Appendix L
Alternatives Documentation

ESA

VMT Tool - Report

CulverCITY

Project Name

11111 Jefferson Project [Alternative 2]

Project Parcel(s)

4215001016

Project Screening

	Yes/No
Is this project within ½ mile of one of the following transit hubs?	No

- Culver City Expo Station
- La Cienega/Jefferson Expo Station
- Westfield-Culver City Transit Center
- Sepulveda/Venice intersection

	Yes/No
Is the project located within any TPA and are at least 15% of the on-site residential units are affordable?	No

	Yes/No
Does this project generate fewer than 250 daily trips?	No
Is the retail component of project fewer than 50,000 square feet in size at every store?	Yes
Is this residential component of the project 100% affordable housing?	N/A

Analysis is required. This project does not meet screening criteria. No separate analysis is required for retail.

Project Land Use

The following land uses will require separate impact analysis (outside of this tool) if not screened out. Please leave the land uses in the table below if they are part of a mixed use project.

Residential	Value (du)
Single Family	0
Multi-Family	114
Affordable Housing	
Family	0
Senior	0
Special Needs	0
Permanent Supportive	0

Office	Value (ksf)
Standard	0.000

Medical	Value (ksf)
Medical Office	0.000
Hospital	0.000

Industrial	Value (ksf)
Light Industrial	0.000
Manufacturing	0.000
Warehousing / Self-Storage	0.000

Movie Studio	Value (ksf)
Office	0.000
Post Production	0.000
Stage	0.000
Support	0.000

Retail	Value (ksf)
General	0.000
Supermarket	0.000
Bank	0.000
Health Club	0.000
Gas Station	0.000
Auto Repair	0.000
Home Improvement Superstore	0.000
Free-Standing Discount	0.000
Restaurant Non-fast-food	15.000
Restaurant Fast-food	0.000

	Value (seats)
Theater w/ Matinee	0.000

Hotel	Value (rooms)
Hotel	0
Motel	0

School	Value (students)
University	0
High School	0
Middle School	0
Elementary	0

Proposed Project Summary

	Total Daily		Household VMT				Work VMT			
	Trips	VMT	City VMT per capita	Project VMT per capita	Project vs. City Difference (%)	Significant VMT Impact?*	City VMT per employee	Project VMT per employee	Project vs. City Difference (%)	Significant VMT Impact?*
Proposed Project	974	6,414	8.3	6.1	-26.5%	No	10.1	N/A	N/A	N/A
Proposed Project w/ Mitigation	974	6,414	8.3	6.1	-26.5%	No	10.1	N/A	N/A	N/A

*A significant impact occurs unless the project metric is 15% or more below the City metric. For VMT per capita, the project metric must be below 7.1 for VMT per employee the project must be below 8.6.

3/16/2021

Culver CITY

Transportation Demand Management Strategies

TDM VMT Adjustments Summary

	Residential	Office/Retail/Other	Combined Total
Proposed Project	-0.1%	-0.1%	-0.1%
Proposed Project w/ Mitigation	-0.1%	-0.1%	-0.1%

MEASURE TYPE	TDM MEASURE INPUT	TDM VMT Adjustments

Parking

Off-Street Parking Pricing
[ ] proposed project

$ 0 — Baseline Off-Street Cost ($/space) — Residential [ ]
$ 0 — Proposed Off-Street Cost ($/space) — Office/Retail/Other [ ]

On-Street Parking Pricing
[ ] proposed project

$ 0 — Baseline On-Street Cost ($/space) — Residential [ ]
$ 0 — Proposed On-Street Cost ($/space) — Office/Retail/Other [ ]

Parking Supply
[ ] proposed project

0 — Required Number of Spaces (for resident) — Residential [ ]
0 — Proposed Number of Spaces (for resident)

Transit

Transit Frequency
[ ] proposed project

9 — Baseline Frequency (minutes) — Residential [ ]
5 — Proposed Frequency (minutes) — Office/Retail/Other [ ]

Point-to-point Shuttles
[ ] proposed project

Select to include in the project. — Office/Retail/Other [ ]

Last Mile Shuttles
[ ] proposed project

Select to include in the project. — Office/Retail/Other [ ]

