals provided by LADOT suggest that there is additional capacity on the Hollywood/Wilshire shuttle, which provides service between the Project Site and the nearest Red Line and Purple Line subway stations.

#### (4) Existing Project Site Access and Circulation

Vehicular access to the Main Lot is provided at eight access points, including three emergency fire gates. General access is provided through a main gate at Melrose Avenue & Windsor Boulevard (known as the Melrose Gate) and a lesser-used gate at Melrose Avenue & Bronson Avenue (known as the Bronson Gate). Three gates are primarily used for production access, including one on Gower Street near the northwest corner of the Main Lot and two gates along Van Ness Avenue. Three other fire gates provide emergency access to the Main Lot, including one gate on Gower Street and two on Van Ness Avenue.

The Ancillary Lots are served by 12 access points. The Gregory Lot Parcel A is served by a single driveway to the alley running along the northern border of the parcel. The Gregory Lot Parcel B is on the north side of the alley and also has a single driveway to the alley. The Gower parking structure on the Waring Lot has access on Gower Street immediately north of Waring Avenue. The Camerford Lot is served by a driveway on Gower Street immediately south of Camerford Avenue. The Windsor Lot has inbound access via Windsor Boulevard and outbound access via Plymouth Boulevard. The South Bronson Lot has inbound and outbound access on Irving Boulevard and outbound access on Bronson Avenue. The parking structure in Parcel A of the Lemon Grove Lot has primary access on Lemon Grove Avenue immediately east of Van Ness Avenue and has a secondary access to the subterranean level, which serves the Paramount Studios transportation department, on Van Ness Avenue north of Lemon Grove Avenue. Parcel B of the Lemon Grove Lot is accessed through Parcel A of the Lemon Grove Lot. Parcels C and D of the Lemon Grove Lot have access on Ridgewood Place and Lemon Grove Avenue, respectively.

There are pedestrian sidewalks provided on both sides of each street fronting the Main Lot and Ancillary Lots. Pedestrians can access the Main Lot through the Melrose Gate and the Bronson Gate as well as two pedestrian gates on Van Ness Avenue and one on Gower Street. There are signalized pedestrian crosswalks between the Ancillary Lots

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<sup>2</sup> The ridership data was collected by Metro in December 2010.

**Table IV.K-5  
Existing Transit Service Patronage—Lines Serving Project Periphery**

Provider/Route	Number of Runs During Peak Hour <sup>a</sup>	Passenger Boardings <sup>b</sup>	Capacity <sup>b</sup>	Average Load <sup>d</sup>	Load Factor—Average Load/ Capacity	Residual Capacity per Run	Residual Capacity in Peak Hour <sup>e</sup>
<b>A.M. Peak Period</b>							
Metro Bus 4	12	574/4,255	50	43	0.86	7	84
Metro Bus 10	18	225/4,545	50	44	0.88	6	108
Metro Bus 210	10	227/3,416	50	42	0.84	8	80
Metro Bus 704	10	271/3,384	75	59	0.79	16	160
Metro Rail Red Line <sup>f</sup>	6	2,218/27,904	762	504	0.66	259	1,554
Metro Rail Purple Line	6	1,106/9,487	508	237	0.47	269	1,614
<b>Total Residual Capacity in Peak Hour</b>							<b>3,600</b>
<b>P.M. Peak Period</b>							
Metro 4	12	492/5,826	50	41	0.82	9	108
Metro 10	12	154/4,602	50	34	0.68	16	192
Metro 210	9	249/4,172	50	38	0.76	12	108
Metro 704	11	204/4,279	75	47	0.63	28	308
Metro Rail Red Line <sup>f</sup>	6	3,486/36,981	762	610	0.80	152	912
Metro Rail Purple Line	6	1,820/12,226	508	299	0.59	208	1,248
<b>Total Residual Capacity in Peak Hour</b>							<b>2,876</b>
<p><i>Metro = Los Angeles County Metropolitan Transportation Authority</i></p> <p><sup>a</sup> <i>Number of runs in both directions combined during peak hour.</i></p> <p><sup>b</sup> <i>## = Passenger Boardings in Project vicinity/Passenger Boardings for the entire route. Boardings are sum of both route directions.</i></p> <p><sup>c</sup> <i>Capacity assumptions:</i>  <i>Metro Regular Bus—40 seated/50 standing</i>  <i>Metro Articulated Bus—66 seated/75 standing</i>  <i>Metro Red Line—55 seats/car, 6 cars/run during peak periods. Metro assumes a maximum capacity of 230 percent of seated capacity, or 127/car.</i></p>							

**Table IV.K-5 (Continued)**  
**Existing Transit Service Patronage—Lines Serving Project Periphery**

Provider/Route	Number of Runs During Peak Hour <sup>a</sup>	Passenger Boardings <sup>b</sup>	Capacity <sup>b</sup>	Average Load <sup>d</sup>	Load Factor—Average Load/Capacity	Residual Capacity per Run	Residual Capacity in Peak Hour <sup>e</sup>
<p><i>Metro Purple Line—55 seats/car, 4 cars/run during peak periods. Metro assumes a maximum capacity of 230 percent of seated capacity, or 127/car.</i></p> <p><sup>d</sup> <i>Average load is the average peak load of 5 consecutive runs—2 runs before and 2 after the maximum load observed.</i></p> <p><sup>e</sup> <i>Maximum residual capacity in peak hours = (Maximum residual capacity per run) x (number of peak-hour runs).</i></p> <p><sup>f</sup> <i>Metro rail data only available in hourly summation. Maximum Load was assumed to be 20 percent of hourly maximum load (which is the sum of 6 hourly runs).</i></p> <p><i>Source: Gibson Transportation Consulting, Inc., 2015.</i></p>							

and the Main Lot across Van Ness Avenue at Lemon Grove Avenue, across Melrose Avenue at Plymouth Boulevard, Windsor Boulevard, and Bronson Avenue, and across Gower Street at Waring Avenue. The Gregory Lot and the Camerford Lot are within a short distance of the crosswalk across Gower Street at Waring Avenue. On Van Ness Avenue, bicycles may access the Main Lot at the Van Ness and Lemon Grove pedestrian gates. On Melrose Avenue, bicycles may access the Main Lot at the vehicular portions of the Melrose and Bronson Gates. On Gower Street, bicycles may access the Main Lot via the vehicular North Gower Gate. Within the Main Lot, circulation is provided via a series of north-south production avenues between stages, offices, and support facilities. Pedestrians, bicycles, and production vehicles share these narrow streets, and they are also often used as production staging areas. A landscaped pedestrian and bicycle thoroughfare (the Paseo) runs east-west from one end of the Main Lot to the other north of Melrose Avenue.

### (5) Parking

Within the Project Site, the Main Lot currently provides 1,520 parking spaces and the Ancillary Lots currently provide 2,060 spaces for a total of 3,580 parking spaces. This supply is distributed among three parking structures and 11 surface parking lots. Visitor parking is primarily provided at the B-Tank Lot, Central Lot, and Plaza Lot via the Melrose Gate, with some tour guests and audience show guests parking at the Windsor Lot, the South Bronson Lot, and the Gower parking structure. Most employee and other pass-holder parking is provided at the visitor lots and Pickford Lot accessed via the Melrose Gate, the Bronson Lot accessed via the Bronson Gate, the Van Ness structure accessed via the Van Ness Gate, the Gower parking structure, and the Lemon Grove parking structure. Valet service is employed regularly at many of these parking facilities to facilitate parking operations. The valet service effectively increases parking capacity at each lot or structure at which it is deployed.

When needed for production purposes, the Applicant applies for special permits with the City to park production vehicles on public roads adjacent to the Main Lot. Both Gower Street and Van Ness Avenue are used regularly for this purpose.

Parking requirements for individual on-site buildings and land uses were established as the uses were developed over a nearly 90-year time frame. The parking requirements for buildings and facilities were established pursuant to the applicable parking provisions of the Los Angeles Municipal Code (LAMC) at the time of development to the extent applicable parking requirements had been established when the buildings and facilities were developed. During the past 90 years, parking policies and requirements have changed, and several of the on-site buildings were constructed prior to the inception of off-street parking requirements. Buildings that fall into this category and still remain today are not required to conform to current regulatory parking requirements. Existing buildings

and land uses which provide parking at less than current policies and regulations are legal non-conforming uses.

Parking demand is a measure of the actual parking needed to serve the land uses on the Project Site. An analysis of existing parking demand was conducted using hourly parking accumulation survey data collected over three consecutive weekdays in August 2011 between the hours of 7:00 A.M. and 7:00 P.M. Based on this analysis, the peak parking demand for a typical production day (i.e., a day representing typical use for the studio facilities) is 3,025 spaces from 11:00 A.M. to 12:00 P.M., or approximately 84 percent of the available parking supply at the Project Site. Providing for a 10 percent contingency for a heavy production day, it is conservatively estimated that the Project Site currently has a parking supply surplus of approximately 253 spaces (i.e., supply of 3,580 spaces and a demand for 3,327 spaces).

In addition, valet parking service is employed at several parking lots at the Main Lot on a daily basis. The valet attendants double-park vehicles in order to maximize parking capacity. This strategy yields substantial additional capacity at lots in which it is employed. As a result, the actual parking surplus at the Project Site is greater than the surplus number of parking spaces identified above.

As described in more detail below and in Section II, Project Description, of this Draft EIR, as part of ongoing operations at the Project Site, additions and changes to the Project Site occur on a continuous basis. These additional facilities, constructed as part of ongoing business activities, are referred to as “interim projects.” During the review process for the proposed Project, it is anticipated that approximately 50,000 square feet of additional office, stage, production office, and/or support uses, and new sets would be constructed as part of the ongoing business activities. Construction of the interim projects would generate additional parking demand beyond that described above. For purposes of this analysis, it is conservatively assumed that all 50,000 square feet of interim projects would be office uses, for which LAMC would require an additional 100 parking spaces. This is fewer than the existing parking surplus of approximately 253 spaces on a heavy production day and, thus, the existing parking supply is sufficient to accommodate the interim projects and still maintain a surplus of 153 spaces.

## **b. Future Conditions without the Proposed Project**

### **(1) Ambient Growth**

Existing traffic is expected to increase as a result of regional growth and development. In consultation with LADOT, an ambient growth factor of 0.20 percent per year was used to adjust the existing traffic volumes at all intersections to reflect the effects

of regional growth and development by Project buildout. The total adjustment compounded over the period for full buildout of the proposed Project (year 2038) was, therefore, 5.54 percent.

## (2) Related and Interim Projects

As shown in Section III, Environmental Setting, of this Draft EIR, a total of 81 related projects have been identified in relation to the proposed Project by way of location and development completion dates comparable to the proposed Project. Ambient growth accounts for all of the expected growth in general traffic levels over the Project buildout period. Separately including traffic associated with related projects in the Study Area effectively double-counts their growth. However, in consultation with LADOT, in order to provide a conservative analysis, traffic from eight of the related projects was included in the analysis of future traffic conditions in addition to the ambient traffic growth. The eight related projects were chosen by LADOT based on the size and proximity of the related projects to the proposed Project and a review of the specific assumptions for localized development in the Southern California Association of Governments (SCAG) Model.<sup>3</sup> The trips generated by the following eight related projects were specifically added on top of the trips associated with ambient traffic growth.

- Highland Center Mixed-Use Project (Related Project No. 1);
- Pantages Theater Office (Related Project No. 2);
- Selma & Vine Office Building (Related Project No. 3);
- Columbia Square Mixed-Use Project (Related Project No. 4);
- 956 Seward St Office (Related Project No. 5);
- Target—Sunset Shopping Center (Related Project No. 6);
- La Brea & Wilshire Mixed-Use (Related Project No. 7); and
- Millennium Hollywood Development (Related Project No. 8).

Additionally, as discussed above, the proposed Project's traffic analysis conservatively assumes that 50,000 square feet (sf) of office space will be constructed as a

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<sup>3</sup> For further discussion of the SCAG model used in this analysis, refer to Chapter 3 of the Traffic Study included in Appendix Q of this Draft EIR.

part of the interim projects, as this assumption would yield the greatest number of vehicle trips from the various uses that could occur as part of the interim projects.

### (3) Future Base Roadway Network

The roadway network for the Future-without-Project conditions in the Study Area is affected by a number of regional improvement plans, local specific plans, and programmed improvements. Two specific funded roadway improvements included in the analysis of future conditions are the Wilshire Boulevard Bus Rapid Transit Project and the Metro Westside Subway Extension. The conversion of the curb lanes to bus lanes during the peak hours under the Wilshire Boulevard Bus Rapid Transit Project would reduce the number of through travel lanes (i.e., automobile capacity on Wilshire Boulevard) from six lanes to four lanes in the Study Area. The analyses of future conditions in the Traffic Study accounts for the loss of travel lanes and resulting reduction in capacity at all study intersections along Wilshire Boulevard. This capacity reduction may cause some traffic to divert to parallel streets. An analysis of traffic patterns in the vicinity suggests that the primary alternative streets would be south of the Study Area, such as Pico Boulevard and Olympic Boulevard. However, in order to maintain a conservative analysis, rather than shifting traffic outside of the Study Area, traffic volumes were not adjusted on Wilshire Boulevard or on any parallel routes in the future conditions analyses. In addition, in order to maintain a conservative analysis, no future traffic reduction at any study intersections was assumed as a result of the Westside Subway Extension.

On August 11, 2015, the City adopted the Mobility Plan 2035. The Mobility Plan 2035 is a comprehensive revision of the adopted 1999 Transportation Element of the General Plan and is intended to guide mobility decisions through 2035. Among other things, the plan includes proposed changes to street designations and identifies potential roadways for pedestrian, bicycle, transit, or vehicle enhancements. In some cases, there are multiple potential modifications that could be considered for a particular roadway. However, the Mobility Plan 2035 does not authorize specific right-of-way improvements. Physical changes to the roadway network will not occur without further community engagement, design development and review. Therefore, potential future modifications to the roadway network that may be implemented in response to the Mobility Plan 2035 are speculative and have not been included in the future conditions analyses for the Project.

### (4) Intersection Operations

The following presents the methodology and results of the intersection operations for the Future-without-Project conditions which incorporates traffic volumes, intersection lane configurations, and roadways that would exist upon Project buildout, as described above. Like the analysis of existing conditions, the study intersections were analyzed using the

Critical Movement Analysis methodology based on LADOT guidelines. The projected Future-without-Project intersection operating conditions during the weekday morning and afternoon peak hours are shown on Table IV.K-6 and Table IV.K-7 on page IV.K-26 and page IV.K-30, for the signalized and unsignalized intersections, respectively. As shown in Table IV.K-6, 44 signalized intersections are expected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 21 analyzed intersections are expected to operate at LOS E or F.

As shown in Table IV.K-7, nine unsignalized intersections during the morning peak hour and all 11 unsignalized intersections during the afternoon peak hour are expected to operate at LOS D or better. The remaining two unsignalized intersections during the morning peak hour are projected to operate at LOS E or F. Table IV.K-7 also indicates that four of the 11 unsignalized intersections would meet signal warrants under Future without Project conditions.

## (5) CMP Facilities Operation

### *(a) CMP Arterial Monitoring Stations*

The CMP identifies regional ambient traffic growth rates for all areas within Los Angeles County. The ambient growth factor incorporated into the proposed Project's traffic analysis is also used for the CMP analysis as it is greater than the CMP ambient growth factor for the Study Area, and thus provides a more conservative analysis. The forecast of Future without Project traffic conditions indicates that the intersection of Western Avenue & Santa Monica Boulevard is projected to operate at LOS E during the weekday morning peak hour and LOS D during the weekday afternoon peak hour.<sup>4</sup>

### *(b) CMP Freeway Segments*

As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP impact would occur and no additional freeway analysis is required under the CMP criteria for existing or future conditions. As discussed above, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR.

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<sup>4</sup> While there are three other CMP arterial intersections in the Study Area, the intersection of Western Avenue and Santa Monica Boulevard is the only intersection where the proposed Project is expected to add 50 or more trips. Thus, it is the only CMP intersection evaluated as part of the CMP analysis.



**Table IV.K-6**  
**Future Without Project Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project	
			V/C	LOS
1.	La Brea Avenue & Melrose Avenues	A.M. P.M.	0.933 0.931	E E
2.	La Brea Avenue & Beverly Boulevard	A.M. P.M.	0.957 1.023	E F
3.	La Brea Avenue & 3rd Street	A.M. P.M.	0.931 0.879	E D
4.	La Brea Avenue & Wilshire Boulevard	A.M. P.M.	1.041 0.946	F E
5.	Highland Avenue & Sunset Boulevard	A.M. P.M.	0.982 0.888	E D
6.	Highland Avenue & Fountain Avenue	A.M. P.M.	0.720 0.711	C C
7.	Highland Avenue & Santa Monica Boulevard	A.M. P.M.	0.937 0.864	E D
8.	Highland Avenue & Melrose Avenue	A.M. P.M.	0.971 1.073	E F
9.	Highland Avenue & Beverly Boulevard	A.M. P.M.	1.014 1.035	F F
10.	Highland Avenue & 3rd Street	A.M. P.M.	1.028 0.875	F D
11.	Highland Avenue & Wilshire Boulevard	A.M. P.M.	1.147 1.074	F F
12.	June Street & Melrose Avenue	A.M. P.M.	0.531 0.507	A A
13.	Wilcox Avenue & Melrose Avenue	A.M. P.M.	0.584 0.545	A A
14.	Cahuenga Boulevard & Hollywood Boulevard	A.M. P.M.	0.735 0.641	C B
15.	Cahuenga Boulevard & Sunset Boulevard	A.M. P.M.	0.803 0.697	D B
16.	Cole Avenue & Santa Monica Boulevard	A.M. P.M.	0.546 0.531	A A
17.	Cahuenga Boulevard & Santa Monica Boulevard	A.M. P.M.	0.695 0.677	B B
18.	Cahuenga Boulevard & Melrose Avenue	A.M. P.M.	0.645 0.803	B D
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.795 0.901	C E
20.	US 101 SB Off-Ramp/Vine Street & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.340 0.425	A A

**Table IV.K-6 (Continued)**  
**Future Without Project Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project	
			V/C	LOS
21.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.785 0.725	C C
22.	Vine Street & Sunset Boulevard	A.M. P.M.	0.896 0.962	D E
23.	Vine Street & Fountain Avenue	A.M. P.M.	0.732 0.862	C D
24.	Vine Street & Santa Monica Boulevard	A.M. P.M.	0.919 0.875	E D
25.	Vine Street/Rossmore Avenue & Melrose Avenue	A.M. P.M.	0.869 0.909	D E
26.	Rossmore Avenue & Beverly Boulevard	A.M. P.M.	0.799 0.856	C D
27.	Rossmore Avenue & 3rd Street	A.M. P.M.	1.054 0.864	F D
28.	Rossmore Avenue & Wilshire Boulevard	A.M. P.M.	0.816 0.733	D C
29.	Gower Street & Franklin Avenue	A.M. P.M.	0.679 0.545	B A
30.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.852 0.677	D B
31.	Gower Street & Sunset Boulevard	A.M. P.M.	1.000 0.941	E E
32.	Gower Street & Fountain Avenue	A.M. P.M.	0.463 0.582	A A
33.	Gower Street & Santa Monica Boulevard	A.M. P.M.	0.836 0.832	D D
34.	Gower Street & Melrose Avenue	A.M. P.M.	0.778 0.758	C C
35.	Larchmont Boulevard & Melrose Avenue	A.M. P.M.	0.483 0.560	A A
36.	Larchmont Boulevard & Beverly Boulevard	A.M. P.M.	0.569 0.621	A B
37.	Larchmont Boulevard & 3rd Street	A.M. P.M.	0.586 0.423	A A
38.	Bronson Avenue & Santa Monica Boulevard	A.M. P.M.	0.616 0.468	B A
39.	Plymouth Boulevard & Melrose Avenue	A.M. P.M.	0.423 0.472	A A
40.	Windsor Boulevard & Melrose Avenue	A.M. P.M.	0.544 0.524	A A

**Table IV.K-6 (Continued)**  
**Future Without Project Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project	
			V/C	LOS
41.	Bronson Avenue & Melrose Avenue	A.M. P.M.	0.544 0.565	A A
42.	Crenshaw Boulevard & Wilshire Boulevard <sup>a</sup>	A.M. P.M.	0.843 0.844	D D
43.	US 101 NB Ramps & Hollywood Boulevard <sup>a</sup>	A.M. P.M.	0.608 0.583	B A
44.	Van Ness Avenue & Santa Monica Boulevard	A.M. P.M.	0.726 0.763	C C
45.	Van Ness Avenue & Lemon Grove Avenue	A.M. P.M.	0.405 0.451	A A
46.	Van Ness Avenue & Melrose Avenue	A.M. P.M.	0.727 0.743	C C
47.	Van Ness Avenue & Beverly Boulevard	A.M. P.M.	0.609 0.610	B B
48.	Wilton Place & Santa Monica Boulevard	A.M. P.M.	0.646 0.656	B B
49.	Wilton Place & Melrose Avenue	A.M. P.M.	0.737 0.791	C C
50.	Wilton Place & Beverly Boulevard	A.M. P.M.	0.812 0.921	D E
51.	Wilton Place & 2nd Street <sup>a</sup>	A.M. P.M.	0.559 0.537	A A
52.	Wilton Place & 3rd Street	A.M. P.M.	0.906 0.855	E D
53.	Wilton Place & Wilshire Boulevard	A.M. P.M.	0.817 0.858	D D
54.	Western Avenue & Santa Monica Boulevard	A.M. P.M.	0.923 0.901	E E
55.	Western Avenue & Melrose Avenue	A.M. P.M.	0.799 0.853	C D
56.	Western Avenue & Beverly Boulevard	A.M. P.M.	0.753 0.675	C B
57.	Western Avenue & 3rd Street	A.M. P.M.	0.880 0.744	D C
58.	Western Avenue & Wilshire Boulevard	A.M. P.M.	0.915 0.918	E E
59.	US 101 SB On-Ramp & Santa Monica Boulevard	A.M. P.M.	0.455 0.448	A A
60.	US 101 NB Off-Ramp & Santa Monica Boulevard	A.M. P.M.	0.558 0.576	A A

**Table IV.K-6 (Continued)**  
**Future Without Project Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project	
			V/C	LOS
61.	Harvard Boulevard & Melrose Avenue	A.M.	0.399	A
		P.M.	0.442	A
62.	Ardmore Avenue & Melrose Avenue	A.M.	0.649	B
		P.M.	0.801	D
63.	Normandie Avenue & Melrose Avenue	A.M.	0.768	C
		P.M.	0.914	E
64.	Normandie Avenue & Beverly Boulevard	A.M.	0.537	A
		P.M.	0.583	A
65.	US 101 NB Off-Ramp & Melrose Avenue	A.M.	0.652	B
		P.M.	0.589	A
<hr/> <sup>a</sup> CMA calculation conducted by hand due to irregularity of intersection configuration. Source: Gibson Transportation Consulting, Inc., 2015.				

### 3. Environmental Impacts

#### a. Methodology

The methodology and base assumptions used in this analysis were established by LADOT. The assumptions and methods used in this analysis have been chosen to create an analytically conservative set of conditions. The proposed Project's traffic/circulation analysis addresses a wide range of issues including, but not limited to, the following:

- Intersections: an analysis of the potential changes in operating conditions at 76 intersections (65 signalized and 11 unsignalized) located within an approximate 9-square-mile traffic study area;
- Transit System: an analysis of potential impacts on the capacity of transit lines serving the Project Site;
- Project Access: an analysis of potential impacts associated with access to and from the Project Site by automobiles, bike riders and pedestrians;
- Neighborhood Street Impacts: an analysis of the potential for traffic from the proposed Project to use local residential streets in lieu of major streets (cut-through traffic); and

**Table IV.K-7  
Future Without Project Conditions—Unsignalized Intersection  
Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		
			Delay	LOS	Meets Signal Warrants
1.	Beachwood Drive & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.3 0.4	A A	No
2.	Irving Boulevard & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.3 0.1	A A	No
3.	Larchmont Boulevard & Clinton Street	A.M. P.M.	10.0 9.8	A A	No
4.	Windsor Boulevard & Clinton Street	A.M. P.M.	7.7 7.5	A A	No
5.	Bronson Avenue & Clinton Street	A.M. P.M.	7.4 7.5	A A	No
6.	Gower Street & US 101 SB Off-Ramp/Yucca Street <sup>a</sup>	A.M. P.M.	52.2 6.2	F A	Yes
7.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	A.M. P.M.	12.3 9.7	B A	No
8.	Western Avenue & US 101 NB On-Ramp <sup>a</sup>	A.M. P.M.	6.5 5.2	A A	Yes
9.	US 101 SB Off-Ramp & Lexington Avenue	A.M. P.M.	33.7 16.6	D C	No
10.	Normandie Avenue & US 101 NB On-Ramp/Monroe Street <sup>a</sup>	A.M. P.M.	44.0 11.7	E B	Yes
11.	US 101 SB On-Ramp & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.8 0.8	A A	Yes
<sup>a</sup> Average delay reported at 2-way stop-controlled or uncontrolled location. Source: Gibson Transportation Consulting, Inc., 2015.					

- Construction: an analysis of the potential impacts on traffic flows and safety resulting from the proposed Project's construction activities.

Additional information regarding the various methodologies used in this analysis is presented in detail in the Traffic Study included in Appendix Q of this Draft EIR.

## **b. Significance Thresholds**

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts with regard to transportation/traffic. Those questions for which the

proposed Project's Initial Study (see Appendix A.1 of this Draft EIR) concluded require further study in the EIR are as follows:

Would the project:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- Conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access?
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

In the context of the above questions from Appendix G of the CEQA Guidelines, the *City of Los Angeles CEQA Thresholds Guide* requires the transportation analysis to address the following areas of study: (1) intersection capacity; (2) street segment capacity; (3) freeway capacity; (4) transit system capacity; (5) in-street construction impacts; (6) neighborhood intrusion impacts; and (7) project access.

The Traffic Study prepared for the proposed Project evaluated operating conditions at 76 study intersections located in the vicinity of the Project Site. In light of the geographic scope of the Traffic Study and the large number of study intersections, the analysis of the study intersections was sufficient to cover all potentially affected street segments. Additionally, analysis of street segment capacity is typically prepared for programmatic-level projects, such as a General Plan or Community Plan. Further, evaluation of street segments would not provide any additional insight into the traffic impacts of the proposed Project. Therefore, a street segment capacity analysis was not required for this Draft EIR.

Because the proposed Project meets the CMP requirements to prepare a Traffic Impact Analysis, the analysis of "transit system capacity" is satisfied through the required

CMP transit analysis. Additionally, the traffic analysis also addresses the CMP requirements to prepare an analysis of a CMP arterial monitoring station. The CMP requirement for analyzing freeway segments also satisfies the requirement with regard to analyzing “freeway capacity.” As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP freeway segments impact would occur and no additional freeway analysis is required under CMP criteria for existing or future conditions.

Based on the information above, the analyses presented below address the following: (1) intersection capacity; (2) CMP arterial monitoring station capacity; (3) transit system capacity; (4) Project access; (5) neighborhood intrusion impacts; (6) in-street construction impacts; and (7) parking.

### (1) Intersection Capacity

#### (i) Signalized Intersections

The *City of Los Angeles CEQA Thresholds Guide* (page L.1-3) and LADOT criteria state that a project would normally have a significant impact on signalized intersection capacity if the project’s traffic causes an increase in the V/C ratio at the intersection based on the following sliding scale:

Intersection Conditions With Project Traffic		Project-Related Increase in Volume-to-Capacity (V/C) Ratio
Level of Service	Volume-to-Capacity (V/C) Ratio	
C	0.701–0.800	≥ 0.04
D	0.801–0.900	≥ 0.02
E, F	> 0.900	≥ 0.01

#### (ii) Unsignalized Intersections

LADOT’s criterion does not assess unsignalized intersections for significant impacts. However, based on consultation with LADOT and consistent with LADOT’s traffic study guidelines, it was determined that unsignalized intersections would be assessed by analyzing these locations to determine if adding traffic signals at these locations is required. Unsignalized intersections were analyzed using the HCM stop-controlled methodology and HCM unsignalized methodology. These methodologies quantify the intersection operations in terms of average vehicular delay in seconds.

LADOT policy requires that only those unsignalized intersections that are either adjacent to the Project Site or integral to the proposed Project’s access and circulation need to be analyzed. However, for consistency with the *City of Los Angeles CEQA Thresholds Guide*, the proposed Project’s traffic analysis also includes the analysis of

unsignalized intersections in the Study Area that do not fall into those two categories (i.e., intersections in nearby residential neighborhoods and freeway ramp locations). Specifically, the significance threshold set forth in the *City of Los Angeles CEQA Thresholds Guide* states that any unsignalized intersection projected to operate at Level of Service C, D, E, or F should be analyzed for significant impacts using the signalized intersection level of service and sliding scale methodology described above. A detailed supplemental analysis of unsignalized intersections for significant traffic impacts according to the requirements of the *City of Los Angeles CEQA Thresholds Guide* is presented in Appendix B of the Traffic Study (which is included in Appendix Q of this Draft EIR), and is summarized herein.

## (2) Congestion Management Program

### *(a) Arterial Monitoring Stations*

For Los Angeles County Congestion Management Program arterial monitoring intersections, a significant project-related impact would occur if the Los Angeles County Congestion Management Program facility is projected to operate at LOS F ( $V/C > 1.00$ ) and project traffic causes an incremental change in the  $V/C$  ratio of 0.02 or greater. A project would not have a regionally significant impact, regardless of the increase in  $V/C$  ratio, if the study facility is projected to operate at LOS E or better after the addition of project traffic.

### *(b) Transit System Capacity*

The *City of Los Angeles CEQA Thresholds Guide* (page L.6-2) states that the determination of significance shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed project and available transit capacity. As stated previously, the proposed Project meets the Los Angeles County Congestion Management Program requirements to prepare a Traffic Impact Analysis that includes (among other things) an identification of the transit lines that would serve the project and an estimation of the number of transit trips that would be generated by the project. Thus, the proposed Project would have a significant impact if transit trips generated by the proposed Project would exceed the capacity of the transit system serving the Project Site.

## (3) Project Access

### *(a) Project Access (Operational)*

The *City of Los Angeles CEQA Thresholds Guide* (page L.5-2) states that a project would normally have a significant access impact if the intersection(s) nearest the primary



site access is/are projected to operate at LOS E or F during the morning or afternoon peak hour, under Future with Project conditions.

*(b) Bicycle, Pedestrian, and Vehicular Safety*

The *City of Los Angeles CEQA Thresholds Guide* (page L.5-2) states that the determination of potential impacts related to bicycle, pedestrian, and vehicular safety shall be determined on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at the project's access points;
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists;
- The type of bicycle facility the project driveway(s) crosses and the level of utilization; and
- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.

Based on all of the above factors, the proposed Project would have a significant impact if Project development would substantially increase hazards to bicyclists, pedestrians, or vehicles.

#### (4) Neighborhood Intrusion

The *City of Los Angeles CEQA Thresholds Guide* (2006, p. L.4-2) identifies significance thresholds with regard to neighborhood intrusion impacts based on the increase in project trips on a local residential street. The significance thresholds set forth in the *City of Los Angeles CEQA Thresholds Guide* provides that a project would normally have a significant neighborhood intrusion impact if Project traffic increases the average daily traffic volume on a local residential street in an amount equal to or greater than the following:

- Average Daily Traffic increase  $\geq$  16 percent, if the final Average Daily Traffic\* is  $< 1,000$ ;
- Average Daily Traffic increase  $\geq$  12 percent, if the final Average Daily Traffic\* is  $\geq 1,000$  and  $< 2,000$ ;

- Average Daily Traffic increase  $\geq 10$  percent if the final Average Daily Traffic\* is  $\geq 2,000$  and  $< 3,000$ ; or
- Average Daily Traffic increase  $\geq 8$  percent if the final Average Daily Traffic\* is  $\geq 3,000$ .

“Final Average Daily Traffic” is defined as total projected future daily volume including project, ambient, and related project growth.

Based on LADOT’s recommendation, a significance threshold of an average daily trip increase of 120 project trips is used for this analysis. Hence, for any neighborhood in which traffic could be increased by 120 trips per day or more on any local residential streets, a potentially significant impact by the proposed Project, prior to mitigation, is identified.

Additionally, based on LADOT policy, three conditions must be met to create the conditions under which there could be a significant impact on local streets in a neighborhood:

1. There must be sufficient Project traffic projected to be added to an arterial corridor such that the volume that may shift to an alternative route could exceed the minimum significance threshold of 120 or more daily trips. The majority of vehicles on an arterial corridor tend to remain on that corridor even under congested conditions, as only a small portion of motorists are inclined to seek alternative routes. Therefore, corridors to which the proposed Project may add 1,200 or more daily trips were examined, assuming that at most 10 percent of these trips may shift to alternative routes on average across a 24-hour period (the proportion that may shift could be higher than 10 percent during congested peak periods of the day but much less than 10 percent or almost none during uncongested non-peak periods of the day).
2. There must be sufficient congestion on the arterial corridors meeting the previous criterion such that motorists traveling along the corridor may desire to divert to a parallel route through a residential neighborhood. Unless congestion is severe, travel along arterial streets is generally faster than through neighborhoods, since arterial streets typically provide greater capacities, higher travel speeds, less driveway access, fewer stop signs, etc. For the purposes of this analysis, intersections operating at LOS E or F along an arterial corridor were considered to represent congested conditions sufficient to cause motorists to seek alternative routes.

3. There must be available local neighborhood street(s) providing a parallel route of travel.

If one or more of these factors is absent, significant neighborhood traffic impacts would not be anticipated.

### (5) In-Street Construction

The *City of Los Angeles CEQA Thresholds Guide* (page L.8-2) states that the determination of significance shall be made on a case-by-case basis, considering the following factors:

#### *(a) Temporary Traffic Impacts*

- The length of time of temporary street closures or closures of two or more traffic lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing traffic levels and LOS on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

#### *(b) Temporary Loss of Access*

- The length of time any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access within 0.25 mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

*(c) Temporary Loss of Bus Stops or Rerouting of Bus Lines*

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location (within a 0.25-mile radius) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a 0.25-mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend, or holiday, and whether the existing bus route typically provides service on that/those day(s).

*(d) Temporary Loss of On-Street Parking*

- The current utilization of on-street parking;
- The availability of alternative parking locations or public transit options (e.g., bus, train) within a 0.25-mile radius of the project site; and
- The length of time that existing parking spaces would be unavailable.

Based on all of the above factors, the proposed Project would have a significant impact related to construction activities if, for any of the impact areas identified above, it would:

- Cause a potential inconvenience in the performance of one's daily activities (i.e., an impact on traffic operations); or
- Cause a public safety concern.

## (6) Parking

The *City of Los Angeles CEQA Thresholds Guide* (page L.7-2) states that a project would normally have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project. As such, the proposed Project would result in a significant parking impact if the proposed Project provides less parking than needed as determined through an analysis of the proposed Project's parking demand.

## c. Project Impacts

### (1) Intersection Level of Service

#### (a) Project Trip Generation

The number of trips expected to be generated by the proposed Project was estimated using both empirical data and rates published in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008),<sup>5</sup> a national standard used by the traffic engineering profession.

The trip generation for the office component of the proposed Project was estimated using *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2003). The trip generation for the sound stages, support, and production office land uses was based on empirical studies of trip generation at other studios in Los Angeles.<sup>6</sup> The primary difference between production office and office, for trip-generation purposes, is that production office trips exhibit greater spreading across morning peaks and afternoon peaks due to the nature of the work taking place. Therefore, the trips generated by production office during the standard commuter peak hours are fewer than those generated by a typical office building. Over the course of a day, both types of office uses generate a similar number of trips.

Trip generation for the retail components of the proposed Project was based on rates published in *Trip Generation, 8th Edition*. While the proposed retail components of the proposed Project are intended to serve the employees, visitors, and guests of the Applicant, for purposes of the trip generation estimates it was conservatively assumed that retail located at the Ancillary Lots and the portion of the retail within the Main Lot could generate its own trips. The remainder of the retail located inside the Main Lot would generate no trips on its own; therefore, an “internal capture” adjustment of 100 percent was made to the internal retail component of the proposed Project. A 25 percent internal

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<sup>5</sup> After establishment of a memorandum of understanding with LADOT using the trip generation rates and estimates described above, ITE released *Trip Generation, 9th Edition* (September, 2012). The new edition of *Trip Generation* reported slightly higher trip generation rates for office and retail uses. In light of this, a supplemental transportation impact analysis was conducted for the proposed Project based on the rates provided in *Trip Generation, 9th Edition* for office and retail land uses, and is provided in Appendix I of the Traffic Study included as Appendix Q of this Draft EIR. The results of this analysis identified the same potential traffic impacts, before and after implementation of the Project TDM program and mitigation measures, as the analysis presented in this section and in the Traffic Study based on office and retail rates from *Trip Generation, 8th Edition*.

<sup>6</sup> These rates are found in *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report* (Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010).

capture adjustment was made to the portion of the retail on the Main Lot that was assumed to generate its own trips. Additionally, in accordance with LADOT traffic study guidelines, an adjustment of 50 percent of the trip generation estimates for “pass-by” trips was made for the retail within the Main Lot that was assumed to generate its own trips.

Table IV.K-8 on page IV.K-40 provides a summary of the trip-generation estimates for the proposed land uses. As indicated, it is estimated that after Project construction, the Project Site (including the existing components that would remain after construction) would generate a total of 21,226 daily trips on a typical weekday, including approximately 2,160 morning peak-hour trips (1,650 inbound, 510 outbound) and 2,288 afternoon peak-hour trips (688 inbound, 1,600 outbound). The existing land uses on the Project Site are estimated to currently generate a total of 11,396 daily trips on a typical weekday, including approximately 1,235 morning peak-hour trips (938 inbound, 297 outbound) and 1,255 afternoon peak-hour trips (391 inbound, 864 outbound). The proposed Project is, therefore, expected to generate a net total of 9,830 daily trips on a typical weekday, including approximately 925 morning peak-hour trips (712 inbound, 213 outbound) and 1,033 afternoon peak-hour trips (297 inbound, 736 outbound).

*(b) Trip Distribution/Traffic Assignment*

The second and third components of the travel demand analysis includes an estimation of the geographical distribution of origins and destinations for the trips generated by the proposed Project (trip distribution) and the assignment of these trips to the Study Area roadway system (traffic assignment). The general distribution pattern for the proposed Project’s Traffic Study was developed in conjunction with LADOT by reviewing residential ZIP Code data for all Paramount employees.

The traffic assignment process combined the proposed Project’s trip-generation and trip-distribution forecasts and assigns the proposed Project’s trips to the individual streets located within the Study Area.

*(c) Existing with Project Intersection Operations (Existing with Project Before Mitigation)*

The Existing with Project analysis assumes the proposed Project is constructed to full buildout and added to existing traffic conditions. This traffic analysis does not include any ambient or related project traffic growth, any of the future roadway and infrastructure improvements, nor any of the features or benefits of the proposed Project’s TDM program or mitigation measures. Existing with Project intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table IV.K-9 and Table IV.K-10 on page IV.K-41 and page IV.K-46, respectively, for signalized and unsignalized intersections, respectively.

**Table IV.K-8**  
**Project Trip-Generation Estimates**

Trip-Generation Rates <sup>a</sup>									
Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Stage	<sup>b</sup>	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Support	<sup>b</sup>	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
Production Office	<sup>b</sup>	per ksf	9.34	62%	38%	0.66	45%	55%	0.63
Office	710	per ksf	<sup>c</sup>	88%	12%	<sup>c</sup>	17%	83%	<sup>c</sup>
Retail <sup>d</sup>	814	per ksf	44.32	61%	39%	1.03	44%	56%	2.71

Trip-Generation Estimates									
Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project									
Stage	b	383.100 ksf	2,264	49	28	77	66	99	165
Support	b	587.900 ksf	2,434	233	126	359	151	184	335
Production Office	b	967.800 ksf	9,039	396	243	639	275	335	610
Transit Adjustment 15%			-1,356	-60	-36	-96	-41	-51	-92
Office	710	1,184.400 ksf	8,949	1,192	163	1,355	239	1,166	1,405
Transit Adjustment 15%			-1,342	-179	-24	-203	-36	-175	-211
Retail (South Side of Melrose)	814	31.000 ksf	1,374	20	12	32	37	47	84
Pass-By Adjustment 50%			-687	-10	-6	-16	-18	-24	-42
Retail (North Side of Melrose)	814	33.200 ksf	1,471	21	13	34	40	50	90
Pass-By Adjustment 50%			-736	-10	-7	-17	-20	-25	-45
Internal Capture 25%			-184	-2	-2	-4	-5	-6	-11
Retail (Main Lot)	814	47.000 ksf	2,083	29	19	48	56	71	127
Internal Capture 100%			-2,083	-29	-19	-48	-56	-71	-127
Total Proposed Project			21,226	1,650	510	2,160	688	1,600	2,288
Existing Site									
Stage	b	362.100 ksf	2,140	45	27	72	62	94	156
Support	b	586.000 ksf	2,426	232	125	357	150	184	334
Production Office	b	332.300 ksf	3,104	136	83	219	94	115	209
Transit Adjustment 15%			-466	-20	-13	-33	-14	-17	-31
Office	710	546.300 ksf	4,932	642	88	730	117	574	691
Transit Adjustment 15%			-740	-97	-13	-110	-18	-86	-104
Retail (Along Melrose)	814	0.000 ksf	0	0	0	0	0	0	0
Pass-By Adjustment 50%			0	0	0	0	0	0	0
Retail (Main Lot)	814	22.000 ksf	975	14	9	23	26	34	60
Internal Capture 100%			-975	-14	-9	-23	-26	-34	-60
Total Existing Site			11,396	938	297	1,235	391	864	1,255
Net Project Development									
Stage		21.000 ksf	124	4	1	5	4	5	9
Support		1.900 ksf	8	1	1	2	1	0	1
Production Office		635.500 ksf	5,045	220	137	357	154	186	340
Office		638.100 ksf	3,415	468	64	532	104	503	607
Retail (Along Melrose)		64.200 ksf	1,238	19	10	29	34	42	76
Retail (Main Lot)		25.000 ksf	0	0	0	0	0	0	0
Net New Trips			9,830	712	213	925	297	736	1,033

*ksf = 1,000 square feet*

<sup>a</sup> Source: Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008, except as noted.

<sup>b</sup> Rate based on empirical rate from Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.

<sup>c</sup> Trip-generation rate based on the best-fit curve formula for the Office land use (ITE 710).

Daily = $\ln(T) = 0.77 \ln(X) + 3.65$	$T$ = Average Vehicle Trips
A.M. Peak Hour = $\ln(T) = 0.8 \ln(X) + 1.55$	$X$ = Gross Leasable Area (ksf)
P.M. Peak Hour = $T = 1.12 (X) + 78.81$	

<sup>d</sup> A.M. peak-hour trip-generation rate is that of Shopping Center, ITE 820.

Source: Gibson Transportation Consulting, Inc., 2015.

**Table IV.K-9**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
1.	La Brea Avenue & Melrose Avenue	A.M.	0.903	E	0.909	E	0.006	No	0.871	D	-0.032	No
		P.M.	0.891	D	0.898	D	0.007	No	0.860	D	-0.031	No
2.	La Brea Avenue & Beverly Boulevard	A.M.	0.930	E	0.931	E	0.001	No	0.903	E	-0.027	No
		P.M.	0.987	E	0.992	E	0.005	No	0.961	E	-0.026	No
3.	La Brea Avenue & 3rd Street	A.M.	0.905	E	0.905	E	0.000	No	0.878	D	-0.027	No
		P.M.	0.852	D	0.852	D	0.000	No	0.826	D	-0.026	No
4.	La Brea Avenue & Wilshire Boulevard	A.M.	0.853	D	0.853	D	0.000	No	0.827	D	-0.026	No
		P.M.	0.819	D	0.819	D	0.000	No	0.794	C	-0.025	No
5.	Highland Avenue & Sunset Boulevard	A.M.	0.937	E	0.937	E	0.000	No	0.909	E	-0.028	No
		P.M.	0.851	D	0.851	D	0.000	No	0.825	D	-0.026	No
6.	Highland Avenue & Fountain Avenue	A.M.	0.701	C	0.704	C	0.003	No	0.682	B	-0.019	No
		P.M.	0.692	B	0.697	B	0.005	No	0.674	B	-0.018	No
7.	Highland Avenue & Santa Monica Boulevard	A.M.	0.896	D	0.898	D	0.002	No	0.860	D	-0.036	No
		P.M.	0.795	C	0.802	D	0.007	No	0.766	C	-0.029	No
8.	Highland Avenue & Melrose Avenue	A.M.	0.935	E	0.950	E	0.015	Yes	0.908	E	-0.028	No
		P.M.	1.036	F	1.052	F	0.016	Yes	1.007	F	-0.029	No
9.	Highland Avenue & Beverly Boulevard	A.M.	0.985	E	0.988	E	0.003	No	0.958	E	-0.027	No
		P.M.	1.004	F	1.012	F	0.008	No	0.981	E	-0.023	No
10.	Highland Avenue & 3rd Street	A.M.	0.999	E	0.999	E	0.000	No	0.969	E	-0.030	No
		P.M.	0.853	D	0.855	D	0.002	No	0.828	D	-0.025	No
11.	Highland Avenue & Wilshire Boulevard	A.M.	0.955	E	0.961	E	0.006	No	0.930	E	-0.025	No
		P.M.	0.937	E	0.939	E	0.002	No	0.910	E	-0.027	No
12.	June Street & Melrose Avenue	A.M.	0.525	A	0.529	A	0.004	No	0.501	A	-0.024	No
		P.M.	0.495	A	0.507	A	0.012	No	0.480	A	-0.015	No
13.	Wilcox Avenue & Melrose Avenue	A.M.	0.559	A	0.562	A	0.003	No	0.534	A	-0.025	No
		P.M.	0.519	A	0.532	A	0.013	No	0.503	A	-0.016	No
14.	Cahuenga Boulevard & Hollywood Boulevard	A.M.	0.671	B	0.676	B	0.005	No	0.655	B	-0.016	No
		P.M.	0.577	A	0.577	A	0.000	No	0.560	A	-0.017	No



**Table IV.K-9 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
15.	Cahuenga Boulevard & Sunset Boulevard	A.M.	0.761	C	0.764	C	0.003	No	0.740	C	-0.021	No
		P.M.	0.637	B	0.646	B	0.009	No	0.625	B	-0.012	No
16.	Cole Avenue & Santa Monica Boulevard	A.M.	0.505	A	0.507	A	0.002	No	0.481	A	-0.024	No
		P.M.	0.487	A	0.491	A	0.004	No	0.464	A	-0.023	No
17.	Cahuenga Boulevard & Santa Monica Boulevard	A.M.	0.651	B	0.658	B	0.007	No	0.626	B	-0.025	No
		P.M.	0.619	B	0.629	B	0.010	No	0.597	A	-0.022	No
18.	Cahuenga Boulevard & Melrose Avenue	A.M.	0.631	B	0.635	B	0.004	No	0.605	B	-0.026	No
		P.M.	0.779	C	0.785	C	0.006	No	0.749	C	-0.030	No
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue <sup>a</sup>	A.M.	0.727	C	0.744	C	0.017	No	0.708	C	-0.019	No
		P.M.	0.748	C	0.807	D	0.059	Yes	0.760	C	0.012	No
20.	US 101 SB Off-Ramp/Vine Street & Franklin Avenue <sup>a</sup>	A.M.	0.340	A	0.340	A	0.000	No	0.320	A	-0.020	No
		P.M.	0.410	A	0.410	A	0.000	No	0.388	A	-0.022	No
21.	Vine Street & Hollywood Boulevard	A.M.	0.691	B	0.719	C	0.028	No	0.690	B	-0.001	No
		P.M.	0.616	B	0.631	B	0.015	No	0.609	B	-0.007	No
22.	Vine Street & Sunset Boulevard	A.M.	0.828	D	0.862	D	0.034	Yes	0.828	D	0.000	No
		P.M.	0.855	D	0.873	D	0.018	No	0.843	D	-0.012	No
23.	Vine Street & Fountain Avenue	A.M.	0.697	B	0.725	C	0.028	No	0.695	B	-0.002	No
		P.M.	0.809	D	0.825	D	0.016	No	0.796	C	-0.013	No
24.	Vine Street & Santa Monica Boulevard	A.M.	0.820	D	0.842	D	0.022	Yes	0.802	D	-0.018	No
		P.M.	0.814	D	0.832	D	0.018	No	0.792	C	-0.022	No
25.	Vine Street/Rossmore Avenue & Melrose Avenue	A.M.	0.832	D	0.837	D	0.005	No	0.800	C	-0.032	No
		P.M.	0.871	D	0.895	D	0.024	Yes	0.852	D	-0.019	No
26.	Rossmore Avenue & Beverly Boulevard	A.M.	0.772	C	0.774	C	0.002	No	0.751	C	-0.021	No
		P.M.	0.817	D	0.825	D	0.008	No	0.799	C	-0.018	No
27.	Rossmore Avenue & 3rd Street	A.M.	1.007	F	1.009	F	0.002	No	0.978	E	-0.029	No
		P.M.	0.821	D	0.825	D	0.004	No	0.798	C	-0.023	No
28.	Rossmore Avenue & Wilshire Boulevard	A.M.	0.646	B	0.650	B	0.004	No	0.630	B	-0.017	No
		P.M.	0.629	B	0.635	B	0.006	No	0.614	B	-0.015	No

**Table IV.K-9 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
29.	Gower Street & Franklin Avenue	A.M.	0.649	B	0.661	B	0.012	No	0.628	B	-0.021	No
		P.M.	0.530	A	0.550	A	0.020	No	0.515	A	-0.016	No
30.	Gower Street & Hollywood Boulevard	A.M.	0.717	C	0.777	C	0.060	Yes	0.730	C	0.013	No
		P.M.	0.575	A	0.609	B	0.034	No	0.573	A	-0.002	No
31.	Gower Street & Sunset Boulevard	A.M.	0.932	E	1.004	F	0.072	Yes	0.947	E	0.015	Yes
		P.M.	0.873	D	0.942	E	0.069	Yes	0.879	D	0.006	No
32.	Gower Street & Fountain Avenue	A.M.	0.447	A	0.533	A	0.086	No	0.487	A	0.040	No
		P.M.	0.561	A	0.596	A	0.035	No	0.560	A	-0.001	No
33.	Gower Street & Santa Monica Boulevard	A.M.	0.779	C	0.845	D	0.066	Yes	0.785	C	0.006	No
		P.M.	0.786	C	0.949	E	0.163	Yes	0.792	C	0.006	No
34.	Gower Street & Melrose Avenue	A.M.	0.759	C	0.790	C	0.031	No	0.616	B	-0.143	No
		P.M.	0.738	C	0.806	D	0.068	Yes	0.634	B	-0.104	No
35.	Larchmont Boulevard & Melrose Avenue	A.M.	0.479	A	0.515	A	0.036	No	0.482	A	0.003	No
		P.M.	0.551	A	0.584	A	0.033	No	0.549	A	-0.002	No
36.	Larchmont Boulevard & Beverly Boulevard	A.M.	0.563	A	0.575	A	0.012	No	0.556	A	-0.007	No
		P.M.	0.612	B	0.622	B	0.010	No	0.601	B	-0.011	No
37.	Larchmont Boulevard & 3rd Street	A.M.	0.580	A	0.584	A	0.004	No	0.565	A	-0.015	No
		P.M.	0.425	A	0.429	A	0.004	No	0.414	A	-0.011	No
38.	Bronson Avenue & Santa Monica Boulevard	A.M.	0.588	A	0.621	B	0.033	No	0.584	A	-0.004	No
		P.M.	0.461	A	0.512	A	0.051	No	0.476	A	0.015	No
39.	Plymouth Boulevard & Melrose Avenue	A.M.	0.423	A	0.443	A	0.020	No	0.416	A	-0.007	No
		P.M.	0.471	A	0.497	A	0.026	No	0.466	A	-0.005	No
40.	Windsor Boulevard & Melrose Avenue	A.M.	0.533	A	0.616	B	0.083	No	0.568	A	0.035	No
		P.M.	0.516	A	0.591	A	0.075	No	0.546	A	0.030	No
41.	Bronson Avenue & Melrose Avenue	A.M.	0.530	A	0.647	B	0.117	No	0.590	A	0.060	No
		P.M.	0.553	A	0.640	B	0.087	No	0.591	A	0.038	No
42.	Crenshaw Boulevard & Wilshire Boulevard <sup>a</sup>	A.M.	0.766	C	0.774	C	0.008	No	0.748	C	-0.018	No
		P.M.	0.785	C	0.799	C	0.014	No	0.772	C	-0.013	No

**Table IV.K-9 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
43.	US 101 NB Ramps & Hollywood Boulevard <sup>a</sup>	A.M.	0.550	A	0.550	A	0.000	No	0.534	A	-0.017	No
		P.M.	0.545	A	0.545	A	0.000	No	0.529	A	-0.016	No
44.	Van Ness Avenue & Santa Monica Boulevard	A.M.	0.687	B	0.779	C	0.092	Yes	0.724	C	0.037	No
		P.M.	0.717	C	0.895	D	0.178	Yes	0.818	D	0.101	Yes
45.	Van Ness Avenue & Lemon Grove Avenue	A.M.	0.396	A	0.539	A	0.143	No	0.490	A	0.094	No
		P.M.	0.447	A	0.553	A	0.106	No	0.502	A	0.055	No
46.	Van Ness Avenue & Melrose Avenue	A.M.	0.705	C	0.799	C	0.094	Yes	0.743	C	0.038	No
		P.M.	0.723	C	0.805	D	0.082	Yes	0.754	C	0.031	No
47.	Van Ness Avenue & Beverly Boulevard	A.M.	0.601	B	0.607	B	0.006	No	0.587	A	-0.014	No
		P.M.	0.603	B	0.607	B	0.004	No	0.588	A	-0.015	No
48.	Wilton Place & Santa Monica Boulevard	A.M.	0.615	B	0.643	B	0.028	No	0.600	A	-0.015	No
		P.M.	0.619	B	0.679	B	0.060	No	0.636	B	0.017	No
49.	Wilton Place & Melrose Avenue	A.M.	0.713	C	0.801	D	0.088	Yes	0.747	C	0.034	No
		P.M.	0.763	C	0.843	D	0.080	Yes	0.790	C	0.027	No
50.	Wilton Place & Beverly Boulevard	A.M.	0.795	C	0.799	C	0.004	No	0.773	C	-0.022	No
		P.M.	0.897	D	0.912	E	0.015	Yes	0.882	D	-0.015	No
51.	Wilton Place & 2nd Street <sup>a</sup>	A.M.	0.555	A	0.558	A	0.003	No	0.540	A	-0.015	No
		P.M.	0.534	A	0.543	A	0.009	No	0.525	A	-0.009	No
52.	Wilton Place & 3rd Street	A.M.	0.882	D	0.891	D	0.009	No	0.862	D	-0.020	No
		P.M.	0.835	D	0.839	D	0.004	No	0.814	D	-0.021	No
53.	Wilton Place & Wilshire Boulevard	A.M.	0.659	B	0.669	B	0.010	No	0.647	B	-0.012	No
		P.M.	0.715	C	0.715	C	0.000	No	0.694	B	-0.021	No
54.	Western Avenue & Santa Monica Boulevard	A.M.	0.894	D	0.942	E	0.048	Yes	0.888	D	-0.006	No
		P.M.	0.852	D	0.907	E	0.055	Yes	0.849	D	-0.003	No
55.	Western Avenue & Melrose Avenue	A.M.	0.775	C	0.843	D	0.068	Yes	0.792	C	0.017	No
		P.M.	0.823	D	0.869	D	0.046	Yes	0.823	D	0.000	No
56.	Western Avenue & Beverly Boulevard	A.M.	0.738	C	0.743	C	0.005	No	0.720	C	-0.018	No
		P.M.	0.663	B	0.679	B	0.016	No	0.655	B	-0.008	No

**Table IV.K-9 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
57.	Western Avenue & 3rd Street	A.M.	0.860	D	0.861	D	0.001	No	0.835	D	-0.025	No
		P.M.	0.729	C	0.746	C	0.017	No	0.720	C	-0.009	No
58.	Western Avenue & Wilshire Boulevard	A.M.	0.749	C	0.753	C	0.004	No	0.729	C	-0.020	No
		P.M.	0.783	C	0.790	C	0.007	No	0.763	C	-0.020	No
59.	US 101 SB On-Ramp & Santa Monica Boulevard	A.M.	0.435	A	0.455	A	0.020	No	0.426	A	-0.009	No
		P.M.	0.446	A	0.454	A	0.008	No	0.428	A	-0.018	No
60.	US 101 NB Off-Ramp & Santa Monica Boulevard	A.M.	0.534	A	0.553	A	0.019	No	0.521	A	-0.013	No
		P.M.	0.566	A	0.578	A	0.012	No	0.549	A	-0.017	No
61.	Harvard Boulevard & Melrose Avenue	A.M.	0.400	A	0.431	A	0.031	No	0.401	A	0.001	No
		P.M.	0.441	A	0.473	A	0.032	No	0.441	A	0.000	No
62.	Ardmore Avenue & Melrose Avenue	A.M.	0.637	B	0.663	B	0.026	No	0.627	B	-0.010	No
		P.M.	0.781	C	0.813	D	0.032	Yes	0.772	C	-0.009	No
63.	Normandie Avenue & Melrose Avenue	A.M.	0.749	C	0.778	C	0.029	No	0.738	C	-0.011	No
		P.M.	0.890	D	0.916	E	0.026	Yes	0.873	D	-0.017	No
64.	Normandie Avenue & Beverly Boulevard	A.M.	0.534	A	0.534	A	0.000	No	0.518	A	-0.016	No
		P.M.	0.578	A	0.578	A	0.000	No	0.561	A	-0.017	No
65.	US 101 NB Off-Ramp & Melrose Avenue	A.M.	0.640	B	0.665	B	0.025	No	0.629	B	-0.011	No
		P.M.	0.583	A	0.594	A	0.011	No	0.564	A	-0.019	No

<sup>a</sup> CMA calculation conducted by hand due to irregularity of intersection configuration.

Source: Gibson Transportation Consulting, Inc., 2015.

**Table IV.K-10**  
**Existing With Project Before and After Mitigation Conditions—Unsignalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing			Existing With Project Before Mitigation				Existing With Project With Mitigation				Meets Criteria for Signalization <sup>a</sup>
			Delay	LOS	Meets Signal Warrants	Delay	LOS	Project Traffic	Meets Signal Warrants	Delay	LOS	Project Traffic	Meets Signal Warrants <sup>a</sup>	
1.	Beachwood Drive & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.3 0.3	A A	No	0.3 0.4	A A	195 217	No	0.3 0.4	A A	150 169	No	No
2.	Irving Boulevard & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.3 0.1	A A	No	0.3 0.1	A A	234 256	No	0.3 0.1	A A	179 199	No	No
3.	Larchmont Boulevard & Clinton Street	A.M. P.M.	9.7 9.6	A A	No	9.9 9.8	A A	37 41	No	9.8 9.7	A A	28 32	No	No
4.	Windsor Boulevard & Clinton Street	A.M. P.M.	7.6 7.4	A A	No	7.6 7.5	A A	2 7	No	7.6 7.4	A A	1 5	No	No
5.	Bronson Avenue & Clinton Street	A.M. P.M.	7.4 7.4	A A	No	7.4 7.4	A A	2 7	No	7.4 7.4	A A	1 5	No	No
6.	Gower Street & US 101 SB Off-Ramp/Yucca Street <sup>b</sup>	A.M. P.M.	14.1 4.6	B A	Yes	22.1 5.0	C A	121 161	Yes	19.8 4.9	C A	92 125	Yes	No
7.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	A.M. P.M.	11.6 9.3	B A	No	12.4 9.4	B A	64 27	No	12.2 9.4	B A	49 21	No	No
8.	Western Avenue & US 101 NB On-Ramp <sup>b</sup>	A.M. P.M.	4.5 3.4	A A	Yes	6.3 9.2	A A	49 150	Yes	5.7 7.2	A A	36 117	Yes	No
9.	US 101 SB Off-Ramp & Lexington Avenue	A.M. P.M.	26.4 15.1	D C	No	40.8 16.8	E C	71 30	No	36.6 16.4	E C	54 23	No	No
10.	Normandie Avenue & US 101 NB On-Ramp/Monroe Street <sup>b</sup>	A.M. P.M.	28.1 8.3	D A	Yes	29.5 9.1	D A	13 25	Yes	29.1 8.9	D A	9 19	Yes	No
11.	US 101 SB On-Ramp & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.7 0.8	A A	Yes	0.7 0.8	A A	92 103	Yes	0.7 0.8	A A	69 80	Yes	No

**Table IV.K-10 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Unsignalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing			Existing With Project Before Mitigation				Existing With Project With Mitigation				Meets Criteria for Signalization <sup>a</sup>
			Delay	LOS	Meets Signal Warrants	Delay	LOS	Project Traffic	Meets Signal Warrants	Delay	LOS	Project Traffic	Meets Signal Warrants <sup>a</sup>	
<div><div><sup>a</sup></div><div><i>A signal warrant is a technical analysis of an unsignalized intersection to determine whether the intersection meets certain minimum criteria to warrant installation of a traffic signal. The signal warrant analysis is one of three factors LADOT uses to determine whether a signal should be installed as part of a project. Other factors include whether the intersection would operate at LOS E or F under the current method of control, and whether the project adds traffic to the intersection. The decision on whether a traffic signal should be installed is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street.</i></div></div> <div><div><sup>b</sup></div><div><i>Average delay reported at 2-way stop-controlled or uncontrolled location.</i></div></div> <div><i>Source: Gibson Transportation Consulting, Inc., 2015.</i></div>														

As shown in Table IV.K-9, of the 65 signalized study intersections, 51 are projected to operate at LOS D or better during both the morning and afternoon peak hours under the Existing with Project conditions. The remaining 14 intersections are projected to operate at LOS E or F during one or both peak hours. Under Existing with Project conditions, as shown in Table IV.K-11 on page IV.K-49, the proposed Project would result in 11 significant impacts during the morning peak hour and 14 significant impacts during the afternoon peak hour at signalized intersections before implementation of the Project TDM program or mitigation measures. Because intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 17 of the 65 signalized study intersections are expected to be impacted during either the morning or afternoon peak hours under Existing with Project conditions. The remaining 48 signalized intersections would not be significantly impacted.

The following are those signalized intersections where significant impacts would occur under Existing with Project Conditions without the proposed Project's TDM program and mitigation measures:

No.	Intersection	Peak Hour	
		A.M.	P.M.
8.	Highland Avenue & Melrose Avenue	Yes	Yes
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue	No	Yes
22.	Vine Street & Sunset Boulevard	Yes	No
24.	Vine Street & Santa Monica Boulevard	Yes	No
25.	Vine Street/Rossmore Avenue & Melrose Avenue	No	Yes
30.	Gower Street & Hollywood Boulevard	Yes	No
31.	Gower Street & Sunset Boulevard	Yes	Yes
33.	Gower Street & Santa Monica Boulevard	Yes	Yes
34.	Gower Street & Melrose Avenue	No	Yes
44.	Van Ness Avenue & Santa Monica Boulevard	Yes	Yes
46.	Van Ness Avenue & Melrose Avenue	Yes	Yes
49.	Wilton Place & Melrose Avenue	Yes	Yes
50.	Wilton Place & Beverly Boulevard	No	Yes
54.	Western Avenue & Santa Monica Boulevard	Yes	Yes
55.	Western Avenue & Melrose Avenue	Yes	Yes
62.	Ardmore Avenue & Melrose Avenue	No	Yes
63.	Normandie Avenue & Melrose Avenue	No	Yes

As described in more detail below, with the implementation of the proposed Project's TDM program and mitigation program, under Existing with Project conditions, Project impacts at 63 of the 65 signalized intersections would be reduced to less-than-significant levels. Significant impacts would remain at the following two intersections: (1) Intersection

**Table IV.K-11**  
**Existing With Project Conditions Before Mitigation—Significant Impact Summary**

Peak Hour	Significantly Impacted Signalized Intersections at LOS				Total
	C	D	E	F	
Morning Peak Hour	3	5	2	1	11
Afternoon Peak Hour	0	8	5	1	14
<b>Total Significantly Impacted Signalized Intersections Under Existing with Project Conditions, Before Mitigation</b>					<b>17</b>
<i>Intersections may be impacted in both morning and afternoon peak hour.</i> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>					

No. 31: Gower Street & Sunset Boulevard (morning peak hour); and (2) Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour).

As shown in Table IV.K-10 on page IV.K-46, of the 11 unsignalized study intersections, 10 are projected to operate at LOS D or better during the morning peak hour under the Existing with Project conditions. The remaining intersection, US 101 Southbound Off-Ramp & Lexington Avenue (Unsignalized Intersection No. 9), is projected to operate at LOS E during the morning peak hour under the Existing with Project with Mitigation conditions. However, the intersection does not meet signal warrants, and thus does not meet the City's criteria for signalization.

Based on the *City of Los Angeles CEQA Thresholds Guide* methodology for analyzing unsignalized intersections, under Existing with Project conditions before mitigation, the proposed Project would cause significant impacts at the following two unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US 101 Southbound Off-Ramp/Yucca Street; and (2) Unsignalized Intersection No. 8: Western Avenue & US 101 Northbound On-Ramp. For the detailed calculations used to determine this, refer to Appendix B "L.A. CEQA Thresholds Guide Methodology Analysis of Unsignalized Intersections" of the Traffic Study, which is included as Appendix Q of the Draft EIR.

With implementation of the proposed Project's TDM program and mitigation measures, the potential significant impact at the unsignalized intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street would be reduced to a less-than-significant level. While the installation of a traffic signal at the intersection of Western Avenue & US-101 Northbound On-Ramp would reduce this potential impact to a less-than-significant level, this intersection does not meet LADOT's criteria for signalization. The decision on



whether a traffic signal will be installed at this location is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at this location, a significant and unavoidable impact would remain at the unsignalized intersection based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

*(d) Future with Project Intersection Operations (Future with Project Before Mitigation)*

The Future with Project analysis assumes the proposed Project is constructed to full buildout and added to future traffic conditions, which comprises existing traffic, interim projects, ambient and related project traffic growth, and future roadway and infrastructure improvements, but does not include any of the features or benefits of the proposed Project's TDM program and mitigation measures. Future with Project intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table IV.K-12 and Table IV.K-13 on page IV.K-51 and page IV.K-57 for signalized and unsignalized intersections, respectively.

As shown in Table IV.K-12, of the 65 signalized study intersections, 41 would operate at LOS D or better during both the morning and afternoon peak hours under Future with Project conditions. The remaining 24 intersections would operate at LOS E or F during at least one analyzed peak hour. Under Future with Project conditions, as shown in Table IV.K-14 on page IV.K-58, the proposed Project would result in 13 significant impacts during the morning peak hour and 16 significant impacts during the afternoon peak hour at signalized intersections before implementation of the Project's TDM program or mitigation measures. As intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 19 of the 65 signalized study intersections are expected to be impacted during either the morning or afternoon peak hours under Future with Project conditions before mitigation. The remaining 46 signalized intersections would not be significantly impacted.

**Table IV.K-12**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
1.	La Brea Avenue & Melrose Avenue	A.M. P.M.	0.933 0.931	E E	0.939 0.938	E E	0.006 0.007	No No	0.900 0.898	D D	-0.033 -0.033	No No
2.	La Brea Avenue & Beverly Boulevard	A.M. P.M.	0.957 1.023	E F	0.959 1.027	E F	0.002 0.004	No No	0.929 0.996	E E	-0.028 -0.027	No No
3.	La Brea Avenue & 3rd Street	A.M. P.M.	0.931 0.879	E D	0.931 0.879	E D	0.000 0.000	No No	0.903 0.853	E D	-0.028 -0.026	No No
4.	La Brea Avenue & Wilshire Boulevard	A.M. P.M.	1.041 0.946	F E	1.042 0.947	F E	0.001 0.001	No No	1.010 0.919	F E	-0.031 -0.027	No No
5.	Highland Avenue & Sunset Boulevard	A.M. P.M.	0.982 0.888	E D	0.982 0.888	E D	0.000 0.000	No No	0.953 0.861	E D	-0.029 -0.027	No No
6.	Highland Avenue & Fountain Avenue	A.M. P.M.	0.720 0.711	C C	0.723 0.715	C C	0.003 0.004	No No	0.699 0.693	B B	-0.021 -0.018	No No
7.	Highland Avenue & Santa Monica Boulevard	A.M. P.M.	0.937 0.864	E D	0.939 0.871	E D	0.002 0.007	No No	0.900 0.833	D D	-0.037 -0.031	No No
8.	Highland Avenue & Melrose Avenue	A.M. P.M.	0.971 1.073	E F	0.986 1.089	E F	0.015 0.016	Yes Yes	0.942 1.044	E F	-0.029 -0.029	No No
9.	Highland Avenue & Beverly Boulevard	A.M. P.M.	1.014 1.035	F F	1.017 1.042	F F	0.003 0.007	No No	0.985 1.010	E F	-0.029 -0.025	No No
10.	Highland Avenue & 3rd Street	A.M. P.M.	1.028 0.875	F D	1.029 0.878	F D	0.001 0.003	No No	0.998 0.852	E D	-0.030 -0.023	No No
11.	Highland Avenue & Wilshire Boulevard	A.M. P.M.	1.147 1.074	F F	1.152 1.076	F F	0.005 0.002	No No	1.116 1.043	F F	-0.031 -0.031	No No
12.	June Street & Melrose Avenue	A.M. P.M.	0.531 0.507	A A	0.535 0.520	A A	0.004 0.013	No No	0.508 0.491	A A	-0.023 -0.016	No No
13.	Wilcox Avenue & Melrose Avenue	A.M. P.M.	0.584 0.545	A A	0.587 0.557	A A	0.003 0.012	No No	0.559 0.528	A A	-0.025 -0.017	No No

**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
14.	Cahuenga Boulevard & Hollywood Boulevard	A.M. P.M.	0.735 0.641	C B	0.740 0.641	C B	0.005 0.000	No No	0.717 0.622	C B	-0.018 -0.019	No No
15.	Cahuenga Boulevard & Sunset Boulevard	A.M. P.M.	0.803 0.697	D B	0.805 0.705	D C	0.002 0.008	No No	0.781 0.683	C B	-0.022 -0.014	No No
16.	Cole Avenue & Santa Monica Boulevard	A.M. P.M.	0.546 0.531	A A	0.548 0.535	A A	0.002 0.004	No No	0.521 0.508	A A	-0.025 -0.023	No No
17.	Cahuenga Boulevard & Santa Monica Boulevard	A.M. P.M.	0.695 0.677	B B	0.701 0.686	C B	0.006 0.009	No No	0.668 0.652	B B	-0.027 -0.025	No No
18.	Cahuenga Boulevard & Melrose Avenue	A.M. P.M.	0.645 0.803	B D	0.649 0.809	B D	0.004 0.006	No No	0.620 0.774	B C	-0.025 -0.029	No No
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.795 0.901	C E	0.811 0.960	D E	0.016 0.059	No Yes	0.774 0.908	C E	-0.021 0.007	No No
20.	US 101 SB Off-Ramp/Vine Street & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.340 0.425	A A	0.340 0.425	A A	0.000 0.000	No No	0.320 0.402	A A	-0.020 -0.023	No No
21.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.785 0.725	C C	0.814 0.741	D C	0.029 0.016	Yes No	0.783 0.715	C C	-0.002 -0.010	No No
22.	Vine Street & Sunset Boulevard	A.M. P.M.	0.896 0.962	D E	0.930 0.980	E E	0.034 0.018	Yes Yes	0.894 0.947	D E	-0.002 -0.015	No No
23.	Vine Street & Fountain Avenue	A.M. P.M.	0.732 0.862	C D	0.759 0.879	C D	0.027 0.017	No No	0.730 0.849	C D	-0.002 -0.013	No No
24.	Vine Street & Santa Monica Boulevard	A.M. P.M.	0.919 0.875	E D	0.941 0.893	E D	0.022 0.018	Yes No	0.898 0.851	D D	-0.021 -0.024	No No
25.	Vine Street/Rossmore Avenue & Melrose Avenue	A.M. P.M.	0.869 0.909	D E	0.875 0.933	D E	0.006 0.024	No Yes	0.837 0.889	D D	-0.032 -0.020	No No
26.	Rossmore Avenue & Beverly Boulevard	A.M. P.M.	0.799 0.856	C D	0.801 0.864	D D	0.002 0.008	No No	0.776 0.836	C D	-0.023 -0.020	No No

**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
27.	Rossmore Avenue & 3rd Street	A.M. P.M.	1.054 0.864	F D	1.056 0.870	F D	0.002 0.006	No No	1.023 0.842	F D	-0.031 -0.022	No No
28.	Rossmore Avenue & Wilshire Boulevard	A.M. P.M.	0.816 0.733	D C	0.817 0.739	D C	0.001 0.006	No No	0.791 0.715	C C	-0.025 -0.018	No No
29.	Gower Street & Franklin Avenue	A.M. P.M.	0.679 0.545	B A	0.691 0.582	B A	0.012 0.037	No No	0.657 0.545	B A	-0.022 0.000	No No
30.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.852 0.677	D B	0.911 0.715	E C	0.059 0.038	Yes No	0.860 0.676	D B	0.008 -0.001	No No
31.	Gower Street & Sunset Boulevard	A.M. P.M.	1.000 0.941	E E	1.072 1.017	F F	0.072 0.070	Yes Yes	1.013 0.946	F E	0.013 0.005	Yes No
32.	Gower Street & Fountain Avenue	A.M. P.M.	0.463 0.582	A A	0.549 0.617	A B	0.086 0.035	No No	0.503 0.580	A A	0.040 -0.002	No No
33.	Gower Street & Santa Monica Boulevard	A.M. P.M.	0.836 0.832	D D	0.887 0.993	D E	0.051 0.161	Yes Yes	0.838 0.827	D D	0.002 -0.005	No No
34.	Gower Street & Melrose Avenue	A.M. P.M.	0.778 0.758	C C	0.809 0.826	D D	0.031 0.068	Yes Yes	0.667 0.687	B B	-0.111 -0.071	No No
35.	Larchmont Boulevard & Melrose Avenue	A.M. P.M.	0.483 0.560	A A	0.519 0.592	A A	0.036 0.032	No No	0.485 0.557	A A	0.002 -0.003	No No
36.	Larchmont Boulevard & Beverly Boulevard	A.M. P.M.	0.569 0.621	A B	0.581 0.631	A B	0.012 0.010	No No	0.561 0.610	A B	-0.008 -0.011	No No
37.	Larchmont Boulevard & 3rd Street	A.M. P.M.	0.586 0.423	A A	0.589 0.427	A A	0.003 0.004	No No	0.570 0.412	A A	-0.016 -0.011	No No
38.	Bronson Avenue & Santa Monica Boulevard	A.M. P.M.	0.616 0.468	B A	0.649 0.519	B A	0.033 0.051	No No	0.612 0.482	B A	-0.004 0.014	No No
39.	Plymouth Boulevard & Melrose Avenue	A.M. P.M.	0.423 0.472	A A	0.443 0.499	A A	0.020 0.027	No No	0.415 0.468	A A	-0.008 -0.004	No No

**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
40.	Windsor Boulevard & Melrose Avenue	A.M. P.M.	0.544 0.524	A A	0.627 0.600	B A	0.083 0.076	No No	0.578 0.555	A A	0.034 0.031	No No
41.	Bronson Avenue & Melrose Avenue	A.M. P.M.	0.544 0.565	A A	0.661 0.652	B B	0.117 0.087	No No	0.603 0.602	B B	0.059 0.037	No No
42.	Crenshaw Boulevard & Wilshire Boulevard <sup>a</sup>	A.M. P.M.	0.843 0.844	D D	0.851 0.856	D D	0.008 0.012	No No	0.823 0.828	D D	-0.020 -0.016	No No
43.	US 101 NB Ramps & Hollywood Boulevard <sup>a</sup>	A.M. P.M.	0.608 0.583	B A	0.608 0.583	B A	0.000 0.000	No No	0.590 0.566	A A	-0.018 -0.017	No No
44.	Van Ness Avenue & Santa Monica Boulevard	A.M. P.M.	0.726 0.763	C C	0.819 0.941	D E	0.093 0.178	Yes Yes	0.761 0.863	C D	0.035 0.100	No Yes
45.	Van Ness Avenue & Lemon Grove Avenue	A.M. P.M.	0.405 0.451	A A	0.548 0.562	A A	0.143 0.111	No No	0.499 0.511	A A	0.094 0.060	No No
46.	Van Ness Avenue & Melrose Avenue	A.M. P.M.	0.727 0.743	C C	0.821 0.825	D D	0.094 0.082	Yes Yes	0.764 0.772	C C	0.037 0.029	No No
47.	Van Ness Avenue & Beverly Boulevard	A.M. P.M.	0.609 0.610	B B	0.615 0.615	B B	0.006 0.005	No No	0.595 0.595	A A	-0.014 -0.015	No No
48.	Wilton Place & Santa Monica Boulevard	A.M. P.M.	0.646 0.656	B B	0.673 0.716	B C	0.027 0.060	No Yes	0.636 0.672	B B	-0.010 0.016	No No
49.	Wilton Place & Melrose Avenue	A.M. P.M.	0.737 0.791	C C	0.825 0.871	D D	0.088 0.080	Yes Yes	0.770 0.818	C D	0.033 0.027	No Yes
50.	Wilton Place & Beverly Boulevard	A.M. P.M.	0.812 0.921	D E	0.816 0.936	D E	0.004 0.015	No Yes	0.791 0.905	C E	-0.021 -0.016	No No
51.	Wilton Place & 2nd Street <sup>a</sup>	A.M. P.M.	0.559 0.537	A A	0.562 0.546	A A	0.003 0.009	No No	0.544 0.528	A A	-0.015 -0.009	No No
52.	Wilton Place & 3rd Street	A.M. P.M.	0.906 0.855	E D	0.915 0.859	E D	0.009 0.004	No No	0.886 0.833	D D	-0.020 -0.022	No No

**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
53.	Wilton Place & Wilshire Boulevard	A.M.	0.817	D	0.826	D	0.009	No	0.799	C	-0.018	No
		P.M.	0.858	D	0.858	D	0.000	No	0.832	D	-0.026	No
54.	Western Avenue & Santa Monica Boulevard	A.M.	0.923	E	0.992	E	0.069	Yes	0.936	E	0.013	Yes
		P.M.	0.901	E	0.945	E	0.044	Yes	0.890	D	-0.011	No
55.	Western Avenue & Melrose Avenue	A.M.	0.799	C	0.867	D	0.068	Yes	0.815	D	0.016	No
		P.M.	0.853	D	0.900	D	0.047	Yes	0.852	D	-0.001	No
56.	Western Avenue & Beverly Boulevard	A.M.	0.753	C	0.758	C	0.005	No	0.733	C	-0.020	No
		P.M.	0.675	B	0.690	B	0.015	No	0.666	B	-0.009	No
57.	Western Avenue & 3rd Street	A.M.	0.880	D	0.882	D	0.002	No	0.856	D	-0.024	No
		P.M.	0.744	C	0.762	C	0.018	No	0.735	C	-0.009	No
58.	Western Avenue & Wilshire Boulevard	A.M.	0.915	E	0.919	E	0.004	No	0.889	D	-0.026	No
		P.M.	0.918	E	0.925	E	0.007	No	0.895	D	-0.023	No
59.	US 101 SB On-Ramp & Santa Monica Boulevard	A.M.	0.455	A	0.474	A	0.019	No	0.445	A	-0.010	No
		P.M.	0.448	A	0.456	A	0.008	No	0.430	A	-0.018	No
60.	US 101 NB Off-Ramp & Santa Monica Boulevard	A.M.	0.558	A	0.579	A	0.021	No	0.547	A	-0.011	No
		P.M.	0.576	A	0.588	A	0.012	No	0.557	A	-0.019	No
61.	Harvard Boulevard & Melrose Avenue	A.M.	0.399	A	0.431	A	0.032	No	0.400	A	0.001	No
		P.M.	0.442	A	0.474	A	0.032	No	0.443	A	0.001	No
62.	Ardmore Avenue & Melrose Avenue	A.M.	0.649	B	0.675	B	0.026	No	0.639	B	-0.010	No
		P.M.	0.801	D	0.833	D	0.032	Yes	0.791	C	-0.010	No
63.	Normandie Avenue & Melrose Avenue	A.M.	0.768	C	0.797	C	0.029	No	0.756	C	-0.012	No
		P.M.	0.914	E	0.940	E	0.026	Yes	0.896	D	-0.018	No
64.	Normandie Avenue & Beverly Boulevard	A.M.	0.537	A	0.537	A	0.000	No	0.521	A	-0.016	No
		P.M.	0.583	A	0.583	A	0.000	No	0.566	A	-0.017	No
65.	US 101 NB Off-Ramp & Melrose Avenue	A.M.	0.652	B	0.677	B	0.025	No	0.641	B	-0.011	No
		P.M.	0.589	A	0.600	A	0.011	No	0.569	A	-0.020	No

**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
<div><div></div><div><sup>a</sup> CMA calculation conducted by hand due to irregularity of intersection configuration. Source: Gibson Transportation Consulting, Inc., 2015.</div></div>												

**Table IV.K-13**  
**Future With Project Before and After Mitigation Conditions—Unsignalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project			Future With Project Before Mitigation				Future With Project With Mitigation				Meets Criteria for Signalization
			Delay	LOS	Meets Warrants	Delay	LOS	Project Traffic	Meets Warrants	Delay	LOS	Project Traffic	Meets Warrants	
1.	Beachwood Drive & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.3 0.4	A A	No	0.3 0.4	A A	195 217	No	0.3 0.4	A A	150 169	No	No
2.	Irving Boulevard & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.3 0.1	A A	No	0.4 0.2	A A	234 256	No	0.4 0.2	A A	179 199	No	No
3.	Larchmont Boulevard & Clinton Street	A.M. P.M.	10.0 9.8	A A	No	10.2 10.0	B A	37 41	No	10.1 10.0	B A	28 32	No	No
4.	Windsor Boulevard & Clinton Street	A.M. P.M.	7.7 7.5	A A	No	7.7 7.5	A A	2 7	No	7.7 7.5	A A	1 5	No	No
5.	Bronson Avenue & Clinton Street	A.M. P.M.	7.4 7.5	A A	No	7.4 7.5	A A	2 7	No	7.4 7.5	A A	1 5	No	No
6.	Gower Street & US 101 SB Off-Ramp/Yucca Street <sup>a</sup>	A.M. P.M.	52.2 6.2	F A	Yes	74.5 7.0	F A	121 161	Yes	69.0 6.8	F A	92 125	Yes	Yes
7.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	A.M. P.M.	12.3 9.7	B A	No	13.2 9.9	B A	64 27	No	13.0 9.8	B A	49 21	No	No
8.	Western Avenue & US 101 NB On-Ramp <sup>a</sup>	A.M. P.M.	6.5 5.2	A A	Yes	9.6 17.8	A C	49 150	Yes	8.6 15.7	A B	36 117	Yes	No
9.	US 101 SB Off-Ramp & Lexington Avenue	A.M. P.M.	33.7 16.6	D C	No	52.6 18.8	F C	71 30	No	47.4 18.2	E C	54 23	No	No
10.	Normandie Avenue & US 101 NB On-Ramp/Monroe Street <sup>a</sup>	A.M. P.M.	44.0 11.7	E B	Yes	46.3 13.1	E B	13 25	Yes	45.6 12.7	E B	9 19	Yes	Yes
11.	US 101 SB On-Ramp & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.8 0.8	A A	Yes	0.8 0.9	A A	92 103	Yes	0.8 0.9	A A	69 80	Yes	No

<sup>a</sup> Average delay reported at 2-way stop-controlled or uncontrolled location.

Source: Gibson Transportation Consulting, Inc., 2015.



**Table IV.K-14  
Future With Project Conditions Before Mitigation—Significant Impact Summary**

Peak Hour	Significantly Impacted Signalized Intersections at LOS				Total
	C	D	E	F	
Morning Peak Hour	0	7	5	1	13
Afternoon Peak Hour	1	5	8	2	16
<b>Total Significantly Impacted Intersections Under Future with Project Conditions, Before Mitigation</b>					<b>19</b>
<p><i>Intersections may be impacted in both morning and afternoon peak hour.</i>  <i>Source: Gibson Transportation Consulting, Inc., 2015.</i></p>					

The following are those signalized intersections where significant impacts would occur under the Future with Project conditions without the Project's TDM program and mitigation measures:

No.	Intersection	Peak Hour	
		A.M.	P.M.
8.	Highland Avenue & Melrose Avenue	Yes	Yes
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue	No	Yes
21.	Vine Street & Hollywood Boulevard	Yes	No
22.	Vine Street & Sunset Boulevard	Yes	Yes
24.	Vine Street & Santa Monica Boulevard	Yes	No
25.	Vine Street/Rossmore Avenue & Melrose Avenue	No	Yes
30.	Gower Street & Hollywood Boulevard	Yes	No
31.	Gower Street & Sunset Boulevard	Yes	Yes
33.	Gower Street & Santa Monica Boulevard	Yes	Yes
34.	Gower Street & Melrose Avenue	Yes	Yes
44.	Van Ness Avenue & Santa Monica Boulevard	Yes	Yes
46.	Van Ness Avenue & Melrose Avenue	Yes	Yes
48.	Wilton Place & Santa Monica Boulevard	No	Yes
49.	Wilton Place & Melrose Avenue	Yes	Yes
50.	Wilton Place & Beverly Boulevard	No	Yes
54.	Western Avenue & Santa Monica Boulevard	Yes	Yes
55.	Western Avenue & Melrose Avenue	Yes	Yes
62.	Ardmore Avenue & Melrose Avenue	No	Yes
63.	Normandie Avenue & Melrose Avenue	No	Yes

As described in more detail below, with the implementation of the proposed Project's TDM program and mitigation measures, Project impacts at 61 of the 65 signalized intersections would be reduced to less-than-significant levels. Significant impacts would remain at the following four signalized intersections: (1) Intersection No. 31: Gower Street & Sunset Boulevard (morning peak hour); (2) Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour); (3) Intersection No. 49: Wilton Place & Melrose Avenue (afternoon peak hour); and (4) Intersection No. 54: Western Avenue & Santa Monica Boulevard (morning peak hour).

With regard to unsignalized intersections, 3 of the 11 unsignalized intersections, as shown in Table IV.K-13 on page IV.K-57, would operate at LOS E or F during the morning or afternoon peak hour. The remaining 8 unsignalized intersections would operate at LOS D or better during both peak hours. Of these intersections, the following two intersections would meet LADOT's criteria for signalization:

- Gower Street & US 101 SB Off-Ramp/Yucca Street (Unsignalized Intersection No. 6); and
- Normandie Avenue & US 101 NB On-Ramp/Monroe Street (Unsignalized Intersection No. 10).

It should be noted that both of these intersections also meet signal warrants in both the Future without Project conditions before mitigation as well as under Existing conditions, so neither Project traffic nor ambient growth is causing the intersections to meet signal warrants.

