Appendix G

Traffic

Appendix G
Transportation

G.1 Circulation System Program, Plan, Ordinance, or Policy Review (PPOP)

Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

G.2 Review of Consistency with "Connect SoCal: A Plan for Navigating to a Brighter Future", The Southern California Association of Governments' 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS)

The 2024-2050 RTP/SCS was adopted in April 2024. As required by federal and state regulations, SCAG updates Connect SoCal every four years.

The RTP/SCS, developed over four years with technical analysis and stakeholder engagement, outlines SCAG's vision for a resilient and equitable future through 2050. It focuses on Mobility, Communities, Environment, and Economy. The interconnected nature of the region means that transportation investments impact environmental quality and economic resilience, while community development decisions affect transportation demands and access to opportunities.

Per the LADOT TAG, a review of the transportation-related planning policies within the RTP/SCS was conducted to evaluate whether the Project conflicts with or precludes the implementation of the RTP/SCS. The following policies are relevant to the proposed Project:

G.2.1 Regional Planning Policies – Mobility

G.2.1.1 System Preservation and Resilience

Policy 01 Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle.

Policy 02 Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure).

- The proposed Project does not conflict with this policy, it would not preclude the repair of transportation assets or investments towards any asset management targets.

G.2.1.2 Complete Streets

Policy 03 Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)

- The proposed Project would not conflict with this policy, as current conditions of multimodal mobility on the existing nearby roadway environment, which includes crosswalks and curb ramps with truncated domes, would be retained, and the proposed Project would not preclude the development of additional Complete Streets infrastructure.

Policy 04 Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)

- The proposed Project would not conflict with this this policy, as it would include a shuttle service with wheelchair accommodation for visitors requiring accessibility services. Additionally, existing pedestrian access to the proposed Project Site includes curb ramps with truncated domes, which would be retained.

Policy 05 Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery.

- The proposed Project would not conflict with this policy, as designated areas for rideshare pickups and drop-offs and shuttle service would be provided. Additionally, current bicycle and pedestrian facilities on Harbor Boulevard would be retained, which can also serve micromobility users.

Policy 06 Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities

- The proposed Project is not located in a Priority Equity Zone, though it is proximate to one (located on the west side of Harbor Boulevard). Furthermore, the proposed Project would not conflict with the implementation of Complete Streets improvements, as current conditions of multimodal mobility on the existing nearby roadway environment, which includes crosswalks and curb ramps with truncated domes, would be retained, and the proposed Project would not preclude the development of additional Complete Streets infrastructure. Thus, the proposed Project does not conflict with this policy.

G.2.1.3 Transit and Multimodal Integration

Policy 07 Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.

- The proposed Project would not conflict with this policy, as current conditions of multimodal mobility on the existing nearby roadway environment, which includes crosswalks and curb ramps with truncated domes, would be retained, and the proposed Project would not preclude the development of additional Complete Streets infrastructure. Additionally, the Project would include a shuttle service. Regarding digital projects, the proposed Project would not preclude the implementation of digital multimodal, transit, or other mobility projects.

Policy 08 Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.

- The proposed Project would be a private sector-developed facility, with multimodal connectivity to the surrounding public transportation network. For example, current conditions of multimodal mobility on the existing nearby roadway environment, which includes crosswalks and curb ramps with truncated domes as well as bicycle facilities, would be retained, and the proposed Project would not preclude the development of additional Complete Streets infrastructure. Thus, the proposed Project does not conflict with this policy.

Policy 09 Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.

- The Project is not in an area surrounding an existing or planned transit/rail station. The nearest bus rapid transit (BRT) stations are along the Metro J Line on Pacific Avenue, approximately one mile from the Project, and various residential uses exist in-between the Project and those stations. The most proximate existing or planned rail station is along the Metro A Line in Downtown Long Beach, over six miles away from the Project. Thus, the proposed Project does not conflict with this policy.

Policy 10 Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities.

- The proposed Project is not located in a Priority Equity Zone, though it is proximate to one (located on the west side of Harbor Boulevard). The proposed Project would not conflict with the implementation of transportation projects, it is an off-street development that would not preclude transportation infrastructure projects on the roadway network. Thus, the proposed Project does not conflict with this policy.

Policy 11 Create a resilient transportation system by preparing for emergencies and the impacts of climate change.

- The proposed Project would not conflict with this policy, as it is located off the public transportation network and would not preclude the creation of a resilient transportation system.

G.2.1.4 Transportation System Management

Policy 12 Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible.

- The proposed Project would not conflict with this policy, as it would not add roadway capacity.

Policy 13 Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.

- The proposed Project would not conflict with this policy, as it would not preclude regional investment into transportation projects that increase travel time reliability or the regional express lane network.

G.2.1.5 Transportation Demand Management

Policy 14 Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)

- The proposed Project would not conflict with this policy, as it is not a transportation project and would not preclude the development of transportation projects which provide alternatives to single-occupancy vehicle travel. For reference, TDM measures for the proposed Project, which is unrelated to this policy, are described in section 3.9.7.4 of the Transportation Chapter of the EIR.

Policy 15 Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors

- The proposed Project would not conflict with this policy, as it would not preclude the development of local TDM plans or policies. For reference, TDM measures for the proposed Project, which is unrelated to this policy, are described in section 3.9.7.4 of the Transportation Chapter of the EIR.

Policy 16 Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)

- The proposed Project would not conflict with this policy, as it would not preclude municipalities from updating TDM ordinances. For reference, TDM measures for the proposed Project, which is unrelated to this policy, are described in section 3.9.7.4 of the Transportation Chapter of the EIR.

G.2.1.6 Technology Integration

Policy 17 Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region.

Policy 18 Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy.

Policy 19 Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders.

Policy 20 Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.

Policy 20 Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.

Policy 21 Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure.

- The proposed Project would not conflict with these policies, as it would not preclude promotion, monitoring, or advocation for technologies, or data sharing between sectors.

G.2.1.7 Safety

Policy 22 Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system.

- The proposed Project would not conflict with this policy, as it would not preclude the implementation of infrastructure, programs, or other interventions to eliminate transportation-related fatalities on the regional transportation system.

Policy 23 Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities.

- The proposed Project would not conflict with this policy. The proposed Project is a development, which is not part of the transportation safety or security planning process.

Policy 24 Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.

- The proposed Project would not conflict with this policy, as it would not preclude the implementation of transit safety or security solutions.

Policy 25 Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs.

- The proposed Project would not conflict with this policy, as it would not preclude the use of transportation safety or system security data in decision-making.

G.2.1.8 Funding the System/User Fees

Policy 26 Promote stability and sustainability for core state and federal transportation funding sources.

Policy 27 Establish a user fee–based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits.

Policy 28 Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs.

Policy 29 Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources.

Policy 30 Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery.

Policy 31 Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience.

- The proposed Project would not conflict with these policies, as it would not preclude the use or promotion of state, federal, or local funding sources, strategies, or tools.

G.3 Review of Consistency with San Pedro Community Plan

The San Pedro Community Plan was adopted in 2017 as part of the Mobility Plan 2035 Update.

The San Pedro Community Plan is one of 35 in the City of Los Angeles that establishes the policies and programs that inform the framework for local land use, circulation, and service systems within the selected community plan area. Per the City's new TAG, a review of the San Pedro Community Plan was conducted to evaluate whether the project conflicts with or precludes the implementation of the community plan framework.

In addition to Chapter IV, Mobility, the San Pedro Community Plan contains transportation-related policies in Chapter III, Land Use Plan and Urban Design. The following objectives, policies, and programs are relevant to the proposed Project:

Policy LU5.16 *Minimize parking impacts*: Reduce the visual prominence of parking within the public realm by requiring off-street parking to be located behind or within structures or otherwise fully or partially screened from public view.

The proposed Project does not conflict with this policy, as existing street trees along the perimeter of on-site parking lots as well as within the parking lots would be retained. This would partially conceal surface parking lots and lessen visual prominence. The 22nd Street lot is proposed to include a perimeter fence, which would partially conceal the surface parking.

The Community Plan Mobility Chapter presents goals and policies related to the community as a whole, walking, bicycling, transit, motorized vehicles, goods movement, parking management, and recreation and scenic highways. The following objectives, policies, and programs are relevant to the proposed Project:

Goal M1: A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system

Policy M1.1 *Complete streets*: Ensure the community is served by a complete street system with some streets strategically prioritized for target users and other streets that connect the complement of arterials together to serve all users.

- The proposed Project would not conflict with this policy, as current standards of mobility on the existing roadway environment, which includes crosswalks and curb ramps with truncated domes, would be retained.

Policy M1.2 *Mobility for Challenged Users:* Support wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and other populations dependent on transit.

- The proposed Project would not conflict with this this policy, as it would include a shuttle service with wheelchair accommodation for visitors requiring accessibility services. Existing pedestrian

access to the proposed Project Site includes curb ramps with truncated domes, which would be retained.

Policy M1.3 *Mobility Enhancements:* Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met.

- The proposed Project would not conflict with this policy, as current bicycle and pedestrian facilities on Harbor Boulevard would be retained.

Policy M1.4 *Private investment for off-site facilities/amenities:* Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes

- The proposed Project would not conflict with this policy, as current bicycle and pedestrian facilities on Harbor Boulevard would be retained.

Goal M2: A circulation system that supports successful neighborhood areas with multi-modal access, streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.

Policy M2.1 *Streetscapes:* Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to maintain safe travel speeds

- The proposed Project would not conflict with this policy, as existing street trees, bicycle and pedestrian facilities, and traffic control would be maintained. Temporary traffic control during events would also be implemented to improve mobility.

Goal M3: A pleasant street environment throughout San Pedro that is universally accessible, safe, and convenient for pedestrians.

Policy M3.2 *Priority pedestrian routes:* Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments.

- The proposed Project would not conflict with this policy, as existing bicycle and pedestrian facilities, which include Class II bike lanes and marked crosswalks with curb ramps, would be retained.

