APPENDIX E

Transportation Analysis

MEMORANDUM

TO: Pastor Casanova, T.E., Principal Traffic Engineer, City of Glendale

FROM: Richard Gibson, LEED Green Associate, and Janet Ye, EIT

DATE: August 10, 2021

RE: CEQA Transportation Analysis for the
5426 San Fernando Studios
Glendale, California **Ref:** J1924

Gibson Transportation Consulting, Inc. prepared a California Environmental Quality Act (CEQA) transportation analysis for the 5426 San Fernando Studios development (Project) located at 5426 San Fernando Road (Project Site) in the City of Glendale (City). The methodology and assumptions used in this analysis were established in conjunction with the City. This memorandum summarizes our analysis.

EXECUTIVE SUMMARY

State of California Senate Bill 743 (Steinberg, 2013) (SB 743), made effective in January 2014, required the Governor's Office of Planning and Research (OPR) to change *CEQA Guidelines* (California Code of Regulations, Title 14, Section 15000 and following) (CEQA Guidelines) to shift the focus of transportation impact analysis from driver delay (i.e., level of service) to vehicle miles traveled (VMT), in order to reduce greenhouse gas emissions, create multimodal networks, and promote mixed-use developments.

The City Council adopted updates to the City's *Transportation Impact Analysis Guidelines* (October 30, 2020) (City TIA Guidelines) pursuant to the requirements of SB 743, which states that all development projects within a high-quality transit area (HQTA) are considered to have less than significant transportation impacts and would not require further VMT analysis, consistent with OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) and CEQA Guidelines Section 15064.3, subdivision (b)(1), which details the criteria for analyzing transportation impacts for land use projects. However, further VMT analysis is required for development projects that fall under any of the five exclusionary criteria, as further detailed in the City TIA Guidelines.

The Project proposes the development of 420,546 square feet (sf) of studio and support uses in an HQTA. The Project would align with the goals of SB 743 to reduce VMT by placing employment uses in close proximity to transit. In addition, the Project would not fall under any of the five exclusionary criteria that would require further VMT analysis.

Therefore, the Project would not result in a significant CEQA transportation impact.

In addition, the City TIA Guidelines require the consideration of a non-CEQA local transportation analysis to assess the circulation and safety of development projects. The Project meets the screening criteria for a non-CEQA local transportation analysis, which was conducted and is provided in a separate memorandum.

PROJECT DESCRIPTION

The Project would develop 420,546 sf of studio and support (including office) uses along San Fernando Road between Milford Street and California Avenue. The Project includes 234,998 sf of studio space, 185,268 sf of studio office space, and related support facilities. The Project would provide multiple pedestrian entry points for employees and visitors along San Fernando Road, Milford Street, and California Avenue. The Project would provide approximately 551 parking spaces in a three-level, above grade parking structure and various at-grade surface lots and parking aisles throughout the Project Site. Vehicular access to the Project Site would be provided via two driveways on Milford Street, one driveway on California Avenue, and one driveway on San Fernando Road. Figure 1 illustrates the Project's conceptual site plan.

The Project Site is currently occupied with approximately 200,000 sf of warehouse use that would be replaced with the development of the Project.

The Project is anticipated to be completed and operational in Year 2024.

PROJECT LOCATION

Generally, the Project Site is bounded by Milford Street to the north, residential uses to the east, commercial and residential uses and California Avenue to the south, and San Fernando Road to the west. Other nearby uses include residential and industrial uses. The Project Site is approximately 550 feet south of SR 134 and approximately 0.40 miles east of I-5.

The Project is served by multiple bus and shuttle lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation, and the Glendale Beeline along San Fernando Road and SR 134. In the Study Area, existing bicycle routes are provided on Doran Street and Broadway.

EXISTING TRANSPORTATION SETTING

The Existing Conditions analysis includes an assessment of the existing public transit service, as well as pedestrian and bicycle circulation, that correspond with the study's 2021 preparation year. The Project's study area, shown in Figure 2, is generally bounded by Fairmont Avenue to the north, Chester Street to the east, Ivy Street to the south, and West San Fernando Road to the west (Study Area).

Existing Roadway System

Primary regional access to the Project Site is provided by SR 134 and I-5. The major arterials providing regional and sub-regional access to the Study Area include San Fernando Road and Concord Street. The following is a brief description of the major streets in the Study Area and their classifications as defined in the Circulation Element of *City of Glendale General Plan* (City of Glendale, Effective May 28, 2015) (General Plan):

- San Fernando Road – San Fernando Road is a classified Major Arterial within the Study Area. It travels in the north-south direction and is located along the western boundary of the Project Site. It generally provides two travel lanes in each direction with a center left-turn lane and left-turn lanes at most intersections. Parking is generally available on the east side of the street within the Study Area.

- Concord Street – Concord Street is a classified Urban Collector. It travels in the north-south direction within the Study Area and is located east of the Project Site. It generally provides one travel lane in each direction. Parking is generally available on both sides of the street within the Study Area.

- Milford Street – Milford Street is a classified Local Street. It travels in the east-west direction within the Study Area and is located along the northern boundary of the Project Site. It generally provides one travel lane in each direction. Parking is generally available on both sides of the street within the Study Area.

- California Avenue – California Avenue is a classified Local Street within the Study Area. It travels in the east-west direction and is located along the southern boundary of the Project Site. It generally provides one travel lane in each direction. Parking is generally available on both sides of the street within the Study Area.

Street classifications in the Study Area are shown in Figure 3.

Existing Transit System

The Project Site is located within an HQTA, as identified by the Southern California Association of Governments, Metro, and the City TIA Guidelines HQTA Map, a copy of which is provided in Attachment A. As detailed in Table 1 and Figure 4, the Project area is served by bus lines operated by Metro and Glendale Beeline, including Metro Local Line 94 and Glendale Beeline Route 12, which travel within the Study Area along San Fernando Road.

Tables 2A and 2B summarize the total available capacity of the transit system that serves the Project Site during the morning and afternoon peak hours, respectively, based on the frequency of service of each line, the standing capacity of each bus, and the average peak hour load in each direction. As shown, based on ridership data from April 2019 provided by Metro, the transit lines within a 0.25-mile walking distance of the Project Site have available capacity for approximately 256 additional riders during the morning peak hour and 207 riders during the afternoon peak hour. No transit capacity data was readily available for Glendale Beeline, though this service would provide additional transit capacity not reported in Tables 2A and 2B.

Existing Bicycle System

Based on *City of Glendale Bicycle Transportation Plan* (September 2012) (Bicycle Transportation Plan), the existing bicycle system in the Study Area consists of a limited coverage of bicycle paths (Class I), bicycle lanes (Class II), and bicycle routes (Class III). Bicycle paths are paved facilities physically separated from vehicle traffic and can be used by bicyclists. Bicycle lanes are a component of street design with dedicated striping and symbols on the roadway surface, separating vehicular traffic from bicycle traffic. Buffered bicycle lanes provide a painted flush buffer zone between a bicycle lane and adjacent travel lane. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on Local, Collector, and lower volume Arterial Streets as part of a signed route or bicycle boulevard, which is typically applied on quiet streets such as residential neighborhoods. In the Study Area, existing bicycle routes are provided on Doran Street and Broadway.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. Based on proximity to other commercial businesses and cultural facilities, the walkability of the Study Area is approximately 65 points[1].

