

Appendix C

Supplemental Transportation Assessment



MEMORANDUM

TO: Stephanie Eyestone, Eyestone Environmental

FROM: Patrick A. Gibson, P.E., PTOE, and Jonathan Chambers, P.E.

DATE: February 2024

RE: Supplemental Transportation Assessment for the
TVC 2050 Project
Los Angeles, California

Ref: J1750a

Gibson Transportation Consulting, Inc. (GTC) prepared this supplemental transportation analysis for the TVC 2050 Project (Project) to evaluate the California Environmental Quality Act (CEQA) effects of proposed changes to the Project (Modified Project) as compared to the Original Project analyzed in the *Transportation Assessment for the Television City 2050 Specific Plan Project* (GTC, October 2021) (Transportation Assessment), *Draft Environmental Impact Report: TVC 2050 Project* (Eyestone Environmental, LLC, July 2022) (Draft EIR), and *Final Environmental Impact Report: TVC 2050 Project* (Eyestone Environmental, LLC, November 2023) (collectively, the EIR).

MODIFIED PROJECT DESCRIPTION

Subsequent to the completion of the Final EIR, modifications to the Project have been made in response to community input. These modifications are summarized in Table 1 of Erratum No. 1 to the EIR. These modifications, which are collectively referred to as the Modified Project, reduce the size of the Project by, among other things, decreasing the proposed floor area, height, and massing of the Original Project evaluated in the EIR. The modifications also include a reduction in parking spaces, basecamp areas and outdoor production activity areas; increased setbacks and stepbacks; doubling of the transportation demand management (TDM) trip reduction commitment from 15 to 30%; refinement of building configurations and parking areas; and minor changes in Project Site access. In addition, as part of the Modified Project, the proposed General Plan land use designation for the Project Site would be changed to Community Commercial rather than Regional Commercial as proposed in the Original Project. These modifications have been incorporated into an updated draft of the proposed Specific Plan. As with the Original Project, the Modified Project would provide for the continuation of the existing studio use and the modernization and expansion of media production facilities within the Project Site. Under the Modified Project, no changes to the types of uses permitted are proposed. The Modified Project would continue to include only sound stage, production support, production office, general office, and retail uses. In addition, under the Modified Project, the Primary Studio Complex (designated HCM No. 1167; CHC-2018-476-HCM) located on-site would continue to be retained and rehabilitated. Note that no changes to proposed construction activities, including excavation quantities, export of soil,

haul routes, and depth of grading, would occur under the Modified Project. The Modified Project would comply with the same applicable regulatory requirements and Project design features (Project Design Features TR-PDF-1 through TR-PDF-5) as the Original Project.

To date, GTC has prepared the Transportation Assessment and Supplemental Vehicle Miles Traveled (VMT) Analysis Memo included in Appendix M of the Draft EIR, the Television City driveway counts included in Appendix FEIR-5 of the Final EIR, the Truck Trips Memorandum included in Appendix FEIR-6 of the Final EIR, the Processing Time and Queuing Memorandum included in Appendix FEIR-7 of the Final EIR, the Mobility Hub Memorandum included in Appendix FEIR-20 of the Final EIR, and the Detailed VMT Outputs for Response to Comment No. 35-137 included in Appendix FEIR-21 of the Final EIR.

Changes to Development Density

The Modified Project represents a reduction in development density compared to the Original Project. Table 1 compares the Modified Project to the Original Project. As shown therein, the Modified Project includes a total of 550,000 square feet (sf) of general office space, a reduction of 150,000 sf compared with the Original Project. It would also adjust the mix of sound stage and production support space to provide 238,560 sf of sound stages (compared with 350,000 sf for the Original Project) and 215,440 sf of production support space (compared with 104,000 sf for the Original Project). The other land use densities would remain unchanged, including up to 700,000 sf of production office space and 20,000 sf of retail space. The Modified Project proposes a maximum of 1,724,000 sf of floor area compared with 1,874,000 sf under the Original Project.