Under the *City of Los Angeles CEQA Thresholds Guide* methodology (see Appendix B to the proposed Project's Traffic Study which is presented as Appendix Q of this Draft EIR), the proposed Project would cause potential significant impacts at the following three unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US 101 Southbound Off-Ramp/Yucca Street; (2) Unsignalized Intersection No. 8: Western Avenue & US 101 Northbound On-Ramp; and (3) Unsignalized Intersection No. 10: Normandie Avenue & US 101 NB On-Ramp/Monroe Street.

With implementation of the proposed Project's TDM program and mitigation measures, the significant impact at the unsignalized intersection of Normandie Avenue & US-101 NB On-Ramp/Monroe Street would be reduced to a less-than-significant level. While the installation of a traffic signal at the intersection of Gower Street & US 101 Southbound Off-Ramp/Yucca Street meets LADOT's criteria, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization.

The decision on whether a traffic signal will be installed is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at these two locations, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

## (2) Congestion Management Plan

### *(a) CMP Arterial Monitoring Station Analysis (Before Mitigation)*

Based on the proposed Project's trip forecast, only one arterial monitoring intersection, Western Avenue & Santa Monica Boulevard, is forecasted to have over 50 trips added by Project traffic during either peak hour. The intersection of Western Avenue & Santa Monica Boulevard currently operates at LOS D during both the weekday morning and afternoon peak hours.

Existing with Project Traffic Conditions—Table IV.K-9 on page IV.K-41 shows that the intersection of Western Avenue & Santa Monica Boulevard (Intersection No. 54) is expected to operate at LOS E during both the weekday morning and afternoon peak hours under Existing with Project conditions without the proposed Project's TDM program and mitigation measures. As the intersection would not operate at LOS F during either peak hour, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

Future with Project Traffic Conditions—Table IV.K-12 on page IV.K-51 shows that the intersection of Western Avenue & Santa Monica Boulevard is expected to operate at LOS E during both the weekday morning and afternoon peak hours under Future with Project conditions without the proposed Project's TDM program and mitigation measures. As the intersection would not operate at LOS F during either peak hour, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

### *(b) CMP Freeway Segments Analysis (Before Mitigation)*

As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP impact would occur and no additional freeway analysis is required under CMP criteria for existing or future conditions.

*(c) Transit System Capacity Impacts**(i) Project Transit Trip Forecast*

Based on the guidelines outlined in Section B.8.4 of the CMP, transit trips expected to result from the proposed Project were estimated based on the number of vehicle trips. This methodology assumes an average vehicle occupancy factor of 1.40 in order to estimate the number of person trips to and from the Project Site. As shown in Table IV.K-15 on page IV.K-62, the proposed Project is forecasted to generate a total of 5,061 daily transit trips, including 521 morning peak-hour transit trips and 556 afternoon peak-hour transit trips.

*(ii) Project Components to Encourage Transit Use*

The proposed Project includes a TDM program that will be designed to promote transit usage and other non-automotive modes of travel for employees and visitors to the Project Site. The components of the TDM program are as follows:

- Flexible work schedules and alternative work schedules;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed Ride Home program;
- Rideshare/carpool/vanpool promotion and support;
- Transportation Information Center;
- On-Site TDM Coordinator;
- Discounted transit passes;
- Mobility hub support; and
- Funding for bikeway improvements.

As shown in the Traffic Study included as Appendix Q of this Draft EIR, the proposed TDM program is expected to achieve a trip reduction between 7.2 percent and 16.6 percent for the Project Site upon implementation. As an achievable but conservative estimate, an overall TDM trip reduction credit of 10 percent was assumed for the proposed Project's traffic analysis. Accounting for trip reductions from the TDM program, and trips generated by the existing uses at the Project Site, the proposed Project is expected to generate a net total of 7,707 daily trips on a typical weekday, including approximately 709 morning peak-hour trips (547 inbound, 162 outbound) and 804 afternoon peak-hour

**Table IV.K-15  
Project Transit Trip Estimates**

Project	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Transit Adjustment on Project Site After Project Completion <sup>a</sup>	2,698	239	60	299	77	226	303
Transit Adjustment on Existing Project Site <sup>a</sup>	1,206	117	26	143	32	103	135
<i>Net Transit Adjustment (With Project - Existing Site)</i>	<i>1,492</i>	<i>122</i>	<i>34</i>	<i>156</i>	<i>45</i>	<i>123</i>	<i>168</i>
TDM Program Adjustment <sup>b</sup>	2,123	165	51	216	69	160	229
<b>Total Transit and TDM Vehicle-Trip Adjustment</b>	<b>3,615</b>	<b>287</b>	<b>85</b>	<b>372</b>	<b>114</b>	<b>283</b>	<b>397</b>
<b>Total Project Transit Person-Trip Estimates<sup>c</sup></b>	<b>5,061</b>	<b>402</b>	<b>119</b>	<b>521</b>	<b>160</b>	<b>396</b>	<b>556</b>

<sup>a</sup> Transit adjustment from Table IV.K-8 on page IV.K-40.

<sup>b</sup> TDM program adjustment from Table 21 of the Traffic Study included as Appendix Q of this Draft EIR.

<sup>c</sup> Assumes AVO of 1.40 person-trips per vehicle-trip.

Source: Gibson Transportation Consulting, Inc., 2015.

trips (228 inbound, 576 outbound). This represents a reduction of 2,123 daily trips, including 216 trips in the morning peak hour and 229 trips in the afternoon peak hour, from the proposed TDM program. However, the analysis of Project impacts before mitigation is based on full Project trip generation without consideration of the TDM program trip reductions. The TDM program trip reductions is considered with the analysis of Project impacts after mitigation. Also, the proposed Project's mitigation measures include the funding and support of a Hollywood Transportation Management Organization (TMO) that would provide rideshare matching programs, transit service information, and additional services to the greater Hollywood community.

### *(iii) Transit Analysis*

The Metro bus and Metro rail lines serving the Project periphery currently operate with a residual capacity of 3,600 transit patrons during the morning peak hour and 2,876 transit patrons during the afternoon peak hour. As the current residual capacity exceeds the proposed Project's transit trip estimates of 521 morning peak-hour transit trips and 556 afternoon peak-hour transit trips, the anticipated transit demand from the proposed Project would be more than satisfied by the existing capacity surplus and the proposed Project is not expected to significantly impact the regional transit system under existing conditions.

To verify that the proposed Project would not overload the regional transit system in the future, load factors were calculated based on the average peak period load on the bus and the average hourly capacity on that route (calculated from average headways). Assuming that the maximum load on the transit lines increases at the ambient growth rate of 0.2 percent per year (a total of 5.54 percent through the year 2038), the residual capacity on the transit system in year 2038 without the proposed Project is expected to be 3,234 in the morning peak hour and 2,483 in the afternoon peak hour, as shown in Table IV.K-16 on page IV.K-64. This residual capacity exceeds the forecast Project transit demand of 521 morning peak-hour transit trips and 556 afternoon peak-hour transit trips. Therefore, the anticipated future transit demand from the proposed Project would be more than satisfied by the capacity surplus and the proposed Project is not expected to significantly impact the regional transit system under future conditions.

## **(3) Project Access**

### *(a) Project Access (Operational)*

The proposed Project's Conceptual Site Plan indicates that vehicular access to the Project Site would be modified and improved in a number of ways. The current fire gate access on Gower Street across from Camerford Avenue would become a production driveway which would also provide access to a proposed subterranean parking garage

**Table IV.K-16**  
**Transit Service Residual Capacity—Future Without Project**  
**Lines Serving Project Periphery**

Provider/Route	Number of Runs During Peak Hour <sup>a</sup>	Capacity <sup>b</sup>	Existing Load Factor—Average Load/Capacity <sup>c</sup>	Future Load Factor—Average Load/Capacity <sup>d</sup>	Future Residual Capacity per Run <sup>e</sup>	Future Residual Capacity in Peak Hour <sup>f</sup>
<b>A.M. Peak Period</b>						
Metro Bus 4	12	50	0.86	0.91	5	60
Metro Bus 10	18	50	0.88	0.93	4	72
Metro Bus 210	10	50	0.84	0.89	6	60
Metro Bus 704	10	75	0.79	0.83	12	120
Metro Rail Red Line <sup>g</sup>	6	762	0.66	0.70	231	1,386
Metro Rail Purple Line <sup>g</sup>	6	508	0.47	0.50	256	1,536
<b>Total Residual Capacity in Peak Hour</b>						<b>3,234</b>
<b>P.M. Peak Period</b>						
Metro Bus 4	12	50	0.82	0.87	7	84
Metro Bus 10	12	50	0.68	0.72	14	168
Metro Bus 210	9	50	0.76	0.80	10	90
Metro Bus 704	11	75	0.63	0.66	25	275
Metro Rail Red Line <sup>g</sup>	6	762	0.80	0.84	119	714
Metro Rail Purple Line <sup>g</sup>	6	508	0.59	0.62	192	1,152
<b>Total Residual Capacity in Peak Hour</b>						<b>2,483</b>
<p><i>Metro: Los Angeles County Metropolitan Transportation Authority.</i></p> <p><sup>a</sup> <i>Number of runs in both directions combined during peak hour.</i></p> <p><sup>b</sup> <i>Capacity assumptions:</i>  <i>Metro Regular Bus—40 seated/50 standees.</i>  <i>Metro Articulated Bus—66 seated/75 standees.</i>  <i>Metro Red Line—55 seats/car, 6 cars/run during peak periods. Metro assumes a maximum capacity of 230 percent of seated capacity, or 127/car.</i>  <i>Metro Purple Line—55 seats/car, 4 cars/run during peak periods. Metro assumes a maximum capacity of 230 percent of seated capacity, or 127/car.</i></p> <p><sup>c</sup> <i>Existing Load Factor from Table IV.K-5.</i></p> <p><sup>d</sup> <i>Future Load Factor reflects a 5.54 percent increase (0.2 percent ambient growth for 27 years) over the Existing Load Factor.</i></p> <p><sup>e</sup> <i>Represents future residual capacity on peak runs.</i></p> <p><sup>f</sup> <i>Maximum residual capacity in peak hours = (Future residual capacity per run) x (number of peak-hour runs).</i></p> <p><sup>g</sup> <i>Metro rail data only available in hourly summation. Maximum Load was assumed to be 20 percent of hourly maximum load (which is the sum of 6 hourly runs).</i></p> <p><i>Source: Gibson Transportation Consulting, Inc., 2015.</i></p>						

along the southern portion of the Main Lot. A new primary access point providing direct access to a proposed subterranean structure would be installed on Melrose Avenue across from Plymouth Avenue. The current fire gate access on Van Ness Avenue north of Melrose Avenue would provide access to the proposed subterranean parking for the proposed development on the southeast corner of the Main Lot. In addition, a new driveway would be implemented on Van Ness Avenue across from Lemon Grove Avenue which would provide direct access to a proposed parking deck in the northeast corner of the Main Lot. Access to the Ancillary Lots would be modified as well. The driveway to the Camerford Lot would be relocated to Camerford Avenue and provide access to a proposed subterranean parking area. In addition, the two driveways to the Windsor Lot as well as the two driveways to the South Bronson Lot would both gain two-way access.

Internal circulation within the Main Lot would be improved through widening and connecting of the existing avenues and alleys through the Project Site. With the removal of some buildings and the construction of new ones in strategic locations, the Main Lot's configuration will enhance circulation for vehicles, pedestrians, and bicycles.

Additionally, the construction of structured parking would help to reduce passenger vehicle traffic on the Main Lot, which will enhance safety and improve conditions for pedestrians and bicycles. Circulation within and among the Ancillary Lots would be largely unchanged with implementation of the proposed Project. As the Main Lot and Ancillary Lots have a number of access points and multiple driveways, the nearest study intersections to these driveways were analyzed. As shown in Table IV.K-17 on page IV.K-66, all of the intersections nearest to the analyzed driveways would operate at LOS D or better under both Existing with Project and Future with Project conditions. Therefore, Project operational access impacts would be less than significant.

*(b) Bicycle, Pedestrian, and Vehicular Safety*

The Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. All roadways and driveways intersect at right angles, and street trees and other potential impediments to adequate visibility are minimal. Separate pedestrian gates, some of which are also used by bicycles, are provided at various points around the Main Lot. The Project Site is heavily used by bicycles, both for off-site travel and for on-site mobility. The entire Project Site is "bicycle-friendly," and as such, bicycles can travel and park anywhere within the Project Site. No dedicated bicycle lanes currently exist on Melrose Avenue, Van Ness Avenue, or Gower Street. Vehicular access locations to the Project Site from these roadways would thus not intersect an on-street bicycle lane. The *2010 Bicycle Plan* (Los Angeles Department of City Planning, March 2011) identifies



**Table IV.K-17**  
**Operational Access Significant Impact Summary**

Location	Existing with Project				Future with Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	LOS	Impact	LOS	Impact	LOS	Impact	LOS	Impact
<b>Plymouth Gate (Proposed)</b> (Melrose Avenue at Plymouth Boulevard) <i>nearest Study Intersection:</i> 40. Windsor Boulevard & Melrose Avenue	B	No	A	No	B	No	A	No
<b>Melrose Gate</b> (Melrose Avenue at Windsor Boulevard) <i>nearest Study Intersection:</i> 40. Windsor Boulevard & Melrose Avenue	B	No	A	No	B	No	A	No
<b>Bronson Gate</b> (Melrose Avenue at Bronson Avenue) <i>nearest Study Intersection:</i> 41. Bronson Avenue & Melrose Avenue	B	No	B	No	B	No	B	No
<b>Gower North</b> (Gower Street north of Gregory Avenue) <i>nearest Study Intersection:</i> 34. Gower Street & Melrose Avenue	C	No	C	No	C	No	D	No
<b>Van Ness Gate</b> (Van Ness Avenue between Melrose Avenue and Lemon Grove Avenue) <i>nearest Study Intersection:</i> 46. Van Ness Avenue & Melrose Avenue	C	No	D	No	D	No	D	No
<b>Van Ness North Gate</b> (Van Ness Avenue south of Lemon Grove Avenue) <i>nearest Study Intersection:</i> 45. Van Ness Avenue & Lemon Grove Avenue	A	No	A	No	A	No	A	No
<b>Gower Parking Structure</b> (west side of Gower Street) <i>nearest Study Intersection:</i> 34. Gower Street & Melrose Avenue	C	No	C	No	C	No	D	No

**Table IV.K-17 (Continued)**  
**Operational Access Significant Impact Summary**

Location	Existing with Project				Future with Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	LOS	Impact	LOS	Impact	LOS	Impact	LOS	Impact
<b>Lemon Grove Parking Structure</b> (north side of Lemon Grove Avenue) <i>nearest Study Intersection:</i> 45. Van Ness Avenue & Lemon Grove Avenue	A	No	A	No	A	No	A	No
<hr/> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>								

Gower Street and Van Ness Avenue adjacent to the Project Site and Melrose Avenue and Waring Avenue west of the Project Site as Bicycle Friendly Streets (BFS) as part of the Neighborhood Bikeway Network. BFSs are defined as local or collector streets that would receive traffic-calming engineering treatments in addition to signage and shared-lane markings, but no dedicated bicycle lanes. The Mobility Plan 2035 identifies potential roadways for bicycle and pedestrian enhancements, including Melrose Avenue and Gower Street adjacent to the Project Site. These improvements are not yet scheduled or funded. The proposed Project would not affect the City's ability to implement these enhancements in the future.

As a result of the design considerations and considering existing and proposed pedestrian and bicycle facilities, based on the *L.A. CEQA Thresholds Guide*, no access impacts related to safety are expected to result due to the design or placement of Project access points.

#### (4) Neighborhood Intrusion

A review of the proposed Project's traffic analysis indicates that the proposed Project, before implementation of the TDM program and mitigation measures, would add 1,200 or more trips to the following four arterial corridors:

- Gower Street between Franklin Avenue and Melrose Avenue;
- Van Ness Avenue between Santa Monica Boulevard and Melrose Avenue;
- Santa Monica Boulevard between Gower Street and US-101; and
- Melrose Avenue between Gower Street and Ardmore Avenue.

As several intersections along these four corridors are projected to operate at LOS E or F under Existing with Project or Future with Project conditions, an analysis of the potential for neighborhood intrusion impacts (cut-through traffic) along these corridors was conducted for both traffic scenarios.

**Existing with Project Conditions.** The following three study intersections on the corridors identified above are projected to operate at LOS E or F during at least one analyzed peak hour:

- Intersection No. 31: Gower Street & Sunset Boulevard (both peak hours);
- Intersection No. 33: Gower Street & Santa Monica Boulevard (afternoon peak hour); and

- Intersection No. 54: Western Avenue & Santa Monica Boulevard (both peak hours).

**Future with Project Conditions.** The following five study intersections on the corridors identified above are projected to operate at LOS E or F during at least one analyzed peak hour:

- Intersection No. 30: Gower Street & Hollywood Boulevard (morning peak hour);
- Intersection No. 31: Gower Street & Sunset Boulevard (both peak hours);
- Intersection No. 33: Gower Street & Santa Monica Boulevard (afternoon peak hour);
- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour); and
- Intersection No. 54: Western Avenue & Santa Monica Boulevard (both peak hours).

Based on the locations of these intersections and LADOT policy, three of the four identified corridors were examined for the potential use of alternative routes through residential neighborhoods, including Gower Street (between Franklin Avenue and Melrose Avenue), Van Ness Avenue (between Santa Monica Boulevard and Melrose), and Santa Monica Boulevard (between Gower Street and US-101). As no intersections are projected to operate at LOS E or F on Melrose Avenue between Gower Street and Ardmore Avenue, this corridor would not satisfy LADOT's criteria for identification of a neighborhood intrusion impact.

LADOT policy specifies the identification of viable cut-through routes on local residential streets in order for a neighborhood intrusion impact to be found. The affected corridors identified above were examined for the availability of parallel local streets that could be used as a cut-through route to avoid arterial congestion. The potential cut-through routes are described as follows:

On Gower Street between Franklin Avenue and Melrose Avenue:

- El Centro is a potential alternative route to Gower Street. It parallels Gower Street to the west between Melrose Avenue and Hollywood Boulevard. El Centro is primarily stop-controlled at intersections with other local residential streets but provides signal control at intersections with Santa Monica Boulevard and Sunset Boulevard.

- Gordon Street is another potential alternative route to Gower Street. It parallels Gower Street to the east between Santa Monica Boulevard and Sunset Boulevard. Gordon Street is stop-controlled at intersections with Santa Monica Boulevard, Fountain Avenue, and local residential streets but provides signal control at its intersection with Sunset Boulevard.

On Van Ness Avenue between Santa Monica Boulevard and Melrose Avenue:

- Ridgewood Place is a potential alternative route to Van Ness Avenue. It parallels Van Ness Avenue to the east between Santa Monica Boulevard and Melrose Avenue. Ridgewood Place provides one-way southbound travel lanes between Santa Monica Boulevard and Lemon Grove Avenue and two-way travel between Lemon Grove Avenue and Melrose Avenue. Its intersections with Santa Monica Boulevard, Lemon Grove Avenue, and Melrose Avenue are all stop-controlled.

On Santa Monica Boulevard between Gower Street and Western Avenue:

- Sierra Vista Avenue is a potential alternative route to Santa Monica Boulevard. It parallels Santa Monica Boulevard to the south between Wilton Place and Western Avenue. It is stop-controlled at all intersections.
- Romaine Street is another potential alternative route to Santa Monica Boulevard. It parallels Santa Monica Boulevard further south than Sierra Vista Avenue between Wilton Place and Western Avenue. It is signalized at its intersection with Western Avenue.

Based on the preceding analysis, five neighborhoods were identified according to LADOT criteria that may be subject to significant neighborhood intrusion impacts (cut-through traffic) by the Project-generated traffic under either Existing with Project or Future with Project conditions. These neighborhoods, are described as follows:

1. De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west;
2. Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west;
3. Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west;
4. Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west; and

5. Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west.

The neighborhood intrusion analysis presented above identified those neighborhoods that might be susceptible to neighborhood intrusion impacts (cut-through traffic) as a result of the proposed Project. However, it is not possible to predict with a reasonable degree of certainty whether such neighborhood intrusion traffic will occur at a level sufficient to result in a significant adverse impact in any of the identified neighborhoods as the changes in traffic patterns are based on a number of factors, including individual driver perception of the likely reduction in travel time on alternative routes (neighborhood streets). Nor is it possible to predict in which neighborhoods or on which streets within each neighborhood any such potentially significant neighborhood intrusion traffic impacts might occur. In addition, because of the fact that such assessments cannot be made at this time, it also cannot be determined whether any feasible mitigation measures could be implemented that would lessen or eliminate any such potentially significant impacts or determine what neighborhood measures the local community would prefer over the potentially significant neighborhood traffic intrusions.

A potentially significant neighborhood traffic intrusion impact on a particular residential neighborhood can only be determined after a project or portions of a project are completed and operating. Prior to a project becoming operational it is virtually impossible to quantify potential impacts. Once a project is operational, a neighborhood can be re-assessed to determine if any impacts are occurring, the nature of the impacts and whether those impacts can be addressed through a Neighborhood Traffic Management Plan.

LADOT has developed a process over many years to assess whether impacts are occurring, the nature of the impacts and a range of traffic measures designed to address potentially significant impacts. The LADOT process is an iterative process through which the impacted neighborhood is included in the process to help assess which traffic-calming options are preferred by the community at issue, to balance the relative desirability of the options, and ultimately to let the community itself make the decision whether to implement the traffic-calming measures. In some neighborhoods, the potential significant impact never materializes. In locations where a significant impact does occur, the community may decide to implement traffic-calming measures that reduce the impact to below the level of significance and, in other neighborhoods, the measures themselves are considered to be undesirable and so the community prefers not to implement them and the neighborhood intrusion traffic remains significant and unmitigated.

There is a range of traffic calming measures that can be implemented that have been shown in LADOT's extensive experience to reduce neighborhood intrusion traffic to a

point of insignificance. Those measures can include non-restrictive traffic control measures such as traffic circles, speed humps, roadway narrowing (e.g., raised medians and traffic chokers), landscaping features, roadway striping changes (e.g., bike lanes or parking striping to reduce the perceived width of the roadway), stop signs, new sidewalks, and new pedestrian amenities. Traffic calming measures can also include more restrictive physical/operational improvements such as turn restrictions, cul-de-sacs, traffic diverters, street blockers, and signal metering, but those more restrictive measures themselves have the potential to divert traffic to another residential street. While most of the improvements would also help in speed reduction, noise reduction, and increased safety, these improvements may also result in an increase in emergency response time.

These traffic calming measures have been used in various communities and have been proven to be effective at reducing neighborhood intrusion impacts by reducing or eliminating neighborhood intrusion traffic and/or improving the appearance of a neighborhood. For example, turn restrictions limit the ability of vehicles to move from the main corridor to the alternative neighborhood streets during peak hours; cul-de-sacs and street closures cut off the ability to connect to the main corridors; and speed humps and stop signs slow the travel time on neighborhood streets which eliminates the incentive to divert from the main corridor. However, traffic calming measures are also sometimes considered undesirable to a neighborhood because they may alter the neighborhood's character or annoy residents (e.g., having to stop at multiple intersections, reduced lanes, etc). Whether such measures are helpful or undesirable overall depends on each community's preferences and so it is inherently subjective unless and until a specific neighborhood intrusion impact is observed and studied, measures are developed to address the traffic intrusion, and the community is consulted and polled to determine the community's wishes. If the community does not support the mitigation actions, then they are deemed to be infeasible and will not be imposed upon a community that does not want them.

Due to the uncertainties surrounding the potential neighborhood intrusion impacts, including the uncertainty over whether any such impact would even occur, to be conservative and for the purposes of this analysis, the potential impact is considered significant and a Neighborhood Traffic Management Plan process by which the potential impact can be identified and mitigated has been incorporated into the mitigation for neighborhood intrusion impacts. However, because it is possible that a significant impact may occur and that one or more neighborhoods might determine that it does not want to implement the mitigation actions, it is not possible to determine now whether such a potential neighborhood intrusion impact would be fully mitigated. Accordingly, it is conservatively concluded that with the identified mitigation the potentially significant impact would not be fully mitigated. Accordingly, as a further step, this impact is treated as significant even after the implementation of all feasible mitigation measures.

## (5) In-Street Construction

Traffic impacts from construction activities would be expected to occur as a result of the following types of activities:

- Increases in truck traffic associated with the export or import of fill materials and the delivery of construction materials;
- Increases in automobile traffic associated with construction workers traveling to and from the Project Site;
- Reductions in existing street capacity or on-street parking from temporary lane closures that are necessary for the construction of roadway improvements, utility relocation, and drainage facilities; and
- Blocking existing vehicle or pedestrian access to other parcels fronting streets.

### *(a) Project Haul and Delivery Activity*

The proposed haul activity time periods would be between 7:00 A.M. and 7:00 P.M. on weekdays and 7:00 A.M. and 6:00 P.M. on Saturdays, for a maximum of 10 hours each work day. No haul truck activity would occur on Sundays. Delivery trips are expected to occur through the same time period.

Transportation Research Circular No. 212 defines passenger car equivalency (PCE) for a vehicle as the number of passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of Transportation Research Circular No. 212 and Exhibit 16.7 of the HCM suggest a PCE of 2.0 for trucks. It is forecasted that the maximum number of construction trucks would range from 50 to 171 trucks per day. Assuming a passenger car equivalency (PCE) of 2.0, this level of truck travel would be equivalent to a maximum of 342 passenger cars arriving and departing from the Project Site on a peak construction day.

It is anticipated that truck trips would be concentrated during non-peak periods, thereby minimizing the effect of truck traffic during the peak commuter hours. Given the typical hours of construction activity, it is also likely that construction activity hours would encompass one peak hour (i.e., morning or afternoon peak hour), but not both, in a given day. For the purposes of this analysis, however, it was conservatively assumed that haul truck trips and delivery truck trips would occur evenly throughout the day, including during both morning and afternoon peak hours. Therefore, the morning and afternoon peak hours each would be affected by an equal number of PCE trips, equal to one tenth the maximum number of trips over a 10-hour workday.



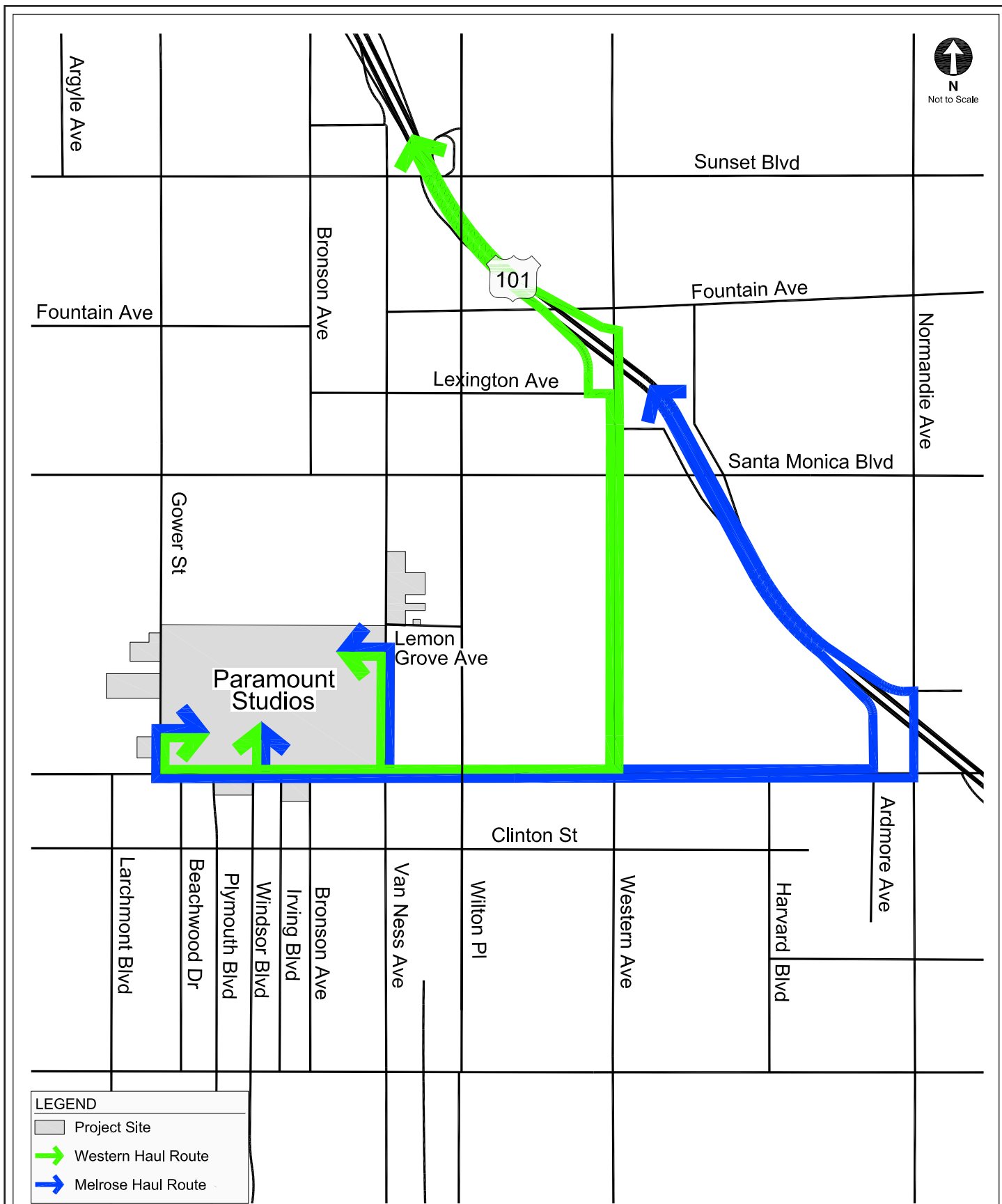
Figure IV.K-3 on page IV.K-75 illustrates the two proposed haul truck routes between the Project Site and the disposal site to the north, via US-101. Haul trucks entering and exiting the Project Site would travel to US-101 via Melrose Avenue (the Melrose Haul Route) or take Melrose Avenue to Western Avenue to US-101 (the Western Haul Route). It is anticipated that haul truck traffic would use either route or split between the two routes depending on traffic conditions. This analysis conservatively assesses potential impacts based on the exclusive use of each route separately.

*(b) Construction Worker Travel*

Construction worker traffic would depend not only on the level of effort during various construction phases, but also on the mode and time of travel of the workers. Typically, construction workers would be on-site before 7:00 A.M. and leave the site beginning at 4:00 P.M. Therefore, the workers would already be on-site during the morning commute peak period and Project construction would not generate any morning peak hour. Worker trips would leave the Project Site at various times during the afternoon commute peak period. An analysis of the hours of afternoon peak traffic at the signalized study locations indicates that 85 percent of the intersections experience peak traffic between 4:30 P.M. and 6:00 P.M. Many workers would leave the construction site immediately at 4:00 P.M., before the busiest commuter hour. Consistent with the Applicant's experience with previous construction at the Project Site, 35 percent of the maximum number of daily workers were estimated to leave the Project Site during the afternoon peak hour for the purposes of this analysis. Based on these assumptions, a maximum of 62 afternoon peak-hour construction worker trips is expected during the busiest construction day.

*(c) Potential Construction Traffic Impacts*

The total peak-hour construction traffic for each of the four construction groups, including worker and PCE haul trips, is summarized in Table IV.K-18 on page IV.K-76. As shown in Table IV.K-18, the maximum anticipated construction traffic during any phase of Project construction is expected to generate a maximum of 68 morning peak-hour trips and 108 afternoon peak-hour trips from construction activity. These levels of construction traffic were reviewed and assessed for temporary construction-related traffic impacts on the street system under a worst-case scenario in which the maximum level of construction traffic were to occur after most of the proposed Project was completed and operational (i.e., generating trips). Based on the significant impact criteria used for Project traffic, and assuming the Melrose Haul Route is used exclusively for haul trips, construction traffic could result in temporary traffic impacts at up to the following three signalized study intersections before the Project's TDM program and mitigation measures:



**Table IV.K-18**  
**Construction Period Peak-Hour Trip Generation**

Construction Group	A.M. Peak Hour			P.M. Peak Hour		
	In	Out	Total	In	Out	Total
<b>Group A</b>						
Trucks	12	12	24	12	12	24
Workers	0	0	0	0	8	8
<b>Total</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>20</b>	<b>32</b>
<b>Group B</b>						
Trucks	17	17	34	17	17	34
Workers	0	0	0	0	62	62
<b>Total</b>	<b>17</b>	<b>17</b>	<b>34</b>	<b>17</b>	<b>79</b>	<b>96</b>
<b>Group C</b>						
Trucks	31	31	62	31	31	62
Workers	0	0	0	0	46	46
<b>Total</b>	<b>31</b>	<b>31</b>	<b>62</b>	<b>31</b>	<b>77</b>	<b>108</b>
<b>Group D</b>						
Trucks	34	34	68	34	34	68
Workers	0	0	0	0	29	29
<b>Total</b>	<b>34</b>	<b>34</b>	<b>68</b>	<b>34</b>	<b>63</b>	<b>97</b>
Source: Gibson Transportation Consulting, Inc., 2015.						

- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard;
- Intersection No. 46: Van Ness Avenue & Melrose Avenue; and
- Intersection No. 63: Normandie Avenue & Melrose Avenue

Assuming instead that the Western Haul Route is used exclusively for haul trips, construction traffic could result in temporary traffic impacts at up to the following four signalized study intersections before the Project's TDM program and mitigation measures:

- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard;
- Intersection No. 46: Van Ness Avenue & Melrose Avenue;
- Intersection No. 54: Western Avenue & Santa Monica Boulevard; and
- Intersection No. 55: Western Avenue & Melrose Avenue.

To reduce potential traffic impacts related to construction traffic, the Applicant will put in place the construction traffic management plans outlined below, which will help to minimize the amount and effect of peak-hour construction traffic. Furthermore, as described below, the Applicant would establish the Hollywood TMO (see Mitigation Measure K-1) upon issuance of the first building permit for net new Project development. The improvements in regional traffic expected as a result of the Hollywood TMO would begin to be realized during development of the proposed Project and would serve to further reduce the impacts described above. Therefore, Project construction is not expected to have a significant impact with respect to temporary traffic impacts at study intersections.

*(d) Potential Construction Impacts on Access, Transit, and Parking*

Construction of the proposed Project is primarily contained within the boundaries of the Project Site and would not affect the adjacent street system beyond the traffic impacts discussed above. However, project development along the Project Site perimeter streets, including Van Ness Avenue, Gower Street, Melrose Avenue, Ridgewood Place, Gregory Avenue, and Camerford Avenue, may result in temporary lane closures, temporary sidewalk closures, temporary loss of street parking, and/or temporary bus stop relocation.

During construction, an adequate number of parking spaces for construction workers would be available at all times either on the Project Site or in nearby off-site locations with shuttles provided back and forth. Therefore, Project construction would not result in a significant impact with regard to the availability of parking spaces, other than the above-mentioned possible temporary loss of on-street parking. In addition, construction traffic management plans would be implemented pursuant to Project Design Feature K-2 to ensure that adequate and safe access and parking remains available at the Project Site during construction activities.

The impact on the overall transportation system from construction activities would be temporary in nature and would cause an intermittent reduction in street and intersection operating capacity near the Project Site. In addition, temporary impacts could occur with regard to the loss of on-street parking, sidewalk closure, and relocation of bus stops. Such temporary impacts would be considered significant.

**(6) Parking**

*(a) Construction Parking*

During construction, an adequate number of on-site parking spaces for construction workers would be available at all times on the Project Site or the proposed Project would provide a shuttle to an off-site parking location for the construction workers. In addition, as explained above, the Project Site's valet parking program can increase the capacity of the

existing parking fields. Therefore, Project construction would result in a less-than-significant impact with regard to the availability of parking spaces.

*(b) Vehicle Parking During Operation*

For the purposes of the future parking analysis below, it was conservatively assumed that the existing parking supply is equal to the parking demand (including demand from interim projects), instead of the forecasted parking surplus of 153 spaces. Thus, any net new development completed as part of the proposed Project resulting in an increased parking requirement would be required to provide additional parking above the current supply. Similarly, the removal of existing uses to make room for new development would reduce the parking requirement. The two primary parking objectives of the proposed Project are:

1. Provide sufficient parking on-site to meet the demands generated by the proposed Project; and
2. Support trip and emission reduction goals, as well as encourage and support alternative transportation by implementing a TDM program, which would include preferred parking for carpools/vanpools, bicycle racks, and loading/unloading areas for vans and shuttles for the various components of the proposed Project.

To address the first objective, parking requirements were analyzed for each land use component of the proposed Project. To implement the second objective, the proposed Project proposes to develop a site-wide TDM program, one of the goals of which is to reduce parking demand.

The proposed Project is located within the City of Los Angeles and, thus, parking requirements are enforced by the City's Planning Department and Department of Building and Safety in compliance with the LAMC. However, given the unique characteristics of production uses, and the potential use of surface lots for production staging areas, parking requirements developed specifically for the Project Site are set forth in the proposed Paramount Pictures Specific Plan (Specific Plan).

In addition to the land use categories used to estimate Project trip generation, the additional sub-categories of restaurant and child care are identified in calculating parking requirements. Any restaurant space developed with the proposed Project would be part of the total retail development and, like other retail uses, would be intended to serve Paramount employees and visitors. Expanded child care facilities would serve persons who would walk to the facility (who were already parked on-site or in the area). The table below presents a comparison of the parking regulations set forth within the LAMC and the proposed Specific Plan:

<b>Land Use</b>	<b>LAMC Parking Regulations<sup>a</sup></b>	<b>Proposed Specific Plan Parking Regulations</b>
Office	2.0 spaces/1,000 sf	3.0 spaces/1,000 sf
Production Office	2.0 spaces/1,000 sf	3.0 spaces/1,000 sf
Stage	N/A	1.0 space/1,000 sf
Support	N/A	1.0 space/1,000 sf
Child Care	2.0 spaces/1,000 sf	0.0 space/1,000 sf (Main Lot) 1.0 space/1,000 sf (Ancillary Lots)
Retail	4.0 spaces/1,000 sf	0.0 space/1,000 sf (Main Lot) 4.0 spaces/1,000 sf (Ancillary Lots)
Restaurant	10.0 spaces/1,000 sf	0.0 space/1,000 sf (Main Lot) 4.0 spaces/1,000 sf (Ancillary Lots)
Small Restaurant (1,000 sf or less)	5.0 spaces/1,000 sf	0.0 space/1,000 sf (Main Lot) 4.0 spaces/1,000 sf (Ancillary Lots)

<sup>a</sup> Pursuant to LAMC Section 12.21.A4.

As shown in the table above, the proposed Specific Plan requires equal or greater parking than that required by the LAMC for the specified uses, except with regard to retail, restaurant, and child care uses. The LAMC requires four automobile parking spaces for retail uses and up to 10 spaces for restaurant uses for every 1,000 sf of floor area. However, both the retail and restaurant components of the proposed Project are intended to serve on-site employees and visitors already parked within the Project Site. Therefore, the lower parking ratio than that set forth in the LAMC, as proposed in the proposed Specific Plan, is appropriate. To be conservative, retail and restaurant uses on the Ancillary Lots would provide parking at a rate of 4.0 spaces per 1,000 sf. Similarly, expanded child care facilities would serve persons who would walk to the facility (who were already parked on-site or in the area), and as such would generate no new parking demand on its own.

Table IV.K-19 on page IV.K-80 presents a summary of the required parking associated with the net new square footage for the proposed land uses within the Project Site based on the LAMC and proposed Specific Plan requirements outlined above assuming the following:

1. While the precise mix of the type of land uses to be developed as interim projects has not yet been determined, it is assumed that the existing parking supply would be more than adequate to meet the additional parking demands of the interim projects. To the extent that the interim project land uses change, the increased parking demand would vary accordingly, but would still remain within the limits of the available parking supply. The interim projects are assumed to consist of office, which would construct parking at a conservative rate of 3.0 spaces per 1,000 sf.

**Table IV.K-19  
Parking Requirement and Proposed Parking Supply**

Land Use	Net New Development (sf)	LAMC		Proposed Specific Plan	
		Ratio <sup>a</sup>	Spaces	Ratio <sup>a</sup>	Spaces
Stage	21,000	N/A	N/A	1.0	21
Support <sup>b</sup>	1,900	1.0	2	1.0	2
Production Office	635,500	2.0	1,271	3.0	1,907
Office	638,100	2.0	1,277	3.0	1,915
Retail (Ancillary Lots)	31,000	4.0	124	4.0	124
Retail (Main Lot)	58,200	4.0	233	0.0	0
Net New Parking Requirement			2,907		3,969
Existing Parking On-Site			3,580		3,580
Total Future Parking Requirement			6,487		7,549
Proposed Future Parking Supply			7,550		7,550
Parking Requirement Satisfied		Yes		Yes	
N/A = Not Applicable					
<sup>a</sup> Parking ratio is number of parking spaces required per 1,000 sf of floor area.					
<sup>b</sup> To maintain a conservative analysis, the parking ratio is assumed to be the same as the ratio for Stage.					
Source: Gibson Transportation Consulting, Inc., 2015.					

2. A conceptual allocation of the retail space between the Main Lot and Ancillary Lots was developed for the purposes of this analysis. The actual allocation of retail space that ultimately could be constructed may vary from that used in this analysis. To the extent that it does, the commercial parking requirements would vary accordingly.

As shown in Table IV.K-19, the estimated LAMC parking requirement for the proposed land uses (net new square footage) would be 2,907 spaces. Adding the existing parking supply to Project parking requirements based on the LAMC, the total future parking requirement for the proposed Project would be approximately 6,500 spaces, well below the proposed parking supply of 7,550 spaces, based on the Conceptual Site Plan configuration of uses.

Table IV.K-19 also shows that the estimated proposed Specific Plan parking requirement for the proposed land uses would be 3,969 spaces. Adding the existing parking supply to Project parking requirements based on the proposed Specific Plan, the total future parking requirement for the proposed Project would be just under 7,550 spaces, which is consistent with the proposed parking supply of 7,550 spaces based on the

Conceptual Site Plan configuration of uses. The proposed Specific Plan requirements provide for equal or more parking than that required by the LAMC for the specified uses, except as discussed above. These rates are much closer to the actual parking demand rates for both the existing and proposed land uses than the LAMC rates, and are being proposed to ensure that the future parking needs of the Project Site are met. As the proposed Project's proposed parking supply exceeds the overall requirements of the LAMC, Project impacts with regard to LAMC would be less than significant.

The proposed Specific Plan parking ratios were developed based on the results of a parking demand analysis conducted on the Project Site. In order to validate and verify the rates, a shared parking analysis was conducted for the Project Site under existing and future conditions and the results were compared to the proposed Specific Plan parking requirements identified above.

A shared parking analysis adjusts the projected parking demand at the Project Site based on seasonal, hourly, monthly, and weekday vs. weekend adjustment ratios specified in *Shared Parking, 2nd Edition* (Urban Land Institute and the International Council of Shopping Centers, 2005). Rather than simply adding the peak parking demand for each separate land use together to calculate the aggregate peak demand, the shared parking model accounts for the temporal differences in these peaks to determine how many parking spaces can effectively be shared between multiple land uses that have different peaking characteristics. By applying the peak adjustment factors to each individual land use within the Project Site, the overall peak demand can be determined. The proposed Project's shared parking analysis, as shown in Table IV.K-20 on page IV.K-82, indicates that there is a peak shared parking demand on a heavy production day of 7,547 spaces. As the proposed Project would provide approximately 7,550 parking spaces, based on the Conceptual Site Plan configuration of uses, which is greater than the forecasted peak parking demand for 7,547 spaces, Project impacts with regard to parking demand would be less than significant.

#### *(c) Bicycle Parking*

The Project Site currently provides approximately 22 racks with parking for approximately 200 bicycles throughout the Main Lot. Bicycle racks are available close to most of the pedestrian entrances as well as in close proximity to locations with high production volume. Additionally, there is an area near the North Van Ness pedestrian entrance dedicated to bicycle parking.

Additional bicycle parking would be provided as part of the proposed Project at the rate required by LAMC, which is two bicycle parking spaces per 100 required automobile parking spaces. Based on the Conceptual Site Plan and proposed Specific Plan, the



**Table IV.K-20**  
**Shared Parking Demand Summary—Future Conditions (Heavy Production)**

Land Use	Size	Base Parking Ratio	Travel Mode Adjustment	Non- Captive Ratio	Project Rate	Peak-Hour Adjustment (12 P.M.)	Peak- Month Adjustment (December)	Estimated Parking Demand
<b>Weekday Peak Hour</b>								
Retail Employee	111,200 sf	2.90 0.70	0.50 1.00	0.20 1.00	0.29/ksf 0.70/ksf	0.90 0.95	1.00 1.00	29 74
Office & Production Office Employee	2,202,200 sf	0.20 2.80	1.00 1.00	1.00 1.00	0.20/ksf 2.80/ksf	0.90 1.00	1.00 1.00	396 6,166
Stage Employee	383,100 sf	0.10 0.90	1.00 1.00	1.00 1.00	0.10/ksf 0.90/ksf	0.90 1.00	1.00 1.00	34 345
Support Employee	587,900 sf	0.10 0.90	0.50 1.00	1.00 1.00	0.05/ksf 0.90/ksf	0.90 0.90	1.00 1.00	27 476
Customer								486
Employee								7,061
<b>Total</b>								<b>7,547</b>
<b>Weekend Peak Hour</b>								
Retail Employee	111,200 sf	3.20 0.80	0.50 1.00	0.20 1.00	0.32/ksf 0.80/ksf	0.70 0.95	1.00 1.00	25 85
Office & Production Office Employee	2,202,200 sf	0.02 0.26	1.00 1.00	1.00 1.00	0.02/ksf 0.26/ksf	1.00 1.00	1.00 1.00	44 573
Stage Employee	383,100 sf	0.02 0.26	1.00 1.00	1.00 1.00	0.02/ksf 0.26/ksf	1.00 1.00	1.00 1.00	8 100
Support Employee	587,900 sf	0.02 0.26	0.50 1.00	1.00 1.00	0.01/ksf 0.26/ksf	1.00 1.00	1.00 1.00	6 153
Customer								83
Employee								911
<b>Total</b>								<b>994</b>
<i>sf = square feet</i> <i>ksf = 1,000 square feet</i> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>								

proposed Project would develop 3,970 net new automobile parking spaces, which would result in the requirement of 80 new bicycle parking spaces.

### (7) Supplemental Caltrans Analysis

As noted above, Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities. While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. Due to the uncertainties surrounding the potential Caltrans evaluation of impacts to its facilities, to be conservative and for the purposes of this analysis, the potential impacts are considered significant.

## 4. Cumulative Impacts

### a. Intersections, Freeways and CMP Locations

Implementation of the proposed Project in conjunction with the interim projects and related projects identified in Section III, Environmental Setting, of this Draft EIR and projected regional growth would increase the amount of traffic in the Study Area. As discussed previously, the analysis of Future-with-Project conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS, because the Future-with-Project condition considers a combination of existing traffic conditions, plus traffic from regional growth and related projects, and Project traffic. The cumulative impacts associated with the individual analyses presented above are as follows:

- **Intersection Level of Service Analysis:** Cumulative conditions would result in significant impacts at a total of 17 of the 65 signalized study intersections during either the morning or afternoon peak hours under Existing with Project conditions before mitigation and the proposed Project would contribute to these impacts. Cumulative conditions would result in significant impacts at a total of 19 of the 65 signalized study intersections during either the morning or afternoon peak hours under Future with Project conditions before mitigation and the proposed Project would contribute to these impacts. Thus, the proposed Project's contribution to impacts that would occur under the future cumulative conditions would be considerable, and cumulative impacts would be significant at these intersections. As discussed in the Level of Significance After Mitigation subsection, although mitigation would reduce several of the significant impacts

to less-than-significant levels, some of the impacts would remain significant and unavoidable.

- **CMP Arterial Monitoring Station Analysis:** This analysis concluded that the proposed Project's contribution to cumulative traffic would result in less-than-significant LOS impacts at the CMP arterial monitoring station located at Western Avenue and Santa Monica Boulevard (Intersection No. 54). Further, as this intersection does not operate at LOS F during either peak hour under cumulative conditions, cumulative impacts would be less than significant.
- **CMP Freeway Segments Analysis:** As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP impact would occur and as a result the proposed Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the proposed Project's cumulative impacts would be less than significant.

## **b. Transit System Capacity**

Implementation of the proposed Project in conjunction with cumulative conditions would increase the demand for transit in the Study Area. As demonstrated in the analysis provided for the proposed Project above, when accounting for the proposed Project and future growth through Project buildout, the anticipated future transit demand from the proposed Project would be more than satisfied by the capacity surplus. Thus, the proposed Project would not result in transit impacts that would be cumulatively considerable.

## **c. Project Access**

### **(1) Project Access (Operational)**

Implementation of the proposed Project in conjunction with interim projects, some of the related projects and regional growth (depending on proximity to the Project Site) would increase the amount of traffic in the Project area. As discussed previously, the analysis of the Future-with-Project condition reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the Study Area, because the Future-with-Project condition considers a combination of existing traffic conditions, plus traffic from regional growth and related projects, and Project traffic. This analysis concluded that the proposed Project would result in less-than-significant impacts related to Project access. Therefore, the proposed Project's cumulative impacts would not be cumulatively considerable and are concluded to be less than significant.

## (2) Bicycle, Pedestrian, and Vehicular Safety

Implementation of the proposed Project in conjunction with some of the related projects (depending on proximity to the Project Site) would increase the amount of traffic in the Project area. As discussed previously, the analysis of the Future-with-Project condition reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the Study Area. This analysis concluded that Project impacts associated with bicycle, pedestrian, and vehicular safety would be less than significant. Additionally, the applicants of the other related projects would be required to design and construct their projects in conformance with applicable standards regarding sight distance, sidewalks, crosswalks, and pedestrian movement controls. Therefore, the proposed Project's contribution to cumulative impacts would not be considerable, and cumulative bicycle, pedestrian and vehicular safety impacts would be less than significant.

### **d. Neighborhood Intrusion**

Implementation of the proposed Project in conjunction with the related projects would increase the amount of traffic in the Study Area. As discussed previously, the analysis of the Future-with-Project condition reflects both Project-specific and future cumulative traffic impacts related to traffic volumes and traffic distribution in the Study Area. This analysis conservatively concluded that the proposed Project potentially would result in significant impacts related to neighborhood intrusion. A total of five neighborhoods have been identified as having the potential to experience significant neighborhood intrusion impacts. As discussed below in the Level of Significance After Mitigation subsection, with implementation of the proposed mitigation, the proposed Project's potential significant neighborhood intrusion impacts could remain significant because at this time it is not known whether a consensus would be reached among residents in the affected neighborhoods on the implementation of mitigation measures or if the agreed upon measure would reduce impacts to less-than-significant levels. No other feasible mitigation was identified. Therefore, cumulative impacts related to neighborhood intrusion are conservatively considered significant and unavoidable.

### **e. In-Street Construction**

Most of the related projects are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the proposed Project. In addition, per standard City practice, the construction of large development projects would occur in accordance with project-specific construction traffic management plans, as is the case with the proposed Project. As construction traffic management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the projects that would have the potential to

result in cumulative intersection impacts. Under these circumstances, cumulative impacts at study intersections during construction would be less than significant.

As discussed above, the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. To the extent that nearby related projects (e.g., Related Project No. 61 at the cemetery north of the Project Site and Related Project No. 24 at 5663 Melrose Avenue) also result in such temporary impacts concurrent with the proposed Project, these impacts would be considered cumulatively significant.

## **f. Parking**

The parking demands associated with the proposed Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the proposed Project and related projects. The majority of the related projects are sufficiently separated from the Project Site such that they would not share parking supplies. Also, pedestrian access to the Project Site is controlled to select locations. Thus, visitors and employees associated with the proposed Project are not likely to park elsewhere due to geographic and access limitations. Additionally, as discussed above, the proposed Project's demand for parking would be accommodated on-site. Therefore, cumulative parking impacts would be less than significant.

## **g. Supplemental Caltrans Analysis**

As noted above, Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities. While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. Due to the uncertainties surrounding the potential Caltrans evaluation of impacts to its facilities, to be conservative and for the purposes of this analysis, the potential impacts are considered significant.

# **5. Project Design Features and Mitigation Measures**

## **a. Introduction**

The transportation program proposed to address the proposed Project's transportation impacts includes the following major components:

1. Establishment and primary funding for a new Hollywood transportation management organization (TMO) to promote transit usage, ride-sharing, and non-automotive means of transportation.
2. Implementation of a transportation demand management (TDM) program for the Project Site to promote peak period trip reduction.
3. Transportation Systems Management (TSM) improvements, including signal controller upgrades and closed circuit television (CCTV) cameras at key intersections within the Study Area.
4. Specific intersection improvements, including physical mitigations and signal system and phasing enhancements.

The proposed Project is expected to be developed as market forces dictate through the year 2038. As the proposed Project will not be developed all in one piece, the TDM program and mitigation measures need not all be implemented prior to receiving any Project certificate of occupancy. Therefore, a transportation phasing program has been developed that ties the implementation of each phase of the mitigation program to a specific development trigger based on the projected number of afternoon peak-hour trips generated. As Project development reaches each trip generation milestone, the corresponding set of transportation measures will be put in place. The transportation phasing triggers have been chosen to mitigate impacts below a level of significance at all times, except at those intersections where the effects of Project traffic cannot be fully mitigated. The transportation phasing program and associated triggers is described in Appendix L of the Traffic Study. The TDM program and transportation mitigation measures shall be implemented according to the final adopted transportation phasing program presented in the August 28, 2015, LADOT Assessment Letter, which is included as Appendix R of this Draft EIR, as may be modified by LADOT.

As set forth below, additional project design features and mitigation measures are proposed for neighborhood intrusion impacts and construction-related impacts. These include a Neighborhood Traffic Management Plan to alleviate potential impacts to residential neighborhoods due to cut-through traffic and a Construction Traffic Management Plan to alleviate potential impacts associated with Project construction.

All transportation measures within the City shall be completed to the satisfaction of LADOT. If any of the traffic mitigation measures within the City of Los Angeles or under the jurisdiction of Caltrans are determined to be infeasible or necessary permits/approvals to implement the mitigation measures cannot be obtained, then a significant impact (or impacts) may remain. If implementation of any of the traffic mitigation measures is

delayed, then a temporary significant impact (or impacts) may occur until implementation of such measure.

In addition, while Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. The mitigation measures identified below would provide traffic signal control, which would improve operating conditions at the unsignalized intersections. However, not all of the unsignalized intersections meet signal warrants, which are a component of LADOT's criteria for signalization. Even if an intersection meets signal warrants, the decision on whether a traffic signal will be installed will be made by the governing jurisdictions by taking into consideration other factors, such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. Due to the uncertainties surrounding the availability of feasible mitigation and the potential Caltrans evaluation of impacts to its facilities, to be conservative and for the purposes of this analysis, the potential impacts are considered significant. With regard to freeway mainline segments, generally Caltrans has determined that there are no mitigation measures that a single project can feasibly implement that would directly reduce mainline impacts to a less-than-significant level. Caltrans instead requires that the applicant pay its fair share of any feasible improvements that Caltrans may implement at significantly impacted segments. The Project Applicant will work with Caltrans to determine an equitable share of a feasible improvement for potential Project impacts, if any.

## **b. Project Design Features**

### **(1) Transportation Demand Management Program**

**Project Design Feature K-1:** The Project Applicant shall prepare and implement a Transportation Demand Management (TDM) program to reduce traffic impacts of the proposed Project. The TDM program shall include implementation of several TDM strategies, which may include, but are not limited to the following:

- Flexible work schedules and telecommuting programs;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed Ride Home program;
- Rideshare/carpool/vanpool promotion and support;
- Transportation Information Center;
- On-Site TDM Coordinator;

- Discounted transit passes;
- Mobility hub support; and
- Funding for bikeway improvements.

## (2) In-Street Construction Impacts

### **Project Design Feature K-2: Construction Traffic Management Plan**

The Project Applicant shall prepare detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary and satisfactory to the City. The construction traffic management plans shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

1. Provisions for temporary traffic control during all construction activities along public rights-of-way to improve traffic flow on public roadways (e.g., flaggers);
2. Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
3. Construction-related vehicles shall not park on surrounding public streets;
4. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
5. Contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;
6. Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods as identified in this study;
7. Obtain the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any grading permit for the proposed Project; and
8. Obtain the required Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities.



## c. Mitigation Measures

### (1) Hollywood Transportation Management Organization

**Mitigation Measure K-1:** The Project Applicant shall initiate, fund, and market a Hollywood-area Transportation Management Organization (TMO) to promote alternative modes of transportation including walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. This TMO would be available to anyone within the Hollywood community, not just patrons of the proposed Project, and would be accessible through a website and a mobile application providing users with information and allowing them to access TMO services.

### (2) Transportation Systems Management Improvements

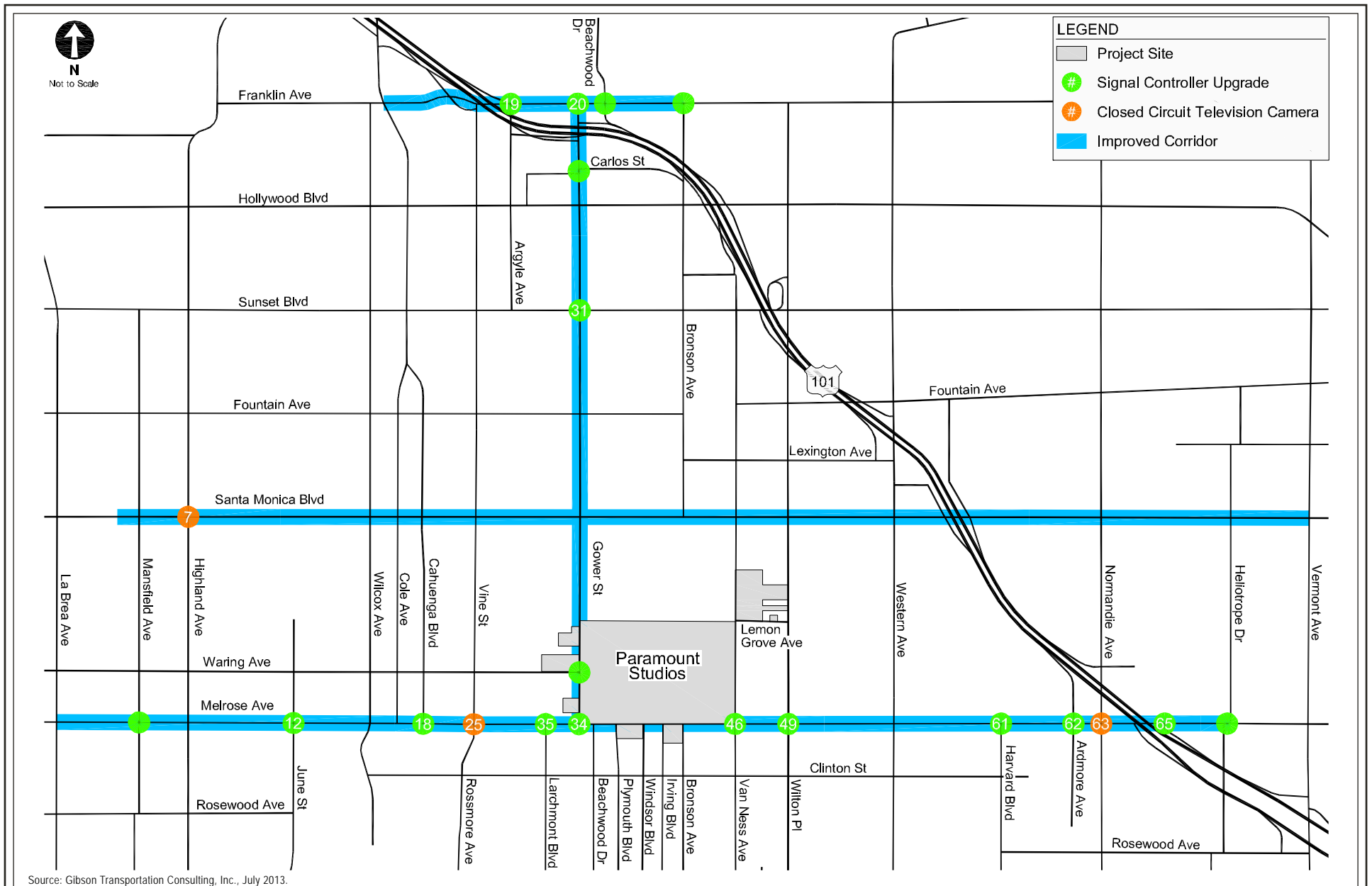
**Mitigation Measure K-2:** The Project Applicant shall pay LADOT to design and install signal controller upgrades, CCTV cameras, and system loops at the locations set forth below, and shown in Figure IV.K-4 on page IV.K-91. These improvements would be implemented by Paramount Pictures through payment of a fixed fee to LADOT to fund the cost of these improvements. If LADOT selects the payment option, then Paramount Pictures would be required to pay LADOT's projected cost of installation, and LADOT shall design and construct these improvements.

The TSM improvements shall target the following four travel corridors: (1) Franklin Avenue (between Cahuenga Boulevard and Bronson Avenue); (2) Santa Monica Boulevard (between La Brea Avenue and Vermont Avenue); (3) Melrose Avenue (between La Brea Avenue and Heliotrope Drive); and (4) Gower Street (between Franklin Avenue and Melrose Avenue).

The following are the locations designated for signal controller upgrades, CCTV, and system loops.

Signal Controller Upgrade Locations:

- Vine Street & Franklin Avenue
- Gower Street & Franklin Avenue
- Beachwood Drive & Franklin Avenue
- Bronson Avenue & Franklin Avenue
- Gower Street & Carlos Avenue
- Gower Street & Sunset Boulevard



- Gower Street & Waring Avenue
- Mansfield Avenue & Melrose Avenue
- June Street & Melrose Avenue
- Cahuenga Boulevard & Melrose Avenue
- Larchmont Boulevard & Melrose Avenue
- Gower Street & Melrose Avenue
- Van Ness Avenue & Melrose Avenue
- Wilton Place & Melrose Avenue
- Harvard Boulevard & Melrose Avenue
- Ardmore Avenue & Melrose Avenue
- Normandie Avenue & Melrose Avenue
- Alexandria Avenue/US 101 Northbound Off-ramp & Melrose Avenue
- Heliotrope Drive & Melrose Avenue

Closed Circuit Television Locations:

- Highland Avenue & Santa Monica Boulevard
- Normandie Avenue & Melrose Avenue
- Vine Street/Rossmore Avenue & Melrose Avenue

System Loop Locations (Where necessary at signalized intersections within the following corridors):

- Franklin Avenue between Cahuenga Boulevard and Bronson Avenue
- Santa Monica Boulevard between Orange Drive and Vermont Avenue
- Melrose Avenue between La Brea Avenue and Heliotrope Drive
- Gower Street between Franklin Avenue and Melrose Avenue

### (3) Specific Intersection Improvements

**Mitigation Measure K-3:** Intersection #33—Gower Street & Santa Monica Boulevard. Convert the existing northbound shared through/right-turn lane into a separate through lane and right-turn lane by shifting the north/south lanes westward by approximately 1 foot. In order to provide the right-turn lane, two street parking stalls on the east side of Gower Street south of Santa Monica Boulevard would need to be

removed. With this improvement, the northbound intersection approach would provide one left-turn lane, one through lane, and one right-turn lane.

As stated above, if the approvals necessary to shift the lanes and/or remove existing parking stalls, or some other aspect of implementing this measure is not obtained, then a significant impact would remain at this intersection.

**Mitigation Measure K-4: Intersection #34—Gower Street & Melrose Avenue.**

Convert the existing westbound shared through/right-turn lane into a separate through lane and right-turn lane by acquiring necessary right of way for a right-turn curb cut from the Project Site to the north. With this improvement, the westbound intersection approach would provide two through lanes and one right-turn lane.

#### (4) Neighborhood Intrusion

The following mitigation measure is included to provide for the development of neighborhood traffic management plan(s) to address potential neighborhood intrusion impacts.

**Mitigation Measure K-5:** The Applicant or its successors shall fund and coordinate implementation of LADOT's Neighborhood Traffic Management Plan process set forth in Appendix Q of the Traffic Study prepared for the proposed Project, in an amount up to \$500,000. Eligible communities shall include the residential neighborhoods within the boundaries listed below:

1. De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west;
2. Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west;
3. Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west;
4. Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west; and
5. Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west.

## 6. Level of Significance After Mitigation

### a. Intersection Level of Service

#### (1) Existing With Project with Mitigation

With implementation of the proposed TDM program and mitigation measures, as shown in Table IV.K-9 on page IV.K-41, of the 65 signalized study intersections, 57 are projected to operate at LOS D or better during both the morning and afternoon peak hours under the Existing with Project with Mitigation conditions. The remaining 8 intersections are projected to operate at LOS E or F during at least one analyzed peak hour. With regard to the unsignalized intersections, as shown in Table IV.K-10 on page IV.K-46, of the 11 unsignalized study intersections, 10 during the morning peak hour and all 11 during the afternoon peak hour are projected to operate at LOS D or better under the Existing with Project with Mitigation conditions. The intersection of US 101 Southbound Off-Ramp & Lexington Avenue is projected to operate at LOS E during the morning peak hour.

In terms of significant impacts at the analyzed signalized intersections under the Existing with Project with Mitigation conditions, the proposed Project is forecasted to result in one residual significant impact during the morning peak hour and one residual significant impact during the afternoon peak hour for a total of two remaining impacts. No further mitigation measures have been identified to reduce the impact of Project traffic at these locations below the level of significance. The remaining impacted locations are:

- Intersection No. 31: Gower Street & Sunset Boulevard; and
- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard.

The proposed Project is not expected to result in a significant traffic impact at the remaining 63 signalized study intersections during either peak hour under Existing with Project with Mitigation conditions.

The analysis of unsignalized intersections was conducted in accordance with the methodologies set forth by LADOT and the *City of Los Angeles CEQA Thresholds Guide*. Based on the LADOT methodology, the intersection of the US 101 Southbound Off-Ramp & Lexington Avenue is projected to operate at LOS E during the morning peak hour under the Existing with Project with Mitigation conditions. Although the proposed Project adds traffic to the intersection, the intersection does not meet signal warrants under LADOT criteria, and thus does not meet the criteria for signalization.

With regard to the methodology set forth in the *City of Los Angeles CEQA Thresholds Guide*, implementation of the proposed Project's TDM program and mitigation measures would reduce the proposed Project's significant impact to a less-than-significant level at the unsignalized intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street. However, additional measures would be necessary to mitigate the significant traffic impact at the intersection of Western Avenue & US-101 Northbound On-Ramp found under the *City of Los Angeles CEQA Thresholds Guide* analysis methodology. At this intersection, installing traffic signal controls would fully mitigate the significant impact. While the installation of a traffic signal at this location would fully mitigate the impact, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization. The decision on whether a traffic signal would be installed at this location is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at this location, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

## (2) Future With Project with Mitigation

With implementation of the proposed Project's TDM program and mitigation measures, as shown in Table IV.K-12 on page IV.K-51, of the 65 signalized study intersections, 51 are projected to operate at LOS D or better during both the morning and afternoon peak hours under the Future with Project with Mitigation conditions. The remaining 14 intersections are projected to operate at LOS E or F during at least one analyzed peak hour. With regard to the unsignalized intersections, as shown in Table IV.K-13 on page IV.K-57, 8 of the 11 unsignalized study intersections during the morning peak hour and all 11 unsignalized intersections during the afternoon peak hour are projected to operate at LOS D or better under the Future with Project with Mitigation conditions. The remaining three intersections during the morning peak hour are projected to operate at LOS E or F.

In terms of significant impacts at the analyzed signalized intersections, the proposed Project under the Future with Project with Mitigation conditions is forecasted to result in two residual significant impacts during the morning peak hour and two residual significant impacts during the afternoon peak hour for a total of four remaining impacts. No further mitigation measures have been identified to reduce the impact of Project traffic at these locations below the level of significance. The remaining impacted locations are:

- Intersection No. 31: Gower Street & Sunset Boulevard;
- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard;

- Intersection No. 49: Wilton Place & Melrose Avenue; and
- Intersection No. 54: Western Avenue & Santa Monica Boulevard.

Cumulative impacts at these study intersections would also be significant. The proposed Project is not expected to result in a significant traffic impact at the remaining 61 signalized study intersections during either peak hour under Future with Project with Mitigation conditions.

With regard to the unsignalized intersections, based on LADOT methodology, three intersections during the morning peak hour and no intersections during the afternoon peak hour are projected to operate at LOS E or F under the Future with Project with Mitigation conditions. The proposed Project adds traffic to all three intersections and the following two intersections meet the criteria for signalization:

- Unsignalized Intersection No. 6: Gower Street and US 101 Southbound Off-Ramp/Yucca Street; and
- Unsignalized Intersection No. 10: Normandie Avenue & US 101 Northbound On-Ramp/Monroe Street.

However, using the *City of Los Angeles CEQA Thresholds Guide* methodology, the proposed Project would cause significant impacts at the following three unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US-101 Southbound Off-Ramp/Yucca Street; (2) Unsignalized Intersection No. 8: Western Avenue & US-101 Northbound On-Ramp; and (3) Unsignalized Intersection No. 10: Normandie Avenue & US-101 NB On-Ramp/Monroe Street.

With implementation of the proposed Project's TDM program and mitigation measures, the significant impact at the unsignalized intersection of Normandie Avenue & US-101 NB On-Ramp/Monroe Street would be reduced to a less-than-significant level. While the installation of a traffic signal at the intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street meets LADOT's criteria, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization. The decision on whether a traffic signal would be installed at these locations is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at these two locations, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

## **b. Congestion Management Plan**

### **(1) Monitoring Stations**

Project-level and cumulative impacts with regard to the CMP arterial monitoring station located at the intersection of Western Avenue and Santa Monica Boulevard (Intersection No. 54) would be less than significant before and after mitigation. In addition, before and after mitigation, no impacts to CMP freeway segments would occur.

### **(2) Transit Impacts**

Project-level and cumulative transit impacts would be less than significant before and after mitigation.

## **c. Project Access**

### **(1) Project Access (Operational)**

Project-level and cumulative access impacts would be less than significant before and after mitigation.

### **(2) Bicycle, Pedestrian, and Vehicular Safety**

Project-level and cumulative impacts related to bicycle, pedestrian and vehicular safety would be less than significant before and after mitigation.

## **d. Neighborhood Intrusion**

Implementation of the proposed Project's TDM program and mitigation measures may reduce the proposed Project's neighborhood intrusion impacts to a less-than-significant level. The identified neighborhood intrusion mitigation measure would be applied to the boundaries of the identified neighborhoods to ensure that the cut-through traffic diverted from these neighborhoods moves to the neighboring arterial and collector streets does not result in a neighborhood impact at another neighborhood. However, as at this time it is not known whether consensus will be reached on the implementation of the neighborhood intrusion mitigation measure or if the agreed upon measure will reduce the impacts to less than significance, to be conservative, it is concluded that mitigation of the potential neighborhood intrusion impact will not be feasible. Therefore, it is conservatively concluded that a significant Project-level traffic intrusion impact in the identified neighborhoods would remain. Such impacts would also be considered cumulatively significant.



### **e. In-Street Construction**

Project impacts related to intersection operations during construction would be less than significant. Even with implementation of the project design features and mitigation measures above, the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. These potential impacts would be considered significant on a Project-level and cumulative basis.

### **f. Parking**

Project-level and cumulative impacts related to parking would be less than significant.

### **g. Supplemental Caltrans Analysis**

In addition, while Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. The mitigation measures identified above would provide traffic signal control, which would improve operating conditions at the unsignalized intersections. However, not all of the unsignalized intersections meet signal warrants, which are a component of LADOT's criteria for signalization. Even if an intersection meets signal warrants, the decision on whether a traffic signal will be installed will be made by the governing jurisdictions by taking into consideration other factors, such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. With regard to freeway mainline segments, generally Caltrans has determined that there are no mitigation measures that a single project can feasibly implement that would directly reduce mainline impacts to a less-than-significant level. Caltrans instead requires that the applicant pay its fair share of any feasible improvements that Caltrans may implement at significantly impacted segments. The Project Applicant will work with Caltrans to determine an equitable share of a feasible improvement for potential Project impacts, if any. There is the potential that feasible mitigation for any such impacts is not available; therefore, it is conservatively concluded that a significant Project-level impact on Caltrans facilities would remain. Such impacts would also be considered cumulatively significant.

# **EXHIBIT B**

## IV. Environmental Impact Analysis

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### K. Traffic, Access, and Parking

#### 1. Introduction

This section of the Draft EIR provides an analysis of the proposed Project's potential impacts with regard to traffic, access, and parking. The analysis is based on the *Transportation Study for the Paramount Pictures Master Plan* (hereinafter the "Traffic Study") prepared for the proposed Project by Gibson Transportation Consulting, Inc. (August 2015) included as Appendix Q of this Draft EIR. The Los Angeles Department of Transportation (LADOT) reviewed and approved the Traffic Study prior to circulation of this Draft EIR. A copy of the August 28, 2015, LADOT Assessment Letter is included as Appendix R of this Draft EIR.

The Traffic Study prepared for the proposed Project and summarized herein assessed existing intersection operating conditions and analyzed the potential Project-generated traffic impacts on the street system surrounding the Project Site at Project buildout. The following six (6) traffic scenarios have been analyzed:

- Existing Conditions—The analysis of existing traffic conditions provides a basis for the assessment of existing and future traffic conditions with the addition of Project traffic. The existing conditions analysis includes a description of key area streets and highways, traffic volumes, and operating conditions in 2011.<sup>1</sup>
- Existing with Project Conditions—This analysis identifies the potential incremental impacts of the proposed Project at full buildout on the existing street system by adding the Project-generated traffic to the existing (2011) traffic volumes. This scenario does not include the effects of the Project Transportation Demand Management (TDM) program or mitigation measures.
- Existing with Project with Mitigation Conditions—This analysis identifies the potential incremental impacts of the proposed Project at full buildout on the

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<sup>1</sup> In accordance with the Memorandum of Understanding (MOU) approved by LADOT on September 30, 2011. A copy of the MOU is provided in Appendix A of the Traffic Study included as Appendix Q of this Draft EIR.

existing (2011) street system after accounting for improvements identified as the Project TDM program and mitigation measures.

- **Future-without-Project Conditions**—This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by year 2038 without the proposed Project. This analysis provides the baseline future conditions by which Project impacts are evaluated at full buildout.
- **Future with Project Conditions**—This analysis identifies the potential incremental impacts of the proposed Project at full buildout on the future (2038) street system by adding the Project-generated traffic to the future baseline traffic volumes. This scenario does not include the effects of the Project TDM program or mitigation measures.
- **Future with Project with Mitigation Conditions**—This analysis identifies the potential incremental impacts of the proposed Project at full buildout on the future (2038) street system after accounting for improvements identified as the Project TDM program and mitigation measures.

## 2. Environmental Setting

For purposes of the proposed Project's transportation analysis, the Study Area encompasses a geographic area of approximately 9 square miles bounded by Franklin Avenue to the north, Vermont Avenue to the east, Wilshire Boulevard to the south, and La Brea Avenue to the west. The boundaries of the Study Area were established in consultation with LADOT and by reviewing travel patterns in order to capture all intersections that could be significantly impacted by Project traffic prior to mitigation. Specifically, the Study Area was adjusted as necessary to confirm that no significant Project impacts would occur at or outside the boundary of the Study Area. A total of 65 signalized intersections and 11 unsignalized intersections within the Study Area were selected for detailed analysis. All of the study intersections are in the City of Los Angeles, although fifteen of the signalized locations and six of the unsignalized locations (those at freeway ramps and on Santa Monica Boulevard, a state facility) also share jurisdiction with the California Department of Transportation (Caltrans). Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities (intersections, freeway mainline segments, and freeway on-ramps and off-ramps). While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of those locations for significant traffic impacts according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. A list of the study intersections is presented in Table IV.K-1 on page IV.K-3, and their locations are shown on Figure IV.K-1 on page IV.K-6.

**Table IV.K-1  
Analyzed Intersections by Jurisdiction**

<b>No.</b>	<b>North/South Street</b>	<b>East/West Street</b>	<b>Jurisdiction</b>
<b>Signalized Intersections</b>			
1	La Brea Avenue	Melrose Avenue	City of Los Angeles
2	La Brea Avenue	Beverly Boulevard	City of Los Angeles
3	La Brea Avenue	3rd Street	City of Los Angeles
4	La Brea Avenue	Wilshire Boulevard	City of Los Angeles
5	Highland Avenue	Sunset Boulevard	City of Los Angeles
6	Highland Avenue	Fountain Avenue	City of Los Angeles
7	Highland Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
8	Highland Avenue	Melrose Avenue	City of Los Angeles
9	Highland Avenue	Beverly Boulevard	City of Los Angeles
10	Highland Avenue	3rd Street	City of Los Angeles
11	Highland Avenue	Wilshire Boulevard	City of Los Angeles
12	June Street	Melrose Avenue	City of Los Angeles
13	Wilcox Avenue	Melrose Avenue	City of Los Angeles
14	Cahuenga Boulevard	Hollywood Boulevard	City of Los Angeles
15	Cahuenga Boulevard	Sunset Boulevard	City of Los Angeles
16	Cole Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
17	Cahuenga Boulevard	Santa Monica Boulevard	City of Los Angeles/Caltrans
18	Cahuenga Boulevard	Melrose Avenue	City of Los Angeles
19	US 101 NB On-Ramp/Argyle Avenue	Franklin Avenue	City of Los Angeles/Caltrans
20	US 101 SB Off-Ramp/Vine Street	Franklin Avenue	City of Los Angeles/Caltrans
21	Vine Street	Hollywood Boulevard	City of Los Angeles
22	Vine Street	Sunset Boulevard	City of Los Angeles
23	Vine Street	Fountain Avenue	City of Los Angeles
24	Vine Street	Santa Monica Boulevard	City of Los Angeles/Caltrans
25	Vine Street/Rossmore Avenue	Melrose Avenue	City of Los Angeles
26	Rossmore Avenue	Beverly Boulevard	City of Los Angeles
27	Rossmore Avenue	3rd Street	City of Los Angeles
28	Rossmore Avenue	Wilshire Boulevard	City of Los Angeles
29	Gower Street	Franklin Avenue	City of Los Angeles
30	Gower Street	Hollywood Boulevard	City of Los Angeles
31	Gower Street	Sunset Boulevard	City of Los Angeles
32	Gower Street	Fountain Avenue	City of Los Angeles
33	Gower Street	Santa Monica Boulevard	City of Los Angeles/Caltrans
34	Gower Street	Melrose Avenue	City of Los Angeles
35	Larchmont Boulevard	Melrose Avenue	City of Los Angeles
36	Larchmont Boulevard	Beverly Boulevard	City of Los Angeles

**Table IV.K-1 (Continued)**  
**Analyzed Intersections by Jurisdiction**

<b>No.</b>	<b>North/South Street</b>	<b>East/West Street</b>	<b>Jurisdiction</b>
37	Larchmont Boulevard	3rd Street	City of Los Angeles
38	Bronson Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
39	Plymouth Boulevard	Melrose Avenue	City of Los Angeles
40	Windsor Boulevard	Melrose Avenue	City of Los Angeles
41	Bronson Avenue	Melrose Avenue	City of Los Angeles
42	Crenshaw Boulevard	Wilshire Boulevard	City of Los Angeles
43	US 101 NB Ramps	Hollywood Boulevard	City of Los Angeles/Caltrans
44	Van Ness Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
45	Van Ness Avenue	Lemon Grove Avenue	City of Los Angeles
46	Van Ness Avenue	Melrose Avenue	City of Los Angeles
47	Van Ness Avenue	Beverly Boulevard	City of Los Angeles
48	Wilton Place	Santa Monica Boulevard	City of Los Angeles/Caltrans
49	Wilton Place	Melrose Avenue	City of Los Angeles
50	Wilton Place	Beverly Boulevard	City of Los Angeles
51	Wilton Place	2nd Street	City of Los Angeles
52	Wilton Place	3rd Street	City of Los Angeles
53	Wilton Place	Wilshire Boulevard	City of Los Angeles
54	Western Avenue	Santa Monica Boulevard	City of Los Angeles/Caltrans
55	Western Avenue	Melrose Avenue	City of Los Angeles
56	Western Avenue	Beverly Boulevard	City of Los Angeles
57	Western Avenue	3rd Street	City of Los Angeles
58	Western Avenue	Wilshire Boulevard	City of Los Angeles
59	Oxford Avenue/US 101 SB On-Ramp	Santa Monica Boulevard	City of Los Angeles/Caltrans
60	Serrano Avenue/US 101 NB Off-Ramp	Santa Monica Boulevard	City of Los Angeles/Caltrans
61	Harvard Boulevard	Melrose Avenue	City of Los Angeles
62	Ardmore Avenue	Melrose Avenue	City of Los Angeles
63	Normandie Avenue	Melrose Avenue	City of Los Angeles
64	Normandie Avenue	Beverly Boulevard	City of Los Angeles
65	Alexandria Ave./US 101 NB Off-Ramp	Melrose Avenue	City of Los Angeles/Caltrans
<b>Unsignalized Intersections<sup>a</sup></b>			
1	Beachwood Drive	Melrose Avenue	City of Los Angeles
2	Crenshaw Boulevard	Melrose Avenue	City of Los Angeles
3	Larchmont Boulevard	Clinton Street	City of Los Angeles
4	Windsor Boulevard	Clinton Street	City of Los Angeles
5	Bronson Avenue	Clinton Street	City of Los Angeles
6	Gower Street	US 101 SB Off-Ramp/Yucca St.	City of Los Angeles/Caltrans
7	US 101 SB Off-Ramp/Van Ness Ave.	Harold Way	City of Los Angeles/Caltrans

**Table IV.K-1 (Continued)**  
**Analyzed Intersections by Jurisdiction**

No.	North/South Street	East/West Street	Jurisdiction
8	Western Avenue	US 101 NB On-Ramp	City of Los Angeles/Caltrans
9	US 101 SB Off-Ramp	Lexington Avenue	City of Los Angeles/Caltrans
10	Normandie Avenue	US 101 NB On-Ramp/Monroe Street	City of Los Angeles/Caltrans
11	US 101 SB On-Ramp	Melrose Avenue	City of Los Angeles/Caltrans
<sup>a</sup> <i>Unsignalized intersections were analyzed using LADOT and CEQA methodology.</i> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>			

The local roadway system serving the Project Site consists of a grid system of arterial streets including Santa Monica Boulevard, Melrose Avenue, Vine Street, Gower Street, Van Ness Avenue, Wilton Place, and Western Avenue.

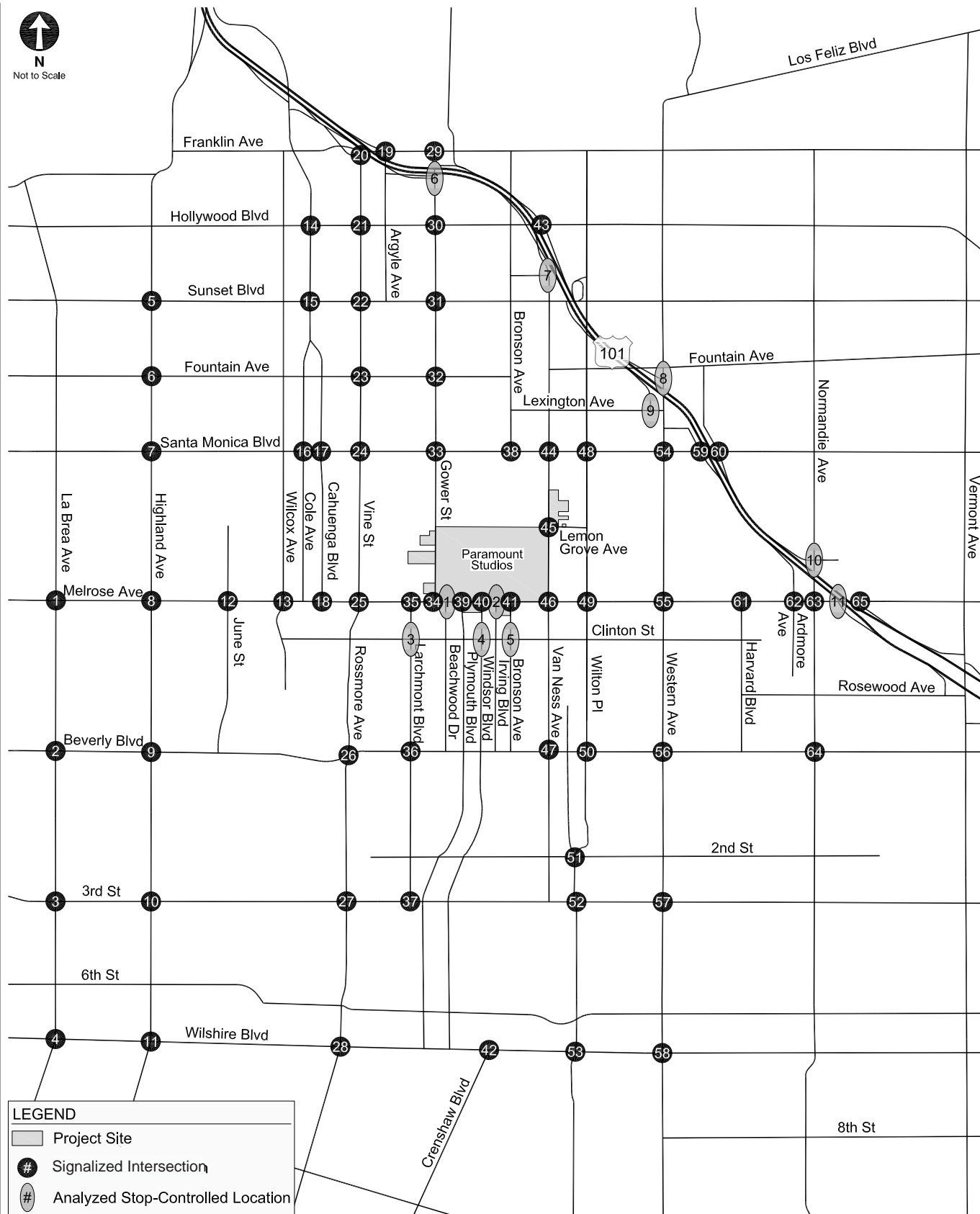
## **a. Existing Conditions**

The existing conditions analysis included reviewing traffic volumes and current intersection operating conditions as well as a study of the existing street network and public transit system.

### **(1) Existing Street System**

The existing street system in the Study Area consists of a regional roadway system including freeways, principal and secondary arterials, and collector and local streets. The secondary arterials, collectors, and local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to four travel lanes and allow parking on either side of the street. Typically, the speed limits on the arterial, collector, and local streets range between 25 and 35 miles per hour (mph).

Primary regional access to the Project Site is provided by US-101 (the Hollywood Freeway), which runs in a northwesterly/southeasterly direction approximately 0.6 mile northeast of the Project Site at its closest point. Additional freeways, outside of the Study Area, include the I-10 to the south, I-110 to the southeast, SR-2 and I-5 to the northeast, and SR-134 and SR-170 to the north.



**Figure IV.K-1**  
Study Area and Analyzed Intersections



The major arterial streets providing regional and sub-regional access to the Project Site include Santa Monica Boulevard, Melrose Avenue, Vine Street, Gower Street, Van Ness Avenue, Wilton Place, and Western Avenue.