The Study Area is comprised of employment, industrial, and residential land uses served by transit stops, a bicycle network, and sidewalk system. There are adequate sidewalks lining the streets, crosswalks available at the intersections, and several restaurants and other services within walking distance of the Project Site.

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for pedestrian crossings at intersections for a comfortable and safe pedestrian environment. The signalized intersection of San Fernando Road & California Avenue provides pedestrian facilities to limit illegal mid-block crossings to the Project Site.

The intersection of San Fernando Road & California Avenue provides pedestrian signals, crosswalk striping, and Americans with Disabilities Act accessible ramps.

Figures 5 and 6 illustrate the existing crosswalk systems and the pedestrian destinations within the Study Area, respectively.

FUTURE IMPROVEMENTS

The analysis of future conditions considered pedestrian, bicycle, transit, roadway, and intersection improvements via capital projects that are reasonably expected to be implemented prior to the buildout of the proposed Project (Year 2024). The City has developed the following plans that

[1] Walk Score (www.walkscore.com) rates the Project Site (5426 San Fernando Road) with a score of 65 out of 100 possible points (scores accessed on June 30, 2021). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel, based on available walking routes to nearby amenities, population density, and road metrics (block lengths, intersections density).

identify future improvements to bicycle and pedestrian infrastructure in the area and the financing and timing of such improvements. Figure 7 shows the proposed future pedestrian and bicycle improvements to be provided.

Future Bicycle Improvements

The Bicycle Transportation Plan identifies the City's vision for a more integrated bicycle network throughout the City, including within the Study Area. It proposes bicycle paths on San Fernando Road and bicycle routes on Fairmont Avenue west of Concord Street, and along Concord Street within the Study Area.

Future Pedestrian Improvements

Glendale Citywide Pedestrian Plan (September 2017) (City Pedestrian Plan) outlines specific pedestrian projects for implementation throughout the City. There are no planned pedestrian improvements within the Study Area; therefore, no proposed pedestrian improvements from the City Pedestrian Plan have been assumed as part of the future conditions.

CEQA METHODOLOGY & GUIDELINES

On November 16, 2020, the City Council adopted updates to the City TIA Guidelines pursuant to the requirements of SB 743. In accordance with OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* and CEQA Guidelines Section 15064.3, subdivision (b)(1), all development projects within an HQTA are considered to have less than significant transportation impacts, excluding:

1. A project with a floor area ratio (FAR) of less than 0.75
2. A project with more than the required number of parking spaces
3. A project that is inconsistent with the General Plan
4. A project that replaces affordable residential units with fewer, moderate- or high-income residential units
5. A project without transit-supportive uses

For projects not screened out per the criteria above, the City has adopted a local threshold of significance of 15% VMT reduction below the existing citywide average.

PROJECT TRAFFIC

The number of vehicle trips traveling to and from the Project Site is related to the size of development and type of land use proposed. Empirical trip generation studies have demonstrated that studio office uses generally generate lower levels of morning and afternoon peak hour traffic and similar levels of daily traffic as general office uses. For conservative purposes, however, the number of vehicular trips expected to be generated by the studio office component of the Project

were estimated using general office rates published in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, September 2017) based on developments located in "General Urban/Suburban" environments. These rates are based on surveys of similar land uses at sites around the country and are provided as both daily rates and morning and afternoon peak hour rates. The vehicular trips generated by the production support and sound stage components of the Project were estimated based on rates derived from empirical trip generation studies at similar studios in Los Angeles. Additionally, the trips currently generated by the existing uses on the Project Site were also estimated based on the warehouse rates published in *Trip Generation Manual, 10th Edition*, and those trips were then subtracted from the Project trip generation estimates to calculate the net new Project trips traveling to and from the Project Site.

Activities on the Project Site will include the sound stage production on indoor stages. These activities will include pre-production and post-production activities and related administrative functions. The Project Site may operate up to 24 hours per day, with filming activities occurring at any time of the day and any day of the week, including evenings and weekends. Although peak activities at the Project Site may not occur concurrently with typical commuter peak travel periods, this study assessed the worst-case scenario by assuming that the peak Project activities align with commuter peak hours.

The Project Site is located within an HQTA; therefore, per the City TIA Guidelines, a 5% transit/HQTA reduction was applied to account for transit usage and walk-in arrivals from surrounding neighborhoods and adjacent commercial developments. As shown in Table 3, the existing uses with transit/HQTA reductions generate 344 net daily trips, including 47 net morning peak hour trips (36 inbound, 11 outbound) and 49 net afternoon peak hour trips (13 inbound, 36 outbound) and the Project with transit/HQTA reductions generates 3,012 net daily trips, including 254 net new morning peak hour trips (208 inbound, 46 outbound) and 300 net new afternoon peak hour trips (72 inbound, 228 outbound). After accounting for the removal of the existing warehouse use on site, the Project is anticipated to generate a net increase of 2,668 daily trips, including 207 net new morning peak hour trips (172 inbound, 35 outbound) and 251 net new afternoon peak hour trips (59 inbound, 192 outbound), as summarized in Table 3.

SCREENING FOR CEQA TRANSPORTATION ANALYSIS

Table 4 summarizes the Project screening application for the CEQA transportation analyses identified in Section 2.1.2 of the City TIA Guidelines. The Project must meet at least one of the five screening criteria in order to be exempt from conducting a Project-level VMT analysis. As shown, the Project meets Criterion #4:

1. The Project is in an HQTA.

2. The Project would have a FAR density of 1.04.

3. Section 30.22.050 of the Glendale Municipal Code (GMC) identifies the off-street parking requirements of various land uses and the required off-street parking ratio for all developments proposed within the City. The off-street parking requirement for the Project was calculated based on the GMC rate for industrial uses. Per Table 30-32-D of the GMC, industrial uses, which include sound stages and support facilities, may provide vehicular parking at a rate of 2.0 spaces per 1,000 sf for the first 25,000 sf of floor area, 1.5 spaces

per 1,000 sf for the second 25,000 sf of floor area, and 1.25 spaces per 1,000 sf for any floor area over 50,000 sf. As detailed in Table 5, the Project would be required to provide 551 parking spaces. With a supply of 551 parking spaces, the Project's proposed parking supply would not exceed the GMC industrial use parking requirement.

4. The General Plan presents a long-term vision for the City's transportation system and balances the region's future mobility needs with economic, environmental, and public health goals. The Project encourages a variety of transportation options and is consistent with the General Plan goals of preserving the quality of life in the City's communities, minimizing congestion, air pollution, and noise associated with motorized vehicles, providing access to service and goods in the City by a variety of transportation modes, and developing land uses that can be supported within the capacity constraints of existing and realistic future infrastructure. The Project would encourage walking, biking and transit usage by providing employment near transit and pedestrian connections from the Project Site to the existing sidewalks along San Fernando Road, Milford Street, and California Avenue. Pedestrian amenities such as street trees would be provided for a safer and more comfortable pedestrian environment. Although the Project may intensify use of existing pedestrian, transit, and bicycle facilities, as well as vehicular traffic using San Fernando Road, Milford Street, and California Avenue, the magnitude of those travel modes are not anticipated to reach a level where any degradation, capacity constraint, or significant conflict would arise. As such, the Project is consistent with the goals contained in the General Plan. The Project's proposed uses are also allowed by-right under both the General Plan and the Project Site's zoning designation. The Project's proposed FAR would also comply with the zoning designation permissible FAR. The Project's use and intensity, therefore, is consistent with the General Plan.