As with the Original Project, under the Modified Project, the TVC 2050 Specific Plan would continue to permit limited flexibility to exchange square footage between land uses by allowing increases in sound stage floor area (up to 450,000 sf) and production support floor area (up to 450,000 sf) in exchange for an equivalent decrease in the floor area of other permitted uses. The total square footage of general office, production office, and retail space would be limited to the areas shown in Table 1. Further, the total floor area cannot exceed 1,724,000 sf.

Changes to Parking and Access

The Modified Project proposes various minor changes to parking and vehicle access that would improve on-site traffic operations but would not materially affect off-site traffic operations. The total parking supply would be reduced to approximately 4,930 parking spaces (compared to 5,300 spaces under the Original Project) due to the reduced density.

The Modified Project proposes minor modifications to vehicular access:

1. The Mobility Hub design was refined to provide direct pass-through entry and exit lanes leading to the internal Project Site circulation system. The shuttle and passenger vehicle loading were shifted to a separate aisle to minimize conflicts between the two purposes of that driveway. Additionally, the shuttles would enter via the driveway south of the Mobility Hub (a right-turn movement from Fairfax Avenue) and exit via the signalized intersection at 1st Street (a left-turn movement to Fairfax Avenue). This would improve operations for all traffic using the Mobility Hub and the 1st Street signalized driveway and reduce the

potential for queuing on Fairfax Avenue. The location and size of the Mobility Hub would remain unchanged.

2. The proposed signalized driveway on The Grove Drive would be narrowed to a four-lane cross-section rather than five lanes and would provide access directly to the first subterranean level of the adjacent parking garage. This driveway would only accommodate passenger vehicle traffic (no trucks), reducing the traffic load at the driveway. The security gates would be set much further into the Project Site to allow more space for on-site queuing than proposed in the Original Project, reducing the potential for queuing on The Grove Drive.
3. The Modified Project proposes an additional unsignalized driveway reserved for emergency access and truck access on The Grove Drive between the proposed signalized driveway and the Southern Shared Access Drive.
4. The Modified Project would eliminate one of the two proposed driveways on the Southern Shared Access Drive. The remaining driveway would be reserved for emergency access and truck access.

ANALYSIS OVERVIEW

The EIR included five types of CEQA transportation analysis based on City of Los Angeles (City) requirements and thresholds:

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1 – Causing Substantial VMT
- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use
- Emergency Access
- Freeway Safety Analysis

Each CEQA analysis was conducted for potential Project-specific impacts and for potential cumulative impacts. The Original Project was found to have a less than significant impact on each of these thresholds, individually and cumulatively, and no mitigation measures were required. Each of these analyses were updated for the Modified Project consistent with the Original Project analysis from the EIR. Baseline assumptions, methodologies, and thresholds were unchanged.

The Transportation Assessment also included non-CEQA analysis required by the City including an assessment of traffic access, safety, and circulation; adjacent pedestrian, bicycle, and transit facilities; and operational conditions and parking supply requirements. However, those analyses are not considered under CEQA and were not updated in this supplemental CEQA analysis. A trip generation estimate, presented below, demonstrates that the Modified Project would generate fewer trips than the Original Project and, therefore, the Modified Project's effects on surrounding traffic conditions would be reduced in comparison with the Original Project.

The EIR assumed a buildout year of 2026, but also analyzed a long-range buildout year of 2043, consistent with the proposed 20-year Development Agreement. The analysis year does not factor into the analysis of CEQA Thresholds T-1, T-2.1, and T-3 or Emergency Access. It is a factor in

the Freeway Safety Analysis and parts of the non-CEQA analysis, as discussed in the EIR and Transportation Assessment.

MODIFIED PROJECT TRIP GENERATION ESTIMATES

The Modified Project trip generation estimates were prepared using the same trip rates as assumed in the Transportation Assessment for the Original Project, as the proposed studio uses would remain the same under the Modified Project. The rates for sound stages, production support, and production office were developed based on empirical studies of trip generation rates at other studios in the City and have been used in a variety of analyses for production studios within the City. The rates for general office and retail are from the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). The trip generation estimates include a 15% transit credit applied to all land uses as well as credit for existing trips generated at the Project Site based on existing development densities, consistent with the Transportation Assessment.

