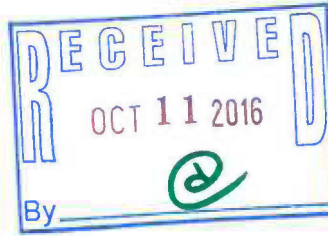


BLUM|COLLINS LLP



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October 10, 2016

Los Angeles City Council
City of Los Angeles
c/o Etta Armstrong, Assistant to Sharon Dickinson, and Sharon Dickinson
etta.armstrong@lacity.org
sharon.dickinson@lacity.org

Via Email

Re: *California Environmental Quality Act Comments on Paramount Pictures
Master Plan FEIR, City Case No. ENV-2011-2460-EIR; State
Clearinghouse No. 2011101035*

Dear Ms. Armstrong and Ms. Dickinson and Honorable Members of the City Council of the City of Los Angeles:

Please accept these further comments pursuant to the California Environmental Quality Act ("CEQA") on behalf of the SoCal Environmental Justice Alliance on the Final Environmental Impact Report ("FEIR") for the Paramount Pictures Master Plan project ("the Project"), which you are scheduled to consider tomorrow, October 11, 2016. They should be considered by you and should become a part of the Administrative Record.

Our comments have to do with the FEIR's Traffic Impact Assessment ("TIA.") We asked RK Engineering Group, Inc. to review that TIA, and it found:

1. There was no traffic phasing analysis to determine the impacts or the results of mitigation measures, and it appears that the most important mitigation measures – including even initiating discussions with potentially impacted residential neighborhoods – were not scheduled to begin until 45% of the Project was completed and over 500 potential PM peak hour trips were already anticipated. *See* Letter from RK Engineering to Hannah Bentley, October 5, 2016, Comment 1 (page 3) and Appendix A (Transportation Improvement Phasing Program).
2. The TIA likely significantly underestimated cumulative impacts from related projects as there were only eight within a one-mile radius which were considered, whereas a number of others were within that distance and were not. Letter, Comment 2, and Appendix B (Figure 6 and Table 9).
3. The proposed Project relies significantly on a Transportation Management Program but it does not specify that this Program should be implemented at the time of issuance of the first building permit.

Etta Armstrong, Sharon Dickinson and
Los Angeles City Council
October 10, 2016
Page 2

4. The Draft Environmental Impact Report ("DEIR") and TIA concluded that the Project could have significant impacts on neighborhood traffic intrusion, and proposed a mitigation measure of \$500,000 for up to five neighborhoods in the vicinity of the Project. There is no substantial evidence that this will reduce impacts to less than significant levels or that this was the most the City could feasibly do to reduce impacts as is required by CEQA.
5. The TIA's parking analysis improperly concluded that the Project's anticipated additional demand for 7,547 parking spaces would be sufficiently met with 7,550 total spaces. This was contrary to Urban Land Institute methodology which would call for at least an additional 5% overage so that 377 additional spaces should be provided.
6. The supplemental Highway Capacity Manual ("HCM") analysis included no peak hour factor ("PHF") for existing, existing plus project, or future conditions. With an appropriate PHF, more impacts may be present than the supplemental analysis identified. The analysis also did not include actual minimum green times, which may have inappropriately resulted in levels of service ("LOSs") being higher than appropriate under existing conditions.

Thank you for your consideration of these issues.

Sincerely,

Craig M. Collins
Blum Collins LLP

Attachment: Letter to Hannah Bentley, October 5, 2016, with Appendices



October 5, 2016

Ms. Hannah Bentley
BLUM COLLINS LLP
707 Wilshire Boulevard, 48th Floor
Los Angeles, CA 90017

**Subject: Paramount Pictures Master Plan Traffic Impact Study Review,
City of Los Angeles**

Dear Ms. Bentley

Introduction

RK ENGINEERING GROUP, INC. (RK) has reviewed the Paramount Pictures Master Plan Traffic Impact Study, dated August 2015 prepared by Gibson Transportation Consultants Inc. Additionally, RK has reviewed the draft EIR section related with transportation which essentially summarizes the Gibson Transportation Consultants study. The traffic study prepared by Gibson was prepared pursuant to a Memorandum of Understanding (MOU) with the LADOT (Los Angeles Department of Transportation), dated September 30th, 2011. It appears that the traffic study was prepared during 2011 or possibly 2012, however, the date on the traffic study was August 2015. Some of the supplementary work may have been prepared at a later date.

