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**Fwd: MILLENNIUM..File no. VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD**

1 message

Sharon Gin <sharon.gin@lacity.org>  
 To: Etta Armstrong <etta.armstrong@lacity.org>

Wed, Jul 17, 2013 at 8:11 AM

----- Forwarded message -----

From: **Luciralia Ibarra** <luciralia.ibarra@lacity.org>  
 Date: Wed, Jul 17, 2013 at 8:04 AM  
 Subject: Fwd: MILLENNIUM..File no. VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD  
 To: Sharon Gin <sharon.gin@lacity.org>

----- Forwarded message -----

From: **Bill Miller** <nyc.bill@aol.com>  
 Date: Tue, Jul 9, 2013 at 12:09 PM  
 Subject: MILLENNIUM..File no. VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD  
 To: Councilmember.Cedillo@lacity.org, Councilmember.Krekorian@lacity.org, Councilmember.Blumenfield@lacity.org,  
 Councilmember.LaBonge@lacity.org, Councilmember.Koretz@lacity.org, Councilmember.Fuentes@lacity.org,  
 Councilmember.Parks@lacity.org, Councilmember.Price@lacity.org, Councilmember.Wesson@lacity.org,  
 Councilmember.Bonin@lacity.org, Councilmember.Englander@lacity.org, Councilmember.O'Farrell@lacity.org,  
 Councilmember.Huizar@lacity.org, Councilmember.Buscaino@lacity.org, mayor@lacity.org  
 Cc: luciralia.ibarra@lacity.org

Please submit for The Administrative Record.  
 File no. VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD

Caltrans is angry..THREE letters to THE CITY, ONE to Eric Garcetti, all went IGNORED, about the 'UNSAFE ' traffic conditions and Millennium's inadequate, NO mitigations traffic study..

Click to CALTRANS LETTERS in Article:

<http://www.latimes.com/business/realestate/la-fi-hiltzik-20130619,0,1425817.column>

Communities are angry..Attorneys, Litigation..

Over 40 organizations, two on line petitions, nearly 3,000 signers from all across LA, seven Neighborhood Councils... are all opposed to Millennium Projects.

A PROVEN ACTIVE FAULT LINE is under the proposed projects, Research and MAPS were presented by an Attorney and dismissed by the PLUM Committee..

Both 'UNSAFE' TRAFFIC Conditions AND building on an Active Fault Line are LIFE/DEATH situations..  
 ALL IGNORED and DISMISSED

City Council MUST REJECT Millennium Projects.  
 Communitie's LIVES are at stake..

Millennium enabled L.A.'s former and L.A.'s current Mayors to WIN.

They funded all three PLUM COMMITTEE member's campaigns, who chose to ignore all the evidence...

And the new CD13 councilmember's campaign....and many council members past and present.

PLEASE STOP this sell out of Hollywood, Los Angeles, PEOPLE and COMMUNITIES to this developer.

What kind of PLANNING is THIS?..

When Earthquake research proves LIVES WILL BE AT RISK..

When Caltrans says lives will be at risk.

WHO will take responsibility?

It is up to you to DO THE RIGHT THING.

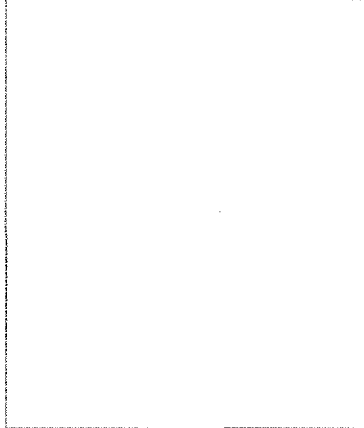
THE PLANNING REPORT

"politicians, to survive, tend to say one thing, especially during an election campaign, and do another, often the opposite....  
....young Eric, like his predecessor Antonio Villaraigosa, and, for that matter, the City Council, the Planning Department and most other domains at City Hall, continues to bend, understandably, to the will of developers and their entourage of consultants. Case in point: the proposed Millennium project. It has gotten a lot of residents angry, and it has made the usually calm Caltrans concerned.....  
.... **It's interesting to note that while campaigning, Garcetti disavowed the 35 and 39-story twin towers. But in the Council he blessed the mixed-use residential, hotel, and commercial project...."**

"...the developers alliterating that the projects are "transformative and transit-oriented." Nice ring to it, if not particularly accurate. I don't know how many of the denizens of the proposed high-end development will ride the subways; more likely their help will..... They'd never survive the already terrible Hollywood traffic to find a parking space, a situation sure to worsen if the projects are built.  
...GW ..... undoubtedly would have described the Millennium as a form of "honest graft," contending it would create jobs and generate profits for all involved, but particularly for investors....."

## LA Roast - (TJ) Plunkitt explains it all... LA's Answer for Gridlock: A Streamlined Planning & Permitting Process!

*This is another in a series of TPR exclusive interviews with TJ Plunkitt, a direct descendent of the infamous George Washington Plunkitt, the sachem a century ago of Tammany Hall, who proudly and intamously generated fortunes for the city's deep-pocketed elite, and also, not incidentally, for himself. TJ is now in Los Angeles on a travel and study grant from the family's Institute of Government Studies to substantiate his forefathers thesis that political conniving is essential to the economic health of cities, if most citizens even cared. But TPR does, and has been following TJ's shoe-leather research.*



R Genn

"Despite good intentions in the past, the planning department always seems to be a step behind as it stumbles forward. Frankly, Los Angeles appears, from walking its streets and neighborhoods, to be a city that grows not according to an informed, innovative planning process, but opportunistically, project-by-project, catch as catch can." -TJ Plunkitt

**The Planning Report** had previously encountered TJ in Downtown Los Angeles in the Department of Water and Power and LA Metro headquarter cafeterias, as well as the LA City Hall second floor coffee shop, mingling there among the more secure, self-satisfied bureaucrats and their trailing sycophants. Last month, TPR found TJ in Hollywood, checking on how then mayoral candidate Garcetti served his council district. With election results now in, he was there again this month, with us in tow, speculating on how Hollywood's high-rise rebirth might foretell Los Angeles' courtship of elegant density.

TJ: As an LA resident of now six months, it is a place I actually avoid, as do most natives, leaving it to the tourists. I happen to be here today just still checking out the council district Eric Garcetti represented for 12 years for some clues as to what he might do now that he has been elected Mayor of Los Angeles. My great forefather told me politicians, to survive, tend to say one thing, especially during an election campaign, and do another, often the opposite. Therefore, to avoid being just another academic or a blogging pundit scouring hearsay and second-hand information, I have to push away from the computer screens and get out and walk the neighborhood streets.

**TPR: And what are you hearing there?**

TJ: That young Eric, like his predecessor Antonio Villaraigosa, and, for that matter, the City Council, the Planning Department and most other domains at City Hall, continues to bend, understandably, to the will of developers and their entourage of consultants. Case in

point: the proposed Millennium project. It has gotten a lot of residents angry, and it has made the usually calm Caltrans concerned.

**TPR: Yes, it's interesting to note that while campaigning, Garcetti disavowed the 35 and 39-story twin towers. But in the Council he blessed the mixed-use residential, hotel, and commercial project, citing, as has a chorus of other public officials and most of the good government types, that such developments—including the newly noticed Hollywood Palladium Towers—are vital to the economic growth and rising profile of Hollywood and Los Angeles.**

**TJ:** I have to admit, I liked the developers alliterating that the projects are "transformative and transit-oriented." Nice ring to it, if not particularly accurate. I don't know how many of the denizens of the proposed high-end development will ride the subways; more likely their help will. For sure they won't be driving. They'd never survive the already terrible Hollywood traffic to find a parking space, a situation sure to worsen if the projects are built.

Whatever, GW loved those turn of phrases, as he did expediting most any sort of big bucks construction project. He undoubtedly would have described the Millennium as a form of "honest graft," contending it would create jobs and generate profits for all involved, but particularly for investors. You know, "creating jobs" is the magic platitude to open City Hall doors these days, like "open sesame" was for Ali Baba in the long ago adventure tale of *Ali Baba and the Forty Thieves*.

**TPR: But you don't have to attend the public-spirited academic conferences, seminars, and workshops on our urban future to recognize that real estate has long been City Hall's basic sustenance. As even the liberal, neighborhood advocate Jan Perry declared during her ill-fated mayoral campaign, the only way for the city to beat this lingering recession is to build. This was reiterated in a TPR interview with planning director Michael LoGrande and in the lame duck council's approval of the merger of the city's permitting and planning departments, supposedly to expedite the project approval process. It is reported that almost everyone who breached City Hall's "Do Not Enter" barriers and security to be present at council cheered, in particular sponsoring Councilmember Mitch Englander, but especially the land use lawyers and their consultants. By all accounts, they can't wait until it is polished and takes effect January 1 of next year.**

#### Advertisement

**TJ:** This, no doubt, will give everyone affected a little breathing room to maneuver, find a new sinecure, and/or solidify their present one, all very much in keeping with my forefather's benign public service philosophy. If anyone leaves public service, it usually is the more competent, confident of a comparable, better-compensated job in the private sector. Those remaining tend to be protected but less energetic.

**TPR: That is pretty harsh, if not a cliché. Public service is very much a challenge, as former Ventura County manager Rick Cole contended in an article accompanying this exchange. Even your misanthropic forefather would agree—public servants are underappreciated.**

R Genn

**TJ:** Yes, GW was very much a paragon of public service, even if the press constantly was taking him to task. But he really didn't mind, as long as his bread was being buttered—and on both sides, too, holding down four city jobs at once and making him, in time, a millionaire. Certainly he would have cheered the merger, since apparently no jobs will be lost in the Planning or Building and Safety departments—at least that is what the proponents say. Indeed, my forefather, in his wisdom, would further predict that in most likelihood more jobs probably would be generated, especially the ever-invincible managers and their aides they always seem to need to track the heavy in-and-out basket activity between the persevering personnel. I expect permit applications rather than being expedited will soon be piling up on select desks, not unlike before the merger, with no one rushing to sign off lest they be criticized for some reason or other in the initial self-conscious cautious operations of the hyped fresher and cleaner Garcetti administration. GW often observed that when someone feels they are at the end of a rope, they tend to make a knot. And to be sure they will not be Boy Scout knots, and most likely will be daunting to untie, probably Gordian.

I note that in approving the merger the LA City Council in particular directed the City Administrative Office to retain a management consultant to aid in the transition plans. You can expect the extras to pile up, as Cole hints at in his insightful op-ed for TPR. I note he also questioned whether the merger really is needed to spur the city's development and job creation; that it just might not be as effective as hoped; and in the bureaucratic shuffling, planning could be subsumed by the permitting process.

**TPR: Perhaps, but changing names on doors and moving chairs in offices might be an excellent opportunity for planning to assert its prerogatives, and pursue a more enlightened vision of an evolving Los Angeles. What do you think GW would say?**

**TJ:** As he always said, "You see your opportunity, and you take it." Despite good intentions in the past, the planning department always seems to be a

step behind as it stumbles forward. Frankly, Los Angeles appears, from walking its streets and neighborhoods, to be a city that grows not according to an informed, innovative planning process, but opportunistically, project-by-project, catch as catch can. That, no doubt, is an occasion for the private lawyers and project facilitators, as is every conflicted move the City Council attempts to improve Los Angeles, and, as GW would predict, themselves. But maybe also, with some initiative and imagination by a new mayor, this also might be an opportunity for the idealistic planners as well. Certainly it is grist for my mill.