Policy M3.3 *Pedestrian amenities:* Maintain sidewalks, streets, and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night.

- The proposed Project would not conflict with this policy, as existing pedestrian and bicycle facilities, street trees, and lighting would be retained.

Policy M3.4 *Minimize pedestrian conflicts:* Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and creating well-marked crossings at intersections and mid-block locations.

- The proposed Project would not conflict with this policy, as existing marked crosswalks with curb ramps would be retained. During events, temporary traffic control would be implemented to reduce pedestrian-vehicle interactions.

Goal M4: A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.

Policy M4.1 *Priority bikeways:* Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets.

- The proposed Project would not conflict with this policy, as existing bicycle facilities (Class II bike lanes) on Harbor Boulevard would be retained.

Policy M4.2 *Bikeway connections:* Provide bicycle access for open space areas, commercial corridors, Downtown/Regional Center, Neighborhood Districts and Community Centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities.

- The proposed Project would not conflict with this policy, as existing bicycle facilities (Class II bike lanes) on Harbor Boulevard would be retained. Access to Downtown San Pedro is provided via east-west streets intersection Harbor Boulevard. The proposed Project would not preclude the implementation of east-west bicycle facilities.

Policy M4.4 *Regional coordination:* Coordinate with adjacent jurisdictions and communities to ensure that local bicycle facilities be linked with those of neighboring areas.

- The proposed Project would not conflict with this policy, as existing bicycle facilities along Harbor Boulevard would be maintained, and bicycle connections throughout San Pedro would not be precluded.

Goal M6: An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.

Policy M6.2 *Pedestrian access to transit:* Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit.

- The proposed Project would not conflict with this policy, as the existing sidewalk network connects the core of the proposed Project with the bus service at the intersection of Harbor Boulevard and 6th Street. Additional transit access is available along Miner Street directly to the west of the project site.

Goal M7: A network of streets and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout San Pedro, particularly on congested corridors

Policy M7.3 *Access management:* Minimize driveways and consider the addition of medians on Arterials to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles.

- The proposed Project would not conflict with this policy, existing driveways along Harbor Boulevard would be maintained. The proposed Project's roadway frontage also includes existing Class II bike lanes and marked crosswalks with curb ramps, which would be retained.

Policy M7.5 *Emergency access.* Develop, improve, and maintain streets that are easily accessible to emergency vehicles, and during emergency situations, such as sink holes, landslides, and other such type of events that may arise.

- The proposed Project would not conflict with this policy, as existing emergency access points (driveways) would be retained.

Goal M8: Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life.

Policy M8.1 *Traffic calming:* Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement.

- The proposed Project would not conflict with this policy, as temporary traffic management and signage would be implemented during special events. Primary Project access is via Harbor Boulevard, and West 5th, 6th, and 7th Streets, which would minimize cut-through traffic.

Policy M8.2 *Traffic mitigations for development:* Require major developments to mitigate traffic impacts on residential neighborhoods

- The proposed Project would not conflict with this policy, as it would not preclude mobility improvements to residential neighborhood streets. Additionally, Primary Project access is via Harbor Boulevard, and West 5th, 6th, and 7th Streets, so residential cut-through traffic is not anticipated.

Goal M9: Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.

Policy M9.1 *Regional coordination:* Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region.

- The proposed Project would not conflict with this policy, as designated areas for rideshare pickups and drop-offs and shuttle service would be provided.

Policy M9.2 *Reduce auto trips:* Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that minimize Vehicle Miles Traveled (VMT).

- The proposed Project would not conflict with this policy; while special event venues attract primarily non-employee, institution, and residential trips, the creation of incentives to reduce auto trips would not be precluded.

Policy M9.3 *Alternatives to the automobile:* Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs).

- The proposed Project would not conflict with this policy, as the existing transit, bicycle, and pedestrian network would be retained, and upgrades to these services and facilities would not be precluded.

Policy M9.4 *Transportation Demand Management (TDM) Plans:* Encourage major development projects to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.).

- The proposed Project would not conflict with this policy, as a TDM plan could be implemented by the operator.

Policy M9.5 *Transportation Management Associations:* Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ride sharing in carpools and vanpools.

- The proposed Project would not conflict with this policy, as it would not preclude the formation of a TMA to facilitate ridesharing in carpools and vanpools.

Goal M11: Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.

Policy M11.1 *Parking management districts:* Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.

- The proposed Project would not conflict with this policy, as it would not preclude the creation of a parking management district.

Policy M11.2 *Performance-based parking supply:* Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.

- The proposed Project would not conflict with this Policy. Parking demand and capacity was analyzed in "Parking Analysis for West Harbor", prepared by Gibson Transportation Consulting, Inc. and included in the "Draft West Harbor Parking Management Plan", prepared by Jerico Development and LAZ Parking.

Policy M11.3 *Convert surface lots to structures:* Support the development of City-owned or other surface parking lots into parking structures where appropriate.

- The proposed Project does not include the conversion of surface parking lots to parking structures as proposed. However, the proposed Project would not preclude future conversion of surface parking lots, thus, the proposed Project does not conflict with this policy.

Goal M12: Parking policies and requirements that capture the true cost of private vehicle use and support livable neighborhoods, environmental/ energy sustainability, and the use of alternative modes of transportation.

Policy M12.3 *Priority parking for alternative fuel vehicles:* Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.

- The proposed Project does not conflict with this policy. As proposed, the proposed Project does not contain priority parking for alternative fuel vehicles, though it would not preclude future implementation of priority spots using the proposed parking supply.

Policy M12.4 *Connections for electric vehicles:* Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

- The proposed Project would not conflict with this policy, as it would not preclude the implementation of wired outdoor receptacles for ZEVs or PHEVs.

G.4 Review of Consistency with Plan for a Healthy Los Angeles

The Plan for a Healthy Los Angeles was adopted in 2015 as part of the Los Angeles General Plan.

The Plan for a Healthy Los Angeles aims to address health issues in Los Angeles. The Plan uses multiple objectives to improve citizens' health and quality of life. Per the City's new TAG, a review of the Plan for a Healthy Los Angeles was conducted to evaluate whether the project conflicts with or precludes the implementation of the plan's framework.

Chapter 2, A City Built for Health

Chapter 2 includes policies intended to address health concerns in Los Angeles through changes to the built environment and transportation.

Policy 2.2: *Healthy building design and construction*: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

- The proposed Project would not conflict with the transportation-related aspect of this policy (pedestrian-oriented circulation), as the existing pedestrian infrastructure along Harbor Boulevard, which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained.

Policy 2.4: *Aging in place*: Mobilize and support a life-long process of active aging by making Los Angeles an "age-friendly" city that strives to create a positive, socially inclusive, and supportive environment, that encourages barrier-free buildings and streets, enhanced mobility and independence of people with disabilities, safe neighborhoods, and opportunities for volunteer and paid work.

- The proposed Project would not conflict with this policy, as existing pedestrian infrastructure along Harbor Boulevard, which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained.

G.5 Review of Consistency with Los Angeles Vision Zero Action Plan

The Los Angeles Vision Zero Action Plan was adopted in 2019.

The Los Angeles Vision Zero Action Plan intends to promote safety and eliminate traffic related fatalities through objectives and policies that improve upon safety standards in Los Angeles. Per the City's new TAG, a review of the Los Angeles Vision Zero Action Plan was conducted to evaluate whether the project conflicts with or precludes the implementation of the safety plan's framework.

The Vision Zero Action plan contains implementation actions within Chapter 6 of the plan. The following objective and policies are relevant to the proposed Project:

Chapter 6, Implementation Actions

Objective C, Collaborate with Communities to Enhance Roadway Safety

Objective C includes policies to add to roadway safety by enhancing community participation in developing measures for safety.

Policy C-2: Conduct demonstration projects to pilot innovative traffic safety features, which may include using evolving technology, on a semi-permanent basis and obtain community input on the design and implementation before permanent enhancements are implemented.

- The proposed Project would not conflict with this policy, as it would not preclude implementation of demonstration projects.

Policy C-3: Identify strategies for integrating art and culture into Vision Zero outreach and projects.

- The proposed Project would not conflict with this policy, as it would not preclude the integration of art and culture into Vision Zero outreach.

Policy C-5: Update traffic calming informational materials that highlight the benefits and implementation guidelines of various features.

- The proposed Project would not conflict with this policy, as it would not preclude the update of informational materials.

G.6 Review of Consistency with Citywide Design Guidelines

The Citywide Design Guidelines were adopted in 2019 by the City Planning Commission of Los Angeles.

The Citywide Design Guidelines aim to create a more cohesive design language for Los Angeles. The plan also aims to increase safety and climate resiliency through design. Per the City's new TAG, a review of the Citywide Design Guidelines was conducted to evaluate whether the project conflicts with or precludes the implementation of the design framework.

The guidelines are separated into three sections, with Section 1 and Section 3 both containing guidelines related to transportation and/or mobility. The following guidelines are relevant to the proposed Project:

Section 1: Pedestrian-First Design

This section of the Citywide Design Guidelines provides general guidance on the creation of pedestrian oriented spaces to make Los Angeles a more pedestrian friendly city all around.

Guideline 1: *Promote a safe, comfortable, and accessible pedestrian experience for all.*: Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable — children, seniors, and people with disabilities.

- The proposed Project would not conflict with this policy, as existing pedestrian infrastructure along Harbor Boulevard, which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained.

Guideline 2: *Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*: Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users.

- The proposed Project would not conflict with this policy, as existing pedestrian infrastructure along Harbor Boulevard, which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained. Existing vehicular access points to the proposed Project site would also be retained.

Guideline 3: Design projects to actively engage with streets and public space and maintain human scale: New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.

- The proposed Project would not conflict with this policy, as existing pedestrian infrastructure along the proposed Project site frontage (Harbor Boulevard), which includes sidewalks, marked crosswalks, and curb ramps with truncated domes, would be retained.