## (2) Existing Traffic Volumes and Operating Conditions

### *(a) Computer Traffic Signal Control*

The City operates two traffic control systems to improve travel conditions on City streets. The two systems are the Automated Traffic Surveillance and Control (ATSAC) system, which LADOT estimates improves intersection capacity by an average of 7 percent (0.07 V/C adjustment), and the Adaptive Traffic Control System (ATCS), which LADOT estimates improves intersection capacity by an additional 3 percent over those operating under the ATSAC system alone (0.10 total V/C adjustment). All 65 signalized intersections were equipped with ATSAC control at the time the traffic counts were conducted, and many were equipped with ATCS control. At LADOT's direction, the intersections were conservatively assumed to operate only with ATSAC control under existing conditions. All signalized intersections are expected to receive ATCS control before Project buildout, and thus ATCS control and the corresponding capacity increase of 10 percent (0.10 V/C adjustment) is assumed under all future analysis scenarios.

### *(b) Existing Intersection Operations*

Intersection turning movement counts were conducted at the 65 signalized study intersections and 11 unsignalized study intersections for the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) peak periods in April 2010. To reflect ambient growth in traffic, the existing traffic counts have been increased by 0.2 percent in consultation with LADOT and in accordance with the average ambient traffic growth rate.

Intersections are analyzed based on their levels of service (LOS). LOS categories range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F. LOS D is typically recognized as an acceptable service level in urban areas, although many urbanized areas operate at LOS E or F. Under existing conditions, 57 of the 65 signalized intersections operate at level of service (LOS) D or better during both the morning and afternoon peak hours. The remaining eight signalized intersections operate at LOS E or F during at least one of the analyzed peak hours under existing conditions. All 11 unsignalized intersections currently operate at LOS D or better during both peak hours under existing conditions. Table IV.K-2 and Table IV.K-3, on page IV.K-8 and page IV.K-12, respectively, present existing conditions information for the 65 signalized intersections and 11 unsignalized intersections.

**Table IV.K-2**  
**Existing Conditions—Signalized Intersection Peak-Hour Levels of Service**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing V/C</b>	<b>LOS</b>
1.	La Brea Avenue & Melrose Avenue	A.M. P.M.	0.903 0.891	E D
2.	La Brea Avenue & Beverly Boulevard	A.M. P.M.	0.930 0.987	E E
3.	La Brea Avenue & 3rd Street	A.M. P.M.	0.905 0.852	E D
4.	La Brea Avenue & Wilshire Boulevard	A.M. P.M.	0.853 0.819	D D
5.	Highland Avenue & Sunset Boulevard	A.M. P.M.	0.937 0.851	E D
6.	Highland Avenue & Fountain Avenue	A.M. P.M.	0.701 0.692	C B
7.	Highland Avenue & Santa Monica Boulevard	A.M. P.M.	0.896 0.795	D C
8.	Highland Avenue & Melrose Avenue	A.M. P.M.	0.935 1.036	E F
9.	Highland Avenue & Beverly Boulevard	A.M. P.M.	0.985 1.004	E F
10.	Highland Avenue & 3rd Street	A.M. P.M.	0.999 0.853	E D
11.	Highland Avenue & Wilshire Boulevard	A.M. P.M.	0.955 0.937	E E
12.	June Street & Melrose Avenue	A.M. P.M.	0.525 0.495	A A
13.	Wilcox Avenue & Melrose Avenue	A.M. P.M.	0.559 0.519	A A
14.	Cahuenga Boulevard & Hollywood Boulevard	A.M. P.M.	0.671 0.577	B A
15.	Cahuenga Boulevard & Sunset Boulevard	A.M. P.M.	0.761 0.637	C B
16.	Cole Avenue & Santa Monica Boulevard	A.M. P.M.	0.505 0.487	A A
17.	Cahuenga Boulevard & Santa Monica Boulevard	A.M. P.M.	0.651 0.619	B B
18.	Cahuenga Boulevard & Melrose Avenue	A.M. P.M.	0.631 0.779	B C
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.727 0.748	C C
20.	US 101 SB Off-Ramp/Vine Street & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.340 0.410	A A
21.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.691 0.616	B B

**Table IV.K-2**  
**Existing Conditions—Signalized Intersection Peak-Hour Levels of Service**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing V/C</b>	<b>LOS</b>
22.	Vine Street & Sunset Boulevard	A.M. P.M.	0.828 0.855	D D
23.	Vine Street & Fountain Avenue	A.M. P.M.	0.697 0.809	B D
24.	Vine Street & Santa Monica Boulevard	A.M. P.M.	0.820 0.814	D D
25.	Vine Street/Rossmore Avenue & Melrose Avenue	A.M. P.M.	0.832 0.871	D D
26.	Rossmore Avenue & Beverly Boulevard	A.M. P.M.	0.772 0.817	C D
27.	Rossmore Avenue & 3rd Street	A.M. P.M.	1.007 0.821	F D
28.	Rossmore Avenue & Wilshire Boulevard	A.M. P.M.	0.646 0.629	B B
29.	Gower Street & Franklin Avenue	A.M. P.M.	0.649 0.530	B A
30.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.717 0.575	C A
31.	Gower Street & Sunset Boulevard	A.M. P.M.	0.932 0.873	E D
32.	Gower Street & Fountain Avenue	A.M. P.M.	0.447 0.561	A A
33.	Gower Street & Santa Monica Boulevard	A.M. P.M.	0.779 0.786	C C
34.	Gower Street & Melrose Avenue	A.M. P.M.	0.759 0.738	C C
35.	Larchmont Boulevard & Melrose Avenue	A.M. P.M.	0.479 0.551	A A
36.	Larchmont Boulevard & Beverly Boulevard	A.M. P.M.	0.563 0.612	A B
37.	Larchmont Boulevard & 3rd Street	A.M. P.M.	0.580 0.425	A A
38.	Bronson Avenue & Santa Monica Boulevard	A.M. P.M.	0.588 0.461	A A
39.	Plymouth Boulevard & Melrose Avenue	A.M. P.M.	0.423 0.471	A A
40.	Windsor Boulevard & Melrose Avenue	A.M. P.M.	0.533 0.516	A A
41.	Bronson Avenue & Melrose Avenue	A.M. P.M.	0.530 0.553	A A
42.	Crenshaw Boulevard & Wilshire Boulevard <sup>a</sup>	A.M. P.M.	0.766 0.785	C C

**Table IV.K-2  
Existing Conditions—Signalized Intersection Peak-Hour Levels of Service**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing V/C</b>	<b>LOS</b>
43.	US 101 NB Ramps & Hollywood Boulevard <sup>a</sup>	A.M. P.M.	0.550 0.545	A A
44.	Van Ness Avenue & Santa Monica Boulevard	A.M. P.M.	0.687 0.717	B C
45.	Van Ness Avenue & Lemon Grove Avenue	A.M. P.M.	0.396 0.447	A A
46.	Van Ness Avenue & Melrose Avenue	A.M. P.M.	0.705 0.723	C C
47.	Van Ness Avenue & Beverly Boulevard	A.M. P.M.	0.601 0.603	B B
48.	Wilton Place & Santa Monica Boulevard	A.M. P.M.	0.615 0.619	B B
49.	Wilton Place & Melrose Avenue	A.M. P.M.	0.713 0.763	C C
50.	Wilton Place & Beverly Boulevard	A.M. P.M.	0.795 0.897	C D
51.	Wilton Place & 2nd Street <sup>a</sup>	A.M. P.M.	0.555 0.534	A A
52.	Wilton Place & 3rd Street	A.M. P.M.	0.882 0.835	D D
53.	Wilton Place & Wilshire Boulevard	A.M. P.M.	0.659 0.715	B C
54.	Western Avenue & Santa Monica Boulevard	A.M. P.M.	0.894 0.852	D D
55.	Western Avenue & Melrose Avenue	A.M. P.M.	0.775 0.823	C D
56.	Western Avenue & Beverly Boulevard	A.M. P.M.	0.738 0.663	C B
57.	Western Avenue & 3rd Street	A.M. P.M.	0.860 0.729	D C
58.	Western Avenue & Wilshire Boulevard	A.M. P.M.	0.749 0.783	C C
59.	US 101 SB On-Ramp & Santa Monica Boulevard	A.M. P.M.	0.435 0.446	A A
60.	US 101 NB Off-Ramp & Santa Monica Boulevard	A.M. P.M.	0.534 0.566	A A
61.	Harvard Boulevard & Melrose Avenue	A.M. P.M.	0.400 0.441	A A
62.	Ardmore Avenue & Melrose Avenue	A.M. P.M.	0.637 0.781	B C
63.	Normandie Avenue & Melrose Avenue	A.M. P.M.	0.749 0.890	C D

**Table IV.K-2**  
**Existing Conditions—Signalized Intersection Peak-Hour Levels of Service**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing V/C</b>	<b>LOS</b>
64.	Normandie Avenue & Beverly Boulevard	A.M. P.M.	0.534 0.578	A A
65.	US 101 NB Off-Ramp & Melrose Avenue	A.M. P.M.	0.640 0.583	B A
<sup>a</sup> CMA calculation conducted by hand due to irregularity of intersection configuration. Source: Gibson Transportation Consulting, Inc., 2015.				

### (3) Congestion Management Program

The Los Angeles County Congestion Management Plan (CMP) is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program and State Transportation Improvement Program processes. The CMP requires that a Traffic Impact Analysis be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. The analysis of potential impacts to the CMP arterial and freeway monitoring stations was performed in accordance with the Traffic Impact Analysis guidelines referenced in the CMP. The CMP also requires that a transit system analysis be performed to determine whether a project adds demand exceeding the capacity of the transit system.

#### *(a) CMP Arterial Monitoring Stations*

The following four intersections in the Study Area are classified as CMP arterial monitoring stations:

- La Brea Avenue & Wilshire Boulevard (Intersection No. 4);
- Highland Avenue & Santa Monica Boulevard (Intersection No. 7);
- Western Avenue & Santa Monica Boulevard (Intersection No. 54); and
- Western Avenue & Wilshire Boulevard (Intersection No. 58).

**Table IV.K-3**  
**Existing Conditions—Unsignalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		
			Delay	LOS	Meets Signal Warrants <sup>a</sup>
1.	Beachwood Drive & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.3 0.3	A A	No
2.	Irving Boulevard & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.3 0.1	A A	No
3.	Larchmont Boulevard & Clinton Street	A.M. P.M.	9.7 9.6	A A	No
4.	Windsor Boulevard & Clinton Street	A.M. P.M.	7.6 7.4	A A	No
5.	Bronson Avenue & Clinton Street	A.M. P.M.	7.4 7.4	A A	No
6.	Gower Street & US 101 SB Off-Ramp/Yucca Street <sup>b</sup>	A.M. P.M.	14.1 4.6	B A	Yes
7.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	A.M. P.M.	11.6 9.3	B A	No
8.	Western Avenue & US 101 NB On-Ramp <sup>b</sup>	A.M. P.M.	4.5 3.4	A A	Yes
9.	US 101 SB Off-Ramp & Lexington Avenue	A.M. P.M.	26.4 15.1	D C	No
10.	Normandie Avenue & US 101 NB On-Ramp/Monroe Street <sup>b</sup>	A.M. P.M.	28.1 8.3	D A	Yes
11.	US 101 SB On-Ramp & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.7 0.8	A A	Yes
<sup>a</sup> Indicates whether intersection meets LADOT criteria for installing a traffic signal. <sup>b</sup> Average delay reported at 2-way stop-controlled or uncontrolled location. Source: Gibson Transportation Consulting, Inc., 2015.					

*(b) CMP Freeway Segments*

The CMP identifies one mainline freeway monitoring location within the Study Area. The monitoring location is on the US 101, south of Santa Monica Boulevard, which is located east of the Project Site. At this location, the proposed Project is projected to add a total of 27 southbound trips and 47 northbound trips during the morning peak hour and a total of 50 southbound trips and 33 northbound trips during the afternoon peak hour. As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP impact would occur and no additional freeway analysis is required under the CMP criteria for existing or future conditions. As discussed above, a supplemental analysis of

Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR.

*(c) Transit Service*

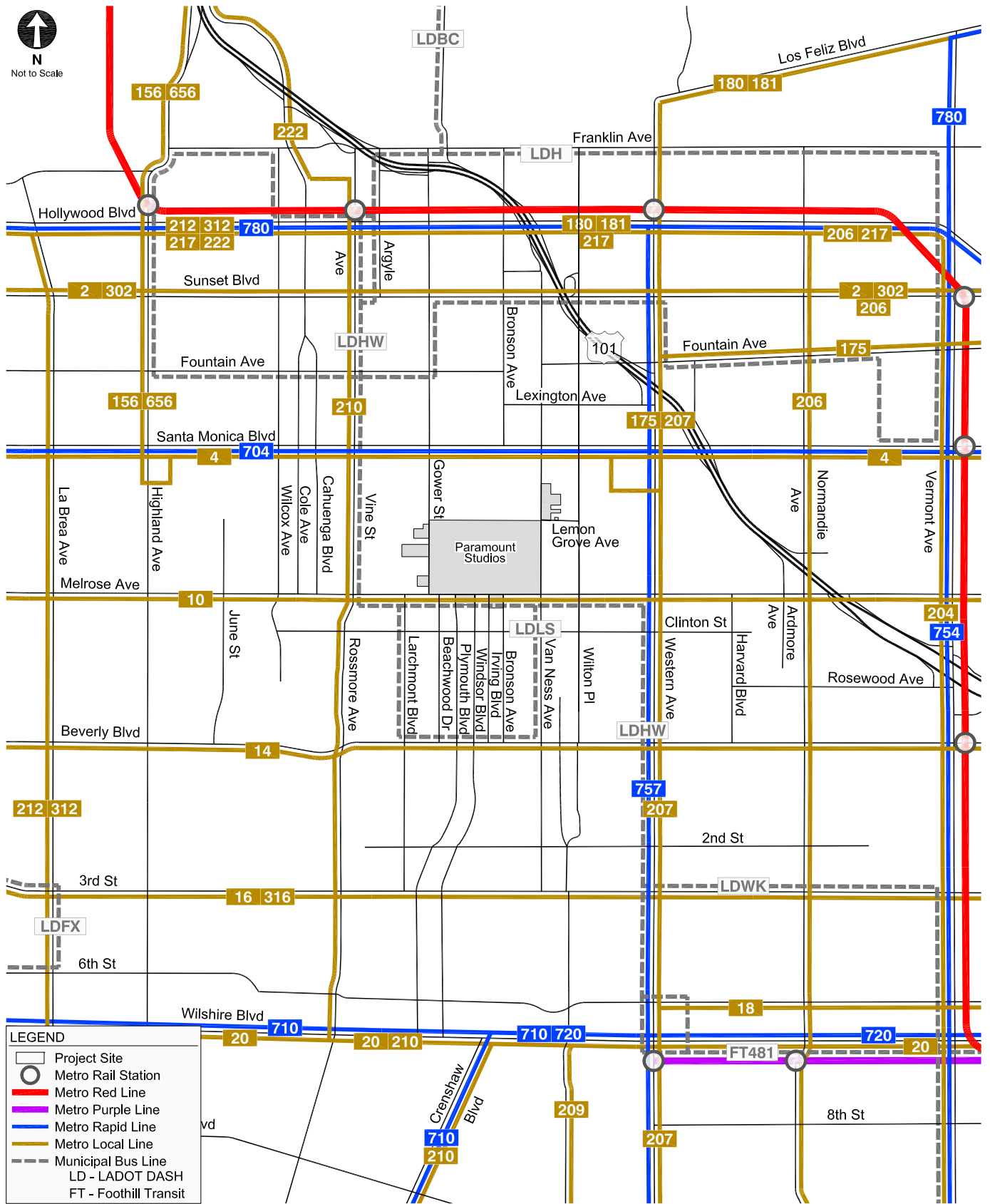
Three transit service providers operate lines within the Project Study Area, including Metro, Los Angeles Department of Transportation Downtown Area Shuttle (DASH), and Foothill Transit. Currently, the Metro bus system operates 29 bus lines within the Study Area in the form of both local and rapid service. LADOT DASH provides six local lines, including a lunchtime shuttle adjacent to the Project Site. Foothill Transit provides one commuter line south of the Project Site.

Bus transit service in the Study Area is available along the following streets:

- 3rd Street
- Beverly Boulevard
- Cahuenga Boulevard (through the Cahuenga Pass)
- Crenshaw Boulevard
- Fountain Avenue
- Franklin Avenue
- Highland Avenue
- Hollywood Boulevard
- La Brea Avenue
- Melrose Avenue
- Normandie Avenue
- Santa Monica Boulevard
- Sunset Boulevard
- Vermont Avenue
- Vine Street/Rossmore Avenue
- Western Avenue
- Wilshire Boulevard

In addition to the 36 bus lines that provide service within the Project vicinity, Metro also operates the Red Line and Purple Line subways to the north and south of the Project Site, respectively. Connections to the entire Metro rail system are available via these two subway lines. Figure IV.K-2 on page IV.K-14 illustrates the existing transit service in the Study Area. Table IV.K-4 on page IV.K-15 summarizes the various transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local) and frequency of service.

The existing peak-hour ridership data obtained from Metro for the primary transit lines serving the Project Site during the morning and afternoon peak hours is summarized



**Figure IV.K-2**  
Existing Transit Service



**Table IV.K-4  
Existing Transit Service**

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				A.M. Peak Hour		P.M. Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus							
2	Downtown Los Angeles–Pacific Palisades via Sunset Boulevard	Local	4:30 A.M.–1:30 A.M.	10	10	8	9
4	Downtown Los Angeles–West Los Angeles–Santa Monica via Santa Monica Boulevard	Local	24 Hour	10	10	10	10
10	Downtown Los Angeles–West Hollywood via Temple Street & Melrose Avenue	Local	4:00 A.M.–1:00 A.M.	10	5	10	10
14	Downtown Los Angeles–Beverly Hills via Beverly Boulevard	Local	5:00 A.M.–12:00 A.M.	9	7	7	8
16	Downtown Los Angeles–Century City via 3rd Street	Local	4:00 A.M.–1:00 A.M.	6	7	8	5
18	Wilshire Center–Downtown Los Angeles–Montebello via 6th Street & Whittier Boulevard	Local	4:00 A.M.–12:00 A.M.	9	16	13	12
20	Downtown Los Angeles–Santa Monica via Santa Monica Boulevard	Local	5:00 A.M.–11:00 P.M.	13	8	9	10
156	Van Nuys–Hollywood–Panorama City–Hollywood	Local	5:30 A.M.–1:30 A.M.	34	30	40	34
175	Silver Lake–Hollywood via Hyperion & Fountain Avenue	Local	6:30 A.M.–8:30 P.M.	40	48	60	60
180	Hollywood–Glendale–Pasadena via Los Feliz Boulevard & Colorado Boulevard	Local	24 hours	27	30	30	27
181	Hollywood–Glendale–Pasadena via Los Feliz Boulevard & Colorado Boulevard	Local	5:00 A.M.–11:00 P.M.	30	30	30	30
204	Hollywood–Athens via Vermont Avenue	Local	24 hour	10	11	10	9
206	Hollywood–Athens via Normandie Avenue	Local	5:00 A.M.–1:30 A.M.	11	12	12	14
207	Hollywood–Athens via Western Avenue	Local	4:30 A.M.–12:00 A.M.	10	13	13	13
209	Wilshire Center–Athens via Van Ness Avenue	Local	5:30 A.M.–9:00 P.M.	48	48	48	48

**Table IV.K-4 (Continued)**  
**Existing Transit Service**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes)			
			A.M. Peak Hour		P.M. Peak Hour	
			NB/EB	SB/WB	NB/EB	SB/WB
210 Hollywood/Vine Station–South Bay Galleria via Crenshaw Boulevard	Local	4:30 A.M.–1:00 A.M.	12	12	15	12
212 Hollywood/Vine Station–Hawthorne Station via La Brea Avenue	Local	4:30 A.M.–2:30 A.M.	16	20	24	16
217 Vermont/Sunset–Fairfax/Washington via Hollywood Boulevard & Fairfax Avenue	Off-Peak Local	4:00 A.M.–3:30 A.M.	30	24	15	15
222 Sun Valley–Hollywood via Hollywood Way, Barham Boulevard, Cahuenga Boulevard	Local	6:00 A.M.–6:00 P.M.	34	40	40	40
302 Downtown Los Angeles–Pacific Palisades via Sunset Boulevard	Limited Stop	5:30 A.M.–7:30 P.M.	N/A	13	24	N/A
312 Hollywood/Vine Station–Hawthorne Station via La Brea Avenue	Limited Stop	5:30 A.M.–6:30 P.M.	17	N/A	N/A	16
316 Downtown Los Angeles–Century City via 3rd Street	Limited Stop	6:00 A.M.–8:00 P.M.	13	18	15	15
656 Van Nuys–Hollywood–Panorama City–Hollywood	Late Night	12:30 A.M.–6:00 A.M.	N/A	N/A	N/A	N/A
704 Downtown Los Angeles–Santa Monica via Santa Monica Boulevard	RAPID	6:00 A.M.–9:00 P.M.	15	10	10	12
710 Wilshire Center–South Bay Galleria via Crenshaw Boulevard	RAPID	5:30 A.M.–9:30 P.M.	15	17	14	15
720 Santa Monica–Commerce via Wilshire Boulevard & Whittier Boulevard	RAPID	5:00 A.M.–2:00 A.M.	10	3	3	8
754 Hollywood–Athens via Vermont Avenue	RAPID	5:00 A.M.–9:30 P.M.	7	8	7	7
757 Hollywood–Crenshaw Station via Western Avenue	RAPID	6:00 A.M.–8:00 P.M.	13	14	13	11
780 Washington/Fairfax–Pasadena via Fairfax Avenue & Hollywood & Colorado Boulevard	RAPID	5:30 A.M.–8:30 P.M.	13	14	13	14

**Table IV.K-4 (Continued)**  
**Existing Transit Service**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes)			
			A.M. Peak Hour		P.M. Peak Hour	
			NB/EB	SB/WB	NB/EB	SB/WB
Metro Rail						
Red Downtown Los Angeles–North Hollywood	LRT	4:30 A.M.–1:00 A.M.	10	10	11	10
Purple Downtown Los Angeles–Wilshire/Western	LRT	4:30 A.M.–1:00 A.M.	11	10	11	10
LADOT DASH						
LDHW Hollywood/Wilshire	Local	7:00 A.M.–7:00 P.M.	27	34	27	24
LDLS Hollywood/Wilshire (Larchmont Shuttle)	Local Shuttle	11:30 A.M.–2:30 P.M.	N/A	N/A	N/A	N/A
LDH Hollywood	Local	7:00 A.M.–7:00 P.M.	30	30	30	30
LDBC Beachwood Canyon	Local	6:30 A.M.–7:30 P.M.	30	30	27	24
LDWK Wilshire Center/Koreatown	Local	7:00 A.M.–7:00 P.M.	27	27	27	27
LDFX Fairfax	Local	7:00 A.M.–6:00 P.M.	48	40	27	30
Foothill Transit						
FT481 Downtown Los Angeles–El Monte	Express	5:30 A.M.–6:30 P.M.	20	N/A	N/A	24
<hr/> <i>Metro = Los Angeles County Metropolitan Transportation Authority</i> <i>LADOT DASH = Los Angeles Department of Transportation Downtown Area Shuttle</i> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>						

in Table IV.K-5 on page IV.K-19.<sup>2</sup> As indicated therein, there is currently a residual capacity of 3,600 riders in the morning peak hour and 2,876 riders during the afternoon peak hour on the Metro bus and rail lines serving the Project Site. Each of the lines studied have capacity to take on additional riders during the peak hours. Additionally, daily DASH ridership totals provided by LADOT suggest that there is additional capacity on the Hollywood/Wilshire shuttle, which provides service between the Project Site and the nearest Red Line and Purple Line subway stations.

#### (4) Existing Project Site Access and Circulation

Vehicular access to the Main Lot is provided at eight access points, including three emergency fire gates. General access is provided through a main gate at Melrose Avenue & Windsor Boulevard (known as the Melrose Gate) and a lesser-used gate at Melrose Avenue & Bronson Avenue (known as the Bronson Gate). Three gates are primarily used for production access, including one on Gower Street near the northwest corner of the Main Lot and two gates along Van Ness Avenue. Three other fire gates provide emergency access to the Main Lot, including one gate on Gower Street and two on Van Ness Avenue.

The Ancillary Lots are served by 12 access points. The Gregory Lot Parcel A is served by a single driveway to the alley running along the northern border of the parcel. The Gregory Lot Parcel B is on the north side of the alley and also has a single driveway to the alley. The Gower parking structure on the Waring Lot has access on Gower Street immediately north of Waring Avenue. The Camerford Lot is served by a driveway on Gower Street immediately south of Camerford Avenue. The Windsor Lot has inbound access via Windsor Boulevard and outbound access via Plymouth Boulevard. The South Bronson Lot has inbound and outbound access on Irving Boulevard and outbound access on Bronson Avenue. The parking structure in Parcel A of the Lemon Grove Lot has primary access on Lemon Grove Avenue immediately east of Van Ness Avenue and has a secondary access to the subterranean level, which serves the Paramount Studios transportation department, on Van Ness Avenue north of Lemon Grove Avenue. Parcel B of the Lemon Grove Lot is accessed through Parcel A of the Lemon Grove Lot. Parcels C and D of the Lemon Grove Lot have access on Ridgewood Place and Lemon Grove Avenue, respectively.

There are pedestrian sidewalks provided on both sides of each street fronting the Main Lot and Ancillary Lots. Pedestrians can access the Main Lot through the Melrose Gate and the Bronson Gate as well as two pedestrian gates on Van Ness Avenue and one on Gower Street. There are signalized pedestrian crosswalks between the Ancillary Lots

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<sup>2</sup> The ridership data was collected by Metro in December 2010.

**Table IV.K-5  
Existing Transit Service Patronage—Lines Serving Project Periphery**

Provider/Route	Number of Runs During Peak Hour <sup>a</sup>	Passenger Boardings <sup>b</sup>	Capacity <sup>b</sup>	Average Load <sup>d</sup>	Load Factor—Average Load/ Capacity	Residual Capacity per Run	Residual Capacity in Peak Hour <sup>e</sup>
<b>A.M. Peak Period</b>							
Metro Bus 4	12	574/4,255	50	43	0.86	7	84
Metro Bus 10	18	225/4,545	50	44	0.88	6	108
Metro Bus 210	10	227/3,416	50	42	0.84	8	80
Metro Bus 704	10	271/3,384	75	59	0.79	16	160
Metro Rail Red Line <sup>f</sup>	6	2,218/27,904	762	504	0.66	259	1,554
Metro Rail Purple Line	6	1,106/9,487	508	237	0.47	269	1,614
<b>Total Residual Capacity in Peak Hour</b>							<b>3,600</b>
<b>P.M. Peak Period</b>							
Metro 4	12	492/5,826	50	41	0.82	9	108
Metro 10	12	154/4,602	50	34	0.68	16	192
Metro 210	9	249/4,172	50	38	0.76	12	108
Metro 704	11	204/4,279	75	47	0.63	28	308
Metro Rail Red Line <sup>f</sup>	6	3,486/36,981	762	610	0.80	152	912
Metro Rail Purple Line	6	1,820/12,226	508	299	0.59	208	1,248
<b>Total Residual Capacity in Peak Hour</b>							<b>2,876</b>
<p><i>Metro = Los Angeles County Metropolitan Transportation Authority</i></p> <p><sup>a</sup> <i>Number of runs in both directions combined during peak hour.</i></p> <p><sup>b</sup> <i>## = Passenger Boardings in Project vicinity/Passenger Boardings for the entire route. Boardings are sum of both route directions.</i></p> <p><sup>c</sup> <i>Capacity assumptions:</i>  <i>Metro Regular Bus—40 seated/50 standing</i>  <i>Metro Articulated Bus—66 seated/75 standing</i>  <i>Metro Red Line—55 seats/car, 6 cars/run during peak periods. Metro assumes a maximum capacity of 230 percent of seated capacity, or 127/car.</i></p>							

**Table IV.K-5 (Continued)**  
**Existing Transit Service Patronage—Lines Serving Project Periphery**

Provider/Route	Number of Runs During Peak Hour <sup>a</sup>	Passenger Boardings <sup>b</sup>	Capacity <sup>b</sup>	Average Load <sup>d</sup>	Load Factor—Average Load/Capacity	Residual Capacity per Run	Residual Capacity in Peak Hour <sup>e</sup>
<p><i>Metro Purple Line—55 seats/car, 4 cars/run during peak periods. Metro assumes a maximum capacity of 230 percent of seated capacity, or 127/car.</i></p> <p><sup>d</sup> <i>Average load is the average peak load of 5 consecutive runs—2 runs before and 2 after the maximum load observed.</i></p> <p><sup>e</sup> <i>Maximum residual capacity in peak hours = (Maximum residual capacity per run) x (number of peak-hour runs).</i></p> <p><sup>f</sup> <i>Metro rail data only available in hourly summation. Maximum Load was assumed to be 20 percent of hourly maximum load (which is the sum of 6 hourly runs).</i></p> <p><i>Source: Gibson Transportation Consulting, Inc., 2015.</i></p>							

and the Main Lot across Van Ness Avenue at Lemon Grove Avenue, across Melrose Avenue at Plymouth Boulevard, Windsor Boulevard, and Bronson Avenue, and across Gower Street at Waring Avenue. The Gregory Lot and the Camerford Lot are within a short distance of the crosswalk across Gower Street at Waring Avenue. On Van Ness Avenue, bicycles may access the Main Lot at the Van Ness and Lemon Grove pedestrian gates. On Melrose Avenue, bicycles may access the Main Lot at the vehicular portions of the Melrose and Bronson Gates. On Gower Street, bicycles may access the Main Lot via the vehicular North Gower Gate. Within the Main Lot, circulation is provided via a series of north-south production avenues between stages, offices, and support facilities. Pedestrians, bicycles, and production vehicles share these narrow streets, and they are also often used as production staging areas. A landscaped pedestrian and bicycle thoroughfare (the Paseo) runs east-west from one end of the Main Lot to the other north of Melrose Avenue.

### (5) Parking

Within the Project Site, the Main Lot currently provides 1,520 parking spaces and the Ancillary Lots currently provide 2,060 spaces for a total of 3,580 parking spaces. This supply is distributed among three parking structures and 11 surface parking lots. Visitor parking is primarily provided at the B-Tank Lot, Central Lot, and Plaza Lot via the Melrose Gate, with some tour guests and audience show guests parking at the Windsor Lot, the South Bronson Lot, and the Gower parking structure. Most employee and other pass-holder parking is provided at the visitor lots and Pickford Lot accessed via the Melrose Gate, the Bronson Lot accessed via the Bronson Gate, the Van Ness structure accessed via the Van Ness Gate, the Gower parking structure, and the Lemon Grove parking structure. Valet service is employed regularly at many of these parking facilities to facilitate parking operations. The valet service effectively increases parking capacity at each lot or structure at which it is deployed.

When needed for production purposes, the Applicant applies for special permits with the City to park production vehicles on public roads adjacent to the Main Lot. Both Gower Street and Van Ness Avenue are used regularly for this purpose.

Parking requirements for individual on-site buildings and land uses were established as the uses were developed over a nearly 90-year time frame. The parking requirements for buildings and facilities were established pursuant to the applicable parking provisions of the Los Angeles Municipal Code (LAMC) at the time of development to the extent applicable parking requirements had been established when the buildings and facilities were developed. During the past 90 years, parking policies and requirements have changed, and several of the on-site buildings were constructed prior to the inception of off-street parking requirements. Buildings that fall into this category and still remain today are not required to conform to current regulatory parking requirements. Existing buildings

and land uses which provide parking at less than current policies and regulations are legal non-conforming uses.

Parking demand is a measure of the actual parking needed to serve the land uses on the Project Site. An analysis of existing parking demand was conducted using hourly parking accumulation survey data collected over three consecutive weekdays in August 2011 between the hours of 7:00 A.M. and 7:00 P.M. Based on this analysis, the peak parking demand for a typical production day (i.e., a day representing typical use for the studio facilities) is 3,025 spaces from 11:00 A.M. to 12:00 P.M., or approximately 84 percent of the available parking supply at the Project Site. Providing for a 10 percent contingency for a heavy production day, it is conservatively estimated that the Project Site currently has a parking supply surplus of approximately 253 spaces (i.e., supply of 3,580 spaces and a demand for 3,327 spaces).

In addition, valet parking service is employed at several parking lots at the Main Lot on a daily basis. The valet attendants double-park vehicles in order to maximize parking capacity. This strategy yields substantial additional capacity at lots in which it is employed. As a result, the actual parking surplus at the Project Site is greater than the surplus number of parking spaces identified above.

As described in more detail below and in Section II, Project Description, of this Draft EIR, as part of ongoing operations at the Project Site, additions and changes to the Project Site occur on a continuous basis. These additional facilities, constructed as part of ongoing business activities, are referred to as “interim projects.” During the review process for the proposed Project, it is anticipated that approximately 50,000 square feet of additional office, stage, production office, and/or support uses, and new sets would be constructed as part of the ongoing business activities. Construction of the interim projects would generate additional parking demand beyond that described above. For purposes of this analysis, it is conservatively assumed that all 50,000 square feet of interim projects would be office uses, for which LAMC would require an additional 100 parking spaces. This is fewer than the existing parking surplus of approximately 253 spaces on a heavy production day and, thus, the existing parking supply is sufficient to accommodate the interim projects and still maintain a surplus of 153 spaces.

## **b. Future Conditions without the Proposed Project**

### **(1) Ambient Growth**

Existing traffic is expected to increase as a result of regional growth and development. In consultation with LADOT, an ambient growth factor of 0.20 percent per year was used to adjust the existing traffic volumes at all intersections to reflect the effects



of regional growth and development by Project buildout. The total adjustment compounded over the period for full buildout of the proposed Project (year 2038) was, therefore, 5.54 percent.

## (2) Related and Interim Projects

As shown in Section III, Environmental Setting, of this Draft EIR, a total of 81 related projects have been identified in relation to the proposed Project by way of location and development completion dates comparable to the proposed Project. Ambient growth accounts for all of the expected growth in general traffic levels over the Project buildout period. Separately including traffic associated with related projects in the Study Area effectively double-counts their growth. However, in consultation with LADOT, in order to provide a conservative analysis, traffic from eight of the related projects was included in the analysis of future traffic conditions in addition to the ambient traffic growth. The eight related projects were chosen by LADOT based on the size and proximity of the related projects to the proposed Project and a review of the specific assumptions for localized development in the Southern California Association of Governments (SCAG) Model.<sup>3</sup> The trips generated by the following eight related projects were specifically added on top of the trips associated with ambient traffic growth.

- Highland Center Mixed-Use Project (Related Project No. 1);
- Pantages Theater Office (Related Project No. 2);
- Selma & Vine Office Building (Related Project No. 3);
- Columbia Square Mixed-Use Project (Related Project No. 4);
- 956 Seward St Office (Related Project No. 5);
- Target—Sunset Shopping Center (Related Project No. 6);
- La Brea & Wilshire Mixed-Use (Related Project No. 7); and
- Millennium Hollywood Development (Related Project No. 8).

Additionally, as discussed above, the proposed Project's traffic analysis conservatively assumes that 50,000 square feet (sf) of office space will be constructed as a

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<sup>3</sup> For further discussion of the SCAG model used in this analysis, refer to Chapter 3 of the Traffic Study included in Appendix Q of this Draft EIR.

part of the interim projects, as this assumption would yield the greatest number of vehicle trips from the various uses that could occur as part of the interim projects.

### (3) Future Base Roadway Network

The roadway network for the Future-without-Project conditions in the Study Area is affected by a number of regional improvement plans, local specific plans, and programmed improvements. Two specific funded roadway improvements included in the analysis of future conditions are the Wilshire Boulevard Bus Rapid Transit Project and the Metro Westside Subway Extension. The conversion of the curb lanes to bus lanes during the peak hours under the Wilshire Boulevard Bus Rapid Transit Project would reduce the number of through travel lanes (i.e., automobile capacity on Wilshire Boulevard) from six lanes to four lanes in the Study Area. The analyses of future conditions in the Traffic Study accounts for the loss of travel lanes and resulting reduction in capacity at all study intersections along Wilshire Boulevard. This capacity reduction may cause some traffic to divert to parallel streets. An analysis of traffic patterns in the vicinity suggests that the primary alternative streets would be south of the Study Area, such as Pico Boulevard and Olympic Boulevard. However, in order to maintain a conservative analysis, rather than shifting traffic outside of the Study Area, traffic volumes were not adjusted on Wilshire Boulevard or on any parallel routes in the future conditions analyses. In addition, in order to maintain a conservative analysis, no future traffic reduction at any study intersections was assumed as a result of the Westside Subway Extension.

On August 11, 2015, the City adopted the Mobility Plan 2035. The Mobility Plan 2035 is a comprehensive revision of the adopted 1999 Transportation Element of the General Plan and is intended to guide mobility decisions through 2035. Among other things, the plan includes proposed changes to street designations and identifies potential roadways for pedestrian, bicycle, transit, or vehicle enhancements. In some cases, there are multiple potential modifications that could be considered for a particular roadway. However, the Mobility Plan 2035 does not authorize specific right-of-way improvements. Physical changes to the roadway network will not occur without further community engagement, design development and review. Therefore, potential future modifications to the roadway network that may be implemented in response to the Mobility Plan 2035 are speculative and have not been included in the future conditions analyses for the Project.

### (4) Intersection Operations

The following presents the methodology and results of the intersection operations for the Future-without-Project conditions which incorporates traffic volumes, intersection lane configurations, and roadways that would exist upon Project buildout, as described above. Like the analysis of existing conditions, the study intersections were analyzed using the

Critical Movement Analysis methodology based on LADOT guidelines. The projected Future-without-Project intersection operating conditions during the weekday morning and afternoon peak hours are shown on Table IV.K-6 and Table IV.K-7 on page IV.K-26 and page IV.K-30, for the signalized and unsignalized intersections, respectively. As shown in Table IV.K-6, 44 signalized intersections are expected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 21 analyzed intersections are expected to operate at LOS E or F.

As shown in Table IV.K-7, nine unsignalized intersections during the morning peak hour and all 11 unsignalized intersections during the afternoon peak hour are expected to operate at LOS D or better. The remaining two unsignalized intersections during the morning peak hour are projected to operate at LOS E or F. Table IV.K-7 also indicates that four of the 11 unsignalized intersections would meet signal warrants under Future without Project conditions.

## (5) CMP Facilities Operation

### *(a) CMP Arterial Monitoring Stations*

The CMP identifies regional ambient traffic growth rates for all areas within Los Angeles County. The ambient growth factor incorporated into the proposed Project's traffic analysis is also used for the CMP analysis as it is greater than the CMP ambient growth factor for the Study Area, and thus provides a more conservative analysis. The forecast of Future without Project traffic conditions indicates that the intersection of Western Avenue & Santa Monica Boulevard is projected to operate at LOS E during the weekday morning peak hour and LOS D during the weekday afternoon peak hour.<sup>4</sup>

### *(b) CMP Freeway Segments*

As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP impact would occur and no additional freeway analysis is required under the CMP criteria for existing or future conditions. As discussed above, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR.

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<sup>4</sup> While there are three other CMP arterial intersections in the Study Area, the intersection of Western Avenue and Santa Monica Boulevard is the only intersection where the proposed Project is expected to add 50 or more trips. Thus, it is the only CMP intersection evaluated as part of the CMP analysis.

**Table IV.K-6**  
**Future Without Project Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project	
			V/C	LOS
1.	La Brea Avenue & Melrose Avenues	A.M. P.M.	0.933 0.931	E E
2.	La Brea Avenue & Beverly Boulevard	A.M. P.M.	0.957 1.023	E F
3.	La Brea Avenue & 3rd Street	A.M. P.M.	0.931 0.879	E D
4.	La Brea Avenue & Wilshire Boulevard	A.M. P.M.	1.041 0.946	F E
5.	Highland Avenue & Sunset Boulevard	A.M. P.M.	0.982 0.888	E D
6.	Highland Avenue & Fountain Avenue	A.M. P.M.	0.720 0.711	C C
7.	Highland Avenue & Santa Monica Boulevard	A.M. P.M.	0.937 0.864	E D
8.	Highland Avenue & Melrose Avenue	A.M. P.M.	0.971 1.073	E F
9.	Highland Avenue & Beverly Boulevard	A.M. P.M.	1.014 1.035	F F
10.	Highland Avenue & 3rd Street	A.M. P.M.	1.028 0.875	F D
11.	Highland Avenue & Wilshire Boulevard	A.M. P.M.	1.147 1.074	F F
12.	June Street & Melrose Avenue	A.M. P.M.	0.531 0.507	A A
13.	Wilcox Avenue & Melrose Avenue	A.M. P.M.	0.584 0.545	A A
14.	Cahuenga Boulevard & Hollywood Boulevard	A.M. P.M.	0.735 0.641	C B
15.	Cahuenga Boulevard & Sunset Boulevard	A.M. P.M.	0.803 0.697	D B
16.	Cole Avenue & Santa Monica Boulevard	A.M. P.M.	0.546 0.531	A A
17.	Cahuenga Boulevard & Santa Monica Boulevard	A.M. P.M.	0.695 0.677	B B
18.	Cahuenga Boulevard & Melrose Avenue	A.M. P.M.	0.645 0.803	B D
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.795 0.901	C E
20.	US 101 SB Off-Ramp/Vine Street & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.340 0.425	A A

**Table IV.K-6 (Continued)**  
**Future Without Project Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project	
			V/C	LOS
21.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.785 0.725	C C
22.	Vine Street & Sunset Boulevard	A.M. P.M.	0.896 0.962	D E
23.	Vine Street & Fountain Avenue	A.M. P.M.	0.732 0.862	C D
24.	Vine Street & Santa Monica Boulevard	A.M. P.M.	0.919 0.875	E D
25.	Vine Street/Rossmore Avenue & Melrose Avenue	A.M. P.M.	0.869 0.909	D E
26.	Rossmore Avenue & Beverly Boulevard	A.M. P.M.	0.799 0.856	C D
27.	Rossmore Avenue & 3rd Street	A.M. P.M.	1.054 0.864	F D
28.	Rossmore Avenue & Wilshire Boulevard	A.M. P.M.	0.816 0.733	D C
29.	Gower Street & Franklin Avenue	A.M. P.M.	0.679 0.545	B A
30.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.852 0.677	D B
31.	Gower Street & Sunset Boulevard	A.M. P.M.	1.000 0.941	E E
32.	Gower Street & Fountain Avenue	A.M. P.M.	0.463 0.582	A A
33.	Gower Street & Santa Monica Boulevard	A.M. P.M.	0.836 0.832	D D
34.	Gower Street & Melrose Avenue	A.M. P.M.	0.778 0.758	C C
35.	Larchmont Boulevard & Melrose Avenue	A.M. P.M.	0.483 0.560	A A
36.	Larchmont Boulevard & Beverly Boulevard	A.M. P.M.	0.569 0.621	A B
37.	Larchmont Boulevard & 3rd Street	A.M. P.M.	0.586 0.423	A A
38.	Bronson Avenue & Santa Monica Boulevard	A.M. P.M.	0.616 0.468	B A
39.	Plymouth Boulevard & Melrose Avenue	A.M. P.M.	0.423 0.472	A A
40.	Windsor Boulevard & Melrose Avenue	A.M. P.M.	0.544 0.524	A A

**Table IV.K-6 (Continued)**  
**Future Without Project Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project	
			V/C	LOS
41.	Bronson Avenue & Melrose Avenue	A.M. P.M.	0.544 0.565	A A
42.	Crenshaw Boulevard & Wilshire Boulevard <sup>a</sup>	A.M. P.M.	0.843 0.844	D D
43.	US 101 NB Ramps & Hollywood Boulevard <sup>a</sup>	A.M. P.M.	0.608 0.583	B A
44.	Van Ness Avenue & Santa Monica Boulevard	A.M. P.M.	0.726 0.763	C C
45.	Van Ness Avenue & Lemon Grove Avenue	A.M. P.M.	0.405 0.451	A A
46.	Van Ness Avenue & Melrose Avenue	A.M. P.M.	0.727 0.743	C C
47.	Van Ness Avenue & Beverly Boulevard	A.M. P.M.	0.609 0.610	B B
48.	Wilton Place & Santa Monica Boulevard	A.M. P.M.	0.646 0.656	B B
49.	Wilton Place & Melrose Avenue	A.M. P.M.	0.737 0.791	C C
50.	Wilton Place & Beverly Boulevard	A.M. P.M.	0.812 0.921	D E
51.	Wilton Place & 2nd Street <sup>a</sup>	A.M. P.M.	0.559 0.537	A A
52.	Wilton Place & 3rd Street	A.M. P.M.	0.906 0.855	E D
53.	Wilton Place & Wilshire Boulevard	A.M. P.M.	0.817 0.858	D D
54.	Western Avenue & Santa Monica Boulevard	A.M. P.M.	0.923 0.901	E E
55.	Western Avenue & Melrose Avenue	A.M. P.M.	0.799 0.853	C D
56.	Western Avenue & Beverly Boulevard	A.M. P.M.	0.753 0.675	C B
57.	Western Avenue & 3rd Street	A.M. P.M.	0.880 0.744	D C
58.	Western Avenue & Wilshire Boulevard	A.M. P.M.	0.915 0.918	E E
59.	US 101 SB On-Ramp & Santa Monica Boulevard	A.M. P.M.	0.455 0.448	A A
60.	US 101 NB Off-Ramp & Santa Monica Boulevard	A.M. P.M.	0.558 0.576	A A

**Table IV.K-6 (Continued)**  
**Future Without Project Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project	
			V/C	LOS
61.	Harvard Boulevard & Melrose Avenue	A.M.	0.399	A
		P.M.	0.442	A
62.	Ardmore Avenue & Melrose Avenue	A.M.	0.649	B
		P.M.	0.801	D
63.	Normandie Avenue & Melrose Avenue	A.M.	0.768	C
		P.M.	0.914	E
64.	Normandie Avenue & Beverly Boulevard	A.M.	0.537	A
		P.M.	0.583	A
65.	US 101 NB Off-Ramp & Melrose Avenue	A.M.	0.652	B
		P.M.	0.589	A

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<sup>a</sup> CMA calculation conducted by hand due to irregularity of intersection configuration.  
Source: Gibson Transportation Consulting, Inc., 2015.

### 3. Environmental Impacts

#### a. Methodology

The methodology and base assumptions used in this analysis were established by LADOT. The assumptions and methods used in this analysis have been chosen to create an analytically conservative set of conditions. The proposed Project's traffic/circulation analysis addresses a wide range of issues including, but not limited to, the following:

- Intersections: an analysis of the potential changes in operating conditions at 76 intersections (65 signalized and 11 unsignalized) located within an approximate 9-square-mile traffic study area;
- Transit System: an analysis of potential impacts on the capacity of transit lines serving the Project Site;
- Project Access: an analysis of potential impacts associated with access to and from the Project Site by automobiles, bike riders and pedestrians;
- Neighborhood Street Impacts: an analysis of the potential for traffic from the proposed Project to use local residential streets in lieu of major streets (cut-through traffic); and

**Table IV.K-7  
Future Without Project Conditions—Unsignalized Intersection  
Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		
			Delay	LOS	Meets Signal Warrants
1.	Beachwood Drive & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.3 0.4	A A	No
2.	Irving Boulevard & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.3 0.1	A A	No
3.	Larchmont Boulevard & Clinton Street	A.M. P.M.	10.0 9.8	A A	No
4.	Windsor Boulevard & Clinton Street	A.M. P.M.	7.7 7.5	A A	No
5.	Bronson Avenue & Clinton Street	A.M. P.M.	7.4 7.5	A A	No
6.	Gower Street & US 101 SB Off-Ramp/Yucca Street <sup>a</sup>	A.M. P.M.	52.2 6.2	F A	Yes
7.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	A.M. P.M.	12.3 9.7	B A	No
8.	Western Avenue & US 101 NB On-Ramp <sup>a</sup>	A.M. P.M.	6.5 5.2	A A	Yes
9.	US 101 SB Off-Ramp & Lexington Avenue	A.M. P.M.	33.7 16.6	D C	No
10.	Normandie Avenue & US 101 NB On-Ramp/Monroe Street <sup>a</sup>	A.M. P.M.	44.0 11.7	E B	Yes
11.	US 101 SB On-Ramp & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.8 0.8	A A	Yes
<sup>a</sup> Average delay reported at 2-way stop-controlled or uncontrolled location. Source: Gibson Transportation Consulting, Inc., 2015.					

- Construction: an analysis of the potential impacts on traffic flows and safety resulting from the proposed Project's construction activities.

Additional information regarding the various methodologies used in this analysis is presented in detail in the Traffic Study included in Appendix Q of this Draft EIR.

## **b. Significance Thresholds**

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts with regard to transportation/traffic. Those questions for which the



proposed Project's Initial Study (see Appendix A.1 of this Draft EIR) concluded require further study in the EIR are as follows:

Would the project:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- Conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access?
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

In the context of the above questions from Appendix G of the CEQA Guidelines, the *City of Los Angeles CEQA Thresholds Guide* requires the transportation analysis to address the following areas of study: (1) intersection capacity; (2) street segment capacity; (3) freeway capacity; (4) transit system capacity; (5) in-street construction impacts; (6) neighborhood intrusion impacts; and (7) project access.

The Traffic Study prepared for the proposed Project evaluated operating conditions at 76 study intersections located in the vicinity of the Project Site. In light of the geographic scope of the Traffic Study and the large number of study intersections, the analysis of the study intersections was sufficient to cover all potentially affected street segments. Additionally, analysis of street segment capacity is typically prepared for programmatic-level projects, such as a General Plan or Community Plan. Further, evaluation of street segments would not provide any additional insight into the traffic impacts of the proposed Project. Therefore, a street segment capacity analysis was not required for this Draft EIR.

Because the proposed Project meets the CMP requirements to prepare a Traffic Impact Analysis, the analysis of "transit system capacity" is satisfied through the required

CMP transit analysis. Additionally, the traffic analysis also addresses the CMP requirements to prepare an analysis of a CMP arterial monitoring station. The CMP requirement for analyzing freeway segments also satisfies the requirement with regard to analyzing “freeway capacity.” As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP freeway segments impact would occur and no additional freeway analysis is required under CMP criteria for existing or future conditions.

Based on the information above, the analyses presented below address the following: (1) intersection capacity; (2) CMP arterial monitoring station capacity; (3) transit system capacity; (4) Project access; (5) neighborhood intrusion impacts; (6) in-street construction impacts; and (7) parking.

## (1) Intersection Capacity

### (i) Signalized Intersections

The *City of Los Angeles CEQA Thresholds Guide* (page L.1-3) and LADOT criteria state that a project would normally have a significant impact on signalized intersection capacity if the project’s traffic causes an increase in the V/C ratio at the intersection based on the following sliding scale:

Intersection Conditions With Project Traffic		Project-Related Increase in Volume-to-Capacity (V/C) Ratio
Level of Service	Volume-to-Capacity (V/C) Ratio	
C	0.701–0.800	≥ 0.04
D	0.801–0.900	≥ 0.02
E, F	> 0.900	≥ 0.01

### (ii) Unsignalized Intersections

LADOT’s criterion does not assess unsignalized intersections for significant impacts. However, based on consultation with LADOT and consistent with LADOT’s traffic study guidelines, it was determined that unsignalized intersections would be assessed by analyzing these locations to determine if adding traffic signals at these locations is required. Unsignalized intersections were analyzed using the HCM stop-controlled methodology and HCM unsignalized methodology. These methodologies quantify the intersection operations in terms of average vehicular delay in seconds.

LADOT policy requires that only those unsignalized intersections that are either adjacent to the Project Site or integral to the proposed Project’s access and circulation need to be analyzed. However, for consistency with the *City of Los Angeles CEQA Thresholds Guide*, the proposed Project’s traffic analysis also includes the analysis of

unsignalized intersections in the Study Area that do not fall into those two categories (i.e., intersections in nearby residential neighborhoods and freeway ramp locations). Specifically, the significance threshold set forth in the *City of Los Angeles CEQA Thresholds Guide* states that any unsignalized intersection projected to operate at Level of Service C, D, E, or F should be analyzed for significant impacts using the signalized intersection level of service and sliding scale methodology described above. A detailed supplemental analysis of unsignalized intersections for significant traffic impacts according to the requirements of the *City of Los Angeles CEQA Thresholds Guide* is presented in Appendix B of the Traffic Study (which is included in Appendix Q of this Draft EIR), and is summarized herein.

## (2) Congestion Management Program

### *(a) Arterial Monitoring Stations*

For Los Angeles County Congestion Management Program arterial monitoring intersections, a significant project-related impact would occur if the Los Angeles County Congestion Management Program facility is projected to operate at LOS F ( $V/C > 1.00$ ) and project traffic causes an incremental change in the  $V/C$  ratio of 0.02 or greater. A project would not have a regionally significant impact, regardless of the increase in  $V/C$  ratio, if the study facility is projected to operate at LOS E or better after the addition of project traffic.

### *(b) Transit System Capacity*

The *City of Los Angeles CEQA Thresholds Guide* (page L.6-2) states that the determination of significance shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed project and available transit capacity. As stated previously, the proposed Project meets the Los Angeles County Congestion Management Program requirements to prepare a Traffic Impact Analysis that includes (among other things) an identification of the transit lines that would serve the project and an estimation of the number of transit trips that would be generated by the project. Thus, the proposed Project would have a significant impact if transit trips generated by the proposed Project would exceed the capacity of the transit system serving the Project Site.

## (3) Project Access

### *(a) Project Access (Operational)*

The *City of Los Angeles CEQA Thresholds Guide* (page L.5-2) states that a project would normally have a significant access impact if the intersection(s) nearest the primary

site access is/are projected to operate at LOS E or F during the morning or afternoon peak hour, under Future with Project conditions.

*(b) Bicycle, Pedestrian, and Vehicular Safety*

The *City of Los Angeles CEQA Thresholds Guide* (page L.5-2) states that the determination of potential impacts related to bicycle, pedestrian, and vehicular safety shall be determined on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at the project's access points;
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists;
- The type of bicycle facility the project driveway(s) crosses and the level of utilization; and
- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.

Based on all of the above factors, the proposed Project would have a significant impact if Project development would substantially increase hazards to bicyclists, pedestrians, or vehicles.

#### (4) Neighborhood Intrusion

The *City of Los Angeles CEQA Thresholds Guide* (2006, p. L.4-2) identifies significance thresholds with regard to neighborhood intrusion impacts based on the increase in project trips on a local residential street. The significance thresholds set forth in the *City of Los Angeles CEQA Thresholds Guide* provides that a project would normally have a significant neighborhood intrusion impact if Project traffic increases the average daily traffic volume on a local residential street in an amount equal to or greater than the following:

- Average Daily Traffic increase  $\geq 16$  percent, if the final Average Daily Traffic\* is  $< 1,000$ ;
- Average Daily Traffic increase  $\geq 12$  percent, if the final Average Daily Traffic\* is  $\geq 1,000$  and  $< 2,000$ ;

- Average Daily Traffic increase  $\geq 10$  percent if the final Average Daily Traffic\* is  $\geq 2,000$  and  $< 3,000$ ; or
- Average Daily Traffic increase  $\geq 8$  percent if the final Average Daily Traffic\* is  $\geq 3,000$ .

“Final Average Daily Traffic” is defined as total projected future daily volume including project, ambient, and related project growth.

Based on LADOT’s recommendation, a significance threshold of an average daily trip increase of 120 project trips is used for this analysis. Hence, for any neighborhood in which traffic could be increased by 120 trips per day or more on any local residential streets, a potentially significant impact by the proposed Project, prior to mitigation, is identified.

Additionally, based on LADOT policy, three conditions must be met to create the conditions under which there could be a significant impact on local streets in a neighborhood:

1. There must be sufficient Project traffic projected to be added to an arterial corridor such that the volume that may shift to an alternative route could exceed the minimum significance threshold of 120 or more daily trips. The majority of vehicles on an arterial corridor tend to remain on that corridor even under congested conditions, as only a small portion of motorists are inclined to seek alternative routes. Therefore, corridors to which the proposed Project may add 1,200 or more daily trips were examined, assuming that at most 10 percent of these trips may shift to alternative routes on average across a 24-hour period (the proportion that may shift could be higher than 10 percent during congested peak periods of the day but much less than 10 percent or almost none during uncongested non-peak periods of the day).
2. There must be sufficient congestion on the arterial corridors meeting the previous criterion such that motorists traveling along the corridor may desire to divert to a parallel route through a residential neighborhood. Unless congestion is severe, travel along arterial streets is generally faster than through neighborhoods, since arterial streets typically provide greater capacities, higher travel speeds, less driveway access, fewer stop signs, etc. For the purposes of this analysis, intersections operating at LOS E or F along an arterial corridor were considered to represent congested conditions sufficient to cause motorists to seek alternative routes.

3. There must be available local neighborhood street(s) providing a parallel route of travel.

If one or more of these factors is absent, significant neighborhood traffic impacts would not be anticipated.

### (5) In-Street Construction

The *City of Los Angeles CEQA Thresholds Guide* (page L.8-2) states that the determination of significance shall be made on a case-by-case basis, considering the following factors:

#### *(a) Temporary Traffic Impacts*

- The length of time of temporary street closures or closures of two or more traffic lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing traffic levels and LOS on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

#### *(b) Temporary Loss of Access*

- The length of time any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access within 0.25 mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

*(c) Temporary Loss of Bus Stops or Rerouting of Bus Lines*

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location (within a 0.25-mile radius) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a 0.25-mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend, or holiday, and whether the existing bus route typically provides service on that/those day(s).

*(d) Temporary Loss of On-Street Parking*

- The current utilization of on-street parking;
- The availability of alternative parking locations or public transit options (e.g., bus, train) within a 0.25-mile radius of the project site; and
- The length of time that existing parking spaces would be unavailable.

Based on all of the above factors, the proposed Project would have a significant impact related to construction activities if, for any of the impact areas identified above, it would:

- Cause a potential inconvenience in the performance of one's daily activities (i.e., an impact on traffic operations); or
- Cause a public safety concern.

## (6) Parking

The *City of Los Angeles CEQA Thresholds Guide* (page L.7-2) states that a project would normally have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project. As such, the proposed Project would result in a significant parking impact if the proposed Project provides less parking than needed as determined through an analysis of the proposed Project's parking demand.

## c. Project Impacts

### (1) Intersection Level of Service

#### (a) Project Trip Generation

The number of trips expected to be generated by the proposed Project was estimated using both empirical data and rates published in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008),<sup>5</sup> a national standard used by the traffic engineering profession.

The trip generation for the office component of the proposed Project was estimated using *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2003). The trip generation for the sound stages, support, and production office land uses was based on empirical studies of trip generation at other studios in Los Angeles.<sup>6</sup> The primary difference between production office and office, for trip-generation purposes, is that production office trips exhibit greater spreading across morning peaks and afternoon peaks due to the nature of the work taking place. Therefore, the trips generated by production office during the standard commuter peak hours are fewer than those generated by a typical office building. Over the course of a day, both types of office uses generate a similar number of trips.

Trip generation for the retail components of the proposed Project was based on rates published in *Trip Generation, 8th Edition*. While the proposed retail components of the proposed Project are intended to serve the employees, visitors, and guests of the Applicant, for purposes of the trip generation estimates it was conservatively assumed that retail located at the Ancillary Lots and the portion of the retail within the Main Lot could generate its own trips. The remainder of the retail located inside the Main Lot would generate no trips on its own; therefore, an “internal capture” adjustment of 100 percent was made to the internal retail component of the proposed Project. A 25 percent internal

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<sup>5</sup> After establishment of a memorandum of understanding with LADOT using the trip generation rates and estimates described above, ITE released *Trip Generation, 9th Edition* (September, 2012). The new edition of *Trip Generation* reported slightly higher trip generation rates for office and retail uses. In light of this, a supplemental transportation impact analysis was conducted for the proposed Project based on the rates provided in *Trip Generation, 9th Edition* for office and retail land uses, and is provided in Appendix I of the Traffic Study included as Appendix Q of this Draft EIR. The results of this analysis identified the same potential traffic impacts, before and after implementation of the Project TDM program and mitigation measures, as the analysis presented in this section and in the Traffic Study based on office and retail rates from *Trip Generation, 8th Edition*.

<sup>6</sup> These rates are found in *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report* (Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010).



capture adjustment was made to the portion of the retail on the Main Lot that was assumed to generate its own trips. Additionally, in accordance with LADOT traffic study guidelines, an adjustment of 50 percent of the trip generation estimates for “pass-by” trips was made for the retail within the Main Lot that was assumed to generate its own trips.

Table IV.K-8 on page IV.K-40 provides a summary of the trip-generation estimates for the proposed land uses. As indicated, it is estimated that after Project construction, the Project Site (including the existing components that would remain after construction) would generate a total of 21,226 daily trips on a typical weekday, including approximately 2,160 morning peak-hour trips (1,650 inbound, 510 outbound) and 2,288 afternoon peak-hour trips (688 inbound, 1,600 outbound). The existing land uses on the Project Site are estimated to currently generate a total of 11,396 daily trips on a typical weekday, including approximately 1,235 morning peak-hour trips (938 inbound, 297 outbound) and 1,255 afternoon peak-hour trips (391 inbound, 864 outbound). The proposed Project is, therefore, expected to generate a net total of 9,830 daily trips on a typical weekday, including approximately 925 morning peak-hour trips (712 inbound, 213 outbound) and 1,033 afternoon peak-hour trips (297 inbound, 736 outbound).

*(b) Trip Distribution/Traffic Assignment*

The second and third components of the travel demand analysis includes an estimation of the geographical distribution of origins and destinations for the trips generated by the proposed Project (trip distribution) and the assignment of these trips to the Study Area roadway system (traffic assignment). The general distribution pattern for the proposed Project's Traffic Study was developed in conjunction with LADOT by reviewing residential ZIP Code data for all Paramount employees.

The traffic assignment process combined the proposed Project's trip-generation and trip-distribution forecasts and assigns the proposed Project's trips to the individual streets located within the Study Area.

*(c) Existing with Project Intersection Operations (Existing with Project Before Mitigation)*

The Existing with Project analysis assumes the proposed Project is constructed to full buildout and added to existing traffic conditions. This traffic analysis does not include any ambient or related project traffic growth, any of the future roadway and infrastructure improvements, nor any of the features or benefits of the proposed Project's TDM program or mitigation measures. Existing with Project intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table IV.K-9 and Table IV.K-10 on page IV.K-41 and page IV.K-46, respectively, for signalized and unsignalized intersections, respectively.

Trip-Generation Rates <sup>a</sup>									
Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Stage	<sup>b</sup>	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Support	<sup>b</sup>	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
Production Office	<sup>b</sup>	per ksf	9.34	62%	38%	0.66	45%	55%	0.63
Office	710	per ksf	<sup>c</sup>	88%	12%	<sup>c</sup>	17%	83%	<sup>c</sup>
Retail <sup>d</sup>	814	per ksf	44.32	61%	39%	1.03	44%	56%	2.71

Trip-Generation Estimates									
Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project									
Stage	<sup>b</sup>	383.100 ksf	2,264	49	28	77	66	99	165
Support	<sup>b</sup>	587.900 ksf	2,434	233	126	359	151	184	335
Production Office	<sup>b</sup>	967.800 ksf	9,039	396	243	639	275	335	610
Transit Adjustment 15%			-1,356	-60	-36	-96	-41	-51	-92
Office	710	1,184.400 ksf	8,949	1,192	163	1,355	239	1,166	1,405
Transit Adjustment 15%			-1,342	-179	-24	-203	-36	-175	-211
Retail (South Side of Melrose)	814	31.000 ksf	1,374	20	12	32	37	47	84
Pass-By Adjustment 50%			-687	-10	-6	-16	-18	-24	-42
Retail (North Side of Melrose)	814	33.200 ksf	1,471	21	13	34	40	50	90
Pass-By Adjustment 50%			-736	-10	-7	-17	-20	-25	-45
Internal Capture 25%			-184	-2	-2	-4	-5	-6	-11
Retail (Main Lot)	814	47.000 ksf	2,083	29	19	48	56	71	127
Internal Capture 100%			-2,083	-29	-19	-48	-56	-71	-127
Total Proposed Project			21,226	1,650	510	2,160	688	1,600	2,288
Existing Site									
Stage	<sup>b</sup>	362.100 ksf	2,140	45	27	72	62	94	156
Support	<sup>b</sup>	586.000 ksf	2,426	232	125	357	150	184	334
Production Office	<sup>b</sup>	332.300 ksf	3,104	136	83	219	94	115	209
Transit Adjustment 15%			-466	-20	-13	-33	-14	-17	-31
Office	710	546.300 ksf	4,932	642	88	730	117	574	691
Transit Adjustment 15%			-740	-97	-13	-110	-18	-86	-104
Retail (Along Melrose)	814	0.000 ksf	0	0	0	0	0	0	0
Pass-By Adjustment 50%			0	0	0	0	0	0	0
Retail (Main Lot)	814	22.000 ksf	975	14	9	23	26	34	60
Internal Capture 100%			-975	-14	-9	-23	-26	-34	-60
Total Existing Site			11,396	938	297	1,235	391	864	1,255
Net Project Development									
Stage		21.000 ksf	124	4	1	5	4	5	9
Support		1.900 ksf	8	1	1	2	1	0	1
Production Office		635.500 ksf	5,045	220	137	357	154	186	340
Office		638.100 ksf	3,415	468	64	532	104	503	607
Retail (Along Melrose)		64.200 ksf	1,238	19	10	29	34	42	76
Retail (Main Lot)		25.000 ksf	0	0	0	0	0	0	0
Net New Trips			9,830	712	213	925	297	736	1,033
<div>ksf = 1,000 square feet</div> <div><sup>a</sup> Source: Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008, except as noted.</div> <div><sup>b</sup> Rate based on empirical rate from Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.</div> <div><sup>c</sup> Trip-generation rate based on the best-fit curve formula for the Office land use (ITE 710).<div>Daily = Ln(T) = 0.77 Ln(X) + 3.65T = Average Vehicle Trips</div><div>A.M. Peak Hour = Ln(T) = 0.8 Ln(X) + 1.55X = Gross Leasable Area (ksf)</div><div>P.M. Peak Hour = T = 1.12 (X) + 78.81</div></div> <div><sup>d</sup> A.M. peak-hour trip-generation rate is that of Shopping Center, ITE 820.</div> <div>Source: Gibson Transportation Consulting, Inc., 2015.</div>									

**Table IV.K-9**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
1.	La Brea Avenue & Melrose Avenue	A.M.	0.903	E	0.909	E	0.006	No	0.871	D	-0.032	No
		P.M.	0.891	D	0.898	D	0.007	No	0.860	D	-0.031	No
2.	La Brea Avenue & Beverly Boulevard	A.M.	0.930	E	0.931	E	0.001	No	0.903	E	-0.027	No
		P.M.	0.987	E	0.992	E	0.005	No	0.961	E	-0.026	No
3.	La Brea Avenue & 3rd Street	A.M.	0.905	E	0.905	E	0.000	No	0.878	D	-0.027	No
		P.M.	0.852	D	0.852	D	0.000	No	0.826	D	-0.026	No
4.	La Brea Avenue & Wilshire Boulevard	A.M.	0.853	D	0.853	D	0.000	No	0.827	D	-0.026	No
		P.M.	0.819	D	0.819	D	0.000	No	0.794	C	-0.025	No
5.	Highland Avenue & Sunset Boulevard	A.M.	0.937	E	0.937	E	0.000	No	0.909	E	-0.028	No
		P.M.	0.851	D	0.851	D	0.000	No	0.825	D	-0.026	No
6.	Highland Avenue & Fountain Avenue	A.M.	0.701	C	0.704	C	0.003	No	0.682	B	-0.019	No
		P.M.	0.692	B	0.697	B	0.005	No	0.674	B	-0.018	No
7.	Highland Avenue & Santa Monica Boulevard	A.M.	0.896	D	0.898	D	0.002	No	0.860	D	-0.036	No
		P.M.	0.795	C	0.802	D	0.007	No	0.766	C	-0.029	No
8.	Highland Avenue & Melrose Avenue	A.M.	0.935	E	0.950	E	0.015	Yes	0.908	E	-0.028	No
		P.M.	1.036	F	1.052	F	0.016	Yes	1.007	F	-0.029	No
9.	Highland Avenue & Beverly Boulevard	A.M.	0.985	E	0.988	E	0.003	No	0.958	E	-0.027	No
		P.M.	1.004	F	1.012	F	0.008	No	0.981	E	-0.023	No
10.	Highland Avenue & 3rd Street	A.M.	0.999	E	0.999	E	0.000	No	0.969	E	-0.030	No
		P.M.	0.853	D	0.855	D	0.002	No	0.828	D	-0.025	No
11.	Highland Avenue & Wilshire Boulevard	A.M.	0.955	E	0.961	E	0.006	No	0.930	E	-0.025	No
		P.M.	0.937	E	0.939	E	0.002	No	0.910	E	-0.027	No
12.	June Street & Melrose Avenue	A.M.	0.525	A	0.529	A	0.004	No	0.501	A	-0.024	No
		P.M.	0.495	A	0.507	A	0.012	No	0.480	A	-0.015	No
13.	Wilcox Avenue & Melrose Avenue	A.M.	0.559	A	0.562	A	0.003	No	0.534	A	-0.025	No
		P.M.	0.519	A	0.532	A	0.013	No	0.503	A	-0.016	No
14.	Cahuenga Boulevard & Hollywood Boulevard	A.M.	0.671	B	0.676	B	0.005	No	0.655	B	-0.016	No
		P.M.	0.577	A	0.577	A	0.000	No	0.560	A	-0.017	No

**Table IV.K-9 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
15.	Cahuenga Boulevard & Sunset Boulevard	A.M.	0.761	C	0.764	C	0.003	No	0.740	C	-0.021	No
		P.M.	0.637	B	0.646	B	0.009	No	0.625	B	-0.012	No
16.	Cole Avenue & Santa Monica Boulevard	A.M.	0.505	A	0.507	A	0.002	No	0.481	A	-0.024	No
		P.M.	0.487	A	0.491	A	0.004	No	0.464	A	-0.023	No
17.	Cahuenga Boulevard & Santa Monica Boulevard	A.M.	0.651	B	0.658	B	0.007	No	0.626	B	-0.025	No
		P.M.	0.619	B	0.629	B	0.010	No	0.597	A	-0.022	No
18.	Cahuenga Boulevard & Melrose Avenue	A.M.	0.631	B	0.635	B	0.004	No	0.605	B	-0.026	No
		P.M.	0.779	C	0.785	C	0.006	No	0.749	C	-0.030	No
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue <sup>a</sup>	A.M.	0.727	C	0.744	C	0.017	No	0.708	C	-0.019	No
		P.M.	0.748	C	0.807	D	0.059	Yes	0.760	C	0.012	No
20.	US 101 SB Off-Ramp/Vine Street & Franklin Avenue <sup>a</sup>	A.M.	0.340	A	0.340	A	0.000	No	0.320	A	-0.020	No
		P.M.	0.410	A	0.410	A	0.000	No	0.388	A	-0.022	No
21.	Vine Street & Hollywood Boulevard	A.M.	0.691	B	0.719	C	0.028	No	0.690	B	-0.001	No
		P.M.	0.616	B	0.631	B	0.015	No	0.609	B	-0.007	No
22.	Vine Street & Sunset Boulevard	A.M.	0.828	D	0.862	D	0.034	Yes	0.828	D	0.000	No
		P.M.	0.855	D	0.873	D	0.018	No	0.843	D	-0.012	No
23.	Vine Street & Fountain Avenue	A.M.	0.697	B	0.725	C	0.028	No	0.695	B	-0.002	No
		P.M.	0.809	D	0.825	D	0.016	No	0.796	C	-0.013	No
24.	Vine Street & Santa Monica Boulevard	A.M.	0.820	D	0.842	D	0.022	Yes	0.802	D	-0.018	No
		P.M.	0.814	D	0.832	D	0.018	No	0.792	C	-0.022	No
25.	Vine Street/Rossmore Avenue & Melrose Avenue	A.M.	0.832	D	0.837	D	0.005	No	0.800	C	-0.032	No
		P.M.	0.871	D	0.895	D	0.024	Yes	0.852	D	-0.019	No
26.	Rossmore Avenue & Beverly Boulevard	A.M.	0.772	C	0.774	C	0.002	No	0.751	C	-0.021	No
		P.M.	0.817	D	0.825	D	0.008	No	0.799	C	-0.018	No
27.	Rossmore Avenue & 3rd Street	A.M.	1.007	F	1.009	F	0.002	No	0.978	E	-0.029	No
		P.M.	0.821	D	0.825	D	0.004	No	0.798	C	-0.023	No
28.	Rossmore Avenue & Wilshire Boulevard	A.M.	0.646	B	0.650	B	0.004	No	0.630	B	-0.017	No
		P.M.	0.629	B	0.635	B	0.006	No	0.614	B	-0.015	No

**Table IV.K-9 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
29.	Gower Street & Franklin Avenue	A.M.	0.649	B	0.661	B	0.012	No	0.628	B	-0.021	No
		P.M.	0.530	A	0.550	A	0.020	No	0.515	A	-0.016	No
30.	Gower Street & Hollywood Boulevard	A.M.	0.717	C	0.777	C	0.060	Yes	0.730	C	0.013	No
		P.M.	0.575	A	0.609	B	0.034	No	0.573	A	-0.002	No
31.	Gower Street & Sunset Boulevard	A.M.	0.932	E	1.004	F	0.072	Yes	0.947	E	0.015	Yes
		P.M.	0.873	D	0.942	E	0.069	Yes	0.879	D	0.006	No
32.	Gower Street & Fountain Avenue	A.M.	0.447	A	0.533	A	0.086	No	0.487	A	0.040	No
		P.M.	0.561	A	0.596	A	0.035	No	0.560	A	-0.001	No
33.	Gower Street & Santa Monica Boulevard	A.M.	0.779	C	0.845	D	0.066	Yes	0.785	C	0.006	No
		P.M.	0.786	C	0.949	E	0.163	Yes	0.792	C	0.006	No
34.	Gower Street & Melrose Avenue	A.M.	0.759	C	0.790	C	0.031	No	0.616	B	-0.143	No
		P.M.	0.738	C	0.806	D	0.068	Yes	0.634	B	-0.104	No
35.	Larchmont Boulevard & Melrose Avenue	A.M.	0.479	A	0.515	A	0.036	No	0.482	A	0.003	No
		P.M.	0.551	A	0.584	A	0.033	No	0.549	A	-0.002	No
36.	Larchmont Boulevard & Beverly Boulevard	A.M.	0.563	A	0.575	A	0.012	No	0.556	A	-0.007	No
		P.M.	0.612	B	0.622	B	0.010	No	0.601	B	-0.011	No
37.	Larchmont Boulevard & 3rd Street	A.M.	0.580	A	0.584	A	0.004	No	0.565	A	-0.015	No
		P.M.	0.425	A	0.429	A	0.004	No	0.414	A	-0.011	No
38.	Bronson Avenue & Santa Monica Boulevard	A.M.	0.588	A	0.621	B	0.033	No	0.584	A	-0.004	No
		P.M.	0.461	A	0.512	A	0.051	No	0.476	A	0.015	No
39.	Plymouth Boulevard & Melrose Avenue	A.M.	0.423	A	0.443	A	0.020	No	0.416	A	-0.007	No
		P.M.	0.471	A	0.497	A	0.026	No	0.466	A	-0.005	No
40.	Windsor Boulevard & Melrose Avenue	A.M.	0.533	A	0.616	B	0.083	No	0.568	A	0.035	No
		P.M.	0.516	A	0.591	A	0.075	No	0.546	A	0.030	No
41.	Bronson Avenue & Melrose Avenue	A.M.	0.530	A	0.647	B	0.117	No	0.590	A	0.060	No
		P.M.	0.553	A	0.640	B	0.087	No	0.591	A	0.038	No
42.	Crenshaw Boulevard & Wilshire Boulevard <sup>a</sup>	A.M.	0.766	C	0.774	C	0.008	No	0.748	C	-0.018	No
		P.M.	0.785	C	0.799	C	0.014	No	0.772	C	-0.013	No

**Table IV.K-9 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
43.	US 101 NB Ramps & Hollywood Boulevard <sup>a</sup>	A.M.	0.550	A	0.550	A	0.000	No	0.534	A	-0.017	No
		P.M.	0.545	A	0.545	A	0.000	No	0.529	A	-0.016	No
44.	Van Ness Avenue & Santa Monica Boulevard	A.M.	0.687	B	0.779	C	0.092	Yes	0.724	C	0.037	No
		P.M.	0.717	C	0.895	D	0.178	Yes	0.818	D	0.101	Yes
45.	Van Ness Avenue & Lemon Grove Avenue	A.M.	0.396	A	0.539	A	0.143	No	0.490	A	0.094	No
		P.M.	0.447	A	0.553	A	0.106	No	0.502	A	0.055	No
46.	Van Ness Avenue & Melrose Avenue	A.M.	0.705	C	0.799	C	0.094	Yes	0.743	C	0.038	No
		P.M.	0.723	C	0.805	D	0.082	Yes	0.754	C	0.031	No
47.	Van Ness Avenue & Beverly Boulevard	A.M.	0.601	B	0.607	B	0.006	No	0.587	A	-0.014	No
		P.M.	0.603	B	0.607	B	0.004	No	0.588	A	-0.015	No
48.	Wilton Place & Santa Monica Boulevard	A.M.	0.615	B	0.643	B	0.028	No	0.600	A	-0.015	No
		P.M.	0.619	B	0.679	B	0.060	No	0.636	B	0.017	No
49.	Wilton Place & Melrose Avenue	A.M.	0.713	C	0.801	D	0.088	Yes	0.747	C	0.034	No
		P.M.	0.763	C	0.843	D	0.080	Yes	0.790	C	0.027	No
50.	Wilton Place & Beverly Boulevard	A.M.	0.795	C	0.799	C	0.004	No	0.773	C	-0.022	No
		P.M.	0.897	D	0.912	E	0.015	Yes	0.882	D	-0.015	No
51.	Wilton Place & 2nd Street <sup>a</sup>	A.M.	0.555	A	0.558	A	0.003	No	0.540	A	-0.015	No
		P.M.	0.534	A	0.543	A	0.009	No	0.525	A	-0.009	No
52.	Wilton Place & 3rd Street	A.M.	0.882	D	0.891	D	0.009	No	0.862	D	-0.020	No
		P.M.	0.835	D	0.839	D	0.004	No	0.814	D	-0.021	No
53.	Wilton Place & Wilshire Boulevard	A.M.	0.659	B	0.669	B	0.010	No	0.647	B	-0.012	No
		P.M.	0.715	C	0.715	C	0.000	No	0.694	B	-0.021	No
54.	Western Avenue & Santa Monica Boulevard	A.M.	0.894	D	0.942	E	0.048	Yes	0.888	D	-0.006	No
		P.M.	0.852	D	0.907	E	0.055	Yes	0.849	D	-0.003	No
55.	Western Avenue & Melrose Avenue	A.M.	0.775	C	0.843	D	0.068	Yes	0.792	C	0.017	No
		P.M.	0.823	D	0.869	D	0.046	Yes	0.823	D	0.000	No
56.	Western Avenue & Beverly Boulevard	A.M.	0.738	C	0.743	C	0.005	No	0.720	C	-0.018	No
		P.M.	0.663	B	0.679	B	0.016	No	0.655	B	-0.008	No

**Table IV.K-9 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing		Existing With Project Before Mitigation				Existing With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
57.	Western Avenue & 3rd Street	A.M.	0.860	D	0.861	D	0.001	No	0.835	D	-0.025	No
		P.M.	0.729	C	0.746	C	0.017	No	0.720	C	-0.009	No
58.	Western Avenue & Wilshire Boulevard	A.M.	0.749	C	0.753	C	0.004	No	0.729	C	-0.020	No
		P.M.	0.783	C	0.790	C	0.007	No	0.763	C	-0.020	No
59.	US 101 SB On-Ramp & Santa Monica Boulevard	A.M.	0.435	A	0.455	A	0.020	No	0.426	A	-0.009	No
		P.M.	0.446	A	0.454	A	0.008	No	0.428	A	-0.018	No
60.	US 101 NB Off-Ramp & Santa Monica Boulevard	A.M.	0.534	A	0.553	A	0.019	No	0.521	A	-0.013	No
		P.M.	0.566	A	0.578	A	0.012	No	0.549	A	-0.017	No
61.	Harvard Boulevard & Melrose Avenue	A.M.	0.400	A	0.431	A	0.031	No	0.401	A	0.001	No
		P.M.	0.441	A	0.473	A	0.032	No	0.441	A	0.000	No
62.	Ardmore Avenue & Melrose Avenue	A.M.	0.637	B	0.663	B	0.026	No	0.627	B	-0.010	No
		P.M.	0.781	C	0.813	D	0.032	Yes	0.772	C	-0.009	No
63.	Normandie Avenue & Melrose Avenue	A.M.	0.749	C	0.778	C	0.029	No	0.738	C	-0.011	No
		P.M.	0.890	D	0.916	E	0.026	Yes	0.873	D	-0.017	No
64.	Normandie Avenue & Beverly Boulevard	A.M.	0.534	A	0.534	A	0.000	No	0.518	A	-0.016	No
		P.M.	0.578	A	0.578	A	0.000	No	0.561	A	-0.017	No
65.	US 101 NB Off-Ramp & Melrose Avenue	A.M.	0.640	B	0.665	B	0.025	No	0.629	B	-0.011	No
		P.M.	0.583	A	0.594	A	0.011	No	0.564	A	-0.019	No

<sup>a</sup> CMA calculation conducted by hand due to irregularity of intersection configuration.

Source: Gibson Transportation Consulting, Inc., 2015.

**Table IV.K-10**  
**Existing With Project Before and After Mitigation Conditions—Unsignalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing			Existing With Project Before Mitigation				Existing With Project With Mitigation				Meets Criteria for Signalization <sup>a</sup>
			Delay	LOS	Meets Signal Warrants	Delay	LOS	Project Traffic	Meets Signal Warrants	Delay	LOS	Project Traffic	Meets Signal Warrants <sup>a</sup>	
1.	Beachwood Drive & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.3 0.3	A A	No	0.3 0.4	A A	195 217	No	0.3 0.4	A A	150 169	No	No
2.	Irving Boulevard & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.3 0.1	A A	No	0.3 0.1	A A	234 256	No	0.3 0.1	A A	179 199	No	No
3.	Larchmont Boulevard & Clinton Street	A.M. P.M.	9.7 9.6	A A	No	9.9 9.8	A A	37 41	No	9.8 9.7	A A	28 32	No	No
4.	Windsor Boulevard & Clinton Street	A.M. P.M.	7.6 7.4	A A	No	7.6 7.5	A A	2 7	No	7.6 7.4	A A	1 5	No	No
5.	Bronson Avenue & Clinton Street	A.M. P.M.	7.4 7.4	A A	No	7.4 7.4	A A	2 7	No	7.4 7.4	A A	1 5	No	No
6.	Gower Street & US 101 SB Off-Ramp/Yucca Street <sup>b</sup>	A.M. P.M.	14.1 4.6	B A	Yes	22.1 5.0	C A	121 161	Yes	19.8 4.9	C A	92 125	Yes	No
7.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	A.M. P.M.	11.6 9.3	B A	No	12.4 9.4	B A	64 27	No	12.2 9.4	B A	49 21	No	No
8.	Western Avenue & US 101 NB On-Ramp <sup>b</sup>	A.M. P.M.	4.5 3.4	A A	Yes	6.3 9.2	A A	49 150	Yes	5.7 7.2	A A	36 117	Yes	No
9.	US 101 SB Off-Ramp & Lexington Avenue	A.M. P.M.	26.4 15.1	D C	No	40.8 16.8	E C	71 30	No	36.6 16.4	E C	54 23	No	No
10.	Normandie Avenue & US 101 NB On-Ramp/Monroe Street <sup>b</sup>	A.M. P.M.	28.1 8.3	D A	Yes	29.5 9.1	D A	13 25	Yes	29.1 8.9	D A	9 19	Yes	No
11.	US 101 SB On-Ramp & Melrose Avenue <sup>b</sup>	A.M. P.M.	0.7 0.8	A A	Yes	0.7 0.8	A A	92 103	Yes	0.7 0.8	A A	69 80	Yes	No



**Table IV.K-10 (Continued)**  
**Existing With Project Before and After Mitigation Conditions—Unsignalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Existing			Existing With Project Before Mitigation				Existing With Project With Mitigation				Meets Criteria for Signalization <sup>a</sup>
			Delay	LOS	Meets Signal Warrants	Delay	LOS	Project Traffic	Meets Signal Warrants	Delay	LOS	Project Traffic	Meets Signal Warrants <sup>a</sup>	
<div><div><sup>a</sup></div><div><i>A signal warrant is a technical analysis of an unsignalized intersection to determine whether the intersection meets certain minimum criteria to warrant installation of a traffic signal. The signal warrant analysis is one of three factors LADOT uses to determine whether a signal should be installed as part of a project. Other factors include whether the intersection would operate at LOS E or F under the current method of control, and whether the project adds traffic to the intersection. The decision on whether a traffic signal should be installed is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street.</i></div></div> <div><div><sup>b</sup></div><div><i>Average delay reported at 2-way stop-controlled or uncontrolled location.</i></div></div> <div><i>Source: Gibson Transportation Consulting, Inc., 2015.</i></div>														

As shown in Table IV.K-9, of the 65 signalized study intersections, 51 are projected to operate at LOS D or better during both the morning and afternoon peak hours under the Existing with Project conditions. The remaining 14 intersections are projected to operate at LOS E or F during one or both peak hours. Under Existing with Project conditions, as shown in Table IV.K-11 on page IV.K-49, the proposed Project would result in 11 significant impacts during the morning peak hour and 14 significant impacts during the afternoon peak hour at signalized intersections before implementation of the Project TDM program or mitigation measures. Because intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 17 of the 65 signalized study intersections are expected to be impacted during either the morning or afternoon peak hours under Existing with Project conditions. The remaining 48 signalized intersections would not be significantly impacted.

The following are those signalized intersections where significant impacts would occur under Existing with Project Conditions without the proposed Project's TDM program and mitigation measures:

No.	Intersection	Peak Hour	
		A.M.	P.M.
8.	Highland Avenue & Melrose Avenue	Yes	Yes
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue	No	Yes
22.	Vine Street & Sunset Boulevard	Yes	No
24.	Vine Street & Santa Monica Boulevard	Yes	No
25.	Vine Street/Rossmore Avenue & Melrose Avenue	No	Yes
30.	Gower Street & Hollywood Boulevard	Yes	No
31.	Gower Street & Sunset Boulevard	Yes	Yes
33.	Gower Street & Santa Monica Boulevard	Yes	Yes
34.	Gower Street & Melrose Avenue	No	Yes
44.	Van Ness Avenue & Santa Monica Boulevard	Yes	Yes
46.	Van Ness Avenue & Melrose Avenue	Yes	Yes
49.	Wilton Place & Melrose Avenue	Yes	Yes
50.	Wilton Place & Beverly Boulevard	No	Yes
54.	Western Avenue & Santa Monica Boulevard	Yes	Yes
55.	Western Avenue & Melrose Avenue	Yes	Yes
62.	Ardmore Avenue & Melrose Avenue	No	Yes
63.	Normandie Avenue & Melrose Avenue	No	Yes

As described in more detail below, with the implementation of the proposed Project's TDM program and mitigation program, under Existing with Project conditions, Project impacts at 63 of the 65 signalized intersections would be reduced to less-than-significant levels. Significant impacts would remain at the following two intersections: (1) Intersection

**Table IV.K-11  
Existing With Project Conditions Before Mitigation—Significant Impact Summary**

Peak Hour	Significantly Impacted Signalized Intersections at LOS				Total
	C	D	E	F	
Morning Peak Hour	3	5	2	1	11
Afternoon Peak Hour	0	8	5	1	14
<b>Total Significantly Impacted Signalized Intersections Under Existing with Project Conditions, Before Mitigation</b>					<b>17</b>
<i>Intersections may be impacted in both morning and afternoon peak hour.</i> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>					

No. 31: Gower Street & Sunset Boulevard (morning peak hour); and (2) Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour).