Commute Trip Reductions

Commute Marketing Program
[ ] proposed project

[ ] Employees — Residential [ ]
[ ] Residents — Office/Retail/Other [ ]

Financial Commuter Incentives
[ ] proposed project

You may choose only one Financial Commuter Strategy, Commuter Incentives or Transit Subsidi — Residential [ ]
Office/Retail/Other [ ]

[ ] Commuter Incentives
$ 0 per 0 — Financial Incentive ($/day or $/month)
$ 0 per 0 — Average Baseline Commute Cost ($/day or $/month)

[ ] Transit Subsidies
[ ] Employees — 0% — Percentage of Cost Subsidized
[ ] Residents — 0% — Percentage of Cost Subsidized

Site Design

Pedestrian-Oriented Design
[X] proposed project

Select to include in the project. — Residential -0.1%
Office/Retail/Other -0.1%

version 0.90

VMT Tool - Report

Project Name
11111 Jefferson Project [Alternative 3]

Project Parcel(s)
4215001016

Project Screening

	Yes/No
Is this project within ½ mile of one of the following transit hubs?	No

- Culver City Expo Station
- La Cienega/Jefferson Expo Station
- Westfield-Culver City Transit Center
- Sepulveda/Venice intersection

	Yes/No
Is the project located within any TPA and are at least 15% of the on-site residential units are affordable?	No

	Yes/No
Does this project generate fewer than 250 daily trips?	No
Is the retail component of project fewer than 50,000 square feet in size at every store?	Yes
Is this residential component of the project 100% affordable housing?	No

Analysis is required. This project does not meet screening criteria. No separate analysis is required for retail.

Project Land Use

The following land uses will require separate impact analysis (outside of this tool) if not screened out. Please leave the land uses in the table below if they are part of a mixed use project.

Residential	Value (du)
Single Family	0
Multi-Family	175
Affordable Housing	
Family	9
Senior	0
Special Needs	0
Permanent Supportive	0

Office	Value (ksf)
Standard	9.160

Medical	Value (ksf)
Medical Office	0.000
Hospital	0.000

Industrial	Value (ksf)
Light Industrial	0.000
Manufacturing	0.000
Warehousing / Self-Storage	0.000

Movie Studio	Value (ksf)
Office	0.000
Post Production	0.000
Stage	0.000
Support	0.000

Retail	Value (ksf)
General	3.120
Supermarket	30.880
Bank	0.000
Health Club	1.560
Gas Station	0.000
Auto Repair	0.000
Home Improvement Superstore	0.000
Free-Standing Discount	0.000
Restaurant Non-fast-food	6.560
Restaurant Fast-food	1.920

	Value (seats)
Theater w/ Matinee	0.000

Hotel	Value (rooms)
Hotel	0
Motel	0

School	Value (students)
University	0
High School	0
Middle School	0
Elementary	0

Proposed Project Summary

	Total Daily		Household VMT				Work VMT			
	Trips	VMT	City VMT per capita	Project VMT per capita	Project vs. City Difference (%)	Significant VMT Impact?*	City VMT per employee	Project VMT per employee	Project vs. City Difference (%)	Significant VMT Impact?*
Proposed Project	3,951	26,237	8.3	5.8	-30.1%	No	10.1	9.1	-9.9%	Yes
Proposed Project w/ Mitigation	3,951	26,237	8.3	5.8	-30.1%	No	10.1	9.1	-9.9%	Yes

*A significant impact occurs unless the project metric is 15% or more below the City metric. For VMT per capita, the project metric must be below 7.1 for VMT per employee the project must be below 8.6.

3/16/2021

VMT Tool - Report

TDM VMT Adjustments Summary

	Residential	Office/Retail/Other	Combined Total
Proposed Project	-0.1%	-0.1%	-0.1%
Proposed Project w/ Mitigation	-0.1%	-0.1%	-0.1%

MEASURE TYPE	TDM MEASURE INPUT		TDM VMT Adjustments	

Parking

Off-Street Parking Pricing
proposed project

| $ | 0 | Baseline Off-Street Cost ($/space) | Residential | |
| $ | 0 | Proposed Off-Street Cost ($/space) | Office/Retail/Other | |

On-Street Parking Pricing
proposed project

| $ | 0 | Baseline On-Street Cost ($/space) | Residential | |
| $ | 0 | Proposed On-Street Cost ($/space) | Office/Retail/Other | |