The traffic study represents a substantial review of transportation impacts (vehicular, transit, bicycle, pedestrian, etc.) as a result of the expansion of the existing Paramount Pictures facilities located at 5555 Melrose Avenue, in the City of Los Angeles. The proposed project, which would be built-out by the Year 2038, would include an increase of approximately 1,385,700 square feet of stage, support, production office, office and retail development within the existing project site. The proposed project would also increase the existing parking by 3,970 parking spaces to accommodate the proposed project. The study also identified a series of mitigation measures to reduce the impacts of the project. The project will generate a substantial amount of daily and peak hour traffic. Without mitigation, the project would generate over 9,800 daily trips and over 1,000 PM peak hour trips.

The traffic study reviewed existing, existing plus project and future (Year 2038) conditions without and with the project. The traffic study also included several supplemental analysis', including a review of Caltrans facilities based upon their methodology which is different than LADOT's analysis procedures, a review of the impacts utilizing the ITE (Institute of Transportation Engineers) trip generation rates, based upon their 8th and 9th editions, the

development of an extensive Transportation Demand Management Program for the project, the establishment of a Hollywood Transportation Management Organization and a detailed parking analysis. The traffic study analyzed 65 signalized intersections and 11 unsignalized intersections within the study area. The location of the intersections analyzed were approximately within 2 miles of the project site. The traffic study utilized traffic counts obtained in Years 2010 and 2011. For future conditions, the counts were increased based upon by an ambient growth rate agreed upon the LADOT and some of the related projects (approximately ten (10%) percent) in the area.

The primary mitigation for the project included the project financing of two (2) intersection improvement projects (located at Gower Street at Melrose Avenue and Gower Street at Santa Monica Boulevard), constructing two (2) new traffic signals (Gower Street at SR-101 Freeway Ramps and Normandy Avenue at SR-101 Freeway Ramps), highway dedications along the project frontage of Melrose Avenue, Gower Street and Van Ness Avenue to current LADOT standards, replacing traffic signal controllers at 19 locations, providing fiber optic CTTV systems at 3 locations, providing a \$500,000 contribution to neighborhood, traffic management programs at 5 areas in the vicinity of the project, committing to \$250,000 for bikeway improvements in the area, developing/implementing a significant major TDM (Transportation Demand Management) plan for the project itself and funding a Hollywood Transportation Management Organization including \$200,000 to set it up and \$50,000 per year for up to nine (9) additional years of operation of the program. **Even with the extensive mitigation program, there still would remain significant unavoidable impacts at some signalized intersections (two for existing plus project conditions and four for future conditions with the project). The major concern with the mitigation measures is that they are to be implemented after much of the project is implemented.**

The study included an extensive review of a substantial area and numerous intersections in the study area. It appears that this traffic study has been going on for a long period of time, since the initial approval of the MOU was September 2011. The final date of the traffic document was August 2015. It appears that the baseline of the project was Year 2011 which was utilized to project future conditions in the area, based upon an ambient growth rate plus some of the related projects in the study area and the proposed project.

In reviewing the traffic study and environmental documents for the project, some of our comments may affect the overall project impacts. These items will be discussed in the comments sections of this letter. These comments may or may not affect to overall determination of whether the project has a more significant impact identified in the study. It should be noted that the studies do indicate that the project will have significant unavoidable unmitigated impact at some locations. The City will have to over-ride these impacts as part of the environment review and approval process if the project is to be approved.