As shown in Table IV.K-10 on page IV.K-46, of the 11 unsignalized study intersections, 10 are projected to operate at LOS D or better during the morning peak hour under the Existing with Project conditions. The remaining intersection, US 101 Southbound Off-Ramp & Lexington Avenue (Unsignalized Intersection No. 9), is projected to operate at LOS E during the morning peak hour under the Existing with Project with Mitigation conditions. However, the intersection does not meet signal warrants, and thus does not meet the City's criteria for signalization.

Based on the *City of Los Angeles CEQA Thresholds Guide* methodology for analyzing unsignalized intersections, under Existing with Project conditions before mitigation, the proposed Project would cause significant impacts at the following two unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US 101 Southbound Off-Ramp/Yucca Street; and (2) Unsignalized Intersection No. 8: Western Avenue & US 101 Northbound On-Ramp. For the detailed calculations used to determine this, refer to Appendix B "L.A. CEQA Thresholds Guide Methodology Analysis of Unsignalized Intersections" of the Traffic Study, which is included as Appendix Q of the Draft EIR.

With implementation of the proposed Project's TDM program and mitigation measures, the potential significant impact at the unsignalized intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street would be reduced to a less-than-significant level. While the installation of a traffic signal at the intersection of Western Avenue & US-101 Northbound On-Ramp would reduce this potential impact to a less-than-significant level, this intersection does not meet LADOT's criteria for signalization. The decision on

whether a traffic signal will be installed at this location is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at this location, a significant and unavoidable impact would remain at the unsignalized intersection based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

*(d) Future with Project Intersection Operations (Future with Project Before Mitigation)*

The Future with Project analysis assumes the proposed Project is constructed to full buildout and added to future traffic conditions, which comprises existing traffic, interim projects, ambient and related project traffic growth, and future roadway and infrastructure improvements, but does not include any of the features or benefits of the proposed Project's TDM program and mitigation measures. Future with Project intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table IV.K-12 and Table IV.K-13 on page IV.K-51 and page IV.K-57 for signalized and unsignalized intersections, respectively.

As shown in Table IV.K-12, of the 65 signalized study intersections, 41 would operate at LOS D or better during both the morning and afternoon peak hours under Future with Project conditions. The remaining 24 intersections would operate at LOS E or F during at least one analyzed peak hour. Under Future with Project conditions, as shown in Table IV.K-14 on page IV.K-58, the proposed Project would result in 13 significant impacts during the morning peak hour and 16 significant impacts during the afternoon peak hour at signalized intersections before implementation of the Project's TDM program or mitigation measures. As intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 19 of the 65 signalized study intersections are expected to be impacted during either the morning or afternoon peak hours under Future with Project conditions before mitigation. The remaining 46 signalized intersections would not be significantly impacted.

**Table IV.K-12**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
1.	La Brea Avenue & Melrose Avenue	A.M. P.M.	0.933 0.931	E E	0.939 0.938	E E	0.006 0.007	No No	0.900 0.898	D D	-0.033 -0.033	No No
2.	La Brea Avenue & Beverly Boulevard	A.M. P.M.	0.957 1.023	E F	0.959 1.027	E F	0.002 0.004	No No	0.929 0.996	E E	-0.028 -0.027	No No
3.	La Brea Avenue & 3rd Street	A.M. P.M.	0.931 0.879	E D	0.931 0.879	E D	0.000 0.000	No No	0.903 0.853	E D	-0.028 -0.026	No No
4.	La Brea Avenue & Wilshire Boulevard	A.M. P.M.	1.041 0.946	F E	1.042 0.947	F E	0.001 0.001	No No	1.010 0.919	F E	-0.031 -0.027	No No
5.	Highland Avenue & Sunset Boulevard	A.M. P.M.	0.982 0.888	E D	0.982 0.888	E D	0.000 0.000	No No	0.953 0.861	E D	-0.029 -0.027	No No
6.	Highland Avenue & Fountain Avenue	A.M. P.M.	0.720 0.711	C C	0.723 0.715	C C	0.003 0.004	No No	0.699 0.693	B B	-0.021 -0.018	No No
7.	Highland Avenue & Santa Monica Boulevard	A.M. P.M.	0.937 0.864	E D	0.939 0.871	E D	0.002 0.007	No No	0.900 0.833	D D	-0.037 -0.031	No No
8.	Highland Avenue & Melrose Avenue	A.M. P.M.	0.971 1.073	E F	0.986 1.089	E F	0.015 0.016	Yes Yes	0.942 1.044	E F	-0.029 -0.029	No No
9.	Highland Avenue & Beverly Boulevard	A.M. P.M.	1.014 1.035	F F	1.017 1.042	F F	0.003 0.007	No No	0.985 1.010	E F	-0.029 -0.025	No No
10.	Highland Avenue & 3rd Street	A.M. P.M.	1.028 0.875	F D	1.029 0.878	F D	0.001 0.003	No No	0.998 0.852	E D	-0.030 -0.023	No No
11.	Highland Avenue & Wilshire Boulevard	A.M. P.M.	1.147 1.074	F F	1.152 1.076	F F	0.005 0.002	No No	1.116 1.043	F F	-0.031 -0.031	No No
12.	June Street & Melrose Avenue	A.M. P.M.	0.531 0.507	A A	0.535 0.520	A A	0.004 0.013	No No	0.508 0.491	A A	-0.023 -0.016	No No
13.	Wilcox Avenue & Melrose Avenue	A.M. P.M.	0.584 0.545	A A	0.587 0.557	A A	0.003 0.012	No No	0.559 0.528	A A	-0.025 -0.017	No No

**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
14.	Cahuenga Boulevard & Hollywood Boulevard	A.M. P.M.	0.735 0.641	C B	0.740 0.641	C B	0.005 0.000	No No	0.717 0.622	C B	-0.018 -0.019	No No
15.	Cahuenga Boulevard & Sunset Boulevard	A.M. P.M.	0.803 0.697	D B	0.805 0.705	D C	0.002 0.008	No No	0.781 0.683	C B	-0.022 -0.014	No No
16.	Cole Avenue & Santa Monica Boulevard	A.M. P.M.	0.546 0.531	A A	0.548 0.535	A A	0.002 0.004	No No	0.521 0.508	A A	-0.025 -0.023	No No
17.	Cahuenga Boulevard & Santa Monica Boulevard	A.M. P.M.	0.695 0.677	B B	0.701 0.686	C B	0.006 0.009	No No	0.668 0.652	B B	-0.027 -0.025	No No
18.	Cahuenga Boulevard & Melrose Avenue	A.M. P.M.	0.645 0.803	B D	0.649 0.809	B D	0.004 0.006	No No	0.620 0.774	B C	-0.025 -0.029	No No
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.795 0.901	C E	0.811 0.960	D E	0.016 0.059	No Yes	0.774 0.908	C E	-0.021 0.007	No No
20.	US 101 SB Off-Ramp/Vine Street & Franklin Avenue <sup>a</sup>	A.M. P.M.	0.340 0.425	A A	0.340 0.425	A A	0.000 0.000	No No	0.320 0.402	A A	-0.020 -0.023	No No
21.	Vine Street & Hollywood Boulevard	A.M. P.M.	0.785 0.725	C C	0.814 0.741	D C	0.029 0.016	Yes No	0.783 0.715	C C	-0.002 -0.010	No No
22.	Vine Street & Sunset Boulevard	A.M. P.M.	0.896 0.962	D E	0.930 0.980	E E	0.034 0.018	Yes Yes	0.894 0.947	D E	-0.002 -0.015	No No
23.	Vine Street & Fountain Avenue	A.M. P.M.	0.732 0.862	C D	0.759 0.879	C D	0.027 0.017	No No	0.730 0.849	C D	-0.002 -0.013	No No
24.	Vine Street & Santa Monica Boulevard	A.M. P.M.	0.919 0.875	E D	0.941 0.893	E D	0.022 0.018	Yes No	0.898 0.851	D D	-0.021 -0.024	No No
25.	Vine Street/Rossmore Avenue & Melrose Avenue	A.M. P.M.	0.869 0.909	D E	0.875 0.933	D E	0.006 0.024	No Yes	0.837 0.889	D D	-0.032 -0.020	No No
26.	Rossmore Avenue & Beverly Boulevard	A.M. P.M.	0.799 0.856	C D	0.801 0.864	D D	0.002 0.008	No No	0.776 0.836	C D	-0.023 -0.020	No No

**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
27.	Rossmore Avenue & 3rd Street	A.M. P.M.	1.054 0.864	F D	1.056 0.870	F D	0.002 0.006	No No	1.023 0.842	F D	-0.031 -0.022	No No
28.	Rossmore Avenue & Wilshire Boulevard	A.M. P.M.	0.816 0.733	D C	0.817 0.739	D C	0.001 0.006	No No	0.791 0.715	C C	-0.025 -0.018	No No
29.	Gower Street & Franklin Avenue	A.M. P.M.	0.679 0.545	B A	0.691 0.582	B A	0.012 0.037	No No	0.657 0.545	B A	-0.022 0.000	No No
30.	Gower Street & Hollywood Boulevard	A.M. P.M.	0.852 0.677	D B	0.911 0.715	E C	0.059 0.038	Yes No	0.860 0.676	D B	0.008 -0.001	No No
31.	Gower Street & Sunset Boulevard	A.M. P.M.	1.000 0.941	E E	1.072 1.017	F F	0.072 0.070	Yes Yes	1.013 0.946	F E	0.013 0.005	Yes No
32.	Gower Street & Fountain Avenue	A.M. P.M.	0.463 0.582	A A	0.549 0.617	A B	0.086 0.035	No No	0.503 0.580	A A	0.040 -0.002	No No
33.	Gower Street & Santa Monica Boulevard	A.M. P.M.	0.836 0.832	D D	0.887 0.993	D E	0.051 0.161	Yes Yes	0.838 0.827	D D	0.002 -0.005	No No
34.	Gower Street & Melrose Avenue	A.M. P.M.	0.778 0.758	C C	0.809 0.826	D D	0.031 0.068	Yes Yes	0.667 0.687	B B	-0.111 -0.071	No No
35.	Larchmont Boulevard & Melrose Avenue	A.M. P.M.	0.483 0.560	A A	0.519 0.592	A A	0.036 0.032	No No	0.485 0.557	A A	0.002 -0.003	No No
36.	Larchmont Boulevard & Beverly Boulevard	A.M. P.M.	0.569 0.621	A B	0.581 0.631	A B	0.012 0.010	No No	0.561 0.610	A B	-0.008 -0.011	No No
37.	Larchmont Boulevard & 3rd Street	A.M. P.M.	0.586 0.423	A A	0.589 0.427	A A	0.003 0.004	No No	0.570 0.412	A A	-0.016 -0.011	No No
38.	Bronson Avenue & Santa Monica Boulevard	A.M. P.M.	0.616 0.468	B A	0.649 0.519	B A	0.033 0.051	No No	0.612 0.482	B A	-0.004 0.014	No No
39.	Plymouth Boulevard & Melrose Avenue	A.M. P.M.	0.423 0.472	A A	0.443 0.499	A A	0.020 0.027	No No	0.415 0.468	A A	-0.008 -0.004	No No

**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
40.	Windsor Boulevard & Melrose Avenue	A.M. P.M.	0.544 0.524	A A	0.627 0.600	B A	0.083 0.076	No No	0.578 0.555	A A	0.034 0.031	No No
41.	Bronson Avenue & Melrose Avenue	A.M. P.M.	0.544 0.565	A A	0.661 0.652	B B	0.117 0.087	No No	0.603 0.602	B B	0.059 0.037	No No
42.	Crenshaw Boulevard & Wilshire Boulevard <sup>a</sup>	A.M. P.M.	0.843 0.844	D D	0.851 0.856	D D	0.008 0.012	No No	0.823 0.828	D D	-0.020 -0.016	No No
43.	US 101 NB Ramps & Hollywood Boulevard <sup>a</sup>	A.M. P.M.	0.608 0.583	B A	0.608 0.583	B A	0.000 0.000	No No	0.590 0.566	A A	-0.018 -0.017	No No
44.	Van Ness Avenue & Santa Monica Boulevard	A.M. P.M.	0.726 0.763	C C	0.819 0.941	D E	0.093 0.178	Yes Yes	0.761 0.863	C D	0.035 0.100	No Yes
45.	Van Ness Avenue & Lemon Grove Avenue	A.M. P.M.	0.405 0.451	A A	0.548 0.562	A A	0.143 0.111	No No	0.499 0.511	A A	0.094 0.060	No No
46.	Van Ness Avenue & Melrose Avenue	A.M. P.M.	0.727 0.743	C C	0.821 0.825	D D	0.094 0.082	Yes Yes	0.764 0.772	C C	0.037 0.029	No No
47.	Van Ness Avenue & Beverly Boulevard	A.M. P.M.	0.609 0.610	B B	0.615 0.615	B B	0.006 0.005	No No	0.595 0.595	A A	-0.014 -0.015	No No
48.	Wilton Place & Santa Monica Boulevard	A.M. P.M.	0.646 0.656	B B	0.673 0.716	B C	0.027 0.060	No Yes	0.636 0.672	B B	-0.010 0.016	No No
49.	Wilton Place & Melrose Avenue	A.M. P.M.	0.737 0.791	C C	0.825 0.871	D D	0.088 0.080	Yes Yes	0.770 0.818	C D	0.033 0.027	No Yes
50.	Wilton Place & Beverly Boulevard	A.M. P.M.	0.812 0.921	D E	0.816 0.936	D E	0.004 0.015	No Yes	0.791 0.905	C E	-0.021 -0.016	No No
51.	Wilton Place & 2nd Street <sup>a</sup>	A.M. P.M.	0.559 0.537	A A	0.562 0.546	A A	0.003 0.009	No No	0.544 0.528	A A	-0.015 -0.009	No No
52.	Wilton Place & 3rd Street	A.M. P.M.	0.906 0.855	E D	0.915 0.859	E D	0.009 0.004	No No	0.886 0.833	D D	-0.020 -0.022	No No



**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
53.	Wilton Place & Wilshire Boulevard	A.M. P.M.	0.817 0.858	D D	0.826 0.858	D D	0.009 0.000	No No	0.799 0.832	C D	-0.018 -0.026	No No
54.	Western Avenue & Santa Monica Boulevard	A.M. P.M.	0.923 0.901	E E	0.992 0.945	E E	0.069 0.044	Yes Yes	0.936 0.890	E D	0.013 -0.011	Yes No
55.	Western Avenue & Melrose Avenue	A.M. P.M.	0.799 0.853	C D	0.867 0.900	D D	0.068 0.047	Yes Yes	0.815 0.852	D D	0.016 -0.001	No No
56.	Western Avenue & Beverly Boulevard	A.M. P.M.	0.753 0.675	C B	0.758 0.690	C B	0.005 0.015	No No	0.733 0.666	C B	-0.020 -0.009	No No
57.	Western Avenue & 3rd Street	A.M. P.M.	0.880 0.744	D C	0.882 0.762	D C	0.002 0.018	No No	0.856 0.735	D C	-0.024 -0.009	No No
58.	Western Avenue & Wilshire Boulevard	A.M. P.M.	0.915 0.918	E E	0.919 0.925	E E	0.004 0.007	No No	0.889 0.895	D D	-0.026 -0.023	No No
59.	US 101 SB On-Ramp & Santa Monica Boulevard	A.M. P.M.	0.455 0.448	A A	0.474 0.456	A A	0.019 0.008	No No	0.445 0.430	A A	-0.010 -0.018	No No
60.	US 101 NB Off-Ramp & Santa Monica Boulevard	A.M. P.M.	0.558 0.576	A A	0.579 0.588	A A	0.021 0.012	No No	0.547 0.557	A A	-0.011 -0.019	No No
61.	Harvard Boulevard & Melrose Avenue	A.M. P.M.	0.399 0.442	A A	0.431 0.474	A A	0.032 0.032	No No	0.400 0.443	A A	0.001 0.001	No No
62.	Ardmore Avenue & Melrose Avenue	A.M. P.M.	0.649 0.801	B D	0.675 0.833	B D	0.026 0.032	No Yes	0.639 0.791	B C	-0.010 -0.010	No No
63.	Normandie Avenue & Melrose Avenue	A.M. P.M.	0.768 0.914	C E	0.797 0.940	C E	0.029 0.026	No Yes	0.756 0.896	C D	-0.012 -0.018	No No
64.	Normandie Avenue & Beverly Boulevard	A.M. P.M.	0.537 0.583	A A	0.537 0.583	A A	0.000 0.000	No No	0.521 0.566	A A	-0.016 -0.017	No No
65.	US 101 NB Off-Ramp & Melrose Avenue	A.M. P.M.	0.652 0.589	B A	0.677 0.600	B A	0.025 0.011	No No	0.641 0.569	B A	-0.011 -0.020	No No

**Table IV.K-12 (Continued)**  
**Future With Project Before and After Mitigation Conditions—Signalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project		Future With Project Before Mitigation				Future With Project With Mitigation			
			V/C	LOS	V/C	LOS	Change in V/C	Impact	V/C	LOS	Change in V/C	Impact
<div><div></div><div><sup>a</sup> CMA calculation conducted by hand due to irregularity of intersection configuration. Source: Gibson Transportation Consulting, Inc., 2015.</div></div>												

**Table IV.K-13**  
**Future With Project Before and After Mitigation Conditions—Unsignalized Intersection Peak-Hour Levels of Service**

No.	Intersection	Peak Hour	Future Without Project			Future With Project Before Mitigation				Future With Project With Mitigation				Meets Criteria for Signalization
			Delay	LOS	Meets Warrants	Delay	LOS	Project Traffic	Meets Warrants	Delay	LOS	Project Traffic	Meets Warrants	
1.	Beachwood Drive & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.3 0.4	A A	No	0.3 0.4	A A	195 217	No	0.3 0.4	A A	150 169	No	No
2.	Irving Boulevard & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.3 0.1	A A	No	0.4 0.2	A A	234 256	No	0.4 0.2	A A	179 199	No	No
3.	Larchmont Boulevard & Clinton Street	A.M. P.M.	10.0 9.8	A A	No	10.2 10.0	B A	37 41	No	10.1 10.0	B A	28 32	No	No
4.	Windsor Boulevard & Clinton Street	A.M. P.M.	7.7 7.5	A A	No	7.7 7.5	A A	2 7	No	7.7 7.5	A A	1 5	No	No
5.	Bronson Avenue & Clinton Street	A.M. P.M.	7.4 7.5	A A	No	7.4 7.5	A A	2 7	No	7.4 7.5	A A	1 5	No	No
6.	Gower Street & US 101 SB Off-Ramp/Yucca Street <sup>a</sup>	A.M. P.M.	52.2 6.2	F A	Yes	74.5 7.0	F A	121 161	Yes	69.0 6.8	F A	92 125	Yes	<b>Yes</b>
7.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	A.M. P.M.	12.3 9.7	B A	No	13.2 9.9	B A	64 27	No	13.0 9.8	B A	49 21	No	No
8.	Western Avenue & US 101 NB On-Ramp <sup>a</sup>	A.M. P.M.	6.5 5.2	A A	Yes	9.6 17.8	A C	49 150	Yes	8.6 15.7	A B	36 117	Yes	No
9.	US 101 SB Off-Ramp & Lexington Avenue	A.M. P.M.	33.7 16.6	D C	No	52.6 18.8	F C	71 30	No	47.4 18.2	E C	54 23	No	No
10.	Normandie Avenue & US 101 NB On-Ramp/Monroe Street <sup>a</sup>	A.M. P.M.	44.0 11.7	E B	Yes	46.3 13.1	E B	13 25	Yes	45.6 12.7	E B	9 19	Yes	<b>Yes</b>
11.	US 101 SB On-Ramp & Melrose Avenue <sup>a</sup>	A.M. P.M.	0.8 0.8	A A	Yes	0.8 0.9	A A	92 103	Yes	0.8 0.9	A A	69 80	Yes	No

<sup>a</sup> Average delay reported at 2-way stop-controlled or uncontrolled location.

Source: Gibson Transportation Consulting, Inc., 2015.

**Table IV.K-14  
Future With Project Conditions Before Mitigation—Significant Impact Summary**

Peak Hour	Significantly Impacted Signalized Intersections at LOS				Total
	C	D	E	F	
Morning Peak Hour	0	7	5	1	13
Afternoon Peak Hour	1	5	8	2	16
<b>Total Significantly Impacted Intersections Under Future with Project Conditions, Before Mitigation</b>					<b>19</b>
<p><i>Intersections may be impacted in both morning and afternoon peak hour.</i>  <i>Source: Gibson Transportation Consulting, Inc., 2015.</i></p>					

The following are those signalized intersections where significant impacts would occur under the Future with Project conditions without the Project's TDM program and mitigation measures:

No.	Intersection	Peak Hour	
		A.M.	P.M.
8.	Highland Avenue & Melrose Avenue	Yes	Yes
19.	US 101 NB On-Ramp/Argyle Avenue & Franklin Avenue	No	Yes
21.	Vine Street & Hollywood Boulevard	Yes	No
22.	Vine Street & Sunset Boulevard	Yes	Yes
24.	Vine Street & Santa Monica Boulevard	Yes	No
25.	Vine Street/Rossmore Avenue & Melrose Avenue	No	Yes
30.	Gower Street & Hollywood Boulevard	Yes	No
31.	Gower Street & Sunset Boulevard	Yes	Yes
33.	Gower Street & Santa Monica Boulevard	Yes	Yes
34.	Gower Street & Melrose Avenue	Yes	Yes
44.	Van Ness Avenue & Santa Monica Boulevard	Yes	Yes
46.	Van Ness Avenue & Melrose Avenue	Yes	Yes
48.	Wilton Place & Santa Monica Boulevard	No	Yes
49.	Wilton Place & Melrose Avenue	Yes	Yes
50.	Wilton Place & Beverly Boulevard	No	Yes
54.	Western Avenue & Santa Monica Boulevard	Yes	Yes
55.	Western Avenue & Melrose Avenue	Yes	Yes
62.	Ardmore Avenue & Melrose Avenue	No	Yes
63.	Normandie Avenue & Melrose Avenue	No	Yes

As described in more detail below, with the implementation of the proposed Project's TDM program and mitigation measures, Project impacts at 61 of the 65 signalized intersections would be reduced to less-than-significant levels. Significant impacts would remain at the following four signalized intersections: (1) Intersection No. 31: Gower Street & Sunset Boulevard (morning peak hour); (2) Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour); (3) Intersection No. 49: Wilton Place & Melrose Avenue (afternoon peak hour); and (4) Intersection No. 54: Western Avenue & Santa Monica Boulevard (morning peak hour).

With regard to unsignalized intersections, 3 of the 11 unsignalized intersections, as shown in Table IV.K-13 on page IV.K-57, would operate at LOS E or F during the morning or afternoon peak hour. The remaining 8 unsignalized intersections would operate at LOS D or better during both peak hours. Of these intersections, the following two intersections would meet LADOT's criteria for signalization:

- Gower Street & US 101 SB Off-Ramp/Yucca Street (Unsignalized Intersection No. 6); and
- Normandie Avenue & US 101 NB On-Ramp/Monroe Street (Unsignalized Intersection No. 10).

It should be noted that both of these intersections also meet signal warrants in both the Future without Project conditions before mitigation as well as under Existing conditions, so neither Project traffic nor ambient growth is causing the intersections to meet signal warrants.

Under the *City of Los Angeles CEQA Thresholds Guide* methodology (see Appendix B to the proposed Project's Traffic Study which is presented as Appendix Q of this Draft EIR), the proposed Project would cause potential significant impacts at the following three unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US 101 Southbound Off-Ramp/Yucca Street; (2) Unsignalized Intersection No. 8: Western Avenue & US 101 Northbound On-Ramp; and (3) Unsignalized Intersection No. 10: Normandie Avenue & US 101 NB On-Ramp/Monroe Street.

With implementation of the proposed Project's TDM program and mitigation measures, the significant impact at the unsignalized intersection of Normandie Avenue & US-101 NB On-Ramp/Monroe Street would be reduced to a less-than-significant level. While the installation of a traffic signal at the intersection of Gower Street & US 101 Southbound Off-Ramp/Yucca Street meets LADOT's criteria, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization.

The decision on whether a traffic signal will be installed is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at these two locations, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

## (2) Congestion Management Plan

### *(a) CMP Arterial Monitoring Station Analysis (Before Mitigation)*

Based on the proposed Project's trip forecast, only one arterial monitoring intersection, Western Avenue & Santa Monica Boulevard, is forecasted to have over 50 trips added by Project traffic during either peak hour. The intersection of Western Avenue & Santa Monica Boulevard currently operates at LOS D during both the weekday morning and afternoon peak hours.

Existing with Project Traffic Conditions—Table IV.K-9 on page IV.K-41 shows that the intersection of Western Avenue & Santa Monica Boulevard (Intersection No. 54) is expected to operate at LOS E during both the weekday morning and afternoon peak hours under Existing with Project conditions without the proposed Project's TDM program and mitigation measures. As the intersection would not operate at LOS F during either peak hour, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

Future with Project Traffic Conditions—Table IV.K-12 on page IV.K-51 shows that the intersection of Western Avenue & Santa Monica Boulevard is expected to operate at LOS E during both the weekday morning and afternoon peak hours under Future with Project conditions without the proposed Project's TDM program and mitigation measures. As the intersection would not operate at LOS F during either peak hour, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

### *(b) CMP Freeway Segments Analysis (Before Mitigation)*

As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP impact would occur and no additional freeway analysis is required under CMP criteria for existing or future conditions.

*(c) Transit System Capacity Impacts**(i) Project Transit Trip Forecast*

Based on the guidelines outlined in Section B.8.4 of the CMP, transit trips expected to result from the proposed Project were estimated based on the number of vehicle trips. This methodology assumes an average vehicle occupancy factor of 1.40 in order to estimate the number of person trips to and from the Project Site. As shown in Table IV.K-15 on page IV.K-62, the proposed Project is forecasted to generate a total of 5,061 daily transit trips, including 521 morning peak-hour transit trips and 556 afternoon peak-hour transit trips.

*(ii) Project Components to Encourage Transit Use*

The proposed Project includes a TDM program that will be designed to promote transit usage and other non-automotive modes of travel for employees and visitors to the Project Site. The components of the TDM program are as follows:

- Flexible work schedules and alternative work schedules;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed Ride Home program;
- Rideshare/carpool/vanpool promotion and support;
- Transportation Information Center;
- On-Site TDM Coordinator;
- Discounted transit passes;
- Mobility hub support; and
- Funding for bikeway improvements.

As shown in the Traffic Study included as Appendix Q of this Draft EIR, the proposed TDM program is expected to achieve a trip reduction between 7.2 percent and 16.6 percent for the Project Site upon implementation. As an achievable but conservative estimate, an overall TDM trip reduction credit of 10 percent was assumed for the proposed Project's traffic analysis. Accounting for trip reductions from the TDM program, and trips generated by the existing uses at the Project Site, the proposed Project is expected to generate a net total of 7,707 daily trips on a typical weekday, including approximately 709 morning peak-hour trips (547 inbound, 162 outbound) and 804 afternoon peak-hour

**Table IV.K-15  
Project Transit Trip Estimates**

Project	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Transit Adjustment on Project Site After Project Completion <sup>a</sup>	2,698	239	60	299	77	226	303
Transit Adjustment on Existing Project Site <sup>a</sup>	1,206	117	26	143	32	103	135
<i>Net Transit Adjustment (With Project - Existing Site)</i>	<i>1,492</i>	<i>122</i>	<i>34</i>	<i>156</i>	<i>45</i>	<i>123</i>	<i>168</i>
TDM Program Adjustment <sup>b</sup>	2,123	165	51	216	69	160	229
<b>Total Transit and TDM Vehicle-Trip Adjustment</b>	<b>3,615</b>	<b>287</b>	<b>85</b>	<b>372</b>	<b>114</b>	<b>283</b>	<b>397</b>
<b>Total Project Transit Person-Trip Estimates<sup>c</sup></b>	<b>5,061</b>	<b>402</b>	<b>119</b>	<b>521</b>	<b>160</b>	<b>396</b>	<b>556</b>

<sup>a</sup> Transit adjustment from Table IV.K-8 on page IV.K-40.

<sup>b</sup> TDM program adjustment from Table 21 of the Traffic Study included as Appendix Q of this Draft EIR.

<sup>c</sup> Assumes AVO of 1.40 person-trips per vehicle-trip.

Source: Gibson Transportation Consulting, Inc., 2015.



trips (228 inbound, 576 outbound). This represents a reduction of 2,123 daily trips, including 216 trips in the morning peak hour and 229 trips in the afternoon peak hour, from the proposed TDM program. However, the analysis of Project impacts before mitigation is based on full Project trip generation without consideration of the TDM program trip reductions. The TDM program trip reductions is considered with the analysis of Project impacts after mitigation. Also, the proposed Project's mitigation measures include the funding and support of a Hollywood Transportation Management Organization (TMO) that would provide rideshare matching programs, transit service information, and additional services to the greater Hollywood community.

### *(iii) Transit Analysis*

The Metro bus and Metro rail lines serving the Project periphery currently operate with a residual capacity of 3,600 transit patrons during the morning peak hour and 2,876 transit patrons during the afternoon peak hour. As the current residual capacity exceeds the proposed Project's transit trip estimates of 521 morning peak-hour transit trips and 556 afternoon peak-hour transit trips, the anticipated transit demand from the proposed Project would be more than satisfied by the existing capacity surplus and the proposed Project is not expected to significantly impact the regional transit system under existing conditions.

To verify that the proposed Project would not overload the regional transit system in the future, load factors were calculated based on the average peak period load on the bus and the average hourly capacity on that route (calculated from average headways). Assuming that the maximum load on the transit lines increases at the ambient growth rate of 0.2 percent per year (a total of 5.54 percent through the year 2038), the residual capacity on the transit system in year 2038 without the proposed Project is expected to be 3,234 in the morning peak hour and 2,483 in the afternoon peak hour, as shown in Table IV.K-16 on page IV.K-64. This residual capacity exceeds the forecast Project transit demand of 521 morning peak-hour transit trips and 556 afternoon peak-hour transit trips. Therefore, the anticipated future transit demand from the proposed Project would be more than satisfied by the capacity surplus and the proposed Project is not expected to significantly impact the regional transit system under future conditions.

## **(3) Project Access**

### *(a) Project Access (Operational)*

The proposed Project's Conceptual Site Plan indicates that vehicular access to the Project Site would be modified and improved in a number of ways. The current fire gate access on Gower Street across from Camerford Avenue would become a production driveway which would also provide access to a proposed subterranean parking garage

**Table IV.K-16**  
**Transit Service Residual Capacity—Future Without Project**  
**Lines Serving Project Periphery**

Provider/Route	Number of Runs During Peak Hour <sup>a</sup>	Capacity <sup>b</sup>	Existing Load Factor—Average Load/Capacity <sup>c</sup>	Future Load Factor—Average Load/Capacity <sup>d</sup>	Future Residual Capacity per Run <sup>e</sup>	Future Residual Capacity in Peak Hour <sup>f</sup>
<b>A.M. Peak Period</b>						
Metro Bus 4	12	50	0.86	0.91	5	60
Metro Bus 10	18	50	0.88	0.93	4	72
Metro Bus 210	10	50	0.84	0.89	6	60
Metro Bus 704	10	75	0.79	0.83	12	120
Metro Rail Red Line <sup>g</sup>	6	762	0.66	0.70	231	1,386
Metro Rail Purple Line <sup>g</sup>	6	508	0.47	0.50	256	1,536
<b>Total Residual Capacity in Peak Hour</b>						<b>3,234</b>
<b>P.M. Peak Period</b>						
Metro Bus 4	12	50	0.82	0.87	7	84
Metro Bus 10	12	50	0.68	0.72	14	168
Metro Bus 210	9	50	0.76	0.80	10	90
Metro Bus 704	11	75	0.63	0.66	25	275
Metro Rail Red Line <sup>g</sup>	6	762	0.80	0.84	119	714
Metro Rail Purple Line <sup>g</sup>	6	508	0.59	0.62	192	1,152
<b>Total Residual Capacity in Peak Hour</b>						<b>2,483</b>
<p><i>Metro: Los Angeles County Metropolitan Transportation Authority.</i></p> <p><sup>a</sup> <i>Number of runs in both directions combined during peak hour.</i></p> <p><sup>b</sup> <i>Capacity assumptions:</i>  <i>Metro Regular Bus—40 seated/50 standees.</i>  <i>Metro Articulated Bus—66 seated/75 standees.</i>  <i>Metro Red Line—55 seats/car, 6 cars/run during peak periods. Metro assumes a maximum capacity of 230 percent of seated capacity, or 127/car.</i>  <i>Metro Purple Line—55 seats/car, 4 cars/run during peak periods. Metro assumes a maximum capacity of 230 percent of seated capacity, or 127/car.</i></p> <p><sup>c</sup> <i>Existing Load Factor from Table IV.K-5.</i></p> <p><sup>d</sup> <i>Future Load Factor reflects a 5.54 percent increase (0.2 percent ambient growth for 27 years) over the Existing Load Factor.</i></p> <p><sup>e</sup> <i>Represents future residual capacity on peak runs.</i></p> <p><sup>f</sup> <i>Maximum residual capacity in peak hours = (Future residual capacity per run) x (number of peak-hour runs).</i></p> <p><sup>g</sup> <i>Metro rail data only available in hourly summation. Maximum Load was assumed to be 20 percent of hourly maximum load (which is the sum of 6 hourly runs).</i></p> <p><i>Source: Gibson Transportation Consulting, Inc., 2015.</i></p>						

along the southern portion of the Main Lot. A new primary access point providing direct access to a proposed subterranean structure would be installed on Melrose Avenue across from Plymouth Avenue. The current fire gate access on Van Ness Avenue north of Melrose Avenue would provide access to the proposed subterranean parking for the proposed development on the southeast corner of the Main Lot. In addition, a new driveway would be implemented on Van Ness Avenue across from Lemon Grove Avenue which would provide direct access to a proposed parking deck in the northeast corner of the Main Lot. Access to the Ancillary Lots would be modified as well. The driveway to the Camerford Lot would be relocated to Camerford Avenue and provide access to a proposed subterranean parking area. In addition, the two driveways to the Windsor Lot as well as the two driveways to the South Bronson Lot would both gain two-way access.

Internal circulation within the Main Lot would be improved through widening and connecting of the existing avenues and alleys through the Project Site. With the removal of some buildings and the construction of new ones in strategic locations, the Main Lot's configuration will enhance circulation for vehicles, pedestrians, and bicycles.

Additionally, the construction of structured parking would help to reduce passenger vehicle traffic on the Main Lot, which will enhance safety and improve conditions for pedestrians and bicycles. Circulation within and among the Ancillary Lots would be largely unchanged with implementation of the proposed Project. As the Main Lot and Ancillary Lots have a number of access points and multiple driveways, the nearest study intersections to these driveways were analyzed. As shown in Table IV.K-17 on page IV.K-66, all of the intersections nearest to the analyzed driveways would operate at LOS D or better under both Existing with Project and Future with Project conditions. Therefore, Project operational access impacts would be less than significant.

*(b) Bicycle, Pedestrian, and Vehicular Safety*

The Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. All roadways and driveways intersect at right angles, and street trees and other potential impediments to adequate visibility are minimal. Separate pedestrian gates, some of which are also used by bicycles, are provided at various points around the Main Lot. The Project Site is heavily used by bicycles, both for off-site travel and for on-site mobility. The entire Project Site is "bicycle-friendly," and as such, bicycles can travel and park anywhere within the Project Site. No dedicated bicycle lanes currently exist on Melrose Avenue, Van Ness Avenue, or Gower Street. Vehicular access locations to the Project Site from these roadways would thus not intersect an on-street bicycle lane. The *2010 Bicycle Plan* (Los Angeles Department of City Planning, March 2011) identifies

**Table IV.K-17  
Operational Access Significant Impact Summary**

Location	Existing with Project				Future with Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	LOS	Impact	LOS	Impact	LOS	Impact	LOS	Impact
<b>Plymouth Gate (Proposed)</b> (Melrose Avenue at Plymouth Boulevard) <i>nearest Study Intersection:</i> 40. Windsor Boulevard & Melrose Avenue	B	No	A	No	B	No	A	No
<b>Melrose Gate</b> (Melrose Avenue at Windsor Boulevard) <i>nearest Study Intersection:</i> 40. Windsor Boulevard & Melrose Avenue	B	No	A	No	B	No	A	No
<b>Bronson Gate</b> (Melrose Avenue at Bronson Avenue) <i>nearest Study Intersection:</i> 41. Bronson Avenue & Melrose Avenue	B	No	B	No	B	No	B	No
<b>Gower North</b> (Gower Street north of Gregory Avenue) <i>nearest Study Intersection:</i> 34. Gower Street & Melrose Avenue	C	No	C	No	C	No	D	No
<b>Van Ness Gate</b> (Van Ness Avenue between Melrose Avenue and Lemon Grove Avenue) <i>nearest Study Intersection:</i> 46. Van Ness Avenue & Melrose Avenue	C	No	D	No	D	No	D	No
<b>Van Ness North Gate</b> (Van Ness Avenue south of Lemon Grove Avenue) <i>nearest Study Intersection:</i> 45. Van Ness Avenue & Lemon Grove Avenue	A	No	A	No	A	No	A	No
<b>Gower Parking Structure</b> (west side of Gower Street) <i>nearest Study Intersection:</i> 34. Gower Street & Melrose Avenue	C	No	C	No	C	No	D	No

**Table IV.K-17 (Continued)**  
**Operational Access Significant Impact Summary**

Location	Existing with Project				Future with Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	LOS	Impact	LOS	Impact	LOS	Impact	LOS	Impact
<b>Lemon Grove Parking Structure</b> (north side of Lemon Grove Avenue) <i>nearest Study Intersection:</i> 45. Van Ness Avenue & Lemon Grove Avenue	A	No	A	No	A	No	A	No
<hr/> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>								

Gower Street and Van Ness Avenue adjacent to the Project Site and Melrose Avenue and Waring Avenue west of the Project Site as Bicycle Friendly Streets (BFS) as part of the Neighborhood Bikeway Network. BFSs are defined as local or collector streets that would receive traffic-calming engineering treatments in addition to signage and shared-lane markings, but no dedicated bicycle lanes. The Mobility Plan 2035 identifies potential roadways for bicycle and pedestrian enhancements, including Melrose Avenue and Gower Street adjacent to the Project Site. These improvements are not yet scheduled or funded. The proposed Project would not affect the City's ability to implement these enhancements in the future.

As a result of the design considerations and considering existing and proposed pedestrian and bicycle facilities, based on the *L.A. CEQA Thresholds Guide*, no access impacts related to safety are expected to result due to the design or placement of Project access points.

#### (4) Neighborhood Intrusion

A review of the proposed Project's traffic analysis indicates that the proposed Project, before implementation of the TDM program and mitigation measures, would add 1,200 or more trips to the following four arterial corridors:

- Gower Street between Franklin Avenue and Melrose Avenue;
- Van Ness Avenue between Santa Monica Boulevard and Melrose Avenue;
- Santa Monica Boulevard between Gower Street and US-101; and
- Melrose Avenue between Gower Street and Ardmore Avenue.

As several intersections along these four corridors are projected to operate at LOS E or F under Existing with Project or Future with Project conditions, an analysis of the potential for neighborhood intrusion impacts (cut-through traffic) along these corridors was conducted for both traffic scenarios.

**Existing with Project Conditions.** The following three study intersections on the corridors identified above are projected to operate at LOS E or F during at least one analyzed peak hour:

- Intersection No. 31: Gower Street & Sunset Boulevard (both peak hours);
- Intersection No. 33: Gower Street & Santa Monica Boulevard (afternoon peak hour); and

- Intersection No. 54: Western Avenue & Santa Monica Boulevard (both peak hours).

**Future with Project Conditions.** The following five study intersections on the corridors identified above are projected to operate at LOS E or F during at least one analyzed peak hour:

- Intersection No. 30: Gower Street & Hollywood Boulevard (morning peak hour);
- Intersection No. 31: Gower Street & Sunset Boulevard (both peak hours);
- Intersection No. 33: Gower Street & Santa Monica Boulevard (afternoon peak hour);
- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour); and
- Intersection No. 54: Western Avenue & Santa Monica Boulevard (both peak hours).

Based on the locations of these intersections and LADOT policy, three of the four identified corridors were examined for the potential use of alternative routes through residential neighborhoods, including Gower Street (between Franklin Avenue and Melrose Avenue), Van Ness Avenue (between Santa Monica Boulevard and Melrose), and Santa Monica Boulevard (between Gower Street and US-101). As no intersections are projected to operate at LOS E or F on Melrose Avenue between Gower Street and Ardmore Avenue, this corridor would not satisfy LADOT's criteria for identification of a neighborhood intrusion impact.

LADOT policy specifies the identification of viable cut-through routes on local residential streets in order for a neighborhood intrusion impact to be found. The affected corridors identified above were examined for the availability of parallel local streets that could be used as a cut-through route to avoid arterial congestion. The potential cut-through routes are described as follows:

On Gower Street between Franklin Avenue and Melrose Avenue:

- El Centro is a potential alternative route to Gower Street. It parallels Gower Street to the west between Melrose Avenue and Hollywood Boulevard. El Centro is primarily stop-controlled at intersections with other local residential streets but provides signal control at intersections with Santa Monica Boulevard and Sunset Boulevard.

- Gordon Street is another potential alternative route to Gower Street. It parallels Gower Street to the east between Santa Monica Boulevard and Sunset Boulevard. Gordon Street is stop-controlled at intersections with Santa Monica Boulevard, Fountain Avenue, and local residential streets but provides signal control at its intersection with Sunset Boulevard.

On Van Ness Avenue between Santa Monica Boulevard and Melrose Avenue:

- Ridgewood Place is a potential alternative route to Van Ness Avenue. It parallels Van Ness Avenue to the east between Santa Monica Boulevard and Melrose Avenue. Ridgewood Place provides one-way southbound travel lanes between Santa Monica Boulevard and Lemon Grove Avenue and two-way travel between Lemon Grove Avenue and Melrose Avenue. Its intersections with Santa Monica Boulevard, Lemon Grove Avenue, and Melrose Avenue are all stop-controlled.

On Santa Monica Boulevard between Gower Street and Western Avenue:

- Sierra Vista Avenue is a potential alternative route to Santa Monica Boulevard. It parallels Santa Monica Boulevard to the south between Wilton Place and Western Avenue. It is stop-controlled at all intersections.
- Romaine Street is another potential alternative route to Santa Monica Boulevard. It parallels Santa Monica Boulevard further south than Sierra Vista Avenue between Wilton Place and Western Avenue. It is signalized at its intersection with Western Avenue.

Based on the preceding analysis, five neighborhoods were identified according to LADOT criteria that may be subject to significant neighborhood intrusion impacts (cut-through traffic) by the Project-generated traffic under either Existing with Project or Future with Project conditions. These neighborhoods, are described as follows:

1. De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west;
2. Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west;
3. Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west;
4. Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west; and



5. Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west.

The neighborhood intrusion analysis presented above identified those neighborhoods that might be susceptible to neighborhood intrusion impacts (cut-through traffic) as a result of the proposed Project. However, it is not possible to predict with a reasonable degree of certainty whether such neighborhood intrusion traffic will occur at a level sufficient to result in a significant adverse impact in any of the identified neighborhoods as the changes in traffic patterns are based on a number of factors, including individual driver perception of the likely reduction in travel time on alternative routes (neighborhood streets). Nor is it possible to predict in which neighborhoods or on which streets within each neighborhood any such potentially significant neighborhood intrusion traffic impacts might occur. In addition, because of the fact that such assessments cannot be made at this time, it also cannot be determined whether any feasible mitigation measures could be implemented that would lessen or eliminate any such potentially significant impacts or determine what neighborhood measures the local community would prefer over the potentially significant neighborhood traffic intrusions.

A potentially significant neighborhood traffic intrusion impact on a particular residential neighborhood can only be determined after a project or portions of a project are completed and operating. Prior to a project becoming operational it is virtually impossible to quantify potential impacts. Once a project is operational, a neighborhood can be re-assessed to determine if any impacts are occurring, the nature of the impacts and whether those impacts can be addressed through a Neighborhood Traffic Management Plan.

LADOT has developed a process over many years to assess whether impacts are occurring, the nature of the impacts and a range of traffic measures designed to address potentially significant impacts. The LADOT process is an iterative process through which the impacted neighborhood is included in the process to help assess which traffic-calming options are preferred by the community at issue, to balance the relative desirability of the options, and ultimately to let the community itself make the decision whether to implement the traffic-calming measures. In some neighborhoods, the potential significant impact never materializes. In locations where a significant impact does occur, the community may decide to implement traffic-calming measures that reduce the impact to below the level of significance and, in other neighborhoods, the measures themselves are considered to be undesirable and so the community prefers not to implement them and the neighborhood intrusion traffic remains significant and unmitigated.

There is a range of traffic calming measures that can be implemented that have been shown in LADOT's extensive experience to reduce neighborhood intrusion traffic to a

point of insignificance. Those measures can include non-restrictive traffic control measures such as traffic circles, speed humps, roadway narrowing (e.g., raised medians and traffic chokers), landscaping features, roadway striping changes (e.g., bike lanes or parking striping to reduce the perceived width of the roadway), stop signs, new sidewalks, and new pedestrian amenities. Traffic calming measures can also include more restrictive physical/operational improvements such as turn restrictions, cul-de-sacs, traffic diverters, street blockers, and signal metering, but those more restrictive measures themselves have the potential to divert traffic to another residential street. While most of the improvements would also help in speed reduction, noise reduction, and increased safety, these improvements may also result in an increase in emergency response time.

These traffic calming measures have been used in various communities and have been proven to be effective at reducing neighborhood intrusion impacts by reducing or eliminating neighborhood intrusion traffic and/or improving the appearance of a neighborhood. For example, turn restrictions limit the ability of vehicles to move from the main corridor to the alternative neighborhood streets during peak hours; cul-de-sacs and street closures cut off the ability to connect to the main corridors; and speed humps and stop signs slow the travel time on neighborhood streets which eliminates the incentive to divert from the main corridor. However, traffic calming measures are also sometimes considered undesirable to a neighborhood because they may alter the neighborhood's character or annoy residents (e.g., having to stop at multiple intersections, reduced lanes, etc). Whether such measures are helpful or undesirable overall depends on each community's preferences and so it is inherently subjective unless and until a specific neighborhood intrusion impact is observed and studied, measures are developed to address the traffic intrusion, and the community is consulted and polled to determine the community's wishes. If the community does not support the mitigation actions, then they are deemed to be infeasible and will not be imposed upon a community that does not want them.

Due to the uncertainties surrounding the potential neighborhood intrusion impacts, including the uncertainty over whether any such impact would even occur, to be conservative and for the purposes of this analysis, the potential impact is considered significant and a Neighborhood Traffic Management Plan process by which the potential impact can be identified and mitigated has been incorporated into the mitigation for neighborhood intrusion impacts. However, because it is possible that a significant impact may occur and that one or more neighborhoods might determine that it does not want to implement the mitigation actions, it is not possible to determine now whether such a potential neighborhood intrusion impact would be fully mitigated. Accordingly, it is conservatively concluded that with the identified mitigation the potentially significant impact would not be fully mitigated. Accordingly, as a further step, this impact is treated as significant even after the implementation of all feasible mitigation measures.

## (5) In-Street Construction

Traffic impacts from construction activities would be expected to occur as a result of the following types of activities:

- Increases in truck traffic associated with the export or import of fill materials and the delivery of construction materials;
- Increases in automobile traffic associated with construction workers traveling to and from the Project Site;
- Reductions in existing street capacity or on-street parking from temporary lane closures that are necessary for the construction of roadway improvements, utility relocation, and drainage facilities; and
- Blocking existing vehicle or pedestrian access to other parcels fronting streets.

### *(a) Project Haul and Delivery Activity*

The proposed haul activity time periods would be between 7:00 A.M. and 7:00 P.M. on weekdays and 7:00 A.M. and 6:00 P.M. on Saturdays, for a maximum of 10 hours each work day. No haul truck activity would occur on Sundays. Delivery trips are expected to occur through the same time period.

Transportation Research Circular No. 212 defines passenger car equivalency (PCE) for a vehicle as the number of passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of Transportation Research Circular No. 212 and Exhibit 16.7 of the HCM suggest a PCE of 2.0 for trucks. It is forecasted that the maximum number of construction trucks would range from 50 to 171 trucks per day. Assuming a passenger car equivalency (PCE) of 2.0, this level of truck travel would be equivalent to a maximum of 342 passenger cars arriving and departing from the Project Site on a peak construction day.

It is anticipated that truck trips would be concentrated during non-peak periods, thereby minimizing the effect of truck traffic during the peak commuter hours. Given the typical hours of construction activity, it is also likely that construction activity hours would encompass one peak hour (i.e., morning or afternoon peak hour), but not both, in a given day. For the purposes of this analysis, however, it was conservatively assumed that haul truck trips and delivery truck trips would occur evenly throughout the day, including during both morning and afternoon peak hours. Therefore, the morning and afternoon peak hours each would be affected by an equal number of PCE trips, equal to one tenth the maximum number of trips over a 10-hour workday.

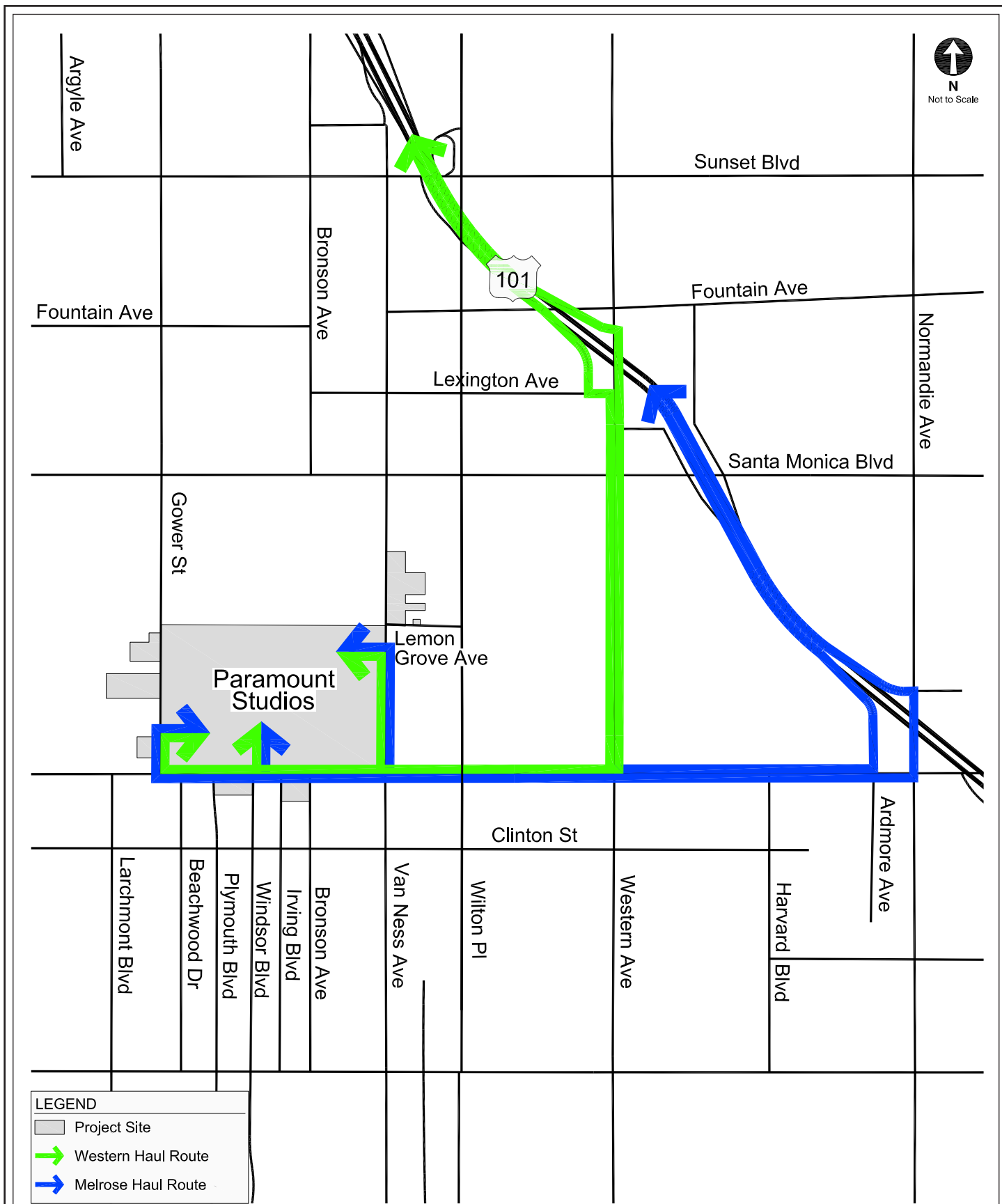
Figure IV.K-3 on page IV.K-75 illustrates the two proposed haul truck routes between the Project Site and the disposal site to the north, via US-101. Haul trucks entering and exiting the Project Site would travel to US-101 via Melrose Avenue (the Melrose Haul Route) or take Melrose Avenue to Western Avenue to US-101 (the Western Haul Route). It is anticipated that haul truck traffic would use either route or split between the two routes depending on traffic conditions. This analysis conservatively assesses potential impacts based on the exclusive use of each route separately.

*(b) Construction Worker Travel*

Construction worker traffic would depend not only on the level of effort during various construction phases, but also on the mode and time of travel of the workers. Typically, construction workers would be on-site before 7:00 A.M. and leave the site beginning at 4:00 P.M. Therefore, the workers would already be on-site during the morning commute peak period and Project construction would not generate any morning peak hour. Worker trips would leave the Project Site at various times during the afternoon commute peak period. An analysis of the hours of afternoon peak traffic at the signalized study locations indicates that 85 percent of the intersections experience peak traffic between 4:30 P.M. and 6:00 P.M. Many workers would leave the construction site immediately at 4:00 P.M., before the busiest commuter hour. Consistent with the Applicant's experience with previous construction at the Project Site, 35 percent of the maximum number of daily workers were estimated to leave the Project Site during the afternoon peak hour for the purposes of this analysis. Based on these assumptions, a maximum of 62 afternoon peak-hour construction worker trips is expected during the busiest construction day.

*(c) Potential Construction Traffic Impacts*

The total peak-hour construction traffic for each of the four construction groups, including worker and PCE haul trips, is summarized in Table IV.K-18 on page IV.K-76. As shown in Table IV.K-18, the maximum anticipated construction traffic during any phase of Project construction is expected to generate a maximum of 68 morning peak-hour trips and 108 afternoon peak-hour trips from construction activity. These levels of construction traffic were reviewed and assessed for temporary construction-related traffic impacts on the street system under a worst-case scenario in which the maximum level of construction traffic were to occur after most of the proposed Project was completed and operational (i.e., generating trips). Based on the significant impact criteria used for Project traffic, and assuming the Melrose Haul Route is used exclusively for haul trips, construction traffic could result in temporary traffic impacts at up to the following three signalized study intersections before the Project's TDM program and mitigation measures:



**Table IV.K-18**  
**Construction Period Peak-Hour Trip Generation**

Construction Group	A.M. Peak Hour			P.M. Peak Hour		
	In	Out	Total	In	Out	Total
<b>Group A</b>						
Trucks	12	12	24	12	12	24
Workers	0	0	0	0	8	8
<b>Total</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>20</b>	<b>32</b>
<b>Group B</b>						
Trucks	17	17	34	17	17	34
Workers	0	0	0	0	62	62
<b>Total</b>	<b>17</b>	<b>17</b>	<b>34</b>	<b>17</b>	<b>79</b>	<b>96</b>
<b>Group C</b>						
Trucks	31	31	62	31	31	62
Workers	0	0	0	0	46	46
<b>Total</b>	<b>31</b>	<b>31</b>	<b>62</b>	<b>31</b>	<b>77</b>	<b>108</b>
<b>Group D</b>						
Trucks	34	34	68	34	34	68
Workers	0	0	0	0	29	29
<b>Total</b>	<b>34</b>	<b>34</b>	<b>68</b>	<b>34</b>	<b>63</b>	<b>97</b>
Source: Gibson Transportation Consulting, Inc., 2015.						

- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard;
- Intersection No. 46: Van Ness Avenue & Melrose Avenue; and
- Intersection No. 63: Normandie Avenue & Melrose Avenue

Assuming instead that the Western Haul Route is used exclusively for haul trips, construction traffic could result in temporary traffic impacts at up to the following four signalized study intersections before the Project's TDM program and mitigation measures:

- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard;
- Intersection No. 46: Van Ness Avenue & Melrose Avenue;
- Intersection No. 54: Western Avenue & Santa Monica Boulevard; and
- Intersection No. 55: Western Avenue & Melrose Avenue.

To reduce potential traffic impacts related to construction traffic, the Applicant will put in place the construction traffic management plans outlined below, which will help to minimize the amount and effect of peak-hour construction traffic. Furthermore, as described below, the Applicant would establish the Hollywood TMO (see Mitigation Measure K-1) upon issuance of the first building permit for net new Project development. The improvements in regional traffic expected as a result of the Hollywood TMO would begin to be realized during development of the proposed Project and would serve to further reduce the impacts described above. Therefore, Project construction is not expected to have a significant impact with respect to temporary traffic impacts at study intersections.

*(d) Potential Construction Impacts on Access, Transit, and Parking*

Construction of the proposed Project is primarily contained within the boundaries of the Project Site and would not affect the adjacent street system beyond the traffic impacts discussed above. However, project development along the Project Site perimeter streets, including Van Ness Avenue, Gower Street, Melrose Avenue, Ridgewood Place, Gregory Avenue, and Camerford Avenue, may result in temporary lane closures, temporary sidewalk closures, temporary loss of street parking, and/or temporary bus stop relocation.

During construction, an adequate number of parking spaces for construction workers would be available at all times either on the Project Site or in nearby off-site locations with shuttles provided back and forth. Therefore, Project construction would not result in a significant impact with regard to the availability of parking spaces, other than the above-mentioned possible temporary loss of on-street parking. In addition, construction traffic management plans would be implemented pursuant to Project Design Feature K-2 to ensure that adequate and safe access and parking remains available at the Project Site during construction activities.

The impact on the overall transportation system from construction activities would be temporary in nature and would cause an intermittent reduction in street and intersection operating capacity near the Project Site. In addition, temporary impacts could occur with regard to the loss of on-street parking, sidewalk closure, and relocation of bus stops. Such temporary impacts would be considered significant.

**(6) Parking**

*(a) Construction Parking*

During construction, an adequate number of on-site parking spaces for construction workers would be available at all times on the Project Site or the proposed Project would provide a shuttle to an off-site parking location for the construction workers. In addition, as explained above, the Project Site's valet parking program can increase the capacity of the

existing parking fields. Therefore, Project construction would result in a less-than-significant impact with regard to the availability of parking spaces.

*(b) Vehicle Parking During Operation*

For the purposes of the future parking analysis below, it was conservatively assumed that the existing parking supply is equal to the parking demand (including demand from interim projects), instead of the forecasted parking surplus of 153 spaces. Thus, any net new development completed as part of the proposed Project resulting in an increased parking requirement would be required to provide additional parking above the current supply. Similarly, the removal of existing uses to make room for new development would reduce the parking requirement. The two primary parking objectives of the proposed Project are:

1. Provide sufficient parking on-site to meet the demands generated by the proposed Project; and
2. Support trip and emission reduction goals, as well as encourage and support alternative transportation by implementing a TDM program, which would include preferred parking for carpools/vanpools, bicycle racks, and loading/unloading areas for vans and shuttles for the various components of the proposed Project.

To address the first objective, parking requirements were analyzed for each land use component of the proposed Project. To implement the second objective, the proposed Project proposes to develop a site-wide TDM program, one of the goals of which is to reduce parking demand.

The proposed Project is located within the City of Los Angeles and, thus, parking requirements are enforced by the City's Planning Department and Department of Building and Safety in compliance with the LAMC. However, given the unique characteristics of production uses, and the potential use of surface lots for production staging areas, parking requirements developed specifically for the Project Site are set forth in the proposed Paramount Pictures Specific Plan (Specific Plan).

In addition to the land use categories used to estimate Project trip generation, the additional sub-categories of restaurant and child care are identified in calculating parking requirements. Any restaurant space developed with the proposed Project would be part of the total retail development and, like other retail uses, would be intended to serve Paramount employees and visitors. Expanded child care facilities would serve persons who would walk to the facility (who were already parked on-site or in the area). The table below presents a comparison of the parking regulations set forth within the LAMC and the proposed Specific Plan:



<b>Land Use</b>	<b>LAMC Parking Regulations<sup>a</sup></b>	<b>Proposed Specific Plan Parking Regulations</b>
Office	2.0 spaces/1,000 sf	3.0 spaces/1,000 sf
Production Office	2.0 spaces/1,000 sf	3.0 spaces/1,000 sf
Stage	N/A	1.0 space/1,000 sf
Support	N/A	1.0 space/1,000 sf
Child Care	2.0 spaces/1,000 sf	0.0 space/1,000 sf (Main Lot) 1.0 space/1,000 sf (Ancillary Lots)
Retail	4.0 spaces/1,000 sf	0.0 space/1,000 sf (Main Lot) 4.0 spaces/1,000 sf (Ancillary Lots)
Restaurant	10.0 spaces/1,000 sf	0.0 space/1,000 sf (Main Lot) 4.0 spaces/1,000 sf (Ancillary Lots)
Small Restaurant (1,000 sf or less)	5.0 spaces/1,000 sf	0.0 space/1,000 sf (Main Lot) 4.0 spaces/1,000 sf (Ancillary Lots)

<sup>a</sup> Pursuant to LAMC Section 12.21.A4.

As shown in the table above, the proposed Specific Plan requires equal or greater parking than that required by the LAMC for the specified uses, except with regard to retail, restaurant, and child care uses. The LAMC requires four automobile parking spaces for retail uses and up to 10 spaces for restaurant uses for every 1,000 sf of floor area. However, both the retail and restaurant components of the proposed Project are intended to serve on-site employees and visitors already parked within the Project Site. Therefore, the lower parking ratio than that set forth in the LAMC, as proposed in the proposed Specific Plan, is appropriate. To be conservative, retail and restaurant uses on the Ancillary Lots would provide parking at a rate of 4.0 spaces per 1,000 sf. Similarly, expanded child care facilities would serve persons who would walk to the facility (who were already parked on-site or in the area), and as such would generate no new parking demand on its own.

Table IV.K-19 on page IV.K-80 presents a summary of the required parking associated with the net new square footage for the proposed land uses within the Project Site based on the LAMC and proposed Specific Plan requirements outlined above assuming the following:

1. While the precise mix of the type of land uses to be developed as interim projects has not yet been determined, it is assumed that the existing parking supply would be more than adequate to meet the additional parking demands of the interim projects. To the extent that the interim project land uses change, the increased parking demand would vary accordingly, but would still remain within the limits of the available parking supply. The interim projects are assumed to consist of office, which would construct parking at a conservative rate of 3.0 spaces per 1,000 sf.

**Table IV.K-19  
Parking Requirement and Proposed Parking Supply**

Land Use	Net New Development (sf)	LAMC		Proposed Specific Plan	
		Ratio <sup>a</sup>	Spaces	Ratio <sup>a</sup>	Spaces
Stage	21,000	N/A	N/A	1.0	21
Support <sup>b</sup>	1,900	1.0	2	1.0	2
Production Office	635,500	2.0	1,271	3.0	1,907
Office	638,100	2.0	1,277	3.0	1,915
Retail (Ancillary Lots)	31,000	4.0	124	4.0	124
Retail (Main Lot)	58,200	4.0	233	0.0	0
Net New Parking Requirement			2,907		3,969
Existing Parking On-Site			3,580		3,580
Total Future Parking Requirement			6,487		7,549
Proposed Future Parking Supply			7,550		7,550
Parking Requirement Satisfied		Yes		Yes	
N/A = Not Applicable					
<sup>a</sup> Parking ratio is number of parking spaces required per 1,000 sf of floor area.					
<sup>b</sup> To maintain a conservative analysis, the parking ratio is assumed to be the same as the ratio for Stage.					
Source: Gibson Transportation Consulting, Inc., 2015.					

2. A conceptual allocation of the retail space between the Main Lot and Ancillary Lots was developed for the purposes of this analysis. The actual allocation of retail space that ultimately could be constructed may vary from that used in this analysis. To the extent that it does, the commercial parking requirements would vary accordingly.

As shown in Table IV.K-19, the estimated LAMC parking requirement for the proposed land uses (net new square footage) would be 2,907 spaces. Adding the existing parking supply to Project parking requirements based on the LAMC, the total future parking requirement for the proposed Project would be approximately 6,500 spaces, well below the proposed parking supply of 7,550 spaces, based on the Conceptual Site Plan configuration of uses.

Table IV.K-19 also shows that the estimated proposed Specific Plan parking requirement for the proposed land uses would be 3,969 spaces. Adding the existing parking supply to Project parking requirements based on the proposed Specific Plan, the total future parking requirement for the proposed Project would be just under 7,550 spaces, which is consistent with the proposed parking supply of 7,550 spaces based on the

Conceptual Site Plan configuration of uses. The proposed Specific Plan requirements provide for equal or more parking than that required by the LAMC for the specified uses, except as discussed above. These rates are much closer to the actual parking demand rates for both the existing and proposed land uses than the LAMC rates, and are being proposed to ensure that the future parking needs of the Project Site are met. As the proposed Project's proposed parking supply exceeds the overall requirements of the LAMC, Project impacts with regard to LAMC would be less than significant.

The proposed Specific Plan parking ratios were developed based on the results of a parking demand analysis conducted on the Project Site. In order to validate and verify the rates, a shared parking analysis was conducted for the Project Site under existing and future conditions and the results were compared to the proposed Specific Plan parking requirements identified above.

A shared parking analysis adjusts the projected parking demand at the Project Site based on seasonal, hourly, monthly, and weekday vs. weekend adjustment ratios specified in *Shared Parking, 2nd Edition* (Urban Land Institute and the International Council of Shopping Centers, 2005). Rather than simply adding the peak parking demand for each separate land use together to calculate the aggregate peak demand, the shared parking model accounts for the temporal differences in these peaks to determine how many parking spaces can effectively be shared between multiple land uses that have different peaking characteristics. By applying the peak adjustment factors to each individual land use within the Project Site, the overall peak demand can be determined. The proposed Project's shared parking analysis, as shown in Table IV.K-20 on page IV.K-82, indicates that there is a peak shared parking demand on a heavy production day of 7,547 spaces. As the proposed Project would provide approximately 7,550 parking spaces, based on the Conceptual Site Plan configuration of uses, which is greater than the forecasted peak parking demand for 7,547 spaces, Project impacts with regard to parking demand would be less than significant.

#### *(c) Bicycle Parking*

The Project Site currently provides approximately 22 racks with parking for approximately 200 bicycles throughout the Main Lot. Bicycle racks are available close to most of the pedestrian entrances as well as in close proximity to locations with high production volume. Additionally, there is an area near the North Van Ness pedestrian entrance dedicated to bicycle parking.

Additional bicycle parking would be provided as part of the proposed Project at the rate required by LAMC, which is two bicycle parking spaces per 100 required automobile parking spaces. Based on the Conceptual Site Plan and proposed Specific Plan, the

**Table IV.K-20**  
**Shared Parking Demand Summary—Future Conditions (Heavy Production)**

Land Use	Size	Base Parking Ratio	Travel Mode Adjustment	Non- Captive Ratio	Project Rate	Peak-Hour Adjustment (12 P.M.)	Peak- Month Adjustment (December)	Estimated Parking Demand
<b>Weekday Peak Hour</b>								
Retail Employee	111,200 sf	2.90 0.70	0.50 1.00	0.20 1.00	0.29/ksf 0.70/ksf	0.90 0.95	1.00 1.00	29 74
Office & Production Office Employee	2,202,200 sf	0.20 2.80	1.00 1.00	1.00 1.00	0.20/ksf 2.80/ksf	0.90 1.00	1.00 1.00	396 6,166
Stage Employee	383,100 sf	0.10 0.90	1.00 1.00	1.00 1.00	0.10/ksf 0.90/ksf	0.90 1.00	1.00 1.00	34 345
Support Employee	587,900 sf	0.10 0.90	0.50 1.00	1.00 1.00	0.05/ksf 0.90/ksf	0.90 0.90	1.00 1.00	27 476
Customer								486
Employee								7,061
<b>Total</b>								<b>7,547</b>
<b>Weekend Peak Hour</b>								
Retail Employee	111,200 sf	3.20 0.80	0.50 1.00	0.20 1.00	0.32/ksf 0.80/ksf	0.70 0.95	1.00 1.00	25 85
Office & Production Office Employee	2,202,200 sf	0.02 0.26	1.00 1.00	1.00 1.00	0.02/ksf 0.26/ksf	1.00 1.00	1.00 1.00	44 573
Stage Employee	383,100 sf	0.02 0.26	1.00 1.00	1.00 1.00	0.02/ksf 0.26/ksf	1.00 1.00	1.00 1.00	8 100
Support Employee	587,900 sf	0.02 0.26	0.50 1.00	1.00 1.00	0.01/ksf 0.26/ksf	1.00 1.00	1.00 1.00	6 153
Customer								83
Employee								911
<b>Total</b>								<b>994</b>
<i>sf = square feet</i> <i>ksf = 1,000 square feet</i> <i>Source: Gibson Transportation Consulting, Inc., 2015.</i>								

proposed Project would develop 3,970 net new automobile parking spaces, which would result in the requirement of 80 new bicycle parking spaces.

### (7) Supplemental Caltrans Analysis

As noted above, Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities. While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. Due to the uncertainties surrounding the potential Caltrans evaluation of impacts to its facilities, to be conservative and for the purposes of this analysis, the potential impacts are considered significant.

## 4. Cumulative Impacts

### a. Intersections, Freeways and CMP Locations

Implementation of the proposed Project in conjunction with the interim projects and related projects identified in Section III, Environmental Setting, of this Draft EIR and projected regional growth would increase the amount of traffic in the Study Area. As discussed previously, the analysis of Future-with-Project conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS, because the Future-with-Project condition considers a combination of existing traffic conditions, plus traffic from regional growth and related projects, and Project traffic. The cumulative impacts associated with the individual analyses presented above are as follows:

- **Intersection Level of Service Analysis:** Cumulative conditions would result in significant impacts at a total of 17 of the 65 signalized study intersections during either the morning or afternoon peak hours under Existing with Project conditions before mitigation and the proposed Project would contribute to these impacts. Cumulative conditions would result in significant impacts at a total of 19 of the 65 signalized study intersections during either the morning or afternoon peak hours under Future with Project conditions before mitigation and the proposed Project would contribute to these impacts. Thus, the proposed Project's contribution to impacts that would occur under the future cumulative conditions would be considerable, and cumulative impacts would be significant at these intersections. As discussed in the Level of Significance After Mitigation subsection, although mitigation would reduce several of the significant impacts

to less-than-significant levels, some of the impacts would remain significant and unavoidable.

- **CMP Arterial Monitoring Station Analysis:** This analysis concluded that the proposed Project's contribution to cumulative traffic would result in less-than-significant LOS impacts at the CMP arterial monitoring station located at Western Avenue and Santa Monica Boulevard (Intersection No. 54). Further, as this intersection does not operate at LOS F during either peak hour under cumulative conditions, cumulative impacts would be less than significant.
- **CMP Freeway Segments Analysis:** As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP impact would occur and as a result the proposed Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the proposed Project's cumulative impacts would be less than significant.

## **b. Transit System Capacity**

Implementation of the proposed Project in conjunction with cumulative conditions would increase the demand for transit in the Study Area. As demonstrated in the analysis provided for the proposed Project above, when accounting for the proposed Project and future growth through Project buildout, the anticipated future transit demand from the proposed Project would be more than satisfied by the capacity surplus. Thus, the proposed Project would not result in transit impacts that would be cumulatively considerable.

## **c. Project Access**

### **(1) Project Access (Operational)**

Implementation of the proposed Project in conjunction with interim projects, some of the related projects and regional growth (depending on proximity to the Project Site) would increase the amount of traffic in the Project area. As discussed previously, the analysis of the Future-with-Project condition reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the Study Area, because the Future-with-Project condition considers a combination of existing traffic conditions, plus traffic from regional growth and related projects, and Project traffic. This analysis concluded that the proposed Project would result in less-than-significant impacts related to Project access. Therefore, the proposed Project's cumulative impacts would not be cumulatively considerable and are concluded to be less than significant.

## (2) Bicycle, Pedestrian, and Vehicular Safety

Implementation of the proposed Project in conjunction with some of the related projects (depending on proximity to the Project Site) would increase the amount of traffic in the Project area. As discussed previously, the analysis of the Future-with-Project condition reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the Study Area. This analysis concluded that Project impacts associated with bicycle, pedestrian, and vehicular safety would be less than significant. Additionally, the applicants of the other related projects would be required to design and construct their projects in conformance with applicable standards regarding sight distance, sidewalks, crosswalks, and pedestrian movement controls. Therefore, the proposed Project's contribution to cumulative impacts would not be considerable, and cumulative bicycle, pedestrian and vehicular safety impacts would be less than significant.

### **d. Neighborhood Intrusion**

Implementation of the proposed Project in conjunction with the related projects would increase the amount of traffic in the Study Area. As discussed previously, the analysis of the Future-with-Project condition reflects both Project-specific and future cumulative traffic impacts related to traffic volumes and traffic distribution in the Study Area. This analysis conservatively concluded that the proposed Project potentially would result in significant impacts related to neighborhood intrusion. A total of five neighborhoods have been identified as having the potential to experience significant neighborhood intrusion impacts. As discussed below in the Level of Significance After Mitigation subsection, with implementation of the proposed mitigation, the proposed Project's potential significant neighborhood intrusion impacts could remain significant because at this time it is not known whether a consensus would be reached among residents in the affected neighborhoods on the implementation of mitigation measures or if the agreed upon measure would reduce impacts to less-than-significant levels. No other feasible mitigation was identified. Therefore, cumulative impacts related to neighborhood intrusion are conservatively considered significant and unavoidable.

### **e. In-Street Construction**

Most of the related projects are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the proposed Project. In addition, per standard City practice, the construction of large development projects would occur in accordance with project-specific construction traffic management plans, as is the case with the proposed Project. As construction traffic management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the projects that would have the potential to

result in cumulative intersection impacts. Under these circumstances, cumulative impacts at study intersections during construction would be less than significant.

As discussed above, the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. To the extent that nearby related projects (e.g., Related Project No. 61 at the cemetery north of the Project Site and Related Project No. 24 at 5663 Melrose Avenue) also result in such temporary impacts concurrent with the proposed Project, these impacts would be considered cumulatively significant.

## **f. Parking**

The parking demands associated with the proposed Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the proposed Project and related projects. The majority of the related projects are sufficiently separated from the Project Site such that they would not share parking supplies. Also, pedestrian access to the Project Site is controlled to select locations. Thus, visitors and employees associated with the proposed Project are not likely to park elsewhere due to geographic and access limitations. Additionally, as discussed above, the proposed Project's demand for parking would be accommodated on-site. Therefore, cumulative parking impacts would be less than significant.

## **g. Supplemental Caltrans Analysis**

As noted above, Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities. While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. Due to the uncertainties surrounding the potential Caltrans evaluation of impacts to its facilities, to be conservative and for the purposes of this analysis, the potential impacts are considered significant.

# **5. Project Design Features and Mitigation Measures**

## **a. Introduction**

The transportation program proposed to address the proposed Project's transportation impacts includes the following major components:



1. Establishment and primary funding for a new Hollywood transportation management organization (TMO) to promote transit usage, ride-sharing, and non-automotive means of transportation.
2. Implementation of a transportation demand management (TDM) program for the Project Site to promote peak period trip reduction.
3. Transportation Systems Management (TSM) improvements, including signal controller upgrades and closed circuit television (CCTV) cameras at key intersections within the Study Area.
4. Specific intersection improvements, including physical mitigations and signal system and phasing enhancements.

The proposed Project is expected to be developed as market forces dictate through the year 2038. As the proposed Project will not be developed all in one piece, the TDM program and mitigation measures need not all be implemented prior to receiving any Project certificate of occupancy. Therefore, a transportation phasing program has been developed that ties the implementation of each phase of the mitigation program to a specific development trigger based on the projected number of afternoon peak-hour trips generated. As Project development reaches each trip generation milestone, the corresponding set of transportation measures will be put in place. The transportation phasing triggers have been chosen to mitigate impacts below a level of significance at all times, except at those intersections where the effects of Project traffic cannot be fully mitigated. The transportation phasing program and associated triggers is described in Appendix L of the Traffic Study. The TDM program and transportation mitigation measures shall be implemented according to the final adopted transportation phasing program presented in the August 28, 2015, LADOT Assessment Letter, which is included as Appendix R of this Draft EIR, as may be modified by LADOT.

As set forth below, additional project design features and mitigation measures are proposed for neighborhood intrusion impacts and construction-related impacts. These include a Neighborhood Traffic Management Plan to alleviate potential impacts to residential neighborhoods due to cut-through traffic and a Construction Traffic Management Plan to alleviate potential impacts associated with Project construction.

All transportation measures within the City shall be completed to the satisfaction of LADOT. If any of the traffic mitigation measures within the City of Los Angeles or under the jurisdiction of Caltrans are determined to be infeasible or necessary permits/approvals to implement the mitigation measures cannot be obtained, then a significant impact (or impacts) may remain. If implementation of any of the traffic mitigation measures is

delayed, then a temporary significant impact (or impacts) may occur until implementation of such measure.

In addition, while Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. The mitigation measures identified below would provide traffic signal control, which would improve operating conditions at the unsignalized intersections. However, not all of the unsignalized intersections meet signal warrants, which are a component of LADOT's criteria for signalization. Even if an intersection meets signal warrants, the decision on whether a traffic signal will be installed will be made by the governing jurisdictions by taking into consideration other factors, such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. Due to the uncertainties surrounding the availability of feasible mitigation and the potential Caltrans evaluation of impacts to its facilities, to be conservative and for the purposes of this analysis, the potential impacts are considered significant. With regard to freeway mainline segments, generally Caltrans has determined that there are no mitigation measures that a single project can feasibly implement that would directly reduce mainline impacts to a less-than-significant level. Caltrans instead requires that the applicant pay its fair share of any feasible improvements that Caltrans may implement at significantly impacted segments. The Project Applicant will work with Caltrans to determine an equitable share of a feasible improvement for potential Project impacts, if any.

## **b. Project Design Features**

### **(1) Transportation Demand Management Program**

**Project Design Feature K-1:** The Project Applicant shall prepare and implement a Transportation Demand Management (TDM) program to reduce traffic impacts of the proposed Project. The TDM program shall include implementation of several TDM strategies, which may include, but are not limited to the following:

- Flexible work schedules and telecommuting programs;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed Ride Home program;
- Rideshare/carpool/vanpool promotion and support;
- Transportation Information Center;
- On-Site TDM Coordinator;

- Discounted transit passes;
- Mobility hub support; and
- Funding for bikeway improvements.

## (2) In-Street Construction Impacts

### **Project Design Feature K-2: Construction Traffic Management Plan**

The Project Applicant shall prepare detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary and satisfactory to the City. The construction traffic management plans shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

1. Provisions for temporary traffic control during all construction activities along public rights-of-way to improve traffic flow on public roadways (e.g., flaggers);
2. Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
3. Construction-related vehicles shall not park on surrounding public streets;
4. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
5. Contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;
6. Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods as identified in this study;
7. Obtain the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any grading permit for the proposed Project; and
8. Obtain the required Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities.

## c. Mitigation Measures

### (1) Hollywood Transportation Management Organization

**Mitigation Measure K-1:** The Project Applicant shall initiate, fund, and market a Hollywood-area Transportation Management Organization (TMO) to promote alternative modes of transportation including walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. This TMO would be available to anyone within the Hollywood community, not just patrons of the proposed Project, and would be accessible through a website and a mobile application providing users with information and allowing them to access TMO services.

### (2) Transportation Systems Management Improvements

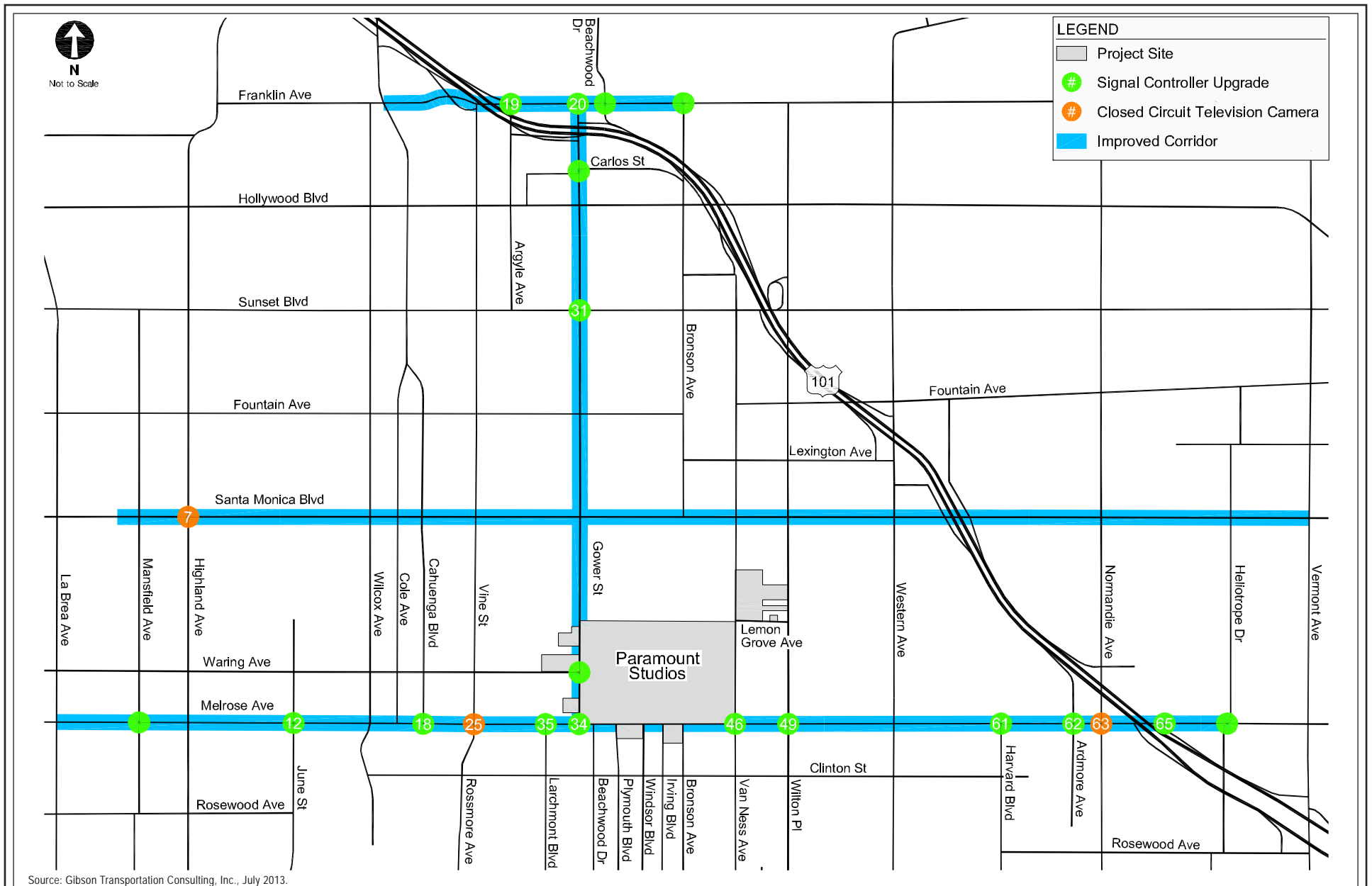
**Mitigation Measure K-2:** The Project Applicant shall pay LADOT to design and install signal controller upgrades, CCTV cameras, and system loops at the locations set forth below, and shown in Figure IV.K-4 on page IV.K-91. These improvements would be implemented by Paramount Pictures through payment of a fixed fee to LADOT to fund the cost of these improvements. If LADOT selects the payment option, then Paramount Pictures would be required to pay LADOT's projected cost of installation, and LADOT shall design and construct these improvements.

The TSM improvements shall target the following four travel corridors: (1) Franklin Avenue (between Cahuenga Boulevard and Bronson Avenue); (2) Santa Monica Boulevard (between La Brea Avenue and Vermont Avenue); (3) Melrose Avenue (between La Brea Avenue and Heliotrope Drive); and (4) Gower Street (between Franklin Avenue and Melrose Avenue).

The following are the locations designated for signal controller upgrades, CCTV, and system loops.

Signal Controller Upgrade Locations:

- Vine Street & Franklin Avenue
- Gower Street & Franklin Avenue
- Beachwood Drive & Franklin Avenue
- Bronson Avenue & Franklin Avenue
- Gower Street & Carlos Avenue
- Gower Street & Sunset Boulevard



- Gower Street & Waring Avenue
- Mansfield Avenue & Melrose Avenue
- June Street & Melrose Avenue
- Cahuenga Boulevard & Melrose Avenue
- Larchmont Boulevard & Melrose Avenue
- Gower Street & Melrose Avenue
- Van Ness Avenue & Melrose Avenue
- Wilton Place & Melrose Avenue
- Harvard Boulevard & Melrose Avenue
- Ardmore Avenue & Melrose Avenue
- Normandie Avenue & Melrose Avenue
- Alexandria Avenue/US 101 Northbound Off-ramp & Melrose Avenue
- Heliotrope Drive & Melrose Avenue

Closed Circuit Television Locations:

- Highland Avenue & Santa Monica Boulevard
- Normandie Avenue & Melrose Avenue
- Vine Street/Rossmore Avenue & Melrose Avenue

System Loop Locations (Where necessary at signalized intersections within the following corridors):

- Franklin Avenue between Cahuenga Boulevard and Bronson Avenue
- Santa Monica Boulevard between Orange Drive and Vermont Avenue
- Melrose Avenue between La Brea Avenue and Heliotrope Drive
- Gower Street between Franklin Avenue and Melrose Avenue

### (3) Specific Intersection Improvements

**Mitigation Measure K-3:** Intersection #33—Gower Street & Santa Monica Boulevard. Convert the existing northbound shared through/right-turn lane into a separate through lane and right-turn lane by shifting the north/south lanes westward by approximately 1 foot. In order to provide the right-turn lane, two street parking stalls on the east side of Gower Street south of Santa Monica Boulevard would need to be

removed. With this improvement, the northbound intersection approach would provide one left-turn lane, one through lane, and one right-turn lane.