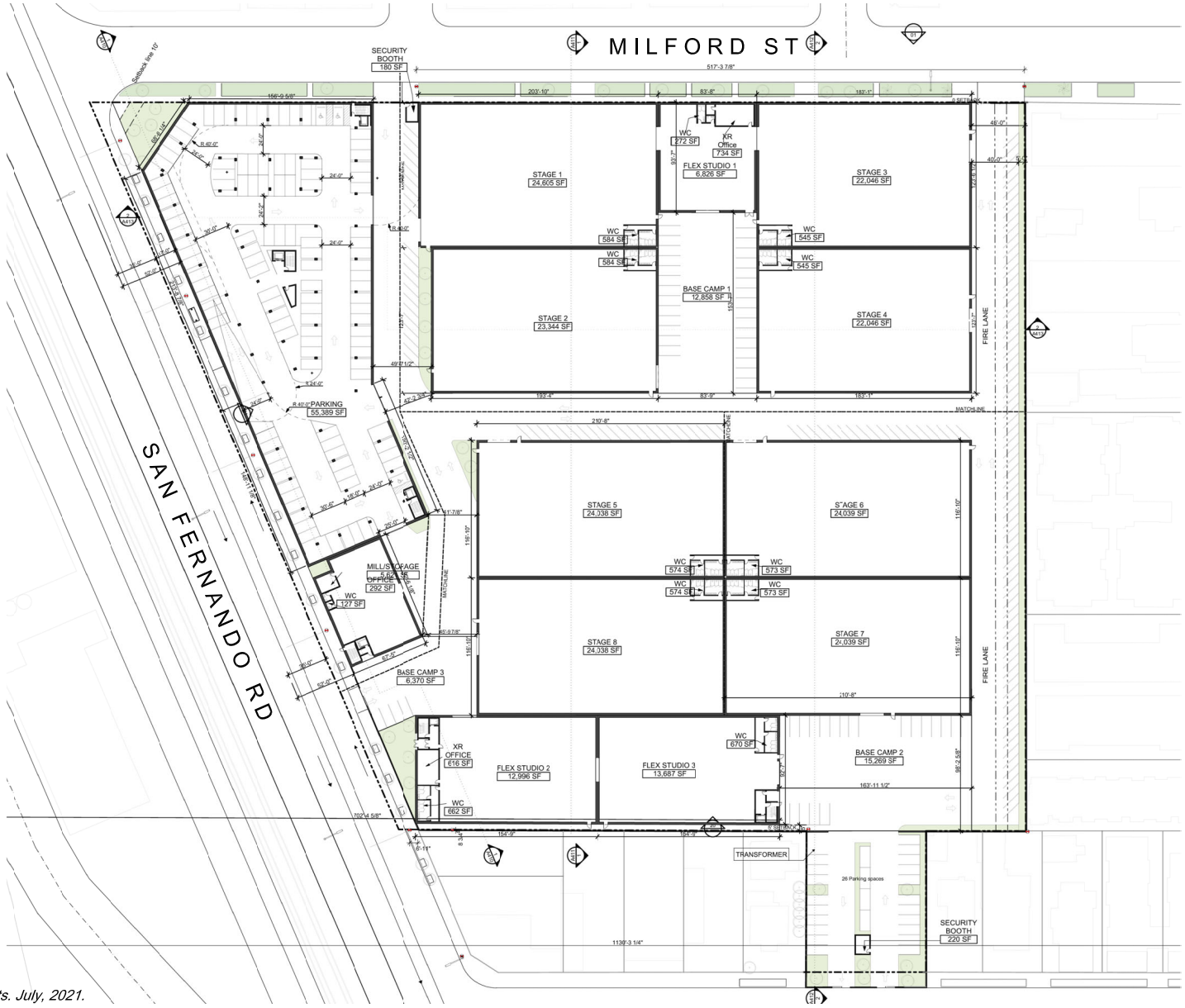
5. The Project would not replace any existing low-income housing as only warehouse uses exist on the Project Site.

6. The Project would contribute to and support the productivity and use of the nearby transit systems by providing employment near transit and retaining existing sidewalks adjacent to the Project Site along San Fernando Road, Milford Street, and California Avenue. The Project also does not propose modifying, removing, or otherwise negatively affecting existing bicycle and pedestrian infrastructure. As described above, the Project would encourage walking, biking and transit usage by providing bicycle parking and pedestrian connections from the Project Site to the existing sidewalks along San Fernando Road, Milford Street, and California Avenue. Pedestrian amenities such as street trees would be provided for a safer and more comfortable pedestrian environment. These measures would promote active transportation modes such as biking and walking.

Based on the above evaluation and as shown in Table 4 and Attachment B, the Project meets the VMT exemption screening criteria for a project located in an HQTA, which qualifies the Project for a VMT analysis exemption. Therefore, no further VMT analysis is required and no significant transportation impact is anticipated with development of the Project.

SUMMARY

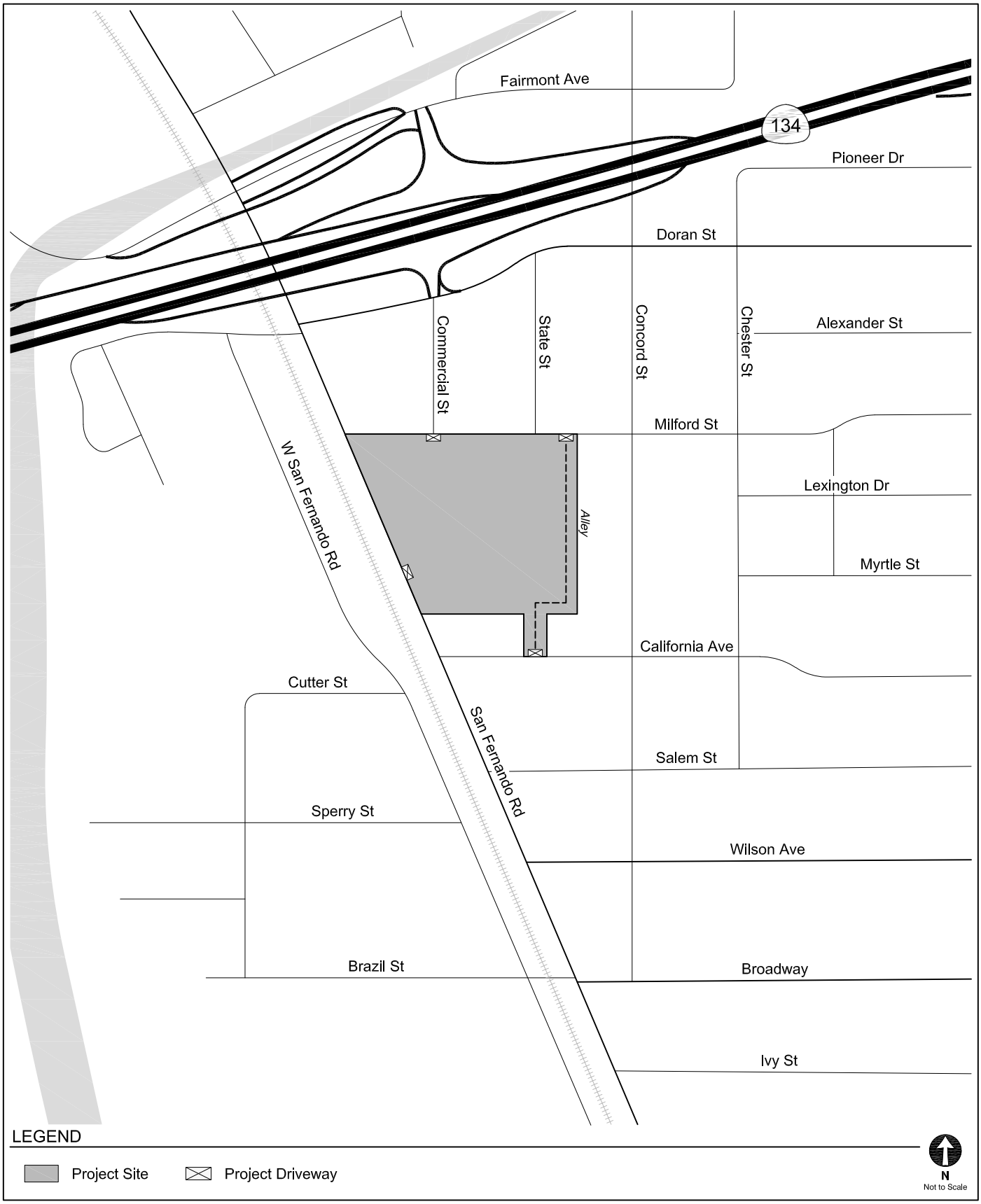
The Project is located within an HQTA and would not meet the City's screening criteria requiring further VMT analysis. Therefore, the Project is not anticipated to result in a significant CEQA transportation impact.



