

CAPCOA Summarized Analysis Table

CAPCOA TDM STRATEGY	APPLICABILITY/INCORPORATION INTO PROJECT
3.1.1 Increase Density	Inapplicable to this project; recommended for residential, retail, office, industrial and mixed-use projects.
3.1.2 Increase Location Efficiency	Documents efficiency relative to statewide average; recommended for residential, retail, office, industrial, and mixed-use projects.
3.1.3 Increase Diversity of Urban and Suburban Developments (Mixed-Use)	The greater San Pedro Waterfront development will already be incorporating additional park space, restaurants, and retail within ¼-mile of residential area.
3.1.4 Increase Destination Accessibility	The greater San Pedro Waterfront development will already be incorporating multiple attractions such as parks, restaurants, outdoor activity space, and other attractions into the project's immediate vicinity.
3.1.5 Increase Transit Accessibility	Not Applicable in the scope of the Proposed Project.
3.1.6 Integrate Affordable and Below Market Rate Housing	Not Applicable in the scope of the Proposed Project.
3.1.7 Orient Project Toward Non-Auto Corridor	Not Applicable in the scope of the Proposed Project; the greater San Pedro Waterfront project includes encouraging alternative mode use, including a continuous bike path through the project area and via the following mitigation: MM-TC-24: Design pavement parkings and signage in station areas to clearly direct pedestrians to the desired routes; MM-TC-25: Construct new sidewalks to allow for the orderly movement of pedestrians; MM-TC-26: Shift the location of the main Ports O'Call surface parking lot driveway to a point north of this station to improve pedestrian safety there
3.1.8 Locate Project near Bike Path/Bike Lane	Not Applicable in the scope of the Proposed Project; the greater San Pedro Waterfront project includes encouraging alternative mode use, including a

	continuous bike path through the project area and via the following mitigation: MM-TC-24: Design pavement parkings and signage in station areas to clearly direct pedestrians to the desired routes; MM-TC-25: Construct new sidewalks to allow for the orderly movement of pedestrians; MM-TC-26: Shift the location of the main Ports O'Call surface parking lot driveway to a point north of this station to improve pedestrian safety there
3.1.9 Improve Design of Development	Not Applicable in the scope of the Proposed Project; the greater San Pedro Waterfront project includes encouraging alternative mode use.
3.2.1 Provide Pedestrian Network Improvements	Not Applicable in the scope of the Proposed Project; the greater San Pedro Waterfront project includes encouraging alternative mode use, including a continuous bike path through the project area and via the following mitigation: MM-TC-24: Design pavement parkings and signage in station areas to clearly direct pedestrians to the desired routes; MM-TC-25: Construct new sidewalks to allow for the orderly movement of pedestrians; MM-TC-26: Shift the location of the main Ports O'Call surface parking lot driveway to a point north of this station to improve pedestrian safety there
3.2.2 Provide Traffic Calming Measures	Not Applicable in the scope of the Proposed Project; the greater San Pedro Waterfront project includes encouraging alternative mode use via bicycle and pedestrian access.
3.2.3 Implement a Neighborhood Electric Vehicle (NEV)	Not Applicable in the scope of the Proposed Project.
3.2.4 Create Urban Non-Motorized Zones	Not Applicable in the scope of the Proposed Project.
3.2.5 Incorporate Bike Lane Street Design (On-Site)	Not Applicable in the scope of the Proposed Project; the greater San Pedro Waterfront project includes encouraging alternative mode use, including a

	continuous bike path through the project area
3.2.6 Provide Bike Parking in Non-Residential Projects	Included in MM-TRAN-1 .
3.2.7 Provide Bike Parking with Multi-Unit Residential Projects	Not Applicable in the scope of the Proposed Project; the greater San Pedro Waterfront project includes encouraging alternative mode use including bicycle parking.
3.2.8 Provide Electric Vehicle Parking	The parking lot development at 208 E. 22 nd Street includes installation of conduits to provide EV charging potential.
3.2.9 Dedicate Land for Bike Trails	Not Applicable in the scope of the Proposed Project; the greater San Pedro Waterfront project includes encouraging alternative mode use including bicycle lanes.
3.3.1 Limit Parking Supply	This is aimed at reducing VMT for project residents and employees, not patrons, and per the description can only be counted if spillover parking into residential areas is controlled, which is not part of the scope of this project.
3.3.2 Unbundle Parking Costs from Property Cost	This is aimed at urban and suburban developments including housing, office, retail and industrial project. This would not decrease VMT in relation to patron trips generated.
3.3.3 Implement Market Price Public Parking (On-Street)	This is not within the scope of the Proposed Project; however the shuttle service from lots will provided to encourage “park once” behavior.
3.3.4 Require Residential Area Parking Permits	This is not within the scope of the Proposed Project.
3.4.1 Implement Commute Trip Reduction Program - Voluntary	These strategies, as Commute Trip Reduction (CTR) plans, are implemented, as applicable, by MM-TRAN-1. Implementation of car-sharing and telecommuting are less applicable to the employees at the venue based on the nature of event-based work.
3.4.2 Implement Commute Trip Reduction Program- Required Implementation/Monitoring	
3.4.3 Provide Ride-Sharing Programs	
3.4.4 Implement Subsidized or Discounted Transit Program	
3.4.5 Provide End of Trip Facilities	