Comments

1. The proposed project is extensive and the traffic study identified substantial impacts and required mitigation measures to accommodate the project. No traffic phasing analysis was included in the traffic study to determine impacts between existing conditions and future buildout of the project in Year 2038. It would be helpful in ensuring the mitigation measures are phased properly with the development of the project. The traffic study did have a section on Transportation Improvement Phasing program (see attached Appendix A), however, most of the significant improvements will not occur until after 45% of the project is developed. With over 500 potential PM peak hour trips occurring by this time, it would appear that more mitigation measures are needed "up front" to accommodate the project. Additional traffic phasing analysis should be included to make this assessment and verify the recommended transportation improvement phasing program (Appendix A) shown on pages L-1 and L-2 of the traffic study.
2. The traffic study identified 81 related projects (see Appendix B) in the study area. Eight (8) of the related projects plus the Interim Paramount Pictures project (50,000 square feet of general office space) were added to the ambient growth for Year 2038 conditions. While it is true that ambient growth will take into account some of the future development in the area, typically projects within 1 mile of the project should be included in future related project analysis of the study. As shown on the attached Figure 6 (Appendix B), the related projects utilized in the traffic study are highlighted in "yellow", whereas those shown in "black" were not included in future analysis. Many of these projects within one mile of the project were not included in the future analysis. This may substantially underestimate future traffic conditions, since many of these projects are within a mile of the project site.
3. The project relies heavily on the project's Transportation Management Program to mitigate impacts. It should be implemented at the time of the first building permit to reduce project impacts. Also, any of the significantly impacted intersection improvements should be implemented earlier than shown in the phasing plan to reduce significant impacts of the project. The project should implement those identified intersection improvement with the first phase construction of the project. Again, timing for implementing of the mitigation measures is critical as identified in Item 1 above.
4. The traffic study and DEIR identified that the project could have a significant unavoidable impact to neighborhood traffic intrusion. As a result of that, the project has identified a mitigation measure contributing \$500,000 to local

neighborhood traffic improvements at up to five (5) neighborhoods in the vicinity of the project. It is not clear through the project documentation whether \$500,000 is sufficient to accommodate these five (5) neighborhoods. Essentially, this would allocate between \$31,250 to \$187,500 per neighborhood, however, not knowing what specific improvements would be implemented, this may not be sufficient. Further detailing of the potential improvements and the costs within neighborhoods would be helpful in understanding whether the \$500,000 would be sufficient to accommodate the neighborhood intrusion impacts of the project. It is recommended that a more detailed plan be prepared with the early phases of the project to insure there are sufficient funds to implement this program.

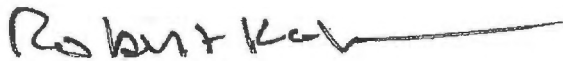
5. The traffic study did include a parking analysis both code parking and shared parking based upon the ULI (Urban Land Institute) methodology. The traffic study concluded that the parking was going to be sufficient with the buildout of the project. The shared parking study indicated that there would be a peak parking demand of 7,547 spaces and approximately 7,550 spaces would be provided. Typically when planning parking requirements for a development, some additional buffer is required for parking spaces. This allows people to more easily locate available parking spaces. The ULI indicates approximately an extra 10% spaces should be required, however for a project this size, somewhat less would be reasonable. At least an additional 5% overage should be provided which would indicate a need for an additional 377 spaces. This could be accommodated with valet parking. However, the project should demonstrate with a plan that the site can accommodate this additional parking.
6. Caltrans intersections have been reviewed in a supplemental analysis which is appropriate given the types of intersections and the fact that Caltrans will be reviewing the project. After reviewing the HCM analysis, there was no PHF (peak hour factor) included in the HCM analysis for either existing, existing plus project or future conditions. The PHF accounts for short-term (15-minute) peaks during the peak hour. For long term analysis, a peak hour factor of 1.0 may be appropriate, however, for shorter term conditions, the peak hour factor should be based upon the actual intersection count date. This could change the results for both existing and existing plus project conditions and potentially identify more impacts. Another factor utilized in the HCM analysis is "minimum green times". Minimum green times are necessary for all signalized intersections to accommodate typical traffic signal timing conditions. The use of no minimum green times may inappropriately result in a better level service than which is actually occurring at a specific intersection. Again, this could change the results of the analysis.

Conclusions

RK has reviewed the August 2015 traffic impact study for the Paramount Pictures Master Plan project. The traffic study did follow the approved MOU by LADOT and followed standard traffic engineering practice for the preparation of a traffic impact study. As noted above, there are several items that may need further clarification to ensure that the project can be adequately accommodated from both a traffic and parking standpoint.