Source: Relativity Architects. July, 2021.

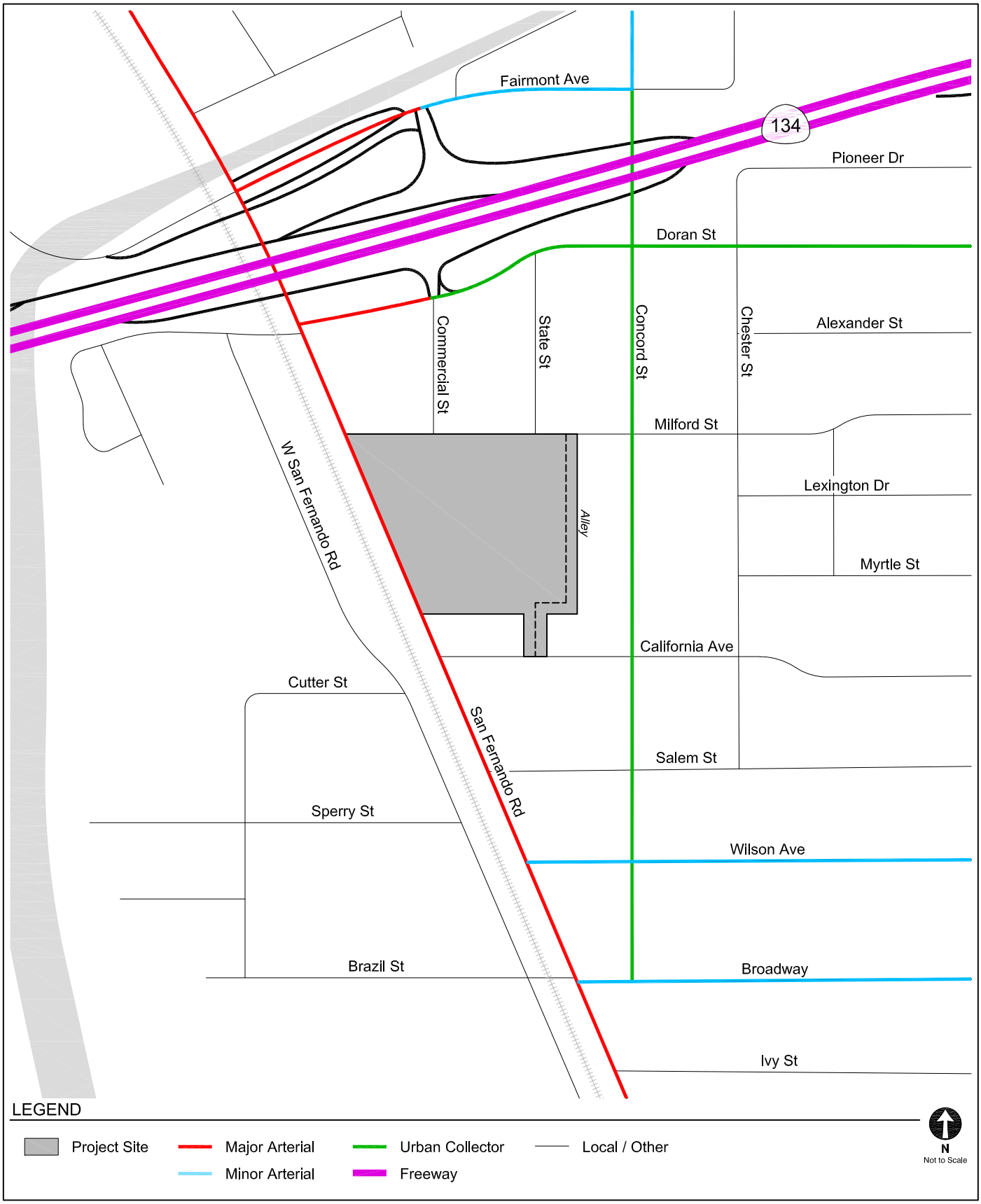
PROJECT SITE PLAN

FIGURE 1



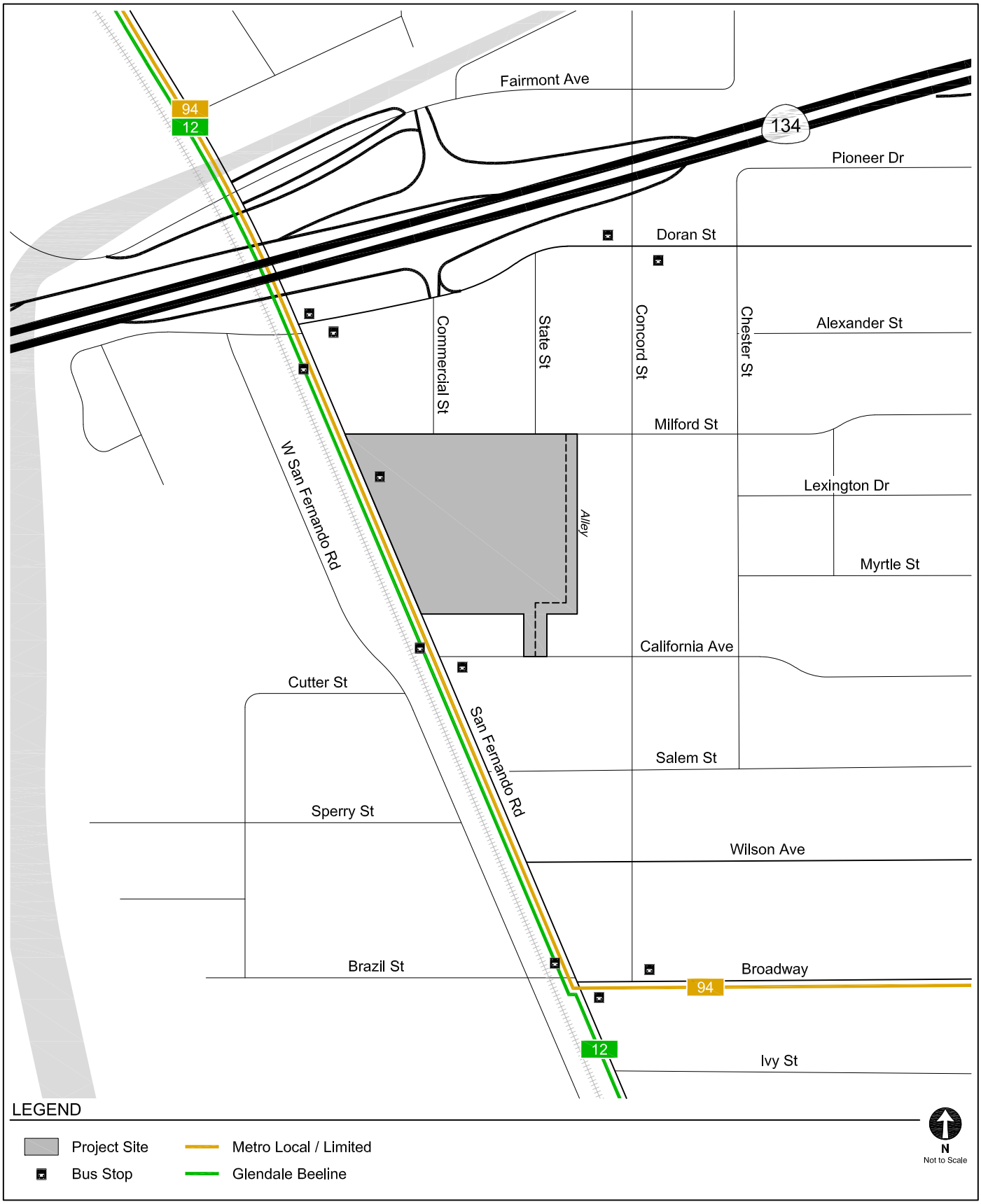
STUDY AREA

FIGURE 2



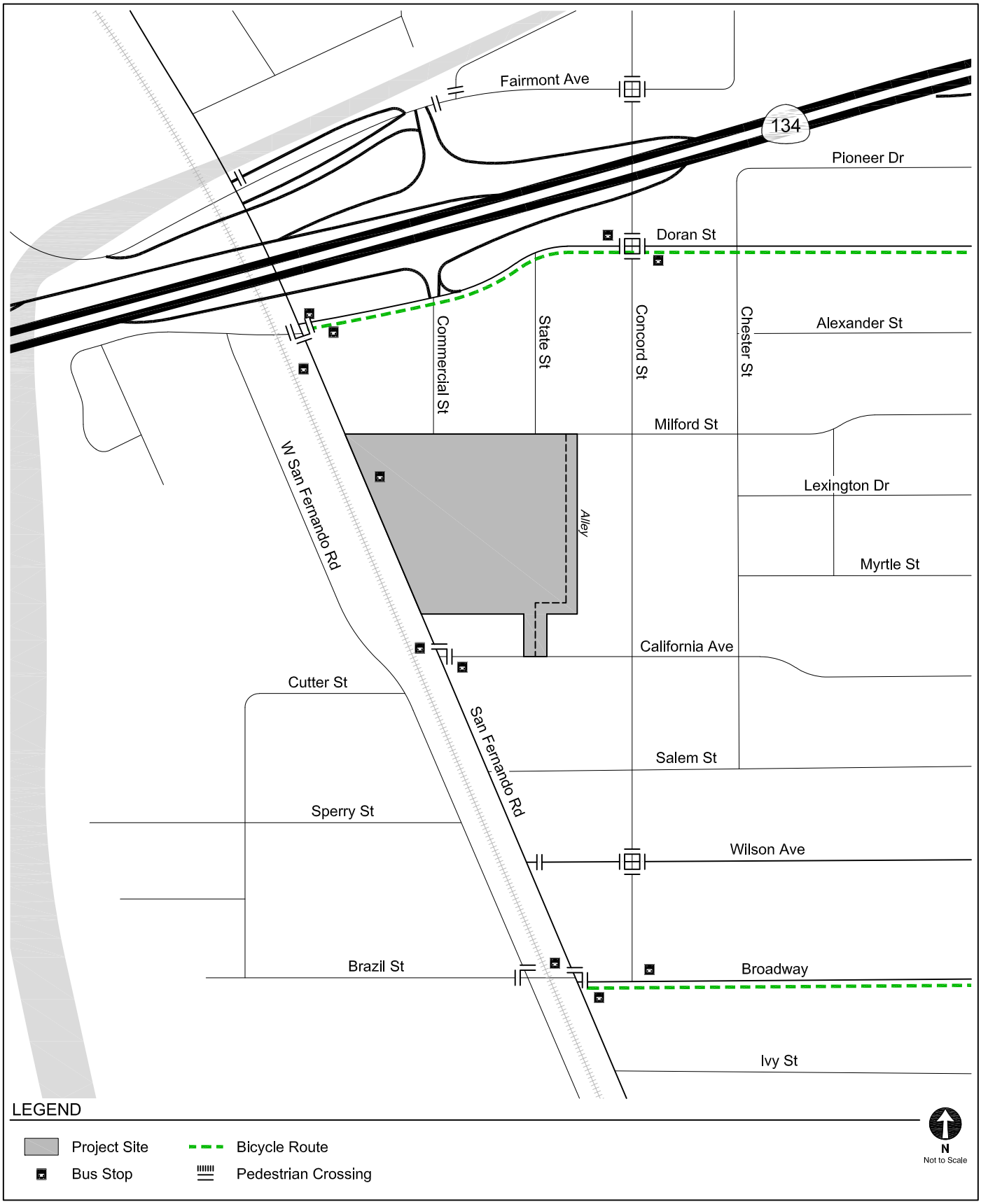
GENERAL PLAN STREET CLASSIFICATIONS

FIGURE 3



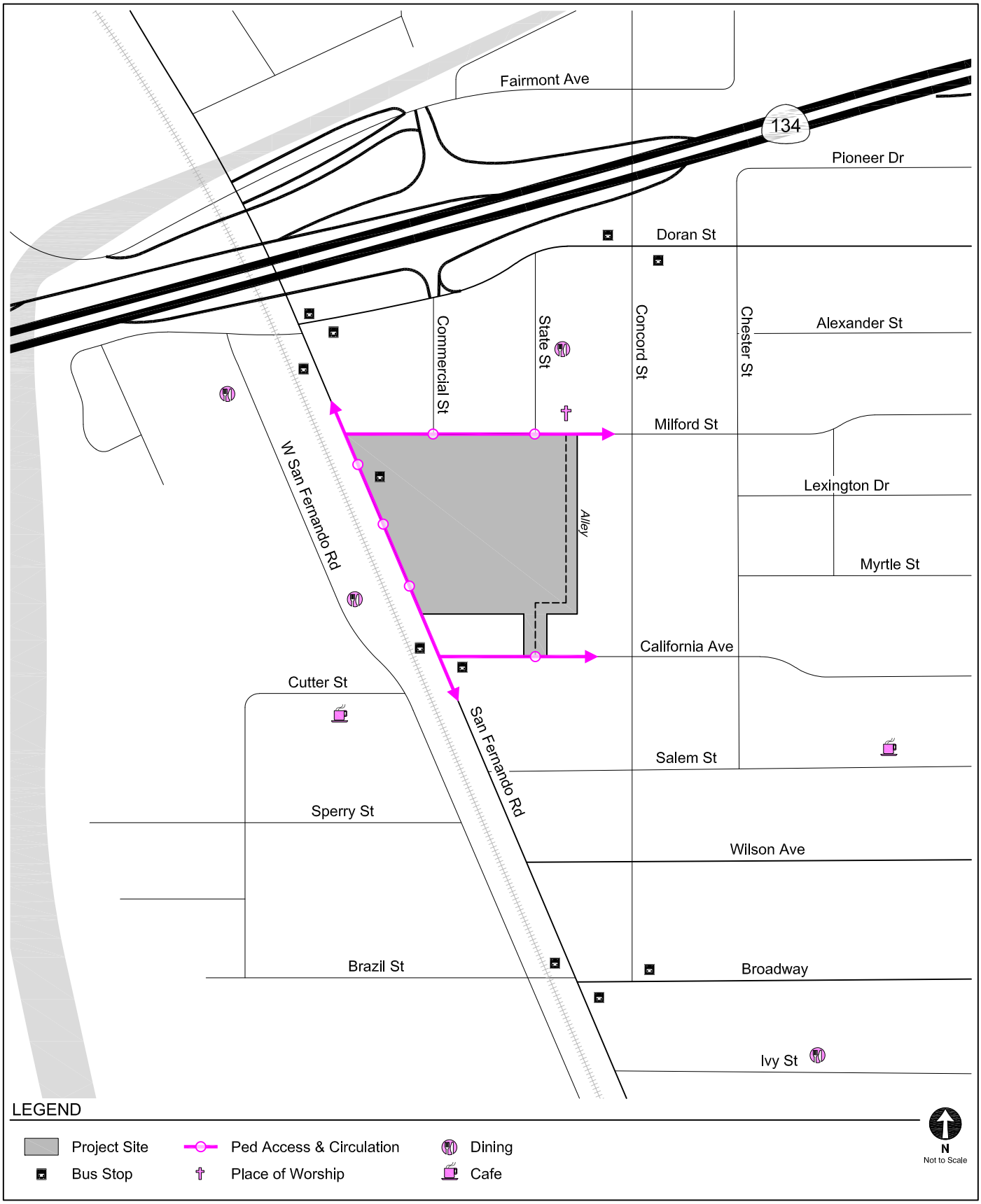
EXISTING TRANSIT SERVICE

FIGURE 4



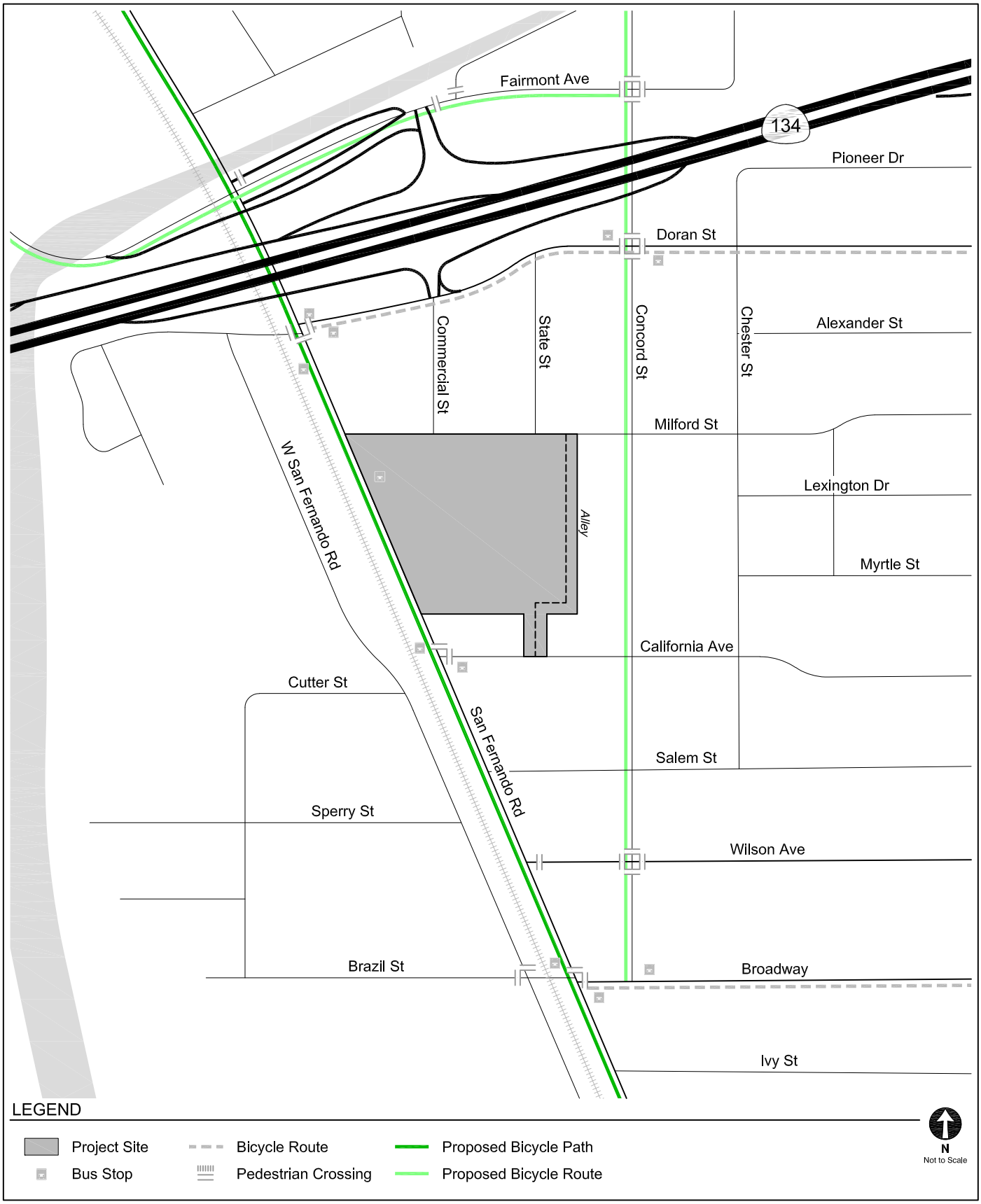
EXISTING TRANSPORTATION FACILITIES

FIGURE 5



PEDESTRIAN DESTINATIONS WITHIN STUDY AREA

FIGURE 6



FUTURE TRANSPORTATION FACILITIES

FIGURE 7

TABLE 1
EXISTING TRANSIT SERVICE

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				Morning Peak Period		Afternoon Peak Period	
Metro				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
94	Sun Valley - Downtown Los Angeles via San Fernando Road	Local	4:30 AM - 12:00 AM	16	15	16	17
Glendale Beeline				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
GB 12	Glendale Transportation Center - Burbank Regional Intermodal Transportation Center via Central Ave & Brand Bl	Local	6:00 AM - 9:30 AM; 3:00 PM - 6:30 PM	30	26	30	26

Notes

NB: Northbound; SB: Southbound; EB: Eastbound; WB: Westbound
Metro: Los Angeles County Metropolitan Transportation Authority
GB: Glendale Beeline
AM Peak from 6 AM - 10 AM
PM Peak from 3 PM - 7 PM

TABLE 2A
TRANSIT SYSTEM CAPACITY IN STUDY AREA - MORNING PEAK HOUR

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service										
94	Sun Valley - Downtown Los Angeles via San Fernando Road	50	27	20	19	15	31	35	116	140
Total Remaining Transit System Capacity									**256**	

Notes

No transit capacity data was readily available for the Glendale Beeline.