G.7 Review of Consistency with Port Master Plan (PMP)

The Port Master Plan was adopted in 2018 by the Port of Los Angeles. The proposed Project site is within Planning Area 1 (San Pedro) of the Port of Los Angeles Port Master Plan (PMP) (Port of Los Angeles (PoLA) 2018). The PMP establishes policies and guidelines to direct the future development of the Port of Los Angeles.

Goal 4: As a part of a larger community, the Port will provide for enhanced public access to the waterfront and visitor-serving facilities including retail restaurants, museums, and parks. Waterfront access should be provided to both the local communities of San Pedro and Wilmington. These visitor-serving areas should be developed to connect with local commercial districts directly outside the port district, such as Downtown San Pedro and the Wilmington Avalon Corridor. Within the visitor-serving areas, pedestrian and bicycle pathways should connect a series of commercial and open space destinations as well as allow the opportunity to network into regional resources such as the California Coastal Trail. Public access areas and residential areas adjacent to the port should be buffered through landscaping, as feasible.

- The proposed Project would not conflict with this policy but would instead directly support it by providing visitor-serving uses to the waterfront with pedestrian and bicycle access.

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix D: Streetlight Data Results for Trip Length Analysis

Mode of Travel	Intersection Type	Zone ID	Zone Name	Zone Is Pass-Through	Zone is Bi-Direction	Day Type	Day Part	Average Daily Zone Traffic (StL Volume)	Average Daily Zone Traffic (StL Volume) Overwrite	Avg Travel Time (sec)	Avg All Travel Time (sec)	Avg Trip Length (mi)	Avg All Trip Length (mi)
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	1378	1394	2975	2972	18.3	18.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	23		2122	2122	17.2	17.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	156		2838	2793	22.8	22.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	479		3179	3179	22.6	22.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	311		2709	2698	14.3	14.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	408		3034	3049	14.6	14.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	1378		2975	2972	18.3	18.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	23		2122	2122	17.2	17.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	156		2838	2793	22.8	22.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	479		3179	3179	22.6	22.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	311		2709	2698	14.3	14.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	Long Beach Terrace Theater	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	408		3034	3049	14.6	14.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	9381	9866	3832	3817	19.3	19
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	69		3564	3469	31	28.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	158		2782	2714	13.2	12.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	430		2874	2863	15.9	15.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	4158		3864	3854	21.6	21.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	4566		3929	3916	17.5	17.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	0: All Day (12am-12am)	13034		3295	3266	14.7	14.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	1: Early AM (12am-6am)	105		3103	3075	25	20
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	2: Peak AM (6am-10am)	147		3952	3952	20.2	20.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	3: Mid-Day (10am-3pm)	379		2558	2558	15.6	15.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	4: Peak PM (3pm-7pm)	6270		3126	3112	15.5	15
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	1: Monday (M-M)	5: Late PM (7pm-12am)	6131		3520	3461	13.5	12.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	0: All Day (12am-12am)	8634		4449	4402	22.9	22.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	1: Early AM (12am-6am)	78		3859	3089	56	37.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	2: Peak AM (6am-10am)	144		2494	2494	6	6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	3: Mid-Day (10am-3pm)	313		3341	3302	24.9	24.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	4: Peak PM (3pm-7pm)	4232		4638	4616	25.5	25.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	2: Tuesday (Tu-Tu)	5: Late PM (7pm-12am)	3866		4410	4353	20.1	19.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	0: All Day (12am-12am)	9147		3951	3957	20.3	20.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	1: Early AM (12am-6am)	25		3479	3479	15.3	15.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	2: Peak AM (6am-10am)	192		3451	3374	17.1	16.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	3: Mid-Day (10am-3pm)	614		3199	3232	19.7	19
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	4: Peak PM (3pm-7pm)	4171		4081	4071	21.5	21.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	3: Wednesday (W-W)	5: Late PM (7pm-12am)	4144		3949	3983	19.4	19.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	0: All Day (12am-12am)	5980		4168	4172	20.6	20.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	1: Early AM (12am-6am)	104		2271	2061	21.8	16.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	2: Peak AM (6am-10am)	156		1865	1865	5.6	5.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	3: Mid-Day (10am-3pm)	156		3056	3056	17.2	17.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	4: Peak PM (3pm-7pm)	1058		3913	3879	19.1	18.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	4: Thursday (Th-Th)	5: Late PM (7pm-12am)	4506		4375	4409	21.5	21.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	0: All Day (12am-12am)	10426		4068	4047	17.9	17.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	1: Early AM (12am-6am)	56		3502	3502	23.2	23.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	2: Peak AM (6am-10am)	232		3076	3001	15	13.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	3: Mid-Day (10am-3pm)	542		2649	2619	12.5	12
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	4: Peak PM (3pm-7pm)	4671		4127	4119	20.4	20.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	5: Friday (F-F)	5: Late PM (7pm-12am)	4925		4203	4177	16.2	15.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	8780		3522	3512	19.3	19
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	73		4566	4379	49.2	45
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	110		2000	1956	10.8	9.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	385		3023	2994	16.1	15.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	4017		3503	3504	22.2	22
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	4193		3606	3597	16.4	16.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	0: All Day (12am-12am)	10259		3690	3672	22.3	22
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	1: Early AM (12am-6am)	105		2200	2650	8.1	14.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	2: Peak AM (6am-10am)	76		2006	2006	6.8	6.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	3: Mid-Day (10am-3pm)	294		2124	2081	15.3	14.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	4: Peak PM (3pm-7pm)	4507		3821	3795	25.5	25.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	The Kia Forum in Inglewood	no	no	7: Sunday (Su-Su)	5: Late PM (7pm-12am)	5277		3714	3701	20.5	20.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	582	713	2846	2859	16.9	16.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	8		3216	3212	23.7	21.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	35		2459	2509	16.7	16.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	81		3092	2980	19	17.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	153		2950	2967	18.2	17.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	305		2767	2803	15.7	15.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	1: Monday (M-M)	0: All Day (12am-12am)	417		3594	3579	23.8	23.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	1: Monday (M-M)	2: Peak AM (6am-10am)	37		2574	2574	11.2	11.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	1: Monday (M-M)	4: Peak PM (3pm-7pm)	180		2095	2211	12.5	13.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	1: Monday (M-M)	5: Late PM (7pm-12am)	200		5006	5006	35.3	35.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	0: All Day (12am-12am)	490		2574	2660	13.7	13.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	1: Early AM (12am-6am)	4		7924	7924	100.2	100.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	2: Peak AM (6am-10am)	22		2963	2963	11	11
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	3: Mid-Day (10am-3pm)	47		1855	1855	12.7	12.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	4: Peak PM (3pm-7pm)	131		2596	2689	12.7	13.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	2: Tuesday (Tu-Tu)	5: Late PM (7pm-12am)	287		2586	2689	13.4	13.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	0: All Day (12am-12am)	568		3192	3082	20.2	19.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	1: Early AM (12am-6am)	4		0	3050	0	0.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	2: Peak AM (6am-10am)	22		2493	2493	22.1	22.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	3: Mid-Day (10am-3pm)	48		2546	1899	12.9	9.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	4: Peak PM (3pm-7pm)	144		3734	3734	28.3	28.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	3: Wednesday (W-W)	5: Late PM (7pm-12am)	349		3063	3012	17.3	16.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	0: All Day (12am-12am)	569		2732	2730	15.4	14.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	1: Early AM (12am-6am)	3		8585	8585	78.6	78.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	2: Peak AM (6am-10am)	32		2144	2151	12.4	11
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	3: Mid-Day (10am-3pm)	143		2446	2417	16.1	15.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	4: Peak PM (3pm-7pm)	124		2857	2749	18	17
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	4: Thursday (Th-Th)	5: Late PM (7pm-12am)	267		2827	2898	13.6	13.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	0: All Day (12am-12am)	557		2651	2697	14.4	14.5
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	1: Early AM (12am-6am)	3		2851	2443	7.7	5.1
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	2: Peak AM (6am-10am)	47		2382	2425	16.8	16.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	3: Mid-Day (10am-3pm)	31		2121	2061	15.2	14.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	4: Peak PM (3pm-7pm)	153		2874	2868	15.9	15.7
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	5: Friday (F-F)	5: Late PM (7pm-12am)	323		2635	2722	13.3	13.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	717		3133	3120	19.7	18.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	1		6084	6084	18.3	18.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	45		2503	2596	18.8	18.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	164		3999	3816	22.6	20.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	146		3426	3497	21.3	19.4
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	360		2706	2695	17.9	17
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	0: All Day (12am-12am)	515		2682	2676	18.1	17.8
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	1: Early AM (12am-6am)	41		2344	2513	17	17.2
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	2: Peak AM (6am-10am)	8		3235	3309	15.6	11.3
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	3: Mid-Day (10am-3pm)	45		2618	2441	20.8	18.9
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	4: Peak PM (3pm-7pm)	209		2514	2514	17.6	17.6
All Vehicles LBS Plus - StL All Vehicles Volume	Trip End	1	City National Grove of Anaheim	no	no	7: Sunday (Su-Su)	5: Late PM (7pm-12am)	212		2909	2894	18.3	18.1