As stated above, if the approvals necessary to shift the lanes and/or remove existing parking stalls, or some other aspect of implementing this measure is not obtained, then a significant impact would remain at this intersection.

**Mitigation Measure K-4:** Intersection #34—Gower Street & Melrose Avenue.

Convert the existing westbound shared through/right-turn lane into a separate through lane and right-turn lane by acquiring necessary right of way for a right-turn curb cut from the Project Site to the north. With this improvement, the westbound intersection approach would provide two through lanes and one right-turn lane.

#### (4) Neighborhood Intrusion

The following mitigation measure is included to provide for the development of neighborhood traffic management plan(s) to address potential neighborhood intrusion impacts.

**Mitigation Measure K-5:** The Applicant or its successors shall fund and coordinate implementation of LADOT's Neighborhood Traffic Management Plan process set forth in Appendix Q of the Traffic Study prepared for the proposed Project, in an amount up to \$500,000. Eligible communities shall include the residential neighborhoods within the boundaries listed below:

1. De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west;
2. Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west;
3. Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west;
4. Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west; and
5. Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west.

## 6. Level of Significance After Mitigation

### a. Intersection Level of Service

#### (1) Existing With Project with Mitigation

With implementation of the proposed TDM program and mitigation measures, as shown in Table IV.K-9 on page IV.K-41, of the 65 signalized study intersections, 57 are projected to operate at LOS D or better during both the morning and afternoon peak hours under the Existing with Project with Mitigation conditions. The remaining 8 intersections are projected to operate at LOS E or F during at least one analyzed peak hour. With regard to the unsignalized intersections, as shown in Table IV.K-10 on page IV.K-46, of the 11 unsignalized study intersections, 10 during the morning peak hour and all 11 during the afternoon peak hour are projected to operate at LOS D or better under the Existing with Project with Mitigation conditions. The intersection of US 101 Southbound Off-Ramp & Lexington Avenue is projected to operate at LOS E during the morning peak hour.

In terms of significant impacts at the analyzed signalized intersections under the Existing with Project with Mitigation conditions, the proposed Project is forecasted to result in one residual significant impact during the morning peak hour and one residual significant impact during the afternoon peak hour for a total of two remaining impacts. No further mitigation measures have been identified to reduce the impact of Project traffic at these locations below the level of significance. The remaining impacted locations are:

- Intersection No. 31: Gower Street & Sunset Boulevard; and
- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard.

The proposed Project is not expected to result in a significant traffic impact at the remaining 63 signalized study intersections during either peak hour under Existing with Project with Mitigation conditions.

The analysis of unsignalized intersections was conducted in accordance with the methodologies set forth by LADOT and the *City of Los Angeles CEQA Thresholds Guide*. Based on the LADOT methodology, the intersection of the US 101 Southbound Off-Ramp & Lexington Avenue is projected to operate at LOS E during the morning peak hour under the Existing with Project with Mitigation conditions. Although the proposed Project adds traffic to the intersection, the intersection does not meet signal warrants under LADOT criteria, and thus does not meet the criteria for signalization.



With regard to the methodology set forth in the *City of Los Angeles CEQA Thresholds Guide*, implementation of the proposed Project's TDM program and mitigation measures would reduce the proposed Project's significant impact to a less-than-significant level at the unsignalized intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street. However, additional measures would be necessary to mitigate the significant traffic impact at the intersection of Western Avenue & US-101 Northbound On-Ramp found under the *City of Los Angeles CEQA Thresholds Guide* analysis methodology. At this intersection, installing traffic signal controls would fully mitigate the significant impact. While the installation of a traffic signal at this location would fully mitigate the impact, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization. The decision on whether a traffic signal would be installed at this location is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at this location, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

## (2) Future With Project with Mitigation

With implementation of the proposed Project's TDM program and mitigation measures, as shown in Table IV.K-12 on page IV.K-51, of the 65 signalized study intersections, 51 are projected to operate at LOS D or better during both the morning and afternoon peak hours under the Future with Project with Mitigation conditions. The remaining 14 intersections are projected to operate at LOS E or F during at least one analyzed peak hour. With regard to the unsignalized intersections, as shown in Table IV.K-13 on page IV.K-57, 8 of the 11 unsignalized study intersections during the morning peak hour and all 11 unsignalized intersections during the afternoon peak hour are projected to operate at LOS D or better under the Future with Project with Mitigation conditions. The remaining three intersections during the morning peak hour are projected to operate at LOS E or F.

In terms of significant impacts at the analyzed signalized intersections, the proposed Project under the Future with Project with Mitigation conditions is forecasted to result in two residual significant impacts during the morning peak hour and two residual significant impacts during the afternoon peak hour for a total of four remaining impacts. No further mitigation measures have been identified to reduce the impact of Project traffic at these locations below the level of significance. The remaining impacted locations are:

- Intersection No. 31: Gower Street & Sunset Boulevard;
- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard;

- Intersection No. 49: Wilton Place & Melrose Avenue; and
- Intersection No. 54: Western Avenue & Santa Monica Boulevard.

Cumulative impacts at these study intersections would also be significant. The proposed Project is not expected to result in a significant traffic impact at the remaining 61 signalized study intersections during either peak hour under Future with Project with Mitigation conditions.

With regard to the unsignalized intersections, based on LADOT methodology, three intersections during the morning peak hour and no intersections during the afternoon peak hour are projected to operate at LOS E or F under the Future with Project with Mitigation conditions. The proposed Project adds traffic to all three intersections and the following two intersections meet the criteria for signalization:

- Unsignalized Intersection No. 6: Gower Street and US 101 Southbound Off-Ramp/Yucca Street; and
- Unsignalized Intersection No. 10: Normandie Avenue & US 101 Northbound On-Ramp/Monroe Street.

However, using the *City of Los Angeles CEQA Thresholds Guide* methodology, the proposed Project would cause significant impacts at the following three unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US-101 Southbound Off-Ramp/Yucca Street; (2) Unsignalized Intersection No. 8: Western Avenue & US-101 Northbound On-Ramp; and (3) Unsignalized Intersection No. 10: Normandie Avenue & US-101 NB On-Ramp/Monroe Street.

With implementation of the proposed Project's TDM program and mitigation measures, the significant impact at the unsignalized intersection of Normandie Avenue & US-101 NB On-Ramp/Monroe Street would be reduced to a less-than-significant level. While the installation of a traffic signal at the intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street meets LADOT's criteria, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization. The decision on whether a traffic signal would be installed at these locations is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at these two locations, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

## **b. Congestion Management Plan**

### **(1) Monitoring Stations**

Project-level and cumulative impacts with regard to the CMP arterial monitoring station located at the intersection of Western Avenue and Santa Monica Boulevard (Intersection No. 54) would be less than significant before and after mitigation. In addition, before and after mitigation, no impacts to CMP freeway segments would occur.

### **(2) Transit Impacts**

Project-level and cumulative transit impacts would be less than significant before and after mitigation.

## **c. Project Access**

### **(1) Project Access (Operational)**

Project-level and cumulative access impacts would be less than significant before and after mitigation.

### **(2) Bicycle, Pedestrian, and Vehicular Safety**

Project-level and cumulative impacts related to bicycle, pedestrian and vehicular safety would be less than significant before and after mitigation.

## **d. Neighborhood Intrusion**

Implementation of the proposed Project's TDM program and mitigation measures may reduce the proposed Project's neighborhood intrusion impacts to a less-than-significant level. The identified neighborhood intrusion mitigation measure would be applied to the boundaries of the identified neighborhoods to ensure that the cut-through traffic diverted from these neighborhoods moves to the neighboring arterial and collector streets does not result in a neighborhood impact at another neighborhood. However, as at this time it is not known whether consensus will be reached on the implementation of the neighborhood intrusion mitigation measure or if the agreed upon measure will reduce the impacts to less than significance, to be conservative, it is concluded that mitigation of the potential neighborhood intrusion impact will not be feasible. Therefore, it is conservatively concluded that a significant Project-level traffic intrusion impact in the identified neighborhoods would remain. Such impacts would also be considered cumulatively significant.

### **e. In-Street Construction**

Project impacts related to intersection operations during construction would be less than significant. Even with implementation of the project design features and mitigation measures above, the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. These potential impacts would be considered significant on a Project-level and cumulative basis.

### **f. Parking**

Project-level and cumulative impacts related to parking would be less than significant.

### **g. Supplemental Caltrans Analysis**

In addition, while Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of this Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. The mitigation measures identified above would provide traffic signal control, which would improve operating conditions at the unsignalized intersections. However, not all of the unsignalized intersections meet signal warrants, which are a component of LADOT's criteria for signalization. Even if an intersection meets signal warrants, the decision on whether a traffic signal will be installed will be made by the governing jurisdictions by taking into consideration other factors, such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. With regard to freeway mainline segments, generally Caltrans has determined that there are no mitigation measures that a single project can feasibly implement that would directly reduce mainline impacts to a less-than-significant level. Caltrans instead requires that the applicant pay its fair share of any feasible improvements that Caltrans may implement at significantly impacted segments. The Project Applicant will work with Caltrans to determine an equitable share of a feasible improvement for potential Project impacts, if any. There is the potential that feasible mitigation for any such impacts is not available; therefore, it is conservatively concluded that a significant Project-level impact on Caltrans facilities would remain. Such impacts would also be considered cumulatively significant.

# **EXHIBIT C**

## VII. Other CEQA Considerations

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### 1. Significant Unavoidable Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2 (b) states:

“Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

As evaluated in Section IV, Environmental Impact Analysis, of this Draft EIR and summarized below, implementation of the proposed Project would result in significant and unavoidable impacts related to: shading during operations; air quality during construction and operation; noise and vibration during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. In addition, implementation of the proposed Project would result in significant and unavoidable cumulative impacts related to: air quality during construction and operation; noise during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation.

#### a. Shading

As discussed in Section IV.A.3, Shading, of this Draft EIR, significant shading impacts during operations would result from Project development within Parcels B, C, and D of the Lemon Grove Lot during the winter, spring, summer, and fall. An analysis was performed to determine the extent to which setbacks would need to be increased or building heights reduced in order to eliminate the significant shading impacts resulting from development on the Lemon Grove Lot, and it was determined that no feasible mitigation is

available. Because mitigation of the proposed Project's impacts associated with the Lemon Grove Lot would be infeasible, Project-level impacts would be significant and unavoidable.

## **b. Air Quality**

As discussed in Section IV.B, Air Quality, of this Draft EIR, the proposed Project would exceed the South Coast Air Quality Management District (SCAQMD) regional significance thresholds for nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs) during some periods of construction. Implementation of all feasible mitigation measures would reduce, but not eliminate, these impacts. As such, Project construction would result in significant and unavoidable Project-level and cumulative impacts with regard to regional NO<sub>x</sub> and VOC emissions.

Regional operational emissions associated with the Project buildout analysis year would exceed SCAQMD daily emission thresholds for regional NO<sub>x</sub> and VOC. In addition, the net overall operational emissions associated with the proposed Project under existing conditions would exceed the SCAQMD threshold levels for VOC, NO<sub>x</sub>, and carbon monoxide (CO). Implementation of all feasible mitigation measures would reduce, but not eliminate, these impacts. Therefore, operation of the proposed Project would have significant and unavoidable Project-level and cumulative impacts on regional air quality.

Finally, during certain periods of concurrent construction and operation, the proposed Project would remain in exceedance of the SCAQMD regional thresholds for VOC and NO<sub>x</sub>. Implementation of all feasible mitigation measures would reduce, but not eliminate, these impacts. As such, regional emissions that result from concurrent construction and operations also would be significant and unavoidable for VOC and NO<sub>x</sub>.

## **c. Noise**

As discussed in Section IV.H, Noise, of this Draft EIR, depending on the sensitive receptor location and ambient noise levels at the time of construction, temporary noise levels could exceed significance thresholds during Project construction. Implementation of all feasible mitigation measures would reduce, but not eliminate, this impact. Thus, Project-level and cumulative noise impacts associated with construction activities would be significant and unavoidable.

In addition, vibration impacts with regard to human annoyance from the operation of construction equipment would be significant. Impacts would only occur on a short-term basis when large construction equipment (e.g., a large bulldozer) operates within 80 feet from a sensitive receptor. Implementation of all feasible recommended mitigation measures would reduce, but not eliminate, this impact. Similarly, vibration impacts with regard to human

annoyance from haul truck traffic would be significant. Impacts would only be significant at sensitive receptors located within 25 feet from the haul route. There are no feasible mitigation measures to reduce this impact to a less-than-significant level. Therefore, Project-level vibration impacts with regard to human annoyance associated with construction and haul truck traffic would be significant and unavoidable.

#### **d. Traffic, Access, and Parking**

As discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, the recommended mitigation measures to reduce the proposed Project's significant traffic impacts include the following major components:

1. Establishment and primary funding for a new Hollywood transportation management organization (TMO) to promote transit usage, ride-sharing, and non-automotive means of transportation;
2. Transportation Systems Management (TSM) improvements, including signal controller upgrades and closed circuit television (CCTV) cameras at key intersections within the Study Area;
3. Specific intersection improvements, including physical mitigations and signal system and phasing enhancements; and
4. Implementation of a Neighborhood Traffic Management Plan to minimize cut-through traffic through residential neighborhoods surrounding the Project Site.

As project design features, the proposed Project also would implement a Transportation Demand Management (TDM) program for the Project Site to promote peak period trip reduction, and Construction Traffic Management Plans to alleviate potential impacts from construction-related traffic.

##### **(1) Intersection Levels of Service**

###### *(a) Existing With Project With Mitigation*

With regard to signalized intersections, the proposed Project would result in one residual significant impact during the morning peak hour and one residual significant impact during the afternoon peak hour for a total of two remaining impacts under the Existing with Project with Mitigation conditions. No further mitigation measures have been identified to reduce the impact of Project traffic at these locations below the level of significance. The impacted locations are:



- Intersection No. 31: Gower Street & Sunset Boulevard (A.M.); and
- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (P.M.).

The analysis of unsignalized intersections was conducted in accordance with the methodologies set forth by the Los Angeles Department of Transportation (LADOT) and the *City of Los Angeles CEQA Thresholds Guide*. Based on the LADOT methodology, the intersection of the US-101 Southbound Off-Ramp & Lexington Avenue is projected to operate at Level of Service (LOS) E during the morning peak hour under the Existing with Project with Mitigation conditions. Although the proposed Project adds traffic to the intersection, the intersection does not meet signal warrants under LADOT criteria, and thus does not meet the criteria for signalization.

With regard to the methodology set forth in the *City of Los Angeles CEQA Thresholds Guide*, implementation of the proposed Project's TDM program and mitigation measures would reduce the proposed Project's significant impact to a less-than-significant level at the unsignalized intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street. However, additional measures would be necessary to mitigate the significant traffic impact at the intersection of Western Avenue & US-101 Northbound On-Ramp found under the *City of Los Angeles CEQA Thresholds Guide* analysis methodology. At this intersection, installing traffic signal controls would fully mitigate the significant impact. While the installation of a traffic signal at this location would fully mitigate the impact, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization. The decision on whether a traffic signal would be installed at this location is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at this location, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

Cumulative impacts at these study intersections would also be significant.

*(b) Future With Project with Mitigation*

With regard to signalized intersections, the proposed Project would result in two residual significant impacts during the morning peak hour and two residual significant impacts during the afternoon peak hour for a total of four remaining impacts under the Future with Project with Mitigation conditions. No further mitigation measures have been identified to reduce the impact of Project traffic at these locations below the level of significance. The impacted locations are:

- Intersection No. 31: Gower Street & Sunset Boulevard (A.M.);
- Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (P.M.);
- Intersection No. 49: Wilton Place & Melrose Avenue (P.M.); and
- Intersection No. 54: Western Avenue & Santa Monica Boulevard (A.M.).

With regard to unsignalized intersections, based on LADOT methodology, three intersections during the morning peak hour and no intersections during the afternoon peak hour are projected to operate at LOS E or F under the Future with Project with Mitigation conditions. The proposed Project adds traffic to all three intersections and the following two intersections meet the criteria for signalization:

- Unsignalized Intersection No. 6: Gower Street and US 101 Southbound Off-Ramp/Yucca Street; and
- Unsignalized Intersection No. 10: Normandie Avenue & US 101 Northbound On-Ramp/Monroe Street.

However, using the *City of Los Angeles CEQA Thresholds Guide* methodology, the proposed Project would cause significant impacts at the following three unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US-101 Southbound Off-Ramp/Yucca Street; (2) Unsignalized Intersection No. 8: Western Avenue & US-101 Northbound On-Ramp; and (3) Unsignalized Intersection No. 10: Normandie Avenue & US-101 NB On-Ramp/Monroe Street.

With implementation of the proposed Project's TDM program and mitigation measures, the significant impact at the unsignalized intersection of Normandie Avenue & US-101 NB On-Ramp/Monroe Street would be reduced to a less-than-significant level. While the installation of a traffic signal at the intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street meets LADOT's criteria, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization. The decision on whether a traffic signal would be installed at these locations is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at these two locations, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

Cumulative impacts at these study intersections would also be significant.

## (2) Neighborhood Intrusion

Implementation of the proposed Project's TDM program and mitigation measures may reduce the proposed Project's neighborhood intrusion impacts to a less-than-significant level. The identified neighborhood intrusion mitigation measure would be applied to the boundaries of the identified neighborhoods to ensure that the cut-through traffic diverted from these neighborhoods moves to the neighboring arterial and collector streets and does not result in a neighborhood impact at another neighborhood. However, because it is not known at this time whether consensus will be reached on the implementation of the neighborhood intrusion mitigation measure or if the agreed upon measure will reduce the impacts to a less than significant level, to be conservative, it is concluded that mitigation of the potential neighborhood intrusion impact will not be feasible. Therefore, it is conservatively concluded that a significant Project-level traffic intrusion impact in the identified neighborhoods would remain. Such impacts would also be considered cumulatively significant.

## (3) In-Street Construction

Even with implementation of the project design features and recommended mitigation measures, the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and/or relocation of bus stops. These potential impacts would be considered significant on a Project-level and cumulative basis.

### **e. Solid Waste**

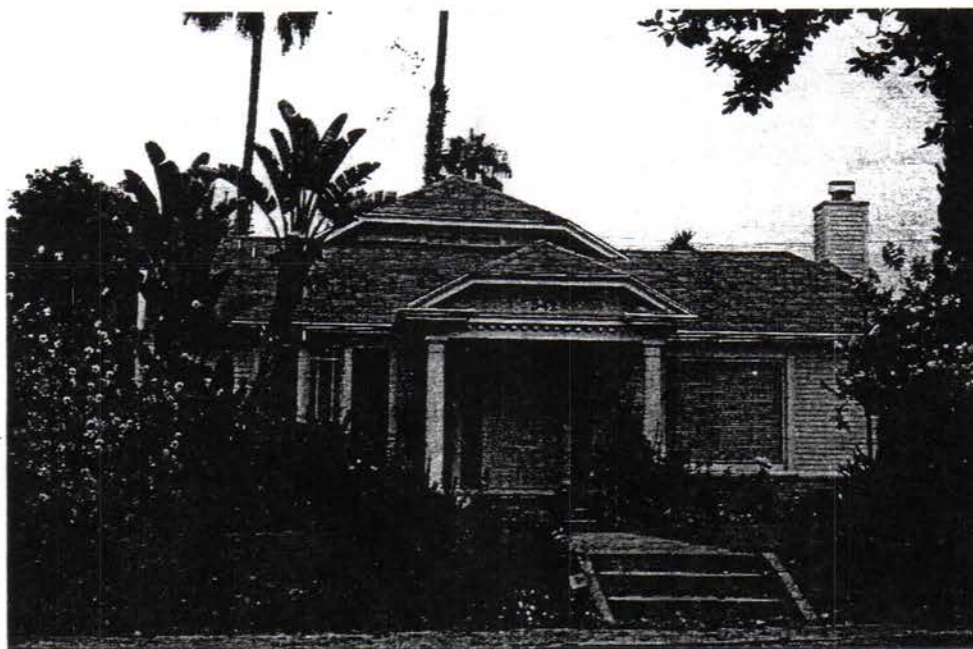
As discussed in Section IV.L.3, Utilities and Service Systems—Solid Waste, of this Draft EIR, assuming a diversion rate of approximately 70 percent in accordance with Project Design Feature L.3-2, the proposed Project would generate an estimated increase of three tons per day of solid waste requiring disposal at landfills open to the City of Los Angeles. While the existing landfills serving the Project Site have adequate capacity to accommodate Project-related disposal needs, due to the uncertainty in future availability and capacity of these landfills over the entire buildout period for the proposed Project, it is conservatively assumed that the proposed Project's operational impacts to landfill capacity would remain significant and unavoidable. Likewise, cumulative impacts with regard to regional landfill disposal capacity also would be significant and unavoidable. It should be noted that the identification of additional landfills is generally addressed at the City and County levels (e.g., through the County's Countywide Siting Element) and, as such, is not under the control of the Applicant. Other than waste minimization and diversion, which are project design features, no other feasible mitigation measures have been identified to address this significant impact.

# **EXHIBIT D**

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**Larchmont Heights**  
Historic Preservation Overlay Zone  
*Historic Resources Survey*

*In Accordance with Los Angeles Municipal Code Sec. 12.203 E.2.*



November 2001

Prepared for:

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## EXECUTIVE SUMMARY

The information and photographs presented in this volume for Hancock Park represent the results of the *Historic Resources Survey* (the "Survey") for the proposed *Larchmont Heights Historic Preservation Overlay Zone* (the "HPOZ"). The Survey was undertaken as a result of a City Council Motion<sup>1</sup> sponsored by the late Council President John Ferraro and City Councilman Mike Hernandez.

The Survey is under the jurisdiction of the Department of City Planning and Cultural Heritage Commission, and was completed in accordance with the procedures set forth in Los Angeles Municipal Code (LAMC) §12.20.3 E. The Survey was conducted between May 14, 2001 and July 11, 2001, by Richard Starzak, Alma Carlisle, Carson Anderson, Catherine Barrier, Jessica Feldman, John English, David Greenwood, and Megan Kendrick of Myra L. Frank & Associates, Inc. (the "Consultant"), five of whom meet the Secretary of the Interior's qualifications in architectural history (Federal Register, Vol. 48, No. 190, pp. 44738-44739, September 29, 1983).

The area surveyed comprises 190 parcels within an area bounded by Melrose Avenue on the north, Lucerne Boulevard on the east, Beverly Boulevard on the south, and Arden Boulevard on the west. (Figure 1). These boundaries include both sides of the primarily residential streets of Lucerne Boulevard and Arden Boulevard (beginning south of Arden Place). These boundaries were established by the Department of City Planning in conjunction with the neighborhood association, and they are not based on the full extent of the historical development of the area. Research indicates that buildings of similar architectural character, age of construction, and that share the same history of development are located in areas adjacent to the survey boundaries.<sup>2</sup> The areas outside the survey boundaries were not included in the Survey for possible HPOZ designation.

The Survey methodology relied on the historic and architectural context previously established for the larger Wilshire Community Plan Area and supplemented by information supplied by neighborhood groups. No known previous surveys have been conducted in the HPOZ area. The Consultant provided site specific construction information, an assessment of current building integrity, and a determination as to whether resources are *Contributing* or *Non-Contributing*. *Contributing* resources include those that meet at least one of the HPOZ criteria [LAMC

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<sup>1</sup> City Council File No.00-1247. The City Council Motion was adopted 6-28-00. The Motion included 3 other areas in Council District 4, Larchmont Heights, Los Feliz, and Windsor Square.

<sup>2</sup> The original subdivisions, the Larchmont Heights Tract and Tract No.3026, did not end at the east side of Lucerne Boulevard, but extended as far east as the east side of North Gower Street.



§12.20.3 E.3. (a-c)]. An important sub-category is *Contributing--Altered Structure*, which includes resources built within the HPOZ's period of significance with alterations that appear to be reversible. *Non-Contributing* resources include those that do not appear to meet any of the HPOZ criteria and have age, integrity, or stylistic considerations. The criteria are described in detail later in this volume.

The Survey concluded that the Larchmont Heights Survey area meets the criteria for HPOZ designation because the majority of buildings are the original structures from the development of this part of Los Angeles, beginning in the early 1910s and extending through the early 1930s. The *Contributing* buildings retain their historic design and features depicting the array of architectural styles of the early twentieth century, including Craftsman and the period revival styles. At least one building, the Morgan House at 626 North Arden Boulevard was designed by an important architect, Irving Gill. The buildings in Larchmont Heights create a cohesive neighborhood of primarily single family residences<sup>3</sup> of architectural distinction that, as a whole entity, meet the HPOZ criteria: the district "possesses historic integrity," it "represents an established feature of the neighborhood," and retaining the district "would help preserve and protect an historic place in the City."<sup>4</sup>

An HPOZ comprises a high concentration of *Contributing* resources.<sup>5</sup> The Larchmont Heights Survey area comprises 190 parcels; 148 were identified as *Contributing*, 40 as *Non-Contributing*, and 2 *Vacant Lots*. Because of this high concentration (78%) of *Contributing* resources, the neighborhood meets the definition of a Preservation Zone as "any area of the City of Los Angeles containing structures, landscaping, natural features or sites having historic, architectural, cultural or aesthetic significance..."<sup>6</sup>

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<sup>3</sup>There are a few commercial buildings on Melrose Avenue that are included in the Larchmont Heights Survey and are identified as non-contributors to the HPOZ.

<sup>4</sup>Los Angeles Municipal Code § 12.20.3 E.3.

<sup>5</sup>A high concentration is considered 50% or greater of the total number of buildings in a proposed historic district.

<sup>6</sup>Los Angeles Municipal Code § 12.20.3 B.16.



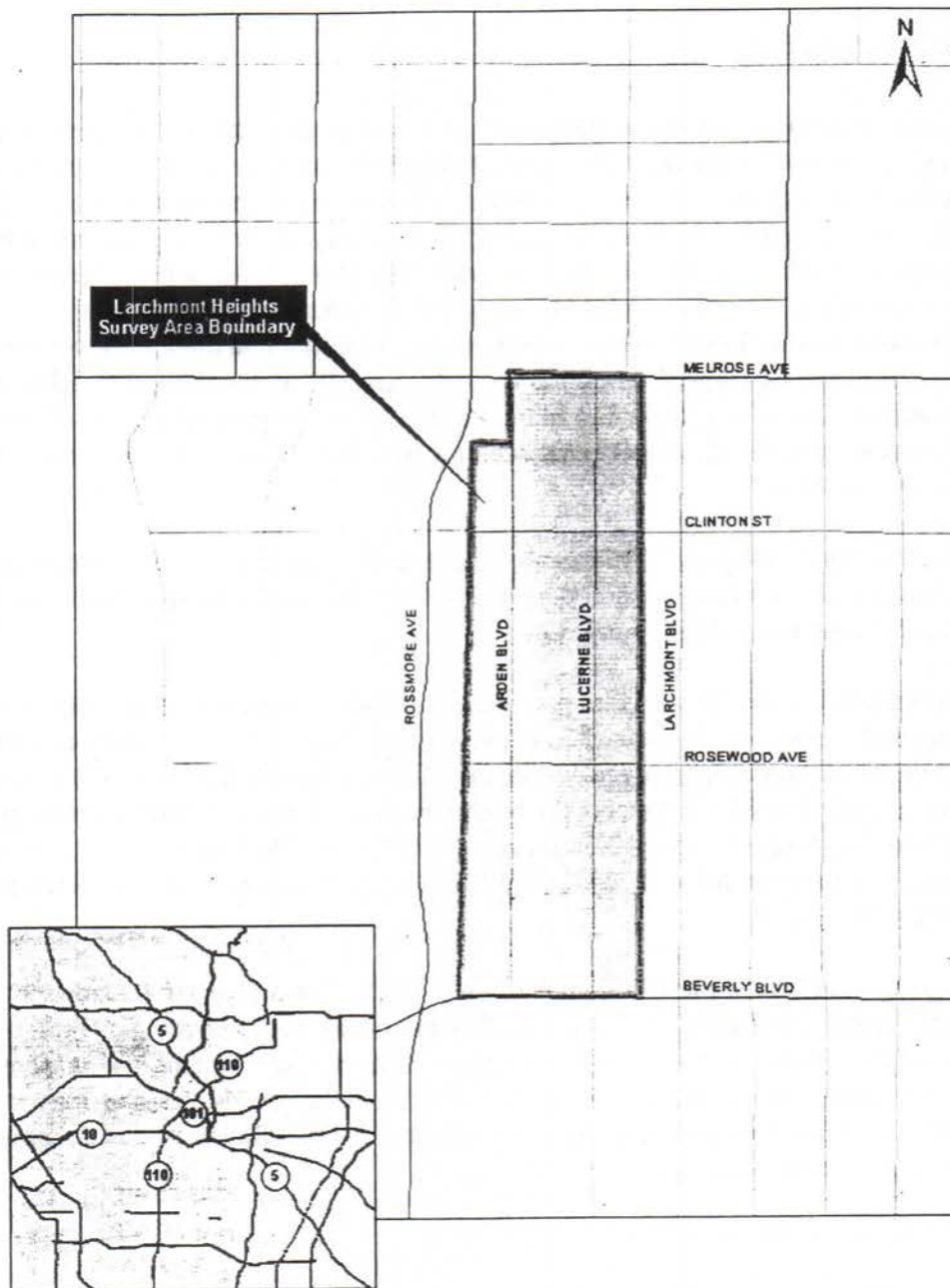


Figure 2. Map of Larchmont Heights HPOZ Survey Area Boundary



## PROJECT DESCRIPTION

### Background

The Larchmont Heights Historic Resources Survey was undertaken as a result of a City Council Motion<sup>7</sup> sponsored by the late City Council President John Ferraro and City Councilman Mike Hernandez to authorize the Director of Planning to negotiate and execute a contract "with a suitable firm to perform the work necessary for the study of the establishment of Historical Preservation Overlay Zone (s) in the Larchmont Heights ... area within the boundaries of Council District 4..."<sup>8</sup> to determine if Larchmont Heights meets the criteria for Historic Preservation Overlay Zone ("HPOZ") designation, as defined in the HPOZ ordinance, Section 12.20.3 E.3 of the Los Angeles Municipal Code ("LAMC"). Larchmont Heights is one of four neighborhoods in Council District 4 to be surveyed at the request of the City Council office--the other three neighborhoods that are also seeking HPOZ designation are Hancock Park, Windsor Square and Los Feliz.

The area surveyed comprises 190 parcels within an area bounded by Melrose Avenue on the north, North Lucerne Boulevard on the east, Beverly Boulevard on the south, and North Arden Boulevard on the west. (See Figure 1).

The Historic Resources Survey was prepared under the jurisdiction of the Department of City Planning and conducted by Richard Starzak, Alma Carlisle, Carson Anderson, Catherine Barrier, Jessica Feldman, John English, David Greenwood, and Megan Kendrick of Myra L. Frank & Associates, Inc., five of whom meet the Secretary of the Interior's qualifications in architectural history (Federal Register, Vol. 48, No. 190, pp. 44738-44739, September 29, 1983). The surveys were prepared between May 14, 2001, and July 11, 2001, in accordance with the procedures set forth in LAMC §12.20.3 E2.

Los Angeles established the HPOZ ordinance in 1979. The ordinance was revised in 1997 and again in October 2000 after several years of meetings among the existing HPOZ boards, the Planning Department staff, and the Los Angeles Conservancy. The revisions were made to clarify procedures in keeping with the city's policy to expedite the building permit process. In July 2001, additional amendments were proposed, that are reflected in this document with strikeouts and underlines, as appropriate.

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<sup>7</sup>City Council File No. 00-1247

<sup>8</sup>The City Council Motion was adopted June 28, 2000

## **Historic Preservation Overlay Zones**

### **Definition of an Historic Preservation Overlay Zone**

As defined in §12.20.3.B.16 of the LAMC, "Preservation Zone" is any area of the City of Los Angeles containing structures, landscaping, natural features, or sites having historic, architectural, cultural, or aesthetic significance and designated as a Historic Preservation Overlay Zone under the provisions of this section."

### **Purpose of an Historic Preservation Overlay Zone**

The purpose of an Historic Preservation Overlay Zone is described in §12.20.3.A of the LAMC as follows:

*It is hereby declared as a matter of public policy that the recognition, preservation, enhancement, and use of structures, landscaping, natural features, sites and areas within the City of Los Angeles having historic, architectural, cultural or aesthetic significance are required in the interest of the health, economic prosperity, cultural enrichment and general welfare of the people. The purpose of [the Historic Preservation Overlay Zone] is to:*

1. *Protect and enhance the use of structures, features, sites and areas that are reminders of the City's history or which are unique and irreplaceable assets to the City and its neighborhoods or which are worthy examples of past architectural styles;*
2. *Develop and maintain the appropriate settings and environment to preserve the aforementioned structures, landscaping, natural features, sites, and areas;*
3. *Enhance property values, stabilize neighborhoods, and/or communities, render property eligible for financial benefits, and promote tourist trade and interest;*
4. *Foster public appreciation of the beauty of the City, of the accomplishments of its past as reflected through its structures, landscaping, natural features, sites and areas;*
5. *Promote education by preserving and encouraging interest in cultural, social, economic, political and architectural phases of its history; [and]*
6. *To ensure that all procedures comply with the California Environmental Quality Act.*





## ***Other Historic Preservation Overlay Zones in Los Angeles***

As shown in Table 1, there are currently fifteen HPOZs ranging in size from twenty-six properties in the Vinegar Hill HPOZ to over 2000 properties in the Highland Park HPOZ.

***Table 1. Other Historic Preservation Overlay Zones in Los Angeles***

<i>Historic Preservation Overlay Zone</i>	<i>Year designated</i>	<i>No. of Contributors</i>
Adams Normandie (Includes Van Buren Place)	2000	526
Angelino Heights	1981	800
Banning Park	2001	68
Carthay Circle	1998	383
Harvard Heights	2000	404
Highland Park	1994	2,000
La Fayette Square	2000	204
Melrose Hill	1988	45
Miracle Mile North	1990	540
South Carthay	1984	350
Spaulding Square	1993	160
University Park	2000	1389
Vinegar Hill	2001	26
Western Heights	2000	150
Whitley Heights	1992	240

**Designation Process**

The *Procedure for Establishment, Change or Repeal of a Preservation Zone* are described in §12.20.3.E of the LAMC as follows:

1. **Requirements.** The processing of an initiation or an application to establish, change the boundaries of or repeal a preservation Zone shall conform with all the requirements of Section 12.32 A through D and the following additional requirements.
2. **Initiation of Preservation Zone.** Proceedings to establish, change boundaries of, or repeal a Preservation Zone may also be initiated by the Cultural Heritage Commission.
3. **Application.** The proceedings for the establishment of a district may only be initiated by a verified application of one or more of the owners or renters of property within the boundaries of the proposed or existing Preservation Zone. Upon receipt of the application, a copy will be sent to the Cultural Heritage Commission for evaluation. An application shall be accompanied by any information deemed necessary by the Department.
4. **Historic Resources Survey.** As a part of the evaluation of an application for establishment or change of boundaries of a Preservation Zone, an historic resources survey of the involved area shall be prepared identifying all contributing and non-contributing structures. The survey may also identify contributing landscaping, natural features or sites. The survey shall also consider whether a Preservation Zone possesses a significant concentration, linkage, or continuity of sites, buildings, structures or objects united historically or aesthetically by plan or physical development. The survey shall be certified as to its accuracy and completeness by the Cultural Heritage Commission.
5. **Finding of Contribution.** For the purposes of the historic survey only, no structure, landscaping, natural feature or site shall be considered contributing unless it is identified in the survey. The historic resources survey shall also include a context statement supporting a finding establishing the relation between the physical environment of the Preservation Zone and its history. Thereby allowing the identification of historic resources in the area as contributing or non-contributing. The context statement shall represent the history of the area by theme, place and time. It shall define the various historical factors which shaped the development of the area. It may include, but not be limited to, historical activities or events, associations with



historic personages, architectural styles and movements, master architects, building types, building materials, or pattern of physical development that influenced the character of the Preservation Zone at a particular time in history. To be contributing, structures, landscaping, natural features or sites within the involved area or the area as a whole shall meet one or more of the following criteria:

- (a) adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time; or
- (b) owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood community or city; or
- (c) retaining the structure would help preserve and protect an historic place or area of historic interest in the City.

## **Historic Resources Survey**

### **Overview of the Historic Resources Survey**

The major tasks of the survey were to write a context statement of the historical development of the neighborhood, conduct research and the field survey of Larchmont Heights to apply the HPOZ criteria and identify contributing and non-contributing resources, and confirm the appropriateness of HPOZ boundaries. To that end, the Consultant conferred with Planning Department Staff, met with or had telephone discussions with the City Council members' staff, met with the neighborhood association, and devised a work program that incorporates a computerized process for data retrieval, field recordation, and presentation. The work program is an adaptation of those previously approved by the City for the Historic Preservation Studies undertaken in conjunction with the Community Plan Revision Program.<sup>9</sup>

The survey methodology conforms to the procedures set forth in §12.20.3.E of the LAMC for establishing HPOZs. The process included researching property records, building permits, tract maps, city directories and written histories. In order to avoid duplication of effort, the Consultant reviewed historic surveys and inventories previously prepared for national, state, and local agencies, and obtained existing documentation about individual historic buildings and the development of the neighborhood from the neighborhood association and property owners. The

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<sup>9</sup>The Community Plan Revision survey was prepared by Myra L. Frank & Associates, Inc. from 1989 to 1995.



field work involved inspecting and photographing every property in the survey boundaries to identify all contributing and non-contributing structures, as well as contributing landscaping, natural features, or sites.

## **Evaluation Criteria of the Historic Resources Survey**

Section 12.20.3 of the LAMC, which establishes Historic Preservation Zones, requires that an historic resources survey shall be prepared identifying all contributing and non-contributing structures, and also contributing landscaping, natural features, or sites. Consequently, the Survey identified each parcel within the HPOZ as a **Contributor, Contributor-Altered Structure, Non-Contributor and Vacant Lots.**<sup>10</sup>

### **Contributor**

A **Contributor** is *"any structure identified on the Historic Resources Survey as contributing to the historic significance of the Historic Preservation Overlay Zone, including a structure which has been altered, where the nature and extent of the alterations are determined reversible by the Historic Resources Survey"* (LAMC §12.20.3 B.6).

To be contributing, a resource within the involved area or the area as a whole shall meet one or more of the following criteria set forth in Article E.3 of the LAMC:

- a) *Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.*
- b) *Owing to its unique location or singular physical characteristics, the property represents an established feature of the neighborhood, community, or city.*
- c) *Retaining the structure would help preserve and protect an historic place or area of historic interest in the City.*

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<sup>10</sup>The HPOZ ordinance uses the terms "Contributing Structure", "Non-Contributing Structure", and "Natural Feature" (LAMC §12.20.3 B. 6., 12. and 13). In professional practice, the terms are Contributor and Non-Contributor. The term "Contributor-Altered Structure" was created by the Consultant to identify resources that had been altered, where the nature and extent of the alterations are determined reversible. Vacant lots (a.k.a., undeveloped parcels) need to be identified in the survey as a result of the code amendments proposed on July 12, 2001.





The following examples are intended to help interpret the application of these criteria in the survey:

- a) covers the bulk of HPOZ contributors that retain integrity;
- b) might include a building designed by an important architect from a later era (Schindler, Neutra, Ain, Harwood, etc.) in a Craftsman or Period Revival grouping, a park, historic streetlights or subdivision gate posts, or an exceptionally large landscape element, such as a Moreton Bay fig tree; and
- c) might include 1920s-1930s Period Revival or Minimal Traditional styles in a predominantly 1900s-1910s early Craftsman grouping, 1950s California Ranch style with rustic materials in a predominantly 1920s Tudor Revival grouping, or structures that have similar scale and setback and that enhance nearby contributors.

In addition to the HPOZ criteria set forth in §12.20.3.E.3 of the LAMC to identify contributing resources, MFA developed additional criteria [and parenthetical interpretation] to evaluate contributing altered structures and non-contributing structures.

### **Contributor-Altered Structure**

The **Contributor-Altered Structure** category was created by the survey team to conform to the definition of Contributing Structure in the HPOZ ordinance, that includes structures “*which have been altered, where the nature and extent of the alterations are determined reversible by the Historic Resources Survey*” (LAMC §12.20.3 B.6). For the alterations to be considered reversible, the Consultant established a guideline that it should not require an “economic miracle” to restore a building to its historic appearance. The **Contributor-Altered Structure** criteria used in the Survey is defined as follows:

*AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.*

### **Non-Contributor**

A **Non-Contributor** is a “structure identified on the Historic Resources Survey as not contributing to the historical significance of the Historic Preservation Overlay Zone” (LAMC §12.20.3 B.13). The **Non-Contributor** criteria used in the Survey are defined below [with interpretive comments in brackets]:

- NC) *Structure was built after the HPOZ's historic and architectural periods of significance and has no known overriding significance.* [The National Register of Historic Places includes a 50 year age criteria consideration (36 CFR § 60.4) , which provided the Survey a reasonable guideline until the period of significance of the HPOZ could be established.]
- NC) *Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.* [The resource is completely altered or would require an "economic miracle" in order to be reversed. A property in this category could be considered an AS) if it has some exceptional qualities that redeem it.]
- NC) *Structure is incompatible in style, scale, or use and is a visual intrusion with nearby HPOZ contributors. It is a non-contributor even though it was built within the HPOZ's period of significance.* [This has to be decided in the field, while considering the architectural quality and context of the immediate neighborhood. The surveyor must decide carefully against criterion c) before choosing, and try to remain consistent in the application of this criterion. For example, an identical one-story 1930s Minimal Traditional example that contributes under c) in a late-Craftsman and Revival style group, might be considered an NC) incompatible intrusion in a 2-story group of late-Victorian/American Foursquare/early Craftsman building.]
- NC) *Structure has been moved from its original site outside the HPOZ and does not contribute to the historic or architectural significance of the HPOZ.* [This criterion is self-explanatory, but the resource is not automatically a non-contributor. A moved example that is compatible with its new neighbors could still contribute under a) if it was moved a long time ago or c) if it is better than what a modern replacement at full build-out would be in this location.]

### **Vacant Lot**

A **Vacant Lot** is not specifically defined in the HPOZ code, however, because the code amendments proposed on July 12, 2001, contain standards for review of new construction on vacant lots, they are being identified in the Historic Resources Survey. For the purposes of the Survey, a vacant lot is considered to be any parcel which does not contain a clearly identifiable contributing or non-contributing structure. If the vacant lot contained an important group of landscape elements (i.e., an allée of mature trees, a natural water feature, etc.), the lot may be characterized in the Survey as "Contributing" even if there is no building or structure on it. If individual landscape elements exist on a vacant lot that contribute to the historic character of the HPOZ, the landscape elements will be identified on the Survey form for the vacant lot.



In order to properly apply these criteria during the course of the survey, a historic context statement previously prepared for a much larger planning area was employed to provide historic and cultural background of the proposed Larchmont Heights HPOZ. MFA supplemented the earlier context statement with more specific local historic context. In addition, MFA reviewed research previously conducted by neighborhood groups and conducted its own site specific research to determine associated original property owners, developers, architects, and builders.

## **HISTORIC CONTEXT**

### **Introduction**

Section 12.20.3 E.5. of the LAMC requires that the survey:

*include a context statement supporting a finding establishing the relation between the physical environment of the Preservation Zone and its history, thereby allowing the identification of historic resources in the area as contributing or non-contributing. The context statement shall represent the history of the area by theme, place and time. It shall define the various historical factors which shaped the development of the area. It may include, but not be limited to, historical activities or events, associations with historic personages, architectural styles and movements, master architects, building types, building materials, or pattern of physical development that influenced the character of the Preservation Zone at a particular time in history.*

A historic context statement is a technical document that analyzes the historic development of a community according to guidelines specified in National Register Bulletin 16. The Bulletin defines a historic context as "a body of information about historic properties organized by theme, place, and time." Historic context is linked with tangible historic resources through the concept of property type. A property type is a "grouping of individual properties based on shared physical or associative characteristics." The purpose of a historic context statement is to provide a framework for the identification of historic resources and the determination of their relative significance.

In 1990 the Los Angeles Conservancy prepared a series of context statements for the eleven sub-regional planning areas for the City of Los Angeles Department of City Planning Community Plan Revision program.<sup>11</sup> Larchmont Heights is in the Metro Center Subregional Planning Area and was briefly addressed in the area's Historic Context Statement. The following historic section quotes excerpts and relevant documentation from the context statement.

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<sup>11</sup> The Historic Context Statement for the Metro Center Subregional Planning Area of the City of Los Angeles was prepared on September 14, 1990, by Historic Resources Group, and the primary author was Hillary Guitelman.



Additional research conducted specifically for the Larchmont Heights HPOZ by Alma Carlisle and Megan McLeod Kendrick of Myra L. Frank & Associates, Inc., has been added to the context statement in appropriate places.

## **Purpose of Historic Context Statement**

The following historic context statement describes the historic development patterns of Larchmont Heights and its surrounding neighborhoods in Los Angeles. It follows the format of the Metro Center Subregional Planning Area historic context statement, which is

*"organized thematically and describes property types integral to the area's development from its first settlement through 1950. It is intended to highlight historical development patterns critical to the understanding of the built environment and to act as a guide in the continuing process of identifying historic, architectural, and cultural resources in South Los Angeles. The context statement is also intended to serve as a framework to enable citizens, planners, and decision makers to evaluate the importance and relative integrity of individual properties within the area. Specific examples referred to in this document are included solely to illustrate physical and associative characteristics of each resource type. Exclusion from this report does not diminish the significance of any individual resource."<sup>12</sup>*

### *Geographic Boundaries and Natural Features of the Larchmont Heights and the larger Metro Center Subregional Planning Area*

Larchmont Heights comprises 190 developed parcels within an area bounded by Melrose Avenue on the north, Lucerne Boulevard on the east, Beverly Boulevard on the south, and Arden Boulevard on the west. The Metro Center Subregional Planning Area, in which the Larchmont Heights neighborhood is located, includes the Hollywood and Wilshire Community Plan Areas. These communities encompass those sections of the City of Los Angeles that are bordered by Mulholland Drive and the cities of Burbank and Glendale on the north; Hoover Street, Hyperion Avenue, and the Golden State Freeway on the east; Pico and Venice Boulevards on the south; and the cities of West Hollywood and Beverly Hills on the west. For the purposes of this report, the contents of the Los Angeles Conservancy's historic context statement covers far too broad of a geographic area to be relevant to the history of the development of Larchmont Heights. Therefore, the information that addresses primarily the Wilshire Community Plan area will be most relevant to the history of the Larchmont Heights area. This section of the Planning Area

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<sup>12</sup> Historic Context Statement for the Metro Center Subregional Planning Area of the City of Los Angeles, Historic Resources Group, 3.



consists of “gradually sloping flat land of the central Los Angeles Basin.”<sup>13</sup> Some significant features of the natural landscape are the La Brea Tar Pits and the mineral baths that were once located on Melrose Avenue and Larchmont Boulevard and were frequented by health-conscious Angelenos in the 1920s.<sup>14</sup>

## ***History of Development of the Planning Area***

The Metro Center Subregional Planning Area is located directly west of what was the original Pueblo de Nuestra Senora la Reina de Los Angeles that was founded in 1781 along the banks of the Los Angeles River. The plains to the west of the pueblo were once inhabited by Gabrielino Indians. The Gabrielinos lived in the foothills and canyon areas at the base of the Hollywood Hills and often traveled from the village of Yang-na (near present-day downtown) to the coast by way of a trail whose route has since become today’s Wilshire Boulevard. This trail passed by the La Brea Tar Pits, where such a large concentration of archaeological resources is located that they are acclaimed as “the world’s most important, single collection of fossil remains from the Pleistocene Epoch.”<sup>15</sup>

The Planning Area, what was once called the “plains of Cahuenga” after the Native American term for “little hills,” was primarily used as pasture land during the Spanish and Mexican colonial periods. The area was made up of four ranchos that were the result of a series of Spanish and Mexican land grants. In the north, Rancho Los Feliz, a one and one half square league area located in the area of present-day Los Feliz Boulevard and Vermont Avenue, was granted to Vincente Felix in 1802. After California came under American rule, the land went to Juan Diego, claimant of a U.S. patent, in 1871. Later much of the land was acquired by Griffith J. Griffith, the namesake and original donor of Griffith Park, 3,015 acres of land given to the city of Los Angeles in the late twentieth century. Two other ranchos that were partially located in the Metro Center area were Rancho Las Cienegas and Rancho Rodeo de las Aguas, situated on the south and west of the planning area respectively. Rancho Las Cienegas was granted to Januario Avila in 1823 and was patented in 1871. Rancho Rodeo de las Aguas was granted in 1841 to Maria Ritz Valdez and was patented in 1871.

The last of the four original ranchos of in the Metro Center Subregional Planning Area was Rancho La Brea, which was located roughly between present-day Gower, Robertson, Sunset, and Wilshire Boulevards. The Larchmont Heights district is located in the eastern portion of the

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<sup>13</sup> Ibid.

<sup>14</sup> “Scenes from Beginning Days of Larchmont Village.” *Wilshire Center’s Larchmont Chronicle* (January 1991), 23.

<sup>15</sup> W.W. Robinson, “History of the Miracle Mile.” Columbia Savings and Loan Association, Los Angeles, 1965, p. 11.

original Rancho La Brea area, and therefore the history of this section of the Metro Center Subregional Planning Area is important to understanding the historical development of the Larchmont Heights neighborhood. In 1828, the one square league of land was granted to Antonia Jose Rocha, a Portuguese sailor and blacksmith who had arrived in Los Angeles in 1815. The La Brea Tar Pits were located within the boundaries of Rancho La Brea, a valuable resource to the surrounding neighbors who often used the pitch as a roofing material. The land of Rancho La Brea changed hands several times before it was purchased by Major Henry Hancock.

In 1873, United States Senator Cornelius Cole facilitated the patent of the rancho, and in return for his efforts received 480 acres in the area of Santa Monica Boulevard and Vine Street. Larchmont Heights is located in this portion of the original rancho. Subsequent owners of portions of Rancho La Brea included Jose E. Valdez, Tomas Urquidez, Donna Cecelia Plummer, and John T. Gower. One example of the early residences in the Rancho La Brea area is the Gilmore Adobe that is still standing, though significantly altered, at the Farmer's Market complex at Third Street and Fairfax Avenue. It was originally built and owned by James Thompson, the first permanent resident of the rancho.<sup>16</sup> Throughout the 1860s, 1870s and early 1880s, other settlers made their homes in the area. The majority of these settlers were farmers.

With the completion of the Santa Fe Railroad to Los Angeles in 1886, the city's population significantly increased and major land boom followed. Several new town sites appeared in areas outside the boundaries of the original city. As residential communities developed, citizens began to realize the need for certain municipal services, such as water distribution and law enforcement, and therefore desired annexation to the City of Los Angeles. Just prior to the completion of the Owens River Valley Aqueduct in 1913, the inhabitants of many districts sensed the urgency of becoming a part of the city in order to benefit from the new and abundant supply of water. The Colegrove Addition, a 5,600 acre area situated to the northwest of the original city, was one of the first districts to come into Los Angeles when it was annexed on October 27, 1909. The incentive for the Colegrove Annexation was not only the water supply from the Owens River Aqueduct, but the benefits of the outfall sewer that Los Angeles could provide.<sup>17</sup> The actual town site of Colegrove in the Metro Center Planning Area was centered around Santa Monica Boulevard and Vine Street, where a store was built in 1884. The town was laid out by Senator Cornelius Cole in 1893 and included the land between Beverly Boulevard, Sunset Boulevard, Seward and Gower Streets.<sup>18</sup> Larchmont Heights is located within the boundaries of this district. (See Figure 3.)

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<sup>16</sup> Bruce Torrence, *Hollywood: The First 100 Years*. The Hollywood Chamber of Commerce, Los Angeles, 1979, p. 12.

<sup>17</sup> E.O. Palmer, *History of Hollywood*, v. 1. p. 175.

<sup>18</sup> Bruce Torrence, *Hollywood: The First 100 Years*. The Hollywood Chamber of Commerce, L.A., 1979, p. 12.





**Figure 3:** View of tree-lined, unpaved Santa Monica Avenue, Colegrove, n.d., probably before 1910.  
 Source: LAPL Photo Database, No. 00011235.

Historically, the Larchmont Heights neighborhood of today consisted of two tracts. The first of these, the Larchmont Heights tract, was subdivided only a few months before the Colegrove Addition was annexed late in 1909. It included the land bounded by Melrose Avenue and Rosewood Avenue on the north and south; and Arden Boulevard (then Vine Street) and Gower Street on the west and east. The Larchmont Heights tract was owned and subdivided by the Glenwood Land Co. (George B. Ellis, president; James V. Baldwin, secretary) and the Los Angeles Trust Company (Kellington Clark, vice president; Leo. Chandler, secretary).<sup>19</sup>

The second tract that contained the other half of the land in present-day Larchmont Heights was later subdivided in 1916 (Tract No. 3026). It included the land between Rosewood Avenue and Beverly Boulevard (then Temple Street), and Arden Boulevard and Gower Street. This tract was owned and subdivided by the Los Angeles Trust and Savings Bank (W.R. Hervey, vice

<sup>19</sup> See Colegrove Addition Map and Larchmont Heights Tract map. The subdivision of the Larchmont Heights tract was accepted by the Board of Supervisors on July 6, 1909 and recorded on July 7, 1909.

president).<sup>20</sup> As evident in the historic boundaries of the two tracts, when the Larchmont Heights tract and Tract No. 3026 were subdivided, they included more parcels than are in the Larchmont Heights HPOZ area of today. The eastern boundary for each tract did not end at the east side of Lucerne Boulevard; it extended farther to include the parcels on both sides of Larchmont Boulevard and Gower Street between Melrose Avenue and Beverly Boulevard.

The place names of the Larchmont Heights neighborhood are significant in that they tell a bit of the history of the area. Larchmont Boulevard was euphemistically named after Larchmont Village in New York. Once the location of several decadent Victorian summer "cottages" for some of New York's wealthy elite, today Larchmont, New York is a one-square-mile village located in the town of Mamaroneck. The names Larchmont Boulevard, Larchmont Village and Larchmont Heights, are all evidence that the developers of the area sought to promote a feeling of an elite, yet quaint, neighborhood. The street names Arden and Lucerne are supposed to have been named after dairies that were located in the vicinity. These names, however, are not the original names of the streets. Arden Boulevard used to be Vine Street, which was so named because it ran through Senator Cornelius Cole's vineyard. Lucerne Boulevard used to be El Centro Avenue, which was located in the center of the Cole Ranch. Clinton Street was once named Santa Monica Street. As indicated in Table 2, only Melrose Avenue and Rosewood Avenue still retain their original names.<sup>21</sup>

**Table 2. Street Name Changes in Larchmont Heights**

<i>Current Street Name</i>	<i>Original Street Name</i>
Arden Street	Vine Street
Lucerne Boulevard	El Centro Avenue
Clinton Street	Santa Monica Avenue
Beverly Boulevard	Temple Street

<sup>20</sup> See map for Tract #3026.

<sup>21</sup> Bernice Kimball, ed. *Street Names of Los Angeles*. Los Angeles: Bureau of Engineering, 1988.





**Figure 4:** Aerial view of Larchmont Heights, c. 1925, facing northeast from above Wilshire Country Club. Source: LAPL Photo Database, No. 00031293.

## **Identification of Historical Themes and Associative Property Types**

To assist in the identification and evaluation of significant historic resources, the above synopsis must be complemented by a discussion of economic, residential, and cultural patterns and their associative property types.



## **Economic Development**

The economic development of the Metro Center Subregional Planning Area has been significantly shaped by transportation and water distributing systems, as well as by several industries that are specific to certain neighborhoods in the area. Agriculture, film production, the petroleum industry, and tourism all played a major role in the economic development of the area and influences of such industries can be located in the built environment throughout the planning area. Another major factor in the economic development of the Metro Center was real estate and residential development patterns. Fluctuations in the market, such as booms and depressions in real estate sales, affected the growth patterns of both economic and physical development, therefore influencing the location and form of local commercial activity that catered to specific neighborhood enclaves.

## **Transportation**

Transportation played a significant role in the Metro Center Planning Area long before even rail and motor transport systems dominated the city. An original dirt path used by Native Americans who inhabited the Los Angeles Basin, known as "El Camino Viejo" or "the old road" in the rancho period. Routes like this were later developed to connect the sprawling ranchos later became roadways as sections of the ranchos were subdivided into smaller farms and residential communities. Any portions of the land that were not a part of the ranchos were organized on a grid pattern at the start of American rule. Thus most of the streets were later platted on the grid pattern, running either north and south or east and west. Real estate developers often improved and extended major thoroughfares like Wilshire Boulevard, formerly "El Camino Viejo", so that their subdivisions were more easily accessible. Similarly, the location of original railroad, interurban, and streetcar routes were also often directly tied to the real estate ventures of the owners and their affiliates.

In the Larchmont Heights area, one form of transportation that played a significant role was the Los Angeles Transit Lines (the "Yellow Cars"). An east-west line extended out along West Third Street as far as Larchmont Boulevard, where a short north-south line spanned the section of Larchmont between Third Street and Melrose Avenue.

## **Water Distribution**

The availability and distribution of water for agricultural and residential use was of primary importance in every area of Los Angeles. Concern about water was one of the most common motivations for annexation to the City of Los Angeles and, as a result, water was an important catalyst in the political development of the region as well as in the determination of agricultural and residential land use. The Zanja Madre, or mother ditch, was part of the first open trench



system for water distribution in 19th century Los Angeles; a portion of it still exists as a median along Figueroa Street in South Los Angeles. In other parts of the Planning Area, artesian wells were the primary source of water. Mineral baths on Melrose Avenue near Larchmont Boulevard were a popular destination for local residents.<sup>22</sup> The resources associated with water distribution include artesian wells as well as the larger distributing stations erected by the Department of Water and Power in residential areas during the 1930's. Often built in Art Deco or PWA Moderne styles, they were typically constructed of reinforced concrete and displayed the sculptural reliefs and formed concrete surfaces typical of those styles. Examples of this property type that may exist in the sub-regional area, although not in Larchmont Heights, highlight the importance of water to the overall development of the region.

### **Agriculture and Other Industries**

Agriculture was the primary industry of the Metro Center Subregional Planning Area from the rancho period until the film industry and residential development consumed the last acreage of farmland after 1920. At about that time, the predominant crop in the vicinity of Larchmont Heights was barley.<sup>23</sup> In addition to agricultural activities, the gathering and refinement of the area's natural resources such as pitch and petroleum effected both the form of the built environment and the area's early economic development.

The film industry played a role in the economic development of Metro Center. In the nearby Larchmont area today's Raleigh Studios, at Melrose and Bronson, date back to 1915 when they were known earlier as the Cline Studios. Also, Paramount Studios association with the area began when Paramount acquired its present location at 5500 Melrose Avenue from United Studios in 1926.

### **Retail and Commercial Facilities**

A few commercial districts were beginning to develop very close to Larchmont Heights, one along Melrose at the northern border of the tract, and one on Larchmont Boulevard, one street east of El Centro (which is now Lucerne Boulevard). Larchmont Village, as this short strip of shops between First Street and Beverly Boulevard is called, was developed in 1921 by a wealthy

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<sup>22</sup> Larchmont Chronicle. "Scenes from Beginning Days of Larchmont Village," January 1991.

<sup>23</sup> Robert Buhrman. "Larchmont: Bygone Village That's Still Going Strong," In Los Angeles Times Magazine, September 1991.

real estate speculator and “prominent local capitalist,” Julius J. La Bonte.<sup>24</sup> At this time, the land directly surrounding the strip consisted of barley fields, save for a few houses to the west that were constructed from adobe scooped up from the creek that still runs through what is now the Wilshire Country Club.<sup>25</sup>

Julius J. La Bonte, and his partner R. Ransom, purchased the property along an extension of the Third Street streetcar line that had recently been laid and that connected Third Street to Melrose Avenue, where people could visit the Hollywood Mineral Hot Springs. He started construction immediately on a building to house a group of thirty stores. The building, which is still standing today at 126 to 148 N. Larchmont Boulevard was constructed of “colored pressed brick” and “embellished with ornamental stucco work.”<sup>26</sup> Some of the tenants in the new building included Windsor Square Pharmacy, Larchmont Café, Larchmont Electric Co., A.A. Carpet Company, and the Larchmont Motor Service Station.<sup>27</sup> La Bonte also built a mission-style theater that seated 900 people and housed a “magnificent organ costing in the neighborhood of \$40,000.” An excellent flood light system was also installed along Larchmont Boulevard. The lights that hung on the railway power poles in the middle of the street were 1,000 candle power, making Larchmont Village one the best illuminated sections of the city. As a *Los Angeles Times* article from 1921 predicted, “this section soon [rivalled] Western Avenue as a shopping center.”<sup>28</sup> (See figures on next page)

La Bonte had excellent foresight when he made this large real estate investment, knowing that the surrounding developing communities would support the small commercial district, even to the point that a few of the same stores that were established on Larchmont Boulevard in the 1920s and 1930s are still open for business today.

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<sup>24</sup> “New Business Center Grows: Thirty Stores Will Soon be Ready for Occupancy.” *Los Angeles Times*, (September 25, 1921), pt. V, p. 1.

<sup>25</sup> Robert Buhrman. “Larchmont: Bygone Village That’s Still Going Strong,” *Los Angeles Magazine* (September 1971), 54-5.

<sup>26</sup> “New Business Center Grows: Thirty Stores Will Soon be Ready for Occupancy.” *Los Angeles Times*, (September 25, 1921), pt. V, p. 1.

<sup>27</sup> Sydney Swire, “Scenes from Beginning Days of Larchmont Village.” *Wilshire Center’s Larchmont Chronicle*, (January 1991), p. 1.

<sup>28</sup> “New Business Center Grows: Thirty Stores Will Soon be Ready for Occupancy,” p. 1.



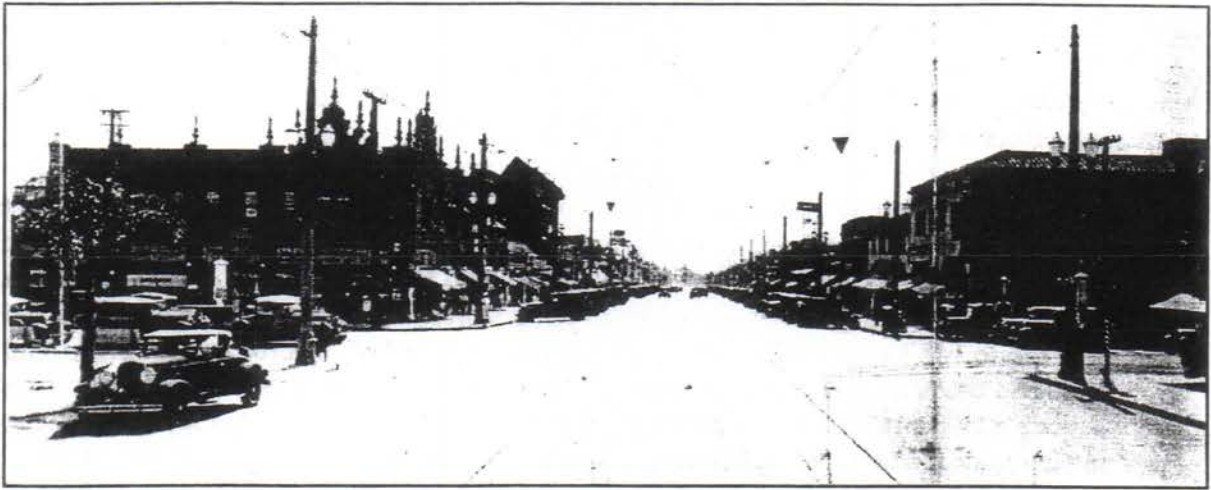


Figure 5: View of Larchmont Boulevard, 1920s. Source: LAPL Photo database, No. 00011411.



Figure 6: View of Tudor Revival style commercial buildings along Larchmont Boulevard, c. 1920s.  
 Source: LAPL Photo database, No. 00011412.

## ***Residential Development***

Residential development began in the Larchmont Heights district soon after it was subdivided. A few houses in the neighborhood date as far back as the early teens; however, the majority of the homes were built during the 1920s. The district is generally composed of one-story, single family residences, and a few two-story residences, constructed in the various revival styles.



**Figure 7:** Aerial view from Beverly Boulevard and Larchmont Boulevard, November 1965. Source: LAPL Photo database, No. 00031386.



Street scape continuity was, and still is, based upon raised front yards, often with a few concrete steps that lead from a walkway to an entrance porch, side driveways leading to a rear garage, or driveway access to both the garage and residences, uniform setbacks, uniform lot sizes and uniform street lighting. Mature landscaping, consisting of lawns and mature trees, is found in the parking strips along North Arden Boulevard and Lucerne Boulevard.

The street lights located in the parking strips throughout the streets of Larchmont Heights are predominantly historic in style. The lights along the streets below Rosewood are actually historic; however, those north of Rosewood are replicas of the earlier styles. Both models were designed in the candlestick mode, composed of a single shaft crowned by a single globe, designed to reflect classical styling; however, four Cobra style luminaries on plain concrete posts have been recently introduced on Arden Boulevard between Melrose Avenue and Clinton Street. The candlestick street lights have many characteristics in common, although there is some variation in the classical development of the several designs. All designs have the classical composition of a freestanding column with an articulated base, shaft and capital. Design variation occurs in the capital and the base. Column bases are generally based upon Tuscan design with the Torus embellished with a sheath design or plain or the base and capital are adorned with vertical leaf patterns. The shaft is fluted in all the designs. The columns are of marbleite, a composition material; however the replica models consists of a different aggregate that is of a more reflective nature and that consists of visibly contrasting materials. The globes of both models are composed of opaque glass and of the "acorn" style. Columns are approximately 12 feet in height and the globes vary in size. The street lighting is evenly spaced and lights occur on both sides of the street, presenting a street scape that is timeless and uncluttered.



Figure 8: Historic Streetlight south of Rosewood.

## **Single Family Homes**

Home ownership was a cultural value embraced by almost every generation and ethnic group of settlers that came to California when residential subdivision began in the 1880's. Many local real estate entrepreneurs capitalized on the universal desire to own property.

As a result of the overwhelming desire for home ownership and the subdivision patterns, the single family home was the predominant resource type of residential development in the Planning Area. House type, size, site characteristics, and architectural style varied greatly from community to community, but the subdivision of tracts into lots for single family homes proceeded at a relentless pace throughout the region in the early decades of the 20<sup>th</sup> century.

The single family residences in Larchmont Heights are generally designed in one of the several Period Revival styles as well as the Craftsman style prevalent in the second and third decades of the twentieth century. The Spanish Colonial Revival style was the most common for Larchmont Heights; however, the American Colonial Revival, Tudor Revival, and Cottage styles are well represented in the area.

At least one single family residential building, the Morgan House at 626 North Arden Boulevard was designed by an important architect, Irving Gill.



Figure 9: Morgan House, 626 North Arden, designed by Irving Gill, 1921.

## **Development of Civic, Religious, Cultural, and Social Institutions**

As agricultural land was subdivided and settled, and as transportation systems brought rapid residential development, each suburban community of South Los Angeles developed civic, religious, cultural, and social institutions integral to its continued growth. Property types that



represent these institutional uses are civic buildings, schools, libraries, churches, club buildings, theaters, and some resources that are specifically associated with minority heritage.

### **Civic Institutions**

Originally housed in commercial buildings not specifically intended for their use, the first civic institutions often were the post offices, which retained their association with the earliest days of community development and were eventually replaced with more substantial masonry edifices.

Police and fire stations throughout the Planning Area conveyed the same sense of solid community service common to most civic institutions. Many were constructed in architectural styles prevalent at the time of their construction.

Educational facilities were another type of civic institution found in each neighborhood of Los Angeles. Frequently they were selling points for new residential subdivisions. Small, one room schoolhouses were quickly replaced by larger, masonry buildings, which were in turn supplemented by bungalow school rooms on the same lot. Several educational facilities were located in Hancock Park, a few blocks west of Larchmont Heights, included the Marlborough School, Black Foxe Academy, Third Street School, Burroughs Junior High School, and the Art Center School. With the exception of Burroughs and the Art Center School, all the original buildings have been demolished or replaced.



Figure 10: Cumnock School of Expression (later, Art Center School, now Fred and Betty Hendeles Educational Campus), 5351 West 3<sup>rd</sup> Street, Hancock Park, built 1923.

## Religious Institutions

Religious diversity was a product of settlement patterns that assembled followers of many different faiths in each residential area. As the size and affluence of congregations increased, religious institutions were housed in increasingly more substantial edifices. Most residential neighborhoods included at least one church building, and sometimes several. The Spanish Colonial Revival, and Mission Revival styles were the predominant styles of church buildings in the area. The ecclesiastical preference for revival styles associated with California's history derived from the popular romanticism of the colonial period and the mission system. Most easily transferred from the missions to religious institutions because of similarities in architectural form and function, the idioms of Mission and Spanish Colonial Revival architecture were used throughout South Los Angeles.

Executed in the Spanish Colonial Revival style, the Catholic Church of Christ the King is located at 627 North Arden Boulevard. Designed in 1927 by architect Thomas Franklin Power, it is an integral part of the Larchmont neighborhood as it reflects the area's dominant design style and falls within the period of significance for the development of the neighborhood.

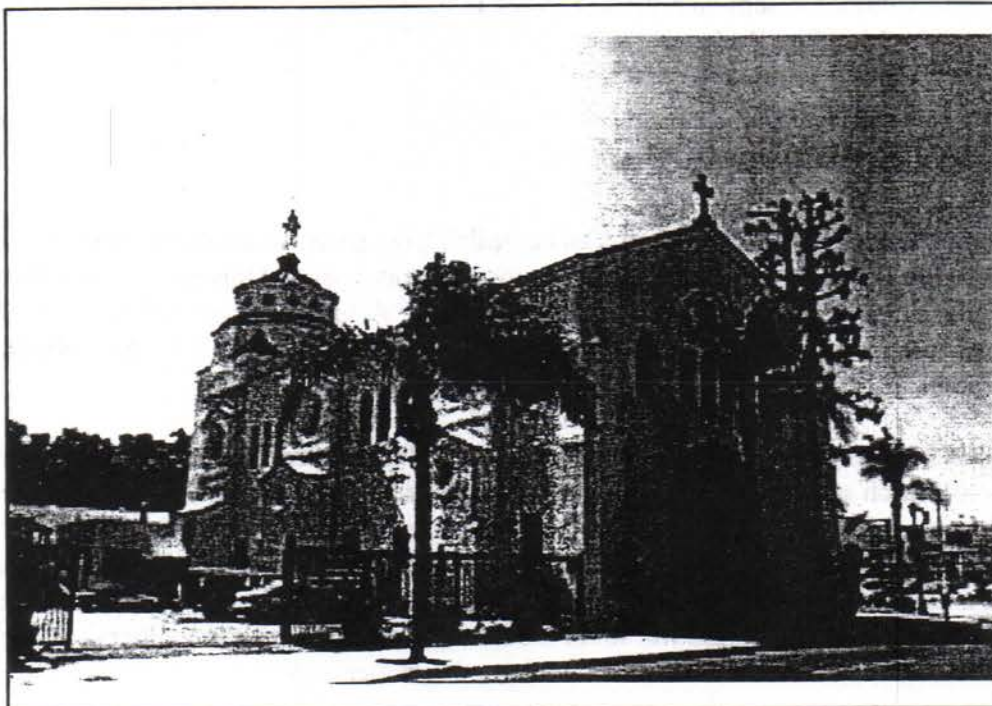


Figure 11: Catholic Church of Christ the King, 627 North Arden.



## **Social and Cultural Institutions**

"Museum Row", along Wilshire Boulevard between La Brea Avenue and Fairfax is the location of seven of Los Angeles' major museums: the Los Angeles Museum of the Holocaust, the George C. Page Museum of La Brea Discoveries, the Peterson Automotive Museum, the Museum of Television and Radio, the Simon Wiesenthal Center Museum of Tolerance, Craft and Folk Art Museum, and the Carole and Barry Museum of Miniatures. These museums originated in the period from the 1920s.

## **Libraries**

Libraries were another type of notable civic institution, which indicated a certain level of social and intellectual activity in the communities in which they served. Usually libraries were designed in "refined" classical styles. The Los Angeles Public Library Association was begun as early as 1874 and grew to include an extensive system of branch libraries. The John C. Fremont Branch Library, located nearby at the northeast corner of June Street and Melrose Avenue serves the Larchmont Neighborhood. The John C. Fremont Library, Los Angeles Historic-Cultural Monument #303 and listed in the National Register of Historic Places, was designed by Merl Lee Barker in the Mediterranean Revival style in 1926-27.

## **Information Analysis**

Information included in this report was compiled from many sources, including Los Angeles Public Library collections, municipal records, California State University at Northridge collections, and interviews with community groups. A full list of published materials, individuals contacted, and information repositories consulted appears in the bibliography section of this report.

The understanding of each historic theme identified in the previous section can benefit from future research and analysis. Primary sources, in particular, such as tract maps, Assessor's rolls, and Los Angeles city directories, should be consulted in more detail to gather further information about ownership of specific properties, minority groups, and early tract and subdivision names. Fire insurance maps should also be reviewed further. Original building permits, when available, will provide specific information about local architects, owners, and builders. Census data may provide additional information about demographic patterns.

The economic and residential development patterns of Larchmont Heights should also be analyzed in relation to neighboring communities and to the city as a whole.

Further in-depth analysis of some of the resource types already discussed may reveal ties to specific ethnic and minority groups. Other resource types may be discovered as individual historic, architectural, and cultural resources are identified; as the history of specific tracts and buildings is researched; and as the contributions of various groups to the multi-faceted development of Larchmont Heights and its surrounding communities are studied in greater detail.

Each individual community and neighborhood is rich in resources. Individuals with expertise in each area's significant social and cultural institutions should be consulted to broaden the texture of the historical themes discussed and to assist in identifying further examples of each resource type. Residences and other resources associated with important persons, community leaders, social and cultural institutions, will be better understood as they are individually identified and researched.

To ensure a thorough investigation of historic themes, property types, or specific examples of cultural resources in the built environment of Los Angeles, consult the individuals and repositories listed in the bibliography section.

## **Historic Context Statement Appendices**

### ***Selected Chronology***

- |      |  |
|------|--|
| 1781 | Pueblo of Los Angeles is founded   |
| 1802 | Rancho Las Feliz is granted to Vincente Felix; patented in 1871  |
| 1822 | Period of Mexican rule begins  |
| 1823 | Rancho Las Cienegas is granted to Januario Avila; patented in 1873   |
| 1828 | Rancho La Brea is granted to Antonio Jose Rocha; patented in 1873  |
| 1842 | Rancho Rodea de las Aguas is granted to Maria Rita Valdez; patented in 1871  |
| 1847 | Period of American rule begins   |
| 1875 | Los Angeles and Independence Railroad reaches Santa Monica following San Vicente Boulevard through the Planning Area |
| 1880 | Arthur Fremont Gilmore establishes a dairy near present day Fairfax Avenue and Third Street                          |



- 1885 Ida Hancock allows the first oil drilling in the Hancock Park area
- 1887 Harvey Wilcox subdivides the first 120 acre tract of Hollywood
- 1893 Colegrove is laid out by Senator Cornelius Cole
- 1895 Wilshire Boulevard is named by Gaylord Wilshire, the developer of a tract just west of MacArthur Park (then Westlake Park)
- 1896 Griffith J. Griffith gives the original 3,015 acres of present-day Griffith Park to the City of Los Angeles
- 1896 The Southern and Western Addition is annexed to Los Angeles
- 1898 The Laughlin Park area is subdivided
- 1901 The Los Angeles Pacific Boulevard and Development Company subdivides
- 1903 Hollywood is incorporated as an independent city
- 1905 The Crescent Heights area is subdivided
- 1906 Country Club Heights is subdivided
- 1909 The Colegrove area is annexed to Los Angeles
- 1910 Hollywood is consolidated with Los Angeles; the East Hollywood Addition is annexed,
- 1911 The first motion picture is made in Hollywood
- 1911 Subdivision begins in the Windsor Square area
- 1918 Whitley Heights is subdivided
- 1921 A.W. Ross begins development of the Miracle Mile
- 1921 J.J. La Bonte begins the development of Larchmont
- 1922 Carthay Center is subdivided and developed
- 1922 The La Brea Addition and the Melrose Addition are annexed to Los Angeles
- 1923 Hollywoodland is subdivided





- 1923      The Laurel Canyon Addition and the Hancock Addition are annexed to Los Angeles
- 1924      The Providence Addition is annexed to Los Angeles
- 1925      Lake Hollywood is dedicated
- 1926      Famous Players-Laskey Corporation moves from a studio at Sunset and Vine to one at Marathon and Van Ness, later to become Paramount
- 1926      CBC Film Sales Corporation purchases the California Studio on Gower Street and becomes Columbia Pictures
- 1927      Song and spoken dialogue is first incorporated in motion pictures by Warner Brothers which moves from Hollywood to Burbank in 1928.
- 1934      The first Hollywood television station is founded

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Los Angeles Conservancy Collections, including photographs and research materials.

Los Angeles Public Library, Central Branch, California History Collection, including Cities and Counties Vertical Files.

Los Angeles Public Library, Central Branch, Security Pacific Photograph Collection in the History and Genealogy Department.

Seaver Center. Photographs and Maps at the County Museum of Natural History, Exposition Boulevard, Los Angeles.

