# Appendix L Alternatives Documentation





- La Cienega/Jefferson Expo Station

- Westfield-Culver City Transit Center - Sepulveda/Venice intersection

Is the project located within any TPA and are at least

15% of the on-site residential units are affordable?



N/A

Project Name		Project Parcel(s)	
11111 Jefferson Project [Alternative 2]		4215001016	
	_	•	
Project Screening			
	Yes/No		Yes/No
	No	Does this project generate fewer than 250 daily trips?	No
Is this project within ½ mile of one of the following transit hubs?		_	
- Culver City Expo Station		Is the retail component of project fewer than 50,000 square feet in	Yes

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

size at every store?

Is this residential component of the project 100% affordable housing?

No

Residential	Value (du)	The following land uses will require separate impa	ct analysis (outside of this tool) if
Single Family	0	not screened out. Please leave the land uses in the	e table below if they are part of
Multi-Family	114	a mixed use project.	
Affordable Housing		Retail	Value (ksf)
Family	0	General	0.000
Senior	0	Supermarket	0.000
Special Needs	0	Bank	0.000
Permanent Supportive	0	Health Club	0.000
		Gas Station	0.000
Office	Value (ksf)	Auto Repair	0.000
Standard	0.000	Home Improvement Superstore	0.000
		Free-Standing Discount	0.000
Medical	Value (ksf)	Restaurant Non-fast-food	15.000
Medical Office	0.000	Restaurant Fast-food	0.000
Hospital	0.000		Value (seats)
		Theater w/ Matinee	0.000
Industrial	Value (ksf)		
Light Industrial	0.000	Hotel	Value (rooms)
Manufacturing	0.000	Hotel	0
Warehousing / Self-Storage	0.000	Motel	0
Movie Studio	Value (ksf)	School	Value (students)
Office	0.000	University	0
Post Production	0.000	High School	0
Stage	0.000	Middle School	0
Support	0.000	Elementary	0

Proposed Project Summary										
	Tota	l Daily		Househ	old VMT			Work	TMV	
					Project vs.				Project vs.	
					City	Significant		Project VMT	City	Significant
			City VMT per	Project VMT	Difference	VMT	City VMT per	per	Difference	VMT
	Trips	VMT	capita	per capita	(%)	Impact?*	employee	employee	(%)	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

<sup>\*</sup>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.





Transportation Demand Managem	nent Strategies							
			TDM VM	T Adjustments S				
		Residentio		Office/Retail/Othe	-	Combined Total		
Pro	posed Project	-0.1%		-0.1%	•	-0.1%		
	posed Project w/ Mitigation	-0.1%		-0.1%		-0.1%		
	· ·							
MEASURE TYPE	TDM N	MEASURE INPUT					TDM VMT Adjustments	
Parking								
Off-Street Parking Pricing  proposed project	•	0	Racoline Off	-Street Cost (\$/sp	~~~)		Residential	
proposed project	\$	0		ff-Street Cost (\$/sp			Office/Retail/Other	
On-Street Parking Pricing proposed project	\$	0		-Street Cost (\$/sp			Residential	
	\$	0	Proposed O	n-Street Cost (\$/s	pace)		Office/Retail/Other	
Parking Supply proposed project		0		ımber of Spaces			Residential	
		0	Proposed Nu	umber of Spaces	(for resid	dent)		
Transit								
Transit Frequency proposed project		9	Baseline Free	quency (minutes)			Residential	
		5		equency (minute			Office/Retail/Other	
Point-to-point Shuttles	Salas	U in the land of the s	.:4				Office (Datail (Other	
proposed project	301001	t to include in the p	orojeci.				Office/Retail/Other	
Last Mile Shuttles							577 17 1 1/01	
proposed project	seieci	t to include in the p	oroject.				Office/Retail/Other	
Commute Trip Reductions								
Commute Marketing Program	_							
proposed project		Employees					Residential	
		Residents					Office/Retail/Other	
Financial Commuter Incentives  proposed project		nay choose only or	ne Financial C	ommuter Strateg	y, Comn	nuter Incentives or Transit Sub	sidi Residential	
							Office/Retail/Other	
	Commuter \$ Incentives \$	0	per per	0		cial Incentive (\$/day or \$/mor ge Baseline Commute Cost (:		
_								
		Employees		0%		ntage of Cost Subsidized		
		Residents		0%	Percei	ntage of Cost Subsidized		
Cita Davien								
Site Design								
Pedestrian-Oriented Design  X proposed project	Select	t to include in the p	oroject.				Residential	-0.1%
			-				Office/Retail/Other	-0.1%