Appendix D: Streetlight Data Results for Trip Length Analysis

Mode of Travel	Zone Type	Zone ID	Zone Name	Zone Is Pass-Through	Zone is Bi-Direction	Day Type	Day Part	Average Daily Zone Traffic (StL Volume)	Avg Travel Time (sec)	Avg All Travel Time (sec)	Avg Trip Length (mi)	Avg All Trip Length (mi)	Avg Trip Speed (mph)
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	2954	2987	3051	20.2	20.5	20
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	45	2205	2247	15.5	15.7	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	115	1697	1771	5.8	6.1	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	342	2243	2321	9.1	9.4	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	196	2298	2431	8.9	9.6	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	2257	3236	3297	23.7	23.9	22
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	0: All Day (12am-12am)	2575	2870	2918	21.9	22.1	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	1: Early AM (12am-6am)	41	1610	1610	18.1	18.1	35
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	2: Peak AM (6am-10am)	51	1706	1706	3.6	3.6	7
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	3: Mid-Day (10am-3pm)	161	2071	2071	9.6	9.6	15
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	4: Peak PM (3pm-7pm)	111	2023	2023	8.4	8.4	14
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	1: Monday (M-M)	5: Late PM (7pm-12am)	2211	3025	3076	24	24.3	25
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	0: All Day (12am-12am)	2516	2894	2916	19.9	20	20
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	1: Early AM (12am-6am)	34	2255	2255	14.6	14.6	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	2: Peak AM (6am-10am)	73	1389	1577	3.6	4.3	9
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	3: Mid-Day (10am-3pm)	326	2462	2472	12	12	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	4: Peak PM (3pm-7pm)	211	2628	2663	9.4	9.5	10
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	5: Late PM (7pm-12am)	1871	3065	3086	23.2	23.2	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	0: All Day (12am-12am)	3153	3126	3146	23.3	23.3	22
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	1: Early AM (12am-6am)	21	1803	1803	13.6	13.6	27
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	2: Peak AM (6am-10am)	112	1985	2176	6.5	7.3	11
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	3: Mid-Day (10am-3pm)	258	2353	2473	10.2	10.6	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	4: Peak PM (3pm-7pm)	140	2478	2531	8.1	7.9	11
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	3: Wednesday (W-W)	5: Late PM (7pm-12am)	2622	3292	3298	26.1	26.1	24
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	0: All Day (12am-12am)	3015	3236	3282	23.5	23.7	22
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	1: Early AM (12am-6am)	29	2124	2124	16.9	16.9	24
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	2: Peak AM (6am-10am)	58	1574	1574	4.2	4.2	9
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	3: Mid-Day (10am-3pm)	208	2554	2661	9.7	10.3	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	4: Peak PM (3pm-7pm)	141	2536	2579	10.1	10	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	4: Thursday (Th-Th)	5: Late PM (7pm-12am)	2580	3378	3422	25.8	26	23
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	0: All Day (12am-12am)	2721	2939	2993	18.8	18.9	19
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	1: Early AM (12am-6am)	75	1806	1956	12.9	13.9	24
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	2: Peak AM (6am-10am)	104	1545	1576	5.1	5.2	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	3: Mid-Day (10am-3pm)	273	2180	2174	8	8	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	4: Peak PM (3pm-7pm)	189	2057	2162	7.4	7.7	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	5: Friday (F-F)	5: Late PM (7pm-12am)	2080	3224	3285	22	22.2	20
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	3342	2837	2962	17	17.7	18
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	52	2293	2293	13.5	13.5	18
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	188	1785	1827	6.9	7.3	14
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	544	2192	2261	8.8	9	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	277	2281	2482	9.1	10.5	12
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	2281	3157	3296	20.8	21.7	20
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	0: All Day (12am-12am)	2816	2923	2989	20.8	20.8	21
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	1: Early AM (12am-6am)	46	3598	3598	27.1	27.1	27
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	2: Peak AM (6am-10am)	151	1653	1784	5.9	5.8	15
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	3: Mid-Day (10am-3pm)	444	1958	2171	7.7	8.6	13
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	4: Peak PM (3pm-7pm)	208	1990	2291	9.4	11.3	15
All Vehicles - StL All Vehicles Volume	Trip Start	0	Greek Theater	no	no	7: Sunday (Su-Su)	5: Late PM (7pm-12am)	1967	3304	3325	25.7	25.6	24
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	0: All Day (12am-12am)	3491	3134	3183	16.3	16.6	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	1: Early AM (12am-6am)	27	1848	1848	9.8	9.8	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	2: Peak AM (6am-10am)	221	2410	2435	14.5	14.8	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	3: Mid-Day (10am-3pm)	354	2838	2926	17.3	17.7	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	4: Peak PM (3pm-7pm)	1100	3350	3364	19	19.2	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	0: All Days (M-Su)	5: Late PM (7pm-12am)	1789	3167	3235	14.8	15.1	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	0: All Day (12am-12am)	2999	3030	3094	15.9	16.8	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	1: Early AM (12am-6am)	20	1017	1017	7.3	7.3	23
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	2: Peak AM (6am-10am)	172	2542	2542	14.6	14.6	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	3: Mid-Day (10am-3pm)	111	2619	2619	11.2	11.2	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	4: Peak PM (3pm-7pm)	1100	2999	3077	17	18.5	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	1: Monday (M-M)	5: Late PM (7pm-12am)	1595	3161	3224	15.8	16.3	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	0: All Day (12am-12am)	3196	3178	3190	16.3	16.2	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	1: Early AM (12am-6am)	15	1197	1197	3.5	3.5	12
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	2: Peak AM (6am-10am)	197	2620	2620	13.3	13.3	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	3: Mid-Day (10am-3pm)	337	2769	2769	15.5	15.5	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	4: Peak PM (3pm-7pm)	1001	3304	3305	18.6	18.5	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	2: Tuesday (Tu-Tu)	5: Late PM (7pm-12am)	1647	3272	3292	15.5	15.5	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	0: All Day (12am-12am)	3577	3523	3562	18.7	18.9	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	1: Early AM (12am-6am)	7	2372	2372	18.4	18.4	24
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	2: Peak AM (6am-10am)	164	2357	2395	12.7	12.7	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	3: Mid-Day (10am-3pm)	271	2816	3015	16.6	18.6	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	4: Peak PM (3pm-7pm)	1123	3626	3624	21.6	21.5	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	3: Wednesday (W-W)	5: Late PM (7pm-12am)	2013	3654	3702	17.8	17.9	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	0: All Day (12am-12am)	3934	3296	3336	16	16	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	1: Early AM (12am-6am)	10	1141	1141	5.4	5.4	18
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	2: Peak AM (6am-10am)	122	3165	3165	15.7	15.7	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	3: Mid-Day (10am-3pm)	272	2766	2904	16.3	16.5	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	4: Peak PM (3pm-7pm)	1254	3513	3507	19	18.9	15
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	4: Thursday (Th-Th)	5: Late PM (7pm-12am)	2277	3250	3311	14.3	14.5	13
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	0: All Day (12am-12am)	3240	3219	3315	15.9	16.5	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	1: Early AM (12am-6am)	10	2643	2643	15.1	15.1	22
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	2: Peak AM (6am-10am)	190	2285	2315	11	11.4	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	3: Mid-Day (10am-3pm)	321	3038	3247	17.2	17.7	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	4: Peak PM (3pm-7pm)	954	3634	3668	19.6	20.3	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	5: Friday (F-F)	5: Late PM (7pm-12am)	1765	3129	3248	14.2	14.8	13
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	0: All Day (12am-12am)	3724	2869	2922	15.7	15.9	16
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	1: Early AM (12am-6am)	66	1814	1814	9.1	9.1	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	2: Peak AM (6am-10am)	353	2274	2322	16.1	16.7	22
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	3: Mid-Day (10am-3pm)	507	2721	2737	15.8	15.9	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	4: Peak PM (3pm-7pm)	1181	3063	3084	17.6	17.7	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	6: Saturday (Sa-Sa)	5: Late PM (7pm-12am)	1618	2946	3037	14.4	14.8	14
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	0: All Day (12am-12am)	3020	2775	2788	17.1	17.2	17
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	1: Early AM (12am-6am)	47	2188	2188	12.6	12.6	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	2: Peak AM (6am-10am)	275	2161	2161	15.9	15.9	22
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	3: Mid-Day (10am-3pm)	426	3061	3109	25	25.5	22
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	4: Peak PM (3pm-7pm)	985	3067	3081	20	20	19
All Vehicles - StL All Vehicles Volume	Trip End	0	Greek Theater	no	no	7: Sunday (Su-Su)	5: Late PM (7pm-12am)	1287	2608	2609	12.6	12.7	14

Appendix E: List of 2019 Comparable Venue Event Days for StreetLight Analysis
City National Grove of Anaheim

Date	Event
16-Jan-19	Peter Murphy / David J
25-Jan-19	Ron White
2-Feb-19	D.S.B.
8-Feb-19	Brian McKnight
14-Feb-19	Engelbert Humperdinck
1-Mar-19	Which One's Pink - Trib. To Pink Floyd at City National Grove Of Anaheim
2-Mar-19	Bijan Mortazavi
7-Mar-19	Chris D'Elia
9-Mar-19	Welcome To Night Vale
12-Mar-19	Gordon Lightfoot
23-Mar-19	Led Zepagain - Trib. to Led Zeppelin / Nightshift
24-Mar-19	Franco Escamilla
26-Mar-19	J Boog
30-Mar-19	Swanfest
5-Apr-19	Chad Prather
7-Apr-19	Craig Ferguson
11-Apr-19	Good Friends Are Nice Tour / Jack & Jack / Spencer Sutherland / Alec Bailey
12-Apr-19	The Fab Four - The Ultimate Tribute
16-Apr-19	Beth Hart / Kenny Wayne Shepherd / Kenny Wayne Shepherd at City National Grove Of Anahei
26-Apr-19	Kevin James
28-Apr-19	Alisan Porter / John Lloyd Young / Chris Mann / Marissa Jaret Winokur / 'Nita Whitaker at City National Grove Of Anaheim
3-May-19	Robin Trower
9-May-19	Countess LuAnn
10-May-19	Mario Aguilar
19-May-19	Avantasia
30-May-19	The Winery Dogs
7-Jun-19	DJ Quik / scarface
11-Jun-19	Rain - A Tribute to The Beatles
19-Jun-19	Hotel Diablo tour
21-Jun-19	Eric B. & Rakim / Jaz-O
22-Jun-19	Xavier Wulf
24-Jul-19	Cuco / Your Grandparents
2-Aug-19	The Wiggles
3-Aug-19	Sad Summer Fest 2019
13-Sep-19	Air Supply
14-Sep-19	The Man In Black: A Tribute to Johnny Cash
5-Oct-19	Kamelot / Sonata Arctica / Battle Beast
9-Oct-19	Experience Hendrix
11-Oct-19	Delain / Amorphis
13-Oct-19	Nick Offerman
20-Oct-19	Todrick Hall
24-Oct-19	Loverboy
25-Oct-19	America
10-Nov-19	Michael W. Smith
14-Nov-19	Rumours: The Ultimate Fleetwood Mac Tribute Show
16-Nov-19	Musiq Soulchild
22-Nov-19	Groovin at the Grove
23-Nov-19	Sasy Mankan
29-Nov-19	The Fab Four - The Ultimate Tribute
3-Dec-19	King Diamond / Uncle Acid & the Deadbeats / The Idle Hands
9-Dec-19	Jaden and Willow Smith
28-Dec-19	Kenny Metcalf at City National Grove Of Anaheim

