



Lakewood Corner Lot Park Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis and Special Event Transportation Demand Management Plan

**City of Lakewood, California
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City of Lakewood, California

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1.0 Introduction

1.1 Purpose of Report & Study Objectives

The purpose of this report is to evaluate whether the proposed Lakewood Corner Lot Park Project (hereinafter referred to as "project") would significantly impact traffic operations and vehicle miles traveled (VMT), pursuant to the standards and requirements of the City of Lakewood and the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000 et seq.).

This report also includes an observed trip generation and parking survey of the existing Lakewood Farmers Market on Saturday, October 12, 2024, to review current traffic and parking demand, and help estimate future operating conditions. A Special Event Transportation Demand Management (TDM) Plan is provided to help reduce vehicular traffic and encourage multi-modal transportation.

The following traffic impact study guidelines and standards are used for assessing project impacts.

- *City of Lakewood Transportation Engineering Design Standards, Updated March 2021*– Defines trip generation screening thresholds for traffic studies, level of service criteria, and site design standards.
- *Los Angeles County Public Works Transportation Impact Analysis Guidelines, July 23, 2020* – Establishes VMT screening criteria, analysis methodology, and significant impact thresholds for CEQA purposes.

1.2 Site Location & Project Description

The project site is located near the northeast corner of Clark Avenue and Del Amo Boulevard, in the City of Lakewood. The site is bound by a parking lot and the Angelo M. Iacoboni Library to the north, Del Amo Blvd to the south, Civic Center Way to the east, and Clark Ave to the west.

The project site is located on the currently vacant southern portion of the Lakewood Civic Center property, which shares a parking lot with the Iacoboni Library, The Centre at Sycamore Plaza event center, and Lakewood City Hall. A portion of the site's parking lot is currently being used to host the Lakewood Farmers Market on Saturdays from 8 a.m. to 1 p.m.

The project consists of developing an approximately 3.6-acre passive park (no playground equipment or sports fields), with a stage/performance area, and a parking lot. The project will include public restrooms, a storage facility, and trash enclosure. The project is expected to host community gatherings and events, farmers markets, and other special venue events and similar uses.

Exhibit A shows the location map of the proposed project.

Exhibit B shows the proposed conceptual project site plans.

2.0 Trip Generation and VMT Screening Analysis

The City of Lakewood Transportation Engineering Design Standards establish screening criteria to determine when a full Traffic Impact Study (TIS) is required for evaluating Level of Service (LOS) impacts associated with new development projects. Similarly, the County of Los Angeles has developed screening criteria for Vehicle Miles Traveled (VMT) impacts in accordance with the California Environmental Quality Act (CEQA). The purpose of this section is to evaluate the proposed project’s trip generation and assess its eligibility to screen out from both a TIS for LOS impacts and a VMT analysis under CEQA. By demonstrating compliance with these criteria, the analysis ensures that the project is not expected to result in significant transportation-related impacts.

2.1 Typical Weekday Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. Trip generation rates from the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021, are used to calculate the proposed project’s trip generation forecast for typical daily use. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses. To estimate the trip generation for the project’s typical weekday operations (i.e., non-special events), ITE Land Use 411: Public Park trip rates are the most appropriate for this project.

Table 2-1 shows the ITE trip generation rates (11th Edition) utilized for the trip generation analysis for the proposed project land uses as well as the project’s forecast peak hour and daily traffic volumes for ITE Land Use 411.

Table 2-1 | Typical Weekday Project Trip Generation¹

Land Use (ITE Code)	Quantity	Units ²	Weekday						
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
ITE Trip Generation Rates									
Public Park (411)	--	AC	See Fitted Curve Equations ³						
Project Trip Generation									
Public Park (411)	3.6	AC	8	5	13	13	10	23	91

¹ Source: ITE Trip Generation Manual (11th Edition, 2021).
² AC = Acres
³ Fitted Curve Equations:
AM: $T = 0.05(x) + 12.67$; 63% entering, 37% exiting; (AM peak hour of generator equation used)
PM: $T = 0.06(x) + 22.60$; 55% entering, 45% exiting
Daily: $T = 0.64(x) + 88.46$; 50% entering, 50% exiting

As shown in Table 4-1, based on the Institute of Transportation Engineers (ITE) trip generation rates, the proposed project is forecast to generate approximately 91 daily weekday trips, which include approximately 13 AM peak hour trips and 23 PM peak hour trips.