Project Name	Project Parcel(s)
11111 Jefferson Project [Alternative 3]	4215001016
Project Screening	
Yes/No	Yes/No

No Does this project generate fewer than 250 daily trips? No Is this project within  $\frac{1}{2}$  mile of one of the following transit hubs? Yes Is the retail component of project fewer than 50,000 square feet in - Culver City Expo Station - La Cienega/Jefferson Expo Station size at every store? - Westfield-Culver City Transit Center - Sepulveda/Venice intersection No Is this residential component of the project 100% affordable housing? Is the project located within any TPA and are at least No 15% of the on-site residential units are affordable?

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

Residential Single Family	Value (du) 0 175	The following land uses will require separate impact not screened out. Please leave the land uses in the a mixed use project.	
Multi-Family Affordable Housing	1/3	Retail	Value (ksf)
Family	9	General	3.120
Senior	0	Supermarket	30.880
Special Needs	0	Bank	0.000
Permanent Supportive	0	Health Club	1,560
r emanem sopponive		Gas Station	0.000
Office	Value (ksf)	Auto Repair	0.000
Standard	9.160	Home Improvement Superstore	0.000
Sidildaid	7.100	Free-Standing Discount	0.000
Medical	Value (ksf)	Restaurant Non-fast-food	6.560
Medical Office	0,000	Restaurant Fast-food	1,920
Hospital	0.000	Resideratii Fasi Tood	Value (seats)
Hospital	0.000	Theater w/ Matinee	0.000
Industrial	Value (ksf)	medici w wainee	0.000
Light Industrial	0.000	Hotel	Value (rooms)
Manufacturing	0.000	Hotel	0
Warehousing / Self-Storage	0.000	Motel	0
Movie Studio	Value (ksf)	School	Value (students)
Office	0,000	University	0
Post Production	0.000	High School	0
Stage	0.000	Middle School	0
Support	0.000	Elementary	0

Proposed Project Summary										
	Tota	l Daily		Househ	old VMT			Work	<b>VMT</b>	
					Project vs.				Project vs.	
					City	Significant		Project VMT	City	Significant
			City VMT per	Project VMT	Difference	VMT	City VMT per	per	Difference	VMT
	Trips	VMT	capita	per capita	(%)	Impact?*	employee	employee	(%)	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

<sup>\*</sup>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.





Transportation Demand Managem	nent Strategies							
			TDM VM	T Adjustments S				
		Residentio		Office/Retail/Othe	-	Combined Total		
Pro	posed Project	-0.1%		-0.1%	•	-0.1%		
	posed Project w/ Mitigation	-0.1%		-0.1%		-0.1%		
	· ·							
MEASURE TYPE	TDM N	MEASURE INPUT					TDM VMT Adjustments	
Parking								
Off-Street Parking Pricing  proposed project	•	0	Racoline Off	-Street Cost (\$/sp	~~~)		Residential	
proposed project	\$	0		ff-Street Cost (\$/sp			Office/Retail/Other	
On-Street Parking Pricing proposed project	\$	0		-Street Cost (\$/sp			Residential	
	\$	0	Proposed O	n-Street Cost (\$/s	pace)		Office/Retail/Other	
Parking Supply proposed project		0		ımber of Spaces			Residential	
		0	Proposed Nu	umber of Spaces	(for resid	dent)		
Transit								
Transit Frequency proposed project		9	Baseline Free	quency (minutes)			Residential	
		5		equency (minute			Office/Retail/Other	
Point-to-point Shuttles	Salas	U in the land of the s	.:4				Office (Datail (Other	
proposed project	301001	t to include in the p	orojeci.				Office/Retail/Other	
Last Mile Shuttles							577 17 1 1/01	
proposed project	seieci	t to include in the p	oroject.				Office/Retail/Other	
Commute Trip Reductions								
Commute Marketing Program	_							
proposed project		Employees					Residential	
		Residents					Office/Retail/Other	
Financial Commuter Incentives  proposed project		nay choose only or	ne Financial C	ommuter Strateg	y, Comn	nuter Incentives or Transit Sub	sidi Residential	
							Office/Retail/Other	
	Commuter \$ Incentives \$	0	per per	0		cial Incentive (\$/day or \$/mor ge Baseline Commute Cost (:		
_								
		Employees		0%		ntage of Cost Subsidized		
		Residents		0%	Percei	ntage of Cost Subsidized		
Cita Davien								
Site Design								
Pedestrian-Oriented Design  X proposed project	Select	t to include in the p	oroject.				Residential	-0.1%
			-				Office/Retail/Other	-0.1%