Metro: Los Angeles County Metropolitan Transportation Authority.

[a] Capacity assumptions:

Metro Regular Bus - 40 seated / 50 seated and standing.

[b] Based on ridership data provided by Metro in 2019.

TABLE 2B
TRANSIT SYSTEM CAPACITY IN STUDY AREA - AFTERNOON PEAK HOUR

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service										
94	Sun Valley - Downtown Los Angeles via San Fernando Road	50	24	30	19	24	31	26	116	91
								Total Remaining Transit System Capacity	**207**	

Notes

No transit capacity data was readily available for the Glendale Beeline.

Metro: Los Angeles County Metropolitan Transportation Authority.

[a] Capacity assumptions:

Metro Regular Bus - 40 seated / 50 seated and standing.

[b] Based on ridership data provided by Metro in 2019.

TABLE 3
PROJECT TRIP GENERATION ESTIMATES

TRIP GENERATION RATES [a]								
Land Use	**Rate**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Studio Production Office (General Office) [a]	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
Stage [b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Studio Support Space [b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
Warehousing	per ksf	[d]	77%	23%	[d]	27%	73%	[d]

TRIP GENERATION ESTIMATES								
Land Use	**Size**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Project								
Studio Production Office (General Office)	185.268 ksf	1,805	185	30	215	34	179	213
Transit/HQTA Reduction [c] 5%		*(90)*	*(9)*	*(2)*	*(11)*	*(2)*	*(9)*	*(11)*
Stage	221.704 ksf	1,310	28	16	44	38	57	95
Transit/HQTA Reduction [c] 5%		*(66)*	*(1)*	*(1)*	*(2)*	*(2)*	*(3)*	*(5)*
Studio Support Space	13.574 ksf	56	5	3	8	4	4	8
Transit/HQTA Reduction [c] 5%		*(3)*	*0*	*0*	*0*	*0*	*0*	*0*
TOTAL - PROPOSED PROJECT		**3,012**	**208**	**46**	**254**	**72**	**228**	**300**
Existing Site								
Warehousing [d]	200.000 ksf	362	38	11	49	14	38	52
Transit/HQTA Reduction [c] 5%		*(18)*	*(2)*	*0*	*(2)*	*(1)*	*(2)*	*(3)*
TOTAL - EXISTING SITE		**344**	**36**	**11**	**47**	**13**	**36**	**49**
NET NEW TRIPS		**2,668**	**172**	**35**	**207**	**59**	**192**	**251**

Notes:

ksf = 1,000 square feet

[a] Studio Production Office rate based on General Office Building (Land Use 710) rate from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report,* Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.

[c] Per the City of Glendale's *Transportation Impact Analysis Guidelines*, the Project Site is located within an existing High Quality Transit Area (HQTA); therefore, a 5% transit/HQTA reduction is applied to account for transit usafe and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[d] Trip generation rate based on the best-fit curve formula listed in the *Trip Generation Manual, 10th Edition* for the Warehousing land use.

Daily - T = 1.58 (X) + 45.54
A.M. Peak Hour - T = 0.12 (X) + 25.32
P.M. Peak Hour - T = 0.12 (X) + 27.82

T = Average Vehicle Trips X = Gross Leasable Area (ksf)

TABLE 4
TRANSPORTATION IMPACT ANALYSIS SCREENING - CEQA ANALYSES

City of Glendale Screening Criteria [a]	**Met by Project**
1. Small Project Consideration	
Does the Project generate fewer than 145 net new daily vehicle trips?	No
Is the Project consistent with the General Plan land use designation?	Yes
VMT Analysis Exempted (All Critera Must Be Met)	**No**
2. Affordable Housing Provision	
Does the Project provide 100% affordable housing?	No
VMT Analysis Exempted	**No**
3. Local-Serving Retail or Public Facility	
Is the Project a retail project (less than 50,000 square feet)?	No
Is the Project a local-serving public facility?	No
VMT Analysis Exempted (All Critera Must Be Met)	**No**
4. High-Quality Transit Area (HQTA)	
Is the project located in an existing high-quality transit area? [b]	Yes [b]
Does the Project have an FAR greater than 0.75?	Yes
Does the Project follow parking guidelines that do not allow parking beyond minimum required by City Municipal Code?	Yes
Is the Project consistent with the General Plan?	Yes
Is the Project not replacing affordable housing?	Yes
Does the Project contain transit-supportive uses?	Yes
VMT Analysis Exempted (All Critera Must Be Met)	**Yes**
5. Low VMT Area	
Is the Project located in a low VMT Area? [c]	No
VMT Analysis Exempted	**No**

Notes:
[a] Screening criteria from the City TIA Guidelines Section 2.1.2, Project Screening .
[b] The Project is located in an existing High Quality Transit Area (HQTA) per City TIA Guidelines Attachment A: High-Quality Transit Area Maps.
[c] Low VMT area shown in City TIA Guidelines Attachment B: Office/Employment Project VMT Screening.