Table 2 shows the net Modified Project trip generation estimates during the morning and afternoon peak hours. As shown therein, the Modified Project is estimated to generate 699 net new trips during the morning peak hour (500 in, 199 out) and 738 net new trips during the afternoon peak hour (236 in, 502 out). Table 3 compares these estimates to the net trip generation estimates for the Original Project. As shown therein, the Modified Project represents a reduction of approximately 88 trips during the morning peak hour and 117 trips during the afternoon peak hour. Daily trip generation estimates for the Modified Project are identified below as part of the VMT analysis.

CEQA THRESHOLD T-1 – CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

The EIR provided a detailed review of the Original Project's consistency with all applicable plans, programs, ordinances, and policies addressing the circulation system. These include provisions from the City's Mobility Plan and Land Use Element of the General Plan, *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning [LADCP], March 2015), the Los Angeles Municipal Code (LAMC), *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (August 2015), and *Citywide Design Guidelines* (LADCP Urban Design Studio, October 2019).

The Modified Project, as compared to the Original Project, does not affect the consistency analysis or conclusions for any of these plans, programs, ordinances, or policies. It proposes the same types of studio land uses in similar quantities and does not materially change access, circulation, road or sidewalk widths, or design. Like the Original Project, the Modified Project would comply with LAMC requirements regarding bicycle parking and TDM measures. The Modified Project would provide the same off-site transportation improvements and benefits as proposed for the Original Project and would incorporate the same transportation Project Design Features included in the EIR. Therefore, the Modified Project would not conflict with plans, programs, ordinances, or policies on an individual basis and would have a less than significant impact with respect to Threshold T-1. No mitigation is required.

A cumulative impact would occur if the Modified Project in combination with any Related Projects on the same block could cumulatively be inconsistent with plans, programs, ordinances, or

policies. The only Related Project on the same block is the remodel of the Holocaust Museum Los Angeles (HMLA). The HMLA vehicular access, located on The Grove Drive north of the Project's signalized driveway, would not change from existing conditions. Further, the HMLA project was separately reviewed and approved by the City and found not to result in inconsistencies with plans, programs, ordinances, or policies. Therefore, the Modified Project would similarly not conflict with plans, programs, ordinances, or policies on a cumulative basis and would have a less than significant impact with respect to Threshold T-1. No mitigation is required.

The Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to this CEQA threshold.

CEQA THRESHOLD T-2.1 – CAUSING SUBSTANTIAL VMT

A VMT analysis was conducted for the Modified Project following the same methodology and impact criteria used for the Original Project in the EIR. This analysis used the City's VMT Calculator (Version 1.3, released July 2020, consistent with that used for the Original Project¹). The VMT analysis used the VMT Calculator's Custom Land Use feature to represent the gross total Modified Project development for sound stages, production support, production office, and general office. The 20,000 sf of retail space was separately input into the VMT Calculator and was treated as high-turnover restaurant space to provide a conservative analysis.

VMT Inputs

The Custom Land Use feature requires inputs for total daily trip generation, total employees, and trip production and attraction characteristics. Daily trip estimates for the Modified Project were calculated using the daily rates obtained from the same sources as used in the peak hour trip generation estimates from Table 2. Employee estimates were calculated based on the employment generation rates from the *City of Los Angeles VMT Calculator Documentation* (Los Angeles Department of Transportation and LADCP, May 2020), with the exception of sound stage employment, which was based on an employment rate from Manhattan Beach Studios (June 2021) as detailed in the *TVC 2050 Project Initial Study* (Eyestone Environmental, LLC, July 2021), Table 3, Estimated Project Employment, included in Appendix A of the Draft EIR. As shown in Table 4, the Modified Project inputs for the Custom Land Use include approximately 14,385 daily trips and approximately 6,756 employees.

The non-retail employees are expected to have daily travel characteristics similar to general office employees and, therefore, consistent with the EIR, the trip production and attraction characteristics were matched to the general office land use in the VMT Calculator. The retail space, separately input into the VMT Calculator (as retail is a pre-defined land use), generates approximately 80 additional retail employees for which the VMT Calculator approximates 1,700 additional daily trips prior to performing its calculations.

¹ Version 1.4 of the VMT Calculator was released in June 2022. The Modified Project was also run using this updated version and the results showed no material change. Therefore, for consistency with the EIR, Version 1.3 was used in this supplemental analysis.

