Appendix P

Alternatives

Appendix P.1

Alternative 4 Air Quality

AQ SUMMARY OF EMISSIONS FOR ALTERNATIVE 4

Operation Emissions (Without Mitigation Measures)

Regional Existing	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Area	17	<1	<1	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Mobile	11	14	111	<1	22	6
CalEEMod Total	*29*	*16*	*112*	*<1*	*22*	*6*
Spray Booths	9	0	0	0	1	1
Emergency Generator	<1	8	4	<1	<1	<1
Total	**38**	**24**	**116**	**<1**	**23**	**8**

Regional Existing (Buidout Year)	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Area	17	<1	<1	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Mobile	9	9	88	<1	22	6
CalEEMod Total	*27*	*11*	*89*	*<1*	*22*	*6*
Emergency Generator	<1	8	4	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Total	**36**	**19**	**93**	**<1**	**23**	**8**

Regional Buildout (Buildout Year) With PDFs	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Area	97	58	327	<1	6	6
Energy	1	11	6	<1	<1	<1
Mobile	55	52	486	<1	113	31
CalEEMod Total	*153*	*122*	*819*	*1*	*120*	*38*
Emergency Generator	1	6	3	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Total	**163**	**128**	**822**	**1**	**122**	**39**

Project Regional (Buildout Less Existing (Buildout Year)) With PDFs

	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Area	80	58	327	<1	6	6
Energy	1	10	5	<1	<1	<1
Mobile	46	43	398	<1	92	25
CalEEMod Total	*127*	*111*	*730*	*1*	*99*	*32*
Emergency Generator	<1	-<1	-<1	-<1	-<1	-<1
Spray Booths	<1	0	0	0	<1	<1
Total	**128**	**109**	**729**	**1**	**98**	**32**
Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Difference	**73**	**54**	**179**	**(149)**	**(52)**	**(23)**
Impact	Yes	Yes	Yes	No	No	No

Spray Booths: Represents existing emissions presented to SCAQMD in TVC's 2019 Annual Emissions Report. Existing paint spray booths will be removed as part of the Project. Any new paint spray

TVC - Alt 4

LADOT VMT Calculator Data

VMT Summary

	Existing	Proposed Project	With Mitigation	Project Weekday Trips	Weekend Trips	Weekend Vs. Weekday Ratio
Daily Trips	3,891	23,926	23,926	1	1	1.00
Daily VMT	28,021	146,919	146,919			
Pass-by trips	0	0				

Weekend trips are based on ITE Trip Generation. Total Project Driveway trips.

Pass-by trips are based on ITE Trip Generation. Total Project Driveway trips. Received July 20, 2020

Project without TDM (MXD Data)

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT	Reduction vs. Unadjusted MXD (%)
Home Based Work Production	3,460	-23.8%	2,637	6.5	22,490	17,141	
Home Based Other Production	9,582	-45.4%	5,230	4.7	45,035	24,581	
Non-Home Based Other Production	6,406	-9.4%	5,801	6.3	40,358	36,546	
Home-Based Work Attraction	3,690	-28.1%	2,652	8.1	29,889	21,481	
Home-Based Other Attraction	8,774	-40.2%	5,243	6.2	54,339	32,507	
Non-Home Based Other Attraction	3,017	-11.7%	2,664	6.2	18,705	16,517	29%
Total	**34,929**				**210,816**	**148,773**	

Unadjusted Trips (No MXD or TDM)

Project with TDM (MXD Data)

		Proposed Project			*Project with Mitigation Measures*	
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.2%	2,604	16,927	-1.2%	2,604	16,927
Home Based Other Production	-1.2%	5,165	24,275	-1.2%	5,165	24,275
Non-Home Based Other Production	-1.2%	5,729	36,091	-1.2%	5,729	36,091
Home-Based Work Attraction	-1.2%	2,619	21,213	-1.2%	2,619	21,213
Home-Based Other Attraction	-1.2%	6,178	32,102	-1.2%	6,178	32,102
Non-Home Based Other Attraction	-1.2%	2,631	16,311	-1.2%	2,631	16,311
Total		**24,926**	**146,919**		**24,926**	**146,919**
Residential VMT			41,202			41,202

30%

This is just to check if numbers match summary

This is for calculating EV charging requirements

Source: Fehr and Peers

CalEEMod Inputs - **PASTE THIS INTO CALEEMOD INPUT FILE**

VehicleTripsLandUseSubType	ripsLandUseSi	WD_TR	ST_TR	SU_TR	HW_TL	HS_TL	HO_TL	CC_TL	CW_TL	CNW_TL	PR_TP	DV_TP	PB_TP	HW_TTP	HS_TTP	HO_TTP	CC_TTP	CW_TTP	CNW_TTP
User Defined Commercial	ser Defined Ur	34,929	34,929	34,929	0	0	0	6.0356	0	0	100.0	0	0.0	0	0	0	100	0	0
User Defined Commercial	ser Defined Ur	24,926	24,926	24,926	0	0	0	5.8942	0	0	100.0	0	0.0	0	0	0	100	0	0
User Defined Commercial	ser Defined Ur	24,926	24,926	24,926	0	0	0	5.8942	0	0	100.0	0	0.0	0	0	0	100	0	0

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Alts 4

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	460.69	1000sqft	10.58	460,690.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Industrial Park	131.54	1000sqft	3.02	131,540.00	0
User Defined Industrial	272.14	User Defined Unit	6.25	272,140.00	0
Enclosed Parking with Elevator	3,180.00	Space	28.62	1,272,000.00	0
Unenclosed Parking with Elevator	2,700.00	Space	24.30	1,080,000.00	0
High Turnover (Sit Down Restaurant)	15.00	1000sqft	0.34	15,000.00	0
Apartments High Rise	3,680.00	Dwelling Unit	59.35	2,772,000.00	10525
Strip Mall	60.00	1000sqft	1.38	60,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2026
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	585	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP CO2 Intensity Factor for Year 2026 consistent with SB100 RPS for LADWP.

Land Use - Industrial User Defined is included to represent Production Support.

Construction Phase - see assumptions

Vehicle Trips - Consistency with LADOT VMT Calculator

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Energy Use - Section 120.6(c) CBC, Mandatory Requirements for Enclosed Parking Garages; MBS (2017-2018 average demand) for Stages and Retail for Production

Water And Wastewater - User Defined Industrial (Production Support) water usage consistent with Retail.

Solid Waste - User Defined Industrial (Production Support) solid waste generation consistent with Retail.

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Woodstoves - Consistent with SCAQMD Rules.

Table Name	Column Name	Default Value	New Value
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.00	6.26
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	0.00	3.23
tblEnergyUse	NT24NG	0.00	0.49
tblEnergyUse	T24E	3.50	0.41
tblEnergyUse	T24E	4.11	11.34
tblEnergyUse	T24E	0.00	3.58
tblEnergyUse	T24NG	0.00	1.14
tblFireplaces	NumberGas	3,128.00	3,312.00
tblFireplaces	NumberWood	184.00	0.00
tblLandUse	LandUseSquareFeet	0.00	272,140.00

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	3,680,000.00	2,772,000.00
tblLandUse	LotAcreage	0.00	6.25
tblProjectCharacteristics	CO2IntensityFactor	691.98	585
tblVehicleTrips	CC_TL	8.40	5.89
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	4.53	0.00
tblVehicleTrips	ST_TR	2.21	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	2.54	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	ST_TR	0.00	24,926.00
tblVehicleTrips	SU_TR	3.59	0.00
tblVehicleTrips	SU_TR	0.70	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	1.24	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	SU_TR	0.00	24,926.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	3.37	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	24,926.00
tblWoodstoves	NumberCatalytic	184.00	0.00
tblWoodstoves	NumberNoncatalytic	184.00	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	97.2353	58.4404	327.3904	0.3668		6.1275	6.1275		6.1275	6.1275						71,114.6063
Energy	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
Mobile	54.9589	52.4695	485.8456	0.9823	112.5275	0.7468	113.2743	29.9765	0.6933	30.6699						105,056.2365
Total	**153.4724**	**121.9957**	**819.0780**	**1.4188**	**112.5275**	**7.7574**	**120.2849**	**29.9765**	**7.7039**	**37.6804**						**190,197.9364**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	97.2353	58.4404	327.3904	0.3668		6.1275	6.1275		6.1275	6.1275						71,114.6063
Energy	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mobile	54.9589	52.4695	485.8456	0.9823	112.5275	0.7468	113.2743	29.9765	0.6933	30.6699						105,056.2365
Total	**153.4724**	**121.9957**	**819.0780**	**1.4188**	**112.5275**	**7.7574**	**120.2849**	**29.9765**	**7.7039**	**37.6804**						**190,197.9364**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Mitigated	54.9589	52.4695	485.8456	0.9823	112.5275	0.7468	113.2743	29.9765	0.6933	30.6699						105,056.2365
Unmitigated	54.9589	52.4695	485.8456	0.9823	112.5275	0.7468	113.2743	29.9765	0.6933	30.6699						105,056.2365

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Industrial Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
User Defined Commercial	24,926.00	24,926.00	24926.00	53,440,347	53,440,347
User Defined Industrial	0.00	0.00	0.00		
Total	24,926.00	24,926.00	24,926.00	53,440,347	53,440,347

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	5.89	0.00	0.00	100.00	0.00	100	0	0
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
General Office Building	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
High Turnover (Sit Down	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Industrial Park	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Strip Mall	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Unenclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
User Defined Commercial	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
User Defined Industrial	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
NaturalGas Unmitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90848.6	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13012.9	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9465.62	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3715.55	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217
Strip Mall	267.945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003						31.7103
Unenclosed Parking with	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Industrial	1215.31	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003						143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**						**14,027.0936**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90.8486	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13.0129	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9.46562	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3.71555	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Strip Mall	0.267945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003							31.7103
Unenclosed Parking with	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000							0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000							0.0000
User Defined Industrial	1.21531	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003							143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**							**14,027.0936**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	97.2353	58.4404	327.3904	0.3668		6.1275	6.1275		6.1275	6.1275						71,114.6063
Unmitigated	97.2353	58.4404	327.3904	0.3668		6.1275	6.1275		6.1275	6.1275						71,114.6063

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1709	3.5001	304.0116	0.0161		1.6855	1.6855		1.6855	1.6855						561.3498
Total	**97.2353**	**58.4404**	**327.3904**	**0.3668**		**6.1275**	**6.1275**		**6.1275**	**6.1275**						**71,114.6063**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1709	3.5001	304.0116	0.0161		1.6855	1.6855		1.6855	1.6855						561.3498
Total	**97.2353**	**58.4404**	**327.3904**	**0.3668**		**6.1275**	**6.1275**		**6.1275**	**6.1275**						**71,114.6063**

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

AQ SUMMARY OF EMISSIONS (ALTERNATIVE 4)

Operation Emissions (Without Mitigation Measures)

	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Area	17	<1	<1	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Mobile	9	9	88	<1	22	6
CalEEMod Total	27	11	89	<1	22	6
Emergency Generator	<1	8	4	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Regional Existing 2026	**36**	**19**	**93**	**<1**	**23**	**8**
CalEEMod Total	26	10	81	<1	22	6
Emergency Generator	<1	8	4	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Regional Existing 2030	**35**	**18**	**85**	**<1**	**23**	**8**
	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
CalEEMod Total	25	9	77	<1	22	6
Emergency Generator	<1	8	4	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Regional Existing 2035	**34**	**17**	**80**	**<1**	**23**	**8**
	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
CalEEMod Total	25	9	75	<1	22	6
Emergency Generator	<1	8	4	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Regional Existing 2040	**34**	**17**	**78**	**<1**	**23**	**8**
	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
CalEEMod Total	25	9	74	<1	22	6
Emergency Generator	<1	8	4	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Regional Existing 2045	**34**	**17**	**78**	**<1**	**23**	**8**
	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Area	97	58	327	<1	6	6
Energy	1	11	6	<1	<1	<1
Mobile	55	52	486	<1	113	31
CalEEMod Total	153	122	819	1	120	38
Emergency Generator	1	6	3	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Regional Buildout 2026	**163**	**128**	**822**	**1**	**122**	**39**
CalEEMod Total	148	115	775	1	120	38
Emergency Generator	1	6	3	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Regional Buildout 2030	**158**	**121**	**778**	**1**	**122**	**39**
CalEEMod Total	144	110	749	1	120	37
Emergency Generator	1	6	3	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Regional Buildout 2035	**154**	**117**	**753**	**1**	**122**	**39**
CalEEMod Total	143	109	738	1	120	37
Emergency Generator	1	6	3	<1	<1	<1
Spray Booths	9	<1	<1	<1	1	1
Regional Buildout 2040	**152**	**115**	**741**	**1**	**122**	**39**
CalEEMod Total	142	109	735	1	120	37
Emergency Generator	1	6	3	<1	<1	<1
Spray Booths	9	0	0	0	1	1
Regional Buildout 2045	**152**	**115**	**738**	**1**	**122**	**39**

Project Regional Operational Emissions

Assumes 100% existing is removed for each of the different milestones

	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
2026	128	109	729	1	98	32
2030	123	104	693	<1	98	32
2035	120	100	672	<1	98	31
2040	118	98	663	<1	98	31
2045	118	99	660	<1	98	31

Construction 100% Intensity	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
2023-2026 Max	69	205	193	1	45	15
2026-2029 Max	68	202	191	1	45	15
2030-2033 Max	66	193	190	1	45	15
2035-2038 Max	65	186	190	<1	45	15
2040-2043 Max	64	183	190	<1	45	15

ROG represents architectural Coating/Finishing Phase; All other pollutants represent Excavation/Foundations Phase

Project Localized Operational Emissions

Assumes 100% existing is removed for each of the different milestones

	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
2026	82	66	331	<1	7	7
2030	82	66	331	<1	7	7
2035	82	66	331	<1	7	7
2040	82	66	331	<1	7	7
2045	82	66	331	<1	7	7

Construction 100% Intensity Localized	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
2023-2026 Max	60	15	132	<1	11	5
2026-2029 Max	60	14	132	<1	11	5
2030-2033 Max	60	14	132	<1	11	5
2035-2038 Max	60	14	131	<1	11	5
2040-2043 Max	60	14	131	<1	11	5

ROG represents architectural Coating/Finishing Phase; All other pollutants represent Excavation/Foundations Phase

AQ SUMMARY OF EMISSIONS (ALTERNATIVE 4)

Operation Emissions (Without Mitigation Measures)

		ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
	Area	14	<1	<1	<1	<1	<1
	Energy	<1	1	1	<1	<1	<1
	Mobile	8	8	70	<1	17	5
	CalEEMod Total	21	9	72	<1	17	5
	Emergency Generator	<1	7	3	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
80%	**Existing Remaining 2026**	**30**	**15**	**75**	**<1**	**19**	**6**
	CalEEMod Total	15	6	49	<1	13	4
	Emergency Generator	<1	5	2	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
60%	**Existing Remaining 2030**	**24**	**11**	**51**	**<1**	**15**	**5**
		ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
	CalEEMod Total	10	4	31	<1	9	2
	Emergency Generator	<1	3	1	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
40%	**Existing Remaining 2035**	**19**	**7**	**32**	**<1**	**10**	**4**
		ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
	CalEEMod Total	5	2	15	<1	4	1
	Emergency Generator	<1	2	<1	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
20%	**Existing Remaining 2040**	**14**	**3**	**16**	**<1**	**6**	**3**
		ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
	CalEEMod Total	<1	<1	<1	<1	<1	<1
	Emergency Generator	<1	<1	<1	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
0%	**Existing Remaining 2045**	**9**	**<1**	**<1**	**<1**	**1**	**1**
		ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
	Area	19	12	65	<1	1	1
	Energy	<1	2	1	<1	<1	<1
	Mobile	11	10	97	<1	23	6
	CalEEMod Total	31	24	164	<1	24	8
	Emergency Generator	<1	1	<1	<1	<1	<1
	Spray Booths	No change in total use.					
20%	**New 2026**	**31**	**26**	**164**	**<1**	**24**	**8**
	CalEEMod Total	59	46	310	<1	48	15
	Emergency Generator	<1	3	1	<1	<1	<1
	Spray Booths	No change in total use.					
40%	**New 2030**	**60**	**49**	**311**	**<1**	**48**	**15**
	CalEEMod Total	87	66	450	<1	72	22
	Emergency Generator	<1	4	2	<1	<1	<1
	Spray Booths	No change in total use.					
60%	**New 2035**	**87**	**70**	**452**	**<1**	**72**	**23**
	CalEEMod Total	114	87	591	<1	96	30
	Emergency Generator	1	5	2	<1	<1	<1
	Spray Booths	No change in total use.					
80%	**New 2040**	**115**	**92**	**593**	**<1**	**96**	**30**
	CalEEMod Total	142	109	735	1	120	37
	Emergency Generator	1	6	3	<1	<1	<1
	Spray Booths	No change in total use.					
100%	**New 2045**	**144**	**115**	**738**	**1**	**120**	**38**

Project Regional Operational Emissions

Assumes percentage of existing uses are removed with buildout %

	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
2026	47	37	220	<1	37	11
2030	65	52	328	<1	53	16
2035	82	67	435	<1	68	21
2040	100	82	546	<1	83	26
2045	118	99	660	<1	98	31

50% Maximum Construction Intensity with Operational Emissions for Milestone Years

	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
2026	**81**	**138**	**316**	**1**	**60**	**19**
2030	**98**	**149**	**424**	**1**	**75**	**24**
2035	**115**	**159**	**531**	**1**	**90**	**29**
2040	**132**	**173**	**641**	**1**	**105**	**34**
2045	**118**	**99**	**660**	**<1**	**98**	**31**
Max	***132***	***173***	***660***	***1***	***105***	***34***
Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Difference	**77**	**118**	**110**	**(149)**	**(45)**	**(21)**
Impact	Yes	Yes	Yes	No	No	No

Project Localized Operational Emissions

Assumes percentage of existing uses are removed with buildout %

	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
2026	31	21	70	<1	2	2
2030	31	19	70	<1	2	2
2035	31	17	69	<1	2	2
2040	31	15	68	-<1	1	1
2045	31	13	67	-<1	1	1

50% Maximum Construction Intensity with Operational Emissions for Milestone Years

	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
2026	**61**	**28**	**136**	**<1**	**7**	**4**
2030	**61**	**26**	**135**	**<1**	**7**	**4**
2035	**61**	**24**	**134**	**<1**	**7**	**4**
2040	**61**	**22**	**134**	**<1**	**7**	**4**
2045	**31**	**13**	**67**	**-<1**	**1**	**1**
Max	***61***	***28***	***136***	***0***	***7***	***4***
Threshold	**NA**	**221**	**1531**	**NA**	**16**	**8**
Difference		**(193)**	**(1395)**		**(9)**	**(4)**
Impact		No	No		No	No

AQ SUMMARY OF EMISSIONS (ALTERNATIVE 4)

Operation Emissions (Without Mitigation Measures)

		ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
	Area	3	<1	<1	<1	<1	<1
	Energy	<1	<1	<1	<1	<1	<1
	Mobile	2	2	18	<1	4	1
	CalEEMod Total	5	2	18	<1	4	1
	Emergency Generator	<1	2	<1	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
20%	**Existing Removed 2026**	**14**	**4**	**19**	**<1**	**6**	**3**
	CalEEMod Total	10	4	33	<1	9	2
	Emergency Generator	<1	3	1	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
40%	**Existing Removed 2030**	**19**	**7**	**34**	**<1**	**10**	**4**
		ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
	CalEEMod Total	15	5	46	<1	13	4
	Emergency Generator	<1	5	2	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
60%	**Exsiting Removed 2035**	**24**	**10**	**48**	**<1**	**15**	**5**
		ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
	CalEEMod Total	20	7	60	<1	17	5
	Emergency Generator	<1	7	3	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
80%	**Exsiting Removed 2040**	**29**	**13**	**63**	**<1**	**19**	**6**
		ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
	CalEEMod Total	25	9	74	<1	22	6
	Emergency Generator	<1	8	4	<1	<1	<1
	Spray Booths	9	0	0	0	1	1
100%	**Existing Removed 2045**	**34**	**17**	**78**	**<1**	**23**	**8**

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Alts 4

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	460.69	1000sqft	10.58	460,690.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Industrial Park	131.54	1000sqft	3.02	131,540.00	0
User Defined Industrial	272.14	User Defined Unit	6.25	272,140.00	0
Enclosed Parking with Elevator	3,180.00	Space	28.62	1,272,000.00	0
Unenclosed Parking with Elevator	2,700.00	Space	24.30	1,080,000.00	0
High Turnover (Sit Down Restaurant)	15.00	1000sqft	0.34	15,000.00	0
Apartments High Rise	3,680.00	Dwelling Unit	59.35	2,772,000.00	10525
Strip Mall	60.00	1000sqft	1.38	60,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2030
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	585	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP CO2 Intensity Factor for Year 2026 consistent with SB100 RPS for LADWP.