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
2	300	N	ARDEN BLVD	1923	Lar1	8/25/1998	1					
3	301	N	ARDEN BLVD				1					
4	308	N	ARDEN BLVD	1924	Lar1	7/7/1999	1					
5	309	N	ARDEN BLVD				1					
6	311	N	ARDEN BLVD						1			
7	312	N	ARDEN BLVD	1923	Lar1	4/26/2002	1					
8	318	N	ARDEN BLVD	1923	Lar1	6/12/1984			1			
9	321	N	ARDEN BLVD						1			
10	322	N	ARDEN BLVD	1923	Lar1	2/1/1966	1					
11	325	N	ARDEN BLVD									
12	330	N	ARDEN BLVD	1923	Lar1	10/25/2013	1					
13	331	N	ARDEN BLVD				1					
14	336	N	ARDEN BLVD	1926	Lar1		1					
15	337	N	ARDEN BLVD				1					
16	340	N	ARDEN BLVD				1					
17	341	N	ARDEN BLVD				1					
18	346	N	ARDEN BLVD	1921	Lar1	5/17/2002	1					
19	347	N	ARDEN BLVD					1				
20	402	N	ARDEN BLVD	1921	Lar1	8/4/2009		1				
21	403	N	ARDEN BLVD									
22	408	N	ARDEN BLVD	1920	Lar1	12/13/2013		1				
23	409	N	ARDEN BLVD	1922				1				
24	414	N	ARDEN BLVD	1921	Lar1	6/24/2014		1				
25	415	N	ARDEN BLVD				1					
26	418	N	ARDEN BLVD	1923	Lar1	1/6/1965			1			
27	419	N	ARDEN BLVD					1				
28	424	N	ARDEN BLVD	1923	Lar1	6/13/1997			1			
29	425	N	ARDEN BLVD				1					
30	428	N	ARDEN BLVD	1923	Lar1	9/10/2015	1					
31	429	N	ARDEN BLVD					1				
32	434	N	ARDEN BLVD	1920	Lar1			1				
33	435	N	ARDEN BLVD						1			
34	438	N	ARDEN BLVD	1921	Lar1	7/1/2014	1					
35	439	N	ARDEN BLVD							1		
36	444	N	ARDEN BLVD	1923	Lar1	8/12/1992		1				
37	500	N	ARDEN BLVD	1920	Lar1	7/29/2009	1					
38	503	N	ARDEN BLVD				1					
39	506	N	ARDEN BLVD	1921	Lar1	7/19/1985		1				
40	507	N	ARDEN BLVD						1			
41	512	N	ARDEN BLVD	1920	Lar1	12/22/1993		1				

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
42	513	N	ARDEN BLVD					1				
43	516	N	ARDEN BLVD	1924	Lar1	9/12/1983	1					
44	517	N	ARDEN BLVD									
45	522	N	ARDEN BLVD	1910	Lar1	8/28/2008	1					
46	523	N	ARDEN BLVD					1				
47	526	N	ARDEN BLVD	1916	Lar1	9/21/2010	1					
48	527	N	ARDEN BLVD				1					
49	532	N	ARDEN BLVD	1920	Lar1	8/31/2006	1					
50	533	N	ARDEN BLVD				1					
51	536	N	ARDEN BLVD	1919	Lar1	8/7/2014				1		
52	537	N	ARDEN BLVD					1				
53	542	N	ARDEN BLVD	1920	Lar1	2/10/1997		1				
54	543	N	ARDEN BLVD							1		
55	546	N	ARDEN BLVD	1920	Lar1	9/17/2004			1			
56	547	N	ARDEN BLVD					1				
57	550	N	ARDEN BLVD	1922	Lar1	10/6/1982			1			
58	551	S	ARDEN BLVD					1				
59	554	N	ARDEN BLVD				1					
60	555	N	ARDEN BLVD						1			
61	560	N	ARDEN BLVD	1920	Lar1	8/31/2000	1					
62	561	N	ARDEN BLVD						1			
63	564	N	ARDEN BLVD				1					
64	565	N	ARDEN BLVD					1				
65	570	N	ARDEN BLVD				1					
66	571	N	ARDEN BLVD				1					
67	574	N	ARDEN BLVD	1920	Lar1	3/28/1972		1				
68	575	N	ARDEN BLVD				1					
69	580	N	ARDEN BLVD	1920	Lar1	10/26/2015				1		
70	581	N	ARDEN BLVD					1				
71	584	N	ARDEN BLVD	1922	Lar1	9/24/2012			1			
72	585	N	ARDEN BLVD				1					
73	588	N	ARDEN BLVD	1920	Lar1	12/18/2003		1				
74	589	N	ARDEN BLVD				1					
75	600	N	ARDEN BLVD	1921	Lar1	6/15/2012	1					
76	601	N	ARDEN BLVD									
77	606	N	ARDEN BLVD	1921	Lar1	4/8/2015				1		
78	607	N	ARDEN BLVD									
79	612	S	ARDEN BLVD					1				
80	616	N	ARDEN BLVD	1920	Lar1	5/30/1980		1				
81	622	N	ARDEN BLVD					1				

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
82	626	N	ARDEN BLVD	1921	Lar1	7/28/2000		1				
83	630	N	ARDEN BLVD	1920	Lar1	5/18/1993		1				
84	636	N	ARDEN BLVD	1920	Lar1	2/10/1953		1				
85	640	N	ARDEN BLVD	1920	Lar1	10/7/2002			1			
86	646	N	ARDEN BLVD	1920	Lar1	6/18/2012		1				
87	652	N	ARDEN BLVD									
88	300	N	BEACHWOOD DR	1921	Lar1	10/14/1988	1					
89	301	N	BEACHWOOD DR	1921	Lar1	7/26/1988			1			
90	310	N	BEACHWOOD DR	1923	Lar1	12/30/2010	1					
91	311	N	BEACHWOOD DR									
92	315	N	BEACHWOOD DR	1922	Lar1	1/2/1990						
93	316	N	BEACHWOOD DR	1922	Lar1	10/29/2013		1				
94	320	N	BEACHWOOD DR	1920	Lar1	5/26/1981	1					
95	321	N	BEACHWOOD DR	1921	Lar1	12/21/2012			1			
96	326	N	BEACHWOOD DR	1990	Lar1	11/14/2003			1			
97	327	N	BEACHWOOD DR	1921	Lar1	3/5/2014			1			
98	330	N	BEACHWOOD DR	1921	Lar1	3/16/2006	1					
99	331	N	BEACHWOOD DR	1921	Lar1	7/23/2013			1			
100	336	N	BEACHWOOD DR	1921	Lar1	9/11/2009	1					
101	337	N	BEACHWOOD DR	1922	Lar1	12/29/1966		1				
102	340	N	BEACHWOOD DR	1921	Lar1	9/6/2006		1				
103	341	N	BEACHWOOD DR	1921	Lar1	6/4/2003	1					
104	346	N	BEACHWOOD DR	1921	Lar1	1/2/1998			1			
105	347	N	BEACHWOOD DR	1921	Lar1	9/23/1969		1				
106	402	N	BEACHWOOD DR	1921	Lar1	5/30/1990	1					
107	403	N	BEACHWOOD DR	1921	Lar1		1					
108	408	N	BEACHWOOD DR	1921	Lar1	10/10/1975		1				
109	409	N	BEACHWOOD DR	1921	Lar1	6/24/1983		1				
110	414	N	BEACHWOOD DR	1921	Lar1	12/30/1994	1					
111	415	N	BEACHWOOD DR	1921	Lar1	7/1/1991			1			
112	418	N	BEACHWOOD DR	1921	Lar1	8/14/1997	1					
113	419	N	BEACHWOOD DR	1921	Lar1	11/28/2000		1				
114	424	N	BEACHWOOD DR	1921	Lar1	5/20/1975		1				
115	425	N	BEACHWOOD DR	1921	Lar1	4/5/2012						
116	428	N	BEACHWOOD DR	1921	Lar1	6/26/2003		1				
117	429	N	BEACHWOOD DR	1921	Lar1	5/20/1974		1				
118	434	N	BEACHWOOD DR	1921	Lar1	7/14/2008			1			
119	435	N	BEACHWOOD DR	1922	Lar1	2/26/1986			1			
120	438	N	BEACHWOOD DR	1921	Lar1	8/25/1994	1					
121	439	N	BEACHWOOD DR	1921	Lar1	9/25/2012		1				



	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
122	444	N	BEACHWOOD DR	1925	Lar1	8/11/2004			1			
123	445	N	BEACHWOOD DR	1923	Lar1	5/29/1998	1					
124	502	N	BEACHWOOD DR	1923	Lar1	1/31/2007	1					
125	503	N	BEACHWOOD DR	1923	Lar1	3/8/2011	1					
126	506	N	BEACHWOOD DR	1922	Lar1	12/3/1996		1				
127	507	N	BEACHWOOD DR	1923	Lar1	9/27/2011	1					
128	512	N	BEACHWOOD DR	1922	Lar1	10/19/1962		1				
129	513	N	BEACHWOOD DR	1922	Lar1	9/5/1996			1			
130	516	N	BEACHWOOD DR	1922	Lar1	9/13/1977			1			
131	517	N	BEACHWOOD DR	1922	Lar1							
132	522	N	BEACHWOOD DR	1922	Lar1	6/4/1969	1					
133	523	N	BEACHWOOD DR	1922	Lar1	11/9/1989	1					
134	526	N	BEACHWOOD DR	1922	Lar1	7/31/2008		1				
135	527	N	BEACHWOOD DR	1922	Lar1	12/4/2001		1				
136	532	N	BEACHWOOD DR				1					
137	533	N	BEACHWOOD DR	1922	Lar1	10/18/1993		1				
138	536	N	BEACHWOOD DR	1923	Lar1	12/6/1993	1					
139	537	N	BEACHWOOD DR	1922	Lar1	7/29/1998	1					
140	542	N	BEACHWOOD DR	1922	Lar1	9/25/2009	1					
141	543	N	BEACHWOOD DR	1923	Lar1	1/5/2016		1				
142	546	N	BEACHWOOD DR	1922	Lar1	4/12/2011		1				
143	547	N	BEACHWOOD DR	1922	Lar1	9/26/2003	1					
144	550	N	BEACHWOOD DR	1922	Lar1	4/12/1996		1				
145	551	N	BEACHWOOD DR	1923	Lar1	3/10/1986	1					
146	554	N	BEACHWOOD DR	1923	Lar1	4/11/2005	1					
147	555	N	BEACHWOOD DR				1					
148	560	N	BEACHWOOD DR	1923	Lar1	9/8/2015		1				
149	561	N	BEACHWOOD DR	1922	Lar1	6/28/1973						
150	564	N	BEACHWOOD DR	1923	Lar1	10/2/2008	1					
151	565	N	BEACHWOOD DR	1923	Lar1	10/1/2010			1			
152	569	N	BEACHWOOD DR	1922	Lar1	7/31/1987	1					
153	570	N	BEACHWOOD DR	1923	Lar1	6/3/2003	1					
154	574	N	BEACHWOOD DR	1923	Lar1	7/2/2009	1					
155	575	N	BEACHWOOD DR	1922	Lar1	7/2/2002			1			
156	580	N	BEACHWOOD DR	1923	Lar1	6/3/1994		1				
157	581	N	BEACHWOOD DR	1923	Lar1	9/13/2000	1					
158	584	N	BEACHWOOD DR	1923	Lar1	3/14/1980		1				
159	585	N	BEACHWOOD DR	1923	Lar1	12/4/2013	1					
160	590	N	BEACHWOOD DR	1923	Lar1	6/28/1996	1					
161	591	N	BEACHWOOD DR	1922	Lar1	6/19/2001	1					

[illegible]

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
202	4837	W	BEVERLY BLVD							1		
203	4837	W	BEVERLY BLVD							1		
204	4837	W	BEVERLY BLVD							1		
205	4837	W	BEVERLY BLVD							1		
206	4837	W	BEVERLY BLVD							1		
207	4839	W	BEVERLY BLVD	1954	Lar3	3/12/1980						
208	4841	W	BEVERLY BLVD									
209	4847	W	BEVERLY BLVD	1922	Lar3	7/7/2004			1			
210	4851	W	BEVERLY BLVD					1				
211	4901	W	BEVERLY BLVD					1				
212	4907	W	BEVERLY BLVD					1				
213	4915	W	BEVERLY BLVD	1954	Lar3	5/3/1999		1				
214	4919	W	BEVERLY BLVD					1				
215	4925	W	BEVERLY BLVD									
216	5045	W	BEVERLY BLVD	1924	Lar1	4/8/2015						
217	300	N	BRONSON AVE	1923	Lar1	7/1/2005	1					
218	301	N	BRONSON AVE	1925	Lar1	8/6/2015		1				
219	306	N	BRONSON AVE	1922	Lar1	6/22/2001	1					
220	309	N	BRONSON AVE	1922	Lar1	10/22/2015		1				
221	312	N	BRONSON AVE	1922	Lar1	5/20/1992	1					
222	313	N	BRONSON AVE	1922	Lar1	7/26/2013		1				
223	316	N	BRONSON AVE	1922	Lar1	11/20/1972	1					
224	319	N	BRONSON AVE	1922	Lar1	9/18/1985	1					
225	322	N	BRONSON AVE	1923	Lar1	9/15/1988				1		
226	323	N	BRONSON AVE	1921	Lar1		1					
227	326	N	BRONSON AVE	1920	Lar1	8/8/1979	1					
228	329	N	BRONSON AVE	1921	Lar1	1/6/2009		1				
229	332	N	BRONSON AVE	1923	Lar1	11/22/1993	1					
230	333	N	BRONSON AVE	1922	Lar1	1/6/2010		1				
231	336	N	BRONSON AVE	1922	Lar1	5/14/2013	1					
232	339	N	BRONSON AVE	1921	Lar1	2/27/1998		1				
233	342	N	BRONSON AVE	1921	Lar1	4/18/1974			1			
234	343	N	BRONSON AVE	1922	Lar1	3/8/1999		1				
235	348	N	BRONSON AVE	1921	Lar1	6/2/1978	1					
236	349	N	BRONSON AVE	1922	Lar1	10/8/1976		1				
237	352	N	BRONSON AVE	1921	Lar1	4/10/1996		1				
238	353	N	BRONSON AVE	1922	Lar1	3/24/2014		1				
239	358	N	BRONSON AVE	1922	Lar1	12/4/1978	1					
240	359	N	BRONSON AVE	1922	Lar1	7/20/2004	1					
241	362	N	BRONSON AVE	1922	Lar1	4/22/1999	1					



	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
242	363	N	BRONSON AVE	1923	Lar1	6/21/2013	1					
243	368	N	BRONSON AVE	1916	Lar1	3/27/1996		1				
244	369	N	BRONSON AVE	1923	Lar1	1/18/1979	1					
245	373	N	BRONSON AVE	1921	Lar1	8/29/2014		1				
246	374	N	BRONSON AVE	1921	Lar1	8/31/2000		1				
247	379	N	BRONSON AVE	1922	Lar1	5/24/2013		1				
248	403	N	BRONSON AVE	1921	Lar1	9/2/2015		1				
249	407	N	BRONSON AVE	1922	Lar1	11/13/2013	1					
250	410	N	BRONSON AVE				1					
251	415	N	BRONSON AVE	1923	Lar1	11/23/1976	1					
252	500	N	BRONSON AVE	1925	Lar2	12/18/1987		1				
253	503	N	BRONSON AVE	1923	Lar1	5/27/1999		1				
254	506	N	BRONSON AVE	1925	Lar2	4/25/2001	1					
255	508	N	BRONSON AVE									
256	510	N	BRONSON AVE	1924	Lar2	8/20/2008	1					
257	511	N	BRONSON AVE	1923	Lar1	1/20/2009	1					
258	513	N	BRONSON AVE	1923	Lar1	8/25/1994	1					
259	516	N	BRONSON AVE	1925	Lar2	4/18/1989	1					
260	517	N	BRONSON AVE	1923	Lar1	7/13/2012		1				
261	520	N	BRONSON AVE	1924	Lar2		1					
262	523	N	BRONSON AVE	1923	Lar1	10/13/1978	1					
263	526	N	BRONSON AVE	1937	Lar2		1					
264	527	N	BRONSON AVE	1923	Lar1	3/15/1995	1					
265	528	N	BRONSON AVE		Lar2	8/26/2010	1					
266	530	N	BRONSON AVE									
267	533	N	BRONSON AVE	1923	Lar1	5/8/2001	1					
268	534	N	BRONSON AVE	1924	Lar2	3/5/1999	1					
269	537	N	BRONSON AVE	1923	Lar1	10/1/2010	1					
270	538	N	BRONSON AVE	1923	Lar2	5/17/2006	1					
271	542	N	BRONSON AVE	1923	Lar2	3/19/1999	1					
272	543	N	BRONSON AVE	1923	Lar1	3/9/1964	1					
273	547	N	BRONSON AVE	1924	Lar1	9/23/2005	1					
274	548	N	BRONSON AVE	1923	Lar2	1/18/2006		1				
275	551	N	BRONSON AVE	1923	Lar1	4/29/2003	1					
276	552	N	BRONSON AVE	1932	Lar2	9/24/1970		1				
277	555	N	BRONSON AVE	1923	Lar1	6/20/2006		1				
278	556	N	BRONSON AVE	1923	Lar2	4/26/1993		1				
279	559	N	BRONSON AVE	1923	Lar1	1/27/1999	1					
280	562	N	BRONSON AVE	1923	Lar2	6/22/1992	1					
281	563	N	BRONSON AVE	1923	Lar1	12/19/2001	1					

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
282	567	N	BRONSON AVE	1923	Lar1	12/13/1990	1					
283	568	N	BRONSON AVE	1923	Lar2	6/7/2012		1				
284	571	N	BRONSON AVE	1923	Lar1	4/30/1976	1					
285	572	N	BRONSON AVE	1923	Lar2	1/14/2010		1				
286	575	N	BRONSON AVE	1923	Lar1	5/17/2011		1				
287	576	N	BRONSON AVE	1923	Lar2	6/3/2002	1					
288	581	N	BRONSON AVE	1923	Lar1	11/18/1994	1					
289	582	N	BRONSON AVE	1923	Lar2	12/26/1980	1					
290	588	N	BRONSON AVE	1923	Lar2	11/14/1997	1					
291	591	N	BRONSON AVE	1923	Lar1	11/3/2003		1				
292	592	N	BRONSON AVE	1925	Lar2	7/19/2013		1				
293	601	N	BRONSON AVE	1923	Lar3	3/20/2012		1				
294	607	N	BRONSON AVE				1					
295	619	N	BRONSON AVE							1		
296	619	N	BRONSON AVE									
297	619	N	BRONSON AVE									
298	619	N	BRONSON AVE									
299	619	N	BRONSON AVE									
300	619	N	BRONSON AVE									
301	619	N	BRONSON AVE									
302	619	N	BRONSON AVE									
303	619	N	BRONSON AVE									
304	619	N	BRONSON AVE									
305	627	N	BRONSON AVE							1		
306	637	N	BRONSON AVE							1		
307	651	N	BRONSON AVE									
308	5112	W	CLINTON ST									
309	5115	W	CLINTON ST						1			
310	5117	W	CLINTON ST	1925	Lar3	5/28/1993			1			
311	5121	W	CLINTON ST									
312	5123	W	CLINTON ST	1921	Lar3	10/7/2002			1			
313	5127	W	CLINTON ST	1922	Lar3	9/23/2011						
314	5137	W	CLINTON ST	1916	Lar3	3/14/2014		1				
315	5141	W	CLINTON ST					1				
316	5145	W	CLINTON ST							1		
317	5148	W	CLINTON ST									
318	5151	W	CLINTON ST	1949	Lar3	3/30/2007						
319	5155	W	CLINTON ST	1940	Lar3	6/28/1988		1				
320	5157	W	CLINTON ST									
321	5159	W	CLINTON ST	1916	Lar3	11/1/1996			1			

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
322	5210	W	CLINTON ST									
323	5230	W	CLINTON ST									
324	5311	W	CLINTON ST	1923	Lar3	5/22/2013		1				
325	5315	W	CLINTON ST	1923	Lar3	12/24/1998	1					
326	5355	W	CLINTON ST	1924	Lar3	6/21/1993		1				
327	5360	W	CLINTON ST	1938	Lar2	7/8/1988	1					
328	5402	W	CLINTON ST	1923	Lar2	4/28/2005						
329	5610	W	CLINTON ST									
330	5611	W	CLINTON ST									
331	5651	W	CLINTON ST	1937	Lar1	8/24/1992						
332	4915	W	ELMWOOD AVE	1920	Lar3	4/22/1983		1				
333	4919	W	ELMWOOD AVE	1920	Lar3	8/28/2002		1				
334	4925	W	ELMWOOD AVE	1925	Lar3	10/9/2015		1				
335	4931	W	ELMWOOD AVE	1926	Lar3	3/15/2011		1				
336	4937	W	ELMWOOD AVE	1924	Lar3	9/29/1959		1				
337	4941	W	ELMWOOD AVE	1914	Lar3	11/26/1986		1				
338	4949	W	ELMWOOD AVE	1920	Lar3	1/4/2000		1				
339	4950	W	ELMWOOD AVE	1913	Lar1	11/5/2001						
340	4951	W	ELMWOOD AVE	1932	Lar3	2/5/2010	1					
341	5007	W	ELMWOOD AVE	1917	Lar3	3/30/1999	1					
342	5010	W	ELMWOOD AVE	1955	Lar1	8/3/1977		1				
343	5011	W	ELMWOOD AVE	1917	Lar3	4/6/2015	1					
344	5017	W	ELMWOOD AVE	1924	Lar3	9/25/2002		1				
345	5021	W	ELMWOOD AVE	1924	Lar3	6/21/1985		1				
346	5027	W	ELMWOOD AVE									
347	5061	W	ELMWOOD AVE	1922	Lar2	8/29/2013						
348	300	N	GOWER ST	1922	Lar1	8/26/2013	1					
349	301	N	GOWER ST									
350	310	N	GOWER ST	1920	Lar1	5/28/1997		1				
351	311	N	GOWER ST	1919	Lar1	5/2/2006		1				
352	316	N	GOWER ST	1921	Lar1	11/19/2015	1					
353	317	N	GOWER ST	1920	Lar1	4/10/2015			1			
354	320	N	GOWER ST	1920	Lar1	12/15/2009	1					
355	321	N	GOWER ST	1923	Lar1	9/16/1992	1					
356	326	N	GOWER ST	1921	Lar1	6/22/1967	1					
357	327	N	GOWER ST	1921	Lar1	10/16/2009		1				
358	330	N	GOWER ST	1921	Lar1	10/31/2014	1					
359	331	N	GOWER ST	1922	Lar1	6/30/1997	1					
360	336	N	GOWER ST	1921	Lar1	7/2/2015		1				
361	337	N	GOWER ST	1922	Lar1	5/2/1986						

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
362	340	N	GOWER ST	1921	Lar1	10/15/1997	1					
363	341	N	GOWER ST	1921	Lar1	11/10/2009		1				
364	346	N	GOWER ST	1920	Lar1	8/31/2012		1				
365	347	N	GOWER ST	1920	Lar1	9/30/1977	1					
366	402	N	GOWER ST	1921	Lar1	12/6/1963	1					
367	403	N	GOWER ST	1920	Lar1	10/30/2013						
368	408	N	GOWER ST	1920	Lar1	10/23/2012	1					
369	409	N	GOWER ST	1920	Lar1		1					
370	414	N	GOWER ST	1921	Lar1	11/16/2009	1					
371	415	N	GOWER ST	1920	Lar1	1/23/1996		1				
372	418	N	GOWER ST	1921	Lar1	7/26/1995	1					
373	419	N	GOWER ST	1923	Lar1	4/8/1981	1					
374	424	N	GOWER ST	1920	Lar1	6/19/2006	1					
375	425	N	GOWER ST	1920	Lar1	2/21/1957		1				
376	428	N	GOWER ST	1921	Lar1	6/3/1963		1				
377	429	N	GOWER ST	1919	Lar1	6/29/2001	1					
378	434	N	GOWER ST	1921	Lar1	11/12/1968		1				
379	435	N	GOWER ST	1920	Lar1	5/24/1985		1				
380	438	N	GOWER ST	1921	Lar1	11/1/1966	1					
381	439	N	GOWER ST	1921	Lar1	11/4/1997		1				
382	444	N	GOWER ST	1921	Lar1	6/19/2009	1					
383	445	N	GOWER ST	1922	Lar1	6/3/2005	1					
384	500	N	GOWER ST	1994	Lar1	10/15/2014			1			
385	501	N	GOWER ST	1921	Lar1	10/30/1974		1				
386	506	N	GOWER ST	1913	Lar1	11/19/2013	1					
387	507	N	GOWER ST	1921	Lar1	12/30/1992	1					
388	512	N	GOWER ST	1920	Lar1	4/24/2013						
389	513	N	GOWER ST	1922	Lar1	7/14/2000	1					
390	516	N	GOWER ST	1920	Lar1	3/12/1993	1					
391	517	N	GOWER ST	1920	Lar1	3/11/2015	1					
392	522	N	GOWER ST	1921	Lar1	10/6/1967	1					
393	523	N	GOWER ST	1921	Lar1	11/12/1976	1					
394	526	N	GOWER ST	1920	Lar1	10/21/2010	1					
395	527	N	GOWER ST	1920	Lar1	6/22/1998	1					
396	530	N	GOWER ST	1919	Lar1	6/11/1996	1					
397	531	N	GOWER ST	1921	Lar1	1/25/2011	1					
398	536	N	GOWER ST	1914	Lar1	9/21/2009	1					
399	537	N	GOWER ST	1921	Lar1	2/28/2005						
400	540	N	GOWER ST	1919	Lar1	6/30/2005	1					
401	541	N	GOWER ST	1920	Lar1	4/9/1992			1			

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
402	545	N	GOWER ST	1920	Lar1	11/29/2011						
403	550	N	GOWER ST	1914	Lar1	11/20/1998	1					
404	551	N	GOWER ST	1921	Lar1	7/14/2006	1					
405	554	N	GOWER ST	1914	Lar1	6/20/2003	1					
406	555	N	GOWER ST	1921	Lar1	8/5/1994	1					
407	560	N	GOWER ST	1921	Lar1	5/4/1988	1					
408	561	N	GOWER ST	1921	Lar1	3/16/1995	1					
409	564	N	GOWER ST	1911	Lar1	10/5/1976		1				
410	565	N	GOWER ST	1913	Lar1	12/11/2015	1					
411	568	N	GOWER ST	1919	Lar1	11/19/2014	1					
412	571	N	GOWER ST	1921	Lar1	9/23/1998	1					
413	574	N	GOWER ST	1921	Lar1	11/10/1967	1					
414	575	N	GOWER ST	1914	Lar1	4/26/1999	1					
415	578	N	GOWER ST	1914	Lar1	8/12/1993	1					
416	579	N	GOWER ST	1921	Lar1	11/19/2004			1			
417	584	N	GOWER ST	1924	Lar1	3/7/2011			1			
418	585	N	GOWER ST	1921	Lar1	12/21/2004	1					
419	588	N	GOWER ST	1912	Lar1	2/28/2005	1					
420	589	N	GOWER ST	1921	Lar1	9/10/2013	1					
421	600	N	GOWER ST	1913	Lar1	6/9/2009	1					
422	601	N	GOWER ST	1922	Lar1	8/10/2012	1					
423	608	N	GOWER ST	1915	Lar1	11/9/2012	1					
424	609	N	GOWER ST	1921	Lar1	1/26/1976	1					
425	612	N	GOWER ST	1923	Lar1	4/24/1992	1					
426	613	N	GOWER ST	1921	Lar1	8/15/1961			1			
427	616	N	GOWER ST	1915	Lar1	8/6/1976	1					
428	617	N	GOWER ST	1921	Lar1	2/6/1968		1				
429	621	N	GOWER ST	1921	Lar1	1/3/2007	1					
430	622	N	GOWER ST	1921	Lar1	2/7/2002						
431	626	N	GOWER ST	1921	Lar1	5/31/1989	1					
432	627	N	GOWER ST	1922	Lar1	6/17/2011						
433	632	N	GOWER ST	1921	Lar1	6/3/2005		1				
434	633	N	GOWER ST	1920	Lar1	12/3/1993						
435	636	N	GOWER ST	1920	Lar1	8/29/1986						
436	637	N	GOWER ST	1987	Lar1	6/25/1992			1			
437	642	N	GOWER ST	1921	Lar1	8/12/2014						
438	643	N	GOWER ST	1921	Lar1	11/4/2014			1			
439	646	N	GOWER ST	1920	Lar1	2/19/1976		1				
440	647	N	GOWER ST	1920	Lar1	9/11/1974		1				
441	300	N	IRVING BLVD	1922	Lar1	5/17/1994		1				

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
442	301	N	IRVING BLVD	1921	Lar1	12/20/1985		1				
443	308	N	IRVING BLVD	1922	Lar1	9/21/1992	1					
444	309	N	IRVING BLVD	1921	Lar1	3/23/2012		1				
445	312	N	IRVING BLVD	1922	Lar1	2/23/1983		1				
446	313	N	IRVING BLVD	1921	Lar1	12/10/2009		1				
447	318	N	IRVING BLVD	1921	Lar1	12/24/2007		1				
448	319	N	IRVING BLVD	1923	Lar1	8/1/1972		1				
449	322	N	IRVING BLVD				1					
450	323	N	IRVING BLVD	1923	Lar1	7/20/2004	1					
451	328	N	IRVING BLVD	1922	Lar1	8/1/1989		1				
452	329	N	IRVING BLVD	1922	Lar1	4/18/2007		1				
453	332	N	IRVING BLVD	1921	Lar1	1/21/2005		1				
454	333	N	IRVING BLVD					1				
455	338	N	IRVING BLVD	1921	Lar1	6/22/2007		1				
456	339	N	IRVING BLVD	1921	Lar1	8/10/2010		1				
457	342	N	IRVING BLVD	1921	Lar1	5/22/2013		1				
458	343	N	IRVING BLVD	1923	Lar1	12/23/2010	1					
459	348	N	IRVING BLVD	1922	Lar1	12/10/1971			1			
460	349	N	IRVING BLVD	1922	Lar1	2/15/1983						
461	402	N	IRVING BLVD	1921	Lar1	9/12/2001		1				
462	403	N	IRVING BLVD	1921	Lar1			1				
463	406	N	IRVING BLVD	1921	Lar1	5/30/2001	1					
464	407	N	IRVING BLVD	1923	Lar1	10/2/1995		1				
465	411	N	IRVING BLVD	1921	Lar1	6/3/1983	1					
466	412	N	IRVING BLVD	1921	Lar1	6/1/1993	1					
467	416	N	IRVING BLVD	1921	Lar1	9/22/1993		1				
468	417	N	IRVING BLVD	1921	Lar1	1/15/2002			1			
469	422	N	IRVING BLVD	1921	Lar1	7/18/2007	1					
470	423	N	IRVING BLVD	1921	Lar1	2/1/2011	1					
471	426	N	IRVING BLVD	1921	Lar1	10/22/1964		1				
472	427	N	IRVING BLVD	1921	Lar1	10/16/1995	1					
473	432	N	IRVING BLVD	1921	Lar1	12/16/1971		1				
474	433	N	IRVING BLVD	1921	Lar1	5/3/2002		1				
475	436	N	IRVING BLVD	1923	Lar1	5/29/2009	1					
476	437	N	IRVING BLVD	1922	Lar1	5/27/2011	1					
477	444	N	IRVING BLVD	1921	Lar1	2/3/1995	1					
478	445	N	IRVING BLVD	1922	Lar1	6/9/2009		1				
479	500	N	IRVING BLVD	1923	Lar1	10/29/2008	1					
480	501	N	IRVING BLVD	1923	Lar1	11/17/2000	1					
481	506	N	IRVING BLVD	1923	Lar1	6/16/1995		1				

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
482	507	N	IRVING BLVD	1926	Lar1	5/21/2013			1			
483	512	N	IRVING BLVD	1923	Lar1		1					
484	513	N	IRVING BLVD	1923	Lar1	3/28/1984		1				
485	516	N	IRVING BLVD	1989	Lar1	3/3/2009			1			
486	517	N	IRVING BLVD	1923	Lar1	3/2/1998	1					
487	522	N	IRVING BLVD	1923	Lar1	5/4/1976	1					
488	523	N	IRVING BLVD	1923	Lar1	11/25/1996	1					
489	526	N	IRVING BLVD				1					
490	527	N	IRVING BLVD	1923	Lar1	3/25/1999	1					
491	532	N	IRVING BLVD	1923	Lar1	10/29/2008			1			
492	533	N	IRVING BLVD	1923	Lar1	11/25/2015		1				
493	536	N	IRVING BLVD	1923	Lar1	9/29/2006	1					
494	537	N	IRVING BLVD	1923	Lar1	11/10/2015		1				
495	542	N	IRVING BLVD	1923	Lar1	8/6/2010	1					
496	543	N	IRVING BLVD	1924	Lar1	7/22/1983		1				
497	546	N	IRVING BLVD	1924	Lar1	3/2/2004	1					
498	547	N	IRVING BLVD	1923	Lar1	5/16/1983		1				
499	550	N	IRVING BLVD	1926	Lar1	5/20/2015		1				
500	551	N	IRVING BLVD	1923	Lar1	4/17/2012			1			
501	554	N	IRVING BLVD	1923	Lar1	10/4/1976		1				
502	555	N	IRVING BLVD	1923	Lar1	6/1/1994		1				
503	560	N	IRVING BLVD	1923	Lar1	11/15/1977		1				
504	561	N	IRVING BLVD	1923	Lar1	3/5/2003		1				
505	564	N	IRVING BLVD	1923	Lar1	11/20/2013		1				
506	565	N	IRVING BLVD	1923	Lar1			1				
507	570	N	IRVING BLVD	1923	Lar1	2/6/2003	1					
508	571	N	IRVING BLVD	1923	Lar1	6/17/1964		1				
509	574	N	IRVING BLVD	1923	Lar1	1/12/2001		1				
510	575	N	IRVING BLVD	1923	Lar1	10/4/1993		1				
511	580	N	IRVING BLVD	1923	Lar1	8/7/2015		1				
512	581	N	IRVING BLVD	1923	Lar1	9/9/1999		1				
513	584	N	IRVING BLVD	1923	Lar1	3/19/1990		1				
514	585	N	IRVING BLVD	1923	Lar1	3/12/1959		1				
515	590	N	IRVING BLVD	1923	Lar1	10/31/2000	1					
516	591	N	IRVING BLVD	1918	Lar1	4/5/2013		1				
517	600	N	IRVING BLVD	1923	Lar3	5/18/2007		1				
518	606	N	IRVING BLVD	1926	Lar3	11/24/1986						
519	607	N	IRVING BLVD	1924	Lar3	6/5/2006						
520	610	N	IRVING BLVD	1923	Lar3	5/13/2002	1					
521	611	N	IRVING BLVD	1924	Lar3			1				









	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
602	530	N	LARCHMONT BLVD									
603	530	N	LARCHMONT BLVD									
604	530	N	LARCHMONT BLVD									
605	535	N	LARCHMONT BLVD									
606	536	N	LARCHMONT BLVD	1916	Lac2	3/28/1986						
607	539	N	LARCHMONT BLVD									
608	541	N	LARCHMONT BLVD									
609	542	N	LARCHMONT BLVD									
610	544	N	LARCHMONT BLVD									
611	547	N	LARCHMONT BLVD									
612	550	N	LARCHMONT BLVD	1964	Lac2	7/30/1999						
613	551	N	LARCHMONT BLVD									
614	554	N	LARCHMONT BLVD	1920	Lac2	3/6/2008						
615	560	N	LARCHMONT BLVD									
616	564	N	LARCHMONT BLVD									
617	568	N	LARCHMONT BLVD									
618	574	N	LARCHMONT BLVD									
619	578	N	LARCHMONT BLVD									
620	581	N	LARCHMONT BLVD									
621	584	N	LARCHMONT BLVD	1913	Lac2	5/10/1993						
622	585	N	LARCHMONT BLVD	1921	Lac2	10/22/1999						
623	588	N	LARCHMONT BLVD									
624	606	N	LARCHMONT BLVD									
625	607	N	LARCHMONT BLVD									
626	622	N	LARCHMONT BLVD									
627	623	N	LARCHMONT BLVD									
628	626	N	LARCHMONT BLVD									
629	627	N	LARCHMONT BLVD									
630	630	N	LARCHMONT BLVD									
631	631	N	LARCHMONT BLVD									
632	631	N	LARCHMONT BLVD									
633	631	N	LARCHMONT BLVD									
634	631	N	LARCHMONT BLVD									
635	636	N	LARCHMONT BLVD									
636	639	N	LARCHMONT BLVD									
637	642	N	LARCHMONT BLVD		Lac2	10/11/1979						
638	646	N	LARCHMONT BLVD	1920	Lac2	11/13/1995						
639	654	N	LARCHMONT BLVD									
640	300	N	LUCERNE BLVD	1921	Lar1	6/25/2004		1				
641	301	N	LUCERNE BLVD	1923	Lar1	1/21/1980	1					

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
642	310	N	LUCERNE BLVD	1921	Lar1	3/31/2015				1		
643	311	N	LUCERNE BLVD	1920	Lar1	12/2/2003	1					
644	316	N	LUCERNE BLVD	1921	Lar1	6/6/1986		1				
645	317	N	LUCERNE BLVD					1				
646	320	N	LUCERNE BLVD	1925	Lar1	4/27/1994				1		
647	321	N	LUCERNE BLVD	1920	Lar1	8/3/1994		1				
648	326	N	LUCERNE BLVD					1				
649	327	N	LUCERNE BLVD	1920	Lar1	12/19/1996			1			
650	330	N	LUCERNE BLVD	1921	Lar1	6/9/2004				1		
651	331	N	LUCERNE BLVD	1920	Lar1	10/29/1979		1				
652	336	N	LUCERNE BLVD	1922	Lar1	5/9/1986			1			
653	337	N	LUCERNE BLVD	1921	Lar1	11/14/1984			1			
654	340	N	LUCERNE BLVD	1926	Lar1	6/11/1964		1				
655	341	N	LUCERNE BLVD	1920	Lar1	5/11/1989		1				
656	346	N	LUCERNE BLVD	1922	Lar1	6/11/1965		1				
657	347	N	LUCERNE BLVD	1920	Lar1	9/28/1979	1					
658	402	N	LUCERNE BLVD	1922	Lar1	7/9/1993		1				
659	403	N	LUCERNE BLVD	1921	Lar1	12/27/2001	1					
660	408	N	LUCERNE BLVD	1921	Lar1	8/22/1997						
661	409	N	LUCERNE BLVD	1919	Lar1	1/23/1996	1					
662	414	N	LUCERNE BLVD	1920	Lar1	1/15/2003		1				
663	415	N	LUCERNE BLVD	1921	Lar1	7/31/2003			1			
664	418	N	LUCERNE BLVD	1921	Lar1	10/26/1972						
665	419	N	LUCERNE BLVD	1921	Lar1	3/10/2006		1				
666	424	N	LUCERNE BLVD	1921	Lar1	9/19/2012		1				
667	425	N	LUCERNE BLVD	1920	Lar1	4/21/1999		1				
668	428	N	LUCERNE BLVD	1920	Lar1	5/15/1996				1		
669	429	N	LUCERNE BLVD						1			
670	434	N	LUCERNE BLVD	1921	Lar1	7/27/1988				1		
671	435	N	LUCERNE BLVD	1920	Lar1	9/23/1966		1				
672	438	N	LUCERNE BLVD	1921	Lar1	11/23/2015			1			
673	439	N	LUCERNE BLVD	1920	Lar1	7/22/1969		1				
674	444	N	LUCERNE BLVD	1921	Lar1	11/10/2003			1			
675	445	N	LUCERNE BLVD	1923	Lar1	4/17/2014		1				
676	500	N	LUCERNE BLVD	1921	Lar1	6/30/2000		1				
677	501	N	LUCERNE BLVD	1990	Lar1	3/17/2010				1		
678	506	N	LUCERNE BLVD	1922	Lar1	11/10/1972						
679	507	N	LUCERNE BLVD	1964	Lar1	4/29/2009				1		
680	512	N	LUCERNE BLVD	1921	Lar1	8/12/1993		1				
681	513	N	LUCERNE BLVD	1920	Lar1	8/10/2006		1				

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
682	516	N	LUCERNE BLVD	1910	Lar1	7/24/2006	1					
683	517	N	LUCERNE BLVD	1921	Lar1	7/1/2015			1			
684	522	N	LUCERNE BLVD	1917	Lar1	12/9/1971						
685	523	N	LUCERNE BLVD				1					
686	526	N	LUCERNE BLVD	1911	Lar1	6/1/2001			1			
687	527	N	LUCERNE BLVD					1				
688	531	N	LUCERNE BLVD	1921	Lar1	5/11/2012	1					
689	536	N	LUCERNE BLVD	1919	Lar1	4/22/2004			1			
690	537	N	LUCERNE BLVD	1921	Lar1	10/27/1994	1					
691	540	N	LUCERNE BLVD	1920	Lar1	1/27/2010		1				
692	541	N	LUCERNE BLVD	2000	Lar1	4/25/2013						
693	544	N	LUCERNE BLVD					1				
694	545	N	LUCERNE BLVD	1921	Lar1	6/14/1996	1					
695	550	N	LUCERNE BLVD	1920	Lar1	7/17/1973		1				
696	551	N	LUCERNE BLVD	1922	Lar1	4/11/1958	1					
697	554	N	LUCERNE BLVD					1				
698	555	N	LUCERNE BLVD					1				
699	560	N	LUCERNE BLVD	1919	Lar1	10/30/2001	1					
700	561	N	LUCERNE BLVD	1921	Lar1	11/21/1966		1				
701	564	N	LUCERNE BLVD	1921	Lar1	7/21/1994		1				
702	565	N	LUCERNE BLVD	1914	Lar1	5/22/1995		1				
703	569	N	LUCERNE BLVD	1921	Lar1	2/10/1994		1				
704	570	N	LUCERNE BLVD	1912	Lar1	7/3/2006		1				
705	574	N	LUCERNE BLVD	1920	Lar1	4/21/2000		1				
706	575	N	LUCERNE BLVD	1922	Lar1	5/28/1971		1				
707	580	N	LUCERNE BLVD	1920	Lar1	6/11/1975		1				
708	581	N	LUCERNE BLVD	1922	Lar1	6/12/1964		1				
709	584	N	LUCERNE BLVD	1920	Lar1	8/2/1972		1				
710	585	N	LUCERNE BLVD	1920	Lar1	7/1/1999		1				
711	588	N	LUCERNE BLVD	1921	Lar1	12/7/2012	1					
712	589	N	LUCERNE BLVD	1921	Lar1			1				
713	600	N	LUCERNE BLVD	1921	Lar1	5/6/2010		1				
714	606	N	LUCERNE BLVD	1921	Lar1	4/4/2013		1				
715	607	N	LUCERNE BLVD	1921	Lar1	12/10/1999			1			
716	612	N	LUCERNE BLVD	1914	Lar1	3/28/1978		1				
717	613	N	LUCERNE BLVD	1914	Lar1	4/30/1999		1				
718	616	N	LUCERNE BLVD	1921	Lar1	5/22/1992				1		
719	617	N	LUCERNE BLVD	1921	Lar1	6/8/1977		1				
720	622	N	LUCERNE BLVD	1920	Lar1	7/7/2000		1				
721	623	N	LUCERNE BLVD	1921	Lar1	6/8/2004		1				



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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
802	5706	W	MELROSE AVE									
803	5706	W	MELROSE AVE									
804	5706	W	MELROSE AVE									
805	5706	W	MELROSE AVE									
806	5706	W	MELROSE AVE									
807	5706	W	MELROSE AVE									
808	5706	W	MELROSE AVE									
809	5706	W	MELROSE AVE									
810	5706	W	MELROSE AVE									
811	5706	W	MELROSE AVE									
812	5706	W	MELROSE AVE									
813	5706	W	MELROSE AVE									
814	5730	W	MELROSE AVE									
815	5754	W	MELROSE AVE									
816	5754	W	MELROSE AVE	1924	Lac1	1/7/1999						
817	5758	W	MELROSE AVE									
818	5788	W	MELROSE AVE									
819	301	N	NORTON AVE	1952	Lar3	8/13/1993						
820	306	N	NORTON AVE									
821	307	N	NORTON AVE	1922	Lar3	10/3/1966	1					
822	313	N	NORTON AVE	1922	Lar3	8/27/1999	1					
823	316	N	NORTON AVE	1923	Lar1	3/19/1999						
824	317	N	NORTON AVE	1920	Lar1	4/28/2008		1				
825	318	N	NORTON AVE									
826	322	N	NORTON AVE	1923	Lar1	8/2/1999	1					
827	323	N	NORTON AVE	1921	Lar1	6/30/2011		1				
828	325	N	NORTON AVE									
829	326	N	NORTON AVE	1924	Lar1	10/19/2004		1				
830	327	N	NORTON AVE	1921	Lar1	8/5/1993	1					
831	332	N	NORTON AVE				1					
832	333	N	NORTON AVE	1920	Lar1	9/26/2012		1				
833	336	N	NORTON AVE	1922	Lar1	4/14/2009	1					
834	339	N	NORTON AVE	1921	Lar1	5/28/1996		1				
835	342	N	NORTON AVE	1923	Lar1	12/24/1992	1					
836	343	N	NORTON AVE	1920	Lar1	7/9/1986		1				
837	348	N	NORTON AVE	1923	Lar1	5/10/2001	1					
838	349	N	NORTON AVE	1922	Lar1	12/28/2001		1				
839	352	N	NORTON AVE	1931	Lar1	6/19/1998	1					
840	353	N	NORTON AVE	1920	Lar1	10/1/1971		1				
841	358	N	NORTON AVE	1923	Lar1	12/18/2013		1				

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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
842	359	N	NORTON AVE	1920	Lar1	3/13/1995		1		1		
843	362	N	NORTON AVE	1923	Lar1	7/31/2013						
844	363	N	NORTON AVE	1920	Lar1			1				
845	368	N	NORTON AVE	1919	Lar1	5/4/2009	1					
846	369	N	NORTON AVE	1922	Lar1	10/30/1990		1				
847	370	N	NORTON AVE	1938	Lar1	9/18/2000		1				
848	375	N	NORTON AVE	1922	Lar1	12/14/2009						
849	401	N	NORTON AVE	1926	Lar3	2/26/1981						
850	405	N	NORTON AVE						1			
851	407	N	NORTON AVE	1920	Lar3	12/16/2015				1		
852	411	N	NORTON AVE				1					
853	414	N	NORTON AVE					1				
854	417	N	NORTON AVE	1923	Lar3	7/17/2015		1				
855	419	N	NORTON AVE									
856	421	N	NORTON AVE	1923	Lar3			1				
857	423	N	NORTON AVE									
858	425	N	NORTON AVE	1923	Lar3	9/13/2001		1				
859	426	N	NORTON AVE									
860	427	S	NORTON AVE									
861	429	N	NORTON AVE	1923	Lar3	8/22/2014		1				
862	431	N	NORTON AVE									
863	433	N	NORTON AVE	1923	Lar3	4/5/1982		1				
864	435	N	NORTON AVE									
865	436	N	NORTON AVE									
866	437	N	NORTON AVE	1924	Lar3			1				
867	439	N	NORTON AVE									
868	441	N	NORTON AVE	1924	Lar3	5/30/2013		1				
869	442	N	NORTON AVE									
870	443	N	NORTON AVE									
871	444	N	NORTON AVE					1				
872	451	N	NORTON AVE	1924	Lar3	5/12/1970	1					
873	453	N	NORTON AVE									
874	455	N	NORTON AVE	1923	Lar3	2/1/2013		1				
875	457	N	NORTON AVE									
876	463	N	NORTON AVE					1				
877	465	N	NORTON AVE	1923	Lar3	7/24/2008		1				
878	467	N	NORTON AVE									
879	501	N	NORTON AVE	1923	Lar3	4/16/2013		1				
880	503	N	NORTON AVE									
881	507	N	NORTON AVE	1923	Lar3	10/28/2004	1					



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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
882	509	N	NORTON AVE									
883	513	N	NORTON AVE	1926	Lar3	12/10/1992		1				
884	515	N	NORTON AVE									
885	517	N	NORTON AVE									
886	517	N	NORTON AVE	1923	Lar3	7/30/1974		1				
887	523	N	NORTON AVE									
888	523	N	NORTON AVE	1933	Lar3	3/21/2007	1					
889	527	N	NORTON AVE									
890	527	N	NORTON AVE	1923	Lar3	7/29/1966	1					
891	533	N	NORTON AVE									
892	537	N	NORTON AVE									
893	537	N	NORTON AVE	1923	Lar3	8/18/1989		1				
894	545	N	NORTON AVE					1				
895	300	N	PLYMOUTH BLVD					1				
896	301	N	PLYMOUTH BLVD	1924	Lar1	7/2/2002		1				
897	310	N	PLYMOUTH BLVD	1923	Lar1	10/19/2011	1					
898	311	N	PLYMOUTH BLVD	1921	Lar1	10/13/1993		1				
899	316	N	PLYMOUTH BLVD	1921	Lar1	8/6/2010		1				
900	317	N	PLYMOUTH BLVD	1921	Lar1	6/17/1994		1				
901	320	N	PLYMOUTH BLVD				1					
902	321	N	PLYMOUTH BLVD	1921	Lar1	6/12/2013						
903	326	N	PLYMOUTH BLVD	1921	Lar1							
904	327	N	PLYMOUTH BLVD	1922	Lar1	11/21/1975		1				
905	330	N	PLYMOUTH BLVD	1921	Lar1	11/26/1996		1				
906	331	N	PLYMOUTH BLVD	1922	Lar1	4/23/2002	1					
907	336	N	PLYMOUTH BLVD	1923	Lar1	8/31/2011		1				
908	337	N	PLYMOUTH BLVD	1921	Lar1	5/15/1997		1				
909	340	N	PLYMOUTH BLVD	1921	Lar1	7/22/1982		1				
910	341	N	PLYMOUTH BLVD	1921	Lar1	8/14/2015		1				
911	346	N	PLYMOUTH BLVD	1922	Lar1	12/31/2012	1					
912	347	N	PLYMOUTH BLVD	1921	Lar1	3/31/2003		1				
913	402	N	PLYMOUTH BLVD	1921	Lar1	8/11/1998			1			
914	403	N	PLYMOUTH BLVD	1921	Lar1	4/19/2012	1					
915	408	N	PLYMOUTH BLVD	1923	Lar1	4/17/2015		1				
916	409	N	PLYMOUTH BLVD	1923	Lar1	5/18/2010		1				
917	414	N	PLYMOUTH BLVD	1921	Lar1	6/2/1999	1					
918	415	N	PLYMOUTH BLVD	1922	Lar1	5/9/2014		1				
919	418	N	PLYMOUTH BLVD	1922	Lar1	6/19/1964		1				
920	419	N	PLYMOUTH BLVD	1922	Lar1	6/16/1969	1					
921	424	N	PLYMOUTH BLVD	1922	Lar1	8/22/1975		1				

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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
922	425	N	PLYMOUTH BLVD	1921	Lar1	10/8/1971		1				
923	428	N	PLYMOUTH BLVD	1922	Lar1	9/28/1993		1				
924	429	N	PLYMOUTH BLVD	1922	Lar1	5/28/1975		1				
925	435	N	PLYMOUTH BLVD	1922	Lar1	9/20/1985		1				
926	436	N	PLYMOUTH BLVD	1922	Lar1	5/4/2001	1					
927	438	N	PLYMOUTH BLVD	1922	Lar1	2/21/2014		1				
928	439	N	PLYMOUTH BLVD	1923	Lar1	8/9/1962		1				
929	444	N	PLYMOUTH BLVD	1923	Lar1	9/13/2004		1				
930	445	N	PLYMOUTH BLVD	1922	Lar1	3/16/1998	1					
931	502	N	PLYMOUTH BLVD	1923	Lar1	11/29/1979	1					
932	503	N	PLYMOUTH BLVD	1926	Lar1	2/27/1998						
933	506	N	PLYMOUTH BLVD	1923	Lar1	4/29/2003	1					
934	507	N	PLYMOUTH BLVD	1923	Lar1	8/8/2007	1					
935	512	N	PLYMOUTH BLVD	1922	Lar1	8/8/1969	1					
936	513	N	PLYMOUTH BLVD	1923	Lar1	2/27/2015		1				
937	516	N	PLYMOUTH BLVD	1923	Lar1	3/6/1987		1				
938	517	N	PLYMOUTH BLVD	1922	Lar1	12/23/2011	1					
939	522	N	PLYMOUTH BLVD	1923	Lar1	8/15/2014		1				
940	523	N	PLYMOUTH BLVD	1923	Lar1	4/21/1992	1					
941	526	N	PLYMOUTH BLVD	2008	Lar1	3/18/2009				1		
942	527	N	PLYMOUTH BLVD	1922	Lar1	4/18/2005	1					
943	532	N	PLYMOUTH BLVD	1993	Lar1	2/10/1970				1		
944	533	N	PLYMOUTH BLVD	1923	Lar1	1/4/2008				1		
945	536	N	PLYMOUTH BLVD	1923	Lar1	7/7/2014				1		
946	537	N	PLYMOUTH BLVD	1923	Lar1	5/31/2002	1					
947	542	N	PLYMOUTH BLVD	1923	Lar1	7/30/2012	1					
948	543	N	PLYMOUTH BLVD	1923	Lar1	9/25/2007	1					
949	546	N	PLYMOUTH BLVD	1923	Lar1	4/17/1992		1				
950	547	N	PLYMOUTH BLVD	1923	Lar1	11/21/2008	1					
951	550	N	PLYMOUTH BLVD	1922	Lar1	12/19/1966	1					
952	551	N	PLYMOUTH BLVD	1923	Lar1	11/28/2007		1				
953	554	N	PLYMOUTH BLVD	1923	Lar1	10/15/2003	1					
954	555	N	PLYMOUTH BLVD	1923	Lar1	11/21/1984	1					
955	560	N	PLYMOUTH BLVD	1923	Lar1	6/30/2014		1				
956	561	N	PLYMOUTH BLVD	1923	Lar1	1/30/2002		1				
957	564	N	PLYMOUTH BLVD	1923	Lar1	7/10/2015		1				
958	565	N	PLYMOUTH BLVD	1923	Lar1	3/23/1962		1				
959	569	N	PLYMOUTH BLVD	1923	Lar1	4/19/2006		1				
960	570	N	PLYMOUTH BLVD	1923	Lar1	6/17/2003		1				
961	574	N	PLYMOUTH BLVD	1923	Lar1	12/17/2014		1				

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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
962	575	N	PLYMOUTH BLVD	1923	Lar1	8/16/1991	1					
963	580	N	PLYMOUTH BLVD	1923	Lar1	9/9/2008	1					
964	581	N	PLYMOUTH BLVD	1923	Lar1	10/26/2012			1			
965	584	N	PLYMOUTH BLVD	1923	Lar1	9/1/1972	1					
966	585	N	PLYMOUTH BLVD	1923	Lar1	3/1/1966		1				
967	590	N	PLYMOUTH BLVD	1923	Lar1	11/2/1976	1					
968	591	N	PLYMOUTH BLVD	1929	Lar1	9/19/1997		1				
969	600	N	PLYMOUTH BLVD	1923	Lar3	7/25/2001			1			
970	603	N	PLYMOUTH BLVD						1			
971	603	N	PLYMOUTH BLVD						1			
972	603	N	PLYMOUTH BLVD						1			
973	603	N	PLYMOUTH BLVD						1			
974	607	N	PLYMOUTH BLVD				1		1			
975	608	N	PLYMOUTH BLVD	1923	Lar3	3/8/1994		1				
976	612	N	PLYMOUTH BLVD	1923	Lar3	12/28/2011	1					
977	613	N	PLYMOUTH BLVD	1923	Lar3	7/22/2005	1					
978	615	N	PLYMOUTH BLVD									
979	618	N	PLYMOUTH BLVD				1					
980	619	N	PLYMOUTH BLVD				1					
981	621	N	PLYMOUTH BLVD	1923	Lar3	8/2/2000		1				
982	623	N	PLYMOUTH BLVD									
983	624	N	PLYMOUTH BLVD				1					
984	625	N	PLYMOUTH BLVD	1924	Lar3	9/1/1976		1				
985	627	N	PLYMOUTH BLVD									
986	631	N	PLYMOUTH BLVD	1924	Lar3	5/3/1982	1					
987	632	N	PLYMOUTH BLVD				1					
988	633	N	PLYMOUTH BLVD									
989	635	N	PLYMOUTH BLVD	1924	Lar3	10/8/1980	1					
990	636	N	PLYMOUTH BLVD				1					
991	641	N	PLYMOUTH BLVD	1923	Lar3	4/6/2007		1				
992	642	N	PLYMOUTH BLVD					1				
993	645	N	PLYMOUTH BLVD				1					
994	5111	W	RALEIGH ST		Lar3			1				
995	5113	W	RALEIGH ST									
996	5115	W	RALEIGH ST	1921	Lar3	6/17/1992		1				
997	5116	W	RALEIGH ST									
998	5119	W	RALEIGH ST									
999	5123	W	RALEIGH ST						1			
1000	5124	W	RALEIGH ST					1				
1001	5130	W	RALEIGH ST	1921	Lar3	10/23/2015		1				

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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
1002	5131	W	RALEIGH ST	1922	Lar3	10/1/1999						
1003	5132	W	RALEIGH ST	1922	Lar3	2/27/1991		1				
1004	5133	W	RALEIGH ST									
1005	5134	W	RALEIGH ST						1			
1006	5135	W	RALEIGH ST	1922	Lar3	7/20/1999						
1007	5140	W	RALEIGH ST									
1008	5140	W	RALEIGH ST	1926	Lar3	5/3/2012		1				
1009	5142	W	RALEIGH ST									
1010	5142	W	RALEIGH ST	1927	Lar3	12/31/2012		1				
1011	5146	W	RALEIGH ST	1915	Lar3	11/15/1990		1				
1012	5150	W	RALEIGH ST	1925	Lar3	10/2/2001		1				
1013	5152	W	RALEIGH ST									
1014	5153	W	RALEIGH ST									
1015	5153	W	RALEIGH ST		Lar4-1	2/14/1986						
1016	5156	W	RALEIGH ST									
1017	5156	W	RALEIGH ST	1920	Lar3	11/3/1999		1				
1018	310	N	RIDGEWOOD PL							1		
1019	310	N	RIDGEWOOD PL							1		
1020	310	N	RIDGEWOOD PL							1		
1021	310	N	RIDGEWOOD PL							1		
1022	310	N	RIDGEWOOD PL									
1023	316	N	RIDGEWOOD PL	1921	Lar1	3/3/2000	1					
1024	317	N	RIDGEWOOD PL	1923	Lar1	2/26/1999	1					
1025	324	N	RIDGEWOOD PL	1918	Lar1	6/4/2013	1					
1026	325	N	RIDGEWOOD PL	1920	Lar1	6/4/1997		1				
1027	332	N	RIDGEWOOD PL	1923	Lar1	3/19/2013	1					
1028	333	N	RIDGEWOOD PL	1923	Lar1	3/8/2011	1					
1029	340	N	RIDGEWOOD PL	1932	Lar1	12/8/1969	1					
1030	341	N	RIDGEWOOD PL	1924	Lar1	5/13/1987	1					
1031	348	N	RIDGEWOOD PL	1913	Lar1	2/27/1985		1				
1032	349	N	RIDGEWOOD PL	1920	Lar1	1/8/2013	1					
1033	354	N	RIDGEWOOD PL	1920	Lar1	5/17/2013		1				
1034	355	N	RIDGEWOOD PL				1					
1035	358	N	RIDGEWOOD PL					1				
1036	359	N	RIDGEWOOD PL	1920	Lar1	7/11/1960	1					
1037	364	N	RIDGEWOOD PL	1919	Lar1	11/8/1979			1			
1038	365	N	RIDGEWOOD PL	1920	Lar1	12/4/1992			1			
1039	368	N	RIDGEWOOD PL					1				
1040	369	N	RIDGEWOOD PL	1922	Lar1	1/6/2010		1				
1041	374	N	RIDGEWOOD PL	1916	Lar1	3/5/1993	1					

[illegible]

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
1082	5037	W	ROSEWOOD AVE							1		
1083	5037	W	ROSEWOOD AVE							1		
1084	5037	W	ROSEWOOD AVE							1		
1085	5037	W	ROSEWOOD AVE							1		
1086	5037	W	ROSEWOOD AVE							1		
1087	5037	W	ROSEWOOD AVE							1		
1088	5037	W	ROSEWOOD AVE							1		
1089	5037	W	ROSEWOOD AVE							1		
1090	5037	W	ROSEWOOD AVE							1		
1091	5037	W	ROSEWOOD AVE							1		
1092	5037	W	ROSEWOOD AVE							1		
1093	5037	W	ROSEWOOD AVE							1		
1094	5037	W	ROSEWOOD AVE							1		
1095	5037	W	ROSEWOOD AVE							1		
1096	5037	W	ROSEWOOD AVE							1		
1097	5037	W	ROSEWOOD AVE							1		
1098	5037	W	ROSEWOOD AVE							1		
1099	5044	W	ROSEWOOD AVE					1				
1100	5045	W	ROSEWOOD AVE							1		
1101	5045	W	ROSEWOOD AVE							1		
1102	5045	W	ROSEWOOD AVE							1		
1103	5045	W	ROSEWOOD AVE							1		
1104	5045	W	ROSEWOOD AVE							1		
1105	5045	W	ROSEWOOD AVE							1		
1106	5045	W	ROSEWOOD AVE							1		
1107	5045	W	ROSEWOOD AVE							1		
1108	5045	W	ROSEWOOD AVE							1		
1109	5045	W	ROSEWOOD AVE							1		
1110	5045	W	ROSEWOOD AVE							1		
1111	5045	W	ROSEWOOD AVE							1		
1112	5045	W	ROSEWOOD AVE							1		
1113	5045	W	ROSEWOOD AVE							1		
1114	5045	W	ROSEWOOD AVE							1		
1115	5045	W	ROSEWOOD AVE							1		
1116	5048	W	ROSEWOOD AVE						1			
1117	5052	W	ROSEWOOD AVE	1921	Lar3	12/28/1987		1				
1118	5272	W	ROSEWOOD AVE									
1119	5404	W	ROSEWOOD AVE									
1120	304	N	VAN NESS AVE									
1121	317	N	VAN NESS AVE	1919	Lar1	4/2/2012	1					

	A	B	C	D	E	F	G	H	I	J	K	L
1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
1122	318	N	VAN NESS AVE	1922	Lar1		1					
1123	321	N	VAN NESS AVE	1961	Lar1	10/22/2003						
1124	322	N	VAN NESS AVE	1908	Lar1	10/25/1993	1					
1125	326	N	VAN NESS AVE	1921	Lar1	8/5/2010	1					
1126	329	N	VAN NESS AVE	1924	Lar1	12/6/1983	1					
1127	332	N	VAN NESS AVE	1924	Lar1	11/21/2006		1				
1128	335	N	VAN NESS AVE	1921	Lar1	9/23/1996	1					
1129	338	N	VAN NESS AVE	1920	Lar1	5/16/1997	1					
1130	341	N	VAN NESS AVE	1924	Lar1	4/21/2000	1					
1131	344	N	VAN NESS AVE	1920	Lar1	4/12/1974	1					
1132	347	N	VAN NESS AVE	1916	Lar1	5/17/2013	1					
1133	348	N	VAN NESS AVE	1917	Lar1	6/22/1967	1					
1134	352	N	VAN NESS AVE	1922	Lar1	6/28/1991	1					
1135	353	N	VAN NESS AVE	1909	Lar1	10/14/1997	1					
1136	358	N	VAN NESS AVE	1923	Lar1	6/11/1999		1				
1137	359	N	VAN NESS AVE	1922	Lar1	12/15/1998	1					
1138	362	N	VAN NESS AVE				1					
1139	363	N	VAN NESS AVE	1915	Lar1	4/10/2009		1				
1140	366	N	VAN NESS AVE					1				
1141	367	N	VAN NESS AVE	1922	Lar1	6/22/1988	1					
1142	372	N	VAN NESS AVE	1922	Lar1	8/1/2006		1				
1143	373	N	VAN NESS AVE					1				
1144	401	N	VAN NESS AVE	1950	Lar3	11/30/2011		1				
1145	404	N	VAN NESS AVE	1919	Lar3	4/19/2011			1			
1146	417	N	VAN NESS AVE	1923	Lar3	8/19/2002	1					
1147	419	N	VAN NESS AVE									
1148	421	N	VAN NESS AVE	1913	Lar3	4/24/2014				1		
1149	428	N	VAN NESS AVE					1				
1150	435	N	VAN NESS AVE					1				
1151	437	N	VAN NESS AVE					1				
1152	459	N	VAN NESS AVE									
1153	510	N	VAN NESS AVE						1			
1154	514	N	VAN NESS AVE	1954	Lar3	5/10/2006		1				
1155	520	N	VAN NESS AVE	1954	Lar3	2/29/2008		1				
1156	526	N	VAN NESS AVE	1954	Lar3	4/18/1969		1				
1157	530	N	VAN NESS AVE	1954	Lar3	5/1/2014		1				
1158	536	N	VAN NESS AVE	1954	Lar3	5/1/2014		1				
1159	542	N	VAN NESS AVE	1954	Lar3	8/20/1998		1				
1160	606	N	VAN NESS AVE									
1161	610	N	VAN NESS AVE	1922	Lar3	8/21/2008		1				

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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
1162	614	N	VAN NESS AVE	1916	Lar3	2/11/1987		1				
1163	616	N	VAN NESS AVE									
1164	624	N	VAN NESS AVE	1915	Lar3	3/25/2011			1			
1165	660	N	VAN NESS AVE									
1166	662	N	VAN NESS AVE		Lar4-1	10/16/1984						
1167	307	N	WILTON PL	1920	Lar3	1/22/2015						
1168	317	N	WILTON PL	1922	Lar1	4/11/2012						
1169	325	N	WILTON PL	1917	Lar1	4/8/1998						
1170	333	N	WILTON PL	1915	Lar1	4/8/2003		1				
1171	341	N	WILTON PL	1913	Lar1	8/22/1996		1				
1172	349	N	WILTON PL	1913	Lar1	5/10/1999		1				
1173	355	N	WILTON PL	1913	Lar1	11/23/2009		1				
1174	359	N	WILTON PL	1913	Lar1	9/10/2013		1				
1175	365	N	WILTON PL	1914	Lar1	9/7/1979		1				
1176	369	N	WILTON PL	1914	Lar1	4/20/2007		1				
1177	375	N	WILTON PL	1914	Lar1	6/27/2002		1				
1178	379	N	WILTON PL	1914	Lar1	9/30/1994		1				
1179	385	N	WILTON PL	1914	Lar1	8/31/2012		1				
1180	407	N	WILTON PL						1			
1181	455	N	WILTON PL							1		
1182	501	N	WILTON PL	1920	Lar3	12/2/2014					1	
1183	505	N	WILTON PL	1920	Lar3	12/2/2014					1	
1184	511	N	WILTON PL	1920	Lar3	4/22/2014					1	
1185	515	N	WILTON PL	1919	Lar3	4/22/2014					1	
1186	521	N	WILTON PL	1919	Lar3	4/22/2014					1	
1187	525	N	WILTON PL	1920	Lar3	4/22/2014					1	
1188	527	N	WILTON PL								1	
1189	531	N	WILTON PL	1920	Lar3	4/22/2014						
1190	535	N	WILTON PL	1920	Lar3	8/1/2014					1	
1191	543	N	WILTON PL	1920	Lar3	8/1/2014					1	
1192	601	N	WILTON PL	1920	Lar3	2/10/1984			1			
1193	605	N	WILTON PL	1921	Lar3	8/18/1998		1				
1194	611	N	WILTON PL	1920	Lar3	6/9/1993			1			
1195	617	N	WILTON PL	1922	Lar3	8/21/2003			1			
1196	621	N	WILTON PL	1920	Lar3	10/25/1996						
1197	625	N	WILTON PL	1920	Lar3	7/15/1988						
1198	651	N	WILTON PL	1920	Lar3	6/9/1989				1		
1199	653	N	WILTON PL									
1200	657	N	WILTON PL	1926	Lar3	11/14/2003						
1201	661	N	WILTON PL	1922	Lar3	5/3/1999		1				



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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
1202	663	N	WILTON PL					1				
1203	667	N	WILTON PL	1922	Lac2	1/27/1999			1			
1204	671	N	WILTON PL	1920	Lac2	5/19/1999		1				
1205	300	N	WINDSOR BLVD	1922	Lar1	4/23/1998	1					
1206	301	N	WINDSOR BLVD	1922	Lar1	6/8/1999		1				
1207	307	N	WINDSOR BLVD	1922	Lar1	12/14/2015						
1208	308	N	WINDSOR BLVD	1922	Lar1	2/23/1971		1				
1209	312	N	WINDSOR BLVD	1922	Lar1	8/5/2010	1					
1210	315	N	WINDSOR BLVD	1922	Lar1	3/6/1984		1				
1211	318	N	WINDSOR BLVD	1921	Lar1	8/21/2008		1				
1212	319	N	WINDSOR BLVD	1921	Lar1		1					
1213	322	N	WINDSOR BLVD	1921	Lar1	3/26/2012		1				
1214	323	N	WINDSOR BLVD	1921	Lar1	6/5/2015		1				
1215	328	N	WINDSOR BLVD	1921	Lar1	4/19/1996		1				
1216	329	N	WINDSOR BLVD	1921	Lar1	2/11/2009		1				
1217	332	N	WINDSOR BLVD	1922	Lar1	1/6/2004		1				
1218	333	N	WINDSOR BLVD	1921	Lar1	11/6/2003		1				
1219	337	N	WINDSOR BLVD	1921	Lar1	7/14/1977			1			
1220	338	N	WINDSOR BLVD	1921	Lar1	11/18/1998	1					
1221	342	N	WINDSOR BLVD	1921	Lar1	5/11/1973	1					
1222	343	N	WINDSOR BLVD	1921	Lar1	6/25/2013	1					
1223	348	N	WINDSOR BLVD	1921	Lar1	11/23/1987		1				
1224	349	N	WINDSOR BLVD	1921	Lar1	8/5/1999		1				
1225	402	N	WINDSOR BLVD	1921	Lar1	12/1/1982		1				
1226	403	N	WINDSOR BLVD	1921	Lar1	8/20/2009		1				
1227	406	N	WINDSOR BLVD	1922	Lar1	12/26/1990		1				
1228	407	N	WINDSOR BLVD	1921	Lar1	5/28/1975		1				
1229	411	N	WINDSOR BLVD	1921	Lar1	8/1/1995	1					
1230	412	N	WINDSOR BLVD	1922	Lar1	5/9/1996		1				
1231	416	N	WINDSOR BLVD	1921	Lar1	3/17/2006		1				
1232	417	N	WINDSOR BLVD	1921	Lar1	4/7/1988	1					
1233	422	N	WINDSOR BLVD	1922	Lar1	12/30/1997	1					
1234	423	N	WINDSOR BLVD	1921	Lar1	3/7/2003		1				
1235	426	N	WINDSOR BLVD					1				
1236	427	N	WINDSOR BLVD					1				
1237	432	N	WINDSOR BLVD	1921	Lar1	5/9/1997	1					
1238	433	N	WINDSOR BLVD	1921	Lar1	11/12/2015	1					
1239	436	N	WINDSOR BLVD	1921	Lar1	11/30/1967	1					
1240	437	N	WINDSOR BLVD	1995	Lar1	1/26/2000			1			
1241	444	N	WINDSOR BLVD	1923	Lar1	6/19/2015	1					

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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
1242	445	N	WINDSOR BLVD	1922	Lar1	4/16/1987	1					
1243	500	N	WINDSOR BLVD	1923	Lar2	7/25/1979	1					
1244	501	N	WINDSOR BLVD	1923	Lar2	5/18/1990	1					
1245	506	N	WINDSOR BLVD	1922	Lar2	7/29/1988	1					
1246	507	N	WINDSOR BLVD	1922	Lar2	12/30/1985	1					
1247	508	N	WINDSOR BLVD									
1248	509	N	WINDSOR BLVD									
1249	512	N	WINDSOR BLVD	1922	Lar2	3/20/2015	1					
1250	513	N	WINDSOR BLVD	1922	Lar2	12/20/1999	1					
1251	514	N	WINDSOR BLVD									
1252	515	N	WINDSOR BLVD									
1253	516	N	WINDSOR BLVD	1923	Lar2	10/21/1997	1					
1254	517	N	WINDSOR BLVD	1923	Lar2	12/8/1992	1					
1255	518	N	WINDSOR BLVD									
1256	519	N	WINDSOR BLVD									
1257	522	N	WINDSOR BLVD	1923	Lar2	5/3/2011		1				
1258	523	N	WINDSOR BLVD	1923	Lar2	3/2/1976	1					
1259	524	N	WINDSOR BLVD									
1260	525	N	WINDSOR BLVD									
1261	526	N	WINDSOR BLVD	1923	Lar2	6/13/2006						
1262	527	N	WINDSOR BLVD	1923	Lar2	12/1/2014		1				
1263	528	N	WINDSOR BLVD				1					
1264	529	N	WINDSOR BLVD									
1265	530	N	WINDSOR BLVD	1923	Lar2	10/30/1991	1					
1266	532	N	WINDSOR BLVD									
1267	533	N	WINDSOR BLVD	1924	Lar2	11/25/2002	1					
1268	535	N	WINDSOR BLVD									
1269	536	N	WINDSOR BLVD	1924	Lar2			1				
1270	537	N	WINDSOR BLVD	1923	Lar2	9/28/2007		1				
1271	538	N	WINDSOR BLVD									
1272	539	S	WINDSOR BLVD									
1273	542	N	WINDSOR BLVD	1923	Lar2	9/21/1993	1					
1274	543	N	WINDSOR BLVD	1923	Lar2	3/9/2010	1					
1275	544	N	WINDSOR BLVD									
1276	546	N	WINDSOR BLVD	1998	Lar2	12/31/1998				1		
1277	547	N	WINDSOR BLVD	1923	Lar2	2/8/2005	1					
1278	548	N	WINDSOR BLVD									
1279	549	N	WINDSOR BLVD									
1280	550	N	WINDSOR BLVD		Lar2	2/15/2013	1					
1281	551	N	WINDSOR BLVD	1923	Lar2	7/1/1986		1				

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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
1282	552	N	WINDSOR BLVD									
1283	555	N	WINDSOR BLVD	1923	Lar2	5/3/2002	1					
1284	556	N	WINDSOR BLVD	1923	Lar2	10/16/2015		1				
1285	557	N	WINDSOR BLVD									
1286	559	N	WINDSOR BLVD	1922	Lar2	5/18/1973		1				
1287	560	N	WINDSOR BLVD	1923	Lar2	7/26/1976	1					
1288	561	N	WINDSOR BLVD									
1289	562	N	WINDSOR BLVD									
1290	564	N	WINDSOR BLVD	1923	Lar2	11/17/2010	1					
1291	565	N	WINDSOR BLVD	1923	Lar2	6/11/2009		1				
1292	566	N	WINDSOR BLVD									
1293	567	N	WINDSOR BLVD									
1294	568	N	WINDSOR BLVD	1923	Lar2	7/6/1993	1					
1295	571	N	WINDSOR BLVD	1923	Lar2	9/18/2013		1				
1296	573	N	WINDSOR BLVD									
1297	574	N	WINDSOR BLVD	1924	Lar2	5/10/2000		1				
1298	575	N	WINDSOR BLVD	1923	Lar2	6/26/1992		1				
1299	576	N	WINDSOR BLVD									
1300	577	N	WINDSOR BLVD									
1301	580	N	WINDSOR BLVD	1924	Lar2	7/15/2013		1				
1302	581	N	WINDSOR BLVD	1924	Lar2	5/31/2012		1				
1303	582	N	WINDSOR BLVD									
1304	583	N	WINDSOR BLVD									
1305	584	N	WINDSOR BLVD	1924	Lar2	8/4/2000	1					
1306	585	N	WINDSOR BLVD	1922	Lar2	4/25/2006		1				
1307	586	N	WINDSOR BLVD									
1308	587	N	WINDSOR BLVD									
1309	600	N	WINDSOR BLVD	1923	Lar3	8/14/1978		1				
1310	602	N	WINDSOR BLVD									
1311	603	N	WINDSOR BLVD									
1312	603	N	WINDSOR BLVD	1923	Lar3	1/23/2009		1				
1313	605	N	WINDSOR BLVD	1923	Lar3	12/12/2003	1					
1314	606	N	WINDSOR BLVD	1923	Lar3	5/29/1986		1				
1315	608	N	WINDSOR BLVD									
1316	609	N	WINDSOR BLVD									
1317	613	N	WINDSOR BLVD	1923	Lar3	9/17/1993	1					
1318	614	N	WINDSOR BLVD					1				
1319	615	N	WINDSOR BLVD									
1320	618	N	WINDSOR BLVD				1					
1321	619	N	WINDSOR BLVD	1924	Lar3	8/16/1993	1					

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1	HOUSE#	DIR	STREETNAME	Year Built	Zone Code	Sale Date	Contributor	Altered Contributor	Non-Contributor - Extensively Altered	Non-Contributor - Outside of Period	Non-Contributor - Vacant Lot	Non-Contributor - Parking Lot
1322	621	N	WINDSOR BLVD	1924	Lar3	5/16/2007		1				
1323	622	N	WINDSOR BLVD	1976	Lar3	9/3/1986			1			
1324	626	N	WINDSOR BLVD	1931	Lar3	8/5/2013	1					
1325	627	N	WINDSOR BLVD	1924	Lar3	12/9/1970	1					
1326	628	N	WINDSOR BLVD									
1327	629	N	WINDSOR BLVD	1924	Lar3		1					
1328	632	N	WINDSOR BLVD	1931	Lar3	4/4/2007	1					
1329	634	N	WINDSOR BLVD									
1330	635	N	WINDSOR BLVD	1926	Lar3	8/14/2009			1			
1331	636	N	WINDSOR BLVD	1925	Lar3	8/3/2001	1					
1332	637	N	WINDSOR BLVD									
1333	638	N	WINDSOR BLVD									
1334	639	N	WINDSOR BLVD	1926	Lar3	12/16/2009	1					
1335	642	N	WINDSOR BLVD	1925	Lar3	10/28/2015	1					
1336	644	N	WINDSOR BLVD	1998	Lar3	8/13/1998		1				
1337	645	N	WINDSOR BLVD									
1338	647	N	WINDSOR BLVD				1					
1339	652	N	WINDSOR BLVD				1					
1340												
1341			TOTALS				364	407	91	129	13	0
1342							36%	41%	9%	13%	1%	0%

	M	N	O	P
1	APN	Notes	Source	APN as Imported
2	5523019018		TitleCo	5523-019-018
3	5523018006		ZIMAS	5523018006
4	5523019017		TitleCo	5523-019-017
5	5523018007		ZIMAS	5523018007
6	5523018008		ZIMAS	5523018008
7	5523019016		TitleCo	5523-019-016
8	5523019015		TitleCo	5523-019-015
9	5523018009		ZIMAS	5523018009
10	5523019014		TitleCo	5523-019-014
11	5523018010		ZIMAS	5523018010
12	5523019013		TitleCo	5523-019-013
13	5523018011		ZIMAS	5523018011
14	5523019012		TitleCo	5523-019-012
15	5523018012		ZIMAS	5523018012
16	5523019011		ZIMAS	5523019011
17	5523018013		ZIMAS	5523018013
18	5523019010		TitleCo	5523-019-010
19	5523018014		ZIMAS	5523018014
20	5523019009		TitleCo	5523-019-009
21	5523018015		ZIMAS	5523018015
22	5523019008		TitleCo	5523-019-008
23	5523018016		ZIMAS	5523018016
24	5523019007		TitleCo	5523-019-007
25	5523018017		ZIMAS	5523018017
26	5523019006		TitleCo	5523-019-006
27	5523018018		ZIMAS	5523018018
28	5523019005		TitleCo	5523-019-005
29	5523018019		ZIMAS	5523018019
30	5523019004		TitleCo	5523-019-004
31	5523018020		ZIMAS	5523018020
32	5523019003		TitleCo	5523-019-003
33	5523018021		ZIMAS	5523018021
34	5523019002		TitleCo	5523-019-002
35	5523018022		ZIMAS	5523018022
36	5523019001		TitleCo	5523-019-001
37	5523015019		TitleCo	5523-015-019
38	5523014013		ZIMAS	5523014013
39	5523015018		TitleCo	5523-015-018
40	5523014014		ZIMAS	5523014014
41	5523015017		TitleCo	5523-015-017

	M	N	O	P
1	APN	Notes	Source	APN as Imported
42	5523014015		ZIMAS	5523014015
43	5523015016		TitleCo	5523-015-016
44	5523014016		ZIMAS	5523014016
45	5523015015		TitleCo	5523-015-015
46	5523014017		ZIMAS	5523014017
47	5523015014		TitleCo	5523-015-014
48	5523014018		ZIMAS	5523014018
49	5523015013		TitleCo	5523-015-013
50	5523014019		ZIMAS	5523014019
51	5523015012		TitleCo	5523-015-012
52	5523014020		ZIMAS	5523014020
53	5523015011		TitleCo	5523-015-011
54	5523014021		ZIMAS	5523014021
55	5523015010		TitleCo	5523-015-010
56	5523014022		ZIMAS	5523014022
57	5523015009		TitleCo	5523-015-009
58	5523014023		ZIMAS	5523014023
59	5523015008		ZIMAS	5523015008
60	5523014024		ZIMAS	5523014024
61	5523015007		TitleCo	5523-015-007
62	5523014025		ZIMAS	5523014025
63	5523015006		ZIMAS	5523015006
64	5523014026		ZIMAS	5523014026
65	5523015005		ZIMAS	5523015005
66	5523014027		ZIMAS	5523014027
67	5523015004		TitleCo	5523-015-004
68	5523014028		ZIMAS	5523014028
69	5523015003		TitleCo	5523-015-003
70	5523014029		ZIMAS	5523014029
71	5523015002		TitleCo	5523-015-002
72	5523014030		ZIMAS	5523014030
73	5523015001		TitleCo	5523-015-001
74	5523014031		ZIMAS	5523014031
75	5523011012		TitleCo	5523-011-012
76	5523010008		ZIMAS	5523010008
77	5523011011		TitleCo	5523-011-011
78	5523010018		ZIMAS	5523010018
79	5523011010		ZIMAS	5523011010
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81	5523011008		ZIMAS	5523011008

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85	5523011004		TitleCo	5523-011-004
86	5523011003		TitleCo	5523-011-003
87	5523011028		ZIMAS	5523011028
88	5523033018		TitleCo	5523-033-018
89	5523032037		TitleCo	5523-032-037
90	5523033017		TitleCo	5523-033-017
91	5523032037		ZIMAS	5523032037
92	5523032034		TitleCo	5523-032-034
93	5523033016		TitleCo	5523-033-016
94	5523033015		TitleCo	5523-033-015
95	5523032033		TitleCo	5523-032-033
96	5523033014		TitleCo	5523-033-014
97	5523032032		TitleCo	5523-032-032
98	5523033013		TitleCo	5523-033-013
99	5523032031		TitleCo	5523-032-031
100	5523033012		TitleCo	5523-033-012
101	5523032030		TitleCo	5523-032-030
102	5523033011		TitleCo	5523-033-011
103	5523032029		TitleCo	5523-032-029
104	5523033010		TitleCo	5523-033-010
105	5523032028		TitleCo	5523-032-028
106	5523033009		TitleCo	5523-033-009
107	5523032027		TitleCo	5523-032-027
108	5523033008		TitleCo	5523-033-008
109	5523032026		TitleCo	5523-032-026
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111	5523032025		TitleCo	5523-032-025
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113	5523032024		TitleCo	5523-032-024
114	5523033005		TitleCo	5523-033-005
115	5523032023		TitleCo	5523-032-023
116	5523033004		TitleCo	5523-033-004
117	5523032022		TitleCo	5523-032-022
118	5523033003		TitleCo	5523-033-003
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120	5523033002		TitleCo	5523-033-002
121	5523032020		TitleCo	5523-032-020

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125	5523027038		TitleCo	5523-027-038
126	5523028018		TitleCo	5523-028-018
127	5523027037		TitleCo	5523-027-037
128	5523028017		TitleCo	5523-028-017
129	5523027036		TitleCo	5523-027-036
130	5523028016		TitleCo	5523-028-016
131	5523027035		TitleCo	5523-027-035
132	5523028015		TitleCo	5523-028-015
133	5523027034		TitleCo	5523-027-034
134	5523028014		TitleCo	5523-028-014
135	5523027033		TitleCo	5523-027-033
136	5523028013		ZIMAS	5523028013
137	5523027032		TitleCo	5523-027-032
138	5523028012		TitleCo	5523-028-012
139	5523027031		TitleCo	5523-027-031
140	5523028011		TitleCo	5523-028-011
141	5523027030		TitleCo	5523-027-030
142	5523028010		TitleCo	5523-028-010
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145	5523027028		TitleCo	5523-027-028
146	5523028008		TitleCo	5523-028-008
147	5523027027		ZIMAS	5523027027
148	5523028007		TitleCo	5523-028-007
149	5523027026		TitleCo	5523-027-026
150	5523028006		TitleCo	5523-028-006
151	5523027025		TitleCo	5523-027-025
152	5523027024		TitleCo	5523-027-024
153	5523028005		TitleCo	5523-028-005
154	5523028004		TitleCo	5523-028-004
155	5523027023		TitleCo	5523-027-023
156	5523028003		TitleCo	5523-028-003
157	5523027022		TitleCo	5523-027-022
158	5523028002		TitleCo	5523-028-002
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160	5523028001		TitleCo	5523-028-001
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164	5523023003		ZIMAS	5523023003
165	5523022022		ZIMAS	5523022022
166	5523022021		TitleCo	5523-022-021
167	5523023002		TitleCo	5523-023-002
168	5523022021		ZIMAS	5523022021
169	5523023002		ZIMAS	5523023002
170	5523022020		TitleCo	5523-022-020
171	5523022020		ZIMAS	5523022020
172	5523023001		TitleCo	5523-023-001
173	5523023001		ZIMAS	5523023001
174	5523022019		TitleCo	5523-022-019
175	5523023024		ZIMAS	5523023024
176	5523023024		TitleCo	5523-023-024
177	5523022019		ZIMAS	5523022019
178	5523023008		TitleCo	5523-023-008
179	5523022018		TitleCo	5523-022-018
180	5523023008		ZIMAS	5523023008
181	5523022018		ZIMAS	5523022018
182	5523022017		TitleCo	5523-022-017
183	5523023009		TitleCo	5523-023-009
184	5523022017		ZIMAS	5523022017
185	5523023010		TitleCo	5523-023-010
186	5523022016		TitleCo	5523-022-016
187	5523023010		ZIMAS	5523023010
188	5523022016		ZIMAS	5523022016
189	5523022015		ZIMAS	5523022015
190	5523023011		ZIMAS	5523023011
191	5523022014		TitleCo	5523-022-014
192	5523023012		ZIMAS	5523023012
193	5523022013		ZIMAS	5523022013
194	5522029007		TitleCo	5522-029-007
195	5522029008		ZIMAS	5522029008
196	5522029009		TitleCo	5522-029-009
197	5522028032		ZIMAS	5522028032
198	5522028033		ZIMAS	5522028033
199	5522028034		ZIMAS	5522028034
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204	5522028039		ZIMAS	5522028039
205	5522028040		ZIMAS	5522028040
206	5522028041		ZIMAS	5522028041
207	5522028014		TitleCo	5522-028-014
208	5522028014		ZIMAS	5522028014
209	5522028015		TitleCo	5522-028-015
210	5522028016		ZIMAS	5522028016
211	5522027022		ZIMAS	5522027022
212	5522027023		ZIMAS	5522027023
213	5522027024		TitleCo	5522-027-024
214	5522027026		ZIMAS	5522027026
215	5522027027		ZIMAS	5522027027
216	5523034019		TitleCo	5523-034-019
217	5522026003		TitleCo	5522-026-003
218	5523036034		TitleCo	5523-036-034
219	5522026002		TitleCo	5522-026-002
220	5523036033		TitleCo	5523-036-033
221	5522026001		TitleCo	5522-026-001
222	5523036032		TitleCo	5523-036-032
223	5522026007		TitleCo	5522-026-007
224	5523036031		TitleCo	5523-036-031
225	5522026008		TitleCo	5522-026-008
226	5523036030		TitleCo	5523-036-030
227	5522026009		TitleCo	5522-026-009
228	5523036029		TitleCo	5523-036-029
229	5522026010		TitleCo	5522-026-010
230	5523036028		TitleCo	5523-036-028
231	5522026011		TitleCo	5522-026-011
232	5523036027		TitleCo	5523-036-027
233	5522026012		TitleCo	5522-026-012
234	5523036026		TitleCo	5523-036-026
235	5522026013		TitleCo	5522-026-013
236	5523036025		TitleCo	5523-036-025
237	5522026014		TitleCo	5522-026-014
238	5523036024		TitleCo	5523-036-024
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240	5523036023		TitleCo	5523-036-023
241	5522026016		TitleCo	5522-026-016

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243	5522026017		TitleCo	5522-026-017
244	5523036021		TitleCo	5523-036-021
245	5523036020		TitleCo	5523-036-020
246	5522026018		TitleCo	5522-026-018
247	5523036019		TitleCo	5523-036-019
248	5523036018		TitleCo	5523-036-018
249	5523036038		TitleCo	5523-036-038
250	5522025005		ZIMAS	5522025005
251	5523036037		TitleCo	5523-036-037
252	5522025006		TitleCo	5522-025-006
253	5523031039		TitleCo	5523-031-039
254	5522025007		TitleCo	5522-025-007
255	5522025007		ZIMAS	5522025007
256	5522025008		TitleCo	5522-025-008
257	5523031038		TitleCo	5523-031-038
258	5523031037		TitleCo	5523-031-037
259	5522025009		TitleCo	5522-025-009
260	5523031036		TitleCo	5523-031-036
261	5522025010		TitleCo	5522-025-010
262	5523031035		TitleCo	5523-031-035
263	5522025011		TitleCo	5522-025-011
264	5523031034		TitleCo	5523-031-034
265	5522025012		TitleCo	5522-025-012
266	5522025012		ZIMAS	5522025012
267	5523031033		TitleCo	5523-031-033
268	5522024014		TitleCo	5522-024-014
269	5523031032		TitleCo	5523-031-032
270	5522024013		TitleCo	5522-024-013
271	5522024012		TitleCo	5522-024-012
272	5523031031		TitleCo	5523-031-031
273	5523031030		TitleCo	5523-031-030
274	5522024011		TitleCo	5522-024-011
275	5523031029		TitleCo	5523-031-029
276	5522024010		TitleCo	5522-024-010
277	5523031028		TitleCo	5523-031-028
278	5522024009		TitleCo	5522-024-009
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281	5523031026		TitleCo	5523-031-026

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284	5523031024		TitleCo	5523-031-024
285	5522024005		TitleCo	5522-024-005
286	5523031023		TitleCo	5523-031-023
287	5522024004		TitleCo	5522-024-004
288	5523031022		TitleCo	5523-031-022
289	5522024003		TitleCo	5522-024-003
290	5522024002		TitleCo	5522-024-002
291	5523031020		TitleCo	5523-031-020
292	5522024001		TitleCo	5522-024-001
293	5523026026		TitleCo	5523-026-026
294	5523026025		ZIMAS	5523026025
295	5523026031		ZIMAS	5523026031
296	5523026032		ZIMAS	5523026032
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301	5523026037		ZIMAS	5523026037
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304	5523026040		ZIMAS	5523026040
305	5523026029		ZIMAS	5523026029
306	5523026020		ZIMAS	5523026020
307	5523026019		ZIMAS	5523026019
308	5522015028		ZIMAS	5522015028
309	5522006009		ZIMAS	5522006009
310	5522006010		TitleCo	5522-006-010
311	5522006010		ZIMAS	5522006010
312	5522006011		TitleCo	5522-006-011
313	5522006012		TitleCo	5522-006-012
314	5522005013		TitleCo	5522-005-013
315	5522005010		ZIMAS	5522005010
316	5522005015		ZIMAS	5522005015
317	5522015027		ZIMAS	5522015027
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321	5522005007		TitleCo	5522-005-007

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325	5523026018		TitleCo	5523-026-018
326	5523025022		TitleCo	5523-025-022
327	5523030001		TitleCo	5523-030-001
328	5523029020		TitleCo	5523-029-020
329	5523016040		ZIMAS	5523016040
330	5523012013		ZIMAS	5523012013
331	5523011013		TitleCo	5523-011-013
332	5522021015		TitleCo	5522-021-015
333	5522021016		TitleCo	5522-021-016
334	5522021017		TitleCo	5522-021-017
335	5522021018		TitleCo	5522-021-018
336	5522021019		TitleCo	5522-021-019
337	5522021026		TitleCo	5522-021-026
338	5522021022		TitleCo	5522-021-022
339	5522028001		TitleCo	5522-028-001
340	5522021023		TitleCo	5522-021-023
341	5522022002		TitleCo	5522-022-002
342	5522027031		TitleCo	5522-027-031
343	5522022003		TitleCo	5522-022-003
344	5522022004		TitleCo	5522-022-004
345	5522022005		TitleCo	5522-022-005
346	5522022018		ZIMAS	5522022018
347	5522025004		TitleCo	5522-025-004
348	5523032018		TitleCo	5523-032-018
349	5523021019		ZIMAS	5523021019
350	5523032017		TitleCo	5523-032-017
351	5523021020		TitleCo	5523-021-020
352	5523032016		TitleCo	5523-032-016
353	5523021021		TitleCo	5523-021-021
354	5523032015		TitleCo	5523-032-015
355	5523021022		TitleCo	5523-021-022
356	5523032014		TitleCo	5523-032-014
357	5523021023		TitleCo	5523-021-023
358	5523032013		TitleCo	5523-032-013
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360	5523032012		TitleCo	5523-032-012
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365	5523021027		TitleCo	5523-021-027
366	5523032009		TitleCo	5523-032-009
367	5523021028		TitleCo	5523-021-028
368	5523032008		TitleCo	5523-032-008
369	5523021029		TitleCo	5523-021-029
370	5523032007		TitleCo	5523-032-007
371	5523021030		TitleCo	5523-021-030
372	5523032006		TitleCo	5523-032-006
373	5523021031		TitleCo	5523-021-031
374	5523032005		TitleCo	5523-032-005
375	5523021032		TitleCo	5523-021-032
376	5523032004		TitleCo	5523-032-004
377	5523021033		TitleCo	5523-021-033
378	5523032003		TitleCo	5523-032-003
379	5523021034		TitleCo	5523-021-034
380	5523032002		TitleCo	5523-032-002
381	5523021035		TitleCo	5523-021-035
382	5523032001		TitleCo	5523-032-001
383	5523021036		TitleCo	5523-021-036
384	5523027019		TitleCo	5523-027-019
385	5523017021		TitleCo	5523-017-021
386	5523027018		TitleCo	5523-027-018
387	5523017022		TitleCo	5523-017-022
388	5523027017		TitleCo	5523-027-017
389	5523017023		TitleCo	5523-017-023
390	5523027016		TitleCo	5523-027-016
391	5523017024		TitleCo	5523-017-024
392	5523027015		TitleCo	5523-027-015
393	5523017025		TitleCo	5523-017-025
394	5523027014		TitleCo	5523-027-014
395	5523017026		TitleCo	5523-017-026
396	5523027013		TitleCo	5523-027-013
397	5523017027		TitleCo	5523-017-027
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406	5523017032		TitleCo	5523-017-032
407	5523027007		TitleCo	5523-027-007
408	5523017033		TitleCo	5523-017-033
409	5523027006		TitleCo	5523-027-006
410	5523017041		TitleCo	5523-017-041
411	5523027005		TitleCo	5523-027-005
412	5523017036		TitleCo	5523-017-036
413	5523027004		TitleCo	5523-027-004
414	5523017037		TitleCo	5523-017-037
415	5523027003		TitleCo	5523-027-003
416	5523017038		TitleCo	5523-017-038
417	5523027002		TitleCo	5523-027-002
418	5523017039		TitleCo	5523-017-039
419	5523027001		TitleCo	5523-027-001
420	5523017040		TitleCo	5523-017-040
421	5523022011		TitleCo	5523-022-011
422	5523013011		TitleCo	5523-013-011
423	5523022010		TitleCo	5523-022-010
424	5523013012		TitleCo	5523-013-012
425	5523022009		TitleCo	5523-022-009
426	5523013013		TitleCo	5523-013-013
427	5523022008		TitleCo	5523-022-008
428	5523013014		TitleCo	5523-013-014
429	5523013015		TitleCo	5523-013-015
430	5523022023		TitleCo	5523-022-023
431	5523022006		TitleCo	5523-022-006
432	5523013016		TitleCo	5523-013-016
433	5523022005		TitleCo	5523-022-005
434	5523013017		TitleCo	5523-013-017
435	5523022004		TitleCo	5523-022-004
436	5523013018		TitleCo	5523-013-018
437	5523022003		TitleCo	5523-022-003
438	5523013019		TitleCo	5523-013-019
439	5523022002		TitleCo	5523-022-002
440	5523013020		TitleCo	5523-013-020
441	5523036001		TitleCo	5523-036-001