## **VMT Tool - Report**



Project Name		Project Parcel(s)
11111 Jefferson Project [Alternative 3]		4215001016
	•	<u> </u>
Project Screening		
	Yes/No	Yes/No
	No	Does this project generate fewer than 250 daily trips?
Is this project within ½ mile of one of the following transit hubs?		
<ul> <li>Culver City Expo Station</li> <li>La Cienega/Jefferson Expo Station</li> <li>Westfield-Culver City Transit Center</li> </ul>		Is the retail component of project fewer than 50,000 square feet in Yes size at every store?
- Sepulveda/Venice intersection		Is this residential component of the project 100% affordable No housing?
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.

Residential	Value (du)	The following land uses will require separate impac	ct analysis (outside of this tool) if
Single Family	0	not screened out. Please leave the land uses in the	
Multi-Family	175	a mixed use project.	
Affordable Housing		Retail	Value (ksf)
Family	9	General	3.120
Senior	0	Supermarket	30.880
Special Needs	0	Bank	0.000
Permanent Supportive	0	Health Club	1.560
		Gas Station	0.000
Office	Value (ksf)	Auto Repair	0.000
Standard	9.160	Home Improvement Superstore	0.000
		Free-Standing Discount	0.000
Medical	Value (ksf)	Restaurant Non-fast-food	6.560
Medical Office	0.000	Restaurant Fast-food	1.920
Hospital	0.000		Value (seats)
		Theater w/ Matinee	0.000
Industrial	Value (ksf)		·
Light Industrial	0.000	Hotel	Value (rooms)
Manufacturing	0.000	Hotel	0
Warehousing / Self-Storage	0.000	Motel	0
Movie Studio	Value (ksf)	School	Value (students)
Office	0.000	University	0
Post Production	0.000	High School	0
Stage	0.000	Middle School	0
Support	0.000	Elementary	0

Proposed Project Summary										
	Tota	l Daily		Househ	old VMT			Work	<b>VMT</b>	
					Project vs. City	Significant		Project VMT	Project vs. City	Significant
			City VMT per	Project VMT	Difference	VMT	City VMT per	per	Difference	VMT
	Trips	VMT	capita	per capita	(%)	Impact?*	employee	employee	(%)	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	3,716	<del>24,664</del>	8.3	<del>-5.3 -</del>	<del>-36.1%</del>	No	10.1	8.4	-16.8%	No
	3,929	26,078		5.5	-33.7%					

<sup>\*</sup>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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			TDM VMT Adjustments Su	ummary		
	Proposed Project Proposed Project w/ Mitigation	-0.1% -3.3%	-0.1%	-0.1% -6.1% -5.5%		
NEASURE TYPE	TDN	MEASURE INPUT			TDM VMT Adjustments	
arking						
Off-Street Parking Pricing    X   mitigation	\$ \$	0 3	Baseline Off-Street Cost (\$/spo Proposed Off-Street Cost (\$/sp	ace) <sup>pace)</sup> (\$/day)	Residential Office/ <del>Retail/Other</del>	)% -5.5% -5.5%
On-Street Parking Pricing mitigation	\$	0	Baseline On-Street Cost (\$/spc Proposed On-Street Cost (\$/sp		Residential Office/Retail/Other	
Parking Supply  proposed project		0	Required Number of Spaces ( Proposed Number of Spaces		Residential	
Transit Frequency proposed project  Point-to-point Shuttles proposed project	Sele	9 5 ect to include in the p	Baseline Frequency (minutes) Proposed Frequency (minutes project.		Residential Office/Retail/Other	
Last Mile Shuttles proposed project	Sele	ect to include in the p	project.		Office/Retail/Other	
commute Trip Reductions  Commute Marketing Progr    X   mitigation	X	Employees Residents			Residential Office/Retail/Other	-3.2% -0.3%
Financial Commuter Incen proposed project		may choose only or 0	per 0 per 0	y, Commuter Incentives or Transit Financial Incentive (\$/day or \$/ Average Baseline Commute Co	Office/Retail/Other 'month)	
	Transit Subsidies	Employees Residents	0%	Percentage of Cost Subsidized Percentage of Cost Subsidized		
te Design  Pedestrian-Oriented Design  X proposed project		ect to include in the p	project.		Residential Office/Retail/Other	-0.1% -0.1%