RK appreciates this opportunity to work with BLUM COLLINS LLP on this project. If you have any questions regarding this study, please call me at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.
Principal



Rogier Goedecke
President

Appendix A
Transportation Improvement Phasing Program

Transportation Improvement Phasing Program

As described in Chapter 7, the proposed Project design features include implementation of a transportation demand management (TDM) program. The TDM program features various programs designed to promote peak period trip reduction. The proposed Project would also implement mitigation measures consisting of three primary components. The mitigation measures include:

1. Establishment and primary funding for a new Hollywood transportation management organization (Hollywood TMO) to promote transit usage, ride-sharing, and non-automotive means of transportation in the Hollywood area. The Hollywood TMO would encompass approximately 20 square miles, approximately bordered by State Route 134 to the north, 3rd Street to the south, Fairfax Avenue to the west, and Hoover Street to the east;
2. Transportation Systems Management (TSM) improvements, including signal controller upgrades and installation of closed circuit television (CCTV) cameras at key intersections within the Study Area; and,
3. Specific intersection improvements, including physical widening and addition of lanes.

The Project is expected to be developed through year 2038. The timing of development will be dependent on market forces affecting the entertainment industry and the overall real estate market. As the Project will not be developed all at one time, the implementation of specific transportation improvements will be phased as applicable, as individual buildings are constructed.

This phasing program ties the implementation of the TDM program and mitigation measures to construction of individual buildings or groups of buildings, based on the number of afternoon peak hour trips projected to be generated by the additional development. As development reaches each milestone in peak hour trip generation, the corresponding components of the transportation improvement program will be put in place. The phasing triggers have been chosen to mitigate impacts below a level of significance at all times, except at those four intersections where the effects of Project traffic cannot be fully mitigated.

The following four-phase schedule is proposed for implementation of the transportation improvement program:

- 1. Prior to Project construction upon issuance of the first building permit for net new Project Development (0 Project trips):**
 - The Applicant will establish the Hollywood TMO. The Applicant would continue to contribute to the on-going operation and marketing of the Hollywood TMO for a period of 10 years.
- 2. When 30% of Project is Completed (310 Project trips):**
 - The Applicant will implement the street improvement at Gower Street & Santa Monica Boulevard.
- 3. When 45% of Project is Completed (465 Project trips):**
 - The Applicant will provide funding to LADOT to implement TSM improvements along the corridors of Franklin Avenue, Santa Monica Boulevard, Melrose Avenue, and Gower Street.
 - The Applicant will establish the TDM program with an on-site TDM coordinator, a shuttle (either by the Applicant or in conjunction with the TMO and/or LADOT) to connect the Project Site and the Metro Redline Station at Hollywood and Highland, and mobility hub support.
 - The Applicant will initiate discussions with the potentially impacted residential neighborhoods identified in Chapter 11 regarding traffic protection measures.
- 4. When 80% of the Project is Completed (826 Project trips):**
 - The Applicant will expand the TDM program with a \$250,000 contribution to LADOT for bikeway improvements in the Project area pursuant to the *2010 Bicycle Plan*, establishment of an Employee Transit Pass Subsidization Plan, and a Transportation Information Center on-site to promote the benefits of the TDM program and the Hollywood TMO.

Additionally, the Applicant will implement the intersection improvement at Gower Street & Melrose Avenue at the time that the structure on the Main Lot adjacent to this intersection is replaced as part of the Project.

The Los Angeles Department of Transportation (LADOT) is responsible for overseeing the implementation of the TDM program and mitigation measures by the Applicant. This phasing program is intended to guide the implementation of the transportation improvement program over the project buildout period. However, just as the Project will be developed in response to the needs of the market over many years, LADOT has the flexibility to substitute equivalent mitigation measures in response to the needs of the transportation network in and around the Project Study Area.

