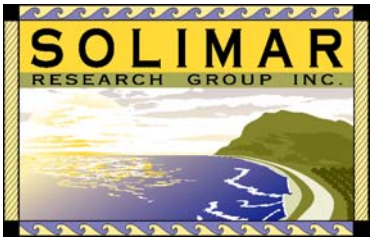

Mixed-Use Centers In The South Bay: How Do They Function And Do They Change Travel Demand?

Year 2 Report
A Report to the South Bay Cities Council of Governments

From Solimar Research Group

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Executive Summary

This report provides the findings and results from Year 2 of a projected three-year study of mixed-use centers and districts in the South Bay subregion of Los Angeles County. The goal of this study is to determine the linkages between a range of characteristics such as the urban design and functionality of these districts and the travel behavior of the people who use them. When the three-year study is completed, the South Bay Cities COG will provide not only research-based documentation for the "performance" of mixed-use districts in transportation terms, but also a guidebook for cities in the South Bay and elsewhere in the Southern California Association of Governments region on how to create mixed-use districts that can absorb more development with minimal traffic impact.

The Year 2 study focused on four tasks designed to enrich and deepen the Year 1 analysis. These were:

1. An overall scan of major commercial corridors in the South Bay, to understand their characteristics generally and to identify possible corridors as study areas.

2. The selection of one corridor as a study area. After considerable debate, the corridor selected was Hawthorne Boulevard between El Segundo and Rosecrans Boulevards in the City of Hawthorne.

3. The selection of a fourth older downtown as a study area – Downtown El Segundo.

4. Enhanced research and analysis of the business functions, real estate economics, and traffic and parking conditions in all study areas

Corridor Analysis

Much of the SCAG's 2% strategy is based on the assumption that commercial corridors can accept a large amount of additional development, especially housing. The research team sought to understand how corridors are different from mixed-use centers. To that end, the team analyzed 11 different corridors throughout the South Bay to identify candidates for further study. The 11 corridors selected as candidates (and the provisional numbers we assigned to those corridors) were:

- Artesia Boulevard from Inglewood to Aviation (East-West, Redondo Beach)
- Carson Boulevard from Avalon to Figueroa (East-West, Carson)
- Narbonne, from Lomita to PCH (North-South, Lomita)
- Hawthorne Boulevard , from Rosecrans to Manhattan Beach (North-South, Lawndale).
- Gardena Boulevard from Vermont to Western (East-West, Gardena)

- Crenshaw Boulevard from Rosecrans to Manhattan Beach Boulevard (North-South, Hawthorne/Gardena/LA County)
- Hawthorne Boulevard, between El Segundo and Rosecrans (North-South, Hawthorne)
- Avalon Boulevard from Lomita to Anaheim (North-South, City of Los Angeles)
- Western, from Capitol to Ninth (North-South, Rancho Palos Verdes-City of Los Angeles
- Main Street, from 223rd to Sepulveda (North-South, Carson)
- Sepulveda Boulevard from Manhattan Beach Boulevard to Artesia (North-South, Manhattan Beach)

These corridors are depicted in Figure 2.1.

After considerable debate, the COG selected Hawthorne Boulevard in Hawthorne between El Segundo and Rosecrans Boulevards for detailed study, largely because it is socioeconomically typical of Los Angeles County as a whole, and – with the exception of a large median strip – it is a corridor typical of the South Bay. Several other corridors are promising candidates for study in Year 3.

Downtown El Segundo

The Downtown El Segundo study area consisted of 379 acres in a one-half mile radius of Main and Grand. We subjected El Segundo to identical analysis as the Year 1 study areas, as well as some additional analysis of parking, traffic, and the stock of buildings.

In general, we found Downtown El Segundo to function in similar fashion to Downtown Torrance and Riviera Village. It is a compact and low-scale "village" or "oasis" mixed-use district that is surrounded by, but not bisected by, busy arterials. Like Torrance, it is located close to major employment centers, especially the Chevron refinery which is adjacent. We found the mix of land uses in both the inner area especially to be very fine-grained indeed; while the outer area was more residential. Traffic counts are low and parking is plentiful. The area is mostly white and populated mostly by renters. Residential density is about 27 units per acre in the inner area and 15 units per acre in the outer area.

The study area contains over 600 businesses, evenly split between the inner and outer area. The inner area is much more focused on retail and personal services than the outer area . The study area as a whole has 2,500 employees and produces modest retail sales ($70 million per year) compared to other study areas. Employment density is about 30 jobs per acre in the inner area and 11 jobs per acre in the outer area. Bus ridership is light, but pedestrian activity is heavy.

Hawthorne Boulevard

The Hawthorne Boulevard study area consisted of 1,145 acres in a one-half mile radius of the stretch from El Segundo to Rosecrans. We subjected Hawthorne to identical analysis as the Year 1 study areas, as well as some additional analysis of parking, traffic, and the stock of buildings.

In general, we found that Hawthorne Boulevard functions differently than most of the other study areas. It is bisected by a busy arterial that also carries a large number of bus passengers, and it is close to the Metro Green Line. Pedestrian traffic is high, as is bicycle ridership. The study area is demographically mixed.

In contrast to all other study areas, we found that there was no sharp difference in land uses between the inner and outer study areas – one of the key pieces of evidence in suggesting that corridors function differently. Residential densities are about 14.5 units per acre in the inner study area and 18 units per acre in the outer study area.

Survey Results

The research team conducted surveys of residents, employees, and visitors. We obtained more than 500 resident responses in El Segundo and almost 300 in Hawthorne; 160 employee responses in El Segundo and 80 in Hawthorne; and we conducted about 150 sidewalk surveys with visitors in all six study areas, including El Segundo and Hawthorne.