Appendix E: List of 2019 Comparable Venue Event Days for StreetLight Analysis

Kia Forum

Date	Event
19-Jan-19	iHeartRadio ALTer EGO 2019
1-Feb-19	Elton John
2-Feb-19	Elton John
13-Feb-19	Bring Me The Horizon / Thrice / FEVER 333
15-Feb-19	Panic! At the Disco / Two Feet / Conan Grey
11-Mar-19	Muse
17-Apr-19	Blackpink
10-May-19	Ariana Grande / Normani / Social House
7-Jun-19	Jennifer Lopez
8-Jun-19	Jennifer Lopez
6-Jul-19	GOT7
17-Jul-19	Twice World Tour
27-Jul-19	Robyn / Troye Sivan
13-Sep-19	John Mayer
15-Sep-19	Bon Iver
11-Oct-19	Babymetal
19-Nov-19	The Black Keys / Modest Mouse / Shannon and The Clams
20-Nov-19	Post Malone / Swae Lee / Tyla Yaweh
21-Nov-19	Post Malone / Swae Lee / Tyla Yaweh
26-Nov-19	5 Seconds of Summer / The Chainsmokers
29-Nov-19	Slayer
30-Nov-19	Slayer
6-Dec-19	KIIS FM's Jingle Ball 2019
13-Dec-19	Fine Line One Night Only
14-Dec-19	Jonas Brothers
15-Dec-19	Jonas Brothers
19-Dec-19	Jonas Brothers
21-Dec-19	Ariana Grande
22-Dec-19	Ariana Grande

Appendix E: List of 2019 Comparable Venue Event Days for StreetLight Analysis

Long Beach Terrace Theater

Date	Event
2-Feb-19	Long Beach Symphony
16-Feb-19	Long Beach Symphony
9-Mar-19	Long Beach Symphony
23-Mar-19	Long Beach Symphony
27-Apr-19	Long Beach Symphony
4-May-19	Long Beach Symphony
8-Jun-19	Long Beach Symphony
28-Sep-19	Long Beach Symphony
26-Oct-19	Long Beach Symphony
16-Nov-19	Long Beach Symphony
21-Dec-19	Long Beach Symphony

Appendix E: List of 2019 Comparable Venue Event Days for StreetLight Analysis

Greek Theater

Dates provided directly by GMD in 2021
04/02/2019-04/02/2019
04/13/2019-04/13/2019
04/19/2019-04/19/2019
04/27/2019-04/27/2019
05/02/2019-05/05/2019
05/09/2019-05/09/2019
05/11/2019-05/11/2019
05/14/2019-05/16/2019
05/25/2019-05/25/2019
06/13/2019-06/15/2019
06/18/2019-06/18/2019
06/27/2019-06/27/2019
06/29/2019-06/29/2019
07/11/2019-07/12/2019
07/14/2019-07/14/2019
07/16/2019-07/16/2019
07/20/2019-07/20/2019
07/23/2019-07/23/2019
07/26/2019-07/27/2019
07/31/2019-07/31/2019
08/02/2019-08/02/2019
08/04/2019-08/10/2019
08/16/2019-08/17/2019
08/21/2019-08/26/2019
08/28/2019-08/29/2019
08/31/2019-08/31/2019
09/01/2019-09/03/2019
09/05/2019-09/06/2019
09/12/2019-09/15/2019
09/18/2019-09/19/2019
09/21/2019-09/22/2019
09/25/2019-09/27/2019
10/04/2019-10/05/2019
10/10/2019-10/12/2019
10/17/2019-10/17/2019
10/22/2019-10/23/2019
10/25/2019-10/27/2019
10/29/2019-10/30/2019