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City Planner  
Major Projects  
Department of City Planning  
200 N. Spring Street, Rm 750  
Los Angeles, CA 90012  
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Fx: 213.978.1343



Etta Armstrong <etta.armstrong@lacity.org>

**Fwd: Millennium File # VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD..**

1 message

Sharon Gin <sharon.gin@lacity.org>  
To: Etta Armstrong <etta.armstrong@lacity.org>

Wed, Jul 17, 2013 at 9:19 AM

----- Forwarded message -----

From: **Luciralia Ibarra** <luciralia.ibarra@lacity.org>  
Date: Wed, Jul 17, 2013 at 8:59 AM  
Subject: Fwd: Millennium File # VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD..  
To: Sharon Gin <sharon.gin@lacity.org>

----- Forwarded message -----

From: <Neber1@aol.com>  
Date: Sat, Jul 13, 2013 at 3:25 PM  
Subject: Millennium File # VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD..  
To: Eric.Menjivar@asm.ca.gov, Josh.Kurpies@asm.ca.gov, luciralia.ibarra@lacity.org  
Cc: mayor@lacity.org, councilmember.huizar@lacity.org, councilmember.englander@lacity.org, councilmember.wesson@lacity.org, councilmember.parks@lacity.org, councilmember.krekorian@lacity.org, councilmember.koretz@lacity.org, councilmember.buscaino@lacity.org, councilmember.labonge@lacity.org, councilmember.o'farrell@lacity.org, councilmember.bonin@lacity.org, councilmember.fuentes@lacity.org, councilmember.cedillo@lacity.org, councilmember.price@lacity.org, councilmember.blumenfield@lacity.org, Assemblymember.Gatto@assembly.ca.gov, Assemblymember.Bloom@assembly.ca.gov

**Los Angeles City Council should respect Caltrans and Hollywood taxpayers**

***Caltrans waves red flag on Millennium Hollywood project!!***

It has become almost routine for community groups to rise up in protest whenever a big developer proposes a project likely to make their city neighborhoods unrecognizable.

But what's happening with the giant Millennium Hollywood project is much more unusual: In this case, a state agency is taking up the cudgel against the city of Los Angeles, accusing city officials of using bogus statistics and trampling over state law in an effort to push the project through to approval by the City Council.

The state agency is the California Department of Transportation. Caltrans is responsible for the health and welfare of the 101 Freeway, which winds within a block or two around the Millennium site.

The agency says, quite reasonably, that a \$664-million project — comprising 461 residential units, 254 hotel rooms, more than a quarter-million square feet for office space, and 80,000 square feet of retail in two towers looming over the landmark Capitol Records building close to the already-busy corner of Hollywood and Vine — can't help but have a marked effect on the freeway. In fact, Caltrans makes it plenty clear that without significant changes in the plan, the effect on the 101 could be disastrous.

Caltrans is irked that city officials seem to have wholly ignored its concerns. In a May 7 letter to Councilman Eric Garcetti, whose district encompasses the Millennium site — and who is a critic of the project and is the mayor-elect — the agency said that it hadn't heard from city officials since Feb. 19, when it listed a raft of misgivings about the Millennium. The City Council's vote, which was originally scheduled for Wednesday, is likely to be put off until July.

There are two bottom lines in the Caltrans analysis: one, the potential impacts from this mega-project will make the freeway and surrounding streets more unsafe; and two, the failure to measure and properly mitigate these impacts violates the California Environmental Quality Act, or CEQA.

The latter conclusion shouldn't be overlooked. CEQA has long been a whipping boy for real estate developers, who gripe that it serves only as a tool for anti-growth malcontents.

But if the City Council gives the Millennium a green light despite the unanswered questions about it, CEQA will be the only leverage the community will have to minimize its deleterious impacts. "Without CEQA compliance, this would be a big giveaway," says Robert P. Silverstein, a land-use lawyer representing more than 40 community and neighborhood groups opposing the project.

The battle already is shaping up along David versus Goliath lines. Millennium Partners is the epitome of big-money real estate development, the backer of billions of dollars in luxury developments in New York, Boston, Washington and San Francisco. Its Hollywood plan, featuring two towers of which one could be as tall as 585 feet, or 55 stories, aims to take advantage of city zoning changes that encourage high-density development near Metro stations, such as the stop at Hollywood and Vine.

Millennium's style is to gravitate toward high-profile but down-at-the-heels urban centers and spiff them up — creating "luxurious residential environments surrounded by beautiful places to work, shop, exercise and be entertained," it says with all due modesty. "All of our projects altered the skyline," Millennium co-founder Philip Aarons remarked in a recent interview with the Bloomberg news service.

That's always nice, especially if you're the one doing the altering. But the people who live and work under the existing skyline don't always perceive the gain. One of the criticisms heard about the Millennium Hollywood is that the towers, which will be the tallest buildings in Hollywood, will dominate, rather than complement, the low-rise neighborhoods around them and the Capitol building, which Millennium owns and will incorporate into the project.

Millennium does have the current city administration's favor. City Hall insiders say Mayor Antonio Villaraigosa has pressed for rapid approval, perhaps because he sees the Millennium as some sort of legacy. But the unresolved questions about traffic suggest that the whole scheme may need a better going-over than it has received.

That's not the view of the developers. "This will be the most highly regulated project ever approved by the city," declares Jerold B. Neuman, the project's Los Angeles land-use attorney.

Neuman says the disagreement between Caltrans and the city involves a broader fight between them over how to set standards for reviewing environmental issues with local and state impacts. "We're stuck in the cross hairs," he told me.

Still, it's hard to argue that Caltrans is out of line in questioning the city's assertion that this huge project would feed no more than 150 cars a day onto the 101 during peak hours. That's the threshold figure the city used to justify its conclusion that the Millennium would have "a less than significant impact ... on freeway segments" — and therefore "no mitigation is required."

From Caltrans' point of view, that stretches plausibility to the breaking point. (Even if it were true, Caltrans says, the 101 is so jammed now that 150 more rush-hour cars is significant enough. Would anyone who drives the Hollywood Freeway disagree?) Caltrans says the city's estimate "is not based on any credible analysis that could be found anywhere" in the environmental impact report. And it points out that more overload on the 101 means more backups from on-ramps onto city streets, more cars spewing exhaust into residential neighborhoods, more potential vehicle/pedestrian encounters (and we know who always wins those).

Caltrans says the city didn't bother to study the freeway segments where there would be the most impact, including the six on- and off-ramps closest to the Millennium site. When it did study traffic impacts, Caltrans adds, it used faulty formulas, including giving the developer too much credit for mitigation efforts such as bikeshare and carpooling.

Tomas Carranza, a senior transportation engineer at the city Department of Transportation, told me that the developers will put in place a "really aggressive trip reduction program" exploiting the city's transit system and incentives to encourage residents, workers and visitors to leave their cars at home. But he also acknowledges that "there will be more traffic, and there will be unmitigated impacts" from the Millennium.

The council's vote, when it comes, will amount to a judgment that the upside of building the Millennium will outweigh the inevitable downsides. Can we trust the evidence they'll be relying on? Caltrans says no.

*Michael Hiltzik's column appears Sundays and Wednesdays. Reach him at [mhiltzik@latimes.com](mailto:mhiltzik@latimes.com), read past columns at [latimes.com/hiltzik](http://latimes.com/hiltzik), check out [facebook.com/hiltzik](https://www.facebook.com/hiltzik) and follow [@hiltzikm](https://twitter.com/hiltzikm) on Twitter.*

—  
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Etta Armstrong &lt;etta.armstrong@lacity.org&gt;

**Fwd: Millennium File #VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD..Caltrans IGNORED warnigns of UNSAFE traffic/unmitigated by Millennium..CUMULATIVE TRAFFIC for Projects In Hollywood near the 101 Freeway.**

1 message

**Sharon Gin** <sharon.gin@lacity.org>  
To: Etta Armstrong <etta.armstrong@lacity.org>

Wed, Jul 17, 2013 at 9:19 AM

----- Forwarded message -----

From: **Luciralia Ibarra** <luciralia.ibarra@lacity.org>

Date: Wed, Jul 17, 2013 at 8:58 AM

Subject: Fwd: Millennium File #VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD..Caltrans IGNORED warnigns of UNSAFE traffic/unmitigated by Millennium..CUMULATIVE TRAFFIC for Projects In Hollywood near the 101 Freeway.

To: Sharon Gin &lt;sharon.gin@lacity.org&gt;

----- Forwarded message -----

From: &lt;emma.riordan@aol.com&gt;

Date: Fri, Jul 12, 2013 at 6:30 PM

Subject: Millennium File #VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD..Caltrans IGNORED warnigns of UNSAFE traffic/unmitigated by Millennium..CUMULATIVE TRAFFIC for Projects In Hollywood near the 101 Freeway.

To: luciralia.ibarra@lacity.org

Cc: mayor@lacity.org, councilmember.huizar@lacity.org, councilmember.englander@lacity.org, councilmember.wesson@lacity.org, councilmember.parks@lacity.org, councilmember.krekorian@lacity.org, councilmember.koretz@lacity.org, councilmember.buscaino@lacity.org, councilmember.labonge@lacity.org, councilmember.o'farrell@lacity.org, councilmember.bonin@lacity.org, councilmember.tuentes@lacity.org, councilmember.cedillo@lacity.org, councilmember.price@lacity.org, councilmember.blumenfield@lacity.org

For The Administrative Record

Millennium File #VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD

Letters from Caltrans are in L.A. Times article, to the City and Eric Garcetti, warning of Millennium contributing to UNSAFE Traffic Conditions, with inadequate traffic MITIGATIONS..

ALL LETTERS IGNORED..

L.A. Times Millennium/Caltrans article ...click to THE IGNORED LETTERS FROM CALTRANS in article..

<http://www.latimes.com/business/realstate/la-fi-hiltzik-20130619,0,1425817.column#>

KPCC

<http://www.scpr.org/news/2013/07/08/38069/community-groups-voice-concerns-over-hollywood-sky/>

With Comments by Attorney Robert Silverstein

"Concerns have also been expressed by the California Department of Transportation.

The state agency, which is in charge of highway construction, planning and



maintenance, said in May that the City of L.A.'s study did not analyze the traffic impact it would have on the state's highway system.

"As a commenting agency, we would like to, once again, bring to the City's attention that the project impacts will likely result in unsafe conditions due to additional traffic congestion, unsafe queing and difficult maneuvering," wrote Dianna Watson, a California Department of Transportation senior transportation planner, in a May letter.

The letter was addressed to then-councilmember now L.A. Mayor Eric Garcetti.

Watson said she was concerned that the city's traffic study for the Millennium Project did not meet the requirements under the California Environmental Quality Act.....

The developer says it will "take its cues" from L.A.'s Planning and Transportation Departments." (Dismissing ALL of Caltrans Warnings)

BOTH THE UNSAFE TRAFFIC WARNINGS AND THE ACTIVE FAULT LINE WARNINGS, PRESENTED TO PLUM COMMITTEE, HAVE ALL BEEN DISMISSED BY PLUM COMMITTEE, ERIC GARCETTI, THE CITY, AND NOW POSSIBLY THE FULL CITY COUNCIL JULY 24th.

### **Hollywood New Construction: 29,783 Vehicle Generated Trips (Twenty nine thousand, seven hundred eighty three vehicles from 5 projects)**

- **Vehicle trips** are net vehicle trips, not gross vehicle trips and do not include allowances for special events or major public street or sidewalk closures.
- **Traffic study** information obtained from review of only 5 Hollywood project DEIR and FEIR, out of a potential 70-130. New projects either currently under construction, final approval stage or proposed for Hollywood and one-one and one half mile radius.
- **Metro Rail Line** does not operate 24/7. Check Train schedule for station arrival & departure times:  
Red & Purple Lines Train Schedule

Monday through Friday - Friday to Saturday Morning - Saturday, Sunday, Holiday  
[http://media.metro.net/riding\\_metro/bus\\_overview/images/802.pdf](http://media.metro.net/riding_metro/bus_overview/images/802.pdf)

- **LA Metro Home | Maps & Timetables Bus**

Limited Night Hours. Check Bus schedule for bus stop times  
<http://www.metro.net/riding/maps/>

#### **1.BLVD 6200 Under Construction**

is expected to generate approximately **9,387** net daily trips

#### **2.Columbia Square Project Under Construction**

The project is estimated to generate **9,226** net daily trips

### **3. Emerson College Project *Under Construction***

The Proposed Project would generate a total of **110** trips in the A.M. and **73** trips in the P.M. peak hour

### **4. Old Spaghetti Factory, Sunset / Gordon *Under Construction***

The Proposed Project is anticipated to generate a total of **1,248** net daily trips with 169 trips occurring during the a.m. peak hour and 127 trips during the p.m. peak hour. Project-related traffic volumes would be less than significant at all 9 of the studied intersections during the a.m. and p.m. peak hours.