Parking Supply
proposed project

| | 0 | Required Number of Spaces (for resident) | Residential | |
| | 0 | Proposed Number of Spaces (for resident) | | |

Transit

Transit Frequency
proposed project

| | 9 | Baseline Frequency (minutes) | Residential | |
| | 5 | Proposed Frequency (minutes) | Office/Retail/Other | |

Point-to-point Shuttles
proposed project

Select to include in the project. — Office/Retail/Other

Last Mile Shuttles
proposed project

Select to include in the project. — Office/Retail/Other

Commute Trip Reductions

Commute Marketing Program
proposed project

| | Employees | | Residential | |
| | Residents | | Office/Retail/Other | |

Financial Commuter Incentives
proposed project

You may choose only one Financial Commuter Strategy, Commuter Incentives or Transit Subsidi — Residential / Office/Retail/Other

| Commuter Incentives | $ | 0 | per | 0 | Financial Incentive ($/day or $/month) |
| | $ | 0 | per | 0 | Average Baseline Commute Cost ($/day or $/month) |

| Transit Subsidies | Employees | 0% | Percentage of Cost Subsidized |
| | Residents | 0% | Percentage of Cost Subsidized |

Site Design

Pedestrian-Oriented Design
[X] proposed project

Select to include in the project.

| | Residential | -0.1% |
| | Office/Retail/Other | -0.1% |

CulverCITY — VMT Tool - Report

Project Name
11111 Jefferson Project [Alternative 3]

Project Parcel(s)
4215001016

Project Screening

	Yes/No			Yes/No
Is this project within ½ mile of one of the following transit hubs?	No		Does this project generate fewer than 250 daily trips?	No
- Culver City Expo Station - La Cienega/Jefferson Expo Station - Westfield-Culver City Transit Center - Sepulveda/Venice intersection			Is the retail component of project fewer than 50,000 square feet in size at every store?	Yes
			Is this residential component of the project 100% affordable housing?	No
Is the project located within any TPA and are at least 15% of the on-site residential units are affordable?	No			

Analysis is required. This project does not meet screening criteria. No separate analysis is required for retail.

Project Land Use

Residential	Value (du)
Single Family	0
Multi-Family	175
Affordable Housing	
Family	9
Senior	0
Special Needs	0
Permanent Supportive	0

Office	Value (ksf)
Standard	9.160

Medical	Value (ksf)
Medical Office	0.000
Hospital	0.000

Industrial	Value (ksf)
Light Industrial	0.000
Manufacturing	0.000
Warehousing / Self-Storage	0.000

Movie Studio	Value (ksf)
Office	0.000
Post Production	0.000
Stage	0.000
Support	0.000

The following land uses will require separate impact analysis (outside of this tool) if not screened out. Please leave the land uses in the table below if they are part of a mixed use project.

Retail	Value (ksf)
General	3.120
Supermarket	30.880
Bank	0.000
Health Club	1.560
Gas Station	0.000
Auto Repair	0.000
Home Improvement Superstore	0.000
Free-Standing Discount	0.000
Restaurant Non-fast-food	6.560
Restaurant Fast-food	1.920

	Value (seats)
Theater w/ Matinee	0.000

Hotel	Value (rooms)
Hotel	0
Motel	0

School	Value (students)
University	0
High School	0
Middle School	0
Elementary	0

Proposed Project Summary

	Total Daily		Household VMT				Work VMT			
	Trips	VMT	City VMT per capita	Project VMT per capita	Project vs. City Difference (%)	Significant VMT Impact?*	City VMT per employee	Project VMT per employee	Project vs. City Difference (%)	Significant VMT Impact?*
Proposed Project	3,951	26,237	8.3	5.8	-30.1%	No	10.1	9.1	-9.9%	Yes
Proposed Project w/ Mitigation	~~3,718~~ 3,929	~~24,664~~ 26,078	8.3	~~5.3~~ 5.5	~~-36.1%~~ -33.7%	No	10.1	8.4	-16.8%	No

*A significant impact occurs unless the project metric is 15% or more below the City metric. For VMT per capita, the project metric must be below 7.1 for VMT per employee the project must be below 8.6.