2.2 Lakewood Traffic Impact Study Requirements

The City of Lakewood Transportation Engineering Design Standards state that a written traffic study shall be required for proposed developments with trip generation anticipated to exceed 50 vehicles during any peak hour.

As shown in Table 4-1, the project is not expected to generate more than 50 trips during the typical weekday AM and PM peak periods. Therefore, a full traffic impact study is not required to analyze level of service impacts for the project's typical weekday operations.

The operation of the farmers market and other proposed special events, including their anticipated trip generation and parking demand, are discussed in detail in the subsequent sections of this report. This report also outlines strategies to effectively manage special event traffic and parking demand through a comprehensive Transportation Demand Management (TDM) plan.

2.3 VMT Screening Analysis

The purpose of this analysis is to determine whether the project would result in a significant impact to VMT, pursuant to the City of Lakewood and California Environmental Quality Act (CEQA) standards. The City of Lakewood has not adopted VMT analysis methodology standards or thresholds of significance for evaluating impacts under CEQA. As such, this study utilizes the County of Los Angeles Public Works Transportation Impact Analysis Guidelines (County of Los Angeles VMT Guidelines), as guidance for analyzing and assessing project impacts.

The County of Los Angeles VMT Guidelines establish the following four (4) screening criteria for streamlining the VMT analysis process. Projects that meet at least one of the screening criteria may be presumed to result in a less than significant impact to VMT under CEQA.

- Non-Retail Project Trip Generation Screening Criteria: A project that generates a net increase of less than 110 daily trips is assumed to have a less than significant VMT impact.
- Retail Project Site Plan Screening Criteria: A project that contains a local serving retail use with 50,000 square feet of gross floor area or less is assumed to have less than significant VMT impact.
- Proximity to Transit Based Screening Criteria: A project that is located near a major transit stop or high-quality transit corridor, AND the following is true:
 - Project has an FAR Ratio greater than 0.75,
 - Project does not provide more parking than required by the Code, and

- Project is consistent the SCAG RTP/SCS.
- Residential Land Use Based Screening Criteria: A project that is 100% affordable housing is assumed to have a less than significant VMT impact.

Table 2-2 summarizes the results of the VMT screening analysis based on the requirements of the County of Los Angeles VMT Guidelines.

Table 2-2 | Project VMT Screening Analysis

VMT Screening Criteria	Project Eligibility	Screening Criteria Satisfied? (Yes/No)
Project generates less than 110 Net Daily Trips.	As shown in Table 2-1, the project generates 91 net daily trips during typical weekday conditions. As such, the Project would generate less than 110 net daily trips and is eligible for non-retail screening.	<u>Yes</u>
Project is a local serving retail land use with less than 50,000 Square Feet of Gross Floor Area.	The project is considered a local serving public facility that includes retail components, such as the Lakewood Farmers Market. By providing a centralized location for community activities and access to fresh, local goods, the project encourages shorter trips within the neighborhood, reducing the need for residents to travel longer distances for similar services, thereby contributing to a reduction in VMT. Therefore, the project is considered a local serving use and is eligible for VMT screening.	<u>Yes</u>
Project is located near a major transit stop or high-quality transit corridor	The project is served by several transit routes with stops along Del Amo Boulevard and Clark Avenue, including: <u>Long Beach Transit Routes</u> • 91 • 93 • 103 • 112 • 191 <u>Metro Routes</u> • 265 The combined service headway of bus stops along Del Amo Boulevard is less than 15-minutes, no single individual route provides service headway of less than 15-minutes during peak hours. Therefore, the project does not meet the transit screening requirements.	No
Project is 100% affordable housing	The project does not include affordable housing.	No

As demonstrated in Table 2-2, the project successfully meets two key VMT screening criteria established by the County of Los Angeles VMT Guidelines. By satisfying these criteria, the project is presumed to have a less than significant impact on VMT. Consequently, no additional VMT analysis is necessary, and no mitigation measures are required to address VMT impacts.