As in the EIR, the VMT analysis was conservatively conducted without including the trip-reducing effects of any TDM measures.

VMT Analysis

Table 5 summarizes the results of the VMT analysis for the Modified Project along with a comparison to the Original Project. The Modified Project VMT Calculator worksheets are provided in the Attachment. As shown in Table 5, the Modified Project would generate a gross total of approximately 12,194 daily trips and approximately 86,786 total VMT (a decrease of approximately 1,260 daily trips and approximately 9,079 total VMT compared to the Original Project, before accounting for TDM measures). The Modified Project would generate 6.9 work VMT per employee compared with 6.7 work VMT per employee for the Original Project². This remains below the significant impact threshold of 7.6 work VMT per employee and, therefore, the Modified Project's VMT impact would be less than significant and no mitigation would be required.

The Modified Project would also not result in a cumulatively significant impact, as a less than significant impact conclusion using an efficiency-based impact threshold (e.g., work VMT per employee) shows that a project is consistent with the long-term VMT and greenhouse gas emission goals of the Southern California Association of Governments Regional Transportation Plan / Sustainable Communities Strategy (*Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, Southern California Association of Governments, Adopted September 3, 2020).

The Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to this CEQA threshold.

CEQA THRESHOLD T-3 – SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

The Modified Project does not change the studio land uses proposed compared with the Original Project. Therefore, it would not affect the conclusion from the EIR that the impact relative to an incompatible use under Threshold T-3 would be less than significant.

The Modified Project does include minor modifications to Project Site access as previously summarized. These changes would not materially affect the anticipated distribution of vehicle traffic on streets around the Project Site. Consistent with the Original Project, the Modified Project's driveways would each be designed with adequate sight distance and visibility, and the design and control of each would be reviewed and approved by City staff. The Modified Project would not present unusual or new obstacles that would be considered hazardous to vehicles, pedestrians, or bicycles.

A cumulative impact could occur in conjunction with any Related Projects on the same block as the Project Site. As noted above, HMLA is renovating its building but maintaining the existing driveway on The Grove Drive with its existing limited parking supply. Modified Project traffic does

² The work VMT per employee increases because the Modified Project land use mix (i.e., a greater proportion of sound stage and production support space with the reduction in office square footage) results in a higher ratio of daily trips to employees.

not present a hazard to the operations of that driveway, and the HMLA driveway would not change.

Based on the site plan review and design assumptions, the Modified Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility and, therefore, consistent with the EIR, the impact is considered less than significant on an individual and cumulative basis and no mitigation is required.

The Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to this CEQA threshold.

EMERGENCY ACCESS

The Draft EIR analyzed whether the Original Project would result in inadequate emergency access based on construction or operation of the Original Project. Because the Original Project would include a detailed Construction Traffic Management Plan (Project Design Feature TR-PDF-1) containing street closure information, a detour plan, haul routes, and a staging plan, and because the Original Project would comply with Los Angeles Fire Department access requirements and would not impede emergency access within the vicinity, the Draft EIR concluded that the Original Project would not result in inadequate emergency access, the impact would be less than significant, and no mitigation is required. Because the Modified Project would generate fewer trips, as shown in Table 3, would include Project Design Feature TR-PDF-1, and would have similar access to comply with City requirements, it would also have a less than significant impact on an individual and cumulative basis and no mitigation is required.

The Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to emergency access.

FREEWAY SAFETY ANALYSIS

The freeway safety analysis reviews the potential for safety impacts at freeway off-ramps as a result of increased traffic from a development project. The City's methodology includes a series of criteria to determine what off-ramps must be analyzed and whether a project's effect on off-ramp queues could result in a safety impact. Based on these criteria, the EIR analyzed one off-ramp – the US 101 southbound off-ramp to Highland Avenue – and found that trips from the Original Project would negligibly affect queues, and impacts would be less than significant. The Modified Project would generate fewer trips, as shown in Table 3, and would, therefore, have a lesser effect on traffic at that off-ramp. Therefore, the Modified Project would also have a less than significant impact on freeway safety on an individual and cumulative basis and no mitigation is required.

The Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to freeway safety.