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444	5523035033		TitleCo	5523-035-033
445	5523036003		TitleCo	5523-036-003
446	5523035032		TitleCo	5523-035-032
447	5523036004		TitleCo	5523-036-004
448	5523035031		TitleCo	5523-035-031
449	5523036005		ZIMAS	5523036005
450	5523035030		TitleCo	5523-035-030
451	5523036006		TitleCo	5523-036-006
452	5523035029		TitleCo	5523-035-029
453	5523036007		TitleCo	5523-036-007
454	5523035028		ZIMAS	5523035028
455	5523036008		TitleCo	5523-036-008
456	5523035027		TitleCo	5523-035-027
457	5523036009		TitleCo	5523-036-009
458	5523035026		TitleCo	5523-035-026
459	5523036010		TitleCo	5523-036-010
460	5523035025		TitleCo	5523-035-025
461	5523036011		TitleCo	5523-036-011
462	5523035024		TitleCo	5523-035-024
463	5523036012		TitleCo	5523-036-012
464	5523035023		TitleCo	5523-035-023
465	5523035022		TitleCo	5523-035-022
466	5523036013		TitleCo	5523-036-013
467	5523036014		TitleCo	5523-036-014
468	5523035021		TitleCo	5523-035-021
469	5523036015		TitleCo	5523-036-015
470	5523035020		TitleCo	5523-035-020
471	5523036016		TitleCo	5523-036-016
472	5523035019		TitleCo	5523-035-019
473	5523036017		TitleCo	5523-036-017
474	5523035018		TitleCo	5523-035-018
475	5523036036		TitleCo	5523-036-036
476	5523035038		TitleCo	5523-035-038
477	5523036035		TitleCo	5523-036-035
478	5523035037		TitleCo	5523-035-037
479	5523031019		TitleCo	5523-031-019
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486	5523030036		TitleCo	5523-030-036
487	5523031015		TitleCo	5523-031-015
488	5523030035		TitleCo	5523-030-035
489	5523031014		ZIMAS	5523031014
490	5523030034		TitleCo	5523-030-034
491	5523031013		TitleCo	5523-031-013
492	5523030033		TitleCo	5523-030-033
493	5523031012		TitleCo	5523-031-012
494	5523030032		TitleCo	5523-030-032
495	5523031011		TitleCo	5523-031-011
496	5523030031		TitleCo	5523-030-031
497	5523031010		TitleCo	5523-031-010
498	5523030030		TitleCo	5523-030-030
499	5523031009		TitleCo	5523-031-009
500	5523030029		TitleCo	5523-030-029
501	5523031008		TitleCo	5523-031-008
502	5523030028		TitleCo	5523-030-028
503	5523031007		TitleCo	5523-031-007
504	5523030027		TitleCo	5523-030-027
505	5523031006		TitleCo	5523-031-006
506	5523030026		TitleCo	5523-030-026
507	5523031005		TitleCo	5523-031-005
508	5523030025		TitleCo	5523-030-025
509	5523031004		TitleCo	5523-031-004
510	5523030024		TitleCo	5523-030-024
511	5523031003		TitleCo	5523-031-003
512	5523030023		TitleCo	5523-030-023
513	5523031002		TitleCo	5523-031-002
514	5523030022		TitleCo	5523-030-022
515	5523031001		TitleCo	5523-031-001
516	5523030021		TitleCo	5523-030-021
517	5523026017		TitleCo	5523-026-017
518	5523026016		TitleCo	5523-026-016
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520	5523026015		TitleCo	5523-026-015
521	5523025026		TitleCo	5523-025-026

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525	5523025019		ZIMAS	5523025019
526	5523025018		TitleCo	5523-025-018
527	5523026013		TitleCo	5523-026-013
528	5523025018		ZIMAS	5523025018
529	5523026013		ZIMAS	5523026013
530	5523025017		TitleCo	5523-025-017
531	5523026012		ZIMAS	5523026012
532	5523026011		TitleCo	5523-026-011
533	5523026011		ZIMAS	5523026011
534	5523025016		TitleCo	5523-025-016
535	5523025016		ZIMAS	5523025016
536	5523026010		TitleCo	5523-026-010
537	5523025015		TitleCo	5523-025-015
538	5523026010		ZIMAS	5523026010
539	5523025015		ZIMAS	5523025015
540	5523025014		TitleCo	5523-025-014
541	5523026009		TitleCo	5523-026-009
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543	5523026009		ZIMAS	5523026009
544	5523026008		ZIMAS	5523026008
545	5523025013		TitleCo	5523-025-013
546	5523025013		ZIMAS	5523025013
547	5522005014		ZIMAS	5522005014
548	5522004020		TitleCo	5522-004-020
549	5522004021		TitleCo	5522-004-021
550	5522004012		TitleCo	5522-004-012
551	5522004013		TitleCo	5522-004-013
552	5522004027		TitleCo	5522-004-027
553	5522005004		ZIMAS	5522005004
554	5522005004		TitleCo	5522-005-004
555	5522005003		TitleCo	5522-005-003
556	5522005001		ZIMAS	5522005001
557	5522005002		TitleCo	5522-005-002
558	5522004005		TitleCo	5522-004-005
559	5523020039		ZIMAS	5523020039
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565	5523021013		ZIMAS	5523021013
566	5523020024		ZIMAS	5523020024
567	5523021012		ZIMAS	5523021012
568	5523020025		ZIMAS	5523020025
569	5523021011		TitleCo	5523-021-011
570	5523020026		ZIMAS	5523020026
571	5523021010		ZIMAS	5523021010
572	5523020027		ZIMAS	5523020027
573	5523021009		ZIMAS	5523021009
574	5523020028		ZIMAS	5523020028
575	5523020029		TitleCo	5523-020-029
576	5523020029		ZIMAS	5523020029
577	5523021008		ZIMAS	5523021008
578	5523021007		ZIMAS	5523021007
579	5523020040		ZIMAS	5523020040
580	5523021006		ZIMAS	5523021006
581	5523021005		ZIMAS	5523021005
582	5523020032		ZIMAS	5523020032
583	5523021004		ZIMAS	5523021004
584	5523020033		TitleCo	5523-020-033
585	5523021003		ZIMAS	5523021003
586	5523020034		TitleCo	5523-020-034
587	5523020035		ZIMAS	5523020035
588	5523020036		ZIMAS	5523020036
589	5523017042		ZIMAS	5523017042
590	5523016020		ZIMAS	5523016020
591	5523017018		ZIMAS	5523017018
592	5523016021		TitleCo	5523-016-021
593	5523017017		ZIMAS	5523017017
594	5523016022		ZIMAS	5523016022
595	5523017016		ZIMAS	5523017016
596	5523016023		ZIMAS	5523016023
597	5523017015		TitleCo	5523-017-015
598	5523016024		TitleCo	5523-016-024
599	5523017014		ZIMAS	5523017014
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601	5523017043		ZIMAS	5523017043

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604	5523017046		ZIMAS	5523017046
605	5523016026		ZIMAS	5523016026
606	5523017012		TitleCo	5523-017-012
607	5523016027		ZIMAS	5523016027
608	5523016028		ZIMAS	5523016028
609	5523017011		ZIMAS	5523017011
610	5523017010		ZIMAS	5523017010
611	5523016029		ZIMAS	5523016029
612	5523017009		TitleCo	5523-017-009
613	5523016041		ZIMAS	5523016041
614	5523017008		TitleCo	5523-017-008
615	5523017007		ZIMAS	5523017007
616	5523017006		ZIMAS	5523017006
617	5523017005		ZIMAS	5523017005
618	5523017004		ZIMAS	5523017004
619	5523017003		ZIMAS	5523017003
620	5523016036		ZIMAS	5523016036
621	5523017002		TitleCo	5523-017-002
622	5523016037		TitleCo	5523-016-037
623	5523017001		ZIMAS	5523017001
624	5523013023		ZIMAS	5523013023
625	5523012014		ZIMAS	5523012014
626	5523013007		ZIMAS	5523013007
627	5523012026		ZIMAS	5523012026
628	5523013006		ZIMAS	5523013006
629	5523012018		ZIMAS	5523012018
630	5523013005		ZIMAS	5523013005
631	5523012050		ZIMAS	5523012050
632	5523012051		ZIMAS	5523012051
633	5523012052		ZIMAS	5523012052
634	5523012053		ZIMAS	5523012053
635	5523013004		ZIMAS	5523013004
636	5523012027		ZIMAS	5523012027
637	5523013003		TitleCo	5523-013-003
638	5523013002		TitleCo	5523-013-002
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641	5523019019		TitleCo	5523-019-019

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644	5523020016		TitleCo	5523-020-016
645	5523019021		ZIMAS	5523019021
646	5523020015		TitleCo	5523-020-015
647	5523019022		TitleCo	5523-019-022
648	5523020014		ZIMAS	5523020014
649	5523019023		TitleCo	5523-019-023
650	5523020013		TitleCo	5523-020-013
651	5523019024		TitleCo	5523-019-024
652	5523020012		TitleCo	5523-020-012
653	5523019025		TitleCo	5523-019-025
654	5523020011		TitleCo	5523-020-011
655	5523019026		TitleCo	5523-019-026
656	5523020010		TitleCo	5523-020-010
657	5523019027		TitleCo	5523-019-027
658	5523020009		TitleCo	5523-020-009
659	5523019028		TitleCo	5523-019-028
660	5523020008		TitleCo	5523-020-008
661	5523019029		TitleCo	5523-019-029
662	5523020007		TitleCo	5523-020-007
663	5523019030		TitleCo	5523-019-030
664	5523020006		TitleCo	5523-020-006
665	5523019031		TitleCo	5523-019-031
666	5523020005		TitleCo	5523-020-005
667	5523019032		TitleCo	5523-019-032
668	5523020004		TitleCo	5523-020-004
669	5523019033		ZIMAS	5523019033
670	5523020003		TitleCo	5523-020-003
671	5523019034		TitleCo	5523-019-034
672	5523020002		TitleCo	5523-020-002
673	5523019035		TitleCo	5523-019-035
674	5523020001		TitleCo	5523-020-001
675	5523019036		TitleCo	5523-019-036
676	5523016019		TitleCo	5523-016-019
677	5523015020		TitleCo	5523-015-020
678	5523016018		TitleCo	5523-016-018
679	5523015021		TitleCo	5523-015-021
680	5523016017		TitleCo	5523-016-017
681	5523015022		TitleCo	5523-015-022

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685	5523015024		ZIMAS	5523015024
686	5523016014		TitleCo	5523-016-014
687	5523015025		ZIMAS	5523015025
688	5523015026		TitleCo	5523-015-026
689	5523016012		TitleCo	5523-016-012
690	5523015027		TitleCo	5523-015-027
691	5523016011		TitleCo	5523-016-011
692	5523015028		TitleCo	5523-015-028
693	5523016010		ZIMAS	5523016010
694	5523015029		TitleCo	5523-015-029
695	5523016009		TitleCo	5523-016-009
696	5523015030		TitleCo	5523-015-030
697	5523016008		ZIMAS	5523016008
698	5523015031		ZIMAS	5523015031
699	5523016007		TitleCo	5523-016-007
700	5523015032		TitleCo	5523-015-032
701	5523016006		TitleCo	5523-016-006
702	5523015033		TitleCo	5523-015-033
703	5523015034		TitleCo	5523-015-034
704	5523016005		TitleCo	5523-016-005
705	5523016004		TitleCo	5523-016-004
706	5523015035		TitleCo	5523-015-035
707	5523016003		TitleCo	5523-016-003
708	5523015036		TitleCo	5523-015-036
709	5523016002		TitleCo	5523-016-002
710	5523015037		TitleCo	5523-015-037
711	5523016001		TitleCo	5523-016-001
712	5523015038		TitleCo	5523-015-038
713	5523012012		TitleCo	5523-012-012
714	5523012011		TitleCo	5523-012-011
715	5523011014		TitleCo	5523-011-014
716	5523012010		TitleCo	5523-012-010
717	5523011015		TitleCo	5523-011-015
718	5523012009		TitleCo	5523-012-009
719	5523011016		TitleCo	5523-011-016
720	5523012008		TitleCo	5523-012-008
721	5523011017		TitleCo	5523-011-017

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725	5523012006		TitleCo	5523-012-006
726	5523012005		TitleCo	5523-012-005
727	5523011020		TitleCo	5523-011-020
728	5523012004		TitleCo	5523-012-004
729	5523011021		TitleCo	5523-011-021
730	5523012003		TitleCo	5523-012-003
731	5523011022		TitleCo	5523-011-022
732	5523012002		ZIMAS	5523012002
733	5523011023		ZIMAS	5523011023
734	5522016026		ZIMAS	5522016026
735	5522016017		TitleCo	5522-016-017
736	5522015014		TitleCo	5522-015-014
737	5522016018		TitleCo	5522-016-018
738	5522015013		TitleCo	5522-015-013
739	5522016048		ZIMAS	5522016048
740	5522016049		ZIMAS	5522016049
741	5522016050		ZIMAS	5522016050
742	5522016051		ZIMAS	5522016051
743	5522016052		ZIMAS	5522016052
744	5522016053		ZIMAS	5522016053
745	5522016054		ZIMAS	5522016054
746	5522016055		ZIMAS	5522016055
747	5522016056		ZIMAS	5522016056
748	5522016057		ZIMAS	5522016057
749	5522016058		ZIMAS	5522016058
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751	5522016060		ZIMAS	5522016060
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755	5522016064		ZIMAS	5522016064
756	5522016065		ZIMAS	5522016065
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759	5522016068		ZIMAS	5522016068
760	5522016069		ZIMAS	5522016069
761	5522016070		ZIMAS	5522016070

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765	5522015010		ZIMAS	5522015010
766	5522015010		TitleCo	5522-015-010
767	5522016022		TitleCo	5522-016-022
768	5522015009		TitleCo	5522-015-009
769	5522016023		TitleCo	5522-016-023
770	5522015008		TitleCo	5522-015-008
771	5522016030		ZIMAS	5522016030
772	5522015007		TitleCo	5522-015-007
773	5522003015		ZIMAS	5522003015
774	5522003003		ZIMAS	5522003003
775	5522003017		ZIMAS	5522003017
776	5522003018		ZIMAS	5522003018
777	5522002001		ZIMAS	5522002001
778	5522002004		ZIMAS	5522002004
779	5522001007		ZIMAS	5522001007
780	5522001008		ZIMAS	5522001008
781	5523026028		ZIMAS	5523026028
782	5523026002		ZIMAS	5523026002
783	5523026001		ZIMAS	5523026001
784	5523025012		ZIMAS	5523025012
785	5523025009		ZIMAS	5523025009
786	5523024021		ZIMAS	5523024021
787	5523024001		ZIMAS	5523024001
788	5523023023		ZIMAS	5523023023
789	5523023022		ZIMAS	5523023022
790	5523023021		ZIMAS	5523023021
791	5523023020		ZIMAS	5523023020
792	5523022012		ZIMAS	5523022012
793	5523012029		ZIMAS	5523012029
794	5523012030		ZIMAS	5523012030
795	5523012031		ZIMAS	5523012031
796	5523012032		ZIMAS	5523012032
797	5523012033		ZIMAS	5523012033
798	5523012034		ZIMAS	5523012034
799	5523012035		ZIMAS	5523012035
800	5523012036		ZIMAS	5523012036
801	5523012037		ZIMAS	5523012037



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807	5523012043		ZIMAS	5523012043
808	5523012044		ZIMAS	5523012044
809	5523012045		ZIMAS	5523012045
810	5523012046		ZIMAS	5523012046
811	5523012047		ZIMAS	5523012047
812	5523012048		ZIMAS	5523012048
813	5523012049		ZIMAS	5523012049
814	5523012001		ZIMAS	5523012001
815	5523011025		ZIMAS	5523011025
816	5523011024		TitleCo	5523-011-024
817	5523011024		ZIMAS	5523011024
818	5523010020		ZIMAS	5523010020
819	5522026006		TitleCo	5522-026-006
820	5522027029		ZIMAS	5522027029
821	5522026005		TitleCo	5522-026-005
822	5522026004		TitleCo	5522-026-004
823	5522027028		TitleCo	5522-027-028
824	5522026019		TitleCo	5522-026-019
825	5522027028		ZIMAS	5522027028
826	5522027011		TitleCo	5522-027-011
827	5522026020		TitleCo	5522-026-020
828	5522026020		ZIMAS	5522026020
829	5522027010		TitleCo	5522-027-010
830	5522026021		TitleCo	5522-026-021
831	5522027009		ZIMAS	5522027009
832	5522026022		TitleCo	5522-026-022
833	5522027008		TitleCo	5522-027-008
834	5522026023		TitleCo	5522-026-023
835	5522027007		TitleCo	5522-027-007
836	5522026024		TitleCo	5522-026-024
837	5522027006		TitleCo	5522-027-006
838	5522026025		TitleCo	5522-026-025
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841	5522027004		TitleCo	5522-027-004

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845	5522027002		TitleCo	5522-027-002
846	5522026029		TitleCo	5522-026-029
847	5522027001		TitleCo	5522-027-001
848	5522026030		TitleCo	5522-026-030
849	5522025003		TitleCo	5522-025-003
850	5522025003		ZIMAS	5522025003
851	5522025002		TitleCo	5522-025-002
852	5522025001		ZIMAS	5522025001
853	5522022008		ZIMAS	5522022008
854	5522025019		TitleCo	5522-025-019
855	5522025019		ZIMAS	5522025019
856	5522025018		TitleCo	5522-025-018
857	5522025018		ZIMAS	5522025018
858	5522025017		TitleCo	5522-025-017
859	5522022009		ZIMAS	5522022009
860	5522025017		ZIMAS	5522025017
861	5522025016		TitleCo	5522-025-016
862	5522025016		ZIMAS	5522025016
863	5522025015		TitleCo	5522-025-015
864	5522025015		ZIMAS	5522025015
865	5522022010		ZIMAS	5522022010
866	5522025014		TitleCo	5522-025-014
867	5522025014		ZIMAS	5522025014
868	5522025013		TitleCo	5522-025-013
869	5522022011		ZIMAS	5522022011
870	5522025013		ZIMAS	5522025013
871	5522022012		ZIMAS	5522022012
872	5522024027		TitleCo	5522-024-027
873	5522024027		ZIMAS	5522024027
874	5522024029		TitleCo	5522-024-029
875	5522024029		ZIMAS	5522024029
876	5522024025		ZIMAS	5522024025
877	5522024024		TitleCo	5522-024-024
878	5522024024		ZIMAS	5522024024
879	5522024023		TitleCo	5522-024-023
880	5522024023		ZIMAS	5522024023
881	5522024022		TitleCo	5522-024-022

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883	5522024021		TitleCo	5522-024-021
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885	5522024020		ZIMAS	5522024020
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889	5522024018		ZIMAS	5522024018
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894	5522024015		ZIMAS	5522024015
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897	5523034018		TitleCo	5523-034-018
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901	5523034016		ZIMAS	5523034016
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903	5523034015		TitleCo	5523-034-015
904	5523033032		TitleCo	5523-033-032
905	5523034014		TitleCo	5523-034-014
906	5523033031		TitleCo	5523-033-031
907	5523034013		TitleCo	5523-034-013
908	5523033030		TitleCo	5523-033-030
909	5523034012		TitleCo	5523-034-012
910	5523033029		TitleCo	5523-033-029
911	5523034010		TitleCo	5523-034-010
912	5523033028		TitleCo	5523-033-028
913	5523034009		TitleCo	5523-034-009
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917	5523034007		TitleCo	5523-034-007
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929	5523034001		TitleCo	5523-034-001
930	5523033019		TitleCo	5523-033-019
931	5523029019		TitleCo	5523-029-019
932	5523028039		TitleCo	5523-028-039
933	5523029018		TitleCo	5523-029-018
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935	5523029017		TitleCo	5523-029-017
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968	5523028020		TitleCo	5523-028-020
969	5523024022		TitleCo	5523-024-022
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973	5523023029		ZIMAS	5523023029
974	5523023005		ZIMAS	5523023005
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982	5523023014		ZIMAS	5523023014
983	5523024005		ZIMAS	5523024005
984	5523023015		TitleCo	5523-023-015
985	5523023015		ZIMAS	5523023015
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991	5523023018		TitleCo	5523-023-018
992	5523024002		ZIMAS	5523024002
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996	5522003012		TitleCo	5522-003-012
997	5522006002		ZIMAS	5522006002
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1006	5522002003		TitleCo	5522-002-003
1007	5522004010		ZIMAS	5522004010
1008	5522004011		TitleCo	5522-004-011
1009	5522004026		ZIMAS	5522004026
1010	5522004010		TitleCo	5522-004-010
1011	5522004026		TitleCo	5522-004-026
1012	5522004003		TitleCo	5522-004-003
1013	5522004002		ZIMAS	5522004002
1014	5522002026		ZIMAS	5522002026
1015	5522002017		TitleCo	5522-002-017
1016	5522004001		ZIMAS	5522004001
1017	5522004002		TitleCo	5522-004-002
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1019	5522029033		ZIMAS	5522029033
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1035	5522029017		ZIMAS	5522029017
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1037	5522029018		TitleCo	5522-029-018
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1047	5522021013		ZIMAS	5522021013
1048	5522021012		TitleCo	5522-021-012
1049	5522021025		TitleCo	5522-021-025
1050	5522016003		ZIMAS	5522016003
1051	5522021009		TitleCo	5522-021-009
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1053	5522021027		TitleCo	5522-021-027
1054	5522021028		ZIMAS	5522021028
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1066	5522016083		ZIMAS	5522016083
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1090	5522016107		ZIMAS	5522016107
1091	5522016108		ZIMAS	5522016108
1092	5522016109		ZIMAS	5522016109
1093	5522016110		ZIMAS	5522016110
1094	5522016111		ZIMAS	5522016111
1095	5522016112		ZIMAS	5522016112
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1098	5522016115		ZIMAS	5522016115
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1101	5522016032		ZIMAS	5522016032
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1108	5522016039		ZIMAS	5522016039
1109	5522016040		ZIMAS	5522016040
1110	5522016041		ZIMAS	5522016041
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1112	5522016043		ZIMAS	5522016043
1113	5522016044		ZIMAS	5522016044
1114	5522016045		ZIMAS	5522016045
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1168	5522029029		TitleCo	5522-029-029
1169	5522029028		TitleCo	5522-029-028
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1188	5522015023		ZIMAS	5522015023
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1197	5522006003		TitleCo	5522-006-003
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1210	5523034036		TitleCo	5523-034-036
1211	5523035004		TitleCo	5523-035-004
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1236	5523034023		ZIMAS	5523034023
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1238	5523034022		TitleCo	5523-034-022
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1248	5523029039		ZIMAS	5523029039
1249	5523030040		TitleCo	5523-030-040
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1262	5523029035		TitleCo	5523-029-035
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1266	5523030013		ZIMAS	5523030013
1267	5523029034		TitleCo	5523-029-034
1268	5523029034		ZIMAS	5523029034
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1276	5523030010		TitleCo	5523-030-010
1277	5523029031		TitleCo	5523-029-031
1278	5523030010		ZIMAS	5523030010
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1289	5523030007		ZIMAS	5523030007
1290	5523030006		TitleCo	5523-030-006
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1294	5523030005		TitleCo	5523-030-005
1295	5523029041		TitleCo	5523-029-041
1296	5523029041		ZIMAS	5523029041
1297	5523030004		TitleCo	5523-030-004
1298	5523029023		TitleCo	5523-029-023
1299	5523030004		ZIMAS	5523030004
1300	5523029023		ZIMAS	5523029023
1301	5523030003		TitleCo	5523-030-003
1302	5523029022		TitleCo	5523-029-022
1303	5523030003		ZIMAS	5523030003
1304	5523029022		ZIMAS	5523029022
1305	5523030002		TitleCo	5523-030-002
1306	5523029021		TitleCo	5523-029-021
1307	5523030002		ZIMAS	5523030002
1308	5523029021		ZIMAS	5523029021
1309	5523025025		TitleCo	5523-025-025
1310	5523025025		ZIMAS	5523025025
1311	5523024013		ZIMAS	5523024013
1312	5523024013		TitleCo	5523-024-013
1313	5523024012		TitleCo	5523-024-012
1314	5523025024		TitleCo	5523-025-024
1315	5523025024		ZIMAS	5523025024
1316	5523024012		ZIMAS	5523024012
1317	5523024023		TitleCo	5523-024-023
1318	5523025023		ZIMAS	5523025023
1319	5523024023		ZIMAS	5523024023
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	M	N	O	P
1	APN	Notes	Source	APN as Imported
1322	5523024015		TitleCo	5523-024-015
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1328	5523025004		TitleCo	5523-025-004
1329	5523025004		ZIMAS	5523025004
1330	5523024018		TitleCo	5523-024-018
1331	5523025005		TitleCo	5523-025-005
1332	5523024018		ZIMAS	5523024018
1333	5523025005		ZIMAS	5523025005
1334	5523024019		TitleCo	5523-024-019
1335	5523025006		TitleCo	5523-025-006
1336	5523025007		TitleCo	5523-025-007
1337	5523024019		ZIMAS	5523024019
1338	5523024020		ZIMAS	5523024020
1339	5523025027		ZIMAS	5523025027
1340				
1341	1004			1146
1342	100%			114%



# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor - Altered Structure

*Location:* 300 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for Walter E. Burch

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Tiled awnings added over front windows. Security bars on windows.

*HPOZ Criterion:* AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

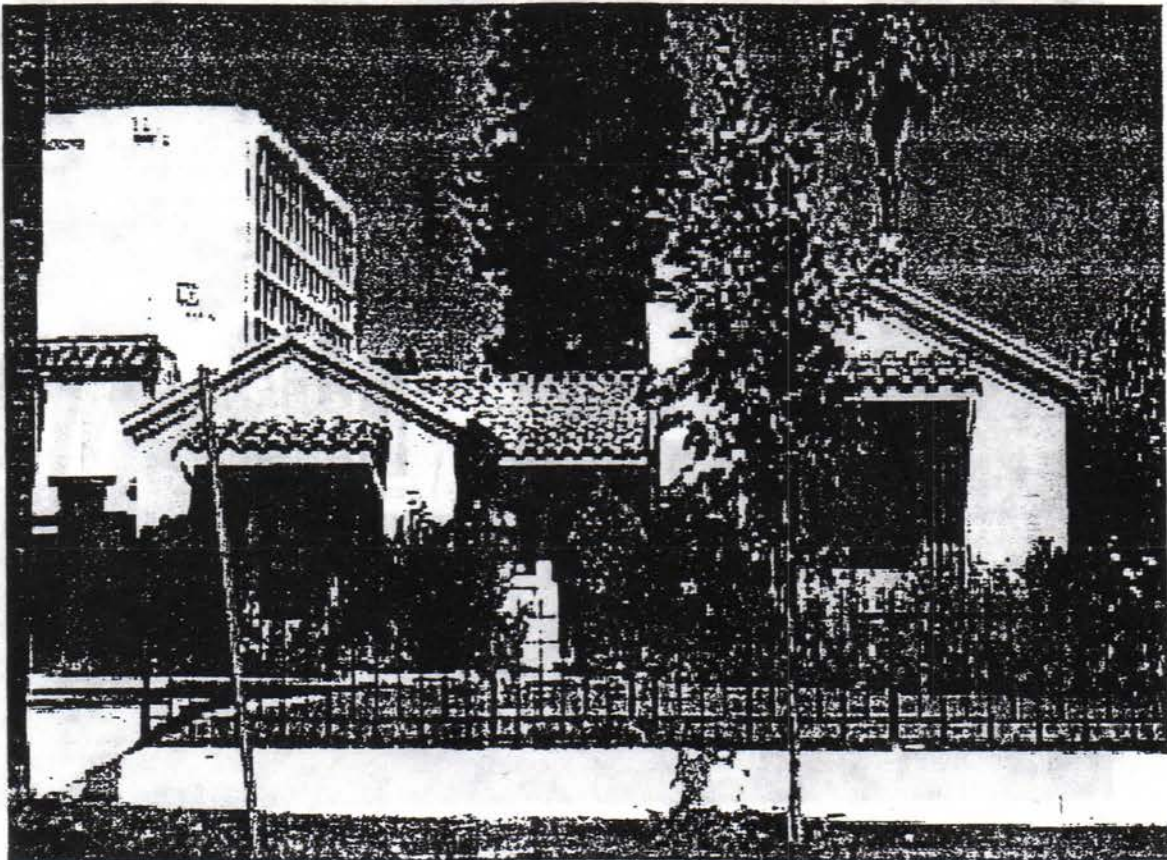
*Significance:* Evaluation Code: 5D-AS. W.E. Burch was a building contractor and a director of the Associated General Contractors of America, Southern California Chapter. Also, according to the 1926 Los Angeles City Directory, Burch was the president of Bavin & Burch Co., building contractors.

*Building Info:* Built in 1923 by Burch, Walter E. (Owner Built). Permit No. 11950, dated 3/17/1923. Originally owned by Burch, Walter E. Estimated Cost of Construction \$5,000.

*Landscape Features:* NC wrought iron fence.

*Survey Date:* 07/11/2001

*Photograph Filename:* P000063



300 North Arden Boulevard

# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor

*Location:* 301 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Speculative House for Harry G. Anderson

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Appears to be unaltered.

*HPOZ Criterion:* a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

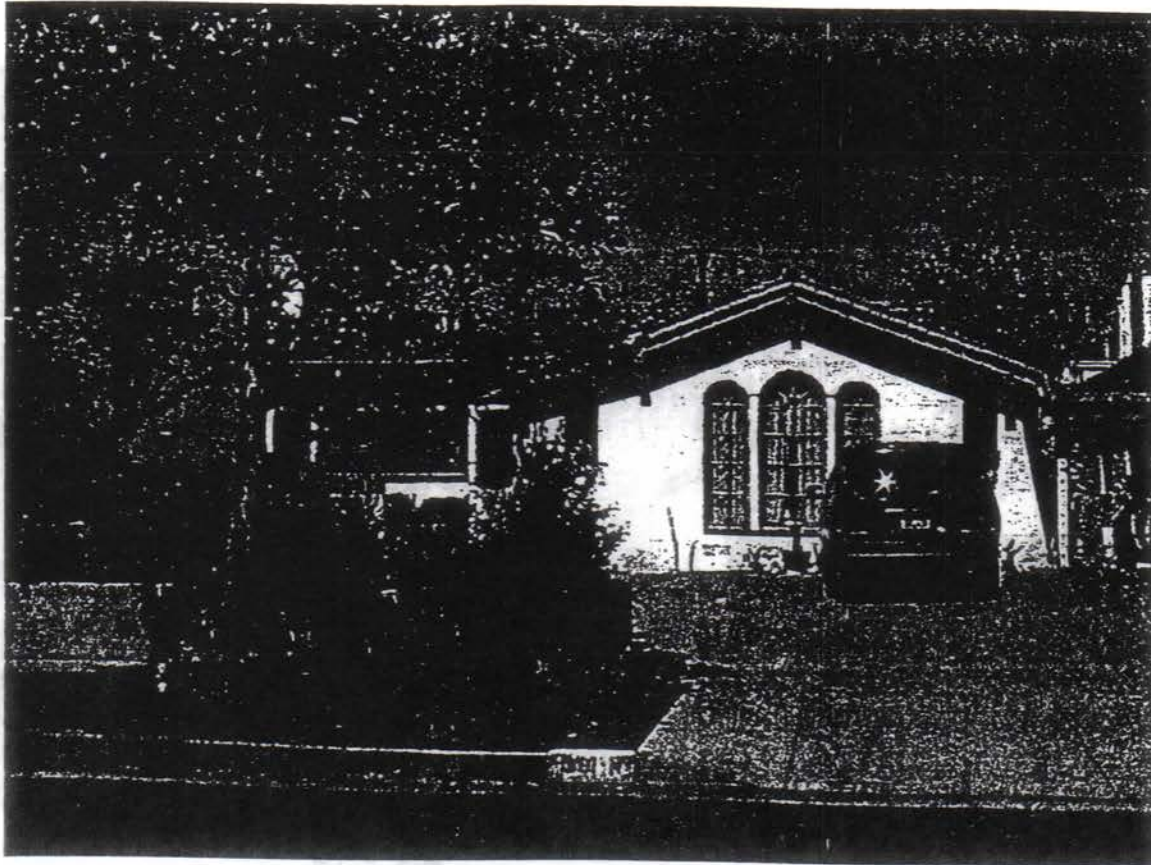
*Significance:* Evaluation Code: 5D.

*Building Info:* Built in 1922 by Anderson, Harry G. Permit No. 32350, dated 9/18/1922. Originally owned by Anderson, Harry G. Estimated Cost of Construction \$4,700.

*Landscape Features:* Replica streetlight in parkway. NC-Concrete Block Wall and paved yard.

*Survey Date:* 07/12/2001

*Photograph Filename:* P009031



301 North Arden Boulevard



# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor

*Location:* 308 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for William T. McLaughlin

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Metal awnings added. Security door on patio door.

*HPOZ Criterion:* a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

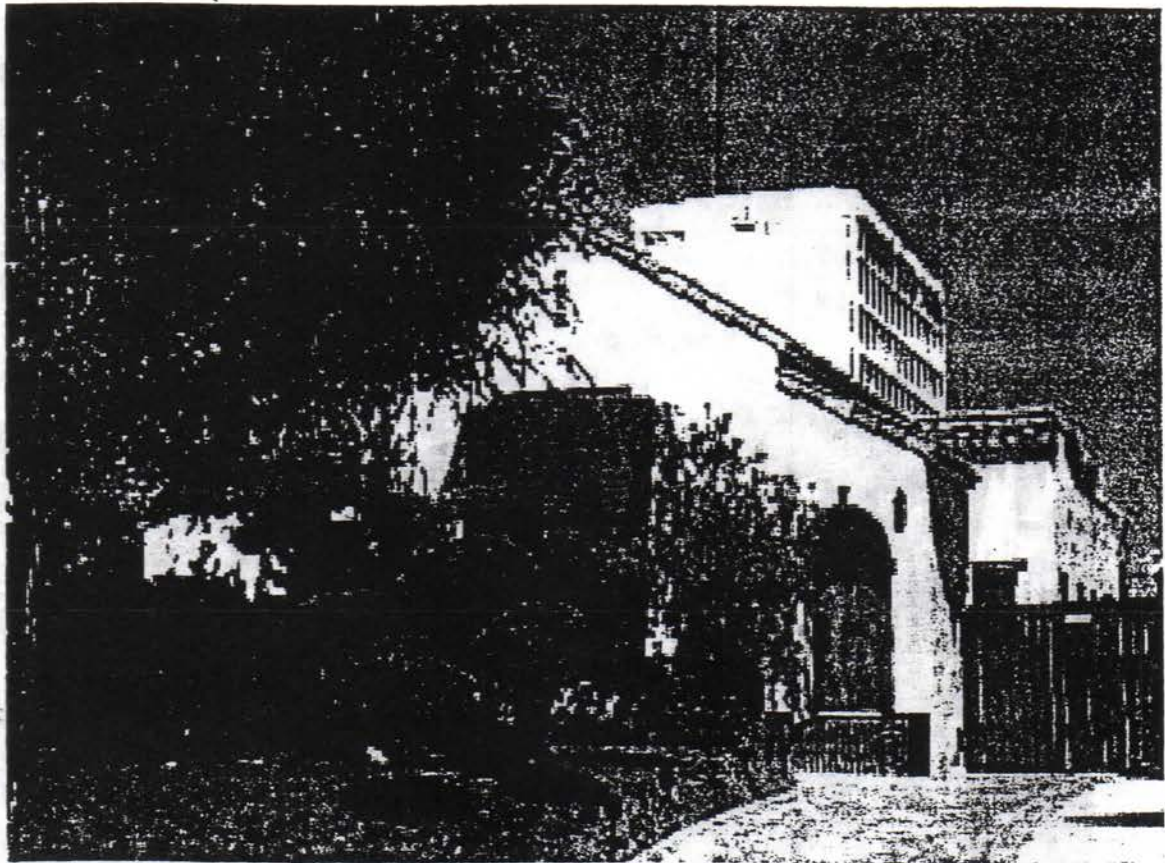
*Significance:* Evaluation Code: 5D.

*Building Info:* Built in 1924 by Olmstead, E.N. Permit No. 11585, dated 3/5/1924. Originally owned by McLaughlin, William T. Designed by Truesdell, Clifford A. Estimated Cost of Construction \$7,300.

*Landscape Features:* Raised lawn with mature tree.

*Survey Date:* 07/11/2001

*Photograph Filename:* P000062



308 North Arden Boulevard

# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor

*Location:* 309 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Speculative House for Harry G. Anderson

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Exterior stucco walls re-surfaced with rough texture.

*HPOZ Criterion:* a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

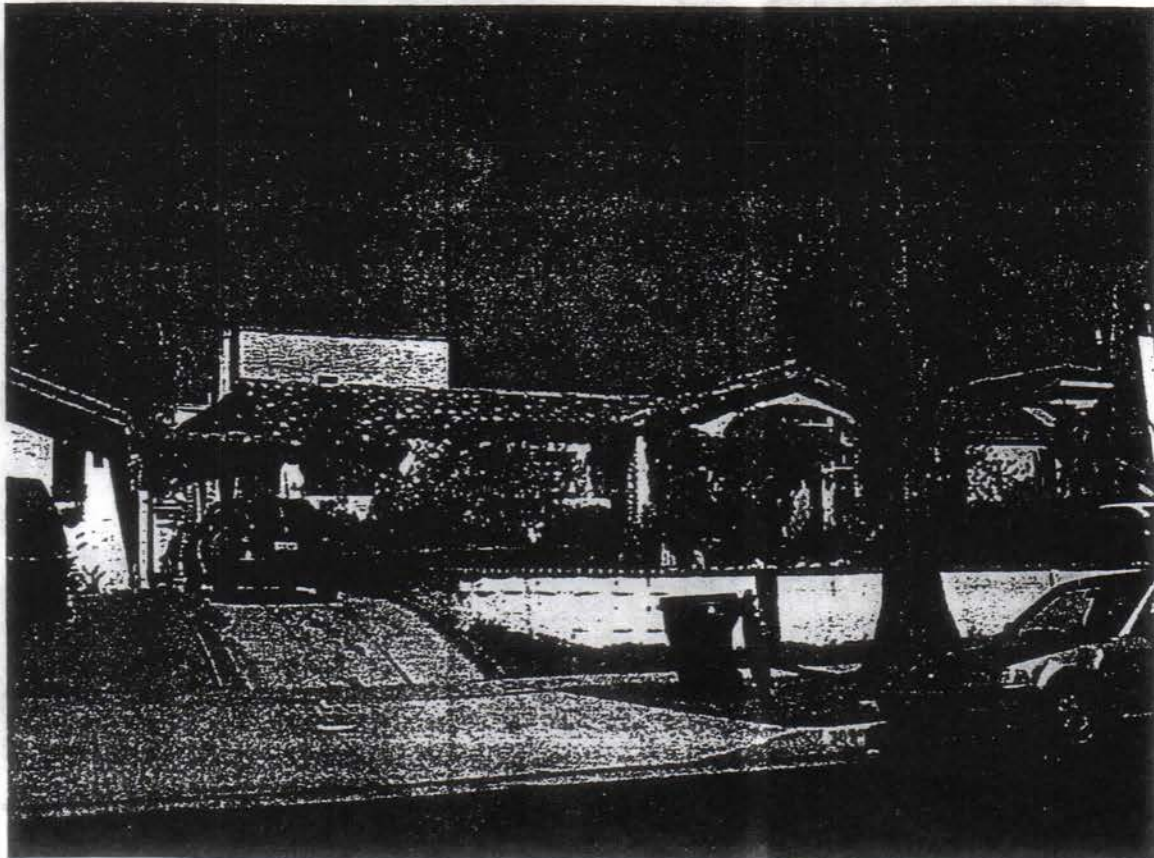
*Significance:* Evaluation Code: 5D.

*Building Info:* Built in 1922 by Anderson, Harry G. Permit No. 20166, dated 6/13/1922. Originally owned by Anderson, Harry G. Estimated Cost of Construction \$5,000.

*Landscape Features:* Mature Palms in parkway. NC-concrete block wall.

*Survey Date:* 07/12/2001

*Photograph Filename:* P009033



309 North Arden Boulevard



# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor

*Location:* 311 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for Robt. H. Craig

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* One window filled in. Security gate and skylight.

*HPOZ Criterion:* a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

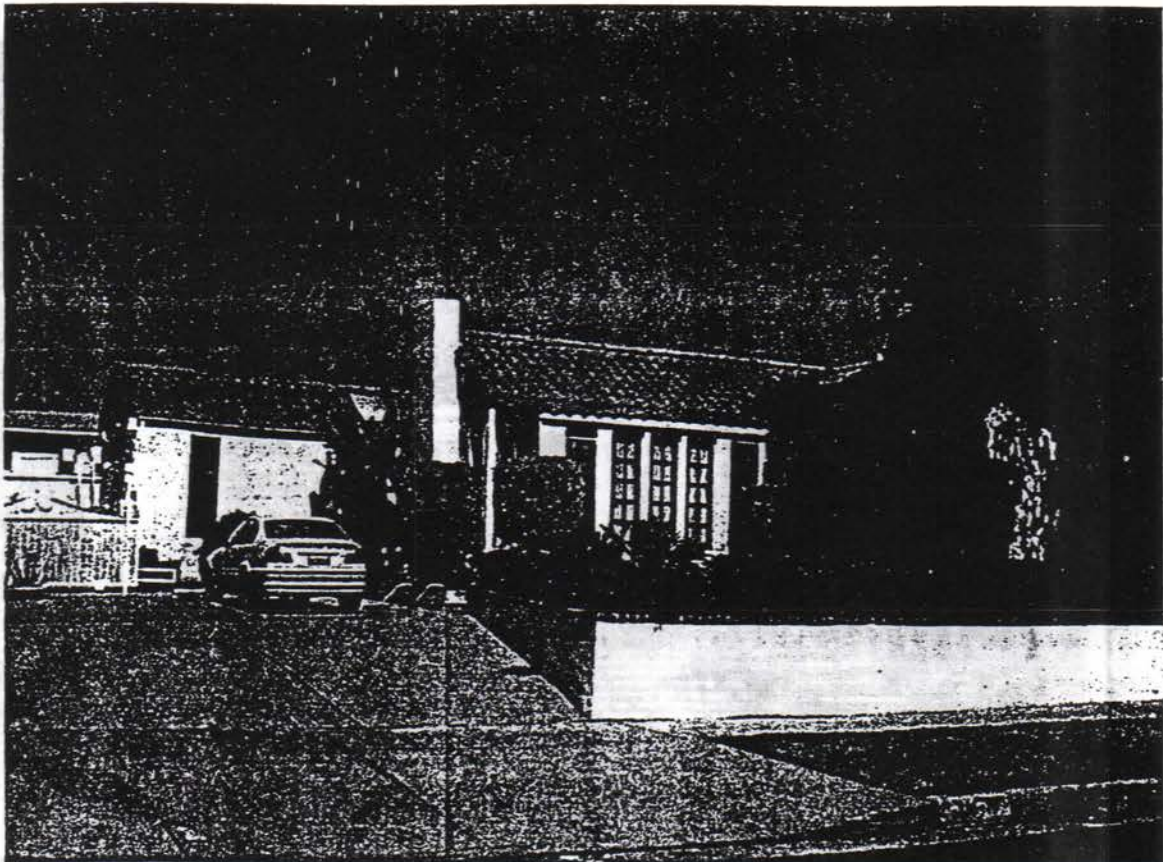
*Significance:* Evaluation Code: 5D.

*Building Info:* Built in 1920 by Cooper, S.M. Permit No. 19742, dated 10/18/1920. Originally owned by Craig, Robt. H. Designed by Jones, R.D. Estimated Cost of Construction \$9,000.

*Landscape Features:* Mature Palm in parkway. Sequoia in yard. NC-concrete block wall.

*Survey Date:* 07/12/2001

*Photograph Filename:* P009034



311 North Arden Boulevard

# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor - Altered Structure

*Location:* 312 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Speculative House for J.R. Kuig

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Rough coat stucco added. Retaining wall added.

*HPOZ Criterion:* AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

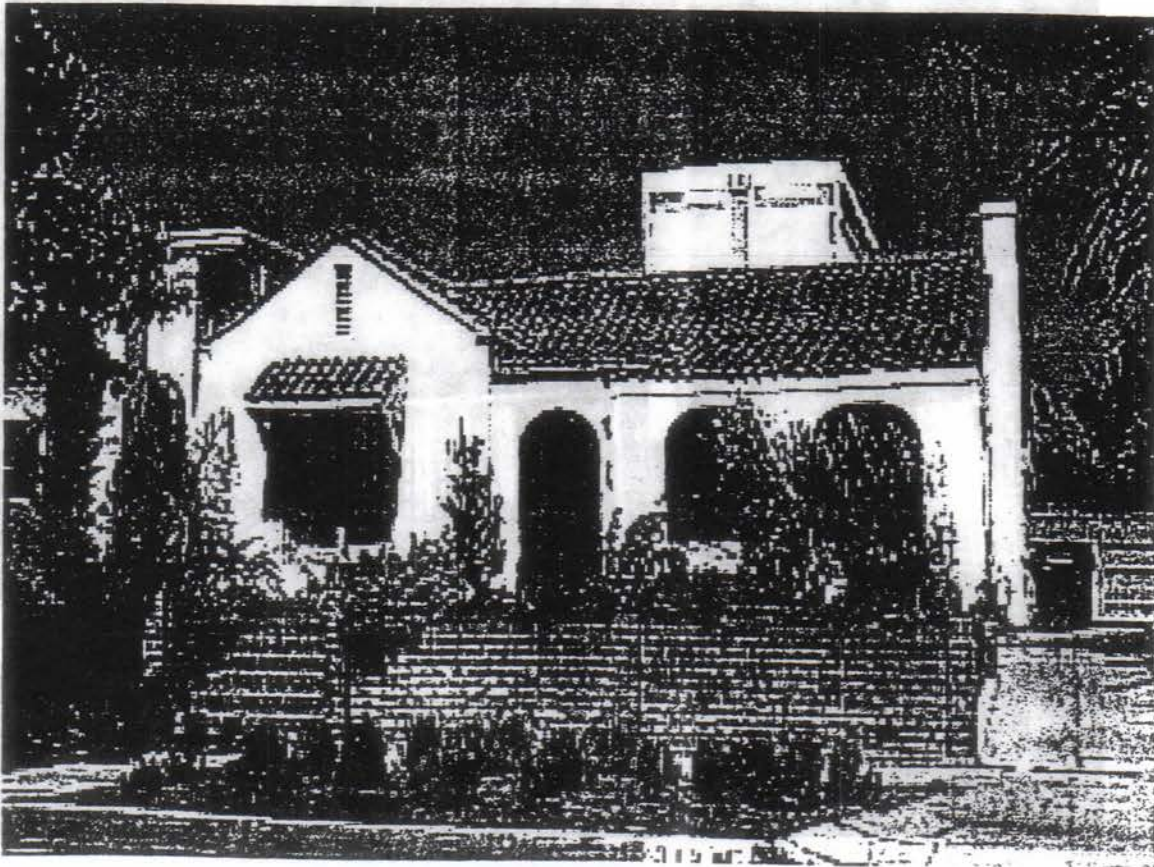
*Significance:* Evaluation Code: AS-5D.

*Building Info:* Built in 1923. Permit No. 2649, dated 1/18/1923. Originally owned by Kuig, J.R. Estimated Cost of Construction \$5,500.

*Landscape Features:* N/C brick retaining wall and raised lawn. Magnolia in planting strip.

*Survey Date:* 07/11/2001

*Photograph Filename:* P000061



312 North Arden Boulevard



# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Non-Contributor

*Location:* 318 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Speculative Residence for E.C. Dimmick

*Description:* 2-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Pop up rear addition, out of scale with original home. Metal awning on front window. Door replaced.

*HPOZ Criterion:* NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.

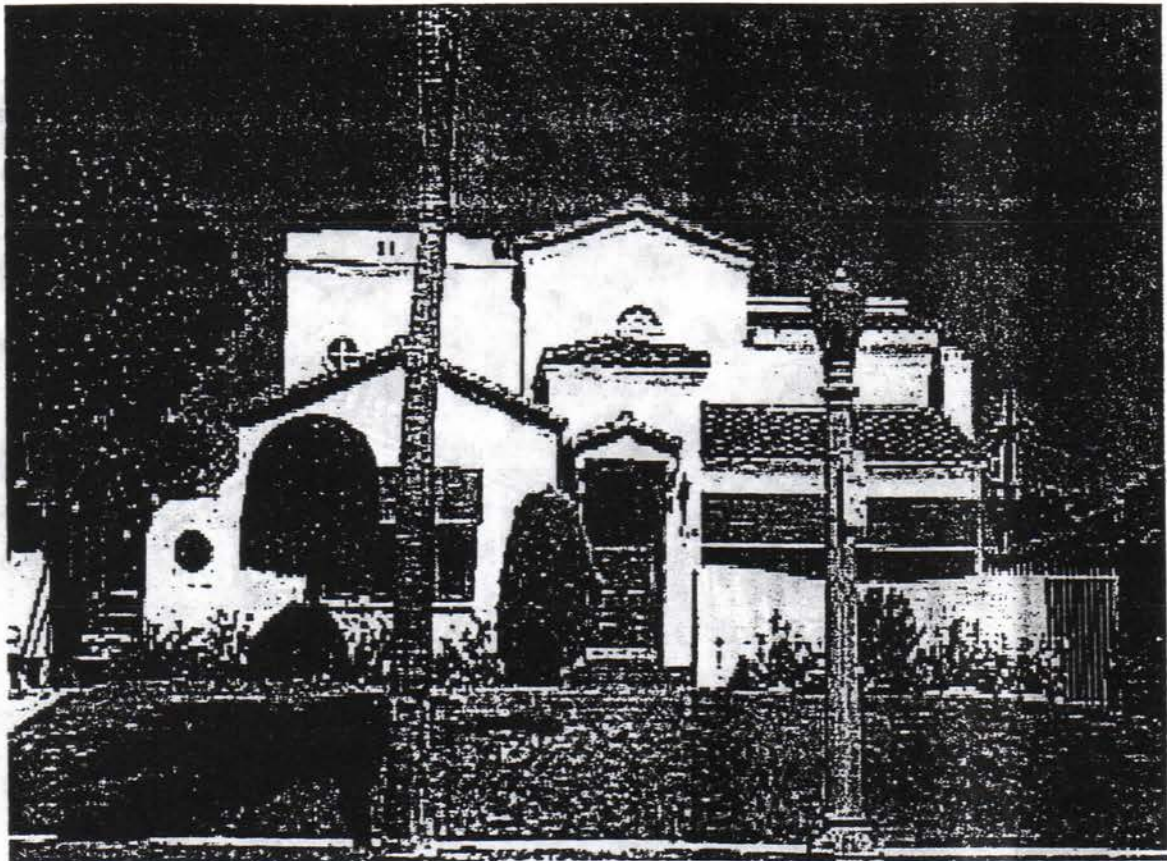
*Significance:* Evaluation Code: NC.

*Building Info:* Built in 1923 by Dimmick, E.C. Permit No. 1566, dated 1/11/1923. Originally owned by Dimmick, E.C. Estimated Cost of Construction \$6,000.

*Landscape Features:* Raised lawn. Mature palm and historic streetlight in planting strip.

*Survey Date:* 07/11/2001

*Photograph Filename:* P000060



318 North Arden Boulevard

# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor - Altered Structure

*Location:* 321 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for Andrew Baldwin

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Roof tiles removed.

*HPOZ Criterion:* AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

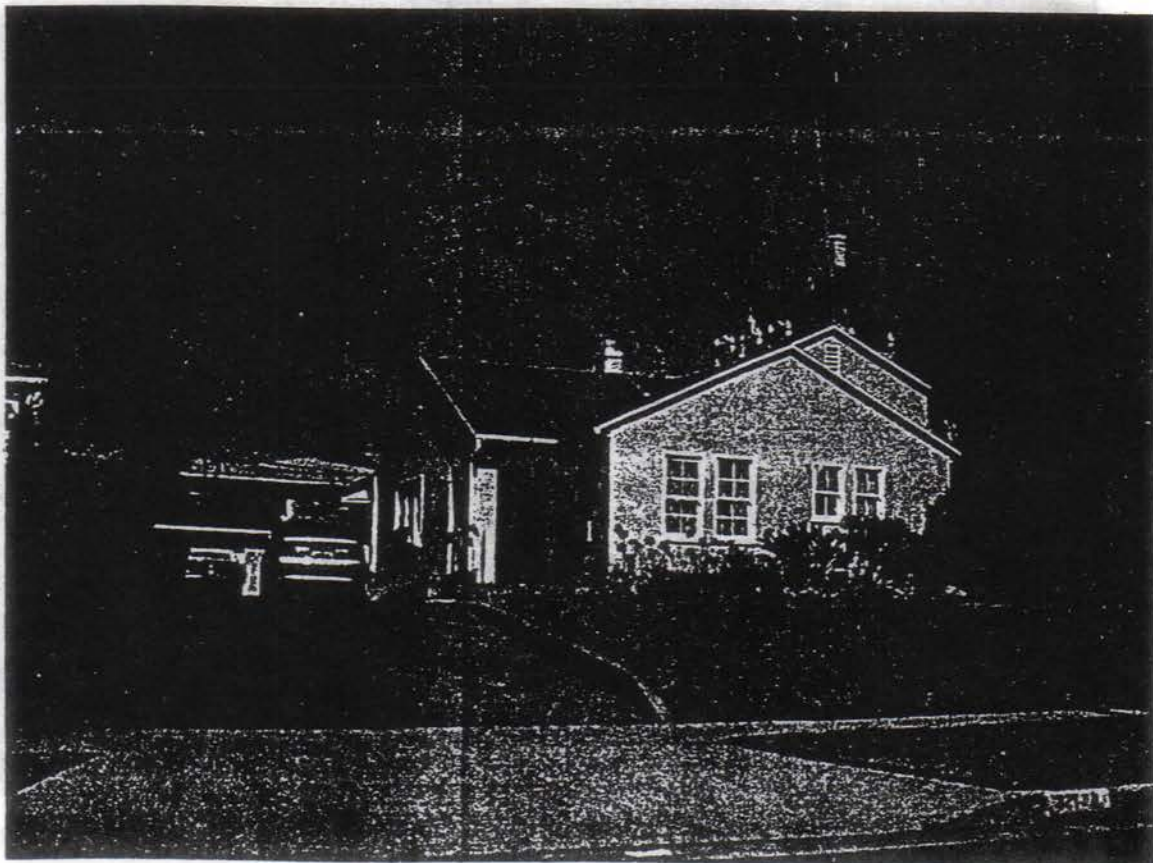
*Significance:* Evaluation Code: 5D-AS. Andrew Baldwin was a treasurer-manager at J.V. Baldwin Motor Co. According to the 1923 Los Angeles City Directory, he was not living at 321 N. Arden Boulevard, which indicates that he might have built this house for speculative purposes..

*Building Info:* Built in 1920 by Stanton, Reed & Hibbard. Permit No. 916, dated 1/16/1920. Originally owned by Baldwin, Andrew. Designed by Stanton, Reed & Hibbard. Estimated Cost of Construction \$7,000.

*Landscape Features:* Raised yard. Palm tree in parkway. Flower garden. NC-driveway widened.

*Survey Date:* 07/12/2001

*Photograph Filename:* P009035



321 North Arden Boulevard



# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor - Altered Structure

*Location:* 322 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for Myrtle Lelander

*Description:* 1-story, Cottage-style Single Family Residence

*Alterations:* Texture coat.

*HPOZ Criterion:* AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

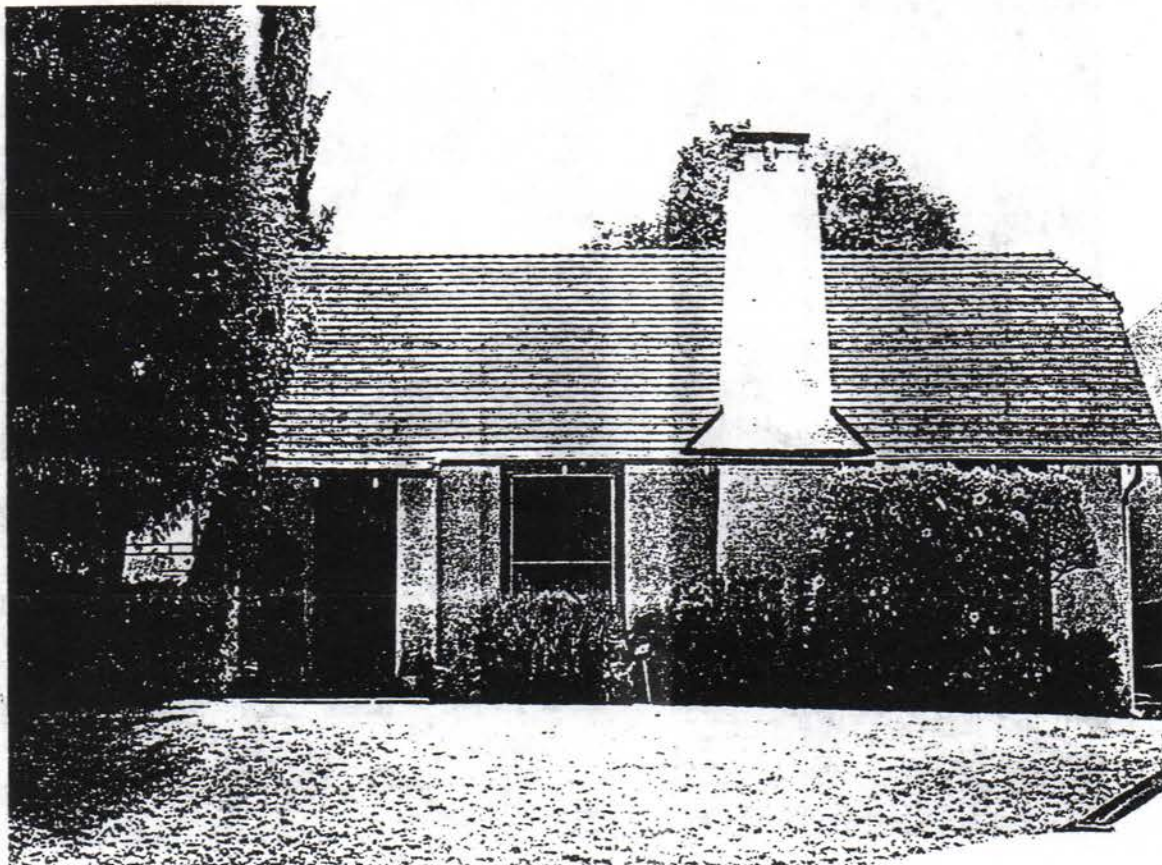
*Significance:* Evaluation Code: 5D-AS.

*Building Info:* Built in 1923 by Wrample, Ernest. Permit No. 6717, dated 2/15/1923. Originally owned by Lelander, Myrtle. Estimated Cost of Construction \$4,500.

*Landscape Features:* Raised lawn. Mature palms.

*Survey Date:* 07/11/2001

*Photograph Filename:* P000111



322 North Arden Boulevard

# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor

*Location:* 330 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for F.E. Dominguez

*Description:* 1-story, Mediterranean Revival-style Single Family Residence

*Alterations:* Appears to be unaltered

*HPOZ Criterion:* a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

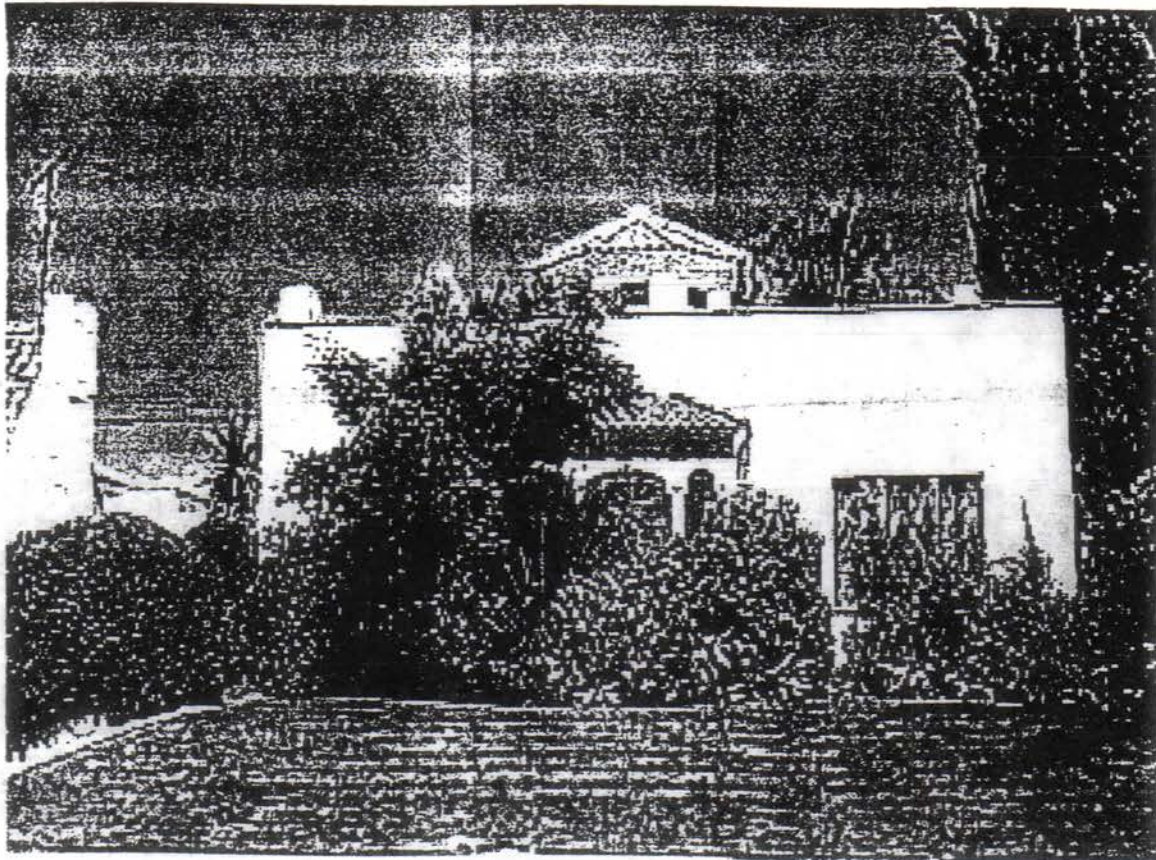
*Significance:* Evaluation Code: 5D. Significant Features: Octagonal turret.

*Building Info:* Built in 1923 by Todd, H.J. Permit No. 49959, dated 10/19/1923. Originally owned by Dominguez, F.E. Designed by Adams & Shanishar. Estimated Cost of Construction \$12,000.

*Landscape Features:* Raised lawn with double curving concrete steps.

*Survey Date:* 07/11/2001

*Photograph Filename:* P000058



330 North Arden Boulevard



# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor

*Location:* 331 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for Josephine Leback

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Security bars attached to windows and doors.

*HPOZ Criterion:* a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

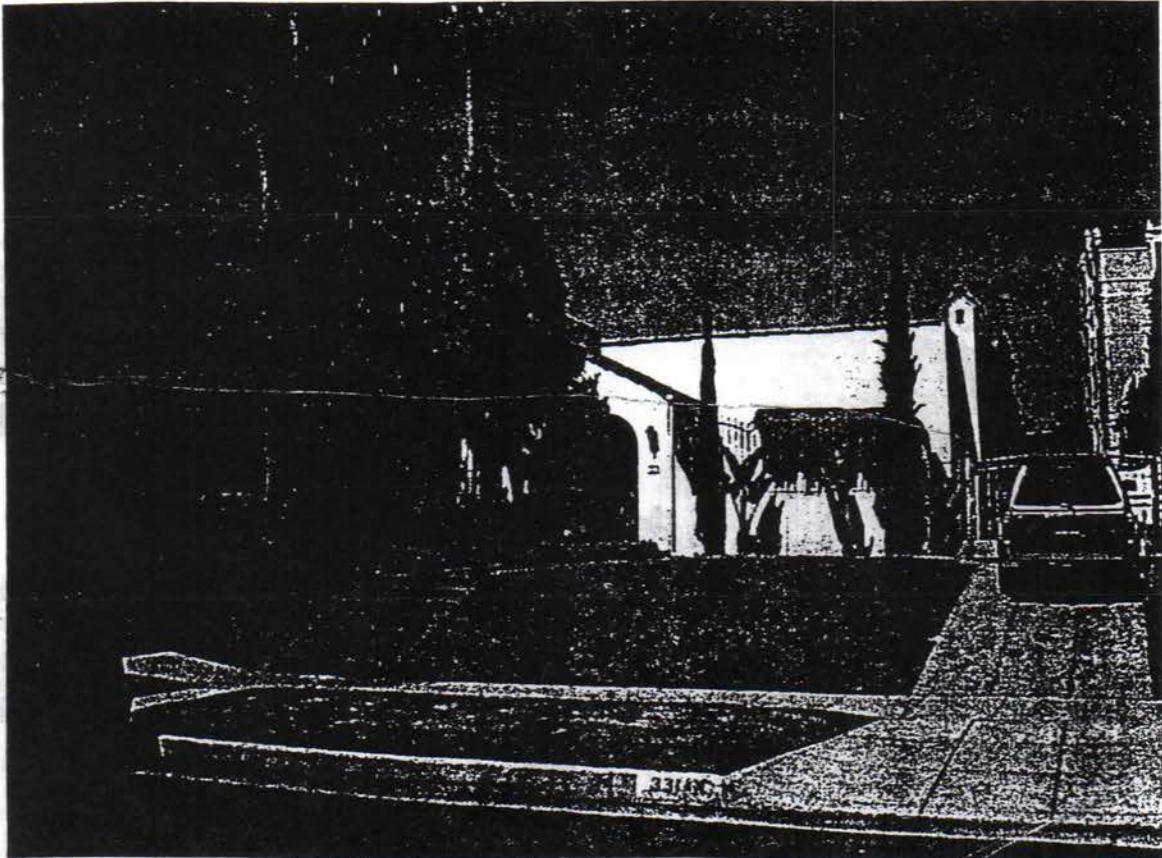
*Significance:* Evaluation Code: 5D.

*Building Info:* Built in 1921. Permit No. 11806, dated 5/25/1921. Originally owned by Leback, Josephine. Estimated Cost of Construction \$6,000.

*Landscape Features:* Raised yard with concrete steps. Elm-like tree. Replica streetlight.

*Survey Date:* 07/12/2001

*Photograph Filename:* P009036



331 North Arden Boulevard

# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor - Altered Structure

*Location:* 336 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for Janet Reynolds

*Description:* 1.5-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Window and door bars. Front steps replaced. Side entry metal awning added. Remnant of architectural feature above side window.

*HPOZ Criterion:* AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

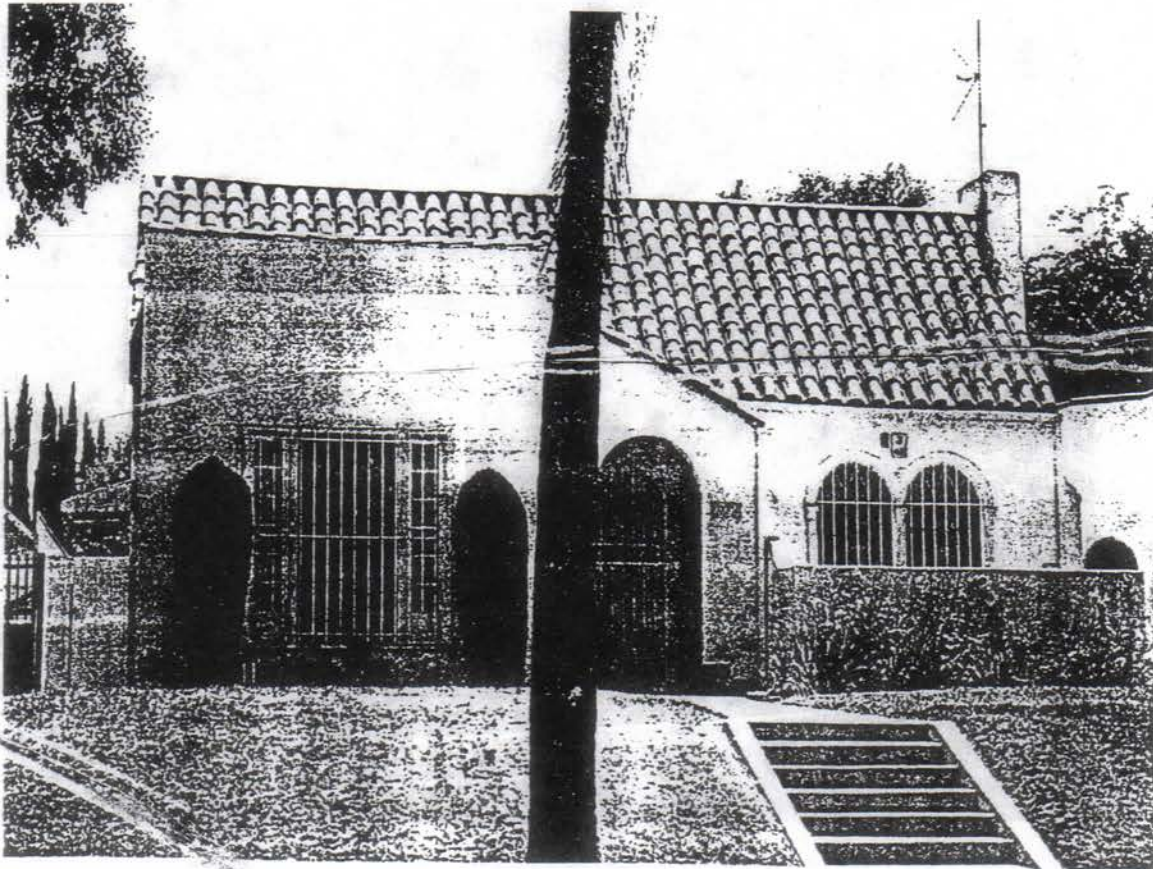
*Significance:* Evaluation Code: 5D-AS.

*Building Info:* Built in 1920 by Sly, Elmer R. Permit No. 14924, dated 9/7/1920. Originally owned by Reynolds, Janet. Estimated Cost of Construction \$6,500.

*Landscape Features:* Raised lawn with concrete steps. Mature palms in parkway.

*Survey Date:* 07/11/2001

*Photograph Filename:* P000109



336 North Arden Boulevard



# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor - Altered Structure

*Location:* 337 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for F.O. Johnson

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Minor addition to front. Rear two story addition.

*HPOZ Criterion:* AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

*Significance:* Evaluation Code: 5D-AS. Frank O. Johnson was the owner of a building on Beverly Boulevard near First Street that contained a photographic studio and two shops. G.P. Rattenbury, also a homeowner in Larchmont Heights, was the designer and builder of Johnson's building..

*Building Info:* Built in 1920 by Sly, Elmer R. Permit No. 5344, dated 4/8/1920. Originally owned by Johnson, F.O. Estimated Cost of Construction \$4,000.

*Landscape Features:* Raised yard. Palm tree in parkway.

*Survey Date:* 07/12/2001

*Photograph Filename:* P009037



337 North Arden Boulevard



# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor

*Location:* 340 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for Adam Nevmier

*Description:* 1 1/2-story, Tudor Revival-style Single Family Residence

*Alterations:* Front steps

*HPOZ Criterion:* a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

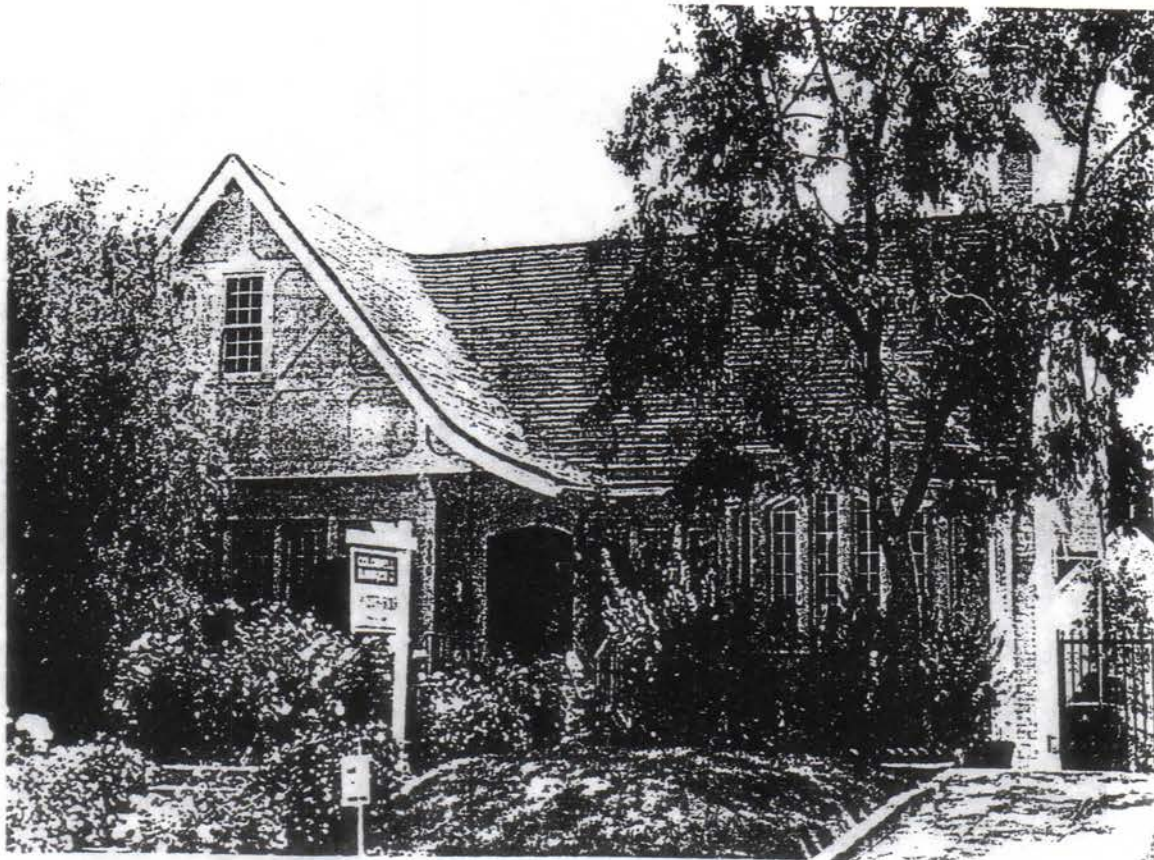
*Significance:* Evaluation Code: 5D.

*Building Info:* Built in 1920 by Sly, Elmer R. Permit No. 13224, dated 8/18/1920. Originally owned by Nevmier, Adam (sp?). Estimated Cost of Construction \$4,800.

*Landscape Features:* Raised yard with concrete steps. Mature trees in yard. Flower garden.

*Survey Date:* 07/11/2001

*Photograph Filename:* P000108



340 North Arden Boulevard

# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor

*Location:* 341 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for William Fischer

*Description:* 1-story, Spanish Colonial Revival-style Single Family Residence

*Alterations:* Driveway pavers installed. House unaltered.

*HPOZ Criterion:* a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

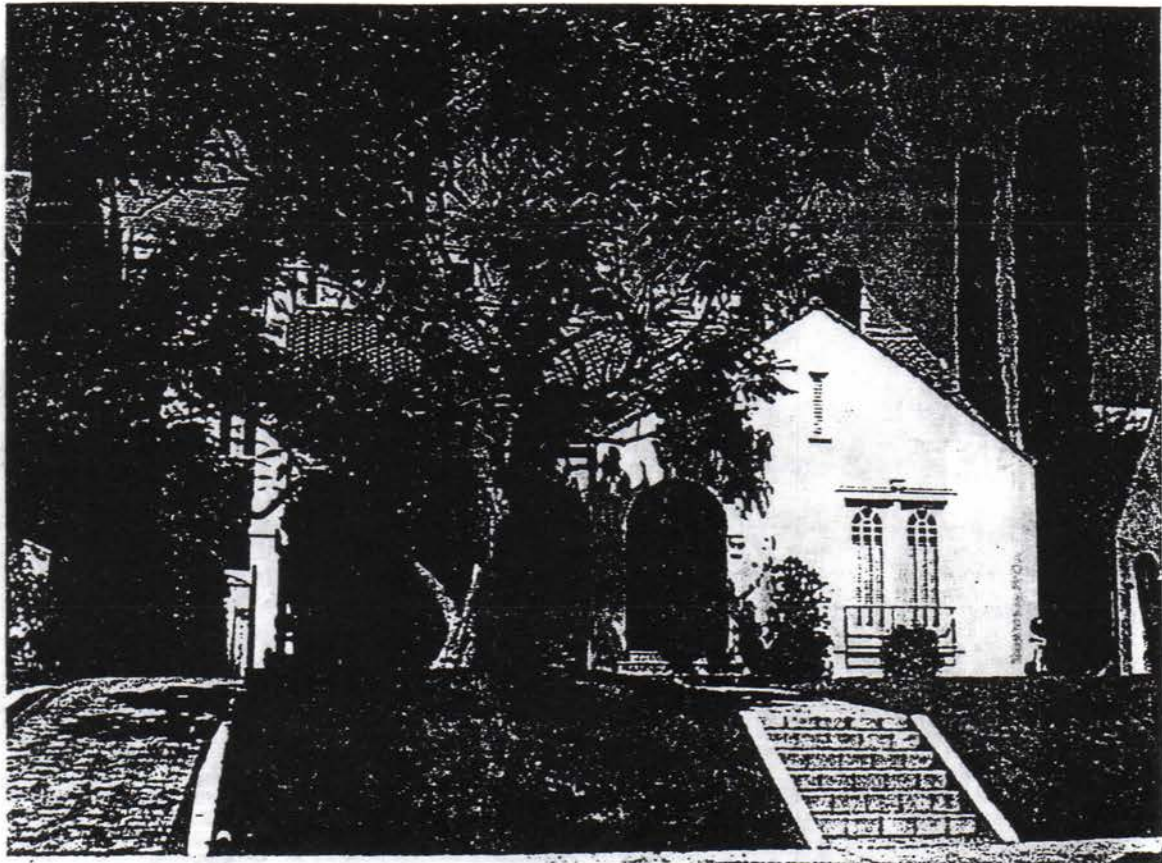
*Significance:* Evaluation Code: 5D.

*Building Info:* Built in 1922 by Fischer, William (Owner built). Permit No. 23434, dated 7/12/1922. Originally owned by Fischer, William. Designed by Haag, David S. Estimated Cost of Construction \$6,500.

*Landscape Features:* Raised yard w/ concrete steps (altered concrete block). Cedars & Jacaranda.

*Survey Date:* 07/12/2001

*Photograph Filename:* P009038



341 North Arden Boulevard



# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor - Altered Structure

*Location:* 346 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for Paul R. Hazeltine

*Description:* 1.5-story, English Revival-style Single Family Residence

*Alterations:* Front entry area altered.

*HPOZ Criterion:* AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

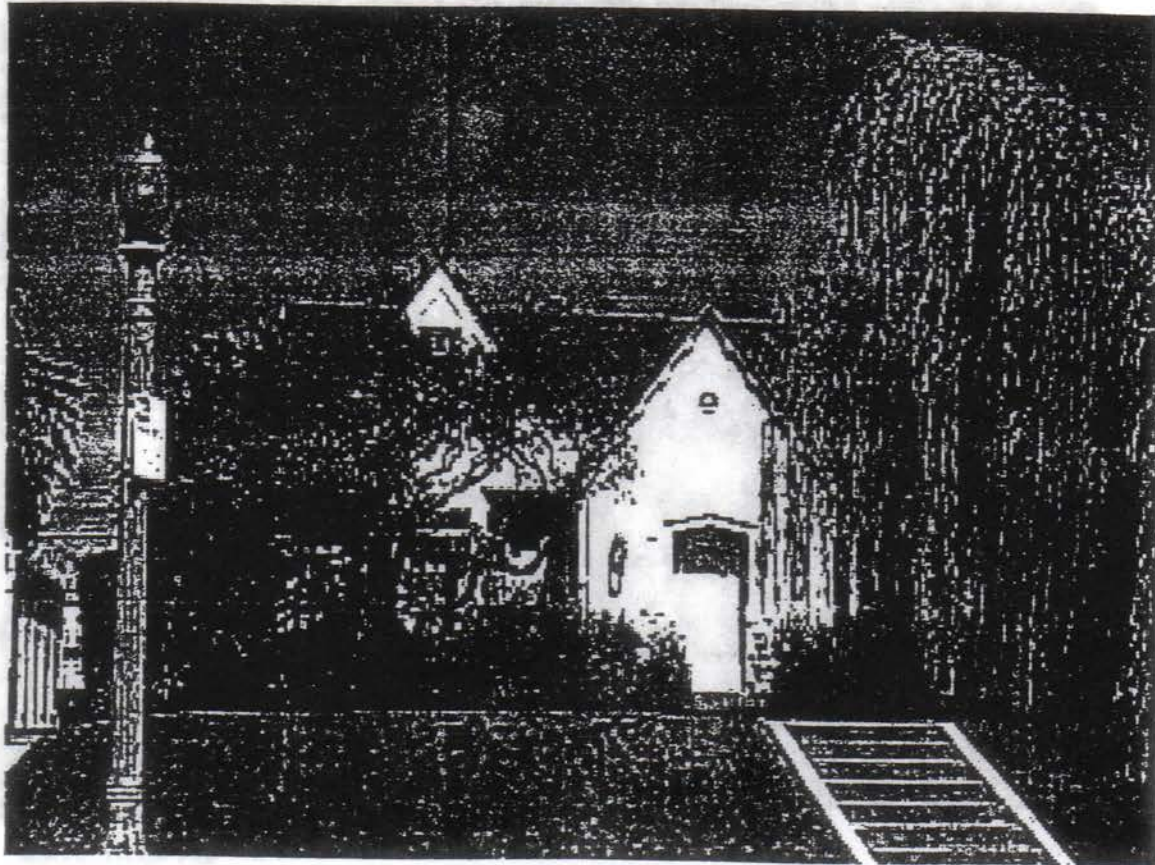
*Significance:* Evaluation Code: 5D-AS. According to the 1923 L.A. City Directory, Paul R. Hazeltine was the superintendent of the Busy Bee Candy Manufacturing Co..

*Building Info:* Built in 1920 by Morrow & Baer. Permit No. 20201, dated 10/23/1920. Originally owned by Hazeltine, Paul R. Estimated Cost of Construction \$6,500.

*Landscape Features:* Raised yard with concrete steps. Mature weeping willow in yard.

*Survey Date:* 07/11/2001

*Photograph Filename:* P000055



346 North Arden Boulevard

# LARCHMONT HEIGHTS HISTORIC PRESERVATION OVERLAY ZONE

## Contributor - Altered Structure

*Location:* 347 North Arden Boulevard, Los Angeles, CA 90004

*Historic Name:* Residence for Earnest Schultze

*Description:* a-story, English Revival-style Single Family Residence

*Alterations:* Some windows in front filled in. Re-stuccoed.

*HPOZ Criterion:* AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

*Significance:* Evaluation Code: 5D-AS.

*Building Info:* Built in 1920 by Nelson, Alf. Permit No. 19014, dated 10/11/1920. Originally owned by Schultze, Earnest. Designed by Noerenberg & Johnson. Estimated Cost of Construction \$7,100.

*Landscape Features:* Concrete retaining walls. Magnolias in parkway. Raised yard.

*Survey Date:* 07/12/2001

*Photograph Filename:* P009039



347 North Arden Boulevard





## **ARCHITECTURAL CONTEXT**

### **Overview of the Larchmont Heights Historic Preservation Overlay Zone Area**

Larchmont Heights comprises 190 parcels within an area bounded by Melrose Avenue on the north, Lucerne Boulevard on the east, Beverly Boulevard on the south, and Arden Boulevard on the west. The original subdivisions that framed the subsequent development of the proposed HPOZ area were the Larchmont Heights Tract and Tract No. 3026, which were surveyed in 1909 and 1916, respectively.

### **Community Design Features**

The community design features include the original street grid pattern and building setbacks, the size, scale, and architectural integrity of the historic homes, and the mature landscaping. These elements create cohesive streetscapes and the overall ambience of the historic neighborhood. There are numerous mature palm trees, a few mature magnolia, cypress, and cedar trees, as well as mature shrubs that contribute to the historic character of the neighborhood. Historic streetlights continue to line some of the streets in the neighborhood. Many of the homes in the neighborhood have raised yards with concrete steps and walkways from the sidewalk to the house. The specific landscaping elements for each house are identified on the individual building forms.

### **Architectural Character**

Because of its diverse development history, the Metro Center Los Angeles District Plan Area, including the HPOZ area, is notable for its representation of several phases of the architectural evolution of Los Angeles. The single family residences in Larchmont Heights are generally designed in one of the several Period Revival styles as well as the Craftsman style prevalent in the second and third decades of the twentieth century. The Spanish Colonial Revival style was the most common for Larchmont Heights; however, the American Colonial Revival, Tudor Revival, and Cottage styles are well represented in the area. The following is an overview of the most common styles and types noted in previous field surveys that are known to dominate the HPOZ area.

***American Colonial Revival (circa 1895-1935)***

The American Colonial Revival went through several phases, beginning in the late nineteenth century when such features as columns, dentils, gable ends treated as pediments, and double-hung sash windows were associated locally with the Queen Anne, Turn of the Century, and American Foursquare types. In the 1920s and 1930s, Colonial styling became one of the choices of the revivalist architect. Larger homes were usually two stories, with hipped or gabled roofs, wood or brick exteriors, and a symmetrical arrangement of features. Precedents included the southern plantations, especially Mount Vernon, with their two story porticos; the Georgian and Federal homes of the Virginia Tidewater; the gambrel roofed homes of the Dutch Colonial settlements; and the tidy wood boxes of New England. More common, however, was the Colonial Revival Bungalow. Usually built between 1920 and 1925, these one-story residences were side-gabled, wood-sided, with central entrances often treated as gabled porticos, and a symmetrical disposition of windows. One popular sub-type combined the more formal Colonial elements, such as Tuscan columns and a central entry, with the more rustic Craftsman vocabulary of exposed rafters and pergolas, resulting in the "Colonial/Craftsman" bungalows.



Figure 12: Colonial Revival Residence, 551 North Lucerne Boulevard, built 1922.