3.0 Lakewood Farmers Market Observed Trip Generation and Parking Survey

The Lakewood Farmers Market currently operates on the project site on Saturdays from 8 a.m. to 1 p.m. and has been in operation since 2023. The Farmers Market features California-certified fresh produce, crafts, hot foods, flowers and pre-packaged goods. The market currently takes place in the parking lot near the southeast corner of Clark Avenue and project driveway 1. Once the proposed Corner Lot Park is constructed and operational, it is anticipated that the farmers market will continue to operate within the new park area, transitioning out of the parking lot to enhance the overall market experience.

RK conducted an observed trip generation and parking survey at the existing farmers market on **Saturday, October 12, 2024**. A third-party traffic count company, Counts Unlimited, Inc., was utilized to collect the traffic data. The survey was conducted on a day with clear weather and when the market experienced normal operational conditions.

3.1 Lakewood Farmers Market Trip Generation Survey

Trip generation for the farmers market was calculated by recording all vehicles entering and exiting the project site during the market's operating hours. The survey began one hour before the event began and continued one hour after the event ended. Special attention was given to ensure that only vehicles specifically associated with the farmers market were counted, excluding those related to the library and other civic uses located on the property.

Exhibit B provides a location map of the driveways counted during the observed trip generation survey.

Table 3-1 summarizes the results of the observed farmers market trip generation survey.

Table 3-1 | Farmers Market Observed Trip Generation¹

Land Use	Saturday ²			
	Peak Hour of the Generator			Daily
	In	Out	Total	
Observed Trip Generation				
Existing Lakewood Farmers Market	117	110	227	876

¹ Source: Lakewood Farmers Market Observed Trip Generation Survey - Saturday, October 12, 2024.

² See Appendix A for traffic and parking count worksheets.

The results of the trip generation survey show that a total of 876 one-way trips were generated by the farmers market on Saturday, October 12, 2024. This includes 439 vehicles entering the site and 437 vehicles exiting the site. The peak hour of the generator was observed from 10:15 a.m. to 11:15 a.m. when a total of 117 vehicles entered the site and 110 vehicles exited the site, for a total of 227 trips made during the peak hour of the generator.

It is anticipated that the farmers market will continue to serve the local community and operate in a similar manner once the proposed project is constructed and operational. As such, the observed trip generation counts are considered representative of typical farmers markets events that will take place at the project site in the future.

Access to the farmers market will remain unchanged, utilizing the one (1) existing full access driveway on Clark Avenue and two (2) existing full access driveways on Civic Center Way. The farmers market will also continue to operate outside of the typical weekday peak commute periods when congestion is highest on the adjacent streets. Based on the observed traffic survey, the driveway operations and flow of traffic at the farmers market was adequate and no significant delays or queues were observed entering or exiting the site.

A Transportation Demand Management (TDM) Plan is provided in Section 5.0. to help support traffic operations, encourage multi-modal transportation, and reduce congestion during special events, including the farmers market. With the recommendations provided in the proposed TDM plan, the continued operation of the farmers market is not expected to conflict with a plan, ordinance or policy regarding the performance of the circulation system, considering all modes of transportation, including transit, roadway, bicycle, and pedestrian facilities. Additionally, the farmers market is not expected to cause significant hazards due to design features or result in inadequate emergency access.

3.1.1 Modal Split and Vehicle Occupancy

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, such as automobiles, walking, bicycling, transit, etc. Promoting the use of alternative modes of transportation and reducing reliance on single-occupancy vehicles can ease traffic congestion and deliver substantial benefits to overall transportation efficiency, sustainability, and air quality.

As part of the observed trip generation survey, RK conducted transportation mode and vehicle occupancy counts at the Lakewood Farmers Market on Saturday, October 12, 2024. The modal split and vehicle occupancy counts can be used to help estimate future travel demand for the proposed project and other special events. Utilizing the vehicle occupancy count data, the total daily attendance for the farmers market was also calculated. Special care was taken to only count those trips that were made to the farmers market.

Table 3-2 summarizes the results of the modal split and vehicle occupancy counts.

Table 3-2 | Farmers Market Modal Split & Vehicle Occupancy Counts^{1, 2}

Vehicle Occupancy & Mode	Vehicles³	Persons⁴	Modal Split⁵
Single (1) Occupant Vehicle	231	231	50.0%
Two (2) Occupant Vehicle	146	292	31.6%
Three (3) Occupant Vehicle	33	99	7.1%
Four (4) Occupant Vehicle	7	28	1.5%
Five (5) Occupant Vehicle	1	5	0.2%
Six (6) Occupant Vehicle	2	12	0.4%
Subtotal	420	667	90.9%
Average Vehicle Occupancy = 1.59 persons/vehicle			
Bicycle	--	12	2.6%
Walk	--	30	6.5%
Total	420	709	100.0%

¹ Source: Lakewood Farmers Market Observed Trip Generation Survey - Saturday, October 12, 2024.