Appendix B

Related Projects

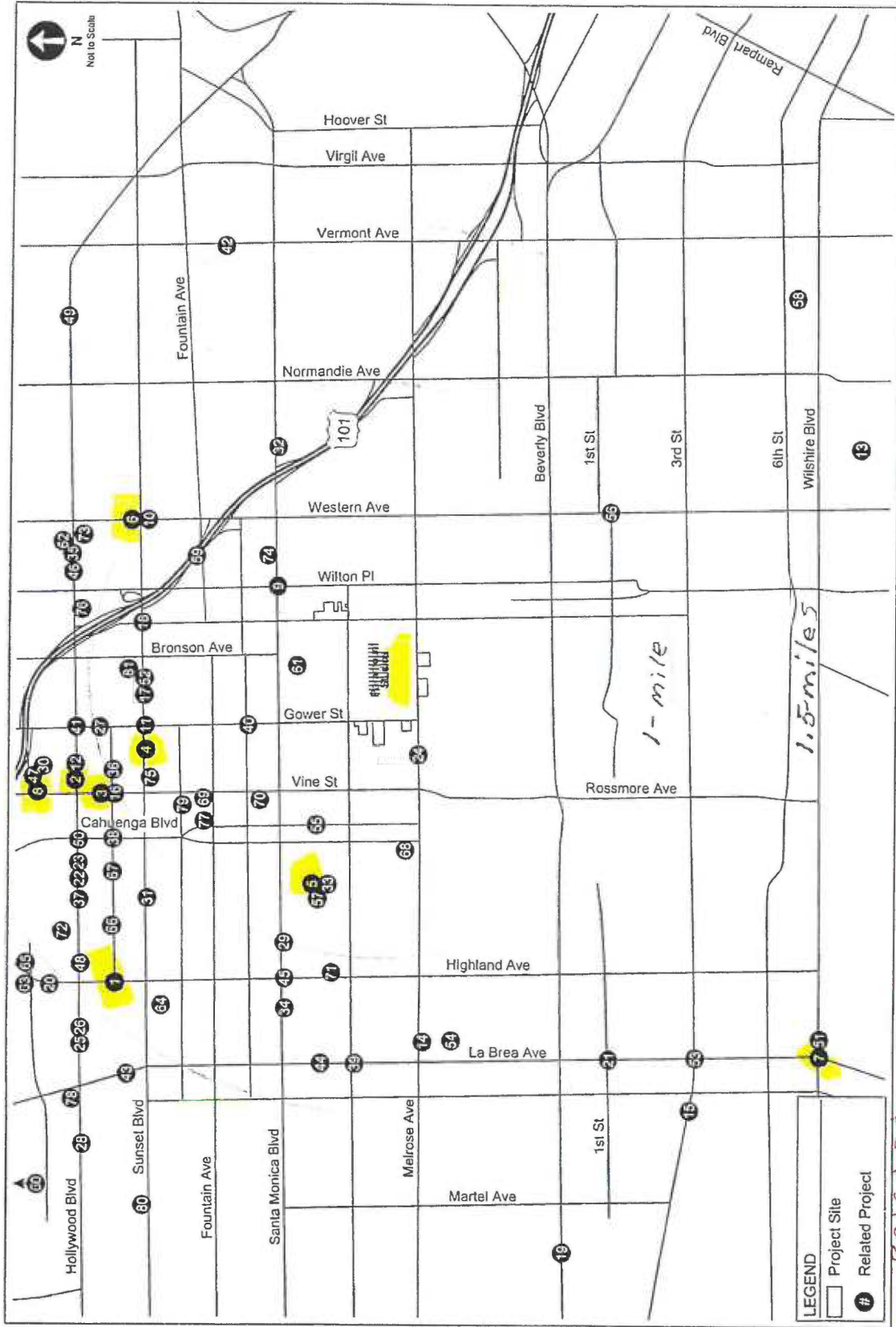


FIGURE 6

Related Projects included in the future traffic analysis.