The proposed Project [Alternative 3] would result in a significant VMT/employee impact, while the retail uses would be screened out from analysis. The proposed Commute Marketing Program mitigation on the following page would apply to both employees and residents of all uses, while the proposed Off-Street Parking Pricing mitigation would only apply to the office use. These two mitigations would mitigate the significant VMT impact.

For calculating total daily trips and VMT, the parking pricing mitigation VMT reduction was applied to the separated office use daily trip generation. The VMT Calculator allows for a 5.5% reduction in VMT for applying the parking pricing mitigation. It was estimated that this would reduce the office use daily trips by 4. This reduction was then applied to the Total Daily Trips and VMT calculated for the entire Project [Alternative 3] with just the commute marketing program mitigation applied, see page 3. This calculation would conservatively isolate the parking pricing mitigation effects on daily trips and VMT to just the office component.

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Transportation Demand Management Strategies

TDM VMT Adjustments Summary

	Residential	Office/Retail/Other	Combined Total
Proposed Project	-0.1%	-0.1%	-0.1%
Proposed Project w/ Mitigation	~~-8.6%~~ -3.3%	-5.8%	~~-6.1%~~ -5.5%

MEASURE TYPE	TDM MEASURE INPUT	TDM VMT Adjustments

Parking

Off-Street Parking Pricing   *0%*

| X | mitigation | $ | 0 | Baseline Off-Street Cost ($/space) | Residential | ~~-5.5%~~ |
| | | $ | 3 | Proposed Off-Street Cost ($/space) *($/day)* | Office/~~Retail/Other~~ | -5.5% |

On-Street Parking Pricing

| | mitigation | $ | 0 | Baseline On-Street Cost ($/space) | Residential | |
| | | $ | 0 | Proposed On-Street Cost ($/space) | Office/Retail/Other | |

Parking Supply

| | proposed project | 0 | Required Number of Spaces (for resident) | Residential | |
| | | 0 | Proposed Number of Spaces (for resident) | | |

Transit

Transit Frequency

| | proposed project | 9 | Baseline Frequency (minutes) | Residential | |
| | | 5 | Proposed Frequency (minutes) | Office/Retail/Other | |

Point-to-point Shuttles

| | proposed project | Select to include in the project. | Office/Retail/Other | |

Last Mile Shuttles

| | proposed project | Select to include in the project. | Office/Retail/Other | |

Commute Trip Reductions

Commute Marketing Program

| X | mitigation | X | Employees | Residential | -3.2% |
| | | X | Residents | Office/Retail/Other | -0.3% |

Financial Commuter Incentives

| | proposed project | You may choose only one Financial Commuter Strategy, Commuter Incentives or Transit Subsidies | Residential | |
| | | | Office/Retail/Other | |

| | Commuter Incentives | $ | 0 | per | 0 | Financial Incentive ($/day or $/month) |
| | | $ | 0 | per | 0 | Average Baseline Commute Cost ($/day or $/month) |

| | Transit Subsidies | | Employees | 0% | Percentage of Cost Subsidized |
| | | | Residents | 0% | Percentage of Cost Subsidized |

Site Design

Pedestrian-Oriented Design

| X | proposed project | Select to include in the project. | Residential | -0.1% |
| | | | Office/Retail/Other | -0.1% |

version 0.90

VMT Tool - Report

Project Name	Project Parcel(s)
11111 Jefferson Project [Alternative 3, Partially Mitigated]	4215001016

Project Screening

	Yes/No		Yes/No
Is this project within ½ mile of one of the following transit hubs?	No	Does this project generate fewer than 250 daily trips?	No

- Culver City Expo Station
  - La Cienega/Jefferson Expo Station
  - Westfield-Culver City Transit Center
  - Sepulveda/Venice intersection
		Is the retail component of project fewer than 50,000 square feet in size at every store?	Yes

Is the project located within any TPA and are at least 15% of the on-site residential units are affordable?	No	Is this residential component of the project 100% affordable housing?	No

Analysis is required. This project does not meet screening criteria. No separate analysis is required for retail.

Project Land Use

The following land uses will require separate impact analysis (outside of this tool) if not screened out. Please leave the land uses in the table below if they are part of a mixed use project.