² See Appendix A for traffic and parking count worksheets.

³ One-way vehicle trips based on occupancy counts.

⁴ Person trips calculated by multiplying vehicle occupancy x vehicle trips.

As shown in Table 3-2, the Lakewood Farmers Market had a total attendance of approximately 709 people on Saturday, October 12, 2024. The average vehicle occupancy was 1.59 persons per vehicle and approximately 9.1% of trips were made by walking or bicycling¹.

3.2 Lakewood Farmers Market Parking Demand Survey

Parking utilization for the farmers market was evaluated through an observed parking survey conducted during the market's operating hours. The survey began one hour before the market opened and continued one hour after it closed to capture all parking activity related to the event. Special care was taken to distinguish vehicles parked for the farmers market from those associated with the library and other civic uses on the property, ensuring an accurate measurement of parking demand for the market.

¹ The percentage of trips made by walking and bicycling includes transit users who may have arrived at the site via a walking or biking from a nearby bus stop. However, the survey did not distinguish transit trips that occurred offsite, therefore such trips are included within the walking and bicycling categories.

Exhibit B provides a location map of the parking lot zones counted during the observed parking survey.

Table 3-3 summarizes the results of the observed farmers market parking survey.

Table 3-3 | Farmers Market Observed Parking Demand^{1, 2}

Time	Farmers Market Parking Lot ³	Library Parking Lot ³	Civic Center Way (On-Street Parking) ^{3, 4}	Total Parking Demand
Inventory (Spaces)	90	140	--	230
7:00 AM	0	3	0	3
8:00 AM	12	7	0	19
9:00 AM	22	10	0	32
10:00 AM	25	16	0	41
11:00 AM⁵	35	20	0	55
12:00 PM	28	24	0	52
1:00 PM	26	28	0	54
2:00 PM	3	0	0	3

¹ Source: Lakewood Farmers Market Observed Parking Survey - Saturday, October 12, 2024.

² See Appendix A for traffic and parking count worksheets.

³ See Exhibit B for parking lot zone location map.

⁴ No street parking was allowed along Civic Center during the event.

⁵ = peak observed parking demand

The peak parking demand for the farmers market occurred at 11:00 a.m. when a total of 55 vehicles were observed to be parked on-site. Vehicles utilized both the farmers market parking lot and the library parking lot. During the observed event, temporary “no parking” signage was present along Civic Center Way and no vehicles were observed parking on the street.

As previously noted, the farmers market will continue to serve the local community and operate in a similar manner following the construction and operation of the proposed project. The observed parking demand is therefore considered representative of typical farmers market events expected at the site in the future.

The project site plan, updated April 16, 2025, maintains approximately 140 on-site parking spaces at the south end of the Civic Center property (not including the library parking lot, the Center at Sycamore Plaza lot, or Lakewood City Hall Lot). Once the project is constructed, the farmers market will relocate from its current position within the parking lot to a designated area within the park, freeing

up additional parking spaces, increasing the overall parking availability, and reducing the demand on the library lot.

Based on the results of the observed parking survey, the proposed project is anticipated to comfortably accommodate the peak parking demand for future farmers markets. For instance, with an observed typical peak parking demand of 55 spaces, adding a 10% buffer to account for potential fluctuations or growth results in an estimated peak demand of 61 spaces. This represents only 43.5% of the proposed parking supply (61 spaces out of 140), ensuring ample parking capacity to support future operations.

4.0 Special Event Traffic Analysis

The project is expected to host several special events throughout the year, including the 4th of July Block Party, the Pan Am Festival, and a Christmas Tree Lighting event. These events are anticipated to draw higher attendance and generate increased traffic compared to typical daily operations or the Saturday farmers market. This section analyzes the future potential trip generation and parking demand for special events.

4.1 Special Event Trip Generation

Special event trip generation can be calculated by estimating the number of attendees and applying vehicle occupancy and mode split factors specific to the event type and location.