TABLE 9
RELATED PROJECTS

| No. | Project | Address | Project Description |
|-----|---|----------------------|--|
| 1. | Highland Center Mixed-Use Project | 1600 Highland Av | Construct 278 condos and 14,710 sf retail over 3 parcels |
| 2. | Pantages Theater Office | 6225 Hollywood Bl | Construct 214,000 sf office |
| 3. | Selma & Vine Office Building | 1601 Vine St | Construct 121,609 sf office and 2,613 sf commercial |
| 4. | Columbia Square Mixed-Use Project | 6121 Sunset Bl | Construct 200 condos, 200 apartment units, 380,000 sf office, 125-room hotel, 20,000 sf restaurant, 11,000 sf fast food w/o drive thru, and 10,300 sf retail |
| 5. | 956 Seward St Office | 956 Seward St | Construct 130,000 sf office |
| 6. | Target - Sunset Shopping Center | 5520 Sunset Bl | Construct 163,862 sf discount retail (Target) and 30,887 sf supporting shopping center uses |
| 7. | La Brea & Wilshire Mixed-Use | 5201 Wilshire Bl | Construct 482 apartment units, 30,000 sf retail, and 10,000 sf restaurant |
| 8. | Millennium Hollywood Development | Yucca St & Vine St | Construct 461 apartment units, 254 room hotel, 80,000 sf fitness club, 264,303 sf office, 100,000 sf retail, and 25,000 restaurant |
| 9. | Mixed-Use | 5651 Santa Monica Bl | Construct 437 apartment units and 377,900 sf retail |
| 10. | Gas Station | 5420 Sunset Bl | Construct gas station with 10 vehicle fuel pumps |
| 11. | Office Building | 6040 Sunset Bl | Construct 120,000 sf office |
| 12. | BLVD 6200 (north and south) - Mixed-Use | 6200 Hollywood Bl | Construct mixed-use development totaling 190,777 sf retail and 952 apartment units |
| 13. | Mixed-Use | 694 Hobart Bl | Construct 242 condos, 25,700 sf health club, 26,600 sf restaurant, 4,200 sf hi-turnover restaurant, 9,700 sf night club, 13,600 sf office, and 4,400 sf retail |
| 14. | Mixed-Use | 6915 Melrose Av | Construct 13 condos and 7,500 sf retail |
| 15. | Third Street Mixed-Use Project | 5863 3rd St | Construct 60 apartment units and 5,350 sf retail |
| 16. | Sunset & Vine Mixed-Use | 1538 Vine St | Construct 306 apartment units and 68,000 sf retail |
| 17. | Sunset & Gordon Mixed-Use (Old Spaghetti Factory) | 5935 Sunset Bl | Replace existing 13,500 sf restaurant with 144 condos, 10,455 sf office, and 10,455 sf retail/restaurant space |
| 18. | KTLA Office/Studio Expansion | 5800 Sunset Bl | Construct total of 397,929 sf office |
| 19. | LA Holocaust Museum | 7600 Beverly Bl | Construct 8,400 sf museum |
| 20. | Apartments & Retail | 6758 Yucca St | Construct 270 apartment units and 8,500 sf retail |
| 21. | La Brea Urban Lofts | 101 La Brea Av | Construct 118 condos, 26,400 sf retail, and 3,000 sf restaurant over 4 parcels |
| 22. | Restaurant (With Gourmet Shop) | 6523 Hollywood Bl | Construct 15,161 sf restaurant |
| 23. | Restaurant & Multi-Purpose Entertainment Venue | 6506 Hollywood Bl | Construct 12,255 sf drinking place and 745 sf restaurant |
| 24. | Condos & Retail | 5663 Melrose Av | Construct 96 condos and 3,350 sf retail |
| 25. | Retail & Office Building | 6904 Hollywood Bl | Construct 29,900 sf retail and 16,700 sf office |
| 26. | Madame Tussaud's Wax Museum | 6931 Hollywood Bl | Construct 42,869 sf tourist attraction and 1,405 sf retail |
| 27. | Residential Development | 6001 Carlton Wy | Construct 42 condos |
| 28. | Temple Israel of Hollywood Expansion | 7300 Hollywood Bl | School and Chapel Expansion, 75 students and 3,000 sf new chapel |
| 29. | Mixed-Use Residential, Retail and Restaurant | 6677 Santa Monica Bl | Construct 787 mid-rise apartment units, 12,700 sf retail, and 9,500 sf restaurant |
| 30. | Mixed-Use | 6230 Yucca St | Replace 18,614 sf office building with 13,790 sf office, 10 live/work units and 85 condos |
| 31. | Hotel | 6600 Sunset Bl | Construct 50-room hotel |
| 32. | Mixed-Use | 5245 Santa Monica Bl | Construct 68 apartment units and 51,674 sf retail |
| 33. | Office | 959 Seward St | Construct 240,000 sf office |
| 34. | Mixed-Use Residential and Retail | 6911 Santa Monica Bl | Construct 374 condos and 15,000 sf retail |
| 35. | Hollywood Passage (Mixed-Use) | 5550 Hollywood Bl | Construct 216 condos and 18,353 sf retail |