Land Use - Industrial User Defined is included to represent Production Support.

Construction Phase - see assumptions

Vehicle Trips - Consistency with LADOT VMT Calculator

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Consistent with SCAQMD Rules.

Area Coating -

Energy Use - Section 120.6(c) CBC, Mandatory Requirements for Enclosed Parking Garages; MBS (2017-2018 average demand) for Stages and Retail for Production

Water And Wastewater - User Defined Industrial (Production Support) water usage consistent with Retail.

Solid Waste - User Defined Industrial (Production Support) solid waste generation consistent with Retail.

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.00	6.26
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	0.00	3.23
tblEnergyUse	NT24NG	0.00	0.49
tblEnergyUse	T24E	3.50	0.41
tblEnergyUse	T24E	4.11	11.34
tblEnergyUse	T24E	0.00	3.58

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24NG	0.00	1.14
tblFireplaces	NumberGas	3,128.00	3,312.00
tblFireplaces	NumberWood	184.00	0.00
tblLandUse	LandUseSquareFeet	0.00	272,140.00
tblLandUse	LandUseSquareFeet	3,680,000.00	2,772,000.00
tblLandUse	LotAcreage	0.00	6.25
tblProjectCharacteristics	CO2IntensityFactor	691.98	585
tblVehicleTrips	CC_TL	8.40	5.89
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	4.53	0.00
tblVehicleTrips	ST_TR	2.21	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	2.54	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	ST_TR	0.00	24,926.00
tblVehicleTrips	SU_TR	3.59	0.00
tblVehicleTrips	SU_TR	0.70	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	1.24	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	SU_TR	0.00	24,926.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	3.37	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	24,926.00
tblWoodstoves	NumberCatalytic	184.00	0.00
tblWoodstoves	NumberNoncatalytic	184.00	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	97.1849	58.4372	326.8740	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5389
Energy	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
Mobile	49.7569	45.5258	442.5222	0.8945	112.5537	0.6131	113.1668	29.9878	0.5697	30.5575						97,952.4012
Total	**148.2200**	**115.0488**	**775.2382**	**1.3310**	**112.5537**	**7.6243**	**120.1780**	**29.9878**	**7.5809**	**37.5688**						**183,094.0337**

Mitigated Operational

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	97.1849	58.4372	326.8740	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5389
Energy	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
Mobile	49.7569	45.5258	442.5222	0.8945	112.5537	0.6131	113.1668	29.9878	0.5697	30.5575						97,952.4012
Total	**148.2200**	**115.0488**	**775.2382**	**1.3310**	**112.5537**	**7.6243**	**120.1780**	**29.9878**	**7.5809**	**37.5688**						**183,094.0337**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	49.7569	45.5258	442.5222	0.8945	112.5537	0.6131	113.1668	29.9878	0.5697	30.5575						97,952.4012
Unmitigated	49.7569	45.5258	442.5222	0.8945	112.5537	0.6131	113.1668	29.9878	0.5697	30.5575						97,952.4012

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Industrial Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
User Defined Commercial	24,926.00	24,926.00	24926.00	53,440,347	53,440,347
User Defined Industrial	0.00	0.00	0.00		
Total	24,926.00	24,926.00	24,926.00	53,440,347	53,440,347

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	5.89	0.00	0.00	100.00	0.00	100	0	0
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
Enclosed Parking with Elevator	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
General Office Building	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
High Turnover (Sit Down Restaurant)	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
Industrial Park	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
Strip Mall	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
Unenclosed Parking with Elevator	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
User Defined Commercial	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
User Defined Industrial	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
NaturalGas Unmitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90848.6	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13012.9	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9465.62	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3715.55	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217
Strip Mall	267.945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003						31.7103
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Industrial	1215.31	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003						143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**						**14,027.0936**

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90.8486	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13.0129	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9.46562	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3.71555	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217
Strip Mall	0.267945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003						31.7103
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Industrial	1.21531	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003						143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**						**14,027.0936**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	97.1849	58.4372	326.8740	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5389
Unmitigated	97.1849	58.4372	326.8740	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5389

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1204	3.4970	303.4952	0.0161		1.6861	1.6861		1.6861	1.6861						561.2824

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**97.1849**	**58.4372**	**326.8740**	**0.3668**		**6.1281**	**6.1281**		**6.1281**	**6.1281**						**71,114.5389**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1204	3.4970	303.4952	0.0161		1.6861	1.6861		1.6861	1.6861						561.2824
Total	**97.1849**	**58.4372**	**326.8740**	**0.3668**		**6.1281**	**6.1281**		**6.1281**	**6.1281**						**71,114.5389**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Alts 4

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	460.69	1000sqft	10.58	460,690.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Industrial Park	131.54	1000sqft	3.02	131,540.00	0
User Defined Industrial	272.14	User Defined Unit	6.25	272,140.00	0
Enclosed Parking with Elevator	3,180.00	Space	28.62	1,272,000.00	0
Unenclosed Parking with Elevator	2,700.00	Space	24.30	1,080,000.00	0
High Turnover (Sit Down Restaurant)	15.00	1000sqft	0.34	15,000.00	0
Apartments High Rise	3,680.00	Dwelling Unit	59.35	2,772,000.00	10525
Strip Mall	60.00	1000sqft	1.38	60,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	585	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP CO2 Intensity Factor for Year 2026 consistent with SB100 RPS for LADWP.

Land Use - Industrial User Defined is included to represent Production Support.

Construction Phase - see assumptions

Vehicle Trips - Consistency with LADOT VMT Calculator

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Consistent with SCAQMD Rules.

Area Coating -

Energy Use - Section 120.6(c) CBC, Mandatory Requirements for Enclosed Parking Garages; MBS (2017-2018 average demand) for Stages and Retail for Production

Water And Wastewater - User Defined Industrial (Production Support) water usage consistent with Retail.

Solid Waste - User Defined Industrial (Production Support) solid waste generation consistent with Retail.

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.00	6.26
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	0.00	3.23
tblEnergyUse	NT24NG	0.00	0.49
tblEnergyUse	T24E	3.50	0.41
tblEnergyUse	T24E	4.11	11.34
tblEnergyUse	T24E	0.00	3.58

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24NG	0.00	1.14
tblFireplaces	NumberGas	3,128.00	3,312.00
tblFireplaces	NumberWood	184.00	0.00
tblLandUse	LandUseSquareFeet	0.00	272,140.00
tblLandUse	LandUseSquareFeet	3,680,000.00	2,772,000.00
tblLandUse	LotAcreage	0.00	6.25
tblProjectCharacteristics	CO2IntensityFactor	691.98	585
tblVehicleTrips	CC_TL	8.40	5.89
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	4.53	0.00
tblVehicleTrips	ST_TR	2.21	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	2.54	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	ST_TR	0.00	24,926.00
tblVehicleTrips	SU_TR	3.59	0.00
tblVehicleTrips	SU_TR	0.70	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	1.24	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	SU_TR	0.00	24,926.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	3.37	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	24,926.00
tblWoodstoves	NumberCatalytic	184.00	0.00
tblWoodstoves	NumberNoncatalytic	184.00	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	97.1735	58.4369	326.6087	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5278
Energy	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
Mobile	45.9059	40.8855	416.9572	0.8304	112.5723	0.4940	113.0663	29.9963	0.4600	30.4563						92,922.6659
Total	**144.3576**	**110.4082**	**749.4080**	**1.2669**	**112.5723**	**7.5052**	**120.0775**	**29.9963**	**7.4712**	**37.4675**						**178,064.2873**

Mitigated Operational

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	97.1735	58.4369	326.6087	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5278
Energy	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
Mobile	45.9059	40.8855	416.9572	0.8304	112.5723	0.4940	113.0663	29.9963	0.4600	30.4563						92,922.6659
Total	**144.3576**	**110.4082**	**749.4080**	**1.2669**	**112.5723**	**7.5052**	**120.0775**	**29.9963**	**7.4712**	**37.4675**						**178,064.2873**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/12/2022	1/16/2023	5	200	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 52.92

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553						3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**						**3,773.0920**

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455						149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**						**149.0720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553						3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**						**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455						149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**						**149.0720**

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280						3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**						**3,773.2183**

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0516	0.0370	0.4996	1.4100e-003	0.1677	1.0100e-003	0.1687	0.0445	9.3000e-004	0.0454						145.0818
Total	**0.0516**	**0.0370**	**0.4996**	**1.4100e-003**	**0.1677**	**1.0100e-003**	**0.1687**	**0.0445**	**9.3000e-004**	**0.0454**						**145.0818**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280						3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**						**3,773.2183**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						0.0000
Worker	0.0516	0.0370	0.4996	1.4100e-003	0.1677	1.0100e-003	0.1687	0.0445	9.3000e-004	0.0454						145.0818
Total	**0.0516**	**0.0370**	**0.4996**	**1.4100e-003**	**0.1677**	**1.0100e-003**	**0.1687**	**0.0445**	**9.3000e-004**	**0.0454**						**145.0818**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated	45.9059	40.8855	416.9572	0.8304	112.5723	0.4940	113.0663	29.9963	0.4600	30.4563						92,922.6659
Unmitigated	45.9059	40.8855	416.9572	0.8304	112.5723	0.4940	113.0663	29.9963	0.4600	30.4563						92,922.6659

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Industrial Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
User Defined Commercial	24,926.00	24,926.00	24926.00	53,440,347	53,440,347
User Defined Industrial	0.00	0.00	0.00		
Total	24,926.00	24,926.00	24,926.00	53,440,347	53,440,347

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unenclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	5.89	0.00	0.00	100.00	0.00	100	0	0
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Enclosed Parking with Elevator	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
General Office Building	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Industrial Park	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Unenclosed Parking with Elevator	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
User Defined Commercial	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
User Defined Industrial	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936

NaturalGas Unmitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90848.6	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13012.9	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9465.62	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3715.55	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217
Strip Mall	267.945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003						31.7103
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Industrial	1215.31	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003						143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**						**14,027.0936**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90.8486	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13.0129	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9.46562	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3.71555	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217
Strip Mall	0.267945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003						31.7103
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Industrial	1.21531	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003						143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**						**14,027.0936**

6.0 Area Detail

6.1 Mitigation Measures Area

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	97.1735	58.4369	326.6087	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5278
Unmitigated	97.1735	58.4369	326.6087	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5278

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1091	3.4966	303.2299	0.0161		1.6861	1.6861		1.6861	1.6861						561.2713
Total	**97.1735**	**58.4369**	**326.6087**	**0.3668**		**6.1281**	**6.1281**		**6.1281**	**6.1281**						**71,114.5278**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1091	3.4966	303.2299	0.0161		1.6861	1.6861		1.6861	1.6861						561.2713
Total	**97.1735**	**58.4369**	**326.6087**	**0.3668**		**6.1281**	**6.1281**		**6.1281**	**6.1281**						**71,114.5278**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Alts 4

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	460.69	1000sqft	10.58	460,690.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Industrial Park	131.54	1000sqft	3.02	131,540.00	0
User Defined Industrial	272.14	User Defined Unit	6.25	272,140.00	0
Enclosed Parking with Elevator	3,180.00	Space	28.62	1,272,000.00	0
Unenclosed Parking with Elevator	2,700.00	Space	24.30	1,080,000.00	0
High Turnover (Sit Down Restaurant)	15.00	1000sqft	0.34	15,000.00	0
Apartments High Rise	3,680.00	Dwelling Unit	59.35	2,772,000.00	10525
Strip Mall	60.00	1000sqft	1.38	60,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2040
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	585	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP CO2 Intensity Factor for Year 2026 consistent with SB100 RPS for LADWP.

Land Use - Industrial User Defined is included to represent Production Support.

Construction Phase - see assumptions

Vehicle Trips - Consistency with LADOT VMT Calculator

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Consistent with SCAQMD Rules.

Area Coating -

Energy Use - Section 120.6(c) CBC, Mandatory Requirements for Enclosed Parking Garages; MBS (2017-2018 average demand) for Stages and Retail for Production

Water And Wastewater - User Defined Industrial (Production Support) water usage consistent with Retail.

Solid Waste - User Defined Industrial (Production Support) solid waste generation consistent with Retail.

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.00	6.26
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	0.00	3.23
tblEnergyUse	NT24NG	0.00	0.49
tblEnergyUse	T24E	3.50	0.41
tblEnergyUse	T24E	4.11	11.34
tblEnergyUse	T24E	0.00	3.58

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24NG	0.00	1.14
tblFireplaces	NumberGas	3,128.00	3,312.00
tblFireplaces	NumberWood	184.00	0.00
tblLandUse	LandUseSquareFeet	0.00	272,140.00
tblLandUse	LandUseSquareFeet	3,680,000.00	2,772,000.00
tblLandUse	LotAcreage	0.00	6.25
tblProjectCharacteristics	CO2IntensityFactor	691.98	585
tblVehicleTrips	CC_TL	8.40	5.89
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	4.53	0.00
tblVehicleTrips	ST_TR	2.21	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	2.54	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	ST_TR	0.00	24,926.00
tblVehicleTrips	SU_TR	3.59	0.00
tblVehicleTrips	SU_TR	0.70	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	1.24	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	SU_TR	0.00	24,926.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	3.37	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	24,926.00
tblWoodstoves	NumberCatalytic	184.00	0.00
tblWoodstoves	NumberNoncatalytic	184.00	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	97.1684	58.4355	326.3417	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5264
Energy	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
Mobile	44.1493	39.2082	405.9467	0.7992	112.5922	0.4256	113.0178	30.0049	0.3967	30.4016						90,530.4531
Total	**142.5959**	**108.7295**	**738.1304**	**1.2357**	**112.5922**	**7.4368**	**120.0290**	**30.0049**	**7.4079**	**37.4128**						**175,672.0731**

Mitigated Operational

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	97.1684	58.4355	326.3417	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5264
Energy	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
Mobile	44.1493	39.2082	405.9467	0.7992	112.5922	0.4256	113.0178	30.0049	0.3967	30.4016						90,530.4531
Total	**142.5959**	**108.7295**	**738.1304**	**1.2357**	**112.5922**	**7.4368**	**120.0290**	**30.0049**	**7.4079**	**37.4128**						**175,672.0731**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	44.1493	39.2082	405.9467	0.7992	112.5922	0.4256	113.0178	30.0049	0.3967	30.4016						90,530.4531
Unmitigated	44.1493	39.2082	405.9467	0.7992	112.5922	0.4256	113.0178	30.0049	0.3967	30.4016						90,530.4531

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Industrial Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
User Defined Commercial	24,926.00	24,926.00	24926.00	53,440,347	53,440,347
User Defined Industrial	0.00	0.00	0.00		
Total	24,926.00	24,926.00	24,926.00	53,440,347	53,440,347

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	5.89	0.00	0.00	100.00	0.00	100	0	0
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
Enclosed Parking with Elevator	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
General Office Building	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
High Turnover (Sit Down Restaurant)	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
Industrial Park	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
Strip Mall	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
Unenclosed Parking with Elevator	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
User Defined Commercial	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
User Defined Industrial	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
NaturalGas Unmitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90848.6	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13012.9	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9465.62	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3715.55	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217
Strip Mall	267.945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003						31.7103
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Industrial	1215.31	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003						143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**						**14,027.0936**

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90.8486	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13.0129	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9.46562	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3.71555	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217
Strip Mall	0.267945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003						31.7103
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Industrial	1.21531	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003						143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**						**14,027.0936**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	97.1684	58.4355	326.3417	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5264
Unmitigated	97.1684	58.4355	326.3417	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5264

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1040	3.4952	302.9629	0.0161		1.6861	1.6861		1.6861	1.6861						561.2698

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**97.1684**	**58.4355**	**326.3417**	**0.3668**		**6.1281**	**6.1281**		**6.1281**	**6.1281**						**71,114.5264**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1040	3.4952	302.9629	0.0161		1.6861	1.6861		1.6861	1.6861						561.2698
Total	**97.1684**	**58.4355**	**326.3417**	**0.3668**		**6.1281**	**6.1281**		**6.1281**	**6.1281**						**71,114.5264**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Alts 4

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	460.69	1000sqft	10.58	460,690.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Industrial Park	131.54	1000sqft	3.02	131,540.00	0
User Defined Industrial	272.14	User Defined Unit	6.25	272,140.00	0
Enclosed Parking with Elevator	3,180.00	Space	28.62	1,272,000.00	0
Unenclosed Parking with Elevator	2,700.00	Space	24.30	1,080,000.00	0
High Turnover (Sit Down Restaurant)	15.00	1000sqft	0.34	15,000.00	0
Apartments High Rise	3,680.00	Dwelling Unit	59.35	2,772,000.00	10525
Strip Mall	60.00	1000sqft	1.38	60,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2045
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	585	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP CO2 Intensity Factor for Year 2026 consistent with SB100 RPS for LADWP.

Land Use - Industrial User Defined is included to represent Production Support.

Construction Phase - see assumptions

Vehicle Trips - Consistency with LADOT VMT Calculator

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Consistent with SCAQMD Rules.

Area Coating -

Energy Use - Section 120.6(c) CBC, Mandatory Requirements for Enclosed Parking Garages; MBS (2017-2018 average demand) for Stages and Retail for Production

Water And Wastewater - User Defined Industrial (Production Support) water usage consistent with Retail.

Solid Waste - User Defined Industrial (Production Support) solid waste generation consistent with Retail.