According to the Federal Highway Administration (FHWA), large recurring events, such as the proposed annual special events at the site, typically exhibit higher vehicle occupancy rates compared to daily activities, as attendees often travel in groups or families. These events, which are tied to specific venues and occur at regular intervals, are predictable in terms of attendance and traffic patterns.

The observed vehicle occupancy data from the farmers market shows an average vehicle occupancy of 1.59 persons per vehicle and a mode split of 90.9% trips made by driving and 9.1% of trips made by bicycling or walking.

However, for special events such as the 4th of July Block Party, the Pan Am Festival, and the Christmas Tree Lighting, which are anticipated to attract a greater proportion of families and groups, a higher vehicle occupancy rate would be expected. Additionally, due to the community-oriented and celebratory nature of these events (which may include alcohol consumption) they will likely encourage increased multi-modal usage, such as walking, biking, transit and rideshare, particularly among nearby residents.

Consistent with the Federal Highway Administration's Special Event Handbook, a rate of 2.5 persons per vehicle and 10% multi-modal trips are considered conservative estimates for purposes of estimating future trip generation from special events. The use of these rates serve as a reasonable starting point for analyzing the transportation impacts of future special events at the project site.

Table 4-2 summarizes the trip generation estimates for the proposed special events, considering the mix of single-occupant vehicles, multi-occupant vehicles, and alternative transportation modes.

Table 4-2 | Special Event Trip Generation

Special Event	Estimated Attendees ¹	Vehicles ^{2, 3}
4 th of July Block Party	20,000	7,200
Pan Am Festival (May)	14,000	5,040
Christmas Tree Lighting	6,500	2,340

¹ Estimated attendance provided by the City of Lakewood.

² Vehicular trip generation estimates the total number of arrivals or vehicular demand for a special event.

³ A vehicle occupancy rate of 2.5 persons per vehicle and 10% multi-modal users are assumed for a conservative estimate of special event trip generation.

4.2 Special Event Parking Demand

Special events present unique parking conditions that differ from typical daily operations. Parking demand for these events is influenced by a variety of factors, including the size of the event, the anticipated attendance, event durations, and types of activities and services offered. Unlike daily activities, special events often concentrate parking demand into peak periods, such as arrival and departure times, which can create temporary but intense pressure on available parking resources. Furthermore, events that encourage group attendance, such as community festivals or holiday celebrations, may result in higher vehicle occupancy rates, while events with staggered schedules may spread out parking demand over time.

The type of event also affects parking dynamics. For instance, family-oriented or multi-day events, like the Pan Am Festival, may see varying levels of parking utilization across different times of the day, while shorter, high-attendance events, such as the Christmas Tree Lighting, may experience concentrated peak demand.

The trip generation estimates shown in Table 4-2 offer a starting point for assessment of potential parking requirements for each special event. The actual peak parking demand for each event will likely be lower than the total daily trip generation, as arrival and departure times are often staggered throughout the day, and some trips may involve drop-offs or rideshare services, reducing the number of parked vehicles on-site.

To effectively manage the increased parking needs and ensure smooth operations during these events, a comprehensive Special Event Transportation Demand Management (TDM) Plan is outlined in Section 5.0. This plan provides strategies to accommodate the influx of vehicles while minimizing congestion and promoting alternative transportation options.

5.0 Special Event Transportation Demand Management (TDM)

The Special Event Transportation Demand Management (TDM) Plan serves as a flexible framework for addressing the increased vehicular traffic and parking demands associated with special events. It outlines strategies to accommodate the influx of vehicles, minimize congestion, and promote the use of alternative modes of transportation. This plan can be tailored to meet the specific needs of individual events, such as the 4th of July Block Party, Pan Am Festival, and Christmas Tree Lighting.

5.1 Traffic Flow Management

1. Designated Entry and Exit Points:

Establish clearly marked entry and exit points to ensure efficient traffic flow into and out of the parking areas. Temporary signage and traffic cones can be used to guide drivers and reduce bottlenecks.

2. Temporary Traffic Control Measures:

Deploy traffic control personnel or automated systems to manage intersections and pedestrian crossings during peak arrival and departure times. Consider implementing turning restrictions at key access points to improve flow. During peak entry or exit times, driveways and drive aisles can be converted to one-way flow with proper signage and control.