TABLE 9 (cont'd)
RELATED PROJECTS

| No. | Project | Address | Project Description |
|-----|---|--------------------------|--|
| 36. | Wilcox Selma Office Condo | 6166 Selma Ave | Construct 85,000 sf office and condominiums |
| 37. | Quality Restaurant | 6608 Hollywood Bl | Construct 8,100 sf quality restaurant |
| 38. | Restaurant/Club | 6417 Selma Av | Construct 100-room hotel with 1,300 sf hotel reception area, 6,246 sf restaurant/courtyard/lounge, 4,000 sf ballroom, and 6,767 sf rooftop pool bar/lounge |
| 39. | La Brea Gateway Mixed-Use Project | 915 La Brea Av | Construct 179 apartment units and 33,550 sf supermarket |
| 40. | Hollywood Production Center | 1149 Gower St | Construct 21 apartment units and 36 condos |
| 41. | Hanover Gower Mixed-Use Project | 6100 Hollywood Bl | Construct 151 apartment units and 6,200 sf retail |
| 42. | Mixed-Use Project | 1225 Vermont Av | Construct 24 condos and 8,338 sf retail |
| 43. | Lanewood Apartments | 7045 Lanewood Ave | Construct 43 apartment units |
| 44. | Mixed-Use Office/Retail | 936 La Brea Av | Construct 88,750 sf office and 12,000 sf retail |
| 45. | Pharmacy/Drug Store | 6766 Santa Monica Bl | Replace 1,902 sf fast food w/ drive thru with 13,387 sf pharmacy/drug store |
| 46. | Gramercy Place Private School | 1717 Gramercy Pl | Construct private middle/high school with 350 students grades 6-12 |
| 47. | Argyle Hotel Project | 1800 Argyle Av | Construct 225-room hotel |
| 48. | Restaurant | 6757 Hollywood Bl | Construct 17,717 sf sit-down restaurant |
| 49. | 4900 Hollywood Mixed-Use | 4900 Hollywood Bl | Construct 140 condos, 200-room hotel, and 27,000 sf retail |
| 50. | Hotel & Restaurant Project | 6381 Hollywood Bl | Construct 80-room hotel and 15,290 sf restaurant |
| 51. | Wilshire La Brea High Rise | 5200 Wilshire Bl | Construct 562 apartment units, 37,000 sf retail, 3,000 sf high-turnover restaurant, and 5,000 sf quality restaurant |
| 52. | Emerson College Project (Student Housing) | 1460 Gordon St | Construct 224 student housing units, 4 resident faculty apartment units, 38,100 sf instructional/administrative space, and 6,400 sf retail |
| 53. | CVS Drugstore | 303 La Brea Av | Construct 10,729 sf drugstore |
| 54. | Day Care & Kindergarten | 7002 Clinton St | Construct day care for 60 kids and kindergarten for 120 students |
| 55. | Television Center | 6311 Romaine St | Convert existing surface parking to structure, expand existing health club and dance studio (by 9,992 sf), and convert existing warehouse to studio office (3,120 sf) |
| 56. | Western Galleria Market | 100 Western Ave | Construct 30,000 sf supermarket and 98 apartment units |
| 57. | Hollywood Center Studios Office | 6601 Romaine St | Construct 104,155 sf office and 1,970 sf storage |
| 58. | Mixed-Use (Condo Hotel) | 635 Catalina St | Construct 136 condos and 10,998 sf restaurant |
| 59. | Hollywood Freeway Central Park | US 101 Freeway | Construct 1-mile "cap" park over US 101 from Santa Monica Boulevard to Bronson Avenue |
| 60. | NBC Universal Evolution Plan | 100 Universal City Plaza | Construct two 500-room hotels, 377,895 sf of entertainment uses, 39,216 sf of entertainment retail uses, 495,406 sf of office space, 647,320 sf of studio office space, 307,949 sf of studio space, and a reduction of 50,600 sf of amphitheater uses. |
| 61. | Hollywood Forever Cemetery | 6000 Santa Monica Bl | Cemetery-Related Use |
| 62. | Hollywood Garfield | 5555 W Hollywood Bl | Construct 108 apartment units and 9,937 sf of retail |
| 63. | Highland Ave Indigo Hotel | 1841 Highland Av | Construct 100-room hotel |
| 64. | Apartments | 1411 Highland Av | Construct 90 apartment units |
| 65. | Apartments | 1824 Highland Av | Construct 118 apartment units |
| 66. | Selma Community Housing | 1603 Cherokee Av | Construct 66 apartment units |
| 67. | Office | 6516 Selma Av | Construct 85,000 sf office |
| 68. | Residential | 712 Wilcox Av | Construct 100 apartment units |