Appendix F: LADOT VMT Calculator Trip Length for West Harbor Project Area

TAZ	CBD_TOD	1mile Emp	30min Transit	HHSize	Vehicles PerHH	Int Dens	HBW_P_ TripLength	HBO_P_ TripLength	NHB_P_ TripLength	HBW_A_ TripLength	HBO_A_ TripLength	NHB_A_ TripLength	APC	APC_Per_VMT	APC_Emp_VMT	1mile Pop	1mile RetEmp	APC Name
1877	Yes	6654	320860	0	0	81.473169	0	0	7.74025974	7.77142857	5.05882353	6.80082136	7000	10.8	14.5	7292	389	Harbor
1878	Yes	8650	316904	3.4468085	1.6025563	81.561935	9.83547926	6.81549573	7.6015625	7.76153846	5.46271706	6.12790698	7000	10.8	14.5	8213	484	Harbor
1879	Yes	9423	322478	0	0	82.571053	0	0	7.66372392	7.50371471	4.73234984	6.82039574	7000	10.8	14.5	16220	797	Harbor
1880	Yes	8094	303086	3.451512	1.60604108	85.856769	9.69571865	6.65640308	7.45379147	7.68361582	5.25264919	5.99160671	7000	10.8	14.5	10945	754	Harbor
1881	No	4591	328612	0	0	41.036781	0	0	7.61625282	8.50988142	5.62716049	7.00929368	7000	10.8	14.5	2316	719	Harbor
1882	No	7833	326356	0	0	41.064981	0	0	7.85303514	8.42979719	5.99799096	7.02922443	7000	10.8	14.5	1654	798	Harbor
1883	No	2879	298295	0	0	40.816338	0	0	7.69499241	8.55154639	5.93333333	7.27625	7000	10.8	14.5	3647	633	Harbor
1884	No	3137	336750	2.6673347	1.55406481	40.193791	8.76097561	6.43594903	7.28849558	8.3812825	5.87214286	7.01589595	7000	10.8	14.5	5054	705	Harbor
1885	No	2613	322666	2.6673347	1.55408877	104.48263	8.29516129	6.26474531	7.49491525	8.30030488	5.77821202	7.08905852	7000	10.8	14.5	8625	580	Harbor
1888	No	4051	271038	3.4618705	1.577741 39	92.476624	9.801752 46	6.3678269	8.53338018	7.80774366	5.40510471	7.23162939	7000	10.8	14.5	7578	531	Harbor
1889	No	4767	266373	3.4597315	1.57399411	42.627044	9.61734694	6.54899777	8.42288557	7.87227414	5.72684458	7.0411215	7000	10.8	14.5	5219	207	Harbor
1890	No	6733	308117	0	0	58.016461	0	0	9.44168147	9.24244713	7.5472837	7.44055522	7000	10.8	14.5	5933	422	Harbor
1891	No	7457	323607	3.7276423	1.83121572	58.044277	9.95846645	6.9317905	8.37966102	9.23611111	5.78100264	6.34146341	7000	10.8	14.5	5449	377	Harbor
1892	No	6637	337665	3.7188406	1.83091546	116.19253	10	6.87862797	8.18023256	9.04	5.41176471	6.15289256	7000	10.8	14.5	14734	311	Harbor
1893	No	6503	349719	3.7233503	1.83201778	132.66658	9.95418327	6.85416667	7.9519774	9	5.21126761	6.08712121	7000	10.8	14.5	16667	383	Harbor
1894	Yes	7043	318385	3.7208539	1.45751368	81.915828	9.73684211	6.25572722	8.25096525	8.93867925	5.32873807	6.56862745	7000	10.8	14.5	18238	250	Harbor
1895	Yes	7310	327003	0	0	81.737499	0	0	7.30919623	9.3061117	4.73245614	7.71876507	7000	10.8	14.5	9604	389	Harbor
1896	No	3309	364015	3.1191067	1.30338259	50.772628	9.57352941	5.9210084	5.34375	0	4.47435897	5.44827586	7000	10.8	14.5	13622	367	Harbor
1897	No	4406	369149	3.1264368	1.30527151	51.87259	9.66292135	6.18518519	8.87821044	6.84033613	5.84355828	6.05872193	7000	10.8	14.5	13154	382	Harbor
1898	No	2479	352066	3.1222031	1.30167181	160.29097	9.99829642	6.39603365	5.71014493	0	4.64829396	5.56506849	7000	10.8	14.5	14563	344	Harbor
1945	No	790	8559	2.2740247	1.57903692	80.428662	14.2819615	10.2358366	12.2631404	12.6933702	8.79046563	11.7341954	7000	10.8	14.5	3677	7	Harbor
1946	No	790	8559	2.2738516	1.57830147	95.456455	14.1704545	9.68617021	12.2426657	12.4505208	8.68360277	11.723491	7000	10.8	14.5	3677	7	Harbor
1964	No	1175	40231	2.7895981	1.47261311	53.474692	12.9664804	7.69133858	8.18393782	11.8333333	5.89123867	10.4623116	7000	10.8	14.5	9892	280	Harbor
1965	No	2751	47750	2.7898089	1.47585477	116.81671	12.800207	7.50370714	8.60323501	11.3421053	4.55360701	10.5691203	7000	10.8	14.5	15964	593	Harbor
1967	No	2871	48148	2.3081841	1.43812197	161.64456	12.6011268	7.94341085	6.7602108	11.5	7.23107837	9.39054054	7000	10.8	14.5	11495	643	Harbor
1968	No	565	54231	0	0	111.00312	0	0	9.1	11.4516129	5.24528302	11.0483871	7000	10.8	14.5	5732	99	Harbor
1969	No	6836	65286	2.3074792	1.43683279	142.19587	11.8521303	6.98102679	8.1142632	11	4.93605116	10.1076795	7000	10.8	14.5	17702	713	Harbor
1970	No	2780	59278	2.3097713	1.43959147	121.39696	12.2794118	7.42704918	7.07526882	11.0689655	6.30275229	9.39179104	7000	10.8	14.5	11843	494	Harbor
1971	No	3285	59547	2.5514512	1.57301312	80.008641	11.4360087	6.99140893	6.0862069	0	7.09862385	8.77380952	7000	10.8	14.5	7875	191	Harbor
1972	No	3791	64432	2.5506329	1.57304144	101.4571	11.5710594	7.10429769	6.14930556	0	7.08522727	8.73758865	7000	10.8	14.5	8708	279	Harbor
1973	No	59	61144	2.5474308	1.57200922	105.07566	11.9983819	7.6389074	6.375	0	7.3070018	9.02222222	7000	10.8	14.5	7478	11	Harbor
1974	No	4916	85605	2.5480896	1.57229662	117.20894	11.0364641	6.50567644	8.93652344	10.5506692	5.8477057	9.74953271	7000	10.8	14.5	11816	283	Harbor
1975	No	4916	94415	2.5494071	1.57218058	118.00675	11.5695793	7.20860495	6.33043478	0	7.19163763	8.97321429	7000	10.8	14.5	9237	283	Harbor
1976	No	4496	130522	3.0399419	1.42593391	125.79137	8.42475305	5.4137931	7.14462577	9.9462572	5.62455161	8.05803255	7000	10.8	14.5	21031	542	Harbor
1977	No	6027	131789	2.7466828	1.54354893	177.32162	9.1637931	5.69137255	6.62183021	9.38738739	4.8856492	8.03705419	7000	10.8	14.5	29287	832	Harbor
1978	No	2954	114179	2.7451691	1.54244107	133.18216	9.44433962	6.1703645	6.6653144	9.29681979	5.60285132	7.92768959	7000	10.8	14.5	16992	493	Harbor
1979	No	3827	132101	3.0789302	1.6918105	118.06404	8.50627615	6.41398075	8.04361827	9.83826879	5.84769316	8.78267201	7000	10.8	14.5	15430	389	Harbor
1981	Yes	4864	171302	3.7513572	1.47733691	108.49203	7.7364486	5.6259856	6.63733447	7.37146795	4.65122157	7.12175439	7000	10.8	14.5	23132	273	Harbor
1982	Yes	10015	165631	3.1082996	1.56114442	102.42034	7.46929825	6.02504944	6.71535581	7.83846154	5.15319149	6.57734628	7000	10.8	14.5	11040	756	Harbor
1983	Yes	10605	163860	3.1076159	1.56051238	93.537256	7.4437165	5.76315094	5.98551959	7.625	4.83139013	6.33539945	7000	10.8	14.5	15358	789	Harbor
1984	No	4106	149666	2.6740173	1.64755237	89.733395	8.39485981	6.01109702	6.39298004	10.1384365	5.87993236	9.21200387	7000	10.8	14.5	19248	383	Harbor
1985	Yes	9741	191480	3.6330895	1.53229918	71.626209	7.69579158	6.3124429	7.38498789	9.33982684	6.39482825	7.62265016	7000	10.8	14.5	10924	796	Harbor
1986	No	288	47750	2.3735714	1.49546605	116.02762	14.0311526	10.3933971	10.2509448	13.575	7.71043072	11.6998069	7000	10.8	14.5	3323	40	Harbor
1987	No	3134	114849	2.4626116	1.52042662	92.362145	11.4140721	7.86228081	7.84936854	11.6927931	6.5980669	10.562658	7000	10.8	14.5	8826	926	Harbor
1988	No	3162	56291	2.5293556	1.32067348	134.40359	12.308977	6.80216323	8.95214791	11.5154639	6.16241299	9.94919972	7000	10.8	14.5	18089	675	Harbor
1989	No	5231	63284	2.5286822	1.32056945	130.70684	12.3462567	6.76765376	6.6294964	0	5.87860395	9.003663	7000	10.8	14.5	23353	566	Harbor
1990	No	2722	50153	2.5268595	1.319471	169.93783	12.2049037	6.42857143	6.7	0	5.14864865	9.12682927	7000	10.8	14.5	13985	587	Harbor
1991	Yes	9098	291375	2.8	1.25730233	17.017863	9.06779661	6.43055556	8.64855688	9.46137381	6.90436153	8.70690028	7000	10.8	14.5	392	608	Harbor
1992	Yes	9632	267592	3	0.801531	17.001004	12	9.33333333	8.47129909	9.59259259	7.10963455	8.82297773	7000	10.8	14.5	497	508	Harbor
1993	Yes	7876	234305	2.7631579	1.24346858	16.938328	8.025	6.08108108	8.23579545	9.69528728	7.15655577	9.03938731	7000	10.8	14.5	772	563	Harbor
1994	No	11308	72367	2.5672576	1.28865952	122.55432	11.3257713	6.01635323	7.37388724	13.3772455	5.6184739	9.93152639	7000	10.8	14.5	33908	1010	Harbor
1995	No	10547	86313	2.565625	1.28713453	111.87189	11.5702479	5.96897375	7.63043478	13.3902439	4.72009569	10.1666667	7000	10.8	14.5	27723	869	Harbor
1996	No	4204	60501	2.5672576	1.28853871	86.196119	11.8946396	6.92736409	9.63273935	13.5621351	5.37755666	10.8187942	7000	10.8	14.5	24649	814	Harbor
1997	No	5003	70968	2.565625	1.2869466	117.36553	11.8721088	6.52254478	7.76408451	13.6484848	5.28367876	10.2754591	7000	10.8	14.5	23517	588	Harbor
1998	No	8857	70705	2.565625	1.28743691	132.11773	10.984	6.04844291	7.4	13.7411765	5.67317073	10.0963455	7000	10.8	14.5	17224	839	Harbor
1999	No	3351	141310	0	0	120.5671	0	0	0	0	0	0	7000	10.8	14.5	9228	935	Harbor
2000	No	509	136691	2.5606061	1.49797126	35.834856	10.6708861	7.63095238	9.11563877	9.8584392	6.4428795	9.88548057	7000	10.8	14.5	169	59	Harbor
2001	No	1083	115735	2.5561139	1.49293895	30.888214	10.2291667	7.28208556	9.28132992	8.87150838	6.34949495	7.87953795	7000	10.8	14.5	6076	192	Harbor
2002	No	9159	118289	3.1056701	1.51057932	104.77188	10.8044807	5.9476584	9.40399002	10.8028674	5.57056277	10	7000	10.8	14.5	21441	539	Harbor
2003	No	7150	124407	3.2150621	1.53943025	113.72224	11.7314075	7.39896531	8.63591199	11.9026549	7.32283915	10.4461538	7000	10.8	14.5	16185	328	Harbor
2004	No	5468	115676	3.0923077	1.50401769	75.220142	11.5542169	7.0257732	6.6	0	9.6091954	10.4285714	7000	10.8	14.5	15198	302	Harbor
2005	No	4065	111399	3.1082474	1.51137467	76.574486	11.1895161	6.65770609	6.23863636	0	6.84708249	8.85465116	7000	10.8	14.5	13479	254	Harbor
2006	No	3469	121777	3.1162791	1.5180618	112.25313	11.0235294	6.84126984	6.27586207	0	6.92696629	8.80357143	7000	10.8	14.5	8238	156	Harbor
2009	Yes	12501	108596	2.8642951	1.39081931	132.42409	11.1930636	6.35417884	8.11075441	13.4413454	6.48218643	10.436958	7000	10.8	14.5	26641	764	Harbor
2010	Yes	9796	109767	2.8642951	1.39082257	125.72693	11.3461092	6.62860438	8.20128051	13.6197531	6.52253116	10.5493848	7000	10.8	14.5	28945	543	Harbor
2011	Yes	12347	86990	2.8631579	1.39190204	126.00093	11.4225352	6.32300885	8.19457735	13.4772727	6.00362976	10.4833997	7000	10.8	14.5	28496	1036	Harbor
2012	Yes	9785	86990	2.8631579	1.39184101	125.63656	11.6398104	6.49438202	8.3516129	13.6611842	6.00914077	10.6246649	7000	10.8	14.5	28976	577	Harbor
2021	No	4172	141353	3.1245552	1.23961156	118.46828	8.80952381	5.28374836	7.07135135	10.0755337	5.41788321	8.75875118	7000	10.8	14.5	19316	411	Harbor
2022	No	1858	160328	0	0	24.836283	0	0	8.75405007	10.2530513	5.03233591	9.74201788	7000	10.8	14.5	11191	291	Harbor
2023	No	2898	143352	3.1245552	1.23937938	89.132003	9.32022472	5.47734327	7.28540066	9.92976589	5.42735769	8.69457659	7000	10.8	14.5	14596	299	Harbor
2024	No	1744	149312	2.9364407	1.58277705	145.53652	9.0909971	5.8862218	8.04407444	9.91022965	5.44082211	8.79171598	7000	10.8	14.5	8133	147	Harbor
2025	No	3304	153979	2.9353349	1.58322742	170.39584	9.36421219	5.92202729	7.10438729	10.0544554	5.86463621	8.12898089	7000	10.8	14.5	8133	534	Harbor
2026	No	386	8559	2.1084214	1.34494341	133.49817	15.5170912	13.5292726	12.1042196	15.9210526	11.9484536	14.4243176	7000	10.8	14.5	6184	13	Harbor
2027	Yes	9463	94478	2.9394904	1.24112795	142.47391	12.4571642	7.41856392	9.25940265	15.1776	8.13352941	11.3714286	7000	10.8	14.5	22695	532	Harbor
2028	Yes	8903	101305	2.9958848	1.25488063	145.64948	12.0926641	6.83662478	10.0859492	14.5083871	6.40811456	12.0927152	7000	10.8	14.5	22812	541	Harbor
2029	Yes	8837	118740	2.5876951	1.42102431	150.99474	11.8622487	7.45254366	9.85164114	14.9603604	8.20049505	11.7804114	7000	10.8	14.5	22305	450	Harbor
2030	Yes	9465	107675	2.5860307	1.42029203	154.38413	11.6390041	6.89932432	10.3126283	14.5190424	7.63066955	11.719954	7000	10.8	14.5	24456	477	Harbor
2041	No	3418	159140	4.0014327	1.75147896	104.43685	9.60018382	6.17457827	8.00440529	9.65686275	5.87541345	7.89666667	7000	10.8	14.5	11191	678	Harbor
2042	No	2728	158696	4.0009551	1.75329993	113.46008	9.97586634	6.10797721	8.24084084	9.46	5.56228814	7.83033033	7000	10.8	14.5	21719	401	Harbor
2043	No	5182	127817	0	0	113.88771	0	0	9.47619048	12.2938776	6.51829268	11.5448505	7000	10.8	14.5	11056	214	Harbor
2044	No	6194	136444	3	2.32996	114.46966	11	7	10	12.4666667	5.92307692	11.25	7000	10.8	14.5	11784	271	Harbor
2045	No	2769	77729	2.5087719	1.3372078	121.21379	13.2135922	8.74584323	10.9362081	13.0133333	6.57611111	12.7426526	7000	10.8	14.5	9444	127	Harbor
2051	No	5082	153741	4.0784884	1.7963131	133.25964	9.86666667	5.67990341	9.55981541	7.90350877	5.70118005	7.67936227	7000	10.8	14.5	31337	1134	Harbor
2052	No	3724	157099	4.1736402	1.71004285	157.24812	10.4460154	6.33296943	6.85581395	0	5.42239186	7.29864253	7000	10.8	14.5	26196	528	Harbor
2053	No	3724	152481	4.1736402	1.71003205	133.08149	10.4587629	6.39108635	8.95273264	8.76373626	5.35820896	8.28429423	7000	10.8	14.5	26196	528	Harbor
2059	No	2554	161941	4.0188934	1.84899995	164.70026	11.0715503	7.28603705	9.20219436	7.16	4.64841986	6.15454545	7000	10.8	14.5	16464	320	Harbor
2060	No	958	128401	0	0	119.29395	0	0	10.8657968	8.54379211	6.81983806	9.76442308	7000	10.8	14.5	0	22	Harbor
2064	No	5294	173578	3.8097072	1.87593679	127.56603	10.0347432	6.45363528	8.6180947	9.12846715	5.67624914	8.26923077	7000	10.8	14.5	22031	1677	Harbor
2065	No	2794	149343	3.9081309	1.44447886	124.01039	11.4458647	6.86334992	9.82394566	9.88585099	6.6016523	9.42555066	7000	10.8	14.5	14663	345	Harbor
2066	No	4534	164197	4.0685714	1.67744867	114.22813	10.1625364	5.85562359	8.14619883	8.98314607	5.1987395	8.3220339	7000	10.8	14.5	32682	951	Harbor
2067	No	3768	158308	3.9898374	1.44358008	128.07468	10.7461859	6.04352941	8.23076923	10.4978723	5.35591603	8.4994709	7000	10.8	14.5	21903	505	Harbor
2068	No	3907	154117	3.9950249	1.44694914	159.44637	10.688027	6.01157742	8.37669593	10.4182825	4.97508039	8.57364341	7000	10.8	14.5	24881	508	Harbor
2072	No	2656	176658	3.9297246	1.91951467	103.94785	10.2606023	6.75014732	9.64097279	9.44474394	5.90216128	8.93044539	7000	10.8	14.5	14276	467	Harbor
2073	No	830	117661	68.375	4.5	120.61161	13.5	11.6538462	10.6514983	10.925	10.1197007	11.8442029	7000	10.8	14.5	1094	17	Harbor
2074	No	1105	100082	0	0	120.62122	0	0	12.2504488	11.884434	11.4888889	13.2268485	7000	10.8	14.5	0	22	Harbor
2075	No	3703	167001	3.6779279	1.64558995	175.55493	10.1714744	6.05416667	7.56220222	9.1682243	5.37415946	8.73330745	7000	10.8	14.5	25161	716	Harbor
2076	No	3108	149759	3.6771772	1.64815117	109.31595	10.5079197	6.4143753	8.59244373	9.228571 43	5.68707483	8.64581763	7000	10.8	14.5	19647	797	Harbor
2083	No	3384	156217	4.0527325	1.70969087	143.49776	11.1633441	7.90215785	8.95225027	10.6314779	6.86805556	9.27125506	7000	10.8	14.5	13489	479	Harbor
2090	No	2405	141406	3.0818584	1.25545153	82.733358	11.7367424	7.97641921	9.61763341	11.1217438	7.40834743	10.7915421	7000	10.8	14.5	7438	239	Harbor
2091	No	673	137502	0	0	75.235606	0	0	10.0981873	10.9510582	8.18959108	11.2151394	7000	10.8	14.5	0	21	Harbor
2092	No	4215	151906	3.0797101	1.25726454	77.553306	11.2560976	7.26052632	9.112	10.305	6.3962963	9.96254682	7000	10.8	14.5	10481	382	Harbor
2093	No	0	70737	0	0	75.272189	0	0	13.7824934	12.4830508	10.7628205	13.1045752	7000	10.8	14.5	0	0	Harbor
2103	No	368	159236	0	0	75.155769	0	0	10.0807292	11.4255814	7.63087248	11.141791	7000	10.8	14.5	0	11	Harbor
2104	No	703	162457	4.5426945	2.12314549	47.655199	10.935654	7.79691517	8.50109409	11.3805668	7.09065421	9.59401709	7000	10.8	14.5	6621	180	Harbor
2105	No	282	241298	0	0	72.73088	0	0	9.75308642	11.3809524	7.12121212	10.6385542	7000	10.8	14.5	3893	17	Harbor
2106	No	146	150910	0	0	75.223709	0	0	10.379085	11.5144509	8.37037037	11.3544304	7000	10.8	14.5	0	4	Harbor
2107	No	399	163532	0	0	74.70916	0	0	10.1253012	11.3227848	7.51851852	11.1241379	7000	10.8	14.5	0	12	Harbor
2115	No	0	68970	0	0	120.6275	0	19	11.5	18	17	13	7000	10.8	14.5	0	0	Harbor