3. Staggered Arrival and Departure Times:

Encourage staggered arrivals and departures through event programming, such as offering pre- and post-event activities to distribute vehicle trips over a longer period.

5.2 Parking Management

1. On-Site Parking Optimization:

Use temporary parking attendants to guide vehicles into spaces efficiently, reducing idle times and maximizing parking capacity. Also, designate specific parking zones and loading/unloading areas for workers, vendors, and deliveries to ensure smooth operations and minimize interference with attendee parking.

2. Overflow Parking:

Identify and secure agreements for off-site overflow parking locations, such as nearby schools or shopping centers, and provide shuttle services to and from the event venue.

3. Shared Parking Agreements:

Coordinate with nearby businesses or facilities to use their parking lots during off-peak times, ensuring additional capacity during high-demand events.

4. Residential Parking Permit Program:

Implement a temporary residential parking permit program for adjacent neighborhoods to minimize disturbances during events. Issue permits to local residents to ensure parking access and post temporary "Permit Parking Only" signage to deter event attendees from parking in these areas. Include enforcement measures to maintain compliance.

5.3 Promotion of Alternative Transportation

1. Rideshare and Drop-Off Zones:

Designate convenient rideshare pick-up and drop-off zones near the event entrance to encourage attendees to use services like Uber or Lyft.

2. Public Transit Coordination:

Collaborate with local transit agencies to increase bus or train frequencies, adjust schedules, or add special event routes where feasible. Promote transit options in event communications.

3. Bicycle Parking:

Provide temporary or permanent bicycle racks in visible, secure areas to encourage attendees to bike to the event.

4. Walking Routes:

Improve pedestrian access by ensuring clear, well-lit, and safe walking routes to the venue, particularly for nearby residents.

5.4 Event Communications

1. Pre-Event Information:

Distribute detailed event information, including parking locations, transit options, and alternative transportation incentives, via event websites, social media, and email communications.

2. Incentives for Carpooling or Transit Use:

Offer incentives such as free or discounted transit fares, event admission, or priority parking for carpoolers or those using public transit.

3. Real-Time Updates:

Utilize mobile apps, social media, or on-site digital signage to provide real-time updates on parking availability, traffic conditions, and transit schedules.

4. Neighborhood Ambassadors:

Deploy neighborhood ambassadors during events to engage with adjacent neighborhoods. Ambassadors can patrol the area on foot, bike, or golf carts, and distribute event information and address any potential concerns or disturbances raised by local residents. This measure helps foster a positive relationship with the community.

5.5 Post-Event Evaluations

1. Data Collection and Feedback:

Collect data on traffic patterns, parking utilization, and alternative transportation use during events. Solicit attendee feedback to identify areas for improvement.