TABLE 9 (cont'd)
RELATED PROJECTS

| No. | Project | Address | Project Description |
|-----|---|------------------------|---|
| 69. | Academy of Motion Picture Arts and Sciences | 1313 Vine St | Construct 44,000 sf museum with 35,321 sf of commercial uses |
| 70. | Hotel & Restaurant Project | 1133 Vine St | Construct 118-room hotel |
| 71. | Tutoring Facility | 927 Highland Av | Construct tutoring facility with capacity for 100 students |
| 72. | Las Palmas Residential (Hollywood Cherokee Project) | 1718 Las Palmas Av | Construct 225 apartment units |
| 73. | Restaurant & Deli | 5500 Hollywood Bl | Construct 5,700 sf restaurant |
| 74. | Paseo Plaza | 5601 W Santa Monica Bl | Construct 437 apartment units and 337,900 sf of retail |
| 75. | Nickelodeon Hollywood | 6254 Sunset Bl | Construct 200 apartment units and 11,700 sf of retail and office space |
| 76. | Mixed-Use | 5750 Hollywood Bl | Construct 161 apartment units and 5,700 sf of retail |
| 77. | Mixed-Use | 1311 Cahuenga Av | Construct 369 apartment units and 2,570 sf of retail |
| 78. | Mixed-Use | 7107 Hollywood Bl | Construct 410 apartment units and 10,000 sf of retail |
| 79. | Academy Square | 1335-1357 Vine St | Construct 498,000 sf of mixed-use development |
| 80. | Mixed-Use | 7500 Hollywood Bl | Construct 236 apartment units and 30,000 sf of retail |
| 81. | Mixed-Use | 5901 Sunset Bl | Construct a 274,000 sf office tower with 26,000 sf of ground-floor retail |

TABLE 10
RELATED PROJECT AND INTERIM PROJECT TRIP GENERATION

| No. | Project | Trip Generation | | | | | | |
|---|---|-----------------|-------|-----|-------|-------|-------|-------|
| | | Daily | A.M. | | | P.M. | | |
| | | | In | Out | Total | In | Out | Total |
| Interim Projects | | | | | | | | |
| 1. | Paramount Pictures Interim Project (50,000 sf general office) | 551 | 69 | 9 | 78 | 13 | 62 | 75 |
| Related Projects | | | | | | | | |
| 1. | Highland Center Mixed-Use Project | 1,874 | 23 | 91 | 114 | 97 | 56 | 154 |
| 2. | Pantages Theater Office | 1,918 | 243 | 33 | 276 | 43 | 211 | 254 |
| 3. | Selma & Vine Office Building | 1,323 | 158 | 28 | 186 | 39 | 146 | 185 |
| 4. | Columbia Square Mixed-Use Project | 9,226 | 492 | 266 | 758 | 318 | 437 | 755 |
| 5. | 956 Seward St Office | 1,240 | 165 | 21 | 186 | 29 | 151 | 180 |
| 6. | Target - Sunset Shopping Center | 4,903 | 52 | 21 | 73 | 211 | 211 | 422 |
| 7. | La Brea & Wilshire Mixed-Use | 2,070 | 42 | 85 | 127 | 116 | 76 | 192 |
| 8. | Millennium Hollywood Development | 9,922 | 321 | 253 | 574 | 486 | 438 | 924 |
| Total Related Project and Interim Project Trip Generation | | 33,027 | 1,565 | 807 | 2,372 | 1,352 | 1,788 | 3,141 |