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.00	6.26
tblEnergyUse	NT24E	4.62	0.00
tblEnergyUse	NT24E	0.00	3.23
tblEnergyUse	NT24NG	0.00	0.49
tblEnergyUse	T24E	3.50	0.41
tblEnergyUse	T24E	4.11	11.34
tblEnergyUse	T24E	0.00	3.58

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	T24NG	0.00	1.14
tblFireplaces	NumberGas	3,128.00	3,312.00
tblFireplaces	NumberWood	184.00	0.00
tblLandUse	LandUseSquareFeet	0.00	272,140.00
tblLandUse	LandUseSquareFeet	3,680,000.00	2,772,000.00
tblLandUse	LotAcreage	0.00	6.25
tblProjectCharacteristics	CO2IntensityFactor	691.98	585
tblVehicleTrips	CC_TL	8.40	5.89
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	4.53	0.00
tblVehicleTrips	ST_TR	2.21	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	2.54	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	ST_TR	0.00	24,926.00
tblVehicleTrips	SU_TR	3.59	0.00
tblVehicleTrips	SU_TR	0.70	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	1.24	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	SU_TR	0.00	24,926.00
tblVehicleTrips	WD_TR	4.45	0.00
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	3.37	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	24,926.00
tblWoodstoves	NumberCatalytic	184.00	0.00
tblWoodstoves	NumberNoncatalytic	184.00	0.00

2.0 Emissions Summary

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	97.1684	58.4355	326.3417	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5264
Energy	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
Mobile	43.8559	39.4210	402.6717	0.7866	112.6108	0.3967	113.0075	30.0126	0.3703	30.3829						89,569.1533
Total	**142.3025**	**108.9422**	**734.8554**	**1.2231**	**112.6108**	**7.4079**	**120.0187**	**30.0126**	**7.3815**	**37.3941**						**174,710.7732**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	43.8559	39.4210	402.6717	0.7866	112.6108	0.3967	113.0075	30.0126	0.3703	30.3829						89,569.1533
Unmitigated	43.8559	39.4210	402.6717	0.7866	112.6108	0.3967	113.0075	30.0126	0.3703	30.3829						89,569.1533

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Industrial Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
User Defined Commercial	24,926.00	24,926.00	24926.00	53,440,347	53,440,347
User Defined Industrial	0.00	0.00	0.00		
Total	24,926.00	24,926.00	24,926.00	53,440,347	53,440,347

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unenclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	5.89	0.00	0.00	100.00	0.00	100	0	0
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.513803	0.071730	0.195358	0.129140	0.026589	0.008109	0.012209	0.007596	0.000946	0.000535	0.029664	0.000785	0.003536
Enclosed Parking with Elevator	0.513803	0.071730	0.195358	0.129140	0.026589	0.008109	0.012209	0.007596	0.000946	0.000535	0.029664	0.000785	0.003536
General Office Building	0.513803	0.071730	0.195358	0.129140	0.026589	0.008109	0.012209	0.007596	0.000946	0.000535	0.029664	0.000785	0.003536
High Turnover (Sit Down Restaurant)	0.513803	0.071730	0.195358	0.129140	0.026589	0.008109	0.012209	0.007596	0.000946	0.000535	0.029664	0.000785	0.003536
Industrial Park	0.513803	0.071730	0.195358	0.129140	0.026589	0.008109	0.012209	0.007596	0.000946	0.000535	0.029664	0.000785	0.003536
Strip Mall	0.513803	0.071730	0.195358	0.129140	0.026589	0.008109	0.012209	0.007596	0.000946	0.000535	0.029664	0.000785	0.003536
Unenclosed Parking with Elevator	0.513803	0.071730	0.195358	0.129140	0.026589	0.008109	0.012209	0.007596	0.000946	0.000535	0.029664	0.000785	0.003536
User Defined Commercial	0.513803	0.071730	0.195358	0.129140	0.026589	0.008109	0.012209	0.007596	0.000946	0.000535	0.029664	0.000785	0.003536
User Defined Industrial	0.513803	0.071730	0.195358	0.129140	0.026589	0.008109	0.012209	0.007596	0.000946	0.000535	0.029664	0.000785	0.003536

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936
NaturalGas Unmitigated	1.2782	11.0858	5.8420	0.0697		0.8831	0.8831		0.8831	0.8831						14,027.0936

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90848.6	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13012.9	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9465.62	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3715.55	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217
Strip Mall	267.945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003						31.7103
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Industrial	1215.31	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003						143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**						**14,027.0936**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	90.8486	0.9797	8.3723	3.5627	0.0534		0.6769	0.6769		0.6769	0.6769						10,751.5861
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
General Office Building	13.0129	0.1403	1.2758	1.0717	7.6500e-003		0.0970	0.0970		0.0970	0.0970						1,540.0287
High Turnover (Sit Down Restaurant)	9.46562	0.1021	0.9280	0.7795	5.5700e-003		0.0705	0.0705		0.0705	0.0705						1,120.2195
Industrial Park	3.71555	0.0401	0.3643	0.3060	2.1900e-003		0.0277	0.0277		0.0277	0.0277						439.7217
Strip Mall	0.267945	2.8900e-003	0.0263	0.0221	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003						31.7103

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
User Defined Industrial	1.21531	0.0131	0.1192	0.1001	7.1000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003						143.8273
Total		**1.2782**	**11.0858**	**5.8420**	**0.0697**		**0.8831**	**0.8831**		**0.8831**	**0.8831**						**14,027.0936**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	97.1684	58.4355	326.3417	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5264
Unmitigated	97.1684	58.4355	326.3417	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5264

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1040	3.4952	302.9629	0.0161		1.6861	1.6861		1.6861	1.6861						561.2698
Total	**97.1684**	**58.4355**	**326.3417**	**0.3668**		**6.1281**	**6.1281**		**6.1281**	**6.1281**						**71,114.5264**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.3170					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	74.3182					0.0000	0.0000		0.0000	0.0000						0.0000
Hearth	6.4292	54.9402	23.3788	0.3507		4.4420	4.4420		4.4420	4.4420						70,553.2566
Landscaping	9.1040	3.4952	302.9629	0.0161		1.6861	1.6861		1.6861	1.6861						561.2698

Alts 4 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	97.1684	58.4355	326.3417	0.3668		6.1281	6.1281		6.1281	6.1281						71,114.5264

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix P.2

Alternatives Traffic Memo

Gibson
transportation consulting, inc.

MEMORANDUM

TO: Stephanie Eyestone-Jones, Eyestone Environmental
Ashley Rogers, Eyestone Environmental

FROM: Jonathan Chambers, P.E.
Casey Le, P.E.

DATE: April 11, 2022

RE: Transportation Analysis of Project Alternatives for the Television City 2050 Project
Los Angeles, California **Ref:** J1750a

This memorandum presents the findings of the California Environmental Quality Act (CEQA) analysis of the alternatives (Alternatives) to the proposed Television City 2050 Project (Project) pursuant to the Television City 2050 Specific Plan (Specific Plan) for 7716-7860 West Beverly Boulevard (Project Site) in the Beverly-Fairfax neighborhood of the City of Los Angeles, California (City). The analysis of Alternatives is based on the City's *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2020) (TAG) addressing the CEQA guidelines and thresholds.

This CEQA analysis of Alternatives was prepared consistent with the methodology, assumptions, and analysis presented in *Transportation Assessment for the Television City 2050 Specific Plan Project, Los Angeles, California* (Gibson Transportation Consulting Inc., October 2021) (Transportation Assessment), where applicable. The Transportation Assessment was reviewed and approved by LADOT via an inter-departmental memorandum to the Los Angeles Department of City Planning (LADCP) on November 16, 2021.

PROJECT SUMMARY AND IMPACTS

Project Description

The Project Site is currently developed with approximately 743,680 square feet (sf) of studio-related uses, including sound stages, production support, production office, and general office uses. The proposed Specific Plan would allow the construction of up to approximately 1,626,180 sf of new sound stages, production support, production office, general office, and retail uses, the retention of approximately 247,820 sf of existing uses, and the demolition of approximately 495,860 sf of existing uses, for a maximum total of 1,874,000 sf of floor area upon completion (1,130,320 net new sf). As set forth in the Specific Plan, the Conceptual Development Program would consist of approximately 350,000 sf of sound stages, 104,000 sf

of production support, 700,000 sf of production office, 700,000 sf of general office, and 20,000 sf of retail space. This Conceptual Development Program was evaluated in the Transportation Assessment, as discussed further below. The Project is anticipated to be completed as early as Year 2026. However, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately Year 2043.

Access and Circulation. Vehicular access to the Project Site would be provided as follows:

- Three driveways along Beverly Boulevard, including one full access driveway (modified by the Project at Genesee Avenue) and two right-in/right-out driveways
- Three driveways along Fairfax Avenue, including one full access driveway (signalized by the Project at West 1st Street) and two right-in/right-out driveways
- One full access driveway on The Grove Drive (signalized by the Project)
- Two right-in, left-out driveways along the alley bordering the southern edge of the Project Site (Southern Shared Access Drive)

Parking would be provided primarily in a three-level subterranean structure along the northern edge of the Project Site (North Parking Structure) and an eight-level parking structure over two subterranean levels in the southeast corner of the Project Site (Southeast Parking Structure). A Mobility Hub along Fairfax Avenue at the proposed signalized intersection would provide an off-street area for passenger pick-up/drop-off and space for shared bicycles or similar first-mile/last-mile programs.

Pedestrian and bicycle access would be provided along Fairfax Avenue, Beverly Boulevard, The Grove Drive, and the Southern Shared Access Drive. Off-street passenger loading areas would be provided at the Mobility Hub and along the Southern Shared Access Drive. Additional passenger loading is proposed curbside along the east side of Fairfax Avenue and the south side of Beverly Boulevard adjacent to the Project Site.

Transportation Demand Management (TDM) Measures. The Project proposes to incorporate several TDM strategies to help reduce vehicle miles traveled (VMT) and vehicle trips to and from the Project Site consistent with City and State of California transportation and greenhouse gas policies and objectives. Some of the TDM measures are inherent in the Project design (including provision of bicycle parking as required by the Los Angeles Municipal Code [LAMC] and provision of secure bicycle parking and showers) and were incorporated into the VMT analysis. Additional TDM measures would be incorporated into the Project's operation, as detailed in Section 4B of the Transportation Assessment.

Analysis Methodology

The Transportation Assessment analyzed the potential significant impacts for the Project according to the CEQA thresholds identified in the TAG. The four thresholds considered are:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies

- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use
- Freeway Safety Analysis

Consistent with the analysis in the Transportation Assessment, the VMT evaluation under Threshold T-2.1 utilized the Custom Land Use feature in LADOT's *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator) to represent the gross total Project development of total permitted studio-related floor area for each Alternative. All non-studio-related uses, including retail and residential uses, were separately input into the VMT Calculator.

The VMT Calculator's Custom Land Use feature requires inputs for total daily trip generation, total employees, and trip production and attraction characteristics. The daily trip estimates were calculated using rates from the Transportation Assessment. These estimates do not account for any trip reductions from alternative travel modes or interactions between land uses, as the VMT Calculator estimates those reductions and incorporates them into the VMT analysis. All employee estimates were calculated based on the employment generation rates from *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020) (VMT Calculator Documentation), with the exception of sound stage employment, which was based on an employment rate from Manhattan Beach Studios (June 2021), as detailed in *TVC 2050 Project Initial Study* (Eyestone Environmental, July 2021), Table 3, Estimated Project Employment. The results of the trip and employee calculations for each Alternative are detailed in the subsequent sections.

Applying the same methodology as the Transportation Assessment, the trip production and attraction characteristics were matched to the general office land use as detailed in the VMT Calculator Documentation.

Analysis Results

The Project is estimated to generate 787 net new morning peak hour trips (584 inbound, 203 outbound) and 855 net new afternoon peak hour trips (250 inbound, 605 outbound). Trip generation estimates were also calculated for the full Project Site (net new construction as well as existing space that would remain as part of the Project) for the purposes of estimating total traffic at the Project driveways. The total driveway trip estimates include 1,197 morning peak hour trips (876 inbound, 321 outbound) and 1,276 afternoon peak hour trips (396 inbound, 880 outbound).

The Project was found to be consistent with all plans, programs, ordinances, and policies listed in TAG Table 2.1-1. The Project, therefore, did not demonstrate significant impacts with regard to Threshold T-1 and no mitigation measures were required. It was similarly found not to contribute to a cumulatively significant impact with regard to Threshold T-1.

The Project would generate approximately 52,194 daily work VMT and an average work VMT per employee of 6.7, which would not exceed Threshold T-2.1 regarding VMT based on output from

the VMT Calculator. The Project would also not contribute to a cumulatively significant impact with regard to Threshold T-2.1. Nonetheless, the Project would implement various TDM measures. These same TDM measures would be applied to the Alternatives as applicable.

The Project did not result in a significant impact with regard to Threshold T-3, and no mitigation measures were required. The Project would not contribute to cumulatively significant impacts with regard to Threshold T-3.

The Project would generate approximately 42 morning peak hour trips and 16 afternoon peak hour trips on the US 101 southbound off-ramp to Highland Avenue. The Project did not result in a significant impact with regard to freeway safety. This analysis related to whether the queue at the US 101 southbound off-ramp to Highland Avenue would reach back to the freeway mainline lanes. The Project would also not contribute to cumulatively significant impacts on freeway safety.

PROJECT ALTERNATIVES

Five Alternatives to the Project were identified for analysis in the Project's environmental documentation. Each Alternative was analyzed to compare potential transportation impacts to the Project. The following Alternatives were identified:

- Alternative 1, No Project
- Alternative 2, Development in Accordance with Existing Entitlements
- Alternative 3, Reduced Density
- Alternative 4, Residential and Studio
- Alternative 5, Above-Grade Parking

Each Alternative, excepting Alternative 1 (No Project), is conceived as a pedestrian- and transit-oriented development that emphasizes accessibility by all travel modes, like the Project, and is consistent with the intent of the *Mobility Plan 2035: An Element of the General Plan* (LADCP, January 2016) (Mobility Plan) standards. Each Alternative would include development of the Mobility Hub along Fairfax Avenue that would provide additional passenger pick-up/drop-off and first-mile/last-mile mobility. Each Alternative would provide vehicular access to each of the three public streets fronting the Project Site (i.e., Fairfax Avenue, Beverly Boulevard, and The Grove Drive), though parking space distribution within the Project Site would vary in some Alternatives when compared to the Project. Finally, each would include the same TDM measures as the Project, or comparable measures as applicable, and would provide bicycle parking consistent with LAMC requirements.

Each Alternative was analyzed consistent with the Project analysis from the Transportation Assessment for each of the four CEQA thresholds. For the VMT analysis, as with the Project, the TDM measures classified as Project Design Features were incorporated into the analysis of each Alternative. The detailed VMT output reports for each Alternative are provided in Attachment A. The queue reports for the freeway safety analysis are provided in Attachment B.

ALTERNATIVE 1: NO PROJECT

Alternative 1 would not change the Project Site from the existing condition and, therefore, would have no transportation impacts under any of the four CEQA thresholds.

ALTERNATIVE 2: DEVELOPMENT IN ACCORDANCE WITH EXISTING ENTITLEMENTS

Development Program

Alternative 2 would include development as allowed under its existing entitlements. As detailed in Table 1, this Alternative would construct a new 15-story building of approximately 856,986 sf of general office use along the western portion of the Project Site on Fairfax Avenue. Parking would be provided in three of the 15 levels above-grade and in four subterranean parking levels. Parking would also be provided in a six-story parking garage located in the northeast portion of the site fronting Beverly Boulevard and Genesee Avenue. Under Alternative 2, access to the Project Site would be consistent with the Project. Unlike the Project, no existing uses would be removed.

Trip Generation

As detailed in Table 2, Alternative 2 would generate 708 net new morning peak hour trips (609 inbound, 99 outbound) and 745 net new afternoon peak hour trips (119 inbound, 626 outbound). As detailed in Table 3, the gross total driveway trip estimates include 1,117 morning peak hour trips (899 inbound, 218 outbound) and 1,163 afternoon peak hour trips (265 inbound, 898 outbound).

Threshold T-1 – Consistency Analysis

Alternative 2 would maintain studio-related uses and add office space, similar to the Project, but would not provide any local-serving retail uses and would represent a reduction in overall density compared to the Project. As such, Alternative 2 would be less supportive of plans, programs, ordinances, and policies that recommend locating local-serving retail in proximity to housing and jobs, such as Policy 3.3 of the Mobility Plan and Policies 2-1.1, 2-1.3, 2-2.3 of *Wilshire Community Plan* (LADCP, 2001). However, Alternative 2 would not conflict with those policies and, therefore, would not result in significant impacts. Otherwise, Alternative 2 would provide a similar mix of land uses as the Project, and it would be similarly consistent with the Project with regard to each of the plans, programs, ordinances, and policies identified in Table 2.1-1 of the TAG. It would not result in any significant impact nor require any mitigation measures under Threshold T-1.

Threshold T-2.1 – VMT Analysis

Table 4 calculates the daily trip and total employee inputs for the Alternative 2 VMT analysis of studio-related uses. As detailed, the studio-related uses in Alternative 2 are estimated to generate 13,497 daily trips prior to the trip adjustments the VMT Calculator applies, along with 5,900 employees.

Table 5 summarizes the results of the VMT Calculator analysis for Alternative 2. As shown, Alternative 2 would have a lesser VMT impact than the Project because it would generate 74,172 total VMT compared to 95,865 total VMT for the Project. Alternative 2 would generate a lower total work VMT but a higher work VMT per employee than the Project. It would generate approximately 43,307 daily work VMT and an average work VMT per employee of 7.3, which does not exceed the impact threshold of 7.6. Therefore, as with the Project, Alternative 2 would not result in a significant VMT impact, and no mitigation measures would be required. Alternative 2 would not contribute to a cumulatively significant impact under Threshold T-2.1.

Threshold T-3 – Hazards Analysis

Alternative 2 would have the same access and circulation plan as the Project. Because Alternative 2 would include less development than the Project, it would generate fewer vehicular, pedestrian, bicycle, and transit trips than the Project under either development scenario. Therefore, the potential operational impacts of Alternative 2 under Threshold T-3 would be less than those of the Project. Nonetheless, Threshold T-3 primarily deals with the physical configuration of the access points, which would be the same between Alternative 2 and the Project. Therefore, like the Project, Alternative 2 would not result in any hazards from the design or operation of the access points and would not result in significant impacts. It would similarly not contribute to a cumulatively significant impact under Threshold T-3.

Freeway Safety Analysis

Alternative 2 would generate approximately 49 morning peak hour trips and 10 afternoon peak hour trips on the US 101 southbound off-ramp to Highland Avenue. As shown in Table 6, the queue at the off-ramp would not exceed the ramp storage length and Alternative 2 would not add 50 feet or more to the queue during either analyzed peak hour. Therefore, like the Project, Alternative 2 would neither be subject to speed differential analyses nor cause a significant safety impact, and no mitigation is required. It would not result in a freeway safety impact nor contribute to a cumulatively significant impact, and no mitigation is required.

ALTERNATIVE 3: REDUCED DENSITY

Development Program

Alternative 3 would include the same land use mix as the Project's conceptual development program with a 20% reduction in total development. As detailed in Table 7, this Alternative would develop up to 1,499,200 sf of total permitted area that would comprise the following:

- Sound Stages – 280,000 sf
- Production Support – 83,200 sf
- Production Office – 560,000 sf
- General Office – 560,000 sf
- Retail – 16,000 sf

Under Alternative 3, demolition and retention of existing floor area, parking locations, and access to the Project Site would be consistent with the Project.

Trip Generation

As detailed in Table 8, Alternative 3 would generate 550 net new morning peak hour trips (413 inbound, 137 outbound) and 602 net new afternoon peak hour trips (168 inbound, 434 outbound). As detailed in Table 9, the total driveway trip estimates include 962 morning peak hour trips (706 inbound, 256 outbound) and 1,024 afternoon peak hour trips (314 inbound, 710 outbound).

Threshold T-1 – Consistency Analysis

Alternative 3 is similar to the Project but with 20% less density overall. Because Alternative 3 would provide the same basic Project Site plan and mix of land uses as the Project, it would be similarly consistent as the Project with regard to each of the plans, programs, ordinances, and policies identified in Table 2.1-1 of the TAG. It would not result in any significant impact nor require any mitigation measures under Threshold T-1.

Threshold T-2.1 – VMT Analysis

Table 10 calculates the daily trip and total employee inputs for the Alternative 3 VMT analysis of studio-related uses. As detailed, the studio-related uses in Alternative 3 are estimated to generate 12,872 daily trips prior to the trip adjustments the VMT Calculator applies, along with 6,202 non-retail employees. The non-studio-related use, 16,000 sf of retail, was directly input into the VMT Calculator.