2. Continuous Improvement:

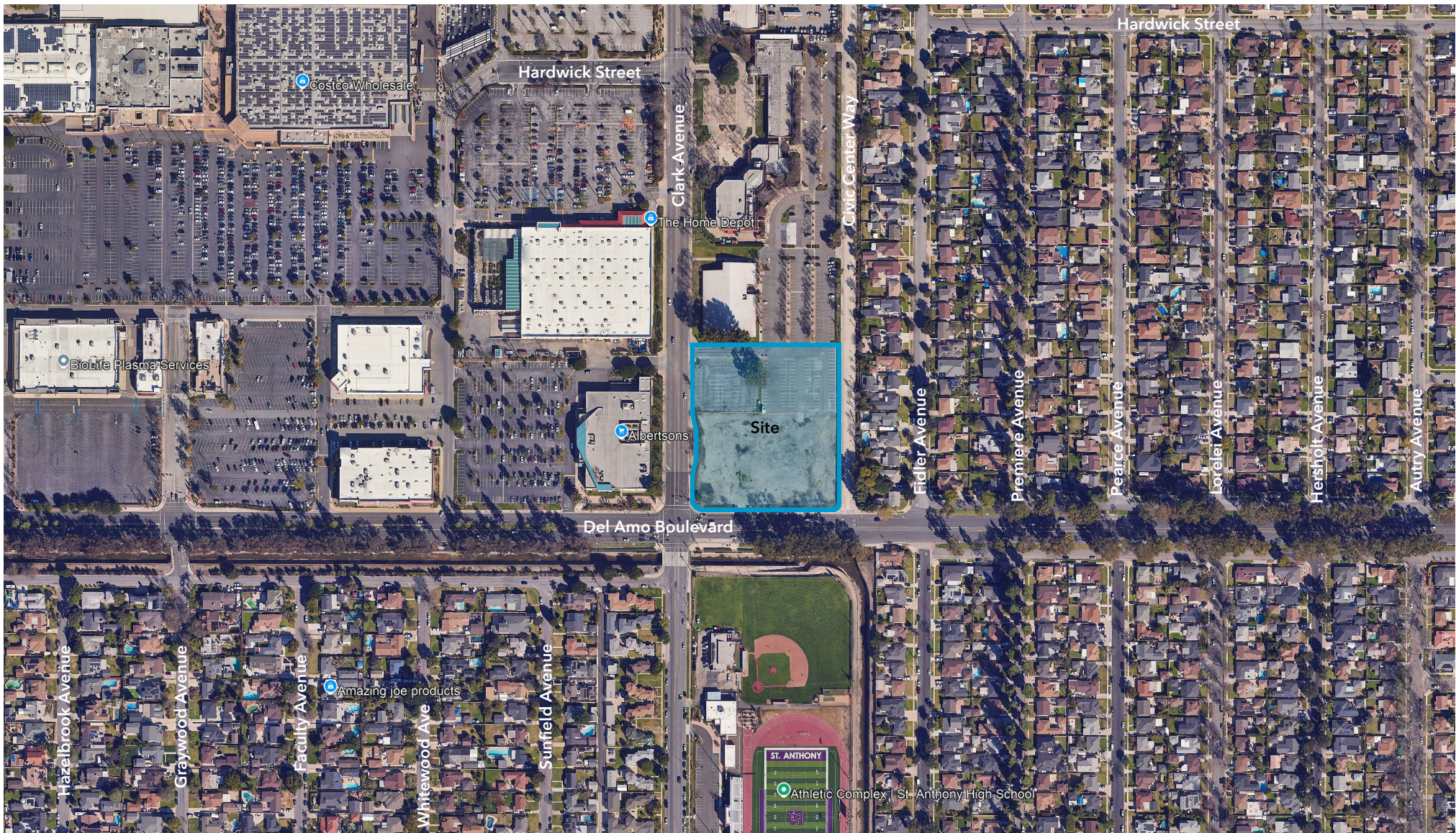
Use insights from post-event evaluations to refine the TDM Plan, ensuring it evolves to meet the needs of future events.

6.0 Conclusions

In conclusion, based on the results of this analysis, the proposed Corner Lot Park Project is not expected to result in significant impacts on traffic operations or Vehicle Miles Traveled (VMT) within the City of Lakewood. The proposed Transportation Demand Management (TDM) Plan provides a framework for managing traffic and parking demands during special events. With these measures in place, the project's transportation impacts will remain less than significant, ensuring compatibility with local transportation goals and policies. As a result, no mitigation is required.



Exhibits



Legend

— = Project Site Boundary

Exhibit A

Site Location Map

Lakewood Corner Lot // City of Lakewood
3179-2024-01



ENGINEERING
GROUP INC.



Exhibit B

Proposed Site Plans

Lakewood Corner Lot // City of Lakewood
3179-2024-01



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Legend

- ① = Driveway Location
- = Driveway
- = Parking Zone Boundary
- = Market/Park Boundary

Exhibit C

Farmers Market Traffic and Parking Count Locations
Saturday, October 12th, 2024

Lakewood Corner Lot // City of Lakewood
3179-2024-01



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GROUP INC.



Appendix A

Observed Farmers Market Traffic and Parking Counts

Saturday, October 12, 2024



City: Lakewood
Location: Clark Avenue/ Driveway 1
Date: Saturday, October 12, 2024
Count Type: Driveway - Farmers Market Trips

	Entering	Exiting	Total
7:00	8	2	10
7:15	8	0	8
7:30	3	1	4
7:45	1	3	4
8:00	5	7	12
8:15	6	6	12
8:30	6	6	12
8:45	11	3	14
9:00	13	13	26
9:15	18	8	26
9:30	12	14	26
9:45	11	13	24
10:00	12	10	22
10:15	25	19	44
10:30	17	27	44
10:45	20	11	31
11:00	19	14	33
11:15	10	19	29
11:30	15	21	36
11:45	12	17	29
12:00	19	8	27
12:15	11	10	21
12:30	14	9	23
12:45	11	7	18
13:00	2	8	10
13:15	2	27	29
13:30	2	17	19
13:45	1	8	9
TOTAL	294	308	602