Project Name		Project Parcel(s)	
11111 Jefferson Project [Alternative 3, Partially Mitigated]		4215001016	
	_	•	
Project Screening			
	Yes/No		Yes/No
	No	Does this project generate fewer than 250 daily trips?	No
Is this project within ½ mile of one of the following transi	t hups\$	Is the retail component of project fewer than 50,000 square feet in	Yes
- Culver City Expo Station - La Cienega/Jefferson Expo Station		size at every store?	103
- Westfield-Culver City Transit Center			
- Sepulveda/Venice intersection		Is this residential component of the project 100% affordable housing?	No
Is the project located within any TPA and are at least	No	Hoosingy	
15% of the on-site residential units are affordable?			

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

Residential	Value (du)	The following land uses will require separate impac	t analysis (outside of this tool) if
Single Family	0	not screened out. Please leave the land uses in the	table below if they are part of
Multi-Family	175	a mixed use project.	
Affordable Housing		Retail	Value (ksf)
Family	9	General	3.120
Senior	0	Supermarket	30.880
Special Needs	0	Bank	0.000
Permanent Supportive	0	Health Club	1.560
		Gas Station	0.000
Office	Value (ksf)	Auto Repair	0.000
Standard	9.160	Home Improvement Superstore	0.000
		Free-Standing Discount	0.000
Medical	Value (ksf)	Restaurant Non-fast-food	6.560
Medical Office	0.000	Restaurant Fast-food	1.920
Hospital	0.000		Value (seats)
		Theater w/ Matinee	0.000
Industrial	Value (ksf)		
Light Industrial	0.000	Hotel	Value (rooms)
Manufacturing	0.000	Hotel	0
Warehousing / Self-Storage	0.000	Motel	0
Movie Studio	Value (ksf)	School	Value (students)
Office	0.000	University	0
Post Production	0.000	High School	0
Stage	0.000	Middle School	0
Support	0.000	Elementary	0

Proposed Project Summary											
	Total Daily			Household VMT				Work VMT			
					Project vs.				Project vs.		
					City	Significant		Project VMT	City	Significant	
			City VMT per	Project VMT	Difference	VMT	City VMT pe	r per	Difference	VMT	
	Trips	VMT	capita	per capita	(%)	Impact?*	employee	employee	(%)	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									

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.

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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%					
LEASURE TYPE	TDM MEASURE INPUT	TDM VMT Adjustments				
arking						
Off-Street Parking Pricing						
proposed project	\$ 0 Baseline Off-Street Cost (\$/space) \$ 0 Proposed Off-Street Cost (\$/space)	Residential Office/Retail/Other				
On-Street Parking Pricing						
mitigation	\$ 0 Baseline On-Street Cost (\$/space) \$ 0 Proposed On-Street Cost (\$/space)	Residential Office/Retail/Other				
Parking Supply proposed project	0 Required Number of Spaces (for resident) 0 Proposed Number of Spaces (for resident)	Residential				
Point-to-point Shuttles proposed project  Last Mile Shuttles	9 Baseline Frequency (minutes) Froposed Frequency (minutes)  Select to include in the project.	Residential Office/Retail/Other  Office/Retail/Other				
proposed project	Select to include in the project.	Office/Retail/Other				
ommute Trip Reductions  Commute Marketing Prog    X   mitigation	ram X Employees X Residents	Residential Office/Retail/Other -3.2% -0.3%				
Financial Commuter Incer proposed project	ttives You may choose only one Financial Commuter Strategy, Commuter Incentives o					
	Commuter   \$ 0 per 0 Financial Incentive (\$/d Average Baseline Commuter 0 per 0 Representation	Office/Retail/Other iay or \$/month) mute Cost (\$/day or \$/month)				
	Transit Subsidies Employees 0% Percentage of Cost Sub					
te Design						
Pedestrian-Oriented Desig	า					