3.4.6 Encourage Telecommuting and Alternative Work Schedules	
3.4.7 Implement Commute Trip Reduction Marketing	
3.4.8 Implement Preferential Parking Permit Program	
3.4.9 Implement Car-Sharing Program	
3.4.10 Implement a School Pool Program	Not applicable to the Proposed Project.
3.4.11 Provide Employer-Sponsored Vanpool/Shuttle	Not applicable to the Proposed Project – it is recommended for office and industrial projects where employees have set schedules, whereas events will require alternative hours and varying arrival times for different job types.
3.4.12 Implement Bike-Sharing Programs	This is applicable to areas of high-density urban residential areas, and requires implementation outside of the scope of this Proposed Project.
3.4.13 Implement School Bus Program	Not applicable to the Proposed Project.
3.4.14 Price Workplace Parking	Not applicable to the Proposed Project based on alternative scheduling and lack of options; would require residential areas to require parking permits which is outside of the scope of the Proposed Project.
3.4.15 Implement Employee Parking “Cash-Out”	Not applicable to the Proposed Project based on alternative scheduling and lack of options; would require residential areas to require parking permits which is outside of the scope of the Proposed Project.
3.5.1 Provide a Bus Rapid Transit System	This is outside of the scope of the Proposed Project.
3.5.2 Implement Transit Access Improvements	Not Applicable in the scope of the Proposed Project; the greater San Pedro Waterfront project includes encouraging alternative mode use, including a continuous bike path through the project area and via the following mitigation: MM-TC-24: Design pavement parkings and signage in station areas to clearly direct pedestrians to the desired routes; MM-TC-25: Construct new sidewalks to allow for the orderly movement of pedestrians; MM-TC-26: Shift the location of the main Ports

	O'Call surface parking lot driveway to a point north of this station to improve pedestrian safety there
3.5.3 Expand Transit Network	This is outside of the scope of the Proposed Project
3.5.4 Increase Transit Service Frequency/Speed	This is outside of the scope of the Proposed Project; improved transit access is included as part of the greater San Pedro Waterfront project.
3.5.5 Provide Bike Parking Near Transit	This is outside of the scope of the Proposed Project.
3.5.6 Provide Local Shuttles	Shuttle service from parking areas during events will be included as part of the Proposed Project and improved upon under MM-AQ-31: Zero-Emission Shuttle Buses.
3.6.1 Implement Area or Cordon Pricing	This is outside of the scope of the Proposed Project.
3.6.2 Improve Traffic Flow	This strategy is included in the Parking and Event Management Plans (signalization, providing directions during events, improved roadway access)
3.6.3 Required Project Contributions to Transportation Infrastructure Improvement Projects	This is outside of the scope of the Proposed Project, but is addressed in the greater San Pedro Waterfront project and as part of the San Pedro Waterfront Connectivity Plan.
3.6.4 Install Park-and-Ride Lots	This is outside of the scope of the Proposed Project, and not applicable based on the alternative schedules of event employees.
3.7.1 Electrify Loading Docks and/or Require Idling-Reduction Systems	This is not applicable to the Proposed Project.
3.7.2 Utilize Alternative Fueled Vehicles	This is outside of the scope of the Proposed Project.
3.7.3 Utilize Electric or Hybrid Vehicles	This is outside of the scope of the Proposed Project, however, the parking lot development at 208 E. 22 nd Street includes installation of conduits to provide EV charging potential and MM-AQ-31 will require the use of zero-emission shuttle buses, as available.