City: Lakewood
Location: Civic Center North / Driveway 2
Date: Saturday, October 12, 2024
Count Type: Driveway - Farmers Market Trips

	Entering	Exiting	Total
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	1	0	1
8:15	0	0	0
8:30	0	0	0
8:45	0	0	0
9:00	0	0	0
9:15	0	0	0
9:30	1	0	1
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
12:00	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
13:00	0	0	0
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
TOTAL	2	0	2



City: Lakewood
Location: Civic Center South / Driveway 3
Date: Saturday, October 12, 2024
Count Type: Driveway - Farmers Market Trips

	Entering	Exiting	Total
7:00	0	0	0
7:15	0	0	0
7:30	2	0	2
7:45	1	0	1
8:00	0	0	0
8:15	2	4	6
8:30	0	2	2
8:45	9	2	11
9:00	7	6	13
9:15	1	0	1
9:30	6	3	9
9:45	8	7	15
10:00	9	6	15
10:15	8	9	17
10:30	15	9	24
10:45	5	12	17
11:00	8	9	17
11:15	11	7	18
11:30	9	6	15
11:45	9	13	22
12:00	12	8	20
12:15	6	10	16
12:30	3	9	12
12:45	6	1	7
13:00	0	5	5
13:15	3	0	3
13:30	1	0	1
13:45	2	1	3
TOTAL	143	129	272



City: Lakewood
Location: DRIVEWAY TOTAL
Date: Saturday, October 12, 2024
Count Type: Driveway - Farmers Market Trips

	Entering	Exiting	Total
7:00	8	2	10
7:15	8	0	8
7:30	5	1	6
7:45	2	3	5
8:00	6	7	13
8:15	8	10	18
8:30	6	8	14
8:45	20	5	25
9:00	20	19	39
9:15	19	8	27
9:30	19	17	36
9:45	19	20	39
10:00	21	16	37
10:15	33	28	61
10:30	32	36	68
10:45	25	23	48
11:00	27	23	50
11:15	21	26	47
11:30	24	27	51
11:45	21	30	51
12:00	31	16	47
12:15	17	20	37
12:30	17	18	35
12:45	17	8	25
13:00	2	13	15
13:15	5	27	32
13:30	3	17	20
13:45	3	9	12
TOTAL	439	437	876

Lakewood

Lakewood Farmer's Market

NW Corner of Clark Avenue and Del Amo Boulevard

Saturday, October 12th, 2024

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM
North Lot	Regular	124	2	5	9	13	16	19	23	0
	Handicap	3	0	0	0	0	0	0	0	0
	2 Hr.	13	1	2	1	3	4	5	5	0
	Subtotal	140	3	7	10	16	20	24	28	0

Total Occupancy

Total Percent

140	3	7	10	16	20	24	28	0
	2%	5%	7%	11%	14%	17%	20%	0%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM
South Lot	Regular	83	0	12	22	23	32	27	25	3
	Handicap	7	0	0	0	2	3	1	1	0
	Subtotal	90	0	12	22	25	35	28	26	3

Total Occupancy

Total Percent

90	0	12	22	25	35	28	26	3
	0%	13%	24%	28%	39%	31%	29%	3%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM
Civic Center Way Street Parking	Regular	No Parking	No Parking	No Parking	No Parking	No Parking	No Parking	No Parking	No Parking	No Parking
	-	-	-	-	-	-	-	-	-	-
	Subtotal	0	0	0	0	0	0	0	0	0

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM
Vehicle Occupancy Bicycle/Walk	Single Occupant		18	29	40	51	46	39	8	0
	Two Occupants		3	8	31	33	35	33	3	0
	Three Occupants		0	1	7	18	3	4	0	0
	Four Occupants		0	1	0	1	3	2	0	0
	Five Occupants		0	0	0	0	0	1	0	0
	Six Occupants		0	0	0	0	1	1	0	0
	Bicycle		0	5	2	1	1	3	0	0
	Walk		0	6	7	7	1	5	2	2
Total People		0	24	63	132	183	145	144	16	2

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268