### **5. Millennium Hollywood *Final approval process***

the Project is expected to generate approximately **9,922** net daily trips, including 574 trips during the AM peak hour (321 inbound, 253 outbound) and 924 trips during the PM peak hour (486 inbound, 438 outbound).

### **\*\*Cumulative Projects - (Per Emerson College EIR)**

A list of proposed development projects that could affect traffic conditions in the Project Area was prepared based on information obtained from a variety of sources including the City of Los Angeles Department of Transportation, Community Redevelopment Agency of the City of Los Angeles, and the Department of City Planning. A total of 70 potential development projects were identified, the locations of which are shown in Section III, Environmental Setting (see Figure III-1 and Table III-1).

In total, the cumulative related project database includes approximately 8,824 dwelling units, 690,000 square feet of hospital space, 115,380 square feet of school space, approximately 5.4 million square feet of retail and commercial space within an approximate 2 mile radius of the Project Site.

*See Emerson College link for this DEIR traffic study.*

### **1. BLVD 6200 - *Under Construction***

**IV. L Traffic/Transportation/Parking *Draft Supplemental Environmental Impact Report City of Los Angeles April 2006***

[http://www.planning.lacity.org/eir/Blvd6200/DEIR/Draft EIR Sections/IV L Traffic-Transportation-Parking.pdf](http://www.planning.lacity.org/eir/Blvd6200/DEIR/Draft%20EIR%20Sections/IV.L%20Traffic-Transportation-Parking.pdf)

[http://www.planning.lacity.org/eir/ColumbiaSquare/FEIR/files/II.L CORRECTIONS AND ADDITIONS.pdf](http://www.planning.lacity.org/eir/ColumbiaSquare/FEIR/files/II.L%20CORRECTIONS%20AND%20ADDITIONS.pdf) Correction & Renderings

Table IV.L-6 Project Trip Adjustment Factors - Page IV.L-31

The results of the project trip generation calculations, including adjustments for internal, transit and pass-by trips, and the removal of existing site uses, are summarized in Table IV.L-7. As shown in this table, **the project is expected to generate approximately 9,387 net daily trips**, including 477 trips during the AM peak hour (135 inbound, 342 outbound) and 806 trips during the PM peak hour (443, inbound, 363 outbound).

## **2. Columbia Square Project - Under Construction**

**ENV-2007-819-EIR**

[http://clkrep.lacity.org/online/docs/2010/10-0703\\_misc\\_04-03-2010.pdf](http://clkrep.lacity.org/online/docs/2010/10-0703_misc_04-03-2010.pdf)

**APPLICANT: PPD Gower I, LLC**

**PREPARED BY: Environmental Review Section Los Angeles City Planning  
Department**

**May 21, 2009**

### **B. Trip Generation**

The project is estimated to generate **9,226 net daily trips**, with 758 net trips in the a.m. peak hour and 755 net trips in the p.m. peak hour (see Attachment 3). These trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003.

2,004 parking spaces.

## **3. Millennium Hollywood Project - Final approval**

Case Number: ENV-2011-675-EIR State Clearinghouse Number: 2011041094

**Project Location:** 1720, 1722, 1724, 1730, 1740, 1745, 1749, 1750, 1751, 1753, 1760, 1762, 1764, 1766, 1768, 1770 N. Vine Street; 6236, 6270, 6334 W. Yucca Street; 1733, 1741 N. Argyle Avenue; 1746, 1748, 1754, 1760, 1764 N. Ivar Avenue, Los Angeles, California, 90028

**Council District: 13**

Millennium Hollywood Project IV.K.1 Transportation - Traffic Draft Environmental Impact Report Page IV.K.1-26  
City of Los Angeles October 2012

[http://cityplanning.lacity.org/eir/Millennium\\_Hollywood\\_Project/DEIR/DEIR\\_Sections/Millennium\\_Hollywood\\_DEIR\\_Volume\\_2\\_COMPILED.pdf](http://cityplanning.lacity.org/eir/Millennium_Hollywood_Project/DEIR/DEIR_Sections/Millennium_Hollywood_DEIR_Volume_2_COMPILED.pdf)

As shown in Table IV.K.1-5, the **Project is expected to generate approximately 9,922 net daily trips**, including 574 trips during the AM peak hour (321 inbound, 253 outbound) and 924 trips during the PM peak hour (486 inbound, 438 outbound).

According to the most current (2010) data available through the Caltrans Website, traffic volumes on the Hollywood Freeway between Sunset Boulevard and Argyle Avenue are approximately 196,000

vehicles per day (VPD), with peak-hour volumes of approximately 11,700 vehicles per hour (VPH). Traffic volumes on the Hollywood Freeway between Argyle Avenue and Cahuenga Boulevard are approximately 211,000 VPD, with peak hour volumes of approximately 12,800 VPH.

#### **4. Sunset and Gordon Mixed-Use Project - Under Construction**

FINAL ENVIRONMENTAL IMPACT REPORT AND TECHNICAL APPENDICES

SCH No. 2006111135 5939 Sunset Boulevard, 1528-1540 Gordon Street Los Angeles, California 90028

[http://clkrep.lacity.org/onlinedocs/2008/08-1509\\_misc\\_9-1-07.pdf](http://clkrep.lacity.org/onlinedocs/2008/08-1509_misc_9-1-07.pdf)

For a complete breakdown on the project's traffic generation and associated trip reductions, please refer to Appendix F to this EIR.

##### ***Operational Impacts***

Impact IV.K.1-2: The Proposed Project is anticipated to generate a total of 1,248 net daily trips with 169 trips occurring during the a.m. peak hour and 127 trips during the p.m. peak hour. Project-related traffic volumes would be less than significant at all 9 of the studied intersections during the a.m. and p.m. peak hours.

##### ***Future Without Proposed Project Peak Hour Intersection Level of Service***

As shown in Table IV.K.1-3, below, in the Future Without Proposed Project scenario, all studied intersections would operate at LOS C or better during the a.m. peak hour, with the exception of the intersections of Sunset Boulevard & Gower Street and Hollywood Boulevard & Gower Street, which would operate at LOS D. In the Future Without Proposed Project scenario, all of the studied intersections would operate at LOS D or better during the p.m. peak hour, with the exception of the intersection of Sunset Boulevard & Gower Street, which would operate at LOS F.

#### **5. Emerson College Los Angeles Center Project - Under Construction**

*IV.K.1. Traffic/Transportation Draft Environmental Impact Report*

[http://cityplanning.lacity.org/eir/EmersonCollege/DEIR/DEIR Sections/IV.K. Traffic\\_Transportation\\_Parking.pdf](http://cityplanning.lacity.org/eir/EmersonCollege/DEIR/DEIR%20Sections/IV.K.Traffic_Transportation_Parking.pdf)

**The Proposed Project would generate a total of 110 trips in the A.M. peak hour, of which 22 trips would be inbound and 88 trips would be outbound. The Project would generate 73 trips in the P.M. peak hour, of which 45 would be inbound and 28 would be outbound. As can be seen in Table IV.K-4, the majority of the trips would be generated by the students traveling to/from internships and on other trips. The proposed on-site uses would generate the minority of trips.**

**\*\*Cumulative Projects - (per Emerson College EIR)**

A list of proposed development projects that could affect traffic conditions in the Project Area was prepared based on information obtained from a variety of sources including the City of Los Angeles Department of Transportation, Community Redevelopment Agency of the City of Los Angeles, and the Department of City Planning. A total of 70 potential development projects were identified, the locations of which are shown in Section III, Environmental Setting (see Figure III-1 and Table III-1). In total, the cumulative related project database includes approximately 8,824 dwelling units, 690,000 square feet of hospital space, 115,380 square feet of school space, approximately 5.4 million square feet of retail and commercial space within an approximate 2 mile radius of the Project Site.

*Not included in above*

### *Hollywood Gower*

*1. Introduction Final Environmental Impact Report Page 1-1 ENV-2007-5750-EIR*

City of Los Angeles **June 2010**

[http://www.planning.lacity.org/eir/HollywoodGower/FEIR/FEIR Sections/FEIR Hollywood & Gower Project.pdf](http://www.planning.lacity.org/eir/HollywoodGower/FEIR/FEIR%20Sections/FEIR%20Hollywood%20&%20Gower%20Project.pdf)

The single structure would be irregular in shape and would be sited with the tallest portions of the building towards the northeastern corner of the project site. The subterranean level would contain residential parking. The ground floor would include approximately 7,200 square feet of retail space located along Hollywood Boulevard and Gower Street, which would create a commercially-oriented street level presence, a residential lobby located on the corner of Hollywood Boulevard and Gower Street, and portions of the parking structure. Levels two through four would consist of the podium-style parking garage which, in combination with the parking on the subterranean level and ground floor, would provide a total of 345 parking spaces. Access to the parking structure, for both residential tenants and retail customers, would be located on the ground level along Gower Street. Level five would contain various resident-only, indoor and outdoor amenities. These amenities would include outdoor recreational features such as a pool and spa, and a BBQ area, and indoor residential amenities would include a fitness center, a club room complete with bar and kitchen, and a screening room. Levels six through 19 form the residential tower and would contain 176 residential units. The 176 residential units would comprise 25 studio units, 107 one-bedroom units, 42 two-bedroom units, and two three-bedroom units. These units would vary in size from 575 square feet to 3,250 square feet. Level 20 would include approximately 5,300 square feet of usable space for additional residential amenities with the remaining area serving as the roof top for Level 20 with mechanical equipment. Level 20 residential amenities would include an approximately 2,310 foot "Sky Lounge," which would be a private lounge-type space and a 3,000 square foot covered roof terrace with bar area. Total open space provided by the proposed project would be approximately 19,275 square feet, which meets the Los Angeles Municipal Code (LAMC) requirements. Located above the covered roof terrace would be a helipad.

The proposed project would be approximately 270 feet tall featuring a stepped design to minimize the massing of the structure. The building is modern in style.

□ **Boulevard 6200/Clarett Project** (1614-1736 Argyle Avenue) – approved for 1,014 apartment units,

28 joint live/work condominiums, and 175,000 square feet of retail (VTT-67429).

- **Camden Project/Whole Foods Market** (1540 N. Vine Street) – approved for 306 units, 69,000 square feet of retail space, and a maximum height of 145 feet (CPC-2006-3871-ZC-CUB-SPR).
- **Hollywood & Vine** (6253 Hollywood Boulevard) – approved for 60 joint live/work condominiums and 8 commercial condominiums (TT-60544).
- **W Hotel** (6252 Hollywood Boulevard) – approved for 300 hotel rooms, 150 residential condominiums, 375 apartment units, and 61,500 square feet of commercial retail floor area, with a maximum height of 150 feet (CPC-2005-4358-ZC-ZAA, VTT-63297).
- **Sunset & Vine** (6301 Sunset Boulevard) – approved for 300 condominium units and 105,000 square feet of retail/restaurant uses (ZA-98-0898-CUB-CUZ-ZV, VTT-53206).
- **Pali House** (1717 Vine Street) – proposed to provide 57 residential condominium units and 2 commercial condominium units with a 5,498 square foot restaurant (VTT-62636 and ZA-2005- 2518-CUX).
- **Sunset & Gordon** (5935 Sunset Boulevard at the site of the Old Spaghetti Factory) – Proposed to provide 311 condominium units, 13,500 square feet of ground floor retail, a 8,500 square foot restaurant, and 40,000 square feet of office floor area (CPC-2007-515-GPA-ZC-HD-CU-PAB- ZV-ZAA-SPR-SPE-SPP).

a large number of projects are either currently underway or are proposed for construction within the project vicinity (the “related projects”). As a result, the Hollywood community is currently experiencing a substantial amount of construction related activity, producing substantial congestion and delay at various locations due to street closures, lane closures, large construction vehicles, and other factors. Although the proposed timelines for some of the area developments are known, the City does not have any specific knowledge or control of the construction schedules for most of the area projects.