Attachment C.1: Access Assessment Worksheet

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Access Assessment Worksheet

This Worksheet supports the analysis needed to assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. If the project exceeds the screening criteria in Section V of the MOU, complete and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.:

I. PROJECT INFORMATION

Project Name: West Harbor Modification Project (aka West Harbor Amphitheater)

Project Address: San Pedro waterfront

Project Description: 6,200 seat amphitheater development within the West Harbor project area at the San Pedro waterfront
Performances are scheduled for evening/night time (start between 7-8pm)

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? □ ITE 10th Edition ☒ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	All amphitheater employees and visitors using private vehicles would park at the Bluff Lot (across Harbor Boulevard to west), the 22nd St Lot (south of Project area) or other off-site lots. Thus, as maximum of 5,803 vehicle trips would end a pedestrian trips between the lots and the Project site. Some visitors would also utilize the shuttle service between lots and the Project site	Visitors	5,580
		Employees	223
		Total new trips:	5,803 (conservative, without shuttle)

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? □ Yes □ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones

Please see attached map

- pedestrian generation/distribution values
  - Geographic Distribution: N 100 % S ____ % E ____ % W _____ %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)

- Key pedestrian destinations with hours of operation:
    - schools (school times)
    - government offices with a public counter or meeting room
    - senior citizen centers
    - recreation centers or playgrounds
    - public libraries
    - medical centers or clinics
    - child care facilities
    - post offices
    - places of worship
    - grocery stores
    - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Please see attached map

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? □ Yes ☒ No

If yes, list streets and include distance from the project:

None _____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

□ Yes ☒ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

For each street along the property frontage, provide:

the roadway configuration:

- **2-Lane**
- **3-Lane w/ striped median**
- **3-Lane w/ raised median**
- **4-Lane**
- **5-Lane w/ striped median**
- **5-Lane w/ raised median**
- **6-Lane**
- **Other:** 4-lane w/ raised median