TRANSPORTATION IMPROVEMENTS

The transportation improvement program recommended for the Original Project in the EIR would be unchanged in scope or scale (e.g., amount of funding where applicable) with the Modified Project, including implementation of Project Design Features TR-PDF-2 through TR-PDF-5. As detailed in Chapter 6 of the Transportation Assessment, it would include:

- Installation of an on-site Mobility Hub to support multi-modal mobility;
- Implementation of Project-adjacent mobility improvements, including reconstructed and improved sidewalks, transit stops, and landscaping;
- Implementation of a transportation demand management program to reduce single-occupant trips to and from the Project Site, including provision of a van or shuttle service between the Mobility Hub and the Metro D Line Wilshire/Fairfax Station;
- Installation of a pedestrian hybrid beacon on Melrose Avenue as part of Vision Zero;
- Installation of transportation systems management improvements including signal upgrades, new controllers and cabinets, vehicle detection loops, flashing yellow arrows, and leading pedestrian intervals at key locations;
- Installation of left-turn arrows at three intersections (Fairfax Avenue & 3rd Street, Martel Avenue / Hauser Boulevard & 3rd Street, and La Brea Avenue & 3rd Street);
- Installation of bicycle improvements on Rosewood Avenue, including a mini-roundabout at Martel Avenue; and
- Funding of a neighborhood traffic management plan to explore and implement traffic calming measures in the neighborhoods north and west of the Project Site.

CONCLUSION

The Modified Project represents a reduction in density with no change in land use compared with the Original Project. It would generate fewer trips and have a lesser effect on traffic conditions compared with the Original Project. Changes to access and circulation would be minor and would not change traffic patterns on surrounding streets or result in new geometric design hazards. Like the Original Project, the Modified Project would result in less than significant impacts on an individual and cumulative basis on each CEQA transportation threshold. The Modified Project proposes the same transportation improvement program as the Original Project.

**TABLE 1
PROJECT DEVELOPMENT COMPARISON**

Land Use	Existing at Project Site	Original Project	Modified Project
Sound Stages	95,540 sf	350,000 sf	238,560 sf
Production Support	325,450 sf	104,000 sf	215,440 sf
Production Office	163,090 sf	700,000 sf	700,000 sf
General Office	159,600 sf	700,000 sf	550,000 sf
Retail	-	20,000 sf	20,000 sf
Total Development	743,680 sf	1,874,000 sf	1,724,000 sf

Notes:

All land use sizes shown in square feet (sf) measured as described in the TVC 2050 Specific Plan.

**TABLE 2
MODIFIED PROJECT TRIP GENERATION**

Land Use	ITE Land Use	Rate or Size [a]	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [b]								
Sound Stage	[c]	per 1,000 sf	63%	37%	0.20	40%	60%	0.43
Production Support	[c]	per 1,000 sf	65%	35%	0.61	45%	55%	0.57
Production Office	[c]	per 1,000 sf	62%	38%	0.66	45%	55%	0.63
General Office [d]	710	per 1,000 sf	86%	14%	0.99	16%	84%	1.05
Retail		per 1,000 sf			See footnote e			
MODIFIED PROJECT TRIP GENERATION ESTIMATES								
Full Buildout of Project Site								
Sound Stages <i>Transit/Walk-in Adjustment - 15%</i>	[c]	238,560 sf	30 (5)	18 (3)	48 (8)	41 (6)	62 (9)	103 (15)
Production Support <i>Transit/Walk-in Adjustment - 15%</i>	[c]	215,440 sf	85 (13)	46 (7)	131 (20)	55 (8)	68 (10)	123 (18)
Production Office <i>Transit/Walk-in Adjustment - 15%</i>	[c]	700,000 sf	286 (43)	176 (26)	462 (69)	198 (30)	243 (36)	441 (66)
General Office <i>Transit/Walk-in Adjustment - 15%</i>	710	550,000 sf	467 (70)	76 (11)	543 (81)	92 (14)	483 (72)	575 (86)
Retail [e]		20,000 sf	56	49	105	55	49	104
Total Trips		1,724,000 gsf	793	318	1,111	383	778	1,161
Existing Development at Project Site								
Sound Stages <i>Transit/Walk-in Adjustment - 15%</i>	[c]	95,540 sf	12 (2)	7 (1)	19 (3)	16 (2)	25 (4)	41 (6)
Production Support <i>Transit/Walk-in Adjustment - 15%</i>	[c]	325,450 sf	129 (19)	70 (11)	199 (30)	84 (13)	102 (15)	186 (28)
Production Office <i>Transit/Walk-in Adjustment - 15%</i>	[c]	163,090 sf	67 (10)	41 (6)	108 (16)	46 (7)	57 (9)	103 (16)
General Office <i>Transit/Walk-in Adjustment - 15%</i>	710	159,600 sf	136 (20)	22 (3)	158 (23)	27 (4)	141 (21)	168 (25)
Existing Trips to be Removed		743,680 gsf	293	119	412	147	276	423
TOTAL NET NEW MODIFIED PROJECT TRIPS			500	199	699	236	502	738

