

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.

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 CCTV 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.

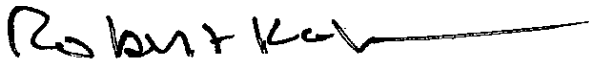
5. The traffic study did include a parking analysis both code parking and shared parking based upon the ULI (Urban Land Institute) methodology. The traffic study concluded that the parking was going to be sufficient with the buildout of the project. The shared parking study indicated that there would 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

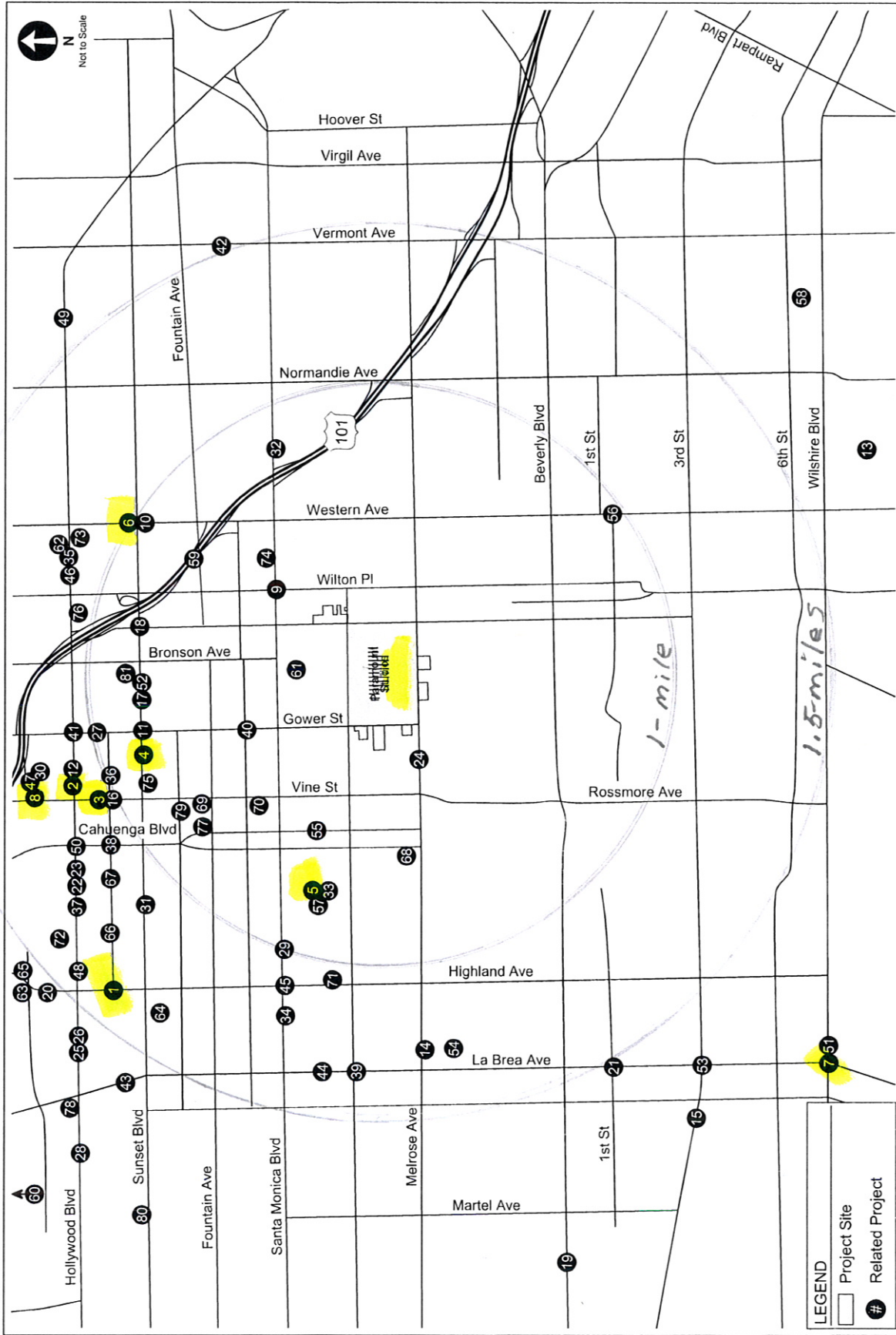


FIGURE 6

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	Yuca 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 Yuca 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 Yuca 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	6156 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	Daily	Trip Generation					
			A.M.		P.M.		Total	
			In	Out	In	Out		
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