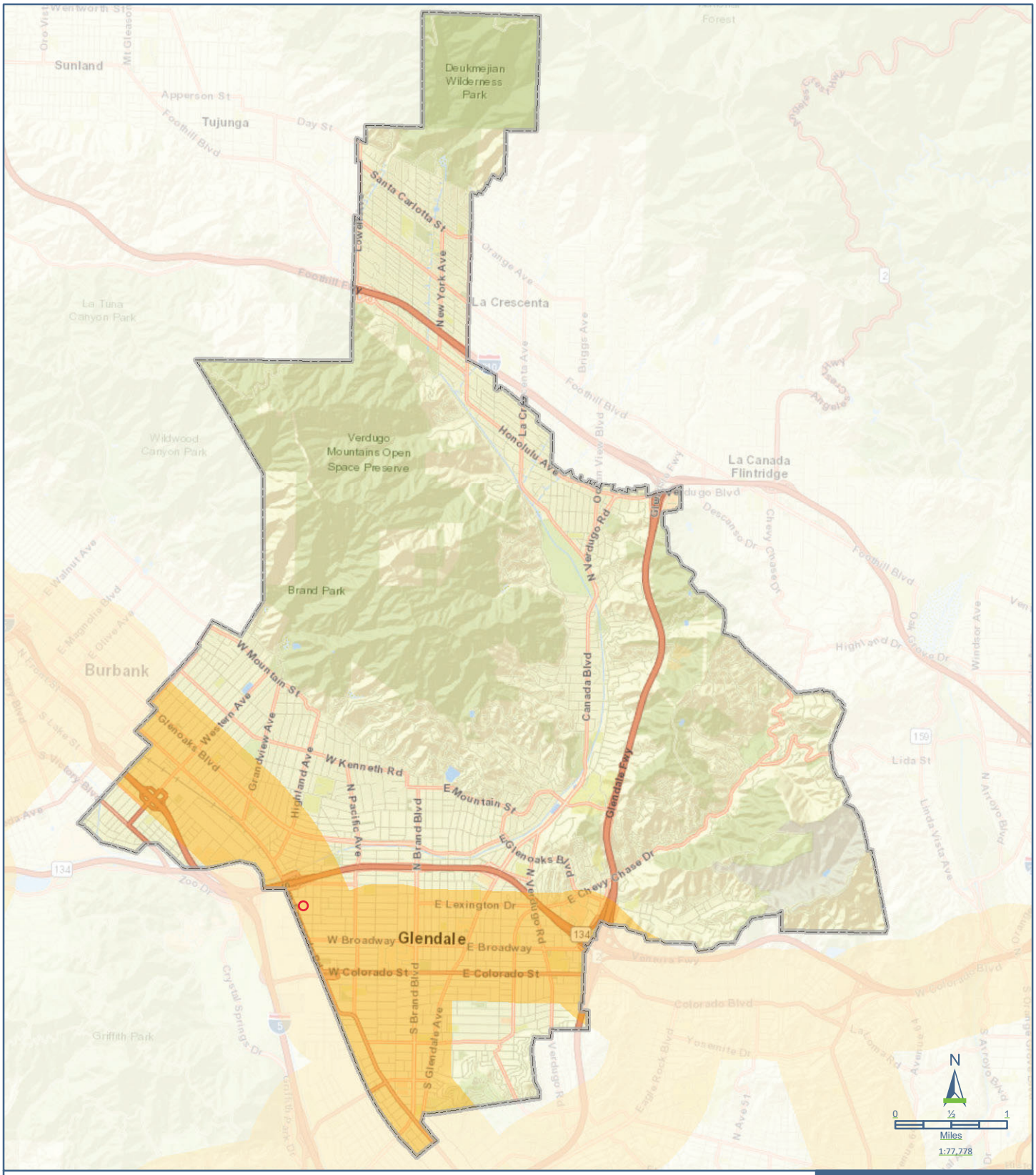
TABLE 5
VEHICLE PARKING CODE REQUIREMENTS

Land Use	Size	Code Requirement [a]	Parking Required
First 25,000 sf of Floor Area	25,000 sf	2.0 space / 1000 sf	50 spaces
Second 25,000 sf of Floor Area	25,000 sf	1.5 space / 1000 sf	38 spaces
Over 50,000 sf of Floor Area	370,546 sf	1.25 space / 1000 sf	463 spaces
		Total Code Parking Required	**551 spaces**

Notes:
[a] Parking rates from Glendale Municipal Code, Section 30.32.050, Table 30-32-D, October 2013.

Attachment A

High-Quality Transit Area Map



Glendale

Existing High Quality Transit Areas

Project Site

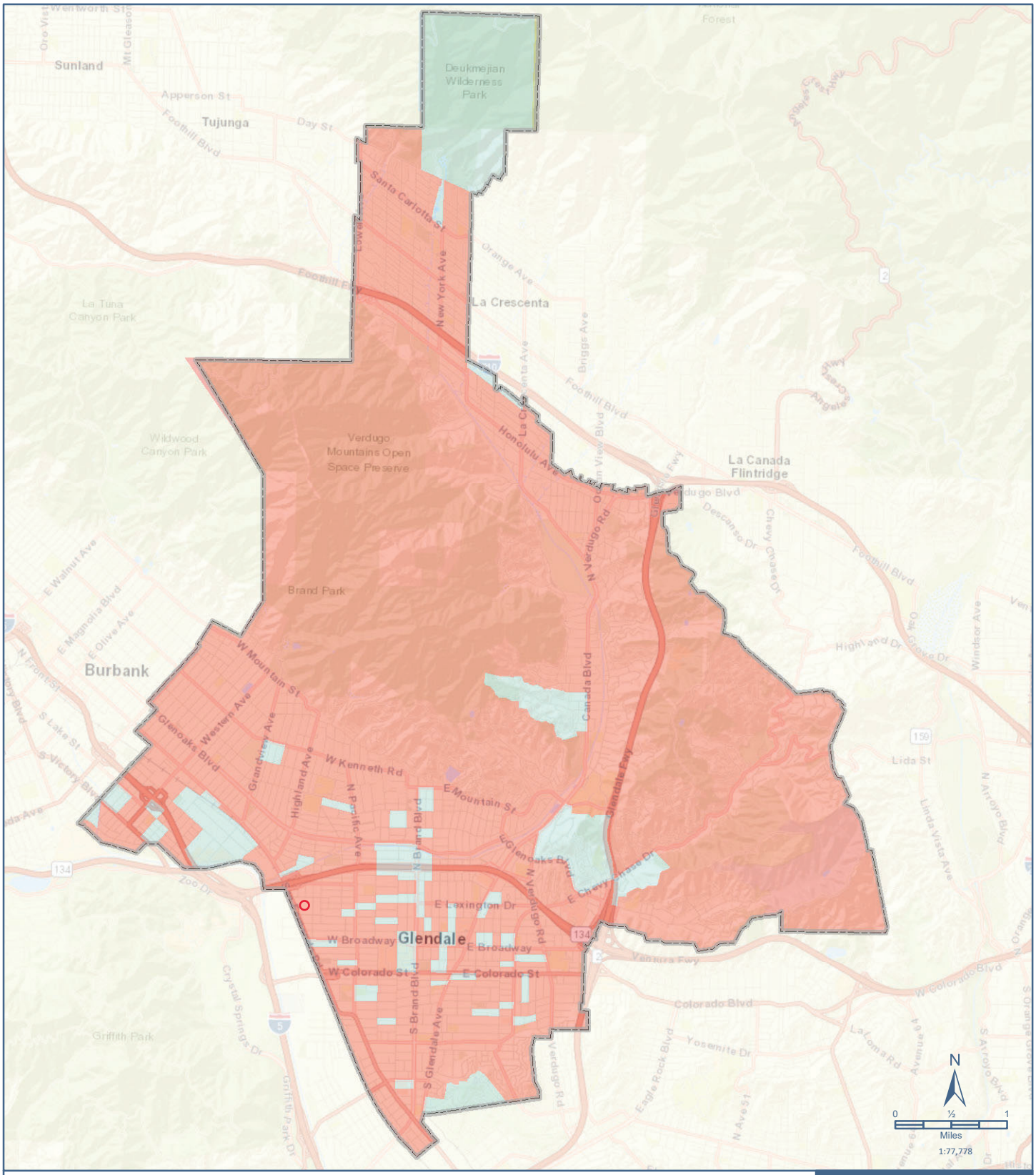
Data sources: SWITRS; SANGIS; CalAtlas. Map date: February 24, 2020.

City of Glendale
SB 743 Implementation

Existing High Quality Transit Areas

Attachment B

Office/Employment Project VMT Screening



Screened Out

Not Screened Out (VMT Analysis Required)

Project Site

The City of Glendale average daily VMT per employee is estimated to be 17.87.
15% below the average is 15.19.

Data sources: SWITRS, SANGIS, CalAtlas. Map date: February 24, 2020.

City of Glendale
SB 743 Implementation

Office/Employment Project VMT Screening