Notes:

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

[a] The TVC 2050 Specific Plan, proposed as part of the Project, defines building square footage in a manner similar to the definitions in Section 12.03 of the Los Angeles Municipal Code. Additional square footage, such as unenclosed space covered by a building protrusion or deck, would not generate vehicle trips. Therefore, the Specific Plan calculation of square footage was used for the purposes of calculating Project trip generation.

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

[c] Trip generation rates for sound stages, 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).

[d] 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)

[e] The Modified 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 3
MODIFIED PROJECT TRIP GENERATION COMPARISON**

Project	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Net Modified Project Trip Generation [a]	500	199	699	236	502	738
Net Original Project Trip Generation [b]	584	203	787	250	605	855
Difference	(84)	(4)	(88)	(14)	(103)	(117)

Notes:

[a] See Table 2.

[b] See Table 6 of the Transportation Assessment.

**TABLE 4
CUSTOM LAND INPUTS USE FOR VMT ANALYSIS**

Modified Project Land Use	Size [a]	Daily Vehicle Trip Rates	Daily Vehicle Trips [b]	Employee Rate [c]	Employees
Sound Stages [d]	238,560 sf	5.91	1,410	0.005556	1,325
Production Support [d]	215,440 sf	4.14	892	0.002	431
Production Office [d]	700,000 sf	9.34	6,538	0.004	2,800
General Office [e]	550,000 sf	10.08	5,545	0.004	2,200
Total (non-Retail)	1,704,000 sf		14,385		6,756

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 Modified Project (i.e., 1,704,000 sf of total permitted non-retail 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. The Modified Project also proposes 20,000 sf of retail, which is included as a separate land use input in the VMT Calculator. For the purposes of providing a more conservative analysis, the 20,000 sf of retail space in its entirety was considered as high-turnover restaurant 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] Employee rates consistent with those used to estimate Original Project jobs in the EIR.

[d] Daily trip generation rates for sound stages, 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 10.08 daily trips per 1,000 sf:

$$\text{Weekday Daily: } \ln(T) = 0.97 \ln(X) + 2.50$$

T = Average Vehicle Trips

X = Gross Leasable Area (1,000 sf)

**TABLE 5
VMT ANALYSIS SUMMARY AND COMPARISON**

Project Information	Original Project	Modified Project
Land Use	Size	Size
Sound Stage, Production, and Office Uses [a]	1,854,000 sf	1,704,000 sf
Retail	20,000 sf	20,000 sf
Gross Total Project VMT Analysis [b]		
Residential Population [c]	N/A	N/A
Employee Population [c]	7,832	6,836
Project Area Planning Commission	Central	Central
Travel Behavior Zone (TBZ) [d]	Compact Infill	Compact Infill
Maximum Allowable VMT Reduction [e]	40%	40%
Gross Total Daily Vehicle Trips	13,454	12,194
Gross Total Daily VMT	95,865	86,786
Total Household VMT	--	--
Household VMT per Capita [f]	--	--
Impact Threshold	6.0	6.0
Significant Impact	NO	NO
Total Work VMT	52,194	46,867
Work VMT per Employee [g]	6.7	6.9
Impact Threshold	7.6	7.6
Significant Impact	NO	NO

Notes:

- [a] A custom land use was developed based on information in Table 4.
- [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 sound stage, production support, and office employment estimates detailed in Table 4 and retail employment factors detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020).
- [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] Household VMT per Capita is based on the "home-based work production" trip types.
- [g] Work VMT per Employee is based on the "home-based work attraction" trip types.