Residential	Value (du)
Single Family	0
Multi-Family	175
Affordable Housing	
Family	9
Senior	0
Special Needs	0
Permanent Supportive	0

Office	Value (ksf)
Standard	9.160

Medical	Value (ksf)
Medical Office	0.000
Hospital	0.000

Industrial	Value (ksf)
Light Industrial	0.000
Manufacturing	0.000
Warehousing / Self-Storage	0.000

Movie Studio	Value (ksf)
Office	0.000
Post Production	0.000
Stage	0.000
Support	0.000

Retail	Value (ksf)
General	3.120
Supermarket	30.880
Bank	0.000
Health Club	1.560
Gas Station	0.000
Auto Repair	0.000
Home Improvement Superstore	0.000
Free-Standing Discount	0.000
Restaurant Non-fast-food	6.560
Restaurant Fast-food	1.920

	Value (seats)
Theater w/ Matinee	0.000

Hotel	Value (rooms)
Hotel	0
Motel	0

School	Value (students)
University	0
High School	0
Middle School	0
Elementary	0

Proposed Project Summary

	Total Daily		Household VMT				Work VMT			
	Trips	VMT	City VMT per capita	Project VMT per capita	Project vs. City Difference (%)	Significant VMT Impact?*	City VMT per employee	Project VMT per employee	Project vs. City Difference (%)	Significant VMT Impact?*
Proposed Project	3,951	26,237	8.3	5.8	-30.1%	No	10.1	9.1	-9.9%	Yes
Proposed Project w/ Mitigation	3,933	26,105	8.3	5.6	-32.5%	No	~~10.1~~	~~8.8~~	~~-12.9%~~	~~Yes~~

See fully mitigated VMT Output

*A significant impact occurs unless the project metric is 15% or more below the City metric. For VMT per capita, the project metric must be below 7.1 for VMT per employee the project must be below 8.6.

This VMT calculation reflects the entire Project [Alternative 3] with only the Commute Marketing Program mitigation applied. The calculated trips and VMT here were then used to form the baseline in which to calculate the reduction in trips and VMT for the Project if the Off-Street Parking Pricing mitigation were applied to just the proposed office component. See first page.

VMT Tool - Report

Transportation Demand Management Strategies

TDM VMT Adjustments Summary

	Residential	Office/Retail/Other	Combined Total
Proposed Project	-0.1%	-0.1%	-0.1%
Proposed Project w/ Mitigation	-3.3%	-0.4%	-0.6%

MEASURE TYPE	TDM MEASURE INPUT		TDM VMT Adjustments	

Parking

Off-Street Parking Pricing
| proposed project |
$ | 0 | Baseline Off-Street Cost ($/space) | Residential |
$ | 0 | Proposed Off-Street Cost ($/space) | Office/Retail/Other |

On-Street Parking Pricing
| mitigation |
$ | 0 | Baseline On-Street Cost ($/space) | Residential |
$ | 0 | Proposed On-Street Cost ($/space) | Office/Retail/Other |

Parking Supply
| proposed project |
0 | Required Number of Spaces (for resident) | Residential |
0 | Proposed Number of Spaces (for resident) |

Transit

Transit Frequency
| proposed project |
9 | Baseline Frequency (minutes) | Residential |
5 | Proposed Frequency (minutes) | Office/Retail/Other |

Point-to-point Shuttles
| proposed project |
Select to include in the project. | Office/Retail/Other |

Last Mile Shuttles
| proposed project |
Select to include in the project. | Office/Retail/Other |

Commute Trip Reductions

Commute Marketing Program
X	mitigation
X	Employees	Residential	**-3.2%**
X	Residents	Office/Retail/Other	**-0.3%**

Financial Commuter Incentives
| proposed project |
You may choose only one Financial Commuter Strategy, Commuter Incentives or Transit Subsidi | Residential |
| | Office/Retail/Other |

| Commuter Incentives | $ | 0 | per | 0 | Financial Incentive ($/day or $/month) |
| | $ | 0 | per | 0 | Average Baseline Commute Cost ($/day or $/month) |

| Transit Subsidies | Employees | 0% | Percentage of Cost Subsidized |
| | Residents | 0% | Percentage of Cost Subsidized |

Site Design

Pedestrian-Oriented Design
| X | proposed project |
Select to include in the project. | Residential | **-0.1%** |
| | Office/Retail/Other | **-0.1%** |

version 0.90

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