

APPENDIX L.4

TRANSPORTATION LAND USE TRANSPORTATION TABLE

IV. Environmental Impact Analysis

K. Transportation

**Table IV.K-2
Project Consistency with Plans, Programs, Ordinances, or Policies**

No.	Guiding Questions	Response to Guiding Questions	Description	Relevant Plan, Policies, And Programs	Supporting/Complementary City Plans, Policies, And Programs To Consult	Project Consistency?
EXISTING PLAN APPLICABILITY						
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? (screening question).	No	The Project Site has frontage directly on 5 th Street, which is designated as a Secondary Highway/Avenue II west of Central Avenue and as a Collector Street east of Central Avenue, and Seaton Street, which is designated as a Collector Street, under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned within a Heavy Industrial Zone (M3) per the LAMC.	LAMC Section 12.37 (Waivers of Dedications and Improvement).		Yes
2	Is project site along any network identified in the City's Mobility Plan?	No	5 th Street and Seaton Street are not designated City's bicycle enhanced network or any other identified network.	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policies 2.3 through 2.7.		Yes
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	No	Off-site improvements would be generally contained in the adjacent rights-of-way to the Project Site. These off-site improvements would consist of sidewalk dedications, widenings, and improvements; planting street trees; roadway circulation	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policy 2.17 Street Widening.	Yes

**Table IV.K-2
Project Consistency with Plans, Programs, Ordinances, or Policies**

No.	Guiding Questions	Response to Guiding Questions	Description	Relevant Plan, Policies, And Programs	Supporting/Complementary City Plans, Policies, And Programs To Consult	Project Consistency?
			improvements; installing street lights (if required); and undergrounding existing overhead powerlines.	policies 2.4 and 2.17 Street Widening.		
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?	The Project will improve transit furniture as required.	The Project will improve transit furniture as required in accordance with the City's Coordinated Street Furniture and Bus Bench Program.			Yes
5	Is project site in an identified Transit Oriented Community (TOC)?	Yes	Transit Oriented Communities (TOCs) are applicable to housing developments that include on-site restricted affordable units. The Project is not pursuing TOC program incentives. However, the Project will set aside 11 percent of its units, or 25 units, for deed-restricted for Very Low Income Households. The Project is in TOC Affordable Housing Incentive Area Tier 3.	Refer to Section IV.K. Transportation for a consistency analysis with the TOC Guidelines.		Yes
6	Is project site on a roadway identified in City's High Injury Network?	No	The Project Site is bordered by 5 th Street and Seaton Street, which are not identified in the City's High Injury Network.	Refer to Section IV.K. Transportation for a consistency analysis with the Vision Zero Plan.	Refer to Section IV.K. Transportation for a consistency analysis with the Mobility Plan 2035.	Yes
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	Yes	The Project is proposing to implement a modified street classification, the Living Streets initiative, through the inclusion of sidewalk bump-outs, preservation of on-street parking in certain locations, include streetscape landscaping, and modification of travel lane widths. The Project would provide bicycle parking spaces on-site in accordance with LAMC requirements	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policies 2.1 Adaptive Reuse of Streets, 2.10 Loading Areas, 3.5 Multi-Modal Features, 3.8 Bicycle Parking, 4.13 Parking and	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policies 2.3 Pedestrian Infrastructure, 2.4 Neighborhood Enhanced Network, 3.2 People with Disabilities, 4.1 New	Yes

**Table IV.K-2
Project Consistency with Plans, Programs, Ordinances, or Policies**

No.	Guiding Questions	Response to Guiding Questions	Description	Relevant Plan, Policies, And Programs	Supporting/Complementary City Plans, Policies, And Programs To Consult	Project Consistency?
			and all loading would occur off-street and internally to the Project Site. Also, the Project would provide electric charging stations and equipped for its expansion for electric vehicles within its parking structure.	Land Use Management, and 5.4 Clean Fuels and Vehicles.	Technologies, MP 5.1 Sustainable Transportation and 5.5 Green Streets.	
8	Does project propose narrowing or shifting existing sidewalk placement?	Yes	The Project is proposing to implement a modified street classification, the Living Streets initiative, through the inclusion of sidewalk bump-outs, preservation of on-street parking in certain locations, include streetscape landscaping, and modification of travel lane widths.	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policies 2.3 Pedestrian Infrastructure, 3.1 - Access for All, MP 2.17 Street Widening, and 3.5. Refer to Section IV.K. Transportation for a consistency analysis of the Pedestrian Framework and a discussion of Pedestrian Enhanced Districts.	Refer to Section IV.K. Transportation for a consistency analysis with the Healthy LA, Vision Zero, and Sustainability pLAN.	Yes
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	No	The Project does not proposal removal of an existing parkway.	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policy 5.5 Green Streets; Refer to Section IV.K. Transportation for a consistency analysis of Sustainability pLAN.		Yes
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure?	No	The Project Site is not bounded by designated bicycle infrastructure.	Refer to Section IV.K. Transportation for a consistency analysis of the Bicycle Networks and a	Refer to Section IV.K. Transportation for a consistency analysis with the Vision Zero Plan.	Yes