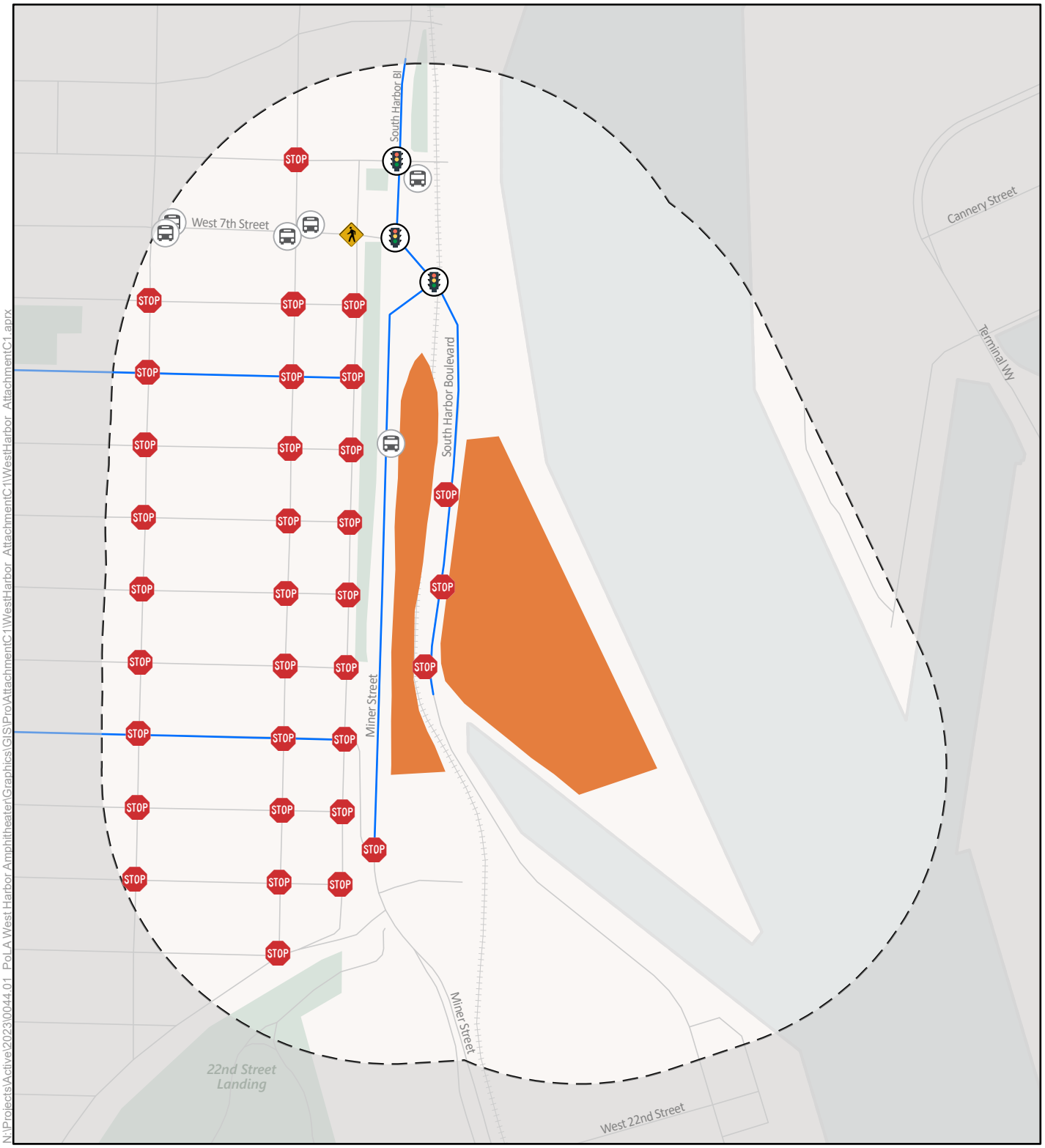
and crossing distance: 75 ft total 32 ft to median 27 ft to median

V. Project Construction

Will the project require any construction activity within the city right-of-way? □ Yes ☒ No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____



N:\Projects\Active\2023\0044.01_PoLA West Harbor Amphitheater\Graphics\GIS\Pro\Attachment C1\WestHarbor_AttachmentC1\WestHarbor_AttachmentC1.aprx

Project Site

Study Area

Transit Stops

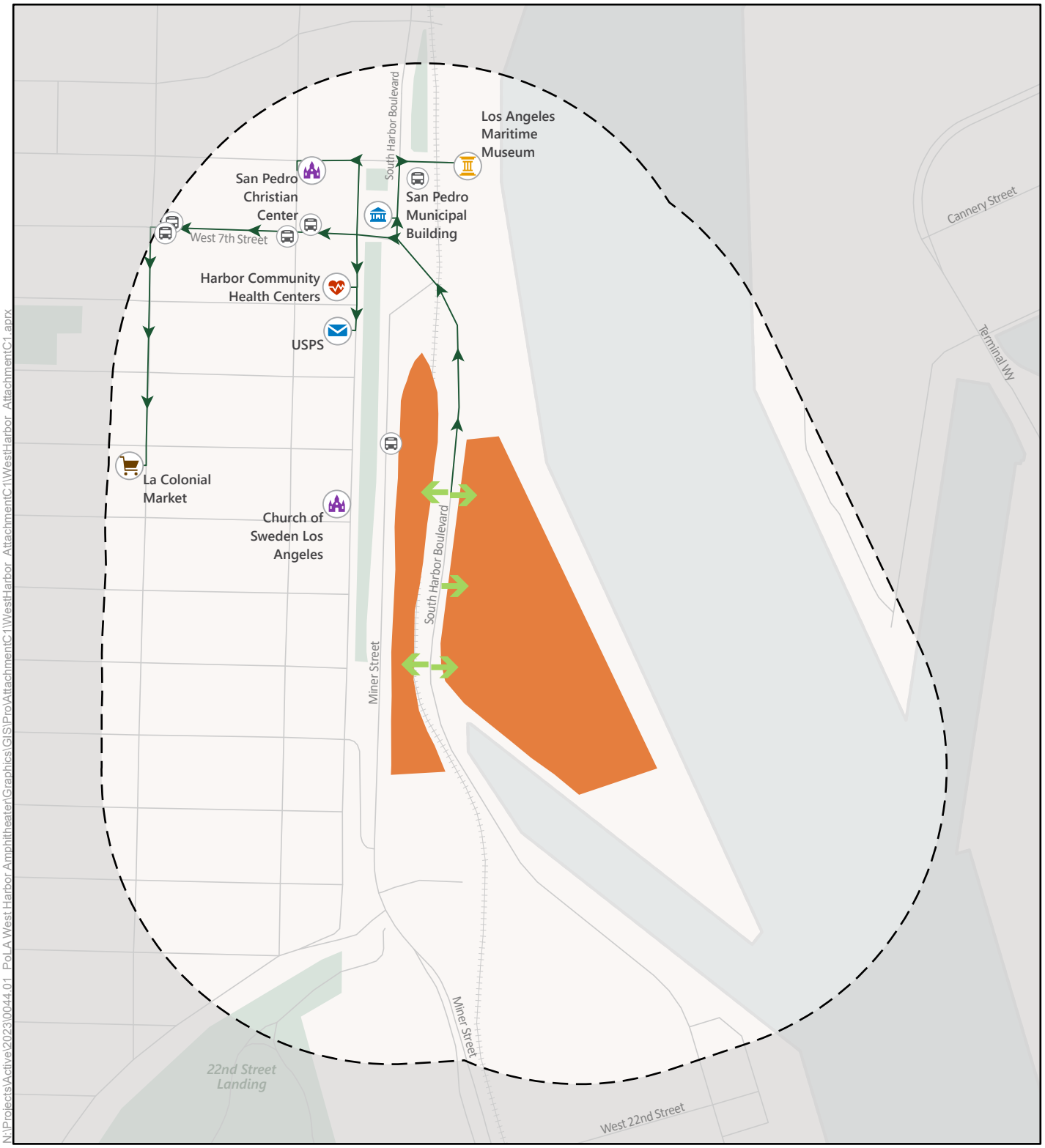
Bicycle Lane (Tier 2)

Traffic Control Devices for Controlled Crossings

Stop Sign for Controlled Crossings

Uncontrolled Crosswalks

C.1-IV. Facilities Inventory



Project Site

1,320 Foot Radius

Site Pedestrian Entrance

West Harbor Lot

Bluff Lot

Tansit Stops

Post Office

Places of Worship

Grocery Stores

Government Offices with a Public Counter or Meeting Room

Medical Center

Others - Museum

C.1-II. Pedestrian Attractors Inventory

Transit Boarding and Alighting of Transit Stops

		Weekday			Saturday			Sunday		
	Station	ONs	OFFs	Activities	ONs	OFFs	Activities	ONs	OFFs	Activities
Metro	Harbor/6th SB	3	8	11	1	5	6	0	0	0
	Harbor/6th NB	4	1	5	3	0	3	4	1	5
	7th/Palos Verdes EB	22	3	25	5	2	7	9	3	12
	7th/Palos Verdes WB	4	20	24	0	7	7	0	12	12
LADOT Commuter Express	Miner St/Harbor Blvd									
	7th St/Palos Verdes St WB									
	7th St/Palos Verdes St EB									

Hours of Operation for Key Pedestrian Destinations Listed:

- United States Postal Service
    - Monday - Friday: 9:30 AM - 5 PM
    - Saturday: 10 AM - 3:30 PM
    - Sunday: Closed
- Church of Sweden Los Angeles
    - Friday: 10 AM - 8 PM
    - Saturday - Thursday: Closed
- San Pedro Christian Center
    - Monday - Tuesday: 6:30 PM - 8 PM
    - Wednesday: 6:30 PM - 9 PM
    - Friday: 6:30 PM - 10 PM
    - Sunday: 9 AM - 1:30 PM
    - Thursday and Saturday: Closed
- La Colonial Market:
    - 7:30 AM - 8 PM
- San Pedro Municipal Building:
    - Monday - Friday: 9 AM - 5 PM
    - Saturday & Sunday: Closed
- Harbor Community Health Centers:
    - Monday - Thursday: 8 AM - 5 PM
    - Friday: 8:30 AM - 5 PM
    - Saturday & Sunday: Closed
- Los Angeles Maritime Museum:
    - Wednesday - Sunday: 12 PM - 5 PM
    - Monday & Tuesday: Closed

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Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.□ **Yes** or □ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

□ Yes □ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

□ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

□ Yes ☒ No

II. PLAN CONSISTENCY ANALYSIS

Plan Consistency Analysis is included in Appendix A

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

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Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? □ Yes □ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. □ Yes □ No □ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

□ Yes □ No □ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

□ **Yes** □ **No** □ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

□ Yes □ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

□ **Yes** □ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ **Yes** □ No □ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ **Yes** □ No □ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

□ Yes □ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

□ Yes □ **No** □ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

□ Yes □ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

□ Yes □ **No** □ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

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Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes □ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes ◘ **No** □ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

□ Yes ◘ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

□ Yes □ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

□ Yes □ **No** □ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

□ Yes □ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

□ **Yes** □ No □ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

□ **Yes** □ No □ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx