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# APPENDIX J:

## Plans, Programs, Ordinances, Policies Review

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# Plans, Programs, Ordinances, Policies Review

Goal, Objective, Program, or Policy	Consistency	Conflict?
<b>Mobility Plan 2035</b>		
<b>Chapter 1</b>		
1.1 Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway users.	The Project provides non-vehicular corridors, such as the pedestrian mall, and restricts vehicular access within that area.	No
1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	The Project provides multimodal access and circulation. The Project includes two mobility hubs that serve city buses and the campus shuttle, provides carshare spaces and bicycle parking and repair stations, and allocates spaces for rideshare drop-off. Parking garages are located near the entrances to each of the Project's districts to allow much of the central campus area to be pedestrian-oriented. The Project's internal circulation system includes a network of pedestrian walkways, bicycle lanes, and campus shuttle routes. It restricts vehicular access through the use of motorized bollards to reinforce a pedestrian-oriented environment.	No
1.3 Safe Routes to School: Prioritize the safety of school children on all streets regardless of highway classifications.	The Project is not located adjacent to any school nor would it affect the configuration of adjacent roadways in a way that would compromise the safety of children traveling to nearby schools.	No
1.4 Design Safe Speed: Design streets to Targeted Operating Speeds as defined in the Complete Streets Design Guide	The Project would adhere to the design standards and guidelines established in the Complete Streets Design Guide when implementing changes to the roadways internal to the site.	No
1.5 Railroad Crossings: Reduce conflicts and improve safety at railroad crossings through design, planning, and operation.	The Project is not located adjacent to any railroad crossing nor would it overlap with any existing railroad tracks or crossing.	No
1.8 Goods Movement Safety: Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.	The Project would provide a pedestrian network and bicycle lanes to generally separate these users from truck traffic.	No
<b>Chapter 2</b>		
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	The Project provides multiple mobility hubs at its entrances that accommodate transit and shuttle services, rideshare, and bicycles traveling to and from the site.	No
2.2 Complete Streets Design Guide: Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	The Project would adhere to the design standards and guidelines established in the Complete Streets Design Guide when implementing changes to the roadways internal to the site.	No
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.	The Project provides multimodal access and circulation. Parking garages are located near the entrances to each of the Project's districts to allow much of the central campus area to be pedestrian-oriented. The Project's internal circulation system includes a network of pedestrian walkways. It restricts vehicular access through the use of motorized bollards to reinforce a pedestrian-oriented environment.	No
2.4 Neighborhood Enhanced Network: Provide a slow speed network of locally serving streets	The Project would provide an access point from North State Street, which is part of the Neighborhood Enhanced Network, however, the Project boundary does not include that section of State Street. The Project would not alter State Street's ability to serve as an NEN.	No
2.5 Transit Network: Improve the performance and reliability of existing and future bus service.	The Project is located adjacent to two existing roadways identified as corridors for transit improvements as part of the Transit Enhancement Network: North Mission Road and Marengo Street. The Project would also include mobility hubs at its entrances to encourage the use of shuttles, rideshare, and bicycles for travel to and from the site, which align with this policy's purpose of reducing single-vehicle occupancy trips.	No
2.6 Bicycle Networks: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	The Project is located adjacent to North Mission Road, a roadway prioritized for protected bicycle lane installation as part of the Bicycle Enhanced Network. However, Mission Road is not within the Project site, and thus the Project would not preclude the implementation of the planned improvement.	No
2.7 Vehicle Network: Provide vehicular access to the regional freeway system.	The Project is served by Interstates 10 and 5, and would be accessible from their respective off and on-ramps. The Project does not physically alter the ramp and thus would not preclude this policy.	No
2.9 Multiple Networks: Consider the role of each enhanced network when designing a street that includes multiple modes.	The Project is located adjacent to two roadways identified as part of both the Pedestrian Enhanced Districts network and the Transit Enhancement Network: North Mission Road and Marengo Street. The Project would not preclude function of these enhanced networks, and would support them through the implementation of the mobility hubs.	No
2.10 Loading Areas: Facilitate the provision of adequate on and off-street loading areas.	The Project includes multiple drop-off zones for rideshare services which would support this policy.	No
2.11 Transit Right-of-Way Design: Set high standards in designing public transit rights-of-way that considers user experience and supports active transportation infrastructure.	The Project is located adjacent to North Mission Road, a roadway designated a Moderate Plus Transit Enhanced Street which is planned to have an exclusive bus lane during peak hours. The Project would not preclude the implementation of this enhancement.	No
2.12 Walkway and Bikeway Accommodations: Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way.	The Project's internal circulation system includes a comprehensive network of pedestrian walkways and bicycle routes.	No

2.13 Highway Preservation and Enhancement: Support the preservation and enhancement of the state highways consistent with the RTP/SCS and the goals/policies of the General Plan.	The Project is not located adjacent to any existing State highways.	No
2.14 Street Design: Designate a street's functional classification based upon its current dimensions, land use context, and role.	The Project is located adjacent to existing roadways with different street classifications: North Mission Road is designated as Boulevard II; Marengo Street is designated as Avenue I; and Zonal Avenue is designated as Avenue III. The Project would not preclude the re-designation of these streets based on their context.	No
2.16 Scenic Highways: Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.	The Project is not located adjacent to or near any identified Scenic Highways.	No
2.17 Street Widening: Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	Any right-of-way modifications associated with the Project would be evaluated for their balance of such implications, and would be designed to accommodate multimodal circulation (including pedestrians, cyclists, and transit users).	No
<b>Chapter 3</b>		
3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.	The Project provides multiple mobility hubs and an internal circulation network of pedestrian bikeways, bicycle routes, and shuttle services to anticipate and accommodate multi-modal travel likely for a mixed-use development.	No
3.2 People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	The Project's internal transportation network would be designed to ADA requirements, to accommodate users with disabilities.	No
3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	The Project proposes a mixed-use development consisting of residential, community, retail, education, office, and hotel uses. These destinations would all be accessible via walking, biking, and shuttle services, reducing the need for vehicles while increasing access to jobs, destinations, and various neighborhood services.	No
3.4 Transit Services: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	The Project includes campus shuttle services as part of its internal circulation network to provide affordable and convenient access for those without a car.	No
3.5 Multi-Modal Features: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	The Project provides a network of pedestrian, bicycle, and shuttle routes throughout the site to allow users to reach their desired destinations before/after getting on/off at the provided mobility hubs.	No
3.6 Regional Transportation and Union Station: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	The Project is not located adjacent to or near Union Station, nor is it located next to an existing regional transit hub.	No
3.7 Regional Transit Connections: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	The Project would serve as a major regional employment center by developing next to the active and functional Los Angeles General Medical Center and proposing a mixed-use site that would bring in additional jobs and a greater range of community services. The Project would support the transit improvements by providing two mobility hubs.	No
3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	The Project includes bicycle parking facilities as well as repair stations at its mobility hubs near the entrances to the site.	No
3.9 Increased Network Access: Discourage the vacation of public rights-of-way.	The Project would not convert any existing public roadways over to private property. North State Street, which runs through the site, would be maintained as a route for emergency vehicles and other vehicles that require access to the site. The Project provides additional pedestrian walkways that could serve as a network for accessing destinations both within and beyond the site.	No
3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	While the Project would limit vehicular through traffic through the use of motorized bollards, it would not exclude pedestrian traffic as it would provide a network of pedestrian walkways and bicycle routes throughout the site.	No
3.11 Open Streets: Facilitate regular "open street" events and repurposing of the public right of way.	The Project would not preclude the facilitation of an "open street" event in the public right of way.	No
3.12 Proposed Streets: Plan for and accommodate future growth areas through the identification of "proposed streets" during the community planning process.	The Project is not located adjacent to any identified proposed streets in the Northeast Los Angeles Community Plan.	No
<b>Chapter 4</b>		
4.4 Community Collaboration: Continue to support the role of community engagement in the design outcomes and implementation of mobility projects.	The Project would not conflict with the city's ongoing community engagement efforts to ensure that the design outcomes and implementation of mobility projects to meet community needs.	No
4.8 Transportation Demand Management Strategies: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	The Project encourages the use of carshare, rideshare, and bicycling through the provision of carshare spaces, rideshare drop-off zones, and bicycling facilities including bicycle parking and repair stations. The Project also includes a campus shuttle program that circulates throughout the site.	No
4.9 Transportation Management Organizations: Partner with the private sector to foster the success of Transportation Management Organizations (TMOs) in the City's commercial districts.	The Project would not preclude the establishment of a Transportation Management Organization.	No
4.10: Public-Private Partnerships: Encourage partnerships with community groups (residents and business/property owners) to initiate and maintain enhanced public rights-of-way projects.	The Project would not conflict with the City's ongoing efforts of forming public-private partnerships to initiate and maintain enhanced public right-of-way projects.	No
4.11 Cohesive Regional Mobility: Communicate and partner with the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), and adjacent cities and local transit operators to plan and operate a cohesive regional mobility system.	The Project would not conflict with coordination between regional agencies, cities, and local transit operators in planning for and operating a cohesive regional mobility system.	No

4.13 Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.	The Project distributes parking according to use while removing vehicular traffic from the core of the site. The Project manages parking through a centralized District Parking Management (DPM) system to reduce the total number of required parking spaces. The Project also proposes a cost-effective strategy to provide below-grade parking by recompacting excavated soils and demolition fill to raise the elevation of the site while maintaining existing grade beneath adjacent buildings. This strategy eliminates the need for additional excavation which meets the affordability objectives of the Project and provides <u>a more accessible and friendly experience across the site</u> .	No
4.14 Wayfinding: Provide widespread, user-friendly information about mobility options and local destinations, delivered through a variety of channels including traditional signage and digital platforms.	The Project would provide wayfinding signage and information in various mediums about mobility options to complement the proposed multi-modal network throughout the site.	No
4.15 Public Hearing Process: Require a public hearing for the proposed removal of an existing Class II or Class IV bicycle facility.	The Project boundary does not include Class II or Class IV bicycle facilities and thus does not propose their removal.	No
<b>Chapter 5</b>		
5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.	The Project provides facilities that accommodate transportation options other than private vehicles. The Project encourages healthy and environmentally friendly travel by dedicating its internal circulation system to pedestrians and bicycles rather than vehicles.	No
5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.	The Project would provide a mix of uses within an already urbanized area, which generally reduces VMT per capita. The VMT analysis for the Project is described in the Transportation Chapter.	No
5.3 Alternative Metrics: Support a range of transportation metrics to evaluate the multiple purposes that streets serve.		No
5.4 Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	The Project provides bus charging infrastructure for its internal campus shuttles. The Project is also designed for flexibility across its off-street parking garages to anticipate the increased presence of zero-emission, autonomous vehicles in the future.	No
<b>Los Angeles General Plan: Mobility Element</b>		
Goal M 1: Street designs that incorporate the needs of all users.	The Project provides multimodal access and circulation through a comprehensive network of pedestrian walkways, bicycle lanes, internal shuttle services, and facilities for carshare and rideshare. The Project would establish mobility hubs near existing bus stops to support transit users and enhance first/last mile connections.	No
Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.		No
Goal M 3: Streets that incorporate innovative designs.		No
Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.	The Project provides a campus shuttle service to connect transit stops adjacent to the site to destinations within the site. The Project would not propose any changes to existing roadways that would degrade existing transit services on those roadways. The Project also encourages the introduction of Transportation Demand Management (TDM) programs through the provision of <u>carshare and rideshare spaces to reduce single-occupancy vehicle trips</u> .	No
Goal M 5: Land use planning and transportation management that facilitates the use of transit.	The Project controls vehicular access throughout the site to create a pedestrian-oriented environment and support first/last mile connections to transit. The Project includes multiple mobility hubs that encourage multimodal travel and reduce reliance on automobiles.	No
Goal M 6: The safe and efficient movement of goods.	The Project is located near two established truck routes: I-5 and I-10, however they are located outside of the Project boundary. Thus, the Project would not preclude this policy.	No
Goal M 7: Transportation networks that minimizes negative impacts to the environment and communities.	The Project provides bus charging infrastructure for its internal campus shuttles. The Project is also designed for flexibility across its off-street parking garages to anticipate the increased presence of zero-emission, autonomous vehicles in the future.	No
<b>County of Los Angeles Bicycle Master Plan</b>		
Goal 1: Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles.	The Project includes internal bicycle facilities such as bicycle routes and bicycle parking and repair stations across the site to encourage and accommodate bicycling.	No