Attachment

Modified Project VMT Calculator Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

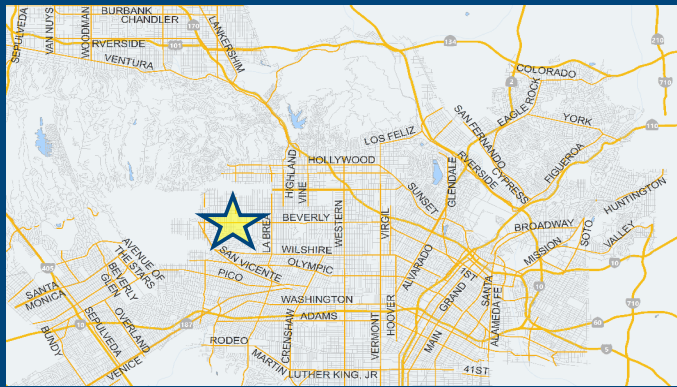


Project Information

Project:

Scenario:

Address:



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 Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
12,194 Daily Vehicle Trips	12,194 Daily Vehicle Trips
86,786 Daily VMT	86,786 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT
6.9 Work VMT per Employee	6.9 Work VMT per Employee

Significant VMT Impact?

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

Proposed Project Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	20	ksf
Office General Office	0.001	ksf
(custom) Studio, Production, and Office Retail/N	Non-Retail	LU type
(custom) Studio, Production, and Office Resider	0	Person
(custom) Studio, Production, and Office Employ	6756	Person
(custom) Studio, Production, and Office Daily	14385	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



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 5, 2024

Project Name: TVC 2050 - Modified Project

Project Scenario:

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, Production, and Office	14385	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 5, 2024

Project Name: TVC 2050 - Modified Project

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

Analysis Results			
Total Employees: 6,836			
Total Population: 0			
Proposed Project		With Mitigation	
12,194	Daily Vehicle Trips	12,194	Daily Vehicle Trips
86,786	Daily VMT	86,786	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
6.9	Work VMT per Employee	6.9	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: January 5, 2024

Project Name: TVC 2050 - Modified Project

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	<i>Reduce parking supply</i>	<i>City code parking provision (spaces)</i>	0	
		<i>Actual parking provision (spaces)</i>	0	
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	\$0	\$0
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	0%	0%
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	\$0.00	\$0.00
		<i>Employees subject to priced parking (%)</i>	0%	0%
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 5, 2024

Project Name: TVC 2050 - Modified Project

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	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%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 5, 2024

Project Name: TVC 2050 - Modified Project

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 5, 2024

Project Name: TVC 2050 - Modified Project

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	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	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 5, 2024

Project Name: TVC 2050 - Modified Project

Project Scenario:

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%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 5, 2024

Project Name: TVC 2050 - Modified Project

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

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%	
	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%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

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

Note: $(1 - [(1-A) * (1-B) \dots])$ 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: January 5, 2024

Project Name: TVC 2050 - Modified Project

Project Scenario:

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	2,097	-9.2%	1,904	6.3	13,211	11,995
Home-Based Work Attraction	7,596	-22.9%	5,859	8.1	61,528	47,458
Home-Based Other Attraction	4,303	-37.6%	2,685	6.2	26,679	16,647
Non-Home Based Other Attraction	2,097	-9.4%	1,900	6.2	13,001	11,780

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	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%	1,880	11,846	-1.2%	1,880	11,846
Home-Based Work Attraction	-1.2%	5,786	46,867	-1.2%	5,786	46,867
Home-Based Other Attraction	-1.2%	2,652	16,440	-1.2%	2,652	16,440
Non-Home Based Other Attraction	-1.2%	1,876	11,633	-1.2%	1,876	11,633

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 6,836

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	0	0
<i>Total Home Based Work Attraction VMT</i>	46,867	46,867
<i>Total Home Based VMT Per Capita</i>	0.0	0.0
<i>Total Work Based VMT Per Employee</i>	6.9	6.9