### **Cumulative Impacts - Housing**

The dwelling units that would be developed with the related projects in combination with the proposed project’s dwelling units would potentially yield a **combined population increase of approximately 27,726 persons**. While the number of people that would be generated by the proposed project in combination with the related projects would potentially exceed the projected 2005-2010 population increase for the HCPA, this overall growth has been anticipated in SCAG, City and CRA regional forecasts. Moreover, the concentration of population and employment growth in a highly urbanized area such as Hollywood, with excellent access to the regional transportation system, is promoted in numerous regional and local land use plans and policies. Therefore, the proposed project’s incremental contribution to cumulative population and housing growth would not be considerable, and cumulative impacts associated with population and housing would be less than significant.

—  
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City Planner  
Major Projects  
Department of City Planning  
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Los Angeles, CA 90012  
Ph: 213.978.1378  
Fx: 213.978.1343



13-0593

Etta Armstrong <etta.armstrong@lacity.org>

**Fwd: Millennium...File # VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD**

i message

Sharon Gin <sharon.gin@lacity.org>  
To: Etta Armstrong <etta.armstrong@lacity.org>

Wed, Jul 17, 2013 at 9:19 AM

----- Forwarded message -----

From: **Luciralia Ibarra** <luciralia.ibarra@lacity.org>  
Date: Wed, Jul 17, 2013 at 8:58 AM  
Subject: Fwd: Millennium...File # VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD  
To: Sharon Gin <sharon.gin@lacity.org>

----- Forwarded message -----

From: **Bill Miller** <nyc.bill@aol.com>  
Date: Sat, Jul 13, 2013 at 12:26 PM  
Subject: Millennium...File # VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD  
To: luciralia.ibarra@lacity.org  
Cc: mayor@lacity.org, councilmember.huizar@lacity.org, councilmember.englander@lacity.org, councilmember.wesson@lacity.org, councilmember.parks@lacity.org, councilmember.krekorian@lacity.org, councilmember.koretz@lacity.org, councilmember.buscaino@lacity.org, councilmember.iabonge@lacity.org, councilmember.o'farrell@lacity.org, councilmember.bonin@lacity.org, councilmember.luentes@lacity.org, councilmember.cedillo@lacity.org, councilmember.price@lacity.org, councilmember.blumenfeld@lacity.org

Submitting for The Administrative Record  
Millennium File # VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD

Traffic Contributing Developments in Hollywood

Millennium's inadequate and 'UNSAFE' (according to Caltrans) traffic study..  
And IGNORED LETTERS OF WARNINGS TO THE CITY AND ERIC GARCETTI:  
L.A. Times Millennium/Caltrans article ...  
<http://www.latimes.com/business/realstate/la-fi-hiltzik-20130619,0,1425817.column#>

1. Tourists and visitors coming to special events and movie premieres were Not accounted for.
2. Closures of major public streets and sidewalks for Hollywood's special events were not accounted for.
3. Only ONE subway line and traffic choked buses with limited late night hours of operation...

Will the city pay to keep the red line open 24/7 ?

Will all these people in Hollywood, REALLY leave their cars home, and take Public Transportation, as L.A. City Politicos claim?

Will Millennium's Million Dollar Condo residents REALLY leave their cars home and take Public Transportation, as Millennium claims?

4. Did the City ask Millennium for the money for Metro Improvement and for longer hours ?  
It Closes at 12:30 A.M-1:00AM.

5. How will that be useful to Hollywood Nightclub Patrons of all the ever multiplying Nightclubs and The Hollywood Chamber and Eric Garcetti encouraged Hollywood ("Revitalization") NIGHTLIFE in Hollywood?

Are we to believe that all of these Hollywood 'Revitalization' Visitors are actually going to ALL leave their cars home in favor of Public Transit that closes down before they are ready to head home??

6. The City says it will manage to keep traffic flowing even throughout Millennium construction, with no significant impact on freeways – even if ALL these projects were to be built at once.

The Hollywood Chamber of Commerce says 10 MILLION TOURISTS come to Hollywood a year...  
THEY were NOT taken into account in any Millennium (inadequate/"UNSAFE") Traffic Study...

THE MILLENNIUM HOLLYWOOD TOD IS A 'TRANSIT ORIENTED DISASTER' ..

Millennium's Traffic Study has been called inadequate and will cause 'UNSAFE' traffic conditions by Caltrans, yet no one is doing a thing about this.

Millennium projects continue to gets passed through at every level.  
Even after Active Fault Line PROOF and MAPS were presented by Attorneys to The PLUM COMMITTEE..  
ALL DANGEROUS, LIFE THREATENING RESEARCH was DISMISSED by them.



If Millennium projects are passed by City Council July 24th, City Council will surely be putting people's lives at risk.

Is all of Millennium's Campaign Financing to L.A. City Politicos worth putting LIVES AT RISK?

Regarding the UNSAFE Traffic situation..

Millennium says it will 'take it's cues from the CITY Depts. of Planning and Transportation'

Isn't that thumbing their noses at the STATE CALTRANS DEPT.'s WARNINGS of UNSAFE Traffic Conditions their massive projects will cause.?

KPCC

<http://www.scpr.org/news/2013/07/08/38069/community-groups-voice-concerns-over-hollywood-sky/>

#### HOLLYWOOD CHAMBER LIST OF HOLLYWOOD DEVELOPMENTS

All Traffic-Contributing to Local Hollywood Streets and the 101 Freeway.

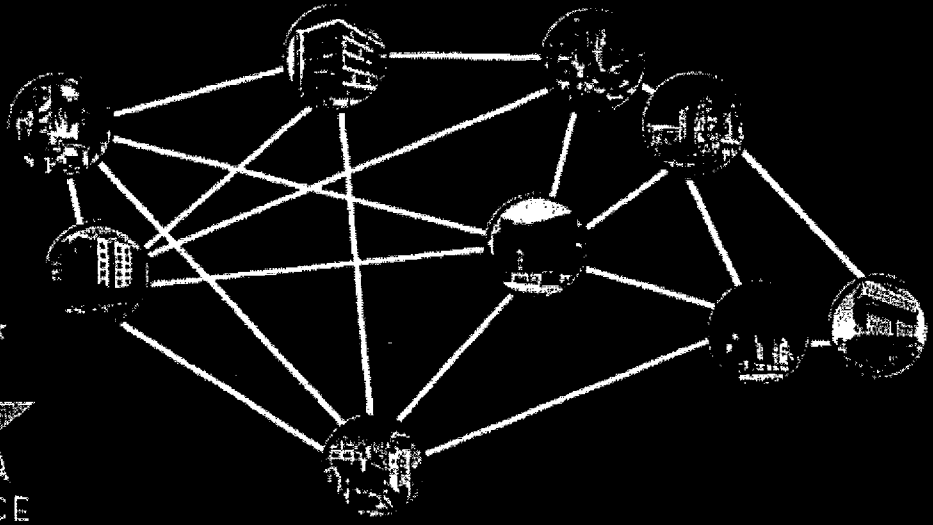
WHERE are the Hollywood Councilmembers protecting PEOPLE AND COMMUNITIES THAT VOTED FOR THEM??

One (CD13) has been funded by Millennium, and supported by The Hollywood Chamber..

The other one?

Silent.

# HOLLYWOOD



A PROJECT OF THE  
HOLLYWOOD CHAMBER OF COMMERCE

[WWW.HOLLYWOODCHAMBER.NET](http://WWW.HOLLYWOODCHAMBER.NET)

# 2013

# HOLLYWOOD ECONOMIC DEVELOPMENT UPDATE 2013

HOLLYWOOD  
THE 2011 FILM BOARD

A Project of the Hollywood Chamber of Commerce  
Economic Development Committee

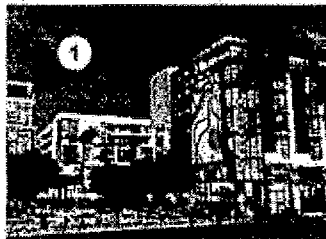
## COMMERCIAL/RETAIL/ATTRACTIONS

### 1. BOULEVARD 6200

DEVELOPERS: Clarratt West Development, LLC/DLJ Real Estate Capital Partners

LOCATION: Hollywood Blvd. between Argyle and El Centro

Developer has begun construction on phase one of a \$500-million, mixed-use project across from the Pantages Theatre. Phase one to consist of 75,000-sq.ft. of retail and 535 apartments. To be completed in 2014. Phase two (south of Hollywood Blvd.) to consist of 95,000-sq.ft. of retail and 507 apartments. Phase two expected to begin construction upon completion of phase one. (310)807-8405.



### 2. CAMDEN DEVELOPMENT

DEVELOPER: Camden Property Trust

LOCATION: 1540 N. Vine St.

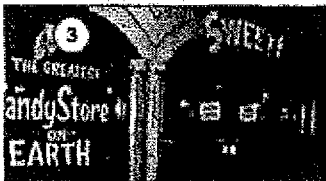
Developer has reactivated plans for a mixed-use project with approximately 300 units in a six or seven-story structure. Fully entitled. Currently, working through construction drawings. No construction timetable has been announced yet.

### 3. HOLLYWOOD & HIGHLAND

DEVELOPER: CIM Group

ADDRESS: 6801 Hollywood Blvd.

Sweet's opened a 30,000-sq.ft. candy store in July 2012. Other new restaurants include: Cebo Wabo Cantina, Cho Oishi, and Woodfire BBQ. New retailer, Kilson, has also opened in the center. (323)517-0220.



### 4. HOLLYWOOD & WESTERN RETAIL CENTER

DEVELOPER: CIM Group

ADDRESS: 5507 Hollywood Blvd.

CIM plans a 44,000-sq.ft. neighborhood-serving, one-story retail center with 125 parking spaces on the roof. Groundbreaking anticipated fall 2013 with occupancy 4Q 2014.

### 5. HUDSON PARKING & RETAIL

DEVELOPER: Adolfo Sisaya and Sean Stucassanian, Hollywood & Hudson, LLC

ADDRESS: 6523-6528 Hollywood Blvd.

Developer intends to develop a commercial mixed-use project with 10,402-sq.ft. of ground floor commercial space designed to house up to four restaurants and one full-service bar, 4,000-sq.ft. of office space and 103 parking spaces.

### 6. MARSHALLS

LOCATION: Former Orchard Supply

ADDRESS: 5626 Sunset Blvd.

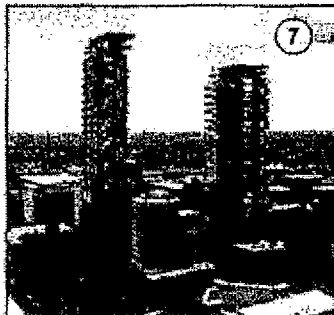
(OSH) is being divided up and will house a 24,000-sq.ft. Marshalls, as well as a pet store and a drugstore.

### 7. MILLENNIUM HOLLYWOOD

DEVELOPERS: Millennium Partners and Argent Ventures

LOCATION: Vine Street between Hollywood Blvd. and Yucca St.

Developers seeking entitlements to build a landmark project of up to 1.2-million sq. ft. of residential, retail, hotel, sports club, restaurants and office space. Would include two high-rise towers and be designed to provide public spaces for the community. Encompasses 4.5 acres, including Capitol Records Tower. Final entitlement approvals expected in 2013.

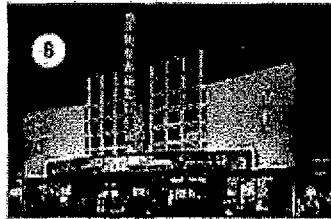


### 8. PALLADIUM

DEVELOPER: CH Palladium LLC

ADDRESS: 6215 Sunset Blvd.

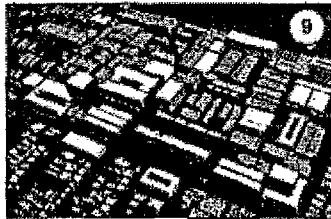
CH Palladium LLC has secured the Palladium property and plans a mixed-use project with residential and retail. The historic Palladium, which was renovated in 2008, would be preserved as part of the project. CH Palladium LLC is finalizing its plans which will be announced later in 2013. The Hollywood Palladium project is a Crescent Heights® inspired community.



### 9. PARAMOUNT PICTURES HOLLYWOOD PROJECT

ADDRESS: 5555 Malrose Ave.