Goal 3: Develop education programs that promote safe bicycling.		No
Goal 5: Community supported bicycle network.		No
Goal 6: Funded Bikeway Plan.		No
Goal 2: Increased safety of roadways for all users.	The Project will provide a pedestrian network, bicycle lanes, and an Accessible Pathway to facilitate circulation within the site .	No
Goal 4: County residents that are encouraged to walk or ride a bike for transportation and recreation.	The Project provides facilities for pedestrians, bicycles, and shuttles to accommodate non-automobile options across the site. The Project also provides mobility hubs near the entrances to the site to encourage the use of transit, carshare, and rideshare to reduce single-occupancy vehicle trips.	No
<b>Northeast Los Angeles Community Plan</b>		
<b>Freeways and Streets</b>		
Policy 10-1.1: Maintain Levels of Service for streets and not to exceed LOS "D" for avenues, collector streets, and local streets; not to exceed LOS "E" on Boulevards or in the community's major business districts	As a result of SB 743, intersection delay (LOS) is no longer a criterion used to assess transportation impacts under CEQA.	No
Policy 10-1.2: Design new development projects to minimize disturbance to existing traffic flow with proper ingress and egress to parking.	Vehicle circulation into the Project site is intentionally limited to seven designated driveways, limiting disturbance to traffic flow on adjacent roadways.	No

Policy 10-1.3: Discourage non-residential traffic flow for streets designed to serve only residential areas by the use of traffic control measures.	Access to the Project site is provided by North Mission Road, Zonal Avenue, and Marengo Street, which are designated respectively as Boulevard II, Avenue I, and Avenue III. While Charlotte Street can be used to access the Project site, this route already provides access to the LAC+USC Medical Center and is thus not only used for residential traffic. The Project will therefore not encourage traffic flow on street signed to serve only residential areas.	No
<b>Public Transportation</b>		
Policy 11-1.1 Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Northeast Los Angeles plan area.	The Project would not preclude future improvements to local bus service. The Project will include two designated mobility hubs to accommodate local bus and shuttle services to better transit access to the Project area.	No
Policy 11-1.2: Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population	The Project includes medical and affordable housing land uses that can serve senior citizens, persons with disabilities, and transit-reliant users. The Project is currently well-served by transit, with several local bus routes and the nearby LAC-USC Medical Center Transit Station, and will improve transit access through two designated mobility hubs serving local bus and shuttle services.	No
Policy 11-2.1: Develop an intermodal mass transportation plan to implement linkages to future mass transit service.	The Project does not preclude the development of future linkages to mass transit service, such as the Metro J line.	No
Policy 11-2.2: Encourage the provision of safe, attractive and clearly identifiable transit stops with user-friendly design amenities.	The Project includes two designated mobility hubs that will support a user-friendly transit experience.	No
Policy 11-2.3: Maximize opportunities for affordable housing and pedestrian access adjacent to rail stations.	The Project is not adjacent to a rail station and would not preclude the City's ability to develop affordable housing adjacent to rail stations.	No
Policy 12-2.2: Identify pedestrian-oriented areas and preferred locations for mixed use projects.	The Project will include a mix of medical, retail, residential, and community benefit land uses, creating a mixed-use campus. The Project will also include multiple pedestrian only areas, promoting safe pedestrian circulation within the campus.	No
Policy 12-2.3: Promote child care facilities, libraries, senior citizen and community centers, and other human service facilities at transit stations.	The Project is near the LAC-USC Medical Center Transit Station and will include community benefits, such as recreational community centers.	No
<b>Non-Motorized Transportation</b>		
Policy 13-1.1: Assure that local bicycle facilities are identified and linked with facilities of neighboring areas of the City.	The Project is adjacent to two Class II bicycle facilities on North Mission Road and Zonal Avenue. These facilities are outside of the Project boundary and thus the Project would not preclude their future linkages.	No
Policy 13-1.2: Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments and public places.	The Project will include multiple bicycle parking stations and a bicycle repair station.	No
Objective 13-2: To promote pedestrian-oriented areas, greenways, and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.	The Project intentionally limits vehicular traffic within the Project site with multiple pedestrian only areas providing access between facilities.	No
<b>Vision Zero Action Plan</b>		
City of Los Angeles 2018 Vision Zero Action Plan	Marengo Street, which borders the southern portion of the study area, was designated as part of the 2018 High-Injury Network. The project will not preclude the City's ability to add safety improvements to the corridor.	No
<b>Plan for a Healthy LA</b>		
Policy 2.2 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 Project is designed to be a "Healthy Village," with a mix of land uses and intentional design features that promote pedestrian circulation such as limited vehicular entrances, pedestrian protected roads, and pedestrian pathways.	No