Table 11 summarizes the results of the VMT Calculator analysis for Alternative 3. As shown, Alternative 3 would have a lesser VMT impact than the Project because it would generate 76,917 total VMT compared to 95,865 total VMT for the Project. Alternative 3 would generate a lower total work VMT and similar work VMT per employee as compared to the Project. It would generate approximately 41,876 daily work VMT and an average work VMT per employee of 6.7, which does not exceed the impact threshold of 7.6. Therefore, as with the Project, Alternative 3 would not result in a significant VMT impact, and no mitigation measures would be required. Alternative 3 would not contribute to a cumulatively significant impact under Threshold T-2.1.

Threshold T-3 – Hazards Analysis

Alternative 3 would have the same access and circulation plan as the Project. Because Alternative 3 would include 20% less development than the Project, it would generate fewer vehicular, pedestrian, bicycle, and transit trips than the Project. Therefore, the potential operational impacts of Alternative 3 under Threshold T-3 would be less than those of the Project. Nonetheless, Threshold T-3 primarily deals with the physical configuration of the access points, which would be the same between Alternative 3 and the Project. Therefore, like the Project, Alternative 3 would not result in any hazards from the design or operation of access points and would not result in

significant impacts. It would similarly not contribute to a cumulatively significant impact under Threshold T-3.

Freeway Safety Analysis

Alternative 3 would generate approximately 33 morning peak hour trips and 13 afternoon peak hour trips on the US 101 southbound off-ramp to Highland Avenue. As shown in Table 12, the queue at the off-ramp would not exceed the ramp storage length and Alternative 3 would not add 50 feet or more to the queue during either analyzed peak hour. Therefore, like the Project, Alternative 3 would neither be subject to speed differential analyses nor cause a significant safety impact, and no mitigation is required. It would not result in a freeway safety impact nor contribute to a cumulatively significant impact, and no mitigation is required.

ALTERNATIVE 4: RESIDENTIAL AND STUDIO

Development Program

Alternative 4 would introduce three residential towers along Fairfax Avenue on the Project Site. As detailed in Table 13, this Alternative would develop 3,696,370 sf of total permitted area, including 924,370 sf of studio-related uses and 2,772,000 sf of residential uses, that would comprise the following:

- Residential – 3,680 units (including 516 affordable units)
- Sound Stages – 131,540 sf
- Production Support – 272,140 sf
- Production Office – 163,090 sf
- General Office – 297,600 sf
- Retail – 60,000 sf

As detailed in Table 13, and unlike the Project, Alternative 4 would retain the majority of the existing floor area. Although access is proposed along all three frontages of the Project Site, under Alternative 4, a majority of overall Project Site parking would be provided under the residential towers along Fairfax Avenue, with the remainder distributed similarly to the Project.

Trip Generation

The peak hour trip generation estimates for the proposed residential uses under Alternative 4 were developed using published rates from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers [ITE], 2017) for ITE Land Use Code 223 (Multi-Family Housing High-Rise).

As detailed in Table 14, Alternative 4 would generate 1,166 net new morning peak hour trips (502 inbound, 664 outbound) and 1,387 net new afternoon peak hour trips (611 inbound, 776 outbound). As detailed in Table 15, the total driveway trip estimates include 1,596 morning peak

hour trips (811 inbound, 785 outbound) and 1,818 afternoon peak hour trips (759 inbound, 1,059 outbound).

Threshold T-1 – Consistency Analysis

Alternative 4 would be similar to the Project but would introduce residential uses on the site. Alternative 4 would be more supportive of plans, programs, ordinances, and policies that recommend locating land use mix within proximity of each other (e.g., housing, jobs, and destinations) such as Policies 3.3 of the Mobility Plan and the following policies of *Wilshire Community Plan* (LADCP, 2001):

- Policy 1-1.3: Provide for adequate multiple family residential development
- Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate
- Policy 1-2.1: Encourage higher density residential uses near major public transportation centers
- Policy 1-3.4: Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets
- Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing
- Policy 1-4.2: Ensure that new housing opportunities minimize displacement of residents
- Policy 1-4.3: Encourage multiple family residential and mixed-use development in commercial zones

Alternative 4 proposes a mixed-use development in a commercial zone and would develop high-density, multi-family residential located along a non-residential street and near multiple transit services (including the Project's proposed shuttle to the Wilshire/Fairfax station of the Metro D Line). It would not displace any existing housing and would include a mix of market rate and affordable housing units. As such, Alternative 4 would not conflict with those policies and, therefore, would not result in significant impacts. Alternative 4 would provide a similar mix of land uses as the Project with the addition of residential uses, and it would be similarly consistent as the Project with regard to each of the plans, programs, ordinances, and policies identified in Table 2.1-1 of the TAG. It would not result in any significant impact nor require any mitigation measures under Threshold T-1.

Threshold T-2.1 – VMT Analysis

Table 16 calculates the daily trip and total employee inputs for the Alternative 4 VMT analysis of studio-related uses. As detailed, the studio-related uses in Alternative 4 are estimated to generate 6,483 daily trips prior to the trip adjustments the VMT Calculator applies, along with 3,117 non-

retail employees. The non-studio-related uses, including 60,000 sf retail and 3,680 residential units (including 516 affordable units), were directly input into the VMT Calculator.

Table 17 summarizes the results of the VMT Calculator analysis for Alternative 4. As shown, Alternative 4 would have a greater VMT impact than the Project because it would generate 141,783 total VMT compared to 95,865 total VMT for the Project. Alternative 4 would generate a lower total work VMT and work VMT per employee than the Project. Unlike the Project, which does not include residential uses, Alternative 4 would produce household VMT. It would generate approximately 38,773 daily household VMT and an average household VMT per capita of 4.4, which does not exceed the impact threshold of 6.0. Alternative 4 would generate approximately 21,246 daily work VMT and an average work VMT per employee of 6.4, which does not exceed the impact threshold of 7.6. Therefore, as with the Project, Alternative 4 would not result in a significant VMT impact, and no mitigation measures would be required. Alternative 4 would not contribute to a cumulatively significant impact under Threshold T-2.1.

Threshold T-3 – Hazards Analysis

Alternative 4 would have the same access plan as the Project. Alternative 4 would generate more traffic than the Project development on a daily basis and during the peak hours and, therefore, the general access points would be required to accommodate more traffic under Alternative 4 than under the Project. Additionally, the residential uses would result in a higher population during more hours of the day, including early mornings and late evenings, increasing pedestrian, bicycle, and transit activity in the vicinity compared to the Project. Therefore, the potential operational impacts of Alternative 4 under Threshold T-3 would be greater than those of the Project. Nonetheless, Threshold T-3 primarily deals with the physical configuration of the access points, which would be similar between Alternative 4 and the Project. Therefore, like the Project, Alternative 4 would not result in any hazards from the design or operation of access points and would not result in significant impacts. It would similarly not contribute to a cumulatively significant impact under Threshold T-3.

Freeway Safety Analysis

Alternative 4 would generate approximately 40 morning peak hour trips and 49 afternoon peak hour trips on the US 101 southbound off-ramp to Highland Avenue. As shown in Table 18, the queue at the off-ramp would not exceed the ramp storage length and Alternative 4 would not add 50 feet or more to the queue during either analyzed peak hour. Therefore, like the Project, Alternative 4 would neither be subject to speed differential analyses nor cause a significant safety impact, and no mitigation is required. It would not result in a freeway safety impact nor contribute to a cumulatively significant impact, and no mitigation is required.

ALTERNATIVE 5: ABOVE-GRADE PARKING ALTERNATIVE

Development Program

This Alternative would have the same development program as the Project. As detailed in Table 19, this Alternative would develop 1,874,000 sf of total permitted floor area. Under Alternative 5, removal and retainment of existing floor area, parking locations, and access to the Project Site would be consistent with the Project. Unlike the Project, all on-site parking would be proposed to be located above-grade.

Trip Generation

As detailed in Table 20, Alternative 5 would generate 787 net new morning peak hour trips (584 inbound, 203 outbound) and 855 net new afternoon peak hour trips (250 inbound, 605 outbound). As detailed in Table 21, the total driveway trip estimates include 1,197 morning peak hour trips (876 inbound, 321 outbound) and 1,276 afternoon peak hour trips (396 inbound, 880 outbound). These numbers are identical to the proposed Project.

Threshold T-1 – Consistency Analysis

Alternative 5 is similar to the Project and would include the same basic Project Site plan and mix of land uses. As such, it would be similarly consistent as the Project with regard to each of the plans, programs, ordinances, and policies identified in Table 2.1-1 of the TAG. It would not result in any significant impact nor require any mitigation measures under Threshold T-1.

Threshold T-2.1 – VMT Analysis

Alternative 5 would have the same VMT results as the Project. Table 22 calculates the daily trip and total employee inputs for the Alternative 5 VMT analysis of studio-related uses. As detailed, the studio-related uses in Alternative 5 are estimated to generate 16,044 daily trips with 7,752 non-retail employees. The non-studio-related use, 20,000 sf of retail, was directly input into the VMT Calculator.

Table 23 summarizes the results of the VMT Calculator analysis for Alternative 2. As shown, Alternative 5 would have the same VMT impact as the Project, generating 95,865 total VMT. Alternative 5 would result in the same total work VMT and work VMT per employee as the Project. It would generate approximately 52,194 daily work VMT and an average work VMT per employee of 6.7, which would not exceed the impact threshold of 7.6. Therefore, as with the Project, Alternative 5 would not result in a significant VMT impact, and no mitigation measures would be required. Alternative 5 would not contribute to a cumulatively significant impact under Threshold T-2.1.

Threshold T-3 – Hazards Analysis

Alternative 5 would have the same access plan as the Project. Because Alternative 5 would include the same development program as the Project, it would generate the same vehicular, pedestrian, bicycle, and transit trips as the Project. Therefore, the potential operational impacts of Alternative 5 under Threshold T-3 would be the same as those of the Project. Nonetheless, Threshold T-3 primarily deals with the physical configuration of the access points, which would be the same between Alternative 5 and the Project. Therefore, like the Project, Alternative 5 would not result in any hazards from the design or operation of access points and would not result in significant impacts. It would similarly not contribute to a cumulatively significant impact under Threshold T-3.

Freeway Safety Analysis

Alternative 5 would generate the same number of peak hour trips to the US 101 southbound off-ramp to Highland Avenue as the Project. As shown in Table 24, the queue at the off-ramp would not exceed the ramp storage length and Alternative 5 would not add 50 feet or more to the queue during either analyzed peak hour. Therefore, like the Project, Alternative 5 would neither be subject to speed differential analyses nor cause a significant safety impact, and no mitigation is required. It would not result in a freeway safety impact nor contribute to a cumulatively significant impact, and no mitigation is required.

SUMMARY AND CONCLUSION

Table 25 summarizes the results of the analysis for each of the four CEQA thresholds for the Project and each Alternative, as well as the level of impact as compared to the Project[1]. As detailed, each Alternative would result in less-than-significant impacts under each CEQA threshold. Each Alternative would not conflict with applicable programs, plans, ordinances, or policies related to the circulation system and would not result in a significant impact under Threshold T-1. Alternative 4 would generate the most total VMT and Alternative 2 would generate the least, aside from Alternative 1 (No Project). None of the Alternatives would result in significant impacts with respect to VMT. Each Alternative would neither result in any hazards from the design or operation of access points, nor result in significant impacts, nor contribute to a cumulatively significant impact under Threshold T-3. Each Alternative would not result in a freeway safety impact nor contribute to a cumulatively significant impact.

[1] For Threshold T-1, the determination whether an Alternative had a greater, equal, or lesser impact than the Project was made qualitatively.

TABLE 1
ALTERNATIVE 2 DEVELOPMENT SUMMARY

Land Use	Existing	Removed	Existing to Remain	Proposed New Construction	Total Permitted	Net New
Sound Stage	95,540 sf	-	95,540 sf	-	95,540 sf	-
Production Support	325,450 sf	-	325,450 sf	-	325,450 sf	-
Production Office	163,090 sf	-	163,090 sf	-	163,090 sf	-
General Office	159,600 sf	-	159,600 sf	856,986 sf	1,016,586 sf	856,986 sf
Retail	-	-	-	-	-	-
Total Development	743,680 sf	-	743,680 sf	856,986 sf	1,600,666 sf	856,986 sf

Notes:
All land use sizes shown in square feet (sf) measured as described in the Television City 2050 Specific Plan.

TABLE 2
ALTERNATIVE 2 TRIP GENERATION

Land Use	ITE Land Use	Rate / Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Sound Stage	[b]	per 1,000 sf	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per 1,000 sf	65%	35%	0.61	45%	55%	0.57
Production Office	[b]	per 1,000 sf	62%	38%	0.66	45%	55%	0.63
General Office [c]	710	per 1,000 sf	86%	14%	0.97	16%	84%	1.02
ALTERNATIVE 2 TRIP GENERATION ESTIMATES								
Proposed New Construction								
General Office	710	856,986 sf	716	116	832	140	736	876
Transit/Walk-in Adjustment - 15%			*(107)*	*(17)*	*(124)*	*(21)*	*(110)*	*(131)*
Total Trips from New Construction		***856,986 gsf***	***609***	***99***	***708***	***119***	***626***	***745***
TOTAL NET NEW ALTERNATIVE 2 TRIPS			**609**	**99**	**708**	**119**	**626**	**745**

Notes:

sf = square feet; Land use program summary provided in Table 1.

[a] Trip generation rates are from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017), except as noted.

[b] Trip generation rates for sound stage, production support, and production office uses are based on empirical data from other studios in Los Angeles and have been used to estimate studio-related trips for several transportation impact studies, including *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* (Gibson Transportation Consulting, 2012) and *Transportation Study for the Paramount Pictures Master Plan* (Gibson Transportation Consulting, 2015). Trip generation rates are provided to calculate the anticipated driveway trips in subsequent Table 3.

[c] Trip generation rates for General Office based on the best-fit curve formulas listed in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017):

Weekday Morning Peak Hour: $T = 0.94(X) + 26.49$

Weekday Afternoon Peak Hour: $Ln(T) = 0.95\ Ln(X) + 0.36$

T = Average Vehicle Trips

X = Gross Leasable Area (1,000 sf)

TABLE 3
ALTERNATIVE 2 DRIVEWAY TRIP GENERATION

Land Use	ITE Land Use	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Proposed New Construction [a]								
General Office	710	856,986 sf	609	99	708	119	626	745
Total Trips from New Construction		***856,986 gsf***	***609***	***99***	***708***	***119***	***626***	***745***
Existing Uses to Remain								
Sound Stage	[b]	95,540 sf	12	7	19	16	25	41
Transit/Walk-in Adjustment - 15%			*(2)*	*(1)*	*(3)*	*(2)*	*(4)*	*(6)*
Production Support	[b]	325,450 sf	129	70	199	84	102	186
Transit/Walk-in Adjustment - 15%			*(19)*	*(11)*	*(30)*	*(13)*	*(15)*	*(28)*
Production Office	[b]	163,090 sf	67	41	108	46	57	103
Transit/Walk-in Adjustment - 15%			*(10)*	*(6)*	*(16)*	*(7)*	*(9)*	*(16)*
General Office	710	159,600 sf	133	22	155	26	137	163
Transit/Walk-in Adjustment - 15%			*(20)*	*(3)*	*(23)*	*(4)*	*(21)*	*(25)*
Existing Trips to Remain		***743,680 sf***	***290***	***119***	***409***	***146***	***272***	***418***
TOTAL PROJECT SITE DRIVEWAY TRIPS			**899**	**218**	**1,117**	**265**	**898**	**1,163**

Notes:

sf = square feet; Land use program summary provided in Table 1; Trip generation rates provided in Table 2.

[a] New Project construction trips from Table 2.

[b] Trip generation rates for sound stage, production support, and production office uses are based on empirical data from other studios in Los Angeles and have been used to estimate studio-related trips for several transportation impact studies, including *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* (Gibson Transportation Consulting, 2012) and *Transportation Study for the Paramount Pictures Master Plan* (Gibson Transportation Consulting, 2015).

TABLE 4
CUSTOM LAND INPUTS USE FOR VMT ANALYSIS

Land Use	Size [a]	Daily Vehicle Trips		Employees	
		Rate	Trips [b]	Rate [c]	Employees
Sound Stage [d]	95,540 sf	5.91	565	0.0056	531
Production Support [d]	325,450 sf	4.14	1,347	0.002	651
Production Office [d]	163,090 sf	9.34	1,523	0.004	652
General Office [e]	1,016,586 sf	10.06	10,062	0.004	4,066
Total Studio-Related Uses	**1,600,666 sf**		**13,497**		**5,900**

Notes:

The daily trip generation characteristics and patterns of studio-related uses are similar in scope and behavior to the general office land use. Thus, the VMT Calculator's custom land use feature was used to estimate VMT per employee for gross total Alternative 2 (i.e. 1,600,666 sf of total permitted development) at the Project Site. The custom land use inputs include total daily trips and total employees (calculated herein) as well as trip purpose assumptions, which were matched to those of the VMT Calculator's general office land use.

[a] Based on total permitted development from Table 1.

[b] Daily trip estimates exclude the 15% transit / walk-in credit because transit usage assumptions are built into the VMT Calculator.

[c] Rates from Table 3, Estimated Project Employment, of *TVC 2050 Project Initial Study* (Eyestone Environmental, LLC, July 2021).

[d] Daily trip generation rates for sound stage, production support, and production office uses are from the same sources as identified in Table 2.

[e] Trip generation rates for General Office based on the best-fit curve formulas listed in *Trip Generation Manual, 10th Edition* and is approximately equivalent to 10.06 daily trips per 1,000 sf:

Weekday Daily: $Ln(T) = 0.97\ Ln(X) + 2.50$ T = Average Vehicle Trips; X = Gross Leasable Area (1,000 sf)

TABLE 5
ALTERNATIVE 2 VMT ANALYSIS SUMMARY

VMT Calculator Inputs	
Project Address	7800 W Beverly Boulevard
Land Use	**Size**
Sound Stage, Production, and Office Uses [a]	1,600,666 sf
VMT Calculator Outputs [b]	
Residential Population [c]	N/A
Employee Population [c]	5,900
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ) [d]	Compact Infill
Maximum Allowable VMT Reduction [e]	40%
Gross Total Daily Vehicle Trips [f]	10,301
Gross Total Daily VMT	74,172
Total Household VMT	--
Household VMT per Capita [g]	--
Impact Threshold	6.0
Significant Impact	**NO**
Total Work VMT	43,307
Work VMT per Employee [h]	7.3
Impact Threshold	7.6
Significant Impact	**NO**

Notes:

[a] These uses were input as a custom land use using the trip generation and employee information in Table 4 along with trip purpose statistics consistent with VMT Calculator assumptions for the general office use.

[b] The gross total Project analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator). The VMT forecasts incorporate VMT reductions associated with the implementation of TDM strategies as part of the Project and includes provision of LAMC-required bicycle-parking and bicycle amenities.

[c] The Project does not include residential uses, therefore, residential population and Household VMT do not apply to the Project. Total employment population estimates include studio, production, and office employment estimates detailed in Table 2 and retail employment factors detailed in *City of Los Angeles VMT Calculator Documentation*.

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined from *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[f] Total includes daily trips for the studio-related uses. The VMT Calculator applies various trip reductions to the raw vehicle trip estimates (i.e., the estimates from Table 2 used in the custom land use). These include reductions for alternative travel modes (transit, bicycling, walking) and internal capture between Project uses.

[g] Household VMT per Capita is based on the "home-based work production" trip types.

[h] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 6
FREEWAY OFF-RAMP QUEUING SAFETY ANALYSIS

Off-ramp	Ramp Storage Length (ft)	Peak Hour	95th Percentile Queue (ft)		Exceeds Ramp Storage [b]	Project Adds 50 Feet [c]	Requires Speed Analysis [d]
	Storage Capacity [a]		Future without Project Conditions (Year 2026)	Future with Alternative 2 Conditions (Year 2026)			
US 101 Southbound Off-ramp to Highland Avenue [e]	4,850	A.M.	43	45	NO	NO	NO
		P.M.	105	105	NO	NO	NO

Notes:

Ramp storage length and 95th percentile queue reported in feet.