The Hollywood Project is a 25-year vision for the future of the studio. Over that period of time, Paramount intends to invest \$700-million on new technologically-advanced soundstages and production offices, high-tech post production facilities, offices and bungalows, a LEED-certified headquarters building, production support facilities, and upgraded employee amenities. Paramount is currently working on the draft environmental impact report (DEIR) for this master plan.

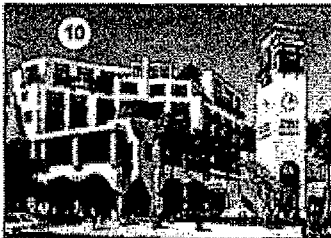


### 10. PASEO PLAZA

DEVELOPER: Continental Management

ADDRESS: 5601 Santa Monica Blvd.

Plans moving forward for mixed-use project that incorporates the Sears building, with 377,000-sq.ft. of retail space and 437 residential units. Estimated value \$375-million. Construction start on phase-one planned 4th quarter 2013. Developer says project is 65 percent preleased. (310)253-9998.

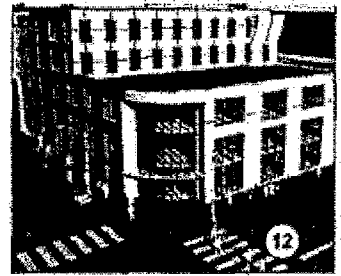


### 11. TARGET

DEVELOPER: Target Corp.

LOCATION: 5520 Sunset Blvd., SW corner of Sunset and Western Ave.

Target Corp. plans a new Target store that would approximate 160,000-sq.ft., plus approximately 30,000-sq.ft. of other, smaller retail uses. A total of 458 parking spaces on three levels. City Council approved in March 2013.



### 12. 960 N. LA BREA

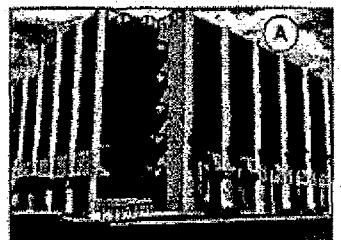
DEVELOPER: BMB Investment Corp.

Five-story industrial building being converted into approximately 33,000-sq.ft. of office space and 20,000-sq.ft. of retail space, with 134 parking spaces. Completion anticipated in 2013.

### TELEVISION CENTER

ADDRESS: 6311 Romaine St.

Television Center began a major project in November 2012 to add a six level, approximately 416-space parking garage, and to provide a new home for EDGE Performing Arts Center and a Television Center security office. Completion expected winter 2013.



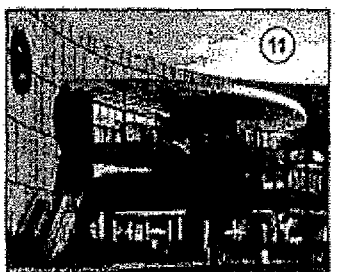
## EDUCATIONAL INSTITUTIONS

### 13. EMERSON COLLEGE

DEVELOPER: Emerson College

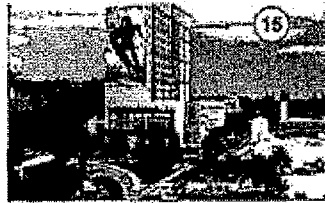
ADDRESS: 5960 Sunset Blvd.

Boston-based Emerson College is building a permanent campus for its 22-year old L.A. program, now located in Burbank. The 10-story building will include student housing, classrooms, offices and retail at ground level, with a total of 115,000-sq. ft., with 6,400-sq. ft. of ground-floor retail space. Completion is expected end of 2013.



**14. LOS ANGELES CITY COLLEGE**

DEVELOPER: L.A. Community College District  
 ADDRESS: 855 N. Vermont  
 L.A. City College is completing a major renovation. Already completed are: a \$47.8-million parking structure with 978 parking spaces and physical education fields on the roof, a \$19.3-million library, a \$11.9-million child development center, a \$34.4-million science and technology building and the new, \$32-million Student Union building - the first design-build structure in the college district. Currently under construction is a \$13.5-million health, fitness and physical education building (to be completed spring 2013). (323)953-4000.



**HOTELS**

**15. THE ARGYLE HOTEL - 1800 Argyle**  
 DEVELOPER: The Robert Green Co.  
 ADDRESS: 1800 Argyle  
 Developer proposes a 210-room hotel, with 11 guest room floors, a restaurant, and meeting rooms on top of a podium containing hotel lobby and common area. Entitlements completed in 2012. (760)634-6543.

**16. HOLLYWOOD & CAHUENGA**  
 DEVELOPER: SP8B, LLC  
 ADDRESS: 6381 Hollywood Blvd.  
 Entitlements secured to restore the historic 1921 Security Bank Building to its original glory and transform into a new 78-room, luxury boutique hotel. Plans include an upscale restaurant, roof-top swimming pool and café/bar, retail and new parking garage. No date announced.

**17. LOEWS HOLLYWOOD**

ADDRESS: 1755 N. Highland Ave.  
 Loews has acquired the former Renaissance Hollywood Hotel & Spa. The 832-room property will be renovated over the next year with an investment of \$25-million by Loews.



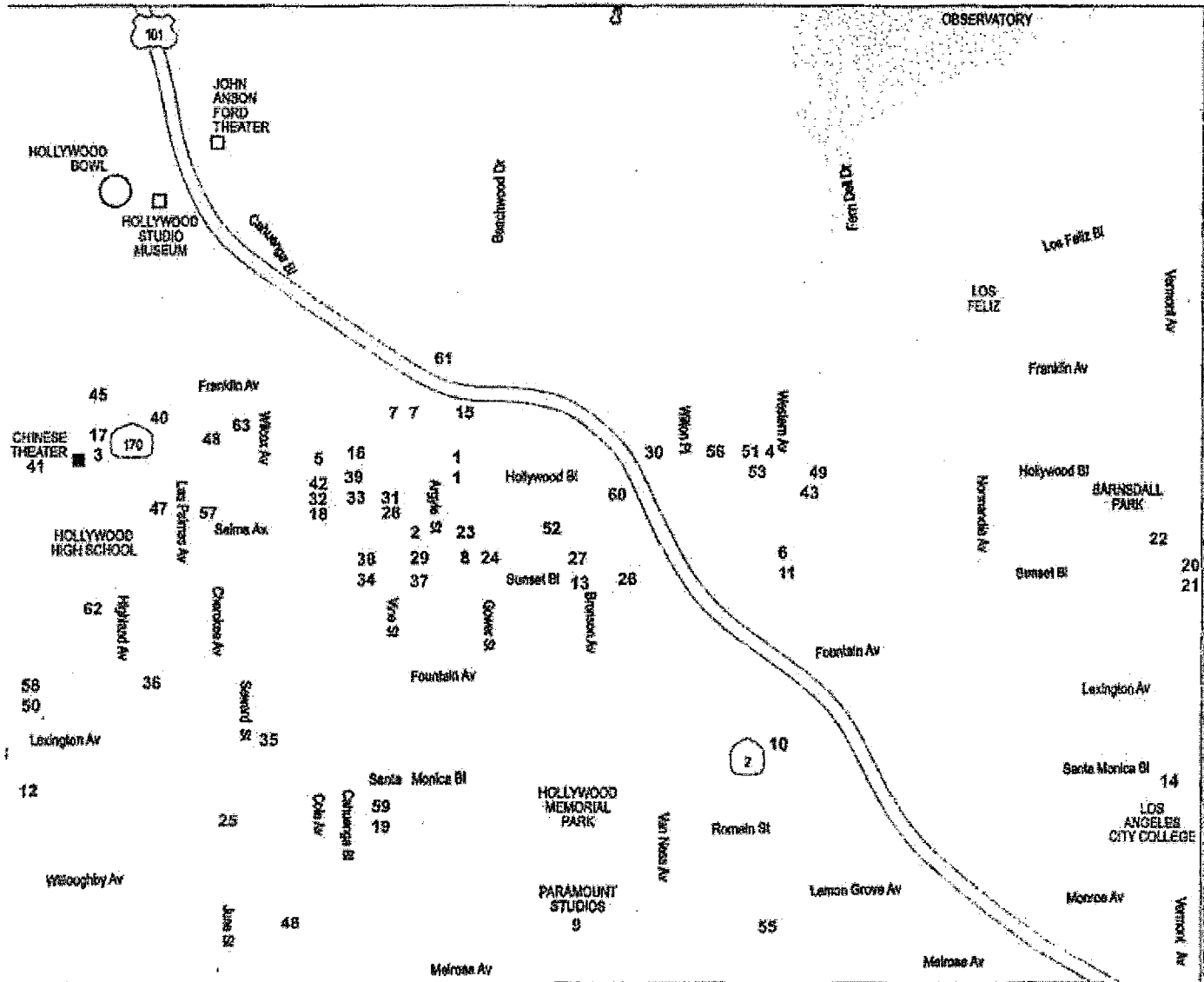
**18. DREAM HOLLYWOOD HOTEL**  
 ADDRESS: 6417 Selma Ave.  
 Developers are seeking EB-5 funding to transform an existing parking garage into a 173-room boutique hotel. Plans are for a nine-story hotel, with 13,000-sq.ft. roof-top pool, restaurant and bar. Also including additional restaurant/entertainment space/nightclub and meeting room facilities. Adjacent alley will be redesigned with outdoor dining and landscaping to create an urban oasis.

**19. VINE STREET MOTEL**

DEVELOPER: Holivine Investment, Inc.  
 ADDRESS: 1133 Vine Street  
 Holivine will replace an existing 54-room Vagabond Inn, with a 112-guest room motel, including a 661-sq.ft. café. The proposed five-story motel, will provide a total of 63 on-site parking spaces. Developer hopes to break ground before the end of 2013.

**MEDICAL FACILITIES**

**20. CHILDREN'S HOSPITAL**  
 DEVELOPER: Children's Hospital  
 ADDRESS: 4650 Sunset Blvd.  
 Children's Hospital has added a new 92-foot, 40-ton bridge to connect The Saban Research Institute with the Anderson Pavilion at their Hollywood campus. They completed their new 460,000-sq.ft., 317-bed hospital building in 2011, at a cost approximating \$363-million. (323)361-4121.



## 21. HOLLYWOOD PRESBYTERIAN MEDICAL CENTER

ADDRESS: 1300 N. Vermont Ave.  
Hollywood Presbyterian Medical Center is finalizing a Master Plan for its campus which will include a relocated Emergency Department with a new entrance off Fountain, a new medical office building on the corner of Vermont and DeLongpre in the 100,000 sq ft range, and a new parking structure. The development will be done in phases with completion in 2019.

## 22. LOS ANGELES MEDICAL CENTER

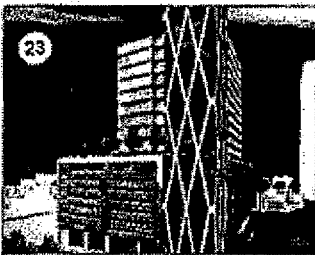
DEVELOPER: Kaiser Permanente  
ADDRESS: 4807 Sunset Blvd.  
The Los Angeles Medical Center is working on Phase 2 of their expansion, which will add an additional 96 rooms, pharmacy, gift shop, meditation room, and landscaped entrance. Expected to open in 2014, it will add 113,000-sq. ft. to the campus at a value of \$150-million and will add 200 permanent jobs. Phase 1, completed in 2009, consisted of a 792,000-sq. ft. \$800-million new hospital. (323)783-4496.



## OFFICE REHABILITATIONS/ NEW CONSTRUCTION

### 23. AMETRON BUILDING

DEVELOPER: Ametron Audio/Video  
ADDRESS: 1546 Argyle  
Developer proposes 170,000-sq. ft. of office space and 50,000-sq. ft. of retail. Ametron would anchor the retail space. Office will be entertainment oriented. Approximately 770 above-ground parking spaces. (323)466-4321



### 24. COLUMBIA SQUARE

DEVELOPER: Kilroy Realty  
ADDRESS: 6121 Sunset Blvd., NE corner of Sunset and Gower

Kilroy expects to break ground on a 690,000-sq. ft. mixed-use development summer 2013. It will include 350,000-sq. ft. of new office space in six-story layout, the restoration of the 80,000-sq. ft. historic Columbia Square buildings, 25,000-sq. ft. of retail and addition of a 21-story residential tower with 200 luxury apartments.