**Table IV.K-2
Project Consistency with Plans, Programs, Ordinances, or Policies**

No.	Guiding Questions	Response to Guiding Questions	Description	Relevant Plan, Policies, And Programs	Supporting/Complementary City Plans, Policies, And Programs To Consult	Project Consistency?
	(ex: driveway proposed along street with bicycle facility)			discussion of Bicycle Enhanced Networks. Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policy 4.15 Public Hearing Process.		
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	No	The Project Site is not bounded by an alley way.	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policies 3.9 Increased Network Access (PS.3), 3.10 Cul-de-Sacs (PS.3) 5.5 Green Streets (ENG.9); 3.9 Increased Network Access (PL.1), and 2.1 Adaptive Reuse of Streets (PL.13)		Yes
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	No	The Project does not create a cul-de-sac nor is the Project Site adjacent to a cul-de-sac.	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policy 3.10 Cul-de-sacs.		Yes
ACCESS: DRIVEWAYS AND LOADING						
13	Does project site introduce a new	No	The Project does not propose any new driveways or loading access along an	Refer to Table IV.G-2 Project Consistency with	Refer to Section IV.K. Transportation for a	Yes

**Table IV.K-2
Project Consistency with Plans, Programs, Ordinances, or Policies**

No.	Guiding Questions	Response to Guiding Questions	Description	Relevant Plan, Policies, And Programs	Supporting/Complementary City Plans, Policies, And Programs To Consult	Project Consistency?
	driveway or loading access along an arterial (Avenue or Boulevard)?		arterial. Vehicular access to the Project Site is proposed via one new driveway located off the west side of Seaton Street (a Collector Street).	the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policies 3.9 Increased Network Access (PL.1); 2.3 Pedestrian Infrastructure, and 3.1 Access for All (PK.10), Community Design Guidelines (CDG) Guideline 2.	consistency analysis with the Vision Zero Plan.	
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	N/A		Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policy 3.9 Increased Network Access (PL.1); LADOT's Manual of Policies and Procedures (MPP) 321	Refer to Section IV.K. Transportation for a consistency analysis with the Vision Zero Plan.	Yes
15	Does project site include a corner lot? (avoid driveways too close to intersections)	Yes	Vehicle access into the shared parking garage for the commercial and residential uses would be available via Seaton Street, midblock.	CDG Guideline 2		Yes
16	Does project propose driveway width in excess of City standard?	No	Per LADOT's Manual of Policies and Procedures, Section 321, it is recommended that two-way driveways serving commercial and multi-family residential uses (more than 25 spaces) are 30 feet in width. The Project's driveway would conform to the City's design standards.	MPP Sec. 321	Refer to Section IV.K. Transportation for a consistency analysis with the Vision Zero and Plan and Sustainability pLAn and Refer to Section IV.K. Transportation subtitle Pedestrian Framework for a discussion of PED and BEN. CDG 4.1.04	Yes

**Table IV.K-2
Project Consistency with Plans, Programs, Ordinances, or Policies**

No.	Guiding Questions	Response to Guiding Questions	Description	Relevant Plan, Policies, And Programs	Supporting/Complementary City Plans, Policies, And Programs To Consult	Project Consistency?
17	Does project propose more driveways than required by City maximum standard?	No	Per LADOT's Manual of Policies and Procedures (MPP) Section 321, a maximum of one driveway is allowed along an arterial frontage between 0 and 200 feet. The Project proposes one driveway along Seaton Street, a Collector Street, and the Project's frontage is less than 200 feet, which is compliant with LADOT's MPP, Section 321.	MPP - Sec No. 321 Driveway Design	Refer to Section IV.K. Transportation for a consistency analysis with the Vision Zero Plan, Mobility Plan 2035, Healthy LA. Plan.	Yes
18	Are loading zones proposed as a part of the project?	Yes	A loading zone is proposed as part of the project. The Project proposes all loading to occur off-street and internally to the Project Site.	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policies 2.10 Loading Areas. 4.13 Parking and Land Management (PK.1); 2.10 Loading Areas (PK.7 and PK.8); MPP 321		Yes
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	No	No, the Project does not include "drop-off" zones. A loading zone is proposed as part of the project. The Project proposes all loading to occur off-street and internally to the Project Site.	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policy 2.10 Loading Areas.		Yes
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	No	The Project would be developed on a corner lot and would not impede on existing public right-of-ways.	Refer to Table IV.G-2 Project Consistency with the Applicable Policies of the Mobility Plan 2035 for consistency analysis of policies 2.3 Pedestrian Infrastructure and 3.9 Increased Network Access.		Yes