[a] Storage length capacity is the distance from the freeway mainline gore point to the terminus of the off-ramp, expressed in feet.

[b] Based on Future with Alternative 2 Conditions (Year 2026) queue.

[c] The difference in queue length between Future with Alternative 2 and without Project Conditions.

[d] Speed differential analysis is required if the ramp storage length is exceeded and the Project adds 50 or more feet to the queue length.

[e] The off-ramp merges with Cahuenga Boulevard West in the southbound direction, providing an additional through lane. Traffic operates at free-flow conditions until it reaches the signal at the intersection of Cahuenga Boulevard West & Pilgrimage Bridge, located approximately 265 feet south of the merge point. Thus, the reported 95th percentile queue are based on the southbound through movement queue at the signalized location. Although, the individual 95th percentile queue for the off-ramp cannot be precisely determined at this location, it is clear from the analysis that the off-ramp has more than sufficient storage capacity to accommodate cumulative traffic, both without and with Alternative 2 traffic.

TABLE 7
ALTERNATIVE 3 DEVELOPMENT SUMMARY

Land Use	Existing	Removed	Existing to Remain	Proposed New Construction	Total Permitted	Net New
Stages	95,540 sf	41,360 sf	54,180 sf	225,820 sf	280,000 sf	184,460 sf
Production Support	325,450 sf	302,340 sf	23,110 sf	60,090 sf	83,200 sf	(242,250 sf)
Production Office	163,090 sf	98,490 sf	64,600 sf	495,400 sf	560,000 sf	396,910 sf
General Office	159,600 sf	53,670 sf	105,930 sf	454,070 sf	560,000 sf	400,400 sf
Retail	-	-	-	16,000 sf	16,000 sf	16,000 sf
Total Development	743,680 sf	495,860 sf	247,820 sf	1,251,380 sf	1,499,200 sf	755,520 sf

Notes:
All land use sizes shown in square feet (sf) measured as described in the Television City 2050 Specific Plan.

TABLE 8
ALTERNATIVE 3 TRIP GENERATION

Land Use	ITE Land Use	Rate / Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Sound Stage	[b]	per 1,000 sf	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per 1,000 sf	65%	35%	0.61	45%	55%	0.57
Production Office	[b]	per 1,000 sf	62%	38%	0.66	45%	55%	0.63
General Office [d]	710	per 1,000 sf	86%	14%	1.00	16%	84%	1.05
Retail		per 1,000 sf	*See footnote [d]*					
ALTERNATIVE 3 TRIP GENERATION ESTIMATES								
Proposed New Construction								
Sound Stage	[b]	225,820 sf	28	17	45	39	58	97
Transit/Walk-in Adjustment - 15%			*(4)*	*(3)*	*(7)*	*(6)*	*(9)*	*(15)*
Production Support	[b]	60,090 sf	24	13	37	15	19	34
Transit/Walk-in Adjustment - 15%			*(4)*	*(2)*	*(6)*	*(2)*	*(3)*	*(5)*
Production Office	[b]	495,400 sf	203	124	327	140	172	312
Transit/Walk-in Adjustment - 15%			*(30)*	*(19)*	*(49)*	*(21)*	*(26)*	*(47)*
General Office	710	454,070 sf	390	63	453	77	402	479
Transit/Walk-in Adjustment - 15%			*(59)*	*(9)*	*(68)*	*(12)*	*(60)*	*(72)*
Retail [d]		16,000 sf	44	38	82	41	40	81
Total Trips from New Construction		***1,251,380 gsf***	***592***	***222***	***814***	***271***	***593***	***864***
Existing Uses to be Removed								
Sound Stage	[b]	41,360 sf	5	3	8	7	11	18
Transit/Walk-in Adjustment - 15%			*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
Production Support	[b]	302,340 sf	120	64	184	77	95	172
Transit/Walk-in Adjustment - 15%			*(18)*	*(10)*	*(28)*	*(12)*	*(14)*	*(26)*
Production Office	[b]	98,490 sf	40	25	65	28	34	62
Transit/Walk-in Adjustment - 15%			*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
General Office	710	53,670 sf	46	8	54	9	47	56
Transit/Walk-in Adjustment - 15%			*(7)*	*(1)*	*(8)*	*(1)*	*(7)*	*(8)*
Existing Trips to be Removed		***495,860 gsf***	***179***	***85***	***264***	***103***	***159***	***262***
TOTAL NET NEW ALTERNATIVE 3 TRIPS			**413**	**137**	**550**	**168**	**434**	**602**

Notes:

sf = square feet; Land use program summary provided in Table 7.

[a] Trip generation rates are from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017), except as noted.

[b] Trip generation rates for sound stage, production support, and production office uses are based on empirical data from other studios in Los Angeles and have been used to estimate studio-related trips for several transportation impact studies, including *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* (Gibson Transportation Consulting, 2012) and *Transportation Study for the Paramount Pictures Master Plan* (Gibson Transportation Consulting, 2015).

[c] Trip generation rates for General Office based on the best-fit curve formulas listed in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017):

Weekday Morning Peak Hour: T = 0.94(X) + 26.49 — T = Average Vehicle Trips

Weekday Afternoon Peak Hour: Ln(T) = 0.95 Ln(X) + 0.36 — X = Gross Leasable Area (1,000 sf)

[d] The Project would include up to 16,000 sf of retail space which would be some combination of retail, dining, or service use. Because the nature of this space has not yet been certainly determined, and to maintain flexibility within the Specific plan, the trip generation estimate provided for this space is based on a conservative potential mix of grocery store and coffee shop space. The estimate includes applicable internal capture, transit/walk-in, and pass-by trip adjustments.

TABLE 9
ALTERNATIVE 3 DRIVEWAY TRIP GENERATION

Land Use	ITE Land Use	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Proposed New Construction [a]								
Sound Stage	[b]	225,820 sf	24	14	38	33	49	82
Production Support	[b]	60,090 sf	20	11	31	13	16	29
Production Office	[b]	495,400 sf	173	105	278	119	146	265
General Office	710	454,070 sf	331	54	385	65	342	407
Retail		16,000 sf	44	38	82	41	40	81
Total Trips from New Construction		***1,251,380 gsf***	***592***	***222***	***814***	***271***	***593***	***864***
Existing Uses to Remain								
Sound Stage	[b]	54,180 sf	7	4	11	9	14	23
Transit/Walk-in Adjustment - 15%			*(1)*	*(1)*	*(2)*	*(1)*	*(2)*	*(3)*
Production Support	[b]	23,110 sf	9	5	14	6	7	13
Transit/Walk-in Adjustment - 15%			*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Production Office	[b]	64,600 sf	27	16	43	18	23	41
Transit/Walk-in Adjustment - 15%			*(4)*	*(2)*	*(6)*	*(3)*	*(3)*	*(6)*
General Office	710	105,930 sf	91	15	106	18	93	111
Transit/Walk-in Adjustment - 15%			*(14)*	*(2)*	*(16)*	*(3)*	*(14)*	*(17)*
Existing Trips to Remain		***247,820 sf***	***114***	***34***	***148***	***43***	***117***	***160***
TOTAL PROJECT SITE DRIVEWAY TRIPS			**706**	**256**	**962**	**314**	**710**	**1,024**

Notes:

sf = square feet; Land use program summary provided in Table 7; Trip generation rates provided in Table 8.

[a] New Project construction trips from Table 8.

[b] Trip generation rates for sound stage, production support, and production office uses are based on empirical data from other studios in Los Angeles and have been used to estimate studio-related trips for several transportation impact studies, including *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* (Gibson Transportation Consulting, 2012) and *Transportation Study for the Paramount Pictures Master Plan* (Gibson Transportation Consulting, 2015).

TABLE 10
CUSTOM LAND INPUTS USE FOR VMT ANALYSIS

Land Use	Size [a]	Daily Vehicle Trips		Employees	
		Rate	Trips [b]	Rate [c]	Employees
Sound Stage [d]	280,000 sf	5.91	1,655	0.0056	1,556
Production Support [d]	83,200 sf	4.14	344	0.002	166
Production Office [d]	560,000 sf	9.34	5,230	0.004	2,240
General Office [e]	560,000 sf	10.06	5,643	0.004	2,240
Total Studio-Related Uses	**1,483,200 sf**		**12,872**		**6,202**

Notes:

The daily trip generation characteristics and patterns of studio-related uses are similar in scope and behavior to the general office land use. Thus, the VMT Calculator's custom land use feature was used to estimate VMT per employee for gross total Alternative 3 (i.e. 1,483,200 sf of total permitted development, excluding 16,000 sf of retail space) at the Project Site. The custom land use inputs include total daily trips and total employees (calculated herein) as well as trip purpose assumptions, which were matched to those of the VMT Calculator's general office land use.

[a] Based on total permitted development from Table 7.

[b] Daily trip estimates exclude the 15% transit / walk-in credit because transit usage assumptions are built into the VMT Calculator.

[c] Rates from Table 3, Estimated Project Employment, of *TVC 2050 Project Initial Study* (Eyestone Environmental, LLC, July 2021).

[d] Daily trip generation rates for sound stage, production support, and production office uses are from the same sources as identified in Table 8.

[e] Trip generation rates for General Office based on the best-fit curve formulas listed in *Trip Generation Manual, 10th Edition* and is approximately equivalent to 10.06 daily trips per 1,000 sf:

Weekday Daily: $Ln(T) = 0.97\ Ln(X) + 2.50$ T = Average Vehicle Trips; X = Gross Leasable Area (1,000 sf)

TABLE 11
ALTERNATIVE 3 VMT ANALYSIS SUMMARY

VMT Calculator Inputs	
Project Address	7800 W Beverly Boulevard
Land Use	**Size**
Sound Stage, Production, and Office Uses [a]	1,483,200 sf
Public-Serving Commercial Uses	16,000 sf
VMT Calculator Outputs [b]	
Residential Population [c]	N/A
Employee Population [c]	6,266
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ) [d]	Compact Infill
Maximum Allowable VMT Reduction [e]	40%
Gross Total Daily Vehicle Trips [f]	10,795
Gross Total Daily VMT	76,917
Total Household VMT	--
Household VMT per Capita [g]	--
Impact Threshold	6.0
Significant Impact	**NO**
Total Work VMT	41,876
Work VMT per Employee [h]	6.7
Impact Threshold	7.6
Significant Impact	**NO**

Notes:

[a] These uses were input as a custom land use using the trip generation and employee information in Table 10 along with trip purpose statistics consistent with VMT Calculator assumptions for the general office use.

[b] The gross total Project analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator). The VMT forecasts incorporate VMT reductions associated with the implementation of TDM strategies as part of the Project and includes provision of LAMC-required bicycle-parking and bicycle amenities.

[c] The Project does not include residential uses, therefore, residential population and Household VMT do not apply to the Project. Total employment population estimates include studio, production, and office employment estimates detailed in Table 8 and retail employment factors detailed in *City of Los Angeles VMT Calculator Documentation*.

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined from *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[f] Total includes daily trips for the studio-related uses and the retail uses. The VMT Calculator applies various trip reductions to the raw vehicle trip estimates (i.e., the estimates from Table 8 used in the custom land use for studio-related uses as well as the trips estimated for the retail uses). These include reductions for alternative travel modes (transit, bicycling, walking) and internal capture between Project uses.

[g] Household VMT per Capita is based on the "home-based work production" trip types.

[h] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 12
FREEWAY OFF-RAMP QUEUING SAFETY ANALYSIS

Off-ramp	Ramp Storage Length (ft)	Peak Hour	95th Percentile Queue (ft)		Exceeds Ramp Storage [b]	Project Adds 50 Feet [c]	Requires Speed Analysis [d]
	Storage Capacity [a]		Future without Project Conditions (Year 2026)	Future with Alternative 3 Conditions (Year 2026)			
US 101 Southbound Off-ramp to Highland Avenue [e]	4,850	A.M.	43	43	NO	NO	NO
		P.M.	105	105	NO	NO	NO

Notes:

Ramp storage length and 95th percentile queue reported in feet.

[a] Storage length capacity is the distance from the freeway mainline gore point to the terminus of the off-ramp, expressed in feet.

[b] Based on Future with Alternative 3 Conditions (Year 2026) queue.

[c] The difference in queue length between Future with Alternative 3 and without Project Conditions.

[d] Speed differential analysis is required if the ramp storage length is exceeded and the Project adds 50 or more feet to the queue length.

[e] The off-ramp merges with Cahuenga Boulevard West in the southbound direction, providing an additional through lane. Traffic operates at free-flow conditions until it reaches the signal at the intersection of Cahuenga Boulevard West & Pilgrimage Bridge, located approximately 265 feet south of the merge point. Thus, the reported 95th percentile queue are based on the southbound through movement queue at the signalized location. Although, the individual 95th percentile queue for the off-ramp cannot be precisely determined at this location, it is clear from the analysis that the off-ramp has more than sufficient storage capacity to accommodate cumulative traffic, both without and with Alternative 3 traffic.

TABLE 13
ALTERNATIVE 4 DEVELOPMENT SUMMARY

Land Use	Existing	Removed	Existing to Remain	Proposed New Construction	Total Permitted	Net New
Sound Stage	95,540 sf	-	95,540 sf	36,000 sf	131,540 sf	36,000 sf
Production Support	325,450 sf	94,710 sf	230,740 sf	41,400 sf	272,140 sf	(53,310 sf)
Production Office	163,090 sf	-	163,090 sf	-	163,090 sf	-
General Office	159,600 sf	-	159,600 sf	138,000 sf	297,600 sf	138,000 sf
Retail	-	-	-	60,000 sf	60,000 sf	60,000 sf
Residential - Market Rate	-	-	-	3,164 units	3,164 units	3,164 units
Residential - Affordable	-	-	-	516 units	516 units	516 units
Total Development	743,680 sf	94,710 sf	648,970 sf	275,400 sf 3,680 units	924,370 sf 3,680 units	180,690 sf 3,680 units

Notes:

All land use sizes shown in square feet (sf) measured as described in the Television City 2050 Specific Plan, other than residential. Total residential square footage estimated to be 2,772,000.

TABLE 14
ALTERNATIVE 4 TRIP GENERATION

Land Use	ITE Land Use	Rate / Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Sound Stage	[b]	per 1,000 sf	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per 1,000 sf	65%	35%	0.61	45%	55%	0.57
Production Office	[b]	per 1,000 sf	62%	38%	0.66	45%	55%	0.63
General Office [d]	710	per 1,000 sf	86%	14%	1.13	16%	84%	1.12
Retail		per 1,000 sf	*See footnote [d]*					
Multi-Family Housing (High-Rise)	223	per unit	34%	64%	0.27	56%	44%	0.32
ALTERNATIVE 4 TRIP GENERATION ESTIMATES								
Proposed New Construction								
Sound Stage	[b]	36,000 sf	4	3	7	6	9	15
Transit/Walk-in Adjustment - 15%			*(1)*	*0*	*(1)*	*(1)*	*(1)*	*(2)*
Production Support	[b]	41,400 sf	16	9	25	11	13	24
Transit/Walk-in Adjustment - 15%			*(2)*	*(1)*	*(3)*	*(2)*	*(2)*	*(4)*
Production Office	[b]	0 sf	0	0	0	0	0	0
Transit/Walk-in Adjustment - 15%			*0*	*0*	*0*	*0*	*0*	*0*
General Office	710	138,000 sf	134	22	156	25	130	155
Transit/Walk-in Adjustment - 15%			*(20)*	*(3)*	*(23)*	*(4)*	*(20)*	*(24)*
Retail [d]		60,000 sf	116	93	209	146	121	267
Multi-Family Housing (High-Rise)	223	3,680 du	338	656	994	530	648	1,178
Transit/Walk-in Adjustment - 15%			*(51)*	*(98)*	*(149)*	*(80)*	*(97)*	*(177)*
Total Trips from New Construction			***534***	***681***	***1,215***	***631***	***801***	***1,432***
Existing Uses to be Removed								
Production Support	[b]	94,710 sf	38	20	58	24	30	54
Transit/Walk-in Adjustment - 15%			*(6)*	*(3)*	*(9)*	*(4)*	*(5)*	*(9)*
Existing Trips to be Removed		***94,710 gsf***	***32***	***17***	***49***	***20***	***25***	***45***
TOTAL NET NEW ALTERNATIVE 4 TRIPS			**502**	**664**	**1,166**	**611**	**776**	**1,387**

Notes:

sf = square feet; du = dwelling units; Land use program summary provided in Table 13.

[a] Trip generation rates are from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017), except as noted.

[b] Trip generation rates for sound stage, production support, and production office uses are based on empirical data from other studios in Los Angeles and have been used to estimate studio-related trips for several transportation impact studies, including *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* (Gibson Transportation Consulting, 2012) and *Transportation Study for the Paramount Pictures Master Plan* (Gibson Transportation Consulting, 2015).

[c] Trip generation rates for General Office based on the best-fit curve formulas listed in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017):

Weekday Morning Peak Hour: $T = 0.94(X) + 26.49$

Weekday Afternoon Peak Hour: $Ln(T) = 0.95\ Ln(X) + 0.36$

T = Average Vehicle Trips

X = Gross Leasable Area (1,000 sf)

[d] The Project would include up to 60,000 sf of retail space which would be some combination of retail, dining, or service use. Because the nature of this space has not yet been certainly determined, and to maintain flexibility within the Specific plan, the trip generation estimate provided for this space is based on a conservative potential mix of grocery store, retail restaurant, and coffee shop space. The estimate includes applicable internal capture, transit/walk-in, and pass-by trip adjustments.

TABLE 15
ALTERNATIVE 4 DRIVEWAY TRIP GENERATION

Land Use	ITE Land Use	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Proposed New Construction [a]								
Sound Stage	[b]	36,000 sf	3	3	6	5	8	13
Production Support	[b]	41,400 sf	14	8	22	9	11	20
Production Office	[b]	0 sf	0	0	0	0	0	0
General Office	710	138,000 sf	114	19	133	21	110	131
Retail		60,000 sf	116	93	209	146	121	267
Multi-Family Housing (High-Rise)	223	3,680 du	287	558	845	450	551	1,001
Total Trips from New Construction			***534***	***681***	***1,215***	***631***	***801***	***1,432***
Existing Uses to Remain								
Sound Stage	[b]	95,540 sf	12	7	19	16	25	41
Transit/Walk-in Adjustment - 15%			*(2)*	*(1)*	*(3)*	*(2)*	*(4)*	*(6)*
Production Support	[b]	230,740 sf	92	49	141	59	73	132
Transit/Walk-in Adjustment - 15%			*(14)*	*(7)*	*(21)*	*(9)*	*(11)*	*(20)*
Production Office	[b]	163,090 sf	67	41	108	46	57	103
Transit/Walk-in Adjustment - 15%			*(10)*	*(6)*	*(16)*	*(7)*	*(9)*	*(16)*
General Office	710	159,600 sf	155	25	180	29	150	179
Transit/Walk-in Adjustment - 15%			*(23)*	*(4)*	*(27)*	*(4)*	*(23)*	*(27)*
Existing Trips to Remain		***648,970 sf***	***277***	***104***	***381***	***128***	***258***	***386***
TOTAL PROJECT SITE DRIVEWAY TRIPS			**811**	**785**	**1,596**	**759**	**1,059**	**1,818**

Notes:

sf = square feet; du = dwelling units; Land use program summary provided in Table 13; Trip generation rates provided in Table 14.

[a] New Project construction trips from Table 14.

[b] Trip generation rates for sound stage, production support, and production office uses are based on empirical data from other studios in Los Angeles and have been used to estimate studio-related trips for several transportation impact studies, including *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* (Gibson Transportation Consulting, 2012) and *Transportation Study for the Paramount Pictures Master Plan* (Gibson Transportation Consulting, 2015).

TABLE 16
CUSTOM LAND INPUTS USE FOR VMT ANALYSIS

Land Use	Size [a]		Daily Vehicle Trips		Employees	
			Rate	Trips [b]	Rate [c]	Employees
Sound Stage [d]	131,540	sf	5.91	777	0.0056	731
Production Support [d]	272,140	sf	4.14	1,127	0.002	544
Production Office [d]	163,090	sf	9.34	1,523	0.004	652
General Office [e]	297,600	sf	10.06	3,056	0.004	1,190
Total Studio-Related Uses	**864,370**	**sf**		**6,483**		**3,117**

Notes:

The daily trip generation characteristics and patterns of studio-related uses are similar in scope and behavior to the general office land use. Thus, the VMT Calculator's custom land use feature was used to estimate VMT per employee for gross total Alternative 4 (i.e. 864,370 sf of total permitted development, excluding 60,000 sf of retail space and residential uses) at the Project Site. The custom land use inputs include total daily trips and total employees (calculated herein) as well as trip purpose assumptions, which were matched to those of the VMT Calculator's general office land use.

[a] Based on total permitted development from Table 13.

[b] Daily trip estimates exclude the 15% transit / walk-in credit because transit usage assumptions are built into the VMT Calculator.

[c] Rates from Table 3, Estimated Project Employment, of *TVC 2050 Project Initial Study* (Eyestone Environmental, LLC, July 2021).

[d] Daily trip generation rates for sound stage, production support, and production office uses are from the same sources as identified in Table 14.

[e] Trip generation rates for General Office based on the best-fit curve formulas listed in *Trip Generation Manual, 10th Edition* and is approximately equivalent to 10.06 daily trips per 1,000 sf:

Weekday Daily: Ln(T) = 0.97 Ln(X) + 2.50 T = Average Vehicle Trips; X = Gross Leasable Area (1,000 sf)

TABLE 17
ALTERNATIVE 4 VMT ANALYSIS SUMMARY

VMT Calculator Inputs	
Project Address	7800 W Beverly Boulevard
Land Use	**Size**
Sound Stage, Production, and Office Uses [a]	923,854 sf
Public-Serving Commercial Uses	60,000 sf
Multi-Family Residential	3,164 units
Affordable Housing	516 units
VMT Calculator Outputs [b]	
Residential Population [c]	8,750
Employee Population [c]	3,337
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ) [d]	Compact Infill
Maximum Allowable VMT Reduction [e]	40%
Gross Total Daily Vehicle Trips [f]	23,030
Gross Total Daily VMT	141,783
Total Household VMT	38,773
Household VMT per Capita [g]	4.4
Impact Threshold	6.0
Significant Impact	**NO**
Total Work VMT	21,246
Work VMT per Employee [h]	6.4
Impact Threshold	7.6
Significant Impact	**NO**

Notes:

[a] These uses were input as a custom land use using the trip generation and employee information in Table 16 along with trip purpose statistics consistent with VMT Calculator assumptions for the general office use.

[b] The gross total Project analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator). The VMT forecasts incorporate VMT reductions associated with the implementation of TDM strategies as part of the Project and includes provision of LAMC-required bicycle-parking and bicycle amenities.

[c] Residential population calculated by the VMT Calculator using factors from Table 1 of *City of Los Angeles VMT Calculator Documentation* . Total employment population estimates include studio, production, and office employment estimates detailed in Table 14 and retail employment factors detailed in *City of Los Angeles VMT Calculator Documentation* .

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined from *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[f] Total includes daily trips for the studio-related uses and the retail uses. The VMT Calculator applies various trip reductions to the raw vehicle trip estimates (i.e., the estimates from Table 14 used in the custom land use for studio-related uses as well as the trips estimated for the retail and residential uses). These include reductions for alternative travel modes (transit, bicycling, walking) and internal capture between Project uses.

[g] Household VMT per Capita is based on the "home-based work production" trip types.

[h] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 18
FREEWAY OFF-RAMP QUEUING SAFETY ANALYSIS

Off-ramp	Ramp Storage Length (ft)	Peak Hour	95th Percentile Queue (ft)		Exceeds Ramp Storage [b]	Project Adds 50 Feet [c]	Requires Speed Analysis [d]
	Storage Capacity [a]		Future without Project Conditions (Year 2026)	Future with Alternative 4 Conditions (Year 2026)			
US 101 Southbound Off-ramp to Highland Avenue [e]	4,850	A.M.	43	43	NO	NO	NO
		P.M.	105	110	NO	NO	NO

Notes:

Ramp storage length and 95th percentile queue reported in feet.

[a] Storage length capacity is the distance from the freeway mainline gore point to the terminus of the off-ramp, expressed in feet.

[b] Based on Future with Alternative 4 Conditions (Year 2026) queue.

[c] The difference in queue length between Future with Alternative 4 and without Project Conditions.

[d] Speed differential analysis is required if the ramp storage length is exceeded and the Project adds 50 or more feet to the queue length.

[e] The off-ramp merges with Cahuenga Boulevard West in the southbound direction, providing an additional through lane. Traffic operates at free-flow conditions until it reaches the signal at the intersection of Cahuenga Boulevard West & Pilgrimage Bridge, located approximately 265 feet south of the merge point. Thus, the reported 95th percentile queue are based on the southbound through movement queue at the signalized location. Although, the individual 95th percentile queue for the off-ramp cannot be precisely determined at this location, it is clear from the analysis that the off-ramp has more than sufficient storage capacity to accommodate cumulative traffic, both without and with Alternative 4 traffic.

TABLE 19
ALTERNATIVE 5 DEVELOPMENT SUMMARY

Land Use	Existing	Removed	Existing to Remain	Proposed New Construction	Total Permitted	Net New
Stages	95,540 sf	41,360 sf	54,180 sf	295,820 sf	350,000 sf	254,460 sf
Production Support	325,450 sf	302,340 sf	23,110 sf	80,890 sf	104,000 sf	(221,450 sf)
Production Office	163,090 sf	98,490 sf	64,600 sf	635,400 sf	700,000 sf	536,910 sf
General Office	159,600 sf	53,670 sf	105,930 sf	594,070 sf	700,000 sf	540,400 sf
Retail	-	-	-	20,000 sf	20,000 sf	20,000 sf
Total Development	743,680 sf	495,860 sf	247,820 sf	1,626,180 sf	1,874,000 sf	1,130,320 sf

Notes:
All land use sizes shown in square feet (sf) measured as described in the Television City 2050 Specific Plan.

TABLE 20
ALTERNATIVE 5 TRIP GENERATION

Land Use	ITE Land Use	Rate / Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Sound Stage	[b]	per 1,000 sf	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per 1,000 sf	65%	35%	0.61	45%	55%	0.57
Production Office	[b]	per 1,000 sf	62%	38%	0.66	45%	55%	0.63
General Office [d]	710	per 1,000 sf	86%	14%	0.98	16%	84%	1.04
Retail		per 1,000 sf	*See footnote [d]*					
ALTERNATIVE 5 TRIP GENERATION ESTIMATES								
Proposed New Construction								
Sound Stage	[b]	295,820 sf	37	22	59	51	76	127
Transit/Walk-in Adjustment - 15%			*(6)*	*(3)*	*(9)*	*(8)*	*(11)*	*(19)*
Production Support	[b]	80,890 sf	32	17	49	21	25	46
Transit/Walk-in Adjustment - 15%			*(5)*	*(3)*	*(8)*	*(3)*	*(4)*	*(7)*
Production Office	[b]	635,400 sf	260	159	419	180	220	400
Transit/Walk-in Adjustment - 15%			*(39)*	*(24)*	*(63)*	*(27)*	*(33)*	*(60)*
General Office	710	594,070 sf	503	82	585	99	520	619
Transit/Walk-in Adjustment - 15%			*(75)*	*(12)*	*(87)*	*(15)*	*(78)*	*(93)*
Retail [d]		20,000 sf	56	49	105	55	49	104
Total Trips from New Construction			***763***	***287***	***1,050***	***353***	***764***	***1,117***
Existing Uses to be Removed								
Sound Stage	[b]	41,360 sf	5	3	8	7	11	18
Transit/Walk-in Adjustment - 15%			*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
Production Support	[b]	302,340 sf	120	64	184	77	95	172
Transit/Walk-in Adjustment - 15%			*(18)*	*(10)*	*(28)*	*(12)*	*(14)*	*(26)*
Production Office	[b]	98,490 sf	40	25	65	28	34	62
Transit/Walk-in Adjustment - 15%			*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
General Office	710	53,670 sf	46	7	53	9	47	56
Transit/Walk-in Adjustment - 15%			*(7)*	*(1)*	*(8)*	*(1)*	*(7)*	*(8)*
Existing Trips to be Removed		***495,860 gsf***	***179***	***84***	***263***	***103***	***159***	***262***
TOTAL NET NEW ALTERNATIVE 5 TRIPS			**584**	**203**	**787**	**250**	**605**	**855**

Notes:

sf = square feet; Land use program summary provided in Table 19.

[a] Trip generation rates are from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017), except as noted.

[b] Trip generation rates for sound stage, production support, and production office uses are based on empirical data from other studios in Los Angeles and have been used to estimate studio-related trips for several transportation impact studies, including *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* (Gibson Transportation Consulting, 2012) and *Transportation Study for the Paramount Pictures Master Plan* (Gibson Transportation Consulting, 2015).

[c] Trip generation rates for General Office based on the best-fit curve formulas listed in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017):

Weekday Morning Peak Hour: $T = 0.94(X) + 26.49$

Weekday Afternoon Peak Hour: $Ln(T) = 0.95\ Ln(X) + 0.36$

T = Average Vehicle Trips

X = Gross Leasable Area (1,000 sf)

[d] The Project would include up to 20,000 sf of retail space which would be some combination of retail, dining, or service use. Because the nature of this space has not yet been certainly determined, and to maintain flexibility within the Specific plan, the trip generation estimate provided for this space is based on a conservative potential mix of grocery store, restaurant, and coffee shop space. The estimate includes applicable internal capture, transit/ walk-in, and pass-by trip adjustments.

TABLE 21
ALTERNATIVE 5 DRIVEWAY TRIP GENERATION

Land Use	ITE Land Use	Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Proposed New Construction [a]								
Sound Stage	[b]	295,820 sf	31	19	50	43	65	108
Production Support	[b]	80,890 sf	27	14	41	18	21	39
Production Office	[b]	635,400 sf	221	135	356	153	187	340
General Office	710	594,070 sf	428	70	498	84	442	526
Retail		20,000 sf	56	49	105	55	49	104
Total Trips from New Construction			***763***	***287***	***1,050***	***353***	***764***	***1,117***
Existing Uses to Remain								
Sound Stage	[b]	54,180 sf	7	4	11	9	14	23
Transit/Walk-in Adjustment - 15%			*(1)*	*(1)*	*(2)*	*(1)*	*(2)*	*(3)*
Production Support	[b]	23,110 sf	9	5	14	6	7	13
Transit/Walk-in Adjustment - 15%			*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Production Office	[b]	64,600 sf	27	16	43	18	23	41
Transit/Walk-in Adjustment - 15%			*(4)*	*(2)*	*(6)*	*(3)*	*(3)*	*(6)*
General Office	710	105,930 sf	89	15	104	18	92	110
Transit/Walk-in Adjustment - 15%			*(13)*	*(2)*	*(15)*	*(3)*	*(14)*	*(17)*
Existing Trips to Remain		***247,820 sf***	***113***	***34***	***147***	***43***	***116***	***159***
TOTAL PROJECT SITE DRIVEWAY TRIPS			**876**	**321**	**1,197**	**396**	**880**	**1,276**

Notes:

sf = square feet; Land use program summary provided in Table 19; Trip generation rates provided in Table 20.

[a] New Project construction trips from Table 20.

[b] Trip generation rates for sound stage, production support, and production office uses are based on empirical data from other studios in Los Angeles and have been used to estimate studio-related trips for several transportation impact studies, including *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* (Gibson Transportation Consulting, 2012) and *Transportation Study for the Paramount Pictures Master Plan* (Gibson Transportation Consulting, 2015).

TABLE 22
CUSTOM LAND INPUTS USE FOR VMT ANALYSIS

Land Use	Size [a]	Daily Vehicle Trips		Employees	
		Rate	Trips [b]	Rate [c]	Employees
Sound Stage [d]	350,000 sf	5.91	2,069	0.0056	1,944
Production Support [d]	104,000 sf	4.14	431	0.002	208
Production Office [d]	700,000 sf	9.34	6,538	0.004	2,800
General Office [e]	700,000 sf	10.06	7,006	0.004	2,800
Total Studio-Related Uses	**1,854,000 sf**		**16,044**		**7,752**

Notes:

The daily trip generation characteristics and patterns of studio-related uses are similar in scope and behavior to the general office land use. Thus, the VMT Calculator's custom land use feature was used to estimate VMT per employee for gross total Alternative 5 (i.e. 1,854,000 sf of total permitted development, excluding 20,000 sf of retail space) at the Project Site. The custom land use inputs include total daily trips and total employees (calculated herein) as well as trip purpose assumptions, which were matched to those of the VMT Calculator's general office land use.

[a] Based on total permitted development from Table 19.

[b] Daily trip estimates exclude the 15% transit / walk-in credit because transit usage assumptions are built into the VMT Calculator.

[c] Rates from Table 3, Estimated Project Employment, of *TVC 2050 Project Initial Study* (Eyestone Environmental, LLC, July 2021).

[d] Daily trip generation rates for sound stage, production support, and production office uses are from the same sources as identified in Table 20.

[e] Trip generation rates for General Office based on the best-fit curve formulas listed in *Trip Generation Manual, 10th Edition* and is approximately equivalent to 10.06 daily trips per 1,000 sf:

Weekday Daily: $Ln(T) = 0.97\ Ln(X) + 2.50$ T = Average Vehicle Trips; X = Gross Leasable Area (1,000 sf)

TABLE 23
ALTERNATIVE 5 VMT ANALYSIS SUMMARY

VMT Calculator Inputs	
Project Address	7800 W Beverly Boulevard
Land Use	**Size**
Sound Stage, Production, and Office Uses [a]	1,854,000 sf
Public-Serving Commercial Uses	20,000 sf
VMT Calculator Outputs [b]	
Residential Population [c]	N/A
Employee Population [c]	7,832
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ) [d]	Compact Infill
Maximum Allowable VMT Reduction [e]	40%
Gross Total Daily Vehicle Trips [f]	13,454
Gross Total Daily VMT	95,865
Total Household VMT	--
Household VMT per Capita [g]	--
Impact Threshold	6.0
Significant Impact	**NO**
Total Work VMT	52,194
Work VMT per Employee [h]	6.7
Impact Threshold	7.6
Significant Impact	**NO**

Notes:

[a] These uses were input as a custom land use using the trip generation and employee information in Table 22 along with trip purpose statistics consistent with VMT Calculator assumptions for the general office use.

[b] The gross total Project analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator). The VMT forecasts incorporate VMT reductions associated with the implementation of TDM strategies as part of the Project and includes provision of LAMC-required bicycle-parking and bicycle amenities.

[c] The Project does not include residential uses, therefore, residential population and Household VMT do not apply to the Project. Total employment population estimates include studio, production, and office employment estimates detailed in Table 20 and retail employment factors detailed in *City of Los Angeles VMT Calculator Documentation* .

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined from *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[f] Total includes daily trips for the studio-related uses and the retail uses. The VMT Calculator applies various trip reductions to the raw vehicle trip estimates (i.e., the estimates from Table 20 used in the custom land use for studio-related uses as well as the trips estimated for the retail uses). These include reductions for alternative travel modes (transit, bicycling, walking) and internal capture between Project uses.

[g] Household VMT per Capita is based on the "home-based work production" trip types.

[h] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 24
FREEWAY OFF-RAMP QUEUING SAFETY ANALYSIS

Off-ramp	Ramp Storage Length (ft)	Peak Hour	95th Percentile Queue (ft)		Exceeds Ramp Storage [b]	Project Adds 50 Feet [c]	Requires Speed Analysis [d]
	Storage Capacity [a]		Future without Project Conditions (Year 2026)	Future with Alternative 5 Conditions (Year 2026)			
US 101 Southbound Off-ramp to Highland Avenue [e]	4,850	A.M.	43	43	NO	NO	NO
		P.M.	105	108	NO	NO	NO

Notes:

Ramp storage length and 95th percentile queue reported in feet.

[a] Storage length capacity is the distance from the freeway mainline gore point to the terminus of the off-ramp, expressed in feet.

[b] Based on Future with Alternative 5 Conditions (Year 2026) queue.

[c] The difference in queue length between Future with Alternative 5 and without Project Conditions.

[d] Speed differential analysis is required if the ramp storage length is exceeded and the Project adds 50 or more feet to the queue length.

[e] The off-ramp merges with Cahuenga Boulevard West in the southbound direction, providing an additional through lane. Traffic operates at free-flow conditions until it reaches the signal at the intersection of Cahuenga Boulevard West & Pilgrimage Bridge, located approximately 265 feet south of the merge point. Thus, the reported 95th percentile queue are based on the southbound through movement queue at the signalized location. Although, the individual 95th percentile queue for the off-ramp cannot be precisely determined at this location, it is clear from the analysis that the off-ramp has more than sufficient storage capacity to accommodate cumulative traffic, both without and with Alternative 5 traffic.

TABLE 25
ALTERNATIVES SIGNIFICANT IMPACT AND PROJECT COMPARISON SUMMARY

Project or Alternative Scenario	Threshold T-1 Conflicting with Plans, Programs, Ordinances, or Policies	Threshold T-2.1 Causing Substantial Vehicle Miles Traveled	Threshold T-3 Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use	Freeway Safety Analysis
Project	Less-than-significant	Less-than-significant	Less-than-significant	Less-than-significant
Alternative 1 *No Project*	Less-than-significant Less than Project	Less-than-significant Less than Project	Less-than-significant Less than Project	Less-than-significant Less than Project
Alternative 2 *Development in Accordance with Existing Entitlements*	Less-than-significant Greater than Project	Less-than-significant Greater than Project	Less-than-significant Less than Project	Less-than-significant Equal to Project
Alternative 3 *Reduced Density*	Less-than-significant Equal to Project	Less-than-significant Equal to Project	Less-than-significant Less than Project	Less-than-significant Equal to Project
Alternative 4 *Residential and Studio*	Less-than-significant Less than Project	Less-than-significant Less than Project	Less-than-significant Greater than Project	Less-than-significant Equal to Project
Alternative 5 *Above-Grade Parking*	Less-than-significant Equal to Project	Less-than-significant Equal to Project	Less-than-significant Equal to Project	Less-than-significant Equal to Project

Attachment A

VMT Analysis

Alternative 2

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

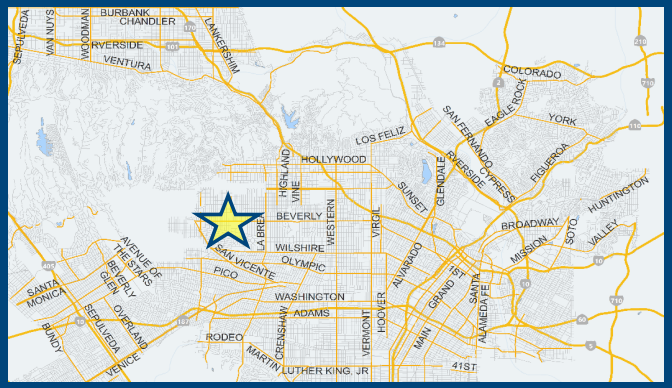
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Television City 2050 Specific Plan

Scenario: Alternative 2

Address: 7800 W BEVERLY BLVD, 90036



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
(custom) Studio, Production, and Office | Daily	5041	Trips
(custom) Studio, Production, and Office | HBW-A	52	Percent
(custom) Studio, Production, and Office | HBO-At	24	Percent
(custom) Studio, Production, and Office | NHB-Att	12	Percent
(custom) Studio, Production, and Office | HBW-P	0	Percent
(custom) Studio, Production, and Office | HBO-Pr	0	Percent
(custom) Studio, Production, and Office | NHB-Pr	12	Percent
(custom) Studio, Production, and Office | Daily	0	Residents
(custom) Studio, Production, and Office | Daily	2130	Employees
(custom) Studio, Production, and Office | Daily	Non-Retail	Retail/Non-Re

☑ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant		ksf
Office | General Office	0.001	ksf
(custom) Studio-Related Uses | Retail/Non-Retail	Non-Retail	LU type
(custom) Studio-Related Uses | Residents	0	Person
(custom) Studio-Related Uses | Employees	5900	Person
(custom) Studio-Related Uses | Daily	13497	Trips
(custom) Studio-Related Uses | HBW-Attraction S	52	Percent
(custom) Studio-Related Uses | HBO-Attraction Sp	24	Percent
(custom) Studio-Related Uses | NHB-Attraction Sp	12	Percent
(custom) Studio-Related Uses | HBW-Production	0	Percent
(custom) Studio-Related Uses | HBO-Production S	0	Percent
(custom) Studio-Related Uses | NHB-Production S	12	Percent

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
3,891 Daily Vehicle Trips	10,431 Daily Vehicle Trips
28,021 Daily VMT	75,108 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	6,540 Net Daily Trips
The net increase in daily VMT ≤ 0	47,087 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

3/10/2022

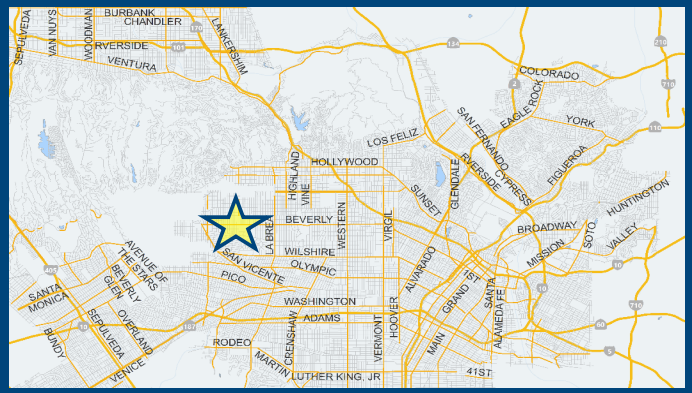
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Television City 2050 Specific Plan

Scenario: Alternative 2

Address: 7800 W BEVERLY BLVD, 90036



Proposed Project Land Use Type	Value	Unit
Office | General Office	0.001	ksf
(custom) Studio-Related Uses | Retail/Non-Retail	Non-Retail	LU type
(custom) Studio-Related Uses | Residents	0	Person
(custom) Studio-Related Uses | Employees	5900	Person
(custom) Studio-Related Uses | Daily	13497	Trips
(custom) Studio-Related Uses | HBW-Attraction S	52	Percent
(custom) Studio-Related Uses | HBO-Attraction Sp	24	Percent
(custom) Studio-Related Uses | NHB-Attraction Sp	12	Percent
(custom) Studio-Related Uses | HBW-Production	0	Percent
(custom) Studio-Related Uses | HBO-Production S	0	Percent
(custom) Studio-Related Uses | NHB-Production S	12	Percent

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

B Transit

C Education & Encouragement

Voluntary Travel Behavior Change Program: 100 percent of employees and residents participating
☐ Proposed Prj ☐ Mitigation

Promotions & Marketing: 100 percent of employees and residents participating
☐ Proposed Prj ☐ Mitigation

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
10,301 Daily Vehicle Trips	**10,301** Daily Vehicle Trips
74,172 Daily VMT	**74,172** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT
7.3 Work VMT per Employee	**7.3** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

3/10/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 2
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	0.001	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Studio-Related Uses	13497	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 2
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

Analysis Results

Total Employees: 5,900
Total Population: 0

Proposed Project		*With Mitigation*	
10,301	**Daily Vehicle Trips**	**10,301**	**Daily Vehicle Trips**
74,172	**Daily VMT**	**74,172**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7.3	**Work VMT per Employee**	**7.3**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 2
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: 1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 2
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	6.5	0	0
Home Based Other Production	0	0.0%	0	4.7	0	0
Non-Home Based Other Production	1,620	-7.5%	1,499	6.3	10,206	9,444
Home-Based Work Attraction	7,018	-22.9%	5,414	8.1	56,846	43,853
Home-Based Other Attraction	3,239	-37.6%	2,022	6.2	20,082	12,536
Non-Home Based Other Attraction	1,620	-7.7%	1,496	6.2	10,044	9,275

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.2%	0	0	-1.2%	0	0
Home Based Other Production	-1.2%	0	0	-1.2%	0	0
Non-Home Based Other Production	-1.2%	1,480	9,326	-1.2%	1,480	9,326
Home-Based Work Attraction	-1.2%	5,347	43,307	-1.2%	5,347	43,307
Home-Based Other Attraction	-1.2%	1,997	12,380	-1.2%	1,997	12,380
Non-Home Based Other Attraction	-1.2%	1,477	9,159	-1.2%	1,477	9,159

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 5,900
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**43,307**	**43,307**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.3**	**7.3**

Alternative 3

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

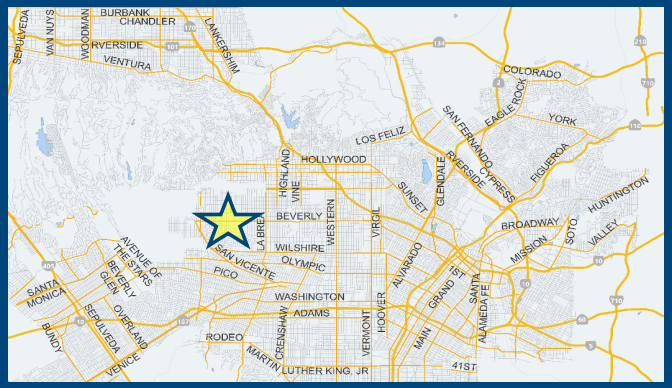
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Television City 2050 Specific Plan

Scenario: Alternative 3

Address: 7800 W BEVERLY BLVD, 90036



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
(custom) Studio, Production, and Office | Daily	5041	Trips
(custom) Studio, Production, and Office | HBW-A	52	Percent
(custom) Studio, Production, and Office | HBO-At	24	Percent
(custom) Studio, Production, and Office | NHB-Att	12	Percent
(custom) Studio, Production, and Office | HBW-P	0	Percent
(custom) Studio, Production, and Office | HBO-Pr	0	Percent
(custom) Studio, Production, and Office | NHB-Pr	12	Percent
(custom) Studio, Production, and Office | Daily	0	Residents
(custom) Studio, Production, and Office | Daily	2130	Employees
(custom) Studio, Production, and Office | Daily	Non-Retail	Retail/Non-Re

☑ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	16	ksf
Retail | High-Turnover Sit-Down Restaurant	16	ksf
Office | General Office	0.001	ksf
(custom) Studio-Related Uses | Retail/Non-Retail	Non-Retail	LU type
(custom) Studio-Related Uses | Residents	0	Person
(custom) Studio-Related Uses | Employees	6202	Person
(custom) Studio-Related Uses | Daily	12872	Trips
(custom) Studio-Related Uses | HBW-Attraction S	52	Percent
(custom) Studio-Related Uses | HBO-Attraction Sp	24	Percent
(custom) Studio-Related Uses | NHB-Attraction Sp	12	Percent
(custom) Studio-Related Uses | HBW-Production	0	Percent
(custom) Studio-Related Uses | HBO-Production S	0	Percent
(custom) Studio-Related Uses | NHB-Production S	12	Percent

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
3,891 Daily Vehicle Trips	10,931 Daily Vehicle Trips
28,021 Daily VMT	77,887 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	7,040 Net Daily Trips
The net increase in daily VMT ≤ 0	49,866 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	16.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

3/10/2022

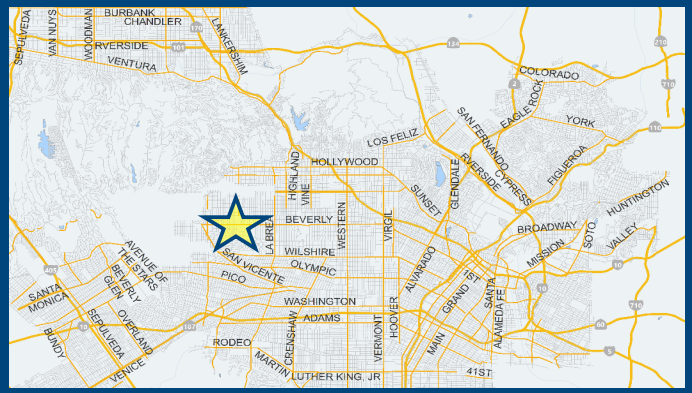
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Television City 2050 Specific Plan

Scenario: Alternative 3

Address: 7800 W BEVERLY BLVD, 90036



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	16	ksf
Office | General Office	0.001	ksf
(custom) Studio-Related Uses | Retail/Non-Retail	Non-Retail	LU type
(custom) Studio-Related Uses | Residents	0	Person
(custom) Studio-Related Uses | Employees	6202	Person
(custom) Studio-Related Uses | Daily	12872	Trips
(custom) Studio-Related Uses | HBW-Attraction S	52	Percent
(custom) Studio-Related Uses | HBO-Attraction Sp	24	Percent
(custom) Studio-Related Uses | NHB-Attraction Sp	12	Percent
(custom) Studio-Related Uses | HBW-Production	0	Percent
(custom) Studio-Related Uses | HBO-Production S	0	Percent
(custom) Studio-Related Uses | NHB-Production S	12	Percent

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

B Transit

C Education & Encouragement

Voluntary Travel Behavior Change Program: 100 percent of employees and residents participating

☐ Proposed Prj ☐ Mitigation

Promotions & Marketing: 100 percent of employees and residents participating

☐ Proposed Prj ☐ Mitigation

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
10,795 Daily Vehicle Trips	**10,795** Daily Vehicle Trips
76,917 Daily VMT	**76,917** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT
6.7 Work VMT per Employee	**6.7** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

3/10/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 3
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	16.000	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	0.001	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Studio-Related Uses	12872	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 3
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

Analysis Results

Total Employees: 6,266
Total Population: 0

Proposed Project		*With Mitigation*	
10,795	**Daily Vehicle Trips**	**10,795**	**Daily Vehicle Trips**
76,917	**Daily VMT**	**76,917**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
6.7	**Work VMT per Employee**	**6.7**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 3
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 3
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	6.5	0	0
Home Based Other Production	0	0.0%	0	4.7	0	0
Non-Home Based Other Production	1,841	-9.1%	1,673	6.3	11,598	10,540
Home-Based Work Attraction	6,786	-22.9%	5,235	8.1	54,967	42,404
Home-Based Other Attraction	3,770	-37.6%	2,353	6.2	23,374	14,589
Non-Home Based Other Attraction	1,841	-9.3%	1,670	6.2	11,414	10,354

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.2%	0	0	-1.2%	0	0
Home Based Other Production	-1.2%	0	0	-1.2%	0	0
Non-Home Based Other Production	-1.2%	1,652	10,409	-1.2%	1,652	10,409
Home-Based Work Attraction	-1.2%	5,170	41,876	-1.2%	5,170	41,876
Home-Based Other Attraction	-1.2%	2,324	14,407	-1.2%	2,324	14,407
Non-Home Based Other Attraction	-1.2%	1,649	10,225	-1.2%	1,649	10,225

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 6,266
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**41,876**	**41,876**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**6.7**	**6.7**

Alternative 4

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

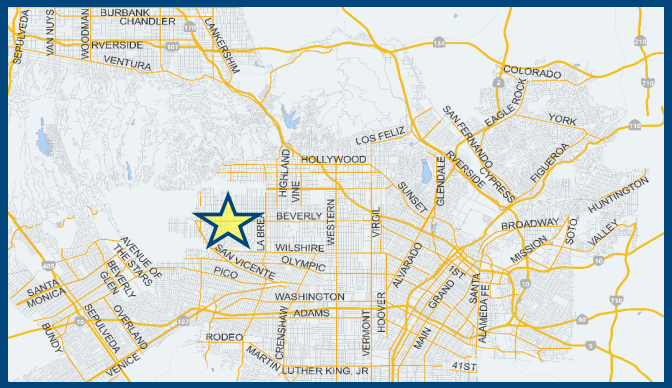
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Television City 2050 Specific Plan

Scenario: Alternative 4

Address: 7800 W BEVERLY BLVD, 90036



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
(custom) Studio, Production, and Office | Daily	5041	Trips
(custom) Studio, Production, and Office | HBW-A	52	Percent
(custom) Studio, Production, and Office | HBO-At	24	Percent
(custom) Studio, Production, and Office | NHB-Att	12	Percent
(custom) Studio, Production, and Office | HBW-P	0	Percent
(custom) Studio, Production, and Office | HBO-Pr	0	Percent
(custom) Studio, Production, and Office | NHB-Pr	12	Percent
(custom) Studio, Production, and Office | Daily	0	Residents
(custom) Studio, Production, and Office | Daily	2130	Employees
(custom) Studio, Production, and Office | Daily	Non-Retail	Retail/Non-Re

☑ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	516	DU
Retail | General Retail	10	ksf
Retail | Supermarket	35	ksf
Retail | High-Turnover Sit-Down Restaurant	15	ksf
Office | General Office	0.001	ksf
(custom) Studio-Related Uses | Daily	6483	Trips
(custom) Studio-Related Uses | HBW-Attraction S	52	Percent
(custom) Studio-Related Uses | HBO-Attraction Sp	24	Percent
(custom) Studio-Related Uses | NHB-Attraction Sp	12	Percent
(custom) Studio-Related Uses | HBW-Production	0	Percent
(custom) Studio-Related Uses | HBO-Production S	0	Percent
(custom) Studio-Related Uses | NHB-Production S	12	Percent
(custom) Studio-Related Uses | Daily	0	Residents
(custom) Studio-Related Uses | Daily	3117	Employees
(custom) Studio-Related Uses | Daily	Non-Retail	Retail/Non-

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
3,891 Daily Vehicle Trips	23,321 Daily Vehicle Trips
28,021 Daily VMT	143,571 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	19,430 Net Daily Trips
The net increase in daily VMT ≤ 0	115,550 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	60.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

4/11/2022

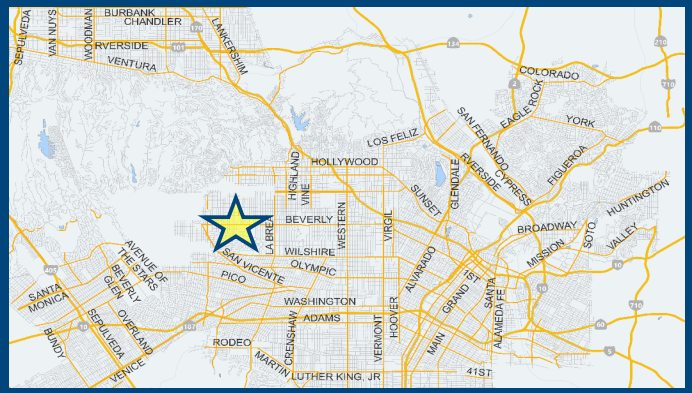
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Television City 2050 Specific Plan

Scenario: Alternative 4

Address: 7800 W BEVERLY BLVD, 90036



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	10	ksf
Retail | Supermarket	35	ksf
Retail | High-Turnover Sit-Down Restaurant	15	ksf
Office | General Office	0.001	ksf
(custom) Studio-Related Uses | Daily	6483	Trips
(custom) Studio-Related Uses | HBW-Attraction S	52	Percent
(custom) Studio-Related Uses | HBO-Attraction Sp	24	Percent
(custom) Studio-Related Uses | NHB-Attraction Sp	12	Percent
(custom) Studio-Related Uses | HBW-Production	0	Percent
(custom) Studio-Related Uses | HBO-Production S	0	Percent
(custom) Studio-Related Uses | NHB-Production S	12	Percent
(custom) Studio-Related Uses | Daily	0	Residents
(custom) Studio-Related Uses | Daily	3117	Employees
(custom) Studio-Related Uses | Daily	Non-Retail	Retail/Non-

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

B Transit

C Education & Encouragement

Voluntary Travel Behavior Change Program: 100 percent of employees and residents participating

☐ Proposed Prj ☐ Mitigation

Promotions & Marketing: 100 percent of employees and residents participating

☐ Proposed Prj ☐ Mitigation

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
23,030 Daily Vehicle Trips	**23,030** Daily Vehicle Trips
141,783 Daily VMT	**141,783** Daily VMT
4.4 Household VMT per Capita	**4.4** Household VMT
6.4 Work VMT per Employee	**6.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

4/11/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 11, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 4
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	3,164	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	516	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	10.000	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	35.000	ksf
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	15.000	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	0.001	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Studio-Related Uses	6483	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 11, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 4
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

Analysis Results

Total Employees: 3,337
Total Population: 8,750

Proposed Project		*With Mitigation*	
23,030	**Daily Vehicle Trips**	**23,030**	**Daily Vehicle Trips**
141,783	**Daily VMT**	**141,783**	**Daily VMT**
4.4	**Household VMT per Capita**	**4.4**	**Household VMT per Capita**
6.4	**Work VMT per Employee**	**6.4**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 11, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 4
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: [1-[(1-A)*(1-B)…]] reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 11, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 4
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	3,272	-24.0%	2,487	6.5	21,268	16,166
Home Based Other Production	9,062	-45.8%	4,914	4.7	42,591	23,096
Non-Home Based Other Production	6,164	-9.4%	5,583	6.3	38,833	35,173
Home-Based Work Attraction	3,690	-28.0%	2,656	8.1	29,889	21,514
Home-Based Other Attraction	8,526	-40.6%	5,066	6.2	52,861	31,409
Non-Home Based Other Attraction	2,958	-11.6%	2,615	6.2	18,340	16,213

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.2%	2,456	15,965	-1.2%	2,456	15,965
Home Based Other Production	-1.2%	4,853	22,808	-1.2%	4,853	22,808
Non-Home Based Other Production	-1.2%	5,513	34,735	-1.2%	5,513	34,735
Home-Based Work Attraction	-1.2%	2,623	21,246	-1.2%	2,623	21,246
Home-Based Other Attraction	-1.2%	5,003	31,018	-1.2%	5,003	31,018
Non-Home Based Other Attraction	-1.2%	2,582	16,011	-1.2%	2,582	16,011

MXD VMT Methodology Per Capita & Per Employee

Total Population: 8,750
Total Employees: 3,337
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**38,773**	**38,773**
Total Home Based Work Attraction VMT	**21,246**	**21,246**
Total Home Based VMT Per Capita	**4.4**	**4.4**
Total Work Based VMT Per Employee	**6.4**	**6.4**

Alternative 5

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

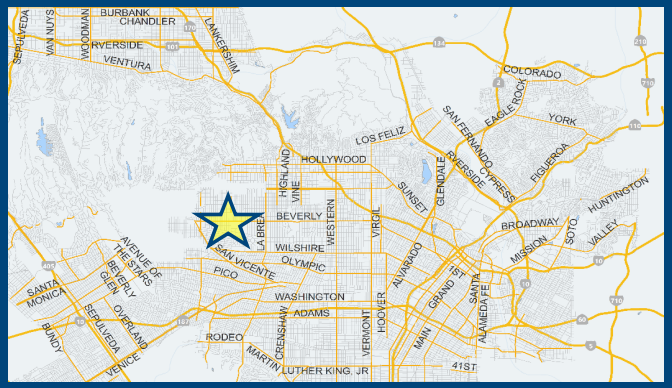
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Television City 2050 Specific Plan

Scenario: Alternative 5

Address: 7800 W BEVERLY BLVD, 90036



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
(custom) Studio, Production, and Office | Daily	5041	Trips
(custom) Studio, Production, and Office | HBW-A	52	Percent
(custom) Studio, Production, and Office | HBO-At	24	Percent
(custom) Studio, Production, and Office | NHB-At	12	Percent
(custom) Studio, Production, and Office | HBW-P	0	Percent
(custom) Studio, Production, and Office | HBO-Pr	0	Percent
(custom) Studio, Production, and Office | NHB-Pr	12	Percent
(custom) Studio, Production, and Office | Daily	0	Residents
(custom) Studio, Production, and Office | Daily	2130	Employees
(custom) Studio, Production, and Office | Daily	Non-Retail	Retail/Non-Retai

☑ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Office | General Office	0.001	ksf
(custom) Studio-Related Uses | Retail/Non-Retail	Non-Retail	LU type
(custom) Studio-Related Uses | Residents	0	Person
(custom) Studio-Related Uses | Employees	7752	Person
(custom) Studio-Related Uses | Daily	16044	Trips
(custom) Studio-Related Uses | HBW-Attraction S	52	Percent
(custom) Studio-Related Uses | HBO-Attraction Sp	24	Percent
(custom) Studio-Related Uses | NHB-Attraction Sp	12	Percent
(custom) Studio-Related Uses | HBW-Production	0	Percent
(custom) Studio-Related Uses | HBO-Production S	0	Percent
(custom) Studio-Related Uses | NHB-Production S	12	Percent

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
3,891 Daily Vehicle Trips	13,624 Daily Vehicle Trips
28,021 Daily VMT	97,076 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	9,733 Net Daily Trips
The net increase in daily VMT ≤ 0	69,055 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	20.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

3/10/2022

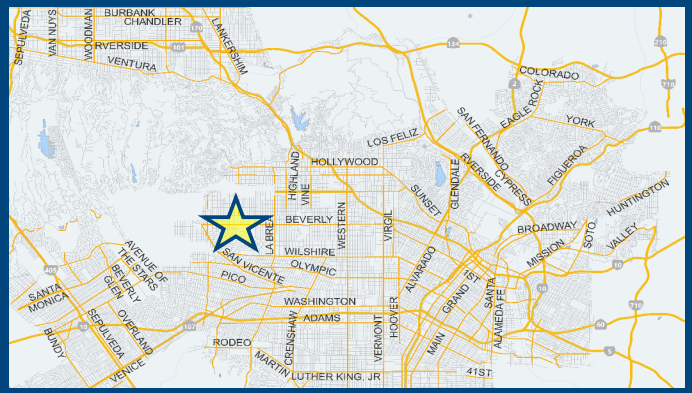
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Television City 2050 Specific Plan

Scenario: Alternative 5

Address: 7800 W BEVERLY BLVD, 90036



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Office | General Office	0.001	ksf
(custom) Studio-Related Uses | Retail/Non-Retail	Non-Retail	LU type
(custom) Studio-Related Uses | Residents	0	Person
(custom) Studio-Related Uses | Employees	7752	Person
(custom) Studio-Related Uses | Daily	16044	Trips
(custom) Studio-Related Uses | HBW-Attraction S	52	Percent
(custom) Studio-Related Uses | HBO-Attraction Sp	24	Percent
(custom) Studio-Related Uses | NHB-Attraction Sp	12	Percent
(custom) Studio-Related Uses | HBW-Production	0	Percent
(custom) Studio-Related Uses | HBO-Production S	0	Percent
(custom) Studio-Related Uses | NHB-Production S	12	Percent

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC
☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers
☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
13,454 Daily Vehicle Trips	**13,454** Daily Vehicle Trips
95,865 Daily VMT	**95,865** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT
6.7 Work VMT per Employee	**6.7** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

3/10/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 5
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	20.000	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	0.001	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Studio-Related Uses	16044	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 5
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

Analysis Results

Total Employees: 7,832
Total Population: 0

Proposed Project		*With Mitigation*	
13,454	**Daily Vehicle Trips**	**13,454**	**Daily Vehicle Trips**
95,865	**Daily VMT**	**95,865**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
6.7	**Work VMT per Employee**	**6.7**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 5
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking ($)	$0	$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge ($)	$0.00	$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit ($)	$0	$0

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: March 10, 2022
Project Name: Television City 2050 Specific Plan
Project Scenario: Alternative 5
Project Address: 7800 W BEVERLY BLVD, 90036

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	6.5	0	0
Home Based Other Production	0	0.0%	0	4.7	0	0
Non-Home Based Other Production	2,296	-9.2%	2,085	6.3	14,465	13,136
Home-Based Work Attraction	8,459	-22.9%	6,525	8.1	68,518	52,853
Home-Based Other Attraction	4,701	-37.6%	2,933	6.2	29,146	18,185
Non-Home Based Other Attraction	2,296	-9.4%	2,081	6.2	14,235	12,902

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.2%	0	0	-1.2%	0	0
Home Based Other Production	-1.2%	0	0	-1.2%	0	0
Non-Home Based Other Production	-1.2%	2,059	12,972	-1.2%	2,059	12,972
Home-Based Work Attraction	-1.2%	6,444	52,194	-1.2%	6,444	52,194
Home-Based Other Attraction	-1.2%	2,896	17,958	-1.2%	2,896	17,958
Non-Home Based Other Attraction	-1.2%	2,055	12,741	-1.2%	2,055	12,741

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 7,832
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**52,194**	**52,194**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**6.7**	**6.7**

Attachment B

Freeway Safety Analysis

Alternative 2

HCM 6th Signalized Intersection Summary
1: Pilgrimage Bridge & Cahuenga Blvd W/US 101 SB Off-Ramp

03/16/2022

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	20	536	155	444	2894
Future Volume (veh/h)	0	20	536	155	444	2894
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	22	583	168	483	3146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	37	794	229	457	4471
Arrive On Green	0.00	0.02	0.57	0.57	0.26	0.88
Sat Flow, veh/h	0	1526	1396	402	1781	5274
Grp Volume(v), veh/h	0	23	0	751	483	3146
Grp Sat Flow(s),veh/h/ln	0	1596	0	1798	1781	1702
Q Serve(g_s), s	0.0	1.3	0.0	27.8	23.1	18.0
Cycle Q Clear(g_c), s	0.0	1.3	0.0	27.8	23.1	18.0
Prop In Lane	0.00	0.96		0.22	1.00	
Lane Grp Cap(c), veh/h	0	39	0	1023	457	4471
V/C Ratio(X)	0.00	0.59	0.00	0.73	1.06	0.70
Avail Cap(c_a), veh/h	0	319	0	1023	457	4471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	43.5	0.0	14.4	33.5	1.8
Incr Delay (d2), s/veh	0.0	13.6	0.0	4.7	57.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	1.2	0.0	17.0	24.5	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	57.1	0.0	19.0	91.2	2.8
LnGrp LOS	A	E	A	B	F	A
Approach Vol, veh/h	23		751			3629
Approach Delay, s/veh	57.1		19.0			14.5
Approach LOS	E		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	27.6	55.7			83.3	6.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.1	35.4			63.0	18.0
Max Q Clear Time (g_c+I1), s	25.1	29.8			20.0	3.3
Green Ext Time (p_c), s	0.0	2.5			39.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	52	545	269	196	2851
Future Volume (veh/h)	0	52	545	269	196	2851
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	57	592	292	213	3099
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	71	796	393	234	4364
Arrive On Green	0.00	0.05	0.67	0.67	0.13	0.85
Sat Flow, veh/h	0	1562	1182	583	1781	5274
Grp Volume(v), veh/h	0	58	0	884	213	3099
Grp Sat Flow(s),veh/h/ln	0	1589	0	1765	1781	1702
Q Serve(g_s), s	0.0	3.3	0.0	29.5	10.6	20.2
Cycle Q Clear(g_c), s	0.0	3.3	0.0	29.5	10.6	20.2
Prop In Lane	0.00	0.98		0.33	1.00	
Lane Grp Cap(c), veh/h	0	72	0	1189	234	4364
V/C Ratio(X)	0.00	0.80	0.00	0.74	0.91	0.71
Avail Cap(c_a), veh/h	0	318	0	1189	234	4364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	42.6	0.0	9.6	38.6	2.4
Incr Delay (d2), s/veh	0.0	18.2	0.0	4.2	36.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.9	0.0	16.1	11.2	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	60.8	0.0	13.8	74.6	3.4
LnGrp LOS	A	E	A	B	E	A
Approach Vol, veh/h	58		884			3312
Approach Delay, s/veh	60.8		13.8			8.0
Approach LOS	E		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.3	65.1			81.4	8.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	11.8	46.7			63.0	18.0
Max Q Clear Time (g_c+I1), s	12.6	31.5			22.2	5.3
Green Ext Time (p_c), s	0.0	6.3			37.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Alternative 3

HCM 6th Signalized Intersection Summary
1: Pilgrimage Bridge & Cahuenga Blvd W/US 101 SB Off-Ramp

03/16/2022

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	20	536	155	444	2878
Future Volume (veh/h)	0	20	536	155	444	2878
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	22	583	168	483	3128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	37	794	229	457	4471
Arrive On Green	0.00	0.02	0.57	0.57	0.26	0.88
Sat Flow, veh/h	0	1526	1396	402	1781	5274
Grp Volume(v), veh/h	0	23	0	751	483	3128
Grp Sat Flow(s),veh/h/ln	0	1596	0	1798	1781	1702
Q Serve(g_s), s	0.0	1.3	0.0	27.8	23.1	17.7
Cycle Q Clear(g_c), s	0.0	1.3	0.0	27.8	23.1	17.7
Prop In Lane	0.00	0.96		0.22	1.00	
Lane Grp Cap(c), veh/h	0	39	0	1023	457	4471
V/C Ratio(X)	0.00	0.59	0.00	0.73	1.06	0.70
Avail Cap(c_a), veh/h	0	319	0	1023	457	4471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	43.5	0.0	14.4	33.5	1.8
Incr Delay (d2), s/veh	0.0	13.6	0.0	4.7	57.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	1.2	0.0	17.0	24.5	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	57.1	0.0	19.0	91.2	2.7
LnGrp LOS	A	E	A	B	F	A
Approach Vol, veh/h	23		751			3611
Approach Delay, s/veh	57.1		19.0			14.6
Approach LOS	E		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	27.6	55.7			83.3	6.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.1	35.4			63.0	18.0
Max Q Clear Time (g_c+I1), s	25.1	29.8			19.7	3.3
Green Ext Time (p_c), s	0.0	2.5			39.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
1: Pilgrimage Bridge & Cahuenga Blvd W/US 101 SB Off-Ramp

03/16/2022

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	52	545	269	196	2854
Future Volume (veh/h)	0	52	545	269	196	2854
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	57	592	292	213	3102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	71	796	393	234	4364
Arrive On Green	0.00	0.05	0.67	0.67	0.13	0.85
Sat Flow, veh/h	0	1562	1182	583	1781	5274
Grp Volume(v), veh/h	0	58	0	884	213	3102
Grp Sat Flow(s),veh/h/ln	0	1589	0	1765	1781	1702
Q Serve(g_s), s	0.0	3.3	0.0	29.5	10.6	20.3
Cycle Q Clear(g_c), s	0.0	3.3	0.0	29.5	10.6	20.3
Prop In Lane	0.00	0.98		0.33	1.00	
Lane Grp Cap(c), veh/h	0	72	0	1189	234	4364
V/C Ratio(X)	0.00	0.80	0.00	0.74	0.91	0.71
Avail Cap(c_a), veh/h	0	318	0	1189	234	4364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	42.6	0.0	9.6	38.6	2.4
Incr Delay (d2), s/veh	0.0	18.2	0.0	4.2	36.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.9	0.0	16.1	11.2	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	60.8	0.0	13.8	74.6	3.4
LnGrp LOS	A	E	A	B	E	A
Approach Vol, veh/h	58		884			3315
Approach Delay, s/veh	60.8		13.8			8.0
Approach LOS	E		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.3	65.1			81.4	8.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	11.8	46.7			63.0	18.0
Max Q Clear Time (g_c+I1), s	12.6	31.5			22.3	5.3
Green Ext Time (p_c), s	0.0	6.3			37.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Alternative 4

HCM 6th Signalized Intersection Summary
1: Pilgrimage Bridge & Cahuenga Blvd W/US 101 SB Off-Ramp

03/16/2022

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	20	536	155	444	2885
Future Volume (veh/h)	0	20	536	155	444	2885
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	22	583	168	483	3136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	37	794	229	457	4471
Arrive On Green	0.00	0.02	0.57	0.57	0.26	0.88
Sat Flow, veh/h	0	1526	1396	402	1781	5274
Grp Volume(v), veh/h	0	23	0	751	483	3136
Grp Sat Flow(s),veh/h/ln	0	1596	0	1798	1781	1702
Q Serve(g_s), s	0.0	1.3	0.0	27.8	23.1	17.8
Cycle Q Clear(g_c), s	0.0	1.3	0.0	27.8	23.1	17.8
Prop In Lane	0.00	0.96		0.22	1.00	
Lane Grp Cap(c), veh/h	0	39	0	1023	457	4471
V/C Ratio(X)	0.00	0.59	0.00	0.73	1.06	0.70
Avail Cap(c_a), veh/h	0	319	0	1023	457	4471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	43.5	0.0	14.4	33.5	1.8
Incr Delay (d2), s/veh	0.0	13.6	0.0	4.7	57.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	1.2	0.0	17.0	24.5	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	57.1	0.0	19.0	91.2	2.7
LnGrp LOS	A	E	A	B	F	A
Approach Vol, veh/h	23		751			3619
Approach Delay, s/veh	57.1		19.0			14.6
Approach LOS	E		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	27.6	55.7			83.3	6.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.1	35.4			63.0	18.0
Max Q Clear Time (g_c+I1), s	25.1	29.8			19.8	3.3
Green Ext Time (p_c), s	0.0	2.5			39.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	0	52	545	269	196	2890	
Future Volume (veh/h)	0	52	545	269	196	2890	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	0	57	592	292	213	3141	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	0	71	796	393	234	4364	
Arrive On Green	0.00	0.05	0.67	0.67	0.13	0.85	
Sat Flow, veh/h	0	1562	1182	583	1781	5274	
Grp Volume(v), veh/h	0	58	0	884	213	3141	
Grp Sat Flow(s),veh/h/ln	0	1589	0	1765	1781	1702	
Q Serve(g_s), s	0.0	3.3	0.0	29.5	10.6	20.9	
Cycle Q Clear(g_c), s	0.0	3.3	0.0	29.5	10.6	20.9	
Prop In Lane	0.00	0.98		0.33	1.00		
Lane Grp Cap(c), veh/h	0	72	0	1189	234	4364	
V/C Ratio(X)	0.00	0.80	0.00	0.74	0.91	0.72	
Avail Cap(c_a), veh/h	0	318	0	1189	234	4364	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	0.0	42.6	0.0	9.6	38.6	2.5	
Incr Delay (d2), s/veh	0.0	18.2	0.0	4.2	36.0	1.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	0.0	2.9	0.0	16.1	11.2	4.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	0.0	60.8	0.0	13.8	74.6	3.5	
LnGrp LOS	A	E	A	B	E	A	
Approach Vol, veh/h	58		884			3354	
Approach Delay, s/veh	60.8		13.8			8.0	
Approach LOS	E		B			A	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.3	65.1				81.4	8.6
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	11.8	46.7				63.0	18.0
Max Q Clear Time (g_c+I1), s	12.6	31.5				22.9	5.3
Green Ext Time (p_c), s	0.0	6.3				37.2	0.1

Intersection Summary		
HCM 6th Ctrl Delay	9.9	
HCM 6th LOS	A	

Alternative 5

HCM 6th Signalized Intersection Summary
1: Pilgrimage Bridge & Cahuenga Blvd W/US 101 SB Off-Ramp

04/26/2021

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	20	536	155	444	2887
Future Volume (veh/h)	0	20	536	155	444	2887
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	22	583	168	483	3138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	37	794	229	457	4471
Arrive On Green	0.00	0.02	0.57	0.57	0.26	0.88
Sat Flow, veh/h	0	1526	1396	402	1781	5274
Grp Volume(v), veh/h	0	23	0	751	483	3138
Grp Sat Flow(s),veh/h/ln	0	1596	0	1798	1781	1702
Q Serve(g_s), s	0.0	1.3	0.0	27.8	23.1	17.8
Cycle Q Clear(g_c), s	0.0	1.3	0.0	27.8	23.1	17.8
Prop In Lane	0.00	0.96		0.22	1.00	
Lane Grp Cap(c), veh/h	0	39	0	1023	457	4471
V/C Ratio(X)	0.00	0.59	0.00	0.73	1.06	0.70
Avail Cap(c_a), veh/h	0	319	0	1023	457	4471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	43.5	0.0	14.4	33.5	1.8
Incr Delay (d2), s/veh	0.0	13.6	0.0	4.7	57.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	1.2	0.0	17.0	24.5	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	57.1	0.0	19.0	91.2	2.7
LnGrp LOS	A	E	A	B	F	A
Approach Vol, veh/h	23		751			3621
Approach Delay, s/veh	57.1		19.0			14.5
Approach LOS	E		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	27.6	55.7			83.3	6.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	23.1	35.4			63.0	18.0
Max Q Clear Time (g_c+I1), s	25.1	29.8			19.8	3.3
Green Ext Time (p_c), s	0.0	2.5			39.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
1: Pilgrimage Bridge & Cahuenga Blvd W/US 101 SB Off-Ramp

04/26/2021

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	52	545	269	196	2857
Future Volume (veh/h)	0	52	545	269	196	2857
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	57	592	292	213	3105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	71	796	393	234	4364
Arrive On Green	0.00	0.05	0.67	0.67	0.13	0.85
Sat Flow, veh/h	0	1562	1182	583	1781	5274
Grp Volume(v), veh/h	0	58	0	884	213	3105
Grp Sat Flow(s),veh/h/ln	0	1589	0	1765	1781	1702
Q Serve(g_s), s	0.0	3.3	0.0	29.5	10.6	20.3
Cycle Q Clear(g_c), s	0.0	3.3	0.0	29.5	10.6	20.3
Prop In Lane	0.00	0.98		0.33	1.00	
Lane Grp Cap(c), veh/h	0	72	0	1189	234	4364
V/C Ratio(X)	0.00	0.80	0.00	0.74	0.91	0.71
Avail Cap(c_a), veh/h	0	318	0	1189	234	4364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	42.6	0.0	9.6	38.6	2.4
Incr Delay (d2), s/veh	0.0	18.2	0.0	4.2	36.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.9	0.0	16.1	11.2	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	60.8	0.0	13.8	74.6	3.4
LnGrp LOS	A	E	A	B	E	A
Approach Vol, veh/h	58		884			3318
Approach Delay, s/veh	60.8		13.8			8.0
Approach LOS	E		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.3	65.1			81.4	8.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	11.8	46.7			63.0	18.0
Max Q Clear Time (g_c+I1), s	12.6	31.5			22.3	5.3
Green Ext Time (p_c), s	0.0	6.3			37.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.