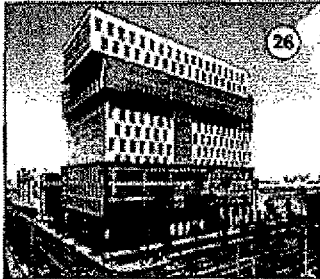
### 25. HOLLYWOOD 959

DEVELOPER: J.H. Snyder Co.  
ADDRESS: 959 Seward  
A 244,000-sq. ft., class A office campus is planned on 3.8-acres that formerly housed CFI. LEEDS certified. Project will be built in two phases. Fully entitled. Anticipating start of Phase 1 in 2013. (323)857-5548.



### 26. SUNSET BRONSON STUDIOS: ENTERTAINMENT & MEDIA CENTER

DEVELOPER: Hudson Pacific Properties, Inc.  
ADDRESS: 5800 Sunset Blvd.  
Developer proposes premier Class A office building 13-stories, approximately 315,000-sq. ft. with floor plates approximating 26,000-sq. ft. Also, a production office building of five stories with approximately 90,000-sq. ft. Gensler Architects designed to be LEED certified, in entitlement phase.



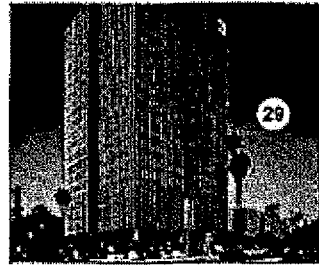
### 27. SUNSET & GORDON

DEVELOPER: CIM Group  
ADDRESS: 5925 Sunset Blvd.  
Developer is under construction with mixed-use project - 40,000-sq. ft. of creative office space, 300 residential units and 12,000-sq. ft. of neighborhood retail. Completion in 2014.



### 28. 1601 N. VINE STREET

DEVELOPER: Workers Realty Trust  
This 100,000-sq. ft., class A office building is fully entitled. Parking will be fully on-site. Seeking major tenant in order to break ground. CRA Oversight Board approved a one-year extension in March 2013 to start construction. (310)576-2222.



### 29. 6255 SUNSET

DEVELOPER: Kilroy Realty Corporation  
Upgrades to this existing, 22-story, 300,000-sq. ft. media building at Sunset and Argyle, include pedestrian-oriented improvements to the exterior plaza, a redesign of all common area spaces that will enhance the creative and collaborative environment with ground-floor retail, establishing a premier destination for creative media in Hollywood.

## PUBLIC FACILITIES

### 30. FIRE STATION 82

DEVELOPER: City of Los Angeles  
ADDRESS: 5769 Hollywood Blvd.  
Construction complete on a \$30-million, 32,000-sq. ft. fire station. Second phase underway with the rebuilding of the nearby Bronson station to serve as an annex. (213)485-4494.



### 31. PARKING GARAGE 702

DEVELOPER: City of Los Angeles  
ADDRESS: 1627 N. Vine Street  
New five-level, 457-space parking garage with 2,500-sq. ft. of retail space was occupied in March 2013. (213)485-4478.



## RESTAURANTS/ NIGHT CLUBS

### 32. AVENTINE

ADDRESS: 1607 Cahuenga  
Italian Bistro with outdoor patio. 4,500-sq. ft. Opened summer 2012. (323)466-1400.

### 33. BERLIN CURRYWURST

ADDRESS: 1620 N. Cahuenga  
Restaurant with patio featuring Germany's number-one street food and beers. (323)467-7593.

### 34. BLUE C. SUSHI

ADDRESS: 6372 Sunset Blvd.  
Kaiten sushi restaurant opens summer 2013 in 3,000-sq. ft. of space at ArcLight Hollywood.

### (See #3) CABO WABO CANTINA

ADDRESS: 6801 Hollywood Blvd.  
Margaritas and Americanized-Mexican cuisine with laid back beach-town vibe at Hollywood & Highland in concept developed by Sammy Hager. (323)960-1881

### (See #3) CHO OISHI

ADDRESS: 6801 Hollywood Blvd.  
A 30-ft. sushi bar, hibachi grills and tables outfitted for shabu shabu at Hollywood & Highland. A Pan-Asian concept developed in Miami. (323)454-0500

### 35. EAT THIS CAFÉ

ADDRESS: 6547 Santa Monica Blvd.  
Fresh, unique seasonal sandwiches, salad and Panini. (323)999-2003.

### 36. FAT SAL'S

ADDRESS: 1300 N. Highland Ave.  
"Gulf-busting" East Coast fare venue opening spring 2013.

### 37. THE MELT

ADDRESS: 6290 Sunset Blvd.  
Grilled cheese concept from Mastermind Chef Michael Mina opened in 2013. (213)344-4906

### (See #34) ROADSIDE

ADDRESS: 6360 Sunset Blvd.  
Sandwich shop opens summer 2013 in 2,000-sq. ft. of space at ArcLight Hollywood.

### 38. SHOP HOUSE

ADDRESS: 6333 Sunset Blvd.  
Developer plans a 2,662-sq. ft. restaurant in site formerly occupied by Beja Fresh at Sunset & Vine.

### 39. SPICE HOLLYWOOD BISTRO

ADDRESS: 1644 N. Cahuenga  
Indian fusion restaurant opened spring 2013. (323)572-4646.

### 40. TIN HORN FLATS

ADDRESS: Highland Ave. at Yucca  
Western cowboy-style saloon and restaurant in 4,800-sq. ft. space at the Jefferson in 2013. (323)462-2210.

### (See #34) STELLA BARRA

ADDRESS: 6372 Sunset Blvd.  
Call-Italian cuisine in sleek, industrial setting at ArcLight Hollywood opened in May 2013 in 4,500-sq. ft. (323)301-4001.

### 41. VEGAS SEAFOOD BUFFET

ADDRESS: 7021 Hollywood Blvd.  
A 14,000-sq. ft. seafood buffet opened July 2012. (323)462-4300.

### (See #34) VEGGIE GRILLE

ADDRESS: 6374 Sunset Blvd.  
Vegetarian restaurant that redefines American comfort food opened in 2013 at ArcLight Hollywood in 2,100-sq. ft. (323)962-3354.

### (See #3) WOODFIRE BBQ

ADDRESS: 6861 Hollywood Blvd.  
American restaurant and BBQ joint at Hollywood & Highland opened March 2013. (323)461-8800.

### 42. 3 DOG CANTINA

ADDRESS: 1615 N. Cahuenga  
Upscale Mexican-themed sports bar opened August 2012. (323)465-1750.

**NEW RESIDENTIAL/  
MIXED USE**

**43. ARGYLE APARTMENTS**

DEVELOPERS: AMCAL Multi-Housing, Inc./Gay & Lesbian Elder Housing (GLEH)

ADDRESS: 1560 N. Western Ave.  
GLEH is building a new LGBT development for seniors. This \$17.5-million project includes 40 units, with a community room, landscaped common area, and children's play structure. Completion anticipated in 2014.

(See #1) **BOULEVARD 6200**

DEVELOPERS: Clarett West Development, LLC/DLJ Real Estate Capital Partners

LOCATION: Hollywood Blvd. between Argyle and Gower

Clarett West underway on Phase one, with 535 apartment units on the north side of Hollywood Blvd. Phase two (south of Hollywood Blvd.) includes 507 apartments. (310)461-1470.

**44. BREA HOMES**

DEVELOPER: Brea Homes  
ADDRESS: La Brea between Hollywood and Franklin

Developer building an 18-unit apartment building between Hollywood Blvd. and Franklin.

**45. BONITA APARTMENTS**

DEVELOPER: CIM Group  
ADDRESS: 6300 Bonita Terrace.  
CIM has begun construction on 16 apartments just east of the Magic Castle, with a mix of one, two and three-bedroom units. Completion anticipated in summer 2014.

**46. BROADSTONE HANCOCK PARK**

DEVELOPER: Alliance Residential Co.  
ADDRESS: 738 N. Wilcox Ave.  
A 103-unit, three-story boutique multi-family project is under construction just west of Larchmont Village. Completion anticipated 4Q 2014. (949)706-8460.



**47. CHAMPION REAL ESTATE/SELMA**

ADDRESS: 1600 - 1622 N. Highland Ave.  
Champion Real Estate is planning a 246-unit apartment building at the corner of Highland Ave. and Selma, with approximately 13,000-sq.ft. of retail and a public parking component. They expect to break ground in 2013.



**48. CHAMPION REAL ESTATE/  
CHEROKEE**

LOCATION: Parking lot behind Musso & Frank Grill

Champion Real Estate is proposing a 202-unit apartment complex, with some retail and a public parking component.



(See #24) **COLUMBIA SQUARE**

DEVELOPER: Kilroy Realty  
ADDRESS: 8121 Sunset Blvd.  
Kilroy will break ground summer 2013 on a mixed-use project that will include 200 luxury apartments in a 21-story residential tower.

**49. CORONEL APARTMENTS**

DEVELOPER: Hollywood Community Housing Corp.  
ADDRESS: 1600 N. Serrano  
HCHC hopes to break ground early in 2014 on 64 units of affordable housing. (323)454-8210.

**50. COURTYARD AT LA BREA**

DEVELOPER: West Hollywood Community Housing Corp.  
LOCATION: La Brea at Lexington  
Construction began in 2012 on this 32-unit affordable housing complex on the site formerly occupied by the Discover: Green Showroom. Completion in fall 2013.



**51. GERSHWIN APARTMENTS**

DEVELOPER: CIM Group  
ADDRESS: 5533 Hollywood Blvd.  
CIM has completed the renovation of the former St. Francis Hotel into 163 market-rate, studio and efficiency units. Also includes gym, large residents lounge, business center, and 10,000-sq.ft. of ground floor retail space.

**52. THE GORDON APARTMENTS**

DEVELOPER: American Communities  
ADDRESS: 1555 N. Gordon Street  
Developer is under construction on a 21-unit apartment complex. Completion expected in 2013.



**53. HIGH LINE WEST**

DEVELOPER: Astani Development  
ADDRESS: 5550 Hollywood Blvd.  
Developer plans to build 280 apartments, 25 affordable units, 12,000-sq.ft. of retail and an elevated public park, just west of Western Ave. and subway portal. (310)273-2999.

**54. LA BREA GATEWAY**

DEVELOPER: Marlin Group  
LOCATION: Wiloughby at LaBrea  
Former KCOP lot entitled for mixed-use project with 179 rental units and 33,500-sq.ft. of retail space.

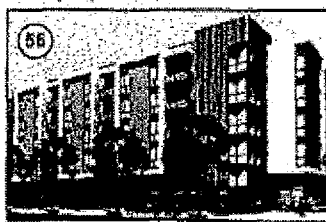


**55. MELROSE AND GRAMERCY**

DEVELOPER: Mountain Real Estate Capital (MREC)/Harridge Development  
ADDRESS: 5120 Melrose  
A 49-unit detached-home project made possible by the City's small lot subdivision ordinance on a 72,000-sq.ft. site. Grading has begun for the project.

**56. METRO @HOLLYWOOD SENIOR APARTMENTS**

DEVELOPER: Meta Housing Corp.  
ADDRESS: 5555 Hollywood Blvd.  
One hundred twenty units, 100 percent affordable senior housing project at Hollywood and Garfield completed in 1Q 2013. (310)575-3543



**57. MICHAEL'S VILLAGE**

DEVELOPER: Step Up On Second  
ADDRESS: 7160 Sunset (at Formosa)  
Permanent-supportive housing project with 32 units. Front building completed December 2012.

**58. MONARCH GROUP PROJECTS**

DEVELOPER: Monarch Group  
ADDRESS: NW corner, La Brea and Santa Monica; SE corner, LaBrea and Fountain.  
Construction underway on two projects in West Hollywood at Hollywood border - 184 units at Santa Monica Blvd. and 187 at former Jon's Market site. Completion anticipated in first quarter 2014 at Santa Monica Blvd. and in third quarter 2013 at Jon's Market site.



**59. STEP UP ON VINE**

DEVELOPER: Step Up On Second  
ADDRESS: 1057 N. Vine Street  
Former Galaxy Hotel renovated into 34 units of permanent supportive housing. Completed 1Q 2013. (310)394-6839.



(See #27) **SUNSET & GORDON**

DEVELOPER: CIM Group  
ADDRESS: 5925 Sunset Blvd.  
CIM is under construction on a mixed-use project with 300 apartments. Top out of the 22-story project is expected by end of 2013, with completion in summer 2014.

**60. 5641-45 CARLTON WAY**

DEVELOPER: Carlton Way Investment Group  
Five-story, 40-unit apartment building under construction.

**61. 6406-6420 FRANKLIN**

DEVELOPER: Capital Foresight  
A 126-unit apartment building is proposed at the corner of Franklin and Cahuenga, with primary focus to be for student housing.

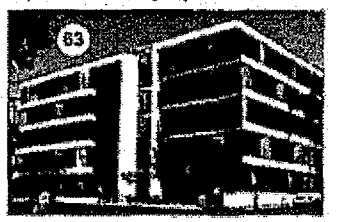
**62. 1411 N. HIGHLAND AVENUE**

DEVELOPER: Lennar Multifamily Investors, LLC  
Lennar plans for a 76-unit apartment project with 2,500-sq.ft. of retail, with 143 parking spaces. Six stories with rooftop pool, fitness center, club room. Construction start anticipated before end of 2013.



**63. 1800 WHITLEY**

DEVELOPER: CIM Group  
Construction began in April 2011 on a \$20-million, five-story boutique luxury apartment development. Completion is expected in 2013. (323)860-4900.



**64. 7928 HOLLYWOOD BLVD.**

DEVELOPER: California Landmark  
ADDRESS: 7928 Hollywood Blvd.  
A 79-unit apartment complex just west of Fairfax Ave. will have fountains, pool, lavish gardens, media room, gym and fire pit area. Completion expected August 2013.

Untitled 8

—  
Luciralia Ibarra  
City Planner  
Major Projects  
Department of City Planning  
200 N. Spring Street, Rm 750  
Los Angeles, CA 90012  
Ph: 213.978.1378  
Fx: 213.978.1343

13-0593



Etta Armstrong <etta.armstrong@lacity.org>

**Fwd: Millennium.. VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD**

1 message

**Sharon Gin** <sharon.gin@lacity.org>  
To: Etta Armstrong <etta.armstrong@lacity.org>

Wed, Jul 17, 2013 at 8:11 AM

----- Forwarded message -----

From: **Luciralia Ibarra** <luciralia.ibarra@lacity.org>  
Date: Wed, Jul 17, 2013 at 8:05 AM  
Subject: Fwd: Millennium.. VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD  
To: Sharon Gin <sharon.gin@lacity.org>

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From: **Bill Miller** <nyc.bill@aol.com>  
Date: Tue, Jul 9, 2013 at 5:52 PM  
Subject: Millennium.. VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD  
To: luciralia.ibarra@lacity.org  
Cc: Councilmember.Cedillo@lacity.org, Councilmember.Krekorian@lacity.org, Councilmember.Blumenfield@lacity.org, Councilmember.LaBonge@lacity.org, Councilmember.Koretz@lacity.org, Councilmember.Fuentes@lacity.org, Councilmember.Parks@lacity.org, Councilmember.Price@lacity.org, Councilmember.Wesson@lacity.org, Councilmember.Bonin@lacity.org, Councilmember.Englander@lacity.org, Councilmember.O'Farrell@lacity.org, Councilmember.Huizar@lacity.org, Councilmember.Buscaino@lacity.org, mayor@lacity.org

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Wed, Jul 17, 2013 at 8:11 AM

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 To: Sharon Gin <sharon.gin@lacity.org>

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 Date: Tue, Jul 9, 2013 at 6:42 PM  
 Subject: Millennium.. VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD.. (Corrections)  
 To: luciralia.ibarra@lacity.org  
 Cc: councilmember.englander@lacity.org, councilmember.labonge@lacity.org, councilmember.cedillo@lacity.org, councilmember.krekorian@lacity.org, councilmember.blumentield@lacity.org, councilmember.koretz@lacity.org, councilmember.fuentes@lacity.org, councilmember.parks@lacity.org, councilmember.price@lacity.org, councilmember.bonin@lacity.org, councilmember.o'farrell@lacity.org, councilmember.huizar@lacity.org, councilmember.buscaino@lacity.org, mayor@lacity.org

Corrections: \*Groups Opposing Millennium Projects (see below)

For The Administrative Record  
 Millennium File #VTT-71837-CN-1A and CPC-2008-3440-ZC-CUB-CU-ZV-HD

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Hollywood Hills West Neighborhood Council

North Hills West Neighborhood Council

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**HERMAN BASMACIYAN, P.E.**

Traffic, Transportation, Parking  
Expert Witness and Consulting Services  
701 Marguerite Avenue  
Corona del Mar, CA 92625  
Tel: 949-903-5738  
herman.b@roadrunner.com

June 3, 2013

Mr. Robert Silverstein  
The Silverstein Law Firm, APC  
215 North Marengo Avenue, 3rd Floor  
Pasadena, CA 91101-1504

Proj. No. 130501

Subject: Millennium Hollywood Project

Dear Mr. Silverstein

Per your request, I have reviewed the Millennium Hollywood Project environmental documentation related to traffic, circulation and parking. This documentation consists of:

- the Draft Environmental Impact Report (DEIR) including its applicable Appendices, and
- the Final Environmental Impact Report (FEIR) including its applicable Appendices

In addition I have referred to the following documents:

- ❖ Traffic Study Policies and Procedures (TSPP), Dated May 2012, published by the City of Los Angeles Department of Transportation (LADOT),
- ❖ 2010 Congestion Management Program (CMP) prepared by the Los Angeles County Metropolitan Transportation Authority (LACTMA)
- ❖ Guide to the Preparation of Traffic Studies (Guide), Caltrans

I am a Registered Civil and Traffic Engineer in the State of California (Registration Numbers 20137 and 525, respectively) and a Registered Engineer (in retired status) in the States of Washington, Arizona, and Florida. I have over 50

years of experience in traffic and transportation engineering, traffic modeling and forecasting, parking studies, and the preparation of traffic impact studies. I have personally prepared or had a key role in the preparation of over 400 reports in various jurisdictions in California, Washington, Oregon, Arizona, Nevada, and Ohio, as well as several multi-State projects sponsored by the U.S. Department of Transportation. My curriculum vitae (cv.) is presented as Exhibit 1, attached.

Based on my review of the documents cited above and my education, professional knowledge and many years of experience, I have noted several deficiencies and/or omissions in the environmental documentation for the Millennium Hollywood Project. These deficiencies and/or omissions are discussed in the following pages of this letter.

#### **A. Deficiencies in Process, Mitigation Measures and Monitoring**

- 1. Caltrans concerns have not been addressed adequately:** CMP guidelines (Appendix D, Page D-2, attached as Exhibit 2) state: "Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system." By letter dated May 18, 2011 (attached as Exhibit 33) Caltrans requested specifically that the traffic study address the freeway main line and all on/off ramps of State Route 101 (SR-101) within a five-mile radius of the proposed Millennium Hollywood Project. In the same letter, Caltrans also referred the project's traffic consultant to Caltrans' traffic study guide and indicated that Caltrans staff "would like to meet with the traffic consultant to identify study locations in the State facilities before preparing the Environmental Impact Report (EIR)." Page III-34 of the DEIR (attached as Exhibit 4) states that "representatives from the City of Los Angeles Department of City Planning met with Caltrans Planning staff on September 15, 2011."

The Traffic Study prepared by Crain & Associates and included in the DEIR as Appendix IV.K.1 (title pages are presented as Exhibit 5, attached) states in two places (please see Exhibits 5-a and 5-b) that the traffic study was performed in accordance with the LADOT TSPP (please see Exhibit 6 for the title page of the TSPP). The LADOT TSPP reiterates the LA County CMP requirement that Caltrans should be contacted and further states that "To assist in the evaluation of impacts on State facilities, the project's traffic consultant should refer to Caltrans' Guide for the Preparation of Traffic Impact Studies ..." and provides a link to access the web site (please see Exhibit 6-a).

**HERMAN NASMACIYAN, P.E.**



The DEIR Traffic Study did not comply with the CMP guidelines and LADOT's TSPP, despite the written comments from Caltrans and the meeting held with Caltrans on September 15, 2011.

After preparation of the DEIR, Caltrans submitted a letter dated December 12, 2012 (please see Exhibit 7) reiterating its concerns about and requirements for the DEIR and providing further specific guidance as to what analyses would be required for Caltrans to conclude that impacts on the State Highway System are adequately analyzed. As stated in the Caltrans letter dated February 19, 2013 (please see Exhibit 8), Caltrans considers the responses to its previous comments to be inadequate and remains concerned about the lack of mandated disclosure and analysis of freeway operations (such as mainline traffic flow, weaving movements on the freeway, queuing at exit ramps that might hinder mainline flow, queuing at entrance ramp meters, merging/diverging maneuvers) and the project's impacts on those.

I have reviewed the responses that the City of Los Angeles provided in the FEIR to Caltrans' comments in the December 10, 2012 letter. I concur with Caltrans that significant unanswered issues remain, and significant informational gaps mar the EIR. The City's study approach fails to provide complete or accurate information. The City's use of the CMP methodology does not provide sufficient information related to the Project's impacts on the freeway system, and therefore did not adequately consider the potential significance of the Project's impacts on the freeway system. The City's responses to Caltrans are presented as Exhibit 9, attached. Following are some further thoughts about the City's inadequate and/or improper responses as contained in Exhibit 9:

Response to Comment No. 03-2: The CMP methodology is based purely on the traffic volume on the freeway, without recognizing such matters as weaving, queuing, merging and diverging movements. The Caltrans methodology, which is based on the Highway Capacity Manual, takes into consideration these freeway operational matters, which are, in turn, affected by such freeway design features as spacing of entry/exit points, presence or lack of auxiliary lanes, and others. While the Caltrans Guide does not provide specific threshold guidelines, it provides a methodology for determining freeway LOS correctly. The City and this EIR are mandated to comply with the Caltrans methodology and to disclose and analyze impacts accordingly in a recirculated DEIR.

Response to Comment No. 03-3: The documentation provided in Appendix B of the FEIR, Modeling Procedures and Results, is inadequate. The very brief documentation does not provide any credible data to support the

**HERMAN BASMACIYAN, P.E.**

statement that "The model demonstrated that the Project will not result in the addition of 150 trips or more to any freeway segment." The 4-page document falls far short of providing enough information for the public to make an informed judgment. The documentation should contain, as a minimum, information for the starting point which is the unaltered SCAG Regional Model as refined by LA DOT for use in the City of Los Angeles (the Base Model) in addition to the two scenarios presented "Base Minus Project" and "Base Plus Project." At a minimum, the information presented for each of the three scenarios should include:

- For the area within a 5-mile radius of the Project (as requested in Caltrans' letter in response to the NOP), computer-generated plots of the roadway network showing the raw (unadjusted) traffic volumes that resulted from the traffic assignment process. The plots should be of sufficiently large-scale to make it possible to read the traffic volumes on freeway-mainline, the HOV lanes (if any), and each of the entrance and exit ramps. A similar plot should be provided presenting the number of lanes assumed for all freeways and ramps, as well as the number of lanes and facility types assumed for all arterial facilities.
- Socio-economic data for the two Traffic Analysis Zones (TAZs) that contain the Project, along with a map of the TAZ boundaries within the five-mile radius area.
- A listing, or graphic presentation, of all freeway and major transit improvements (BRT, Light Rail, Metrolink, other fixed-guideway) that are included in the 2035 SCAG Regional Model but are not in service or are not under construction for the area bounded by I-10 on the South, I-405 on the West, SR-101/SR-134/I-210 on the North, and I-710 (alignment extended to I-210) on the East. For all four limits, the information should be presented for the freeways that are referenced to describe the boundaries.