***Tudor Revival and English Revival (1920s-1930s)***

English medieval architectural traditions, especially those of the countryside, influenced the period revival styles. Sometimes as simple as a bungalow with steeply pitched, offset gables and a stuccoed exterior, the English Revival could also achieve a high degree of fantasy, quaintness, and charm. A favorite detail was the incorporation of pseudo half-timbering, reminiscent of the Tudor era. Also associated with Tudor styling were leaded glass windows, openings detailed like Gothic arches, chimneys of exaggerated heights, and the use of brick and stone for all or part of the exterior.

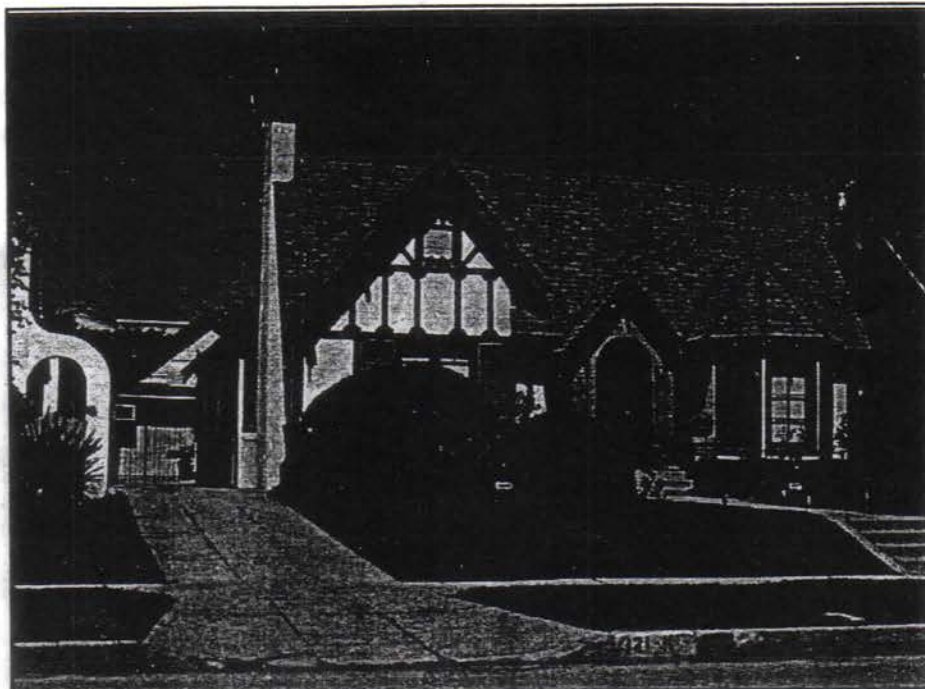


Figure 13: Tudor Revival residence at 321 North Lucerne Boulevard, built 1920.

***Other Revival Styles (1910s-1930s)***

During the 1920s it became popular to create a residential design based on virtually any traditional European style, probably influenced by interaction during World War I. Interpretations were wide-ranging in authenticity as modern materials were used to "replicate" centuries old features. Commonly derived sources included French, Norman, Italian, Dutch, Swiss Chalet, and Gothic.

***Spanish Colonial Revival (circa 1915-1939)***

The so-called "revival styles" dominated building in Los Angeles during most of the 1920s and 1930s. Of these, the Spanish, felt to be the most responsive to California's history and climate, was the most popular. Given impetus by the design of Bertram Goodhue and Carleton Winslow of the Pan Pacific Exposition in Balboa Park, San Diego, in 1915, the Spanish style caught hold of the public imagination. In its simplest form, Spanish styling is characterized by white (usually) stucco exteriors and red tile roofs, with an occasional arched opening. More elaborate examples incorporate rejas and grilles of wood, wrought-iron, or plaster; extensive use of terra cotta and tile; and balconies and patios integrated into plans. Asymmetric massing utilizes features such as stair towers, projecting planes set off by corbeling, and a variety of window shapes and types. An earlier trend, the Mission Revival (circa 1895-1915), had also been largely defined by stucco walls and red tile roofs; however, it tended to be less delicate and more heavily proportioned with characteristic elements such as espandanas (curvilinear or "Alamo" parapets) and bell-towers.

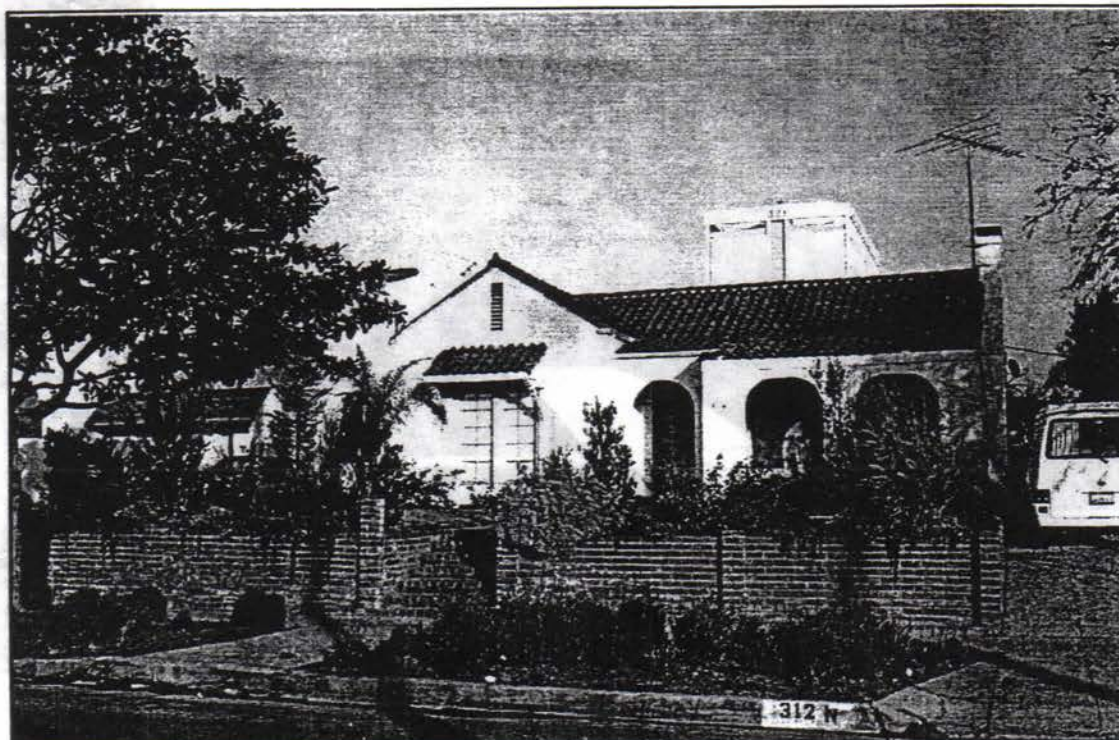


Figure 14: Spanish Colonial Revival Residence at 312 North Arden Boulevard, built 1923



***Mediterranean Revival (circa 1920s)***

During the revival era, other regions of the Mediterranean were also used for inspiration, including Italy, France, North Africa, and the Middle East, resulting in endless variations on the stucco and tile theme. In Southern California, the Mediterranean Revival is generally differentiated from the more common Spanish Colonial Revival style by more rectangular massing, symmetry, and rectangular instead of arched openings.

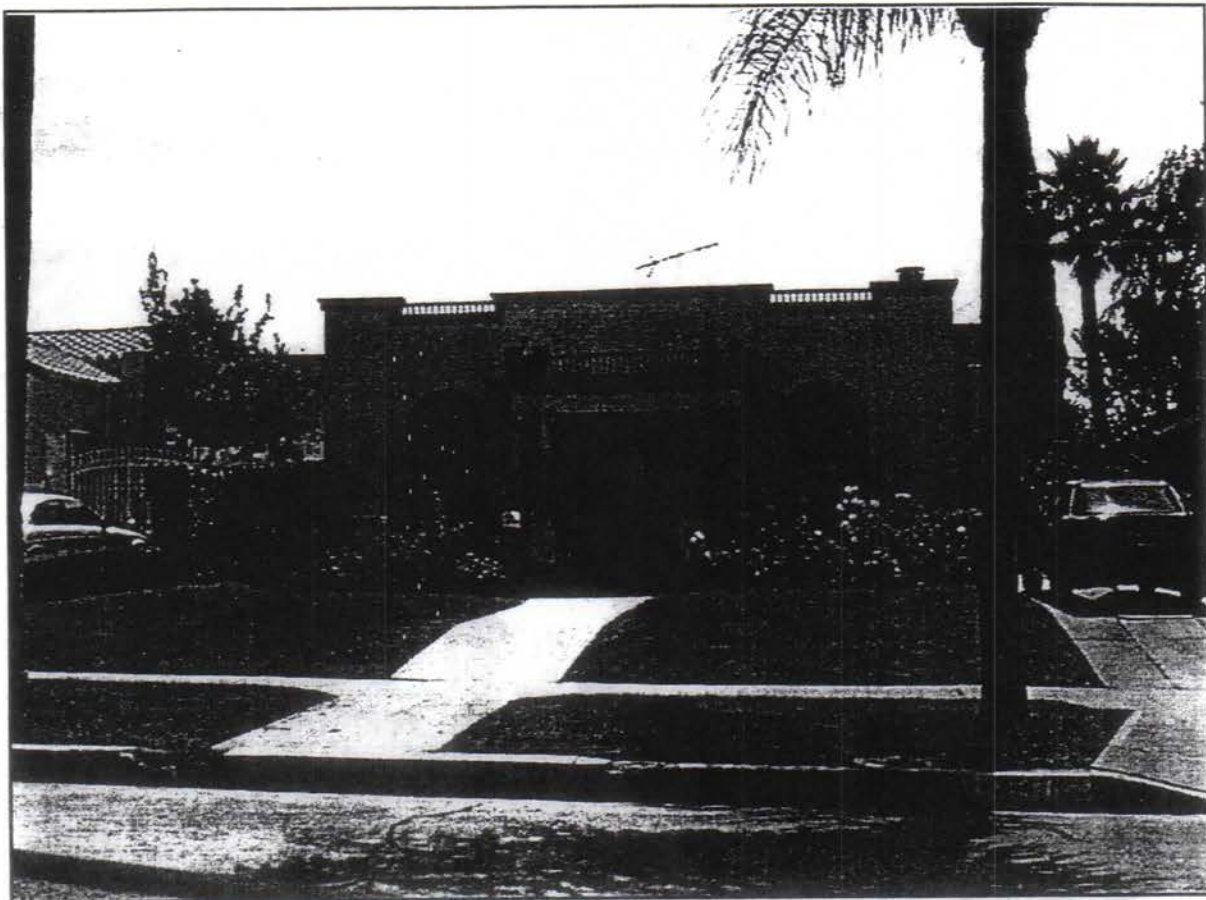


Figure 15: Mediterranean Revival residence at 414 N. Lucerne, built 1920.

***Craftsman (circa 1900-1925)***

The Craftsman movement, named after a magazine published by Gustav Stickley, was the American counterpart of the English Arts and Crafts Movement. In part a reaction against the excesses, both aesthetic and otherwise, of the Victorian era, Craftsman architecture stressed the importance of simplicity, of adapting form to function, and of relating the building to both its designer through the incorporation of craftsmanship, and to the surrounding landscape through its ground-hugging, massing and siting. In Southern California the Craftsman bungalow reached its greatest potential, both in terms of the quality of individual homes and the number of bungalows built. It was usually characterized by a rustic aesthetic of shallowly pitched overhanging gable roofs; earth-colored wood siding; spacious, often L-shaped porches; windows, both casement and double-hung sash, grouped in threes and fours; extensive use of natural wood for the front doors and throughout the interior; and exposed structural elements such as beams, rafters, braces, and joints. Cobblestone or brick was favored for chimneys, porch supports, and foundations. The heyday of Craftsman design was the decade between 1906 and 1916; after that the Craftsman style was simplified, often reduced to signature elements such as an offset front gable roof, tapered porch piers, and extended lintels over door and window openings. In many cases, the Craftsman style incorporated distinctive elements from other architectural styles, resulting in numerous variations.



**Figure 16:** Craftsman residence (Airplane Bungalow variation) at 613 North Lucerne Boulevard, built 1914.



***American Foursquare (circa 1894-1908)***

Found throughout the country with minor variations, American Foursquare homes were two story versions of the previously mentioned turn of the century cottages. They are recognized by their square proportions, often given a horizontal emphasis by roof or siding treatments; by the nearly always present hipped roof and dormer; and by a front porch either recessed or attached, spanning all or part of the facade. Columns suggestive of the classical orders, dentils, and traditional moldings, endboards treated as pilasters, and boxed cornices tied these homes to the tradition of the American Colonial Revival; they can also be referred to as a "Classic Box."

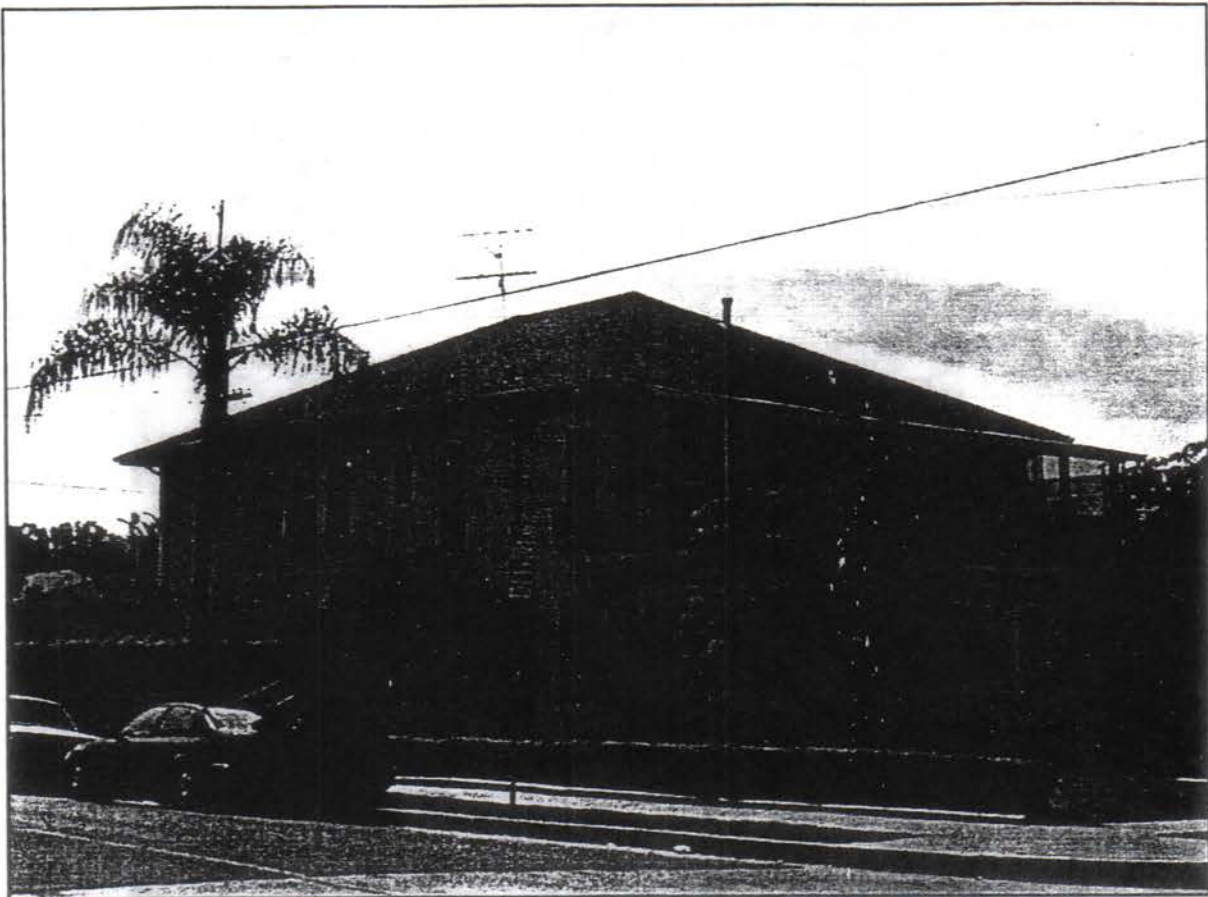


Figure 17: American Foursquare Influence duplex (altered) at 444 North Lucerne Boulevard, built 1921..



***Modern (circa 1921 - present)***

Architects Rudolph Schindler and Richard Neutra emigrated to Southern California in the 1910s and 1920s, and the modern tradition in Los Angeles began to take hold. In its avant-garde stage the movement was known as the "International Style." Buildings were conceived of as machines, divorced from the past, and constructed of twentieth century materials. Typical features included modular designs, executed in steel when possible, curtain walls of glass or other materials, ribbon bands of windows, flat roofs, and open plans. Subsequent generations adapted these prototypes to regional materials and climate. Rather than the black and white palette typical of the early modern designs, later buildings of this style made extensive use of wood, weathered or stained. Shed or gable roofs, clerestory windows and accommodations such as decks and patios for an indoor/outdoor lifestyle were introduced. An interpretation of this style was commonly known as *California Ranch* and was heavily used in 1950s suburban housing tracts.



Figure 18: Modern style house, designed by architect Irving Gill, at 626 North Arden Boulevard, built 1920-1921.



## METHODOLOGY

### Archival Research

#### ***Previous Designations and Surveys***

The proposed Larchmont Heights HPOZ area has not previously been surveyed by qualified architectural historians, and has no individual properties that have been designated in a federal, state, or local inventory of significant historical resources. Consequently, there are no properties in the HPOZ area:

- ✗ listed in or determined eligible for listing in the National Register of Historic Places;
  - ✗ listed in the California Register of Historical Resources;
  - ✗ listed in the California Historical Resources Inventory compiled by the California State Office of Historic Preservation;
  - ✗ listed as a California Historical Landmark;
  - ✗ listed as a Los Angeles County Point of Historical Interest; or
  - ✗ listed as a City of Los Angeles Historic-Cultural Monument.
- ✓ However, one of the properties, the Morgan House located at 626 North Arden, was identified in Gebhard & Winter's Architecture in Los Angeles, because it was designed by important early modern architect, Irving Gill.

These previous findings are evident in the historic resources survey inventory forms under the headings *Previous Surveys*, *Other Recognition*, and *Evaluation Code*. The evaluation codes correspond to the National Register status codes, levels 1-7, adopted by the California Office of Historic Preservation.

#### ***Los Angeles County Assessor's Parcel Specific Data***

Information based on the Los Angeles County Assessor's Office and supplemented by real estate records was downloaded for each parcel within the proposed HPOZ boundaries from the First American Real Estate Solutions *datadisc*®, on CD-ROM. The *datadiscs* are updated monthly and include pertinent information about each resource including its:

Assessor's parcel number;  
situation address;  
year built;  
number of stories;  
current owner;



zoning;  
lot area;  
floor area;  
current land use; and  
zip code.

Once this base set of information was downloaded, a series of "clean-up" programs written by MFA were used to translate the data into a consistent and more useful form for conducting the historic resources survey.

### ***Original Building Permit Indexing and Data Entry***

Using the address and year built information acquired from the *datadisc*, a list was generated of all properties within the proposed HPOZ. The list was organized in alphabetical order by address to facilitate searching the building permit indexes at the Department of Building & Safety. The results of the index search for properties built in or before 1948 were entered into the database. 1948 was selected as an arbitrary cut-off because of budget considerations and because 50 years is the age criterion of the National Register of Historic Places.

A second list was then generated to facilitate locating and copying original building permits, this time in order of year and permit number. First, any construction history acquired by the neighborhood group was entered into the database. Then, the Consultant copied original building permits and entered each permit's pertinent construction data into the database for rapid access and reference in the field. Pertinent information included verification of year of construction, original owner, original use, architect, and builder.

### ***Field Survey***

Based on the information assembled, an informed field survey was begun of each parcel within the proposed HPOZ boundary. The benefit of already having street addresses, parcel numbers, previous designation, current use, number of stories, year of construction, original owner, current owner, architect, and builder in a database accessible in the field allowed the consultants to focus full attention on the proper evaluation of each property according to HPOZ criteria and within its historic context. A reasoned judgment could be made in the field based on each resource's loss of integrity due to substantial alterations, compatibility of style, and age. Overriding considerations of these criteria were able to be made in the field based on the recognized significance of associated architects, builders, or original owners.

The field entry program facilitated entry and kept track of evaluations, applicable HPOZ criterion, photograph numbers, survey dates, architectural styles, alterations, and common names

and also allowed for verification of site addresses. Furthermore, the program design allowed the option to independently evaluate opposite sides of the same street for maximum efficiency of recordation and photography.

The strengths of a database management system are its searching and indexing capabilities and flexibility of output. Following the input of field data, each record was completed and required no additional data entry. When the survey was completed, the results could be printed on survey forms correctly ordered by street address.

### ***Survey Forms***

A format that presents the results of the field survey, research, and photography associated with the survey was devised by the Consultant in consultation with Department of City Planning staff. The following information was included along with a color digital image of the resource:

Location:	The Los Angeles County Assessor's situs address that was obtained from the <i>datadisc</i> and confirmed in the field;
Name:	Depending on the resource, this may be an historic name, common name, or name of current owner;
Description:	A brief description of the resource including its architectural style, number of stories, and original or present use;
Original Owner:	When available, the name of the owner indicated on the original building permit.
Architect:	When available, the name of the architect, architectural firm, or engineer indicated on the original building permit.
Builder:	When available, the name of the builder indicated on the original building permit. If the original owner was also listed as the builder, it is parenthetically referenced;
Year Built:	The original date of construction, obtained from either a building permit, <i>datadisc</i> , or based on a visual analysis;
Alterations:	Modifications to the original structure are indicated to convey its level of integrity. These may range from the easily reversible application of security bars or metal awnings to major remodeling. The extent of





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alterations and diminishment of integrity may result in the resource no longer contributing to the HPOZ despite its compatibility in style and period of construction. Recordation of alterations is also highly valuable for future reference;

Parcel Number: Los Angeles County Assessor's Parcel;

Date of Photograph: The date the resource was surveyed and photographed.

HPOZ Criterion: Finding of significance of the resource, and the appropriate HPOZ criterion (a-c and AS). If the resource is non-contributing (NC), a reason for this finding is indicated.

Previous Surveys/Other Recognition:

Any other known listing in a previous survey or designation in an historic resources inventory such as the National Register of Historic Places, California Historical Landmark, California Point of Historical Interest, SHPO Historic Resources Inventory, California Register of Historical Resources, City of Los Angeles Historic-Cultural Monuments, or Gebhard & Winter's Architecture in Los Angeles.

Evaluation: The level of evaluation for ranking each resource is based on the State Office of Historic Preservation National Register of Historic Places status codes, summarized as follows:

1. Listed in the National Register.
2. Determined eligible for the National Register in a formal process involving federal agencies.
3. Appears eligible for listing in the National Register in the judgment of the person(s) completing or reviewing the form.
4. Might become eligible for listing.
5. Ineligible for the National Register but still of local interest.
6. None of the above.
7. Undetermined.

Zoning: The zoning code of each property was obtained from the *datadisk*;

Digital Image No.: The filename for the digital photograph of the resource for future reference;

Zip Code: U.S. Postal Service Zip Code;



Current Owner:        The current property owner and mailing address.

The field survey report is essentially a snapshot in time of the development history of an area. As resources are demolished, altered, or introduced, the correct identification of significant resources in the HPOZ becomes imprecise. The database program developed for this project is intended to allow City Planning or the Cultural Heritage Commission to have a mechanism available to record and update the records as these changes occur over time.

### **Field Survey Evaluation**

Each parcel, regardless of age, was evaluated by using the HPOZ criteria for **Contributing, Contributing-Altered Structure, Non-Contributing** resources, and **Vacant Lot** (See Pages 9-11). The construction history from original building permits, the *datadisc*, and previous survey information was examined while investigating the parcel in the field. A visual analysis of architectural quality and integrity was made in the field, and the criteria applied in a consistent manner. For buildings over 50 years of age, integrity considerations were critical for determining the contributing status of a building.

Integrity considerations included:

- Inappropriate stuccoing, re-stuccoing, asbestos shingling, asphalt shingling, or texture-coating.
- Removal of original windows, doors and surrounds, and substitution with aluminum framed windows and doors of different proportions.
- Substantial additions which either hide or overwhelm the original structure, or were designed in an incompatible style from the original building.
- Non-reversible porch enclosures
- Removal of character defining architectural elements such as tile roofs, porch supports or Victorian era wood trim, especially in combination with the types of alterations listed above

It should be noted that some alterations, such as the asphalt siding commonly applied to wood exteriors in the early 1950s, or re-stuccoing of original stucco surfaces were considered more easily reversible and did not necessarily preclude the building from listing as a **Contributor-Altered Structure**. It was generally assumed that these materials were placed over the original

wood cladding, and that the original material could be restored.

Generally, if the loss of integrity was considered reversible for a reasonable cost, then the building was considered by the Consultant to be a **Contributor-Altered Structure**. If the alterations were considered by the Consultant irreversible in the absence of an "economic miracle," then the building was evaluated as a **Non-Contributor**.

The general integrity considerations may be overridden at the discretion of the architectural historian during the survey, if the altered building is recognized to contribute to the overall character of its neighboring structures. A typical example where this discretion would be applied, is when there is a series of nearly identical bungalows, and a member within the series has been substantially altered yet still maintains its overall footprint, form, and height, and evidently continues to contribute to the setback, scale, massing, of the group.



## SURVEY RESULTS

### Finding of Significance of HPOZ

The Larchmont Heights Survey area meets the criteria for HPOZ designation because the majority of individual buildings and the neighborhood as a whole retain their association with the historical development of this part of Los Angeles. The majority of the buildings are single family residences from the original development from the 1910s through the 1920s. Also characteristic of the neighborhood are low-scale apartment buildings. The main period of construction occurred in the 1920s when there was a building boom in Los Angeles.

The Larchmont Heights Survey area comprises subdivisions that were laid out in the early 20<sup>th</sup> centuries. Larchmont Heights was laid out prior to October 27, 1909, when the Colegrove Annexation, roughly bounded by Hoover, Wilshire, and Arlington on the east, Rancho Cienega o Paso de la Tijera, Rancho Las Cienegas, and Rancho La Brea and the west, and Rancho Los Felis and the City of Hollywood on the north, was joined to the City of Los Angeles. Originally farm and grazing land, the area developed in conjunction with the expansion of the streetcar system that by the spurred residential development of this area creating early suburban neighborhoods.<sup>29</sup>

The subdivisions were laid out within the existing grid pattern of the major streets west of Hoover. East of Hoover the orientation of the blocks followed the angled street pattern radiating out from the Pueblo. The homes were designed in the contemporary architectural styles: Craftsman, American Foursquare, Tudor, Colonial, Dutch Colonial, Monterey, English cottage, Mediterranean, Spanish Colonial, Mission Revival and bungalow, as well as vernacular variations and hybrids of the above.

### Original Owners

The original building permit applications identified the names listed below as "Owner" at the time of construction. Notable owners are highlighted in bold typeface.

**Table 3. List of Original Owners in Larchmont Heights**

Ahrens Jr., E.F.  
Ahrens, Edith F.  
Allen, H.M.

Andersen, Martin  
Anderson, Harry G.  
Anfinson, Catherine

Anfinson, H.H.  
Arneson, Geinor (sp?)  
Bacon, Mattie P.

<sup>29</sup>See *Historic Context 1. Economic Development, a. Transportation*



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Baldwin, Andrew	Hudson, Matthew J.	Opdike, S.A.
Baldwin, J.V. (President)	Hyams, M.	Otto, H.
Baruch, Herbert M.	J.H.F. White	Overton, Eva Lee
Bates, Geo.	Jackson, Chas. A.	Paine, Chas. L. & Ann F.
Bauman, H.D.	Johnson, F.A.	Peterson, Geo. E. and Natalie
Berline, Paul	Johnson, H.	Phillips, L.M. and C. Murphy
Blake, George W.	Jones, Miss M.W.	Post, H.G.
Brown, Addie R.	Josenhaus, Wilbur	Post, H.G. and C.E.
Builler, Emma	Kennedy, S.J.	Pusey, R.C. & A
Burance, P.E.	Kluikner, Edw. P.	Rattenbury, G.F.
Burch, W.E.	Kluikner, Emma	Rattenbury, G.P.
Cantwell Bishop, J.J.	Kluikner, Jay S.	Reynolds, Janet
Clarke, Walts and Catherine	Kluikner, Jos.	Richardson, Lee R.
Craig, Robt. H.	Kluikner, Joseph	Rudy's Custom Tops
Croissant, Bertha	Knibbs, H.H.	Schneir, Elizabeth
Crowthers, Reltie M. (sp?)	Kuig, J.R.	Schreeder, Gus
Culbertson, Glen	Lane, C.M.	Schultze, Earnest
Darling, Dr., Thos.	Larson, John H.	Seewagen, P.A. & E.N. Wilson
Darrow, W.Y.	Leazer, G.D.	Selby, Olga
Deane, Thomas C.	Leiback, Josephine	Shahan, A.E.
Deering, Jono. H.	Lelander, Myrtle	Sharrock, Carlton
Dominquez, F.E.	Linder, John	Slates Co., Walter
Ehlert, Rossman	Lorenz, Martin W.	Steinback, Bertha
Ensign, Ralph H.	March, A.C.	Stewart, Ursula
Ergenzinger, Mrs. Louella W.	Marsh, B.R.	Swinhart, C.T.
Fay, Amber P.	Mauser, George B.	Swinhart, Chauncy T.
Ferguson, Claude	McAthon, J.H.	Swyno, Malcom (sp?)
Field, C.E.	McAulay, Kenneth J.	Thacter, Rose (sp?)
Fircher, C.	McClellan & Ferguson	Thomson, Milo
Fischer, William	McGee, Charles	Turner, Ed
Fullenwider, Anne Gates	McGrath, Elizabeth	Venne, R.
Gagé, John W. and Elizabeth G.	McLaughlin, William T.	Vern, Dr. Vern J.
Garry, A.P.	McNulty, Julia M.	Vogt, E.F.
Griffin, G.G.	Miller, Dr. J.C.	Welter, Mabel H.
Groase, H.A.	Miller, Earl T.	Whiteley, C.A.
Grunell, Virginia	Monkman, R.W.	Wolfgang, Milt.
Hanson, Angus T.	Moon, J.L.	Wrample, A.E.
Hatfield, Mary L.	Moore, Robert W.	Wright & Hogan
Hazeltine, Paul R.	Mortimer, F.G.	Wright, Chas. E. and Mary G.
Heep, F.H.	Myers, J.D.	
Heisig, H.F.	Nevmier, Adam (sp?)	
Himmick, E.C.	Nielsen, P.M.	
Hobbs, L.J. & E. Ames (sp?)	Nielsen, R.G.	
Howan, George W.	O'Haver, R.C.	



## Architects

In many cases, the property owners employed some of the region's many architects to design their homes such as Irving Gill, R. D. Jones, Noerenberg & Johnson, and Frank M. Tyler.

Examples of the buildings by the some of the aforementioned architects who designed homes in Larchmont Heights: R. D. Jones: Residence in Hancock Park at 450 N. June Street for S.M. Cooper. F. G. Krucker and H. C. Deckbar (with Thornton Fitzhugh) Trinity Auditorium at 9th and Grand, Ira, Noerenberg & Johnson, designers of the Helen Hunt Library, W.C. Pennell, and L.A. Smith, designers of a number of stores and Victoria Theater in San Pedro, Rollin Pierson, designer of a number of residences in Hollywood and Bel-Air, Stanton, Reed & Hibbard, designer of the Cole Building in Hollywood and Frank Tyler, designer of a number of significant residences in Los Angeles.

The architecture of the Contributors exhibits characteristics representative of the times. The original building permit applications identified the names listed below as "Architect." Notable architects are highlighted in bold typeface.

**Table 4. List of Architects Working in Larchmont Heights**

Adams & Shanishar	Hartigan, Frank. E.	Pusey, R.C. & A
<b>Allen &amp; Hillier</b>	Himmick, E.C.	Rathke, Charles T.
Anderson, Harry G.	Hollocher, G.A.	Rhodes, Joseph F.
Anfinson, H.H.	Holt, P.	Salkin, Jules
Angeles Drafting Co.	Hoyt, H.J.	Sly & Rosen
Avery, John R.	Hudson, Matthew J.	<b>Stanton, Reed &amp; Hibbard</b>
Bowles, Arnold	<b>Jones, R.D.</b>	Sweet, Ed. E.
Bradley, Harley S.	Jones, Roy	Swinhart, Chauncy T.
Bradstreet, J.R.	Kieffer, R.J.	Thomson, Milo
Brazee, W.H.	<b>Krucker, F.G. &amp; Deckbar, H.C.</b>	Truesdell, Clifford A.
Clark, Roy W.	<b>Marshall, Ira G.</b>	Turner, Ed
DeLuxe Bldg. Co.	Nichols, Frantz	<b>Tyler, Frank</b>
Farrell, R.C.	<b>Noerenberg &amp; Johnson</b>	Wilson, Henry L.
Finkenbinder, C.F.	Pacific Ready Const. Co.	Wolf, L. Milton
<b>Gill, Irving J.</b>	<b>Pennell, W.C. and Smith, L.A.</b>	Wrample, Ernest
Grosar, John (sp?)	<b>Pierson, Rollin</b>	Wright & Hogan
Haag, David S.	Post, H.G. and C.E.	Wright, A.E.
Hanson, Angus T.	Power, Thomas Franklin	

## Builders

The architecture of the Contributors is representative of the times. The original building permit applications identified the names listed below as "Builder."

**Table 5. List of Builders Working in Larchmont Heights**

Ahrens, R.H.	Hillock & Son, J.H.	Mortimer, F.G. (Owner Built)
Ahrens Jr., E.F.	Himmick, E.C.	Myers, Lee
Allen, H.M.	Hogue, Riley	Nance Cons. Co.
Anderson, Harry G.	Hollocher, G.A.	Nelson, Alf
Anfinson, H.H.	Howan, George W.	Nelson, Nels E.
Arneron, Geinor	Hoyt, H.J.	Nichols, Frantz
Avery, John R.	Hudson, Matthew J.	Nielsen, P.M.
Bacon, A. Perry	Hughes, Charles E.	Nielson, R.G.
Baker, Ray	Hyams, M.	O'Haver, R.C.
Baruch, Herbert M.	Jackson, Chas. A. (Owner Built)	Oakman, R.W.
Bradstreet, J.R.	Jennings, R. L.	Olmstead, E.N.
Brands, G.J.	King, John R.	P.J. Leaver Co.
Burch, W.E. (Owner Built)	Kirkman, Harry L.	Pamuelson, F.H.
Buschlen, Charles S.	Kluikner, Jay S.	Pennington, N.A.
Chelew & Hoyt	Kluikner, Jos.	Peterson, Lars
Chisholm, A.D.	Larson, John H.	Phillips, L.M. & C. Murphy
Clark, Roy W.	Leazer, G.D.	(Owner Built)
Colf, Guy V.	Lorenz, Martin W. (Owner Built)	Post, H.G. and C.E.
Cooper, S.M.	MacFarlane, J.D.	Post, H.G.
Deane, Thomas C. (Owner Built)	Marsh, B.R. (Owner Built)	Swinhart, Chauncy T.
Di Vall Company, Edward L.	Marshall, Ira G.	Swyno, M.
Field, C.E. (Owner Built)	McAulay, Kenneth J. (Owner Built)	Tiverton & Harrigan
Fircher, C. (Owner Built)	McGinnis & Ergenzinger	Todd, H.J.
Fischer, William	McKinley, J.W.	Turner, Ed
Fullenwider, Ann Gates	McNeil Co., J.V.	Vineyard Lumber & Investment
Fulton & Fulton	Meline, Frank	Whiteley, C.A. (Owner Built)
Gage, John W. (Owner Built)	Meline Co.	Winget, Glenn O.
Garry, A.P. (Owner Built)	Messenger, D.	Wolf, L. Milton
Gill & Pearson	Miller, Thomas K. & Son	Wolfgang, Milt. (Owner Built)
Grosar, John	Monsees, Thomas	Wrample, Ernest
Hartigan, Frank E.	Moore, Robert W. (Owner Built)	Wright & Hogan
Heep, F.H.	Morrow & Baer	

## Larchmont Heights Survey Boundaries

The area surveyed comprises 9 blocks and is bounded by the Melrose Avenue on the north, Beverly Boulevard, Parcels on both sides of Arden Boulevard on the west, and Parcels on both sides of Lucerne Boulevard on the east. The survey area represents a *portion* of the original subdivisions, the *Larchmont Heights Tract* and *Tract No.3026*, which did not end at the east side of Lucerne Boulevard, but extended as far east as the east side of North Gower Street.

Section E.2. Historic Resources Survey of the HPOZ ordinance states that "*The survey shall also consider whether a Preservation Zone possesses a significant concentration, linkage, or continuity of sites, buildings, structures or objects united historically or aesthetically by plan or physical development.*" The Larchmont Heights Historic Resources Survey evaluated 190 parcels. Of these, 148 buildings were identified as **Contributors** (although it should be noted that 59 of these had alterations considered to be reversible), 40 buildings were identified as **Non-Contributors**, and 2 **Vacant Lots** were identified. Therefore, over 78% of the Larchmont Heights Survey area comprises buildings that contribute to the proposed HPOZ. The Survey identified historic landscape features such as mature trees and shrubs. These are identified on the individual building inventory forms. Because of the high concentration of historic buildings and their quality and state of preservation, the survey area as a whole retains its associations with the historical development of this section of Los Angeles. The following pie chart and map indicate the density and distribution of contributors within the Larchmont Heights HPOZ survey area.

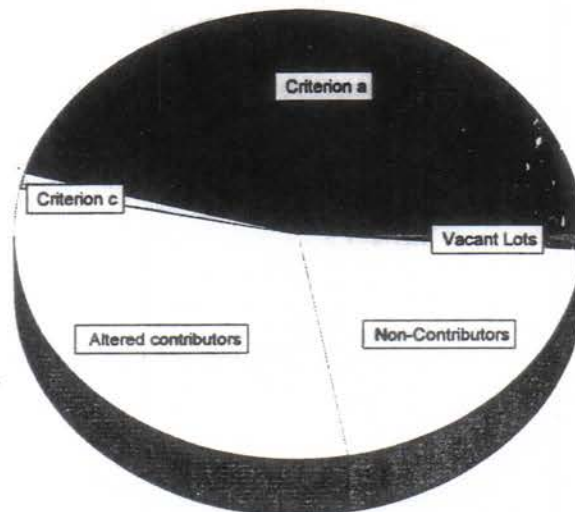


Figure 19: HPOZ Criteria Distribution



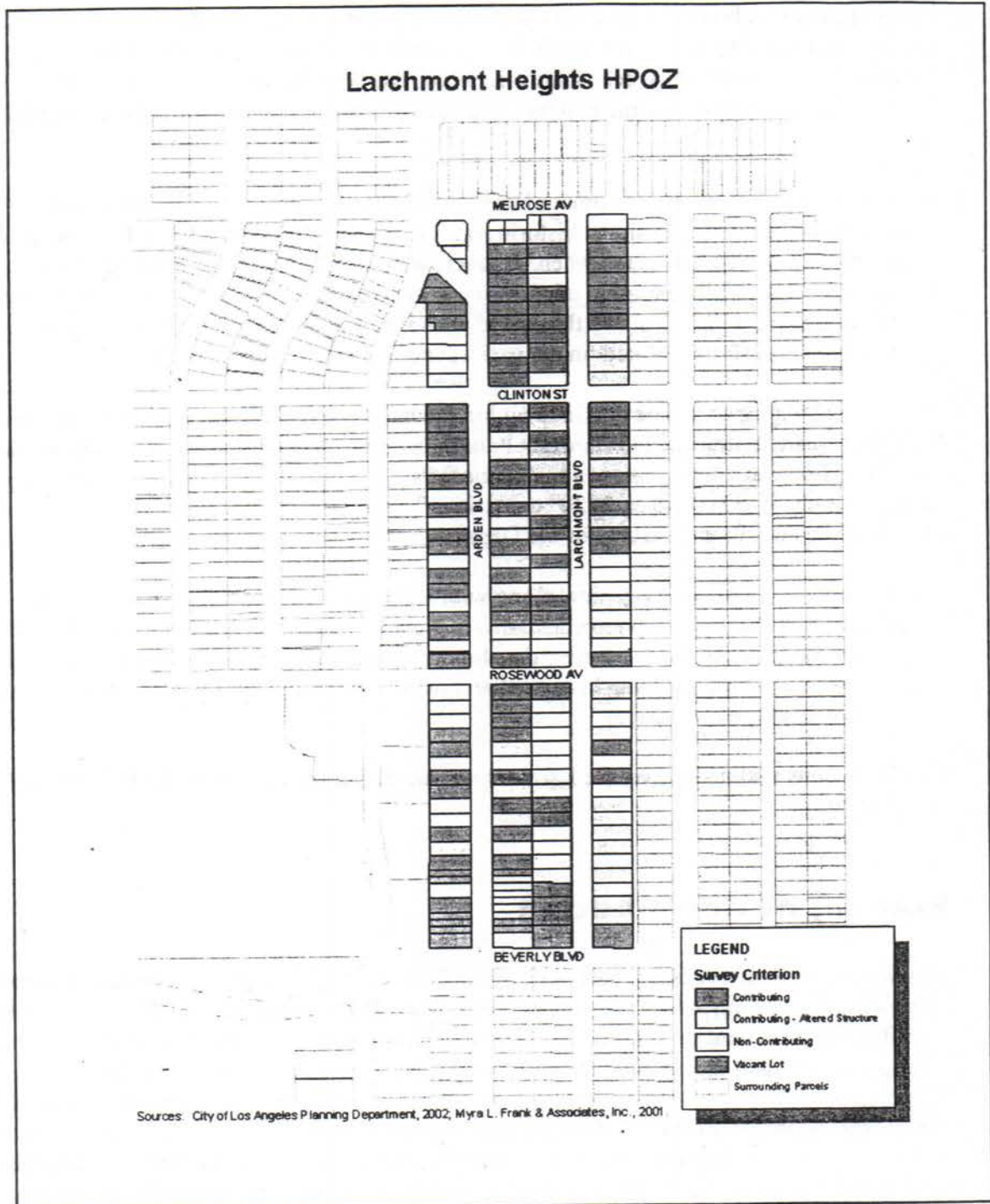


Figure 20: Map of Contributing, Contributing-Altered Structures, Non-Contributing, and Vacant Parcels in the Larchmont Heights HPOZ Survey Area



The proposed Larchmont Heights HPOZ would be primarily a residential district. The predominant building type is the single family residence. In addition, there is one religious building located on North Arden Boulevard which has been identified as a contributor to the HPOZ. The majority of commercial buildings along Melrose Avenue would not contribute to the HPOZ.

As presented in this report, Larchmont Heights Survey area retains the physical character-defining features that establish the historic significance of the neighborhood: the original grid street pattern that was delineated when the tracts were first laid out; the building setbacks, scale and massing; a high concentration of well-preserved early 20th century historic residential architecture in the Craftsman and the period revival styles; and mature landscaping in the form of street trees and shrubs located in the parkways and on individual parcels.

The survey area appears to be confined within the major streets. However, the residential areas in Windsor Square to the east and Hancock Park to the west were developed relatively within the same time frame and they possess a high concentration of well-preserved historic buildings dating from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The historic resources in these areas are to be identified in surveys undertaken for the Department of City Planning.

The Larchmont Heights Survey area, along with Windsor Square and Hancock Park, is historically part of a larger development area that could be called the first "West L.A." This larger area shares a common historical development around the extension of the streetcar lines, and it shares a common building history of architectural design from the Craftsman through period revival and modern styles.

For the reasons outlined above, the Larchmont Heights Survey area meets HPOZ criteria for designation.

## **Finding of Contribution**

The finding of contribution is addressed in *Sub-Section E.3. Finding of Contribution (under Procedure For Establishment, Change or Repeal of A Preservation Zone)* that states "To be contributing, such structures, landscaping, natural features or sites within the involved area or the area as a whole shall meet one or more of the following criteria: a) adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time; or b) owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or c) retaining the structure would help preserve and protect an historic place or area of historic interest in the City.



The survey area meets the HPOZ designation criteria. Larchmont Heights retains the physical character-defining features that establish the historic significance of the neighborhood: the original grid street pattern that was established when the tracts were first laid out; the building setbacks, scale and massing; a high concentration of early 20th century historic residential architecture in the Colonial Revival and other period revival styles; and mature landscaping in the form of street trees and shrubs as well as period style street lights located in the parkways and on individual parcels.

Therefore, Larchmont Heights "represents an established feature of the ... city" and it retains "the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time."

Larchmont Heights typifies early 20<sup>th</sup> century residential neighborhoods that were developed for the emerging middle class in Los Angeles. "[R]etaining the structure[s] would help preserve and protect an historic place or area of historic interest in the City." Without designation, the historic buildings could be demolished, the trend to make substantial alteration would continue unabated, and the uniform and cohesive streetscapes could be destroyed by inappropriate and intrusive new development.

## **Recommended HPOZ Expansion Boundaries**

The survey area represents a portion of the original subdivisions, the *Larchmont Heights Tract* and *Tract No. 3026*, which did not end at the east side of Lucerne Boulevard, but extended as far east as the east side of North Gower Street. Should the Larchmont Heights HPOZ be approved, it is recommended that Larchmont Boulevard and Gower Street, between Melrose Avenue and Beverly Boulevard, be reviewed as an expansion area. Not only would this be consistent with the original tract development, the area would be located along the north boundary of the proposed Windsor Square HPOZ, and would help to create a larger, contiguous preservation area.

## **Recommended Future Studies**

The analysis for the proposed Larchmont Heights HPOZ was based on a visual inspection of each parcel as well as building permit research of the parcels and the review of existing historical and architectural materials. HPOZ designation is based on the concentration of historic and/or architecturally significant buildings and their integrity.<sup>30</sup> This survey focused on the architecture

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<sup>30</sup> Historic districts can be primarily based on historical significance such as the Little Tokyo National Register Historic District.

in the neighborhood and its relationship to the development of this section of Los Angeles. A 50-year cutoff is the typical time frame used to evaluate the significance of the buildings. Therefore, buildings built after 1951 were not considered historic unless they were associated with a recognized architectural style or important architect. Buildings constructed after 1951 in the survey area should be evaluated with the passage of time in order to make a valid judgement as to their significance.

While the survey process provided information about the original development and architectural significance of Larchmont Heights, it did not include historical events that could be associated with individual buildings in the survey area. Associations with historical events important to the history of our city, state or nation could subsequently accord significance to these structures even if their architectural integrity has been compromised through alterations.

## **Procedures for Approval**

To establish an Historic Preservation Overlay Zone, the Cultural Heritage Commission must approve the designation by “(1) a majority vote and (2) a written finding that structures, landscaping, natural features and sites within the Preservation Zone meet one or more of criteria (a) through ©) inclusive” in Section E. *Procedure For Establishment, Change or Repeal of A Preservation Zone*. The Commission also must “certify the Historic Resources Survey as to its accuracy and completeness.”<sup>31</sup> After the Cultural Heritage acts on the HPOZ application, it is transmitted to the Planning Commission and then to the City Council for designation.

## **Contributing Building List**

The results of the survey are provided in the following list. The list is organized by property address and indicates which buildings are Contributors, Contributor-Altered Structures, or Non-Contributors, as well as the applicable HPOZ criterion for each listing, and indicates those properties considered to be Vacant Lots.

**Table 6. Historic Resources Survey Results Table**

(See table on following pages)

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<sup>31</sup>Section E. 4 Cultural Heritage Commission Determination.



### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
300 North Arden Boulevard	Historic Name: Residence for Walter E. Burch	1923	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Burch, Walter E. / Burch, Walter E. (Owner Built)	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
301 North Arden Boulevard	Historic Name: Speculative House for Harry G. Anderson	1922	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Anderson, Harry G. / Anderson, Harry G.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
308 North Arden Boulevard	Historic Name: Residence for William T. McLaughlin	1924	5D	Spanish Colonial Revival, 1-Story Single Family Residence	McLaughlin, William T. / Truesdell, Clifford A. / Olmstead, E.N.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
309 North Arden Boulevard	Historic Name: Speculative House for Harry G. Anderson	1922	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Anderson, Harry G. / Anderson, Harry G.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
311 North Arden Boulevard	Historic Name: Residence for Robt. H. Craig	1920	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Craig, Robt. H. / Jones, R.D. / Cooper, S.M.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
312 North Arden Boulevard	Historic Name: Speculative House for J.R. Kuig	1923	AS-5D	Spanish Colonial Revival, 1-Story Single Family Residence	Kuig, J.R. /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
318 North Arden Boulevard	Historic Name: Speculative Residence for E.C. Dimmick	1923	NC	Spanish Colonial Revival, 2-Story Single Family Residence	Dimmick, E.C. / Dimmick, E.C.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
321 North Arden Boulevard	Historic Name: Residence for Andrew Baldwin	1920	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Baldwin, Andrew / Stanton, Reed & Hibbard / Stanton, Reed & Hibbard	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
322 North Arden Boulevard	Historic Name: Residence for Myrtle Lelander	1923	5D-AS	Cottage, 1-Story Single Family Residence	Lelander, Myrtle / Wrample, Ernest	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
325 (Lot) North Arden Boulevard	Present Use: Residential Lot		Vacant	Residential Lot		Vacant lot
330 North Arden Boulevard	Historic Name: Residence for F.E. Dominguez	1923	5D	Mediterranean Revival, 1-Story Single Family Residence	Dominguez, F.E. / Adams & Shanishar / Todd, H.J.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

\* A Contributor to the HPOZ meets Criterion a), b), or c); a Contributor-Altered Structure is coded AS); a Non-Contributor is coded NC); and a Vacant Lot is coded as such.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
331 North Arden Boulevard	Historic Name: Residence for Josephine Leiback	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Leiback, Josephine/ /	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
336 North Arden Boulevard	Historic Name: Residence for Janet Reynolds	1920	5D-AS	Spanish Colonial Revival, 1.5-Story Single Family Residence	Reynolds, Janet/ / Sly, Elmer R.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
337 North Arden Boulevard	Historic Name: Residence for F.O. Johnson	1920	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Johnson, F.O./ / Sly, Elmer R.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
340 North Arden Boulevard	Historic Name: Residence for Adam Nevmier	1920	5D	Tudor Revival, 1 1/2-Story Single Family Residence	Nevmier, Adam (sp?) / Sly, Elmer R.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
341 North Arden Boulevard	Historic Name: Residence for William Fischer	1922	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Fischer, William/ Haag, David S./ Fischer, William (Owner built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
346 North Arden Boulevard	Historic Name: Residence for Paul R. Hazeltine	1920	5D-AS	English Revival, 1.5-Story Single Family Residence	Hazeltine, Paul R./ / Morrow & Baer	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
347 North Arden Boulevard	Historic Name: Residence for Earnest Schultze	1920	5D-AS	English Revival, a-Story Single Family Residence	Schultze, Earnest/ Noerenberg & Johnson/ Nelson, Alf	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
402 North Arden Boulevard	Historic Name: Residence for C.A. Whiteley	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Whiteley, C.A./ Bradley, H.S./ Whiteley, C.A. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
403 North Arden Boulevard	Historic Name: Residence for J.H. McAthon	1921	AS-5D	Spanish Colonial Revival, 1-Story Single Family Residence	McAthon, J.H./ / Wolf, L. Milton	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
408 North Arden Boulevard	Historic Name: Residence for G.P. Rattenbury	1920	5D-AS	Tudor Revival, 1 1/2-Story Single Family Residence	Rattenbury, G.P./ / Sly, Elmer R.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
409 North Arden Boulevard	Historic Name: Residence for Dr. Thomas Darling	1921	5D	Spanish Colonial Revival/Pueblo Infinc., 1-Story Single Family Residence	Darling, Dr., Thomas/ / Sweet, Edward E.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

\* A Contributor to the HPOZ meets Criterion a), b), or c); a Contributor-Altered Structure is coded AS); a Non-Contributor is coded NC); and a Vacant Lot is coded as such.



### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
414 North Arden Boulevard	Historic Name: Speculative house for G.P. Rattenbury	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Rattenbury, G.P. / Rattenbury, G.P. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
415 North Arden Boulevard	Historic Name: Residence for Byron R. Marsh	1922	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Marsh, Byron R. / Allen & Hillier/ Marsh, Byron R. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
418 North Arden Boulevard	Historic Name: Residence for Olga Selby	1922; 1990S	NC	Craftsman - remodeled, 1-Story Single Family Residence	Selby, Olga / Samer & Hall	NC) Structure was built after the HPOZ's historic and architectural periods of significance and has no known overriding significance.
419 North Arden Boulevard	Historic Name: Residence for R.C. & A. Pusey	1923	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Pusey, R.C. & A. / Pusey, R.C. & A. (Owner Built)	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
424 North Arden Boulevard	Historic Name: Residence for George W. Blake	1922	AS-5D	Spanish Colonial Revival, 1-Story Single Family Residence	Blake, George W. / Bowles, Arnold/ Chelew & Hoyt	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
425 North Arden Boulevard	Historic Name: Residence for H. Johnson	1922	5D	English Revival, 1-Story Single Family Residence	Johnson, H. / Vineyard Lumber & Investment	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
428 North Arden Boulevard	Historic Name: Residence for Thomas C. Deane	1923	5D	English Revival, 1-Story Single Family Residence	Deane, Thomas C. / Deane, Thomas C. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
429 North Arden Boulevard	Historic Name: Residence for Mr. L.J. Hobbs & Mr. E. Ames	1923	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Hobbs, L.J. & E. Ames (sp?) / Nichols, Frantz	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
434 North Arden Boulevard	Historic Name: Residence for G.G. Griffin	1920	5D	Tudor Revival, 1-Story Single Family Residence	Griffin, G.G. / Sly, Elmer R.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
435 North Arden Boulevard	Historic Name: Residence for J.L. Moon	1920	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Moon, J.L. / Sly, Elmer R.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
438 North Arden Boulevard	Historic Name: Residence for Bates, George	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Bates, George/ Kieffer, R.J. / Winget, Glenn O.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
439 North Arden Boulevard	Historic Name: Residence for Elizabeth Schneir	1921	AS-5D	English Revival, 1-Story Single Family Residence	Schneir, Elizabeth / / Morrow & Baer	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
444 North Arden Boulevard	Historic Name: Residence for Rose Thacter	1922	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Thacter, Rose (sp?) / / King, John R.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
500 North Arden Boulevard	Historic Name: Residence for Angus T. Hanson	1920	5D	Colonial Revival, 1-Story Single Family Residence	Hanson, Angus T. / / Hanson, Angus T. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
503 North Arden Boulevard	Historic Name: Residence for Francis A. Seymour	1911	5/5D	Prairie Influence, 2-Story Single Family Residence	Seymour, Francis A. / /	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
506 North Arden Boulevard	Historic Name: Residence for Watts and Catherine Clarke	1921	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Clarke, Watts and Catherine / /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
507 North Arden Boulevard	Historic Name: Residence for P.E. Burance	1920	NC	English Revival, 2-Story Single Family Residence	Burance, P.E. / / Rathke, Charles T.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
512 North Arden Boulevard	Historic Name: Speculative House for E.C. Dimmick	1920	5D-AS	Colonial Revival, 1-Story Single Family Residence	Dimmick, E.C. / / Dimmick, E.C.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
513 North Arden Boulevard	Historic Name: Residence for H.H. Knibbs	1920	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Knibbs, H.H. / / Rathke, Charles T.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
516 North Arden Boulevard	Historic Name: Speculative Residence for Edith F. Ahrens	1924	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Ahrens, Edith F. / / Ahrens, R.H.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
517 North Arden Boulevard	Historic Name: Residence for Mrs. H.H. Knibbs	1938	5D	Minimal Traditional, 1-Story Single Family Residence	Knibbs, H.H. / / Kirkman, Harry L.	c) Retaining the structure would help preserve and protect an historic place or area of historic interest in the City.
522 North Arden Boulevard	Historic Name: Katherine V. Morrissey	1910	5D	Craftsman (reconstruction), 2-Story Single Family Residence	Morrissey, Katherine V. / /	c) Retaining the structure would help preserve and protect an historic place or area of historic interest in the City.

\* A Contributor to the HPOZ meets Criterion a), b), or c); a Contributor-Altered Structure is coded AS); a Non-Contributor is coded NC); and a Vacant Lot is coded as such.  
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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
523 North Arden Boulevard	Historic Name: Speculative House for E.C. Dimmick	1920	5D-AS	Colonial Revival, 1-Story Single Family Residence	Dimmick, E.C. / Dimmick, E.C.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
526 North Arden Boulevard	Historic Name: Residence for John Linder	1916	AS-5D	Craftsman, 2-Story Single Family Residence	Linder, John / Pamuelson, F.H.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
527 North Arden Boulevard	Historic Name: Speculative House for E.C. Dimmick	1920	5D	Colonial Revival, 1-Story Single Family Residence	Dimmick, E.C. / Dimmick, E.C.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
532 North Arden Boulevard	Historic Name: Residence for J.D. Myers	1920	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Myers, J.D. / Myers, Lee	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
533 North Arden Boulevard	Historic Name: Residence for Mrs. Bessie Muller	1925	5D	Spanish Colonial Revival, 2-Story Single Family Residence	Muller, Bessie / Mann, H.W.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
536 North Arden Boulevard	Historic Name: Residence for Sherman F. Strock	1919	5D-AS	Colonial Revival, 1-Story Single Family Residence	Strock, Sherman F. /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
537 North Arden Boulevard	Historic Name: Speculative House for George W. Howan	1920	5D-AS	Colonial Revival, 1-Story Single Family Residence	Howan, George W. / Pennell, W.C. and Smith, L.A. / Howan, George W.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
542 North Arden Boulevard	Historic Name: Speculative Residence for E.C. Dimmick	1920	5D	Colonial Revival, 1-Story Single Family Residence	Dimmick, E.C. / Dimmick, E.C.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
543 North Arden Boulevard	Historic Name: Speculative for Malcom Swyno	1920	5D	Colonial Revival, 1-Story Single Family Residence	Swyno, Malcom (sp?) / Rathke, Charles T.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
546 North Arden Boulevard	Historic Name: Residence for Emma Bumiller	1920	NC	Formerly Craftsman, 1-Story Single Family Residence	Bumiller, Emma / Fulton & Fulton	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
547 North Arden Boulevard	Historic Name: Residence for Elizabeth McGrath	1921	5D	Colonial Revival, 1-Story Single Family Residence	McGrath, Elizabeth / Baker, Ray	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

\* A **Contributor** to the HPOZ meets Criterion a), b), or c); a **Contributor-Altered Structure** is coded AS); a **Non-Contributor** is coded NC); and a **Vacant Lot** is coded as such.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
550 North Arden Boulevard	Historic Name: House for H.H. Anfinson	1922	NC	Colonial Revival, 1-Story Single Family Residence	Anfinson, H.H. / / Anfinson, H.H.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
551 North Arden Boulevard	Historic Name: Residence for Wilbur Josenhans	1921	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Josenhans, Wilbur / / Hollocher, G.A.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
554 North Arden Boulevard	Historic Name: Residence for Ursula Stewart	1914	5D	Craftsman, 2-Story Single Family Residence	Stewart, Ursula / / Stewart, L.A.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
555 North Arden Boulevard	Historic Name: House for Malcom Swyno	1921	5D	English Revival, 1-Story Single Family Residence	Swyno, Malcom / / Swyno, M.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
560 North Arden Boulevard	Historic Name: Residence for R.G. Nielsen	1920	5D-AS	Transitional Colonial Revival/Foursquare, 2-Story Single Family Residence	Nielsen, R.G. / / Nielson, R.G.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
561 North Arden Boulevard	Historic Name: Residence for Milo Thomson	1920	NC	Eclectic, 1-Story Single Family Residence	Thomson, Milo / Thomson, Milo / Monsees, Thomas	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
564 North Arden Boulevard	Historic Name: Residence for Geinor Arnesen	1920	5D	Colonial Revival, 1-Story Single Family Residence	Arnesen, Geinor (sp?) / / Arneson, Geinor	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
565 North Arden Boulevard	Historic Name: Residence for Raymond Venne	1921	5D	English Revival, 1-Story Single Family Residence	Venne, Raymond / / Celf, Guy V.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
570 North Arden Boulevard	Historic Name: Residence for Miss M.W. Jones	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Jones, Miss M.W. / / Hughes, Charles E.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
571 North Arden Boulevard	Historic Name: Residence for Bertha Croissant	1921	5D-AS	Colonial Revival, 1-Story Single Family Residence	Croissant, Bertha / / Di Vall Company, Edward L.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
574 North Arden Boulevard	Historic Name: Residence for H. Otto	1920	NC	Eclectic-Clipped Gable Bungalow, 1-Story Single Family Residence	Otto, H. / / Rhodes, Joseph F.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
575 North Arden Boulevard	Historic Name: Speculative House for H.M. Allen	1914	5/5D	Craftsman, 2-Story Single Family Residence	Allen, H.M. / Allen, H.M.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
580 North Arden Boulevard	Historic Name: Residence for A.C. March	1920	NC	Colonial Revival, 1-Story Single Family Residence	March, A.C. / Rathke, Charles T.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
581 North Arden Boulevard	Historic Name: Residence for Matthew J. Hudson	1920	5D	Colonial Revival, 1-Story Single Family Residence	Hudson, Matthew J. / Hudson, Matthew J. (Owner built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
584 North Arden Boulevard	Historic Name: Residence for Milt. Wolfgang	1922	5D	Transitional Arts and Crafts/Tudor Rev., 1-Story Single Family Residence	Wolfgang, Milt. / Wolfgang, Milt. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
585 North Arden Boulevard	Historic Name: Residence for Caroline Fischer	1921	5D	Colonial Revival, 1-Story Single Family Residence	Fischer, Cardine / Fischer, Caroline (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
588 North Arden Boulevard	Historic Name: Residence for G D Leazer	1920	NC	Neo Colonial Revival, 1-Story Single Family Residence	Leazer, G.D. / Leazer, G.D.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
589 North Arden Boulevard	Historic Name: Speculative House for H.M. Allen	1914	5D	Craftsman/Airplane Bungalow, 2-Story Single Family Residence	Allen, H.M. / Allen, H.M.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
600 North Arden Boulevard	Historic Name: Speculative House for H.H. Anfinson	1921	5D	Colonial Revival, 1-Story Single Family Residence	Anfinson, H.H. / Anfinson, H.H.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
601 North Arden Boulevard	Historic Name: Residence for H.A. Grosse	1920	5D-AS	Craftsman Bungalow Single Family Residence	Grosse, H.A. / Nance Cons. Co.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
606 North Arden Boulevard	Historic Name: Residence for Anne Gates Fullenwider	1921	5D	Minimal English Revival, 1-Story Single Family Residence	Fullenwider, Anne Gates / Fullenwider, Ann Gates	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
612 North Arden Boulevard	Historic Name: Residence for P.M. Nielsen	1920	NC-5D	Colonial Revival, 1-Story Single Family Residence	Nielsen, P.M. / Nielsen, P.M.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
616 North Arden Boulevard	Historic Name: Residence for Ed Turner	1920	5D	Colonial Revival, 1-Story Single Family Residence	Turner, Ed / Turner, Ed	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
617 North Arden Boulevard	Historic Name: Christ the King School; Common Name: Christ the King School	1960; 1960;	NC	International, 2-Story Private School		NC) Structure was built after the HPOZ's historic and architectural periods of significance and has no known overriding significance.
622 North Arden Boulevard	Historic Name: Speculative House for Glenwood Land Co.	1912	5D	Craftsman, 2-Story Single Family Residence	Baldwin, J.V. (Pres. Glenwood Land) / Hartigan, F.E.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
623 North Arden Boulevard	Common Name: Garage and rooms for Church of Christ the King	1927	5D-AS	Spanish Colonial Revival, 2-Story Garage and Rooms		AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
626 North Arden Boulevard	Historic Name: Morgan House	1920	3S	Modern, 1-Story Single Family Residence	White, J.H.F. / Gill, Irving J. / Gill & Pearson	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
627 North Arden Boulevard	Historic Name: Catholic Church of Christ the King	1927		Spanish Colonial Revival Religious	Cantwell Bishop, J.J. / Power, Thomas Franklin / McNeil Co., J.V.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
630 North Arden Boulevard	Historic Name: Residence for C.E. Field	1920	5D	Mediterranean Revival, 1-Story Single Family Residence	Field, C.E. / Field, C.E. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
636 North Arden Boulevard	Historic Name: Speculative House for R.C. O'Haver	1920	5D	Colonial Revival, 1-Story Single Family Residence	O'Haver, R.C. / O'Haver, R.C.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
640 North Arden Boulevard	Historic Name: Residence for F.G. Mortimer	1920	5D	Colonial Revival, 1-Story Single Family Residence	Mortimer, F.G. / Sly & Rosen / Mortimer, F.G. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
646 North Arden Boulevard	Historic Name: Speculative House for R.C. O'Haver	1920	5D	Mediterranean Revival, 1-Story Single Family Residence	O'Haver, R.C. / O'Haver, R.C.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
5651 Clinton Street	Historic Name: Residence for Harry F. & Fannie E.	1937	NC	Vernacular Cottage, 1-Story Single Family Residence	Grundy, Harry F. & Fannie E. /	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.



### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
300 North Lucerne Boulevard	Historic Name: Residence for Walter Slates Co.	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Slates Co., Walter / / Slates Co., Walter	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
301 North Lucerne Boulevard	Historic Name: Residence for Adolph E. Wrampe	1922	5D	English Revival, 1-Story Single Family Residence	Wrampe, Adolph E. / / Wrampe, Adolph E. (owner built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
310 North Lucerne Boulevard	Historic Name: Residence for Earl T. Miller	1921	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Miller, Earl T. / / Miller, Thomas K. & Son	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
311 North Lucerne Boulevard	Historic Name: Residence for John H. Larson	1920	5D	Tudor Revival, 1-Story Single Family Residence	Larson, John H. / / Larson, John H.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
316 North Lucerne Boulevard	Historic Name: Speculative House for Herbert M. Baruch	1920	5D-AS	English Revival Single Family Residence	Baruch, Herbert M. / / Farrell, R.C. / Baruch, Herbert M.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
317 North Lucerne Boulevard	Historic Name: Residence for Catherine Anfinson	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Anfinson, Catherine / / Chisholm, A.D.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
320 North Lucerne Boulevard	Historic Name: Residence for Mattie P. Bacon	1921	NC	Neo-Classical Post-Modern, 2-Story Single Family Residence	Bacon, Mattie P. / / Bacon, A. Perry	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
321 North Lucerne Boulevard	Historic Name: Speculative House for H.G. Post	1920	5D	Tudor Revival, 1 1/2-Story Single Family Residence	Post, H.G. / / Post, H.G.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
326 North Lucerne Boulevard	Historic Name: Speculative residence for H.M. Baruch	1920	5D-AS	English Revival, 1-Story Single Family Residence	Baruch, Herbert M. / / Farrell, R.C. / Baruch, Herbert M.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
327 North Lucerne Boulevard	Historic Name: Residence for Pauline Hoffman	1920	5D-AS	Eclectic, 1-Story Single Family Residence	Hoffman, Pauline / / Avery, John R.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
330 North Lucerne Boulevard	Historic Name: Residence for Mabel H. Welter	1920	NC	Post Modern, 2-Story Single Family Residence	Welter, Mabel H. / / Tiverton & Harrigan	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
331 North Lucerne Boulevard	Historic Name: Residence for Ralph H. Ensign	1920	5D-AS	Colonial Revival, 1-Story Single Family Residence	Ensign, Ralph H. / Brands, G.J.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
336 North Lucerne Boulevard	Historic Name: Residence for Jono. H. Deering	1922	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Deering, Jono. H. / Holt, P. / Morrow & Baer	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
337 North Lucerne Boulevard	Historic Name: Residence for S.A. Opdike	1920	NC	Craftsman Remodeled, 1-Story Single Family Residence	Opdike, S.A. / Sly, Elmer R.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
340 North Lucerne Boulevard	Historic Name: Speculative House for Chauncy I. Swinhart	1920	5D-AS	Colonial Revival, 1-Story Single Family Residence	Swinhart, Chauncy I. / Swinhart, Chauncy I.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
341 North Lucerne Boulevard	Historic Name: Residence for H.D. Bauman	1920	NC	Colonial Revival, 1-Story Single Family Residence	Bauman, H.D. / Angeles Drafting Co. / P.J. Leaver Co.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
346 North Lucerne Boulevard	Historic Name: Residence for Eva Lee Overton	1922	5D-AS	English Revival, 1-Story Single Family Residence	Overton, Eva Lee / Jennings, R. L.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
347 North Lucerne Boulevard	Historic Name: Speculative House for H.G. Post	1920	5D	Tudor Revival, 1 1/2-Story Single Family Residence	Post, H.G. / Post, H.G.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
402 North Lucerne Boulevard	Historic Name: Residence for Chas. L. & Ann F. Paine	1922	5D-AS	Spanish Colonial Revival, 11-Story Single Family Residence	Paine, Chas. L. & Ann F. / Hillock & Son, J.H.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
403 North Lucerne Boulevard	Historic Name: Residence for E.F. Vogt	1921	5D	Mediterranean Revival, 1-Story Single Family Residence	Vogt, E.F. / Finkenbinder, C.F. / Hogue, Riley	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
408 North Lucerne Boulevard	Historic Name: Residence for L.M. Phillips and C. Murphy	1921	NC	Dutch Colonial Revival, 1-Story Single Family Residence	Phillips, L.M. and C. Murphy / Tyler, Frank / Phillips, L.M. & C. Murphy (Owner Built)	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
409 North Lucerne Boulevard	Historic Name: Speculative House for H.G. and C.E. Post	1919	AS-5D	Craftsman, 1-Story Single Family Residence	Post, H.G. and C.E. / Post, H.G. and C.E.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.



### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
414 North Lucerne Boulevard	Historic Name: Residence for Robert W. Moore	1920	5D	Mediterranean Revival, 1-Story Single Family Residence	Moore, Robert W. / Moore, Robert W. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
415 North Lucerne Boulevard	Historic Name: Residence for Samuel J. Kennedy	1921	NC	Spanish Colonial Revival Remodeled, 1-Story Single Family Residence	Kennedy, Samuel J. / Clark, Roy W.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
418 North Lucerne Boulevard	Historic Name: Residence for Mrs. Louella W. Ergenzinger	1921	NC	Spanish Colonial Revival, 1-Story Single Family Residence	Ergenzinger, Mrs. Louella W. / McGinnis & Ergenzinger	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
419 North Lucerne Boulevard	Historic Name: Residence for Chas. E. and Mary G. Wright	1920	5D-AS	Colonial Revival, 1-Story Single Family Residence	Wright, Chas. E. and Mary G. / Sly, Eimer R.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
424 North Lucerne Boulevard	Historic Name: Residence for Dr. J.C. Miller	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Miller, Dr. J.C. / MacFarlane, J.D.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
425 North Lucerne Boulevard	Historic Name: Speculative House for C.M. Lane	1920	5D-AS	Craftsman with Colonial Revival Details, 1-Story Single Family Residence	Lane, C.M. / Fulton & Fulton	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
428 North Lucerne Boulevard	Historic Name: Speculative House for George W. Howan	1920	5D-AS	Colonial Revival, 1-Story Single Family Residence	Howan, George W. / Pennell, W.C. and Smith, L.A. / Howan, George W.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
429 North Lucerne Boulevard	Historic Name: Speculative House for C.M. Lane	1919	NC	Craftsman-completely remodeled, 1-Story Single Family Residence	Lane, C.M. / Fulton & Fulton	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
434 North Lucerne Boulevard	Historic Name: Residence for Rossman Ehler	1921; 1990S	NC	Post-Modern, 2-Story Single Family Residence	Ehler, Rossman / Pennington, N.A.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
435 North Lucerne Boulevard	Historic Name: Speculative House for C.M. Lane	1920	NC	Craftsman-completely remodeled, 1-Story Single Family Residence	Lane, C.M. / Fulton & Fulton	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
438 North Lucerne Boulevard	Historic Name: Residence for Lee R. Richardson	1921	5D-AS	Spanish Colonial Revival, 1-Story Single Family Residence	Richardson, Lee R. / DeLuxe Bldg. Co. / Richardson, Lee R. (Owner Built)	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
439 North Lucerne Boulevard	Historic Name: Speculative House for C.M. Lane	1919	5D-AS	Colonial Revival, 1 & 2-Story Single Family Residence	Lane, C.M. / Fulton & Fulton	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
444 North Lucerne Boulevard	Historic Name: Residence for Martin W. Lorenz	1920	5D-AS	American Foursquare Influence, 2-Story Duplex	Lorenz, Martin W./ Bradley, H.S./ Lorenz, Martin W. (Owner Built)	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
445 North Lucerne Boulevard	Historic Name: Speculative house for J.R. Kuig	1922	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Kuig, J.R./ /	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
500 North Lucerne Boulevard	Historic Name: Residence for R.W. Monkman	1920	5D	English Revival, 1-Story Single Family Residence	Monkman, R.W./ / Buschlen, Charles S.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
501 North Lucerne Boulevard	Present Use: Duplex	1990S	NC	Eclectic-Post Modern, 2-Story Duplex		NC) Structure was built after the HPOZ's historic and architectural periods of significance and has no known overriding significance.
506 North Lucerne Boulevard	Historic Name: Speculative Residence for E.F. Ahrens Jr.	1922	NC	Spanish Colonial Revival, 1-Story Single Family Residence	Ahrens Jr., E.F./ Jones, Roy/ Ahrens Jr., E.F.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
507 North Lucerne Boulevard	Present Use: Single Family Residence	1964	NC	Streamline Moderne (Revival), 2-Story Single Family Residence		NC) Structure was built after the HPOZ's historic and architectural periods of significance and has no known overriding significance.
512 North Lucerne Boulevard	Historic Name: Residence for Charles McGee	1921	5D-AS	English Revival, 1-Story Single Family Residence	McGee, Charles/ / Marshall, Ira G.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
513 North Lucerne Boulevard	Historic Name: Residence for Julia M. McNulty	1920	5D-AS	English Revival Eclectic, 1-Story Single Family Residence	McNulty, Julia M./ / Pierson, Rollin	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
516 North Lucerne Boulevard	Historic Name: Residence for Irene M. DeNure (Denison)	1910	NC	Craftsman, 2-Story Single Family Residence	DeNure (Denison), Irene M./ /	NC) Structure has been moved from its original site outside the HPOZ and does not contribute to the historic or architectural significance of the HPOZ.
517 North Lucerne Boulevard	Historic Name: Residence for John W. Gage & Elizabeth G. Gage	1920	5D	Colonial Revival, 1-Story Single Family Residence	Gage, John W. and Elizabeth G./ / Gage, John W. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
522 North Lucerne Boulevard	Historic Name: Residence for Martin Andersen	1917	5D-AS	Craftsman, 1-Story Single Family Residence	Andersen, Martin/ / Peterson, Lars	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
523 North Lucerne Boulevard	Historic Name: Residence for H.H. Duryee	1913	5/5D	Craftsman, 1-Story Single Family Residence	Duryee, H.H. / /	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
526 North Lucerne Boulevard	Historic Name: Residence for Lottie C. Killian	1911	5D-AS	Craftsman remodeled to Colonial Revival, 1-Story Single Family Residence	Killian, Lottie C. / /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
527 North Lucerne Boulevard	Historic Name: Residence for H.H. Duryee	1910	5D-AS	Craftsman, 1-Story Single Family Residence	Duryee, H.H. / /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
530 North Lucerne Boulevard	Historic Name: Speculative Residence for Edith F. Ahrens	1922	NC	Post Modern Neo-Colonial, 1-Story Single Family Residence	Ahrens, Edith F. / / Ahrens, R.H.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
531 North Lucerne Boulevard	Historic Name: Residence for Edw. P. Klinkner	1921	5D-AS	Colonial Revival, 1-Story Single Family Residence	Klinkner, Edw. P. / /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
536 North Lucerne Boulevard	Historic Name: Speculative House for Wright & Hogan	1919	NC	Post Modern, 2-Story Single Family Residence	Wright & Hogan / / Wright & Hogan	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
537 North Lucerne Boulevard	Historic Name: Residence for Addie R. Brown	1921	5D	Colonial Revival, 1-Story Single Family Residence	Brown, Addie R. / /	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
540 North Lucerne Boulevard	Historic Name: Speculative residence for W.J. Darrow	1920	5D	Colonial Revival, 1-Story Single Family Residence	Darrow, W.J. / / Peterson, Lars	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
541 North Lucerne Boulevard	Historic Name: Residence for Chas. A. Jackson	1919; 1990S	NC	Craftsman/Post Modern, 1-Story Single Family Residence	Jackson, Chas. A. / Brazee, W.H. (1919 portion) / Jackson, Chas. A. (Owner Built)	NC) Structure was built after the HPOZ's historic and architectural periods of significance and has no known overriding significance.
544 North Lucerne Boulevard	Historic Name: Speculative House for Jay S. Klinkner	1920	5D	Colonial Revival, 1-Story Single Family Residence	Klinkner, Jay S. / / Klinkner, Jay S.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
545 North Lucerne Boulevard	Historic Name: Residence for Geo. E. and Natalie Peterson	1921	5D	Craftsman, 1-Story Single Family Residence	Peterson, Geo. E. and Natalie / / Nelson, Nels E.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
550 North Lucerne Boulevard	Historic Name: Speculative House for Jay S. Klinkner	1920	5D-AS	Colonial Revival, 1-Story Single Family Residence	Klinkner, Jay S. / / Klinkner, Jay S.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
551 North Lucerne Boulevard	Historic Name: Residence for Jos. Klinkner	1922	5D	Colonial Revival, 1-Story Single Family Residence	Klinkner, Jos. / / Klinkner, Jos.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
554 North Lucerne Boulevard	Historic Name: House for Amber P. Fay	1917	5D	Colonial Revival, 1-Story Single Family Residence	Fay, Amber P. / / McKinley, J.W.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
555 North Lucerne Boulevard	Historic Name: Speculative residence for W.J. Darrow	1919	5D-AS	Colonial Revival, 1-Story Single Family Residence	Darrow, W.J. / / Peterson, Lars	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
560 North Lucerne Boulevard	Historic Name: Speculative residence for W.J. Darrow	1919	5D-AS	Colonial Revival, 1-Story Single Family Residence	Darrow, W.J. / / Peterson, Lars	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
561 North Lucerne Boulevard	Historic Name: Residence for Virginia Grunell	1921;90	NC	Colonial Revival Remodeled, 2-Story Single Family Residence	Grunell, Virginia / / Bradstreet, J.R.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
564 North Lucerne Boulevard	Historic Name: Speculative House for E.C. Dimmick	1921	5D	Colonial Revival, 1-Story Single Family Residence	Dimmick, E.C. / / Dimmick, E.C.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
565 North Lucerne Boulevard	Historic Name: Speculative Residence for H.M. Allen	1913	5D	Craftsman, 2-Story Single Family Residence	Allen, H.M. / / Allen, H.M.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
569 North Lucerne Boulevard	Historic Name: Residence for Joseph Klinkner	1921	5D-AS	Colonial Revival, 1-Story Single Family Residence	Klinkner, Joseph / /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
570 North Lucerne Boulevard	Historic Name: Residence for Deloss J. and Jessie M Manzer	1912	5D-AS	Craftsman, 2-Story Single Family Residence	Manzer, Deloss J. and Jessie M /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
574 North Lucerne Boulevard	Historic Name: Residence for Dr. Vern J. Smith	1920	5D-AS	Colonial Revival, 1-Story Single Family Residence	Smith, Dr. Vern J. / / Rathke, Charles T.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
575 North Lucerne Boulevard	Historic Name: Speculative Residence for Jos. Klinkner	1922	5D-AS	Colonial Revival, 1-Story Single Family Residence	Klinkner, Jos. / Klinkner, Jos.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
580 North Lucerne Boulevard	Historic Name: Speculative House for M. Hyams	1920	5D	Craftsman, 1-Story Single Family Residence	Hyams, M. / Wilson, Henry L. / Hyams, M.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
581 North Lucerne Boulevard	Historic Name: Residence for Bertha Steinback	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Steinback, Bertha / Oakman, R.W.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
584 North Lucerne Boulevard	Historic Name: Speculative House for E.C. Dimmick	1920	5D	Colonial Revival, 1-Story Single Family Residence	Dimmick, E.C. / Dimmick, E.C.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
585 North Lucerne Boulevard	Historic Name: Residence for A.E. Shahan	1920	5D-AS	English Revival, 1-Story Single Family Residence	Shahan, A.E. / Krucker, F.G. and Deckbar, H.C. / Shahan, A.E. (Owner Built)	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
588 North Lucerne Boulevard	Historic Name: Speculative House for Carlton Sharrock	1920	5D	Craftsman/Colonial Revival, 1-Story Single Family Residence	Sharrock, Carlton / Pacific Ready Const. Co. / Sharrock & Sharrock	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
589 North Lucerne Boulevard	Historic Name: Residence for A.P. Garry	1921	5D	Colonial Revival, 1-Story Single Family Residence	Garry, A.P. / Garry, A.P. (Owner Built)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
600 North Lucerne Boulevard	Historic Name: Residence for Emma Klinkner	1921	5D-AS	Colonial Revival, 1-Story Single Family Residence	Klinkner, Emma /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
606 North Lucerne Boulevard	Historic Name: Speculative House for E.C. Dimmick	1921	5D-AS	Colonial Revival, 1-Story Single Family Residence	Dimmick, E.C. / Dimmick, E.C.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
607 North Lucerne Boulevard	Historic Name: House for C.I. Swinhart	1921	5D	Spanish Colonial Revival, 1-Story Single Family Residence	Swinhart, C.I. / Swinhart, C.I.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
612 North Lucerne Boulevard	Historic Name: Speculative House for H.M. Allen	1914	5D-AS	Craftsman, 2-Story Single Family Residence	Allen, H.M. / Allen, H.M.	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
613 North Lucerne Boulevard	Historic Name: Speculative House for H.M. Allen	1913	5/5D	Craftsman/Airplane Bungalow, 2-Story Single Family Residence	Allen, H.M. / Allen, H.M.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
616 North Lucerne Boulevard	Historic Name: Speculative House for E.F. Ahrens Jr.	1921	NC	Craftsman Remodeled to Post Modern, 2-Story Single Family Residence	Ahrens Jr., E.F. / Wright, A.E. / Ahrens Jr., E.F.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
617 North Lucerne Boulevard	Historic Name: Residence for Glenn A. Culbertson	1921	5D	Tudor Revival, 1-Story Single Family Residence	Culbertson, Glenn A. / Hoyt, H.J.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
622 North Lucerne Boulevard	Historic Name: Residence for Claude Ferguson	1920	5D	Colonial Revival, 1-Story Single Family Residence	Ferguson, Claude / Meline Co.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
623 North Lucerne Boulevard	Historic Name: Speculative House for F.H. Heep	1921	5D	Colonial Revival, 1-Story Single Family Residence	Heep, F.H. / Heep, F.H.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
626 North Lucerne Boulevard	Historic Name: Residence for McClellan & Ferguson	1920	5D	Colonial Revival, 1-Story Single Family Residence	McClellan & Ferguson / Meline, Frank	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
627 North Lucerne Boulevard	Historic Name: Speculative House for F.H. Heep	1921	5D	Colonial Revival, 1-Story Single Family Residence	Heep, F.H. / Heep, F.H.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
631 North Lucerne Boulevard	Historic Name: Residence for Malcom F. McDonald	1921	5D	Colonial Revival, 1-Story Single Family Residence	McDonald, Malcom F. /	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
632 North Lucerne Boulevard	Historic Name: Speculative House for E.C. Dimmick	1920	5D	Colonial Revival, 1-Story Single Family Residence	Dimmick, E.C. / Dimmick, E.C.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
636 North Lucerne Boulevard	Historic Name: Residence for Reltie M. Crowthers	1921	5D	Colonial Revival, 1-Story Single Family Residence	Crowthers, Reltie M. (sp?) / Grosar, John (sp?)	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
637 North Lucerne Boulevard	Historic Name: Speculative House for F.H. Heep	1921	NC-5D	Colonial Revival, 1-Story Single Family Residence	Heep, F.H. / Heep, F.H.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.

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### Larchmont Heights Historic Preservation Overlay Zone

Location of Resource	Resource Identifier	Year Built	OHP Code	Description of Resource	Original Owner/ Architect/ Builder	Applicable HPOZ Criterion*
642 North Lucerne Boulevard	Historic Name: Speculative House for E.C. Dimmick	1920	5D	Colonial Revival, 1-Story Single Family Residence	Dimmick, E.C. / Dimmick, E.C.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
643 North Lucerne Boulevard	Historic Name: Speculative House for F.H. Heep	1921	NC-5D	Colonial Revival, 1-Story Single Family Residence	Heep, F.H. / Heep, F.H.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
646 North Lucerne Boulevard	Present Use: Single Family Residence	1914	5D	Craftsman, 2-Story Single Family Residence		a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
647 North Lucerne Boulevard	Historic Name: Speculative House for F.H. Heep	1921	5D	Colonial Revival, 1-Story Single Family Residence	Heep, F.H. / Heep, F.H.	a) Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time.
650 North Lucerne Boulevard	Vacant Lot	N/A	V	Parking lot		V) Vacant Lot
655 North Lucerne Boulevard	Historic Name: Residence for Gus Schreeder	1956	NC	Contemporary, 2-Story Apartment	Schreeder, Gus/ Salkin, Jules/ Schreeder, Gus (Owner Built)	NC) Structure was built after the HPOZ's historic and architectural periods of significance and has no known overriding significance.
5714-5728 Melrose Avenue	Historic Name: Stores for P.A. Seewagen & E.N. Wilson	1925	NC	Commercial, 1-Story Store buildings	Seewagen, P.A. & E.N. Wilson / Seewagen & Wilson (Owner Built)	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
5750 Melrose Avenue	Historic Name: Speculative residence for Howard M. Allen	1914	5D-AS	Craftsman, 2-Story Single Family Residence	Allen, Howard M. /	AS) Altered structure, but it is a contributor to the HPOZ because it was built within the HPOZ's period of significance and the nature and extent of alterations are determined to be reversible by the Historic Resources Survey.
5754-5760 Melrose Avenue	Historic Name: Apartment Building for Kenneth J. McAulay	1924	NC	Spanish Colonial Revival, 2-Story Apartments	McAulay, Kenneth J. / McAulay, Kenneth J. (Owner Built)	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
5770 Melrose Avenue	Historic Name: Office & Garage/Shop for Rudy's Custom Tops; Common Name: Teenagers Drivers Education	1978	NC	Post-Modern, 2-Story Commercial	Rudy's Custom Tops /	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.
5772 Melrose Avenue	Common Name: Karma Mini-Mall	1979; 1988		Post-Modern, 2-Story Store Building		NC) Structure was built after the HPOZ's historic and architectural periods of significance and has no known overriding significance.
5784-5788 Melrose Avenue	Common Name: Popeyes Chicken, Radio Shack	1977	NC	Commercial-Utilitarian, 1-Story Shopping Center	Mausser, George B. / Messenger, D.	NC) Structure lacks integrity as a result of irreversible alterations. It is a non-contributor even though it was built within the HPOZ's period of significance.

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5404 Rosewood Avenue	Historic Name: Residence for Orlando E. Kellum	1924	NC	Spanish Colonial remodel or Contemporary Triplex	Kellum, Orlando E. / /	NC) Structure was built after the HPOZ's historic and architectural periods of significance and has no known overriding significance.