The additional data requested should be available from the computer models that were run either in printed form, or can be plotted/printed readily from model files. The public cannot make an informed judgment as to the impacts of the Project on the freeway system based on what has been provided in the FEIR.

Response to Comment No. 03-5: The thoughts expressed in No. 03-2 and 03-3 are applicable here also.

Response to Comment No. 03-6: The statement that "Rather, the signalized intersections and the freeway mainline sections were determined to form the capacity constraints in the Hollywood area" is contradictory to the

**HERMAN BASMACIYAN, P.E.**

Traffic Study findings. The Traffic Study determined that of the 37 intersections analyzed, 31 had LOS of "C" or better in both the morning and afternoon peak hours. Five intersections had LOS "D" or better in both peak hours. Only one had LOS "D" in the morning and LOS "E" in the afternoon peak hour (please see Exhibit 5-f, attached.) This finding would signify no capacity constraints associated with signalized intersections in the area and is directly contradictory to the statement in the response to this comment. Either the statement is not supported by substantial evidence or the intersection analysis presented in the Traffic Study is faulty. Either instance represents a deficiency in the environmental documentation.

Response to Comment No. 03-7: No further thoughts beyond those expressed in Item B.2 later in this letter.

Response to Comment No. 03-9: The selected zone analysis methodology is a very valuable analysis tool to determine the true "demand" created by the Project. It is appropriate for infill projects because the "intercepted" trips have already been deducted due to the pass-by reduction in the trip generation process. Using the trip distribution percentages from the selected zone analysis and applying the vehicular trip generation after credits, would account for "intercepted" trips.

Response to Comment No. 03-11: It is ironic that the City uses a "Planning Methodology" which does not take into consideration signal timing at all in the basic computation, but then applies a credit to reflect the effect of an "operational" feature such as the computerized signal system. Nonetheless, the real question is whether the CMA analysis produces LOS results for existing conditions that are consistent with actual conditions. Expressed differently, if there are long queues at an intersection and yet the CMA method produces an LOS of "C" or "D" or better, one would have to conclude that the CMA method does not do the job correctly.

Response to Comment No. 03-12: If in fact the freeway mainline constitutes a capacity constraint as stated in the City's response to Caltrans comment No. 03-6, the ramp meters are likely set at or near the maximum rates Caltrans deems possible. In the future, metering rates would be more likely to be tighter, allowing fewer vehicles per hour onto the freeway, rather than more, unless major capacity improvements are made on the freeway. It would be in the City's best interest to perform the analyses requested by Caltrans to publicly disclose and understand what problems the City may be facing in the future, and to mitigate those problems and impacts.

**HERMAN BASMACYAN, P.E.**

Response to Comment No. 03-13: The City's response ignores the basic issue which is that the weaving movements are an important consideration in determining freeway LOS.

Response to Comment No. 03-14: No further thoughts except that it would be in the best interests of the City to perform the analyses requested by Caltrans.

2. **Trip caps need further definition:** While the trip equivalency provisions give the City and the developer latitude in controlling the amount of development, the trip caps in the FEIR do not provide sufficient safeguards for certain situations that may arise, for the following reasons:
  - a) **More development than addressed in the current environmental documents would be possible:** FEIR P.IV-22, bottom of page (please see Exhibit 10) states that "No building permits shall be issued or other measures taken by the City, which would allow the Project-related trip generation to exceed the Trip Cap, unless other supplemental analysis is completed." This statement implies that the trip caps may be violated with additional analysis and that more development than addressed in the current environmental analysis could be approved. Also, it is not stated whether the approval of the supplemental analysis would be under administrative purview or subject to CEQA compliance and public review.
  - b) **The number of peak hourly trip credit for existing development should be fixed:** In order to prevent future analysts from raising the trip credit allowed for existing development, the amount of credit should be fixed at the level established in the current environmental analysis, 180 in the morning peak hour and 182 in the afternoon peak hour. This can be accomplished by inserting the maximum amount of credit into FEIR P.IV-18, Bullet item (c) (please see Exhibit 10).
  - c) **Trip caps for the project should be directional, not total for peak hour:** It does not take much effort to come up with a mixed use scenario that stays within the peak hour total cap but violates the directional peak. Traffic impacts are in many cases sensitive to the direction of travel. Trip caps for the project should be made directional.
3. **Actual compared to estimated trips:** There is no provision in the traffic monitoring program to assess whether actual vehicular trips to/from the project exceed, in any phase of development or at full development, the estimated vehicular trips, and what action would be taken if the actual

**HERMAN BASMACHIAN, P.E.**

trips were to **exceed** the estimated trips. This information should be provided in a recirculated DEIR.

## **B. Technical Points**

1. The Traffic Study states that Vine Street is classified as a Major Highway Class II between Franklin Avenue and Melrose Avenue, and that the width of Vine Street within these limits is 65-75 ft. (please see Exhibit 5-c). The Traffic Study does not state the actual width of Vine Street along the frontage of the proposed Project. Exhibit 6-c, attached, indicates that the City of Los Angeles Public Department Standards call for a width of 80 or 90 ft. for the Major Highway Class II classification. Accordingly, the width of Vine Street is not compliant with current City design standards. The prior Hollywood Community Plan, which may become the operative community plan again, depending on the outcome of current litigation regarding the Updated Hollywood Community Plan (applicable excerpts in Exhibit 11, attached) also designates Vine Street as a Major Highway Class II, but with Modified design standards that call for a curb-to-curb width of 70 ft, with 15-ft sidewalks on either side of the street. Since the actual width of Vine Street along the frontage of the proposed Project is not stated in the Traffic Study, it is not possible to ascertain whether the street design is in compliance with the design standards of the Community Plan. The environmental documents are silent in the matter of the width of Vine Street even though it has significance in conjunction with the transit ridership credits as discussed in the next paragraph.
2. The reduction of vehicular trips by 25% due to expected transit ridership exceeds what the City Department of Transportation recommends in its Traffic Study Policies and Procedures (please see Exhibit 6-c attached). Per the guidelines, the maximum of 25% reduction may be applicable to developments that are "above or adjacent to a Metro Rail, Metrolink, or Orange Line station." Developments within ¼ mile walking distance may qualify for up to a 15% transit credit if certain improvements, including the provision of wider-than-standard sidewalks and dedication of additional right-of-way along the project frontage, are provided. The proposed mitigation measures do not contain such provisions. Accordingly, a 25% reduction as taken in the EIR is facially inapplicable and improper.
3. Truck access to the site is not analyzed, and the process of accommodating loading/unloading is not described. This is a significant omission of information necessary for informed decisionmaking and disclosure and mitigation of potential significant impacts. It is acknowledged that for purposes of intersection capacity and Level of Service, truck traffic is not an issue. Nevertheless, truck traffic in the immediate vicinity of the Project

**HERMAN HASMACIYAN, P.E.**

and within the Project may present traffic operational problems depending on the location and configuration of truck loading/unloading areas, hours of delivery, the location and configuration of entry/exit points, and the size of trucks. This matter is not discussed at all in the environmental documents, except general statements to the effect that these matters will be handled later in discussions between the developer and City staff. Such deferred analysis and mitigation is improper.

4. Intersection Level of Service (LOS) computation does not consider the effect of pedestrian traffic on intersection capacity. In a high pedestrian activity area such as Hollywood Boulevard, pedestrians may cause substantial delay to vehicular traffic, especially vehicles turning left or right. The LADOT TSPP states that the standard intersection LOS computation procedure may be modified to reflect the effect of certain conditions, including high pedestrian volumes (please see Exhibit 6-d, attached). No adjustments were made in the LOS computations to reflect the effect of high pedestrian volumes. This omission results in a distortion of the conclusions, making them invalid indicators of actual conditions and impacts that can be expected to be experienced.
5. The existence of the midblock pedestrian signal on Vine is not even mentioned. The relationship of the pedestrian signal location vis-à-vis the project driveways on Vine is not discussed. Based on the approximate dimensions provided in the Traffic Study (please refer to Exhibit 5-d, attached), the West Site driveway on Vine Street would be about 60 to 70 ft north of the existing pedestrian cross-walk and midblock pedestrian signal. The East Site driveway would be about 150 ft south of the cross-walk. The proximity of the existing signalized cross-walk to the two full-service driveways proposed by the Project will create numerous opportunities for pedestrian/vehicular conflicts and potential pedestrian/vehicle collisions. Accordingly, there is a significant omission of necessary information about pedestrian safety impacts. This should be remedied in a recirculated DEIR.
6. For purposes of the traffic study, certain assumptions would need to have been made as to the allocation of land uses to each of the two portions of the proposed project (East Site v. West Site). This allocation is necessary to make, in turn, the allocation of the traffic to the intersections immediately adjacent to the Project as shown in the Traffic Study. However, the allocation of vehicular traffic to the project driveways is not presented in the Traffic Study. Also, the need for traffic control devices to be installed at the project driveways, if any, is not discussed, except mentioning that this matter will be coordinated with the City. Accordingly, there is a significant omission of necessary information. This should be

**HERMAN BASMACYAN, P.E.**

remedied in a recirculated DEIR. This lack of information makes it impossible to assess the following potentially significant impacts:

- Will it be necessary to install a traffic signal at either or both of the Project driveways on Vine Street?
  - If yes, what would be the impact on the mid-block pedestrian signal?
  - If not, how will pedestrian/vehicle conflicts be treated and to what extent will pedestrian activity disrupt traffic into and out of the driveways?
7. The pedestrian entry/exit points to the project and the pedestrian linkages between the East Site and the West Site of the Project are not shown, so it is not possible to assess:
- Whether the East and West Sites are truly integrated to constitute a single project for purposes of internal trip-making and shared parking.
  - Whether the pedestrian linkages are going to be sufficiently convenient in order to justify the internal trip making levels.
  - How internal pedestrian circulation to/from the various project components will be accommodated.
  - To what extent added pedestrian traffic at the mid-block pedestrian signal would cause additional delays to through traffic on Vine Street.
8. Parking-The residential tower (East Site) would have 450 units and 675 residential parking spaces, or 1.5 spaces per unit. In accordance with the Traffic Study, the total requirement would be 2.25 spaces per unit, or 1013 parking spaces, if the residential development were to be stand-alone, rather than part of a mixed use development (please see Exhibit 5-e). If the residential tower is built and occupied before any of the office/commercial, there would be no opportunity for shared parking or internal trip-making, so there would be a parking shortage of 338 spaces.
9. If movie/theater uses are allowed within the commercial designation, there could be traffic and parking impacts, especially on weekend afternoons and evenings when movie/theater and retail uses both attract high levels of patronage. This type of potential impact attributable to specific uses is not addressed in the EIR. Accordingly, there is a significant omission of necessary information. This should be remedied in a recirculated DEIR.

**HERMAN HASMACIYAN, P.E.**

Mr. Robert Silverstein  
June 3, 2013 Page 10

Please contact me if I can provide further details or clarification about any matters covered in this letter.

Sincerely,



Herman Basmacıyan, P.E.

#### LIST OF EXHIBITS

1. Curriculum Vitae
2. Excerpts from the 2010 Los Angeles County Congestion Management Program
3. Caltrans letter in response to NOP, dated May 18, 2011
4. Excerpt from DEIR for Millennium Hollywood Project – Page III-34
5. Excerpts from Traffic Study (Appendix IV.K.1 of DEIR for Millennium Hollywood Project)
  - a. Compliance with City Procedures (Page 1)
  - b. Compliance with City Procedures (Page 4)
  - c. Width of Vine Street
6. Excerpts from the LADOT TSPPO
  - a. Requirement to contact Caltrans and refer to Caltrans procedures
  - b. City of LA Roadway Design Standards
  - c. Transit Credit
  - d. Project Site Plan and Location of Driveways
  - e. Parking Space Requirements
  - f. CMA Analysis Summary for Existing Conditions
7. Caltrans Letter of December 12, 2012
8. Caltrans Letter of February 19, 2013
9. City's Responses to Caltrans Comments in December 12, 2012 Letter
10. Trip caps
11. Excerpts from the Hollywood Community Plan-Street Classifications and Design Standards

**HERMAN BASMACIYAN, P.E.**