In El Segundo, we found that residents do not travel to downtown more frequently if they live closer – a contrast to our finding in Riviera Village -- but we also found that most residents adjacent to downtown walk there, with a significant pedestrian dropoff beyond a quarter-mile. Restaurants were the most frequent destination. Overall El Segundo residents appear to engage in fewer driving trips and more walking trips than their counterparts in the more typical suburban area of our Pacific Coast Highway/Hawthorne Boulevard control area.

Hawthorne respondents did not walk as much and were not as likely to go to Hawthorne Boulevard. They do, however, use the boulevard for restaurants. Overall, their travel behavior is much more similar to that of the more suburban residents in the control area.

In our employee survey, we found that employees in all of our study areas, including El Segundo, live in the same neighborhood where they work approximately 20% of the time. For Hawthorne, however, the figure was only 10%. Whereas employees in both study areas – and Year 1 study areas – are most likely to go to their mixed-use district to eat a meal, El Segundo employees frequently go "just to walk around," whereas Hawthorne employees do not. This was the same result as in the resident survey.

The visitor survey, which included all pedestrians including residents and employees, found that the "catchment area" of the six study areas varied considerable. El Segundo and Torrance had very small geographical catchment areas, contributing to the "hometown" feel. Inglewood and Hawthorne drew heavily upon local residents but also drew people from a wide and scattered area. Riviera Village and the PCH control area both drew heavily from residents of the adjacent Palos Verdes Peninsula.

The visitor survey also showed considerable differences between Hawthorne and other study areas. Hawthorne pedestrians were much more likely to be bus riders and engaged in regular day-to-day activities.

Role of Mixed-Use Districts in Subregional Economy

After extensive analysis of building and land stock, business functions, traffic, and parking for all study areas, we concluded that, on the retail side, they serve a similar purpose as "neighborhood" or "community" shopping centers, which typically have a supermarket and lpcal-serving uses. (Downtown Inglewood is an exception; it operates at a much larger scale than all the others.) Inglewood and Hawthorne generate $200 million a year in retail sales (though Hawthorne generates $120 million in the inner area, by far the largest number); whereas Torrance, Riviera Village, and the PCH control area generate about $100 million each and El Segundo $70 million. El Segundo and Riviera Village have retail sales concentrated in the core.

The study areas all have between 600 and 1,100 businesses;, but the number of jobs varies dramatically. Inglewood has 9,000; Hawthorne 6,500, but Riviera Village and El Segundo have 2,000 to 2,500 each, and these jobs are more concentrated in the core.

However, we observed that some of the centers also play a particular role in the subregional economy. Both Inglewood and Riviera Village, for example, appear to draw from a wide geographical area because of the array of personal care businesses located there. We found that the outer area of Riviera Village, Torrance, and El Segundo are "business-serving" centers; where as the inner rings are mostly "individual-serving" centers.

Conclusion and Next Steps

The Year 2 research and analysis effort was an important step forward in the three-year effort to understand how high-density, mixed-use districts in the South Bay really function. This year's effort was especially important in understanding how the study areas function for residents, employees, and visitors; how a corridor differs from a center; and how this information can be used in Year 3 to provide guidelines to cities in the South Bay and the SCAG region for creating more mixed-use centers.

This task is not complete, because so far we have examined only one true corridor and, as stated above, we must determine whether other corridors operate similarly or differently.

Just as important, however, is to analyze the data in more detail and use it to provide guidance to the cities in the South Bay and elsewhere in the SCAG region in creating successful mixed-use districts. In addition to studying more corridors, this will be SBCCOG's major goal in Year 3 of the project.

1. Introduction

This report provides the findings and results from Year 2 of a projected three-year study of mixed-use centers and districts in the South Bay subregion of Los Angeles County – an area including 16 cities plus unincorporated Los Angeles County, stretching from Los Angeles International Airport on the north past Palos Verdes Peninsula to the City of Los Angeles area of Wilmington and San Pedro on the south, and from approximately the 110 Freeway on the East all the way to the Pacific Ocean on the West.

The goal of this study is to determine the linkages between a range of characteristics such as the urban design and functionality of these districts and the travel behavior of the people who use them. The research involves in-depth analysis of the characteristics and functions of these districts, as well as an extensive travel behavior survey involving residents, employees, and visitors in each of these districts. When the three-year study is completed, the South Bay Cities COG will provide not only research-based documentation for the "performance" of mixed-use districts in transportation terms, but also a guidebook for cities in the South Bay and elsewhere in the Southern California Association of Governments region on how to create mixed-use districts that can absorb more development with minimal traffic impact.

In Year 1, we scanned the entire South Bay area to identify geographical areas where jobs, housing, and neighborhood businesses are densely concentrated in close proximity to one another. Beginning with an initial analysis of 21 such areas, we eventually focused on three – Downtown Inglewood, Downtown Torrance, and the Riviera Village area of Redondo Beach – as well as a more auto-oriented "control' area around the intersection of Pacific Coast Highway and Hawthorne Boulevard in Torrance.

Based primarily on travel behavior surveys, we concluded that mixed-use districts attract a large percentage of all trips from residents in nearby neighborhoods, and that those residents in extremely close proximity to the pedestrian-oriented mixed-use districts frequently switch modes from driving to walking. Based on statistical analysis, we also reached the tentative conclusion that these residents walk more and drive less overall than their counterparts in the more auto-oriented control area.

In Year 1, however, we did not deal with the question of corridors. Although the South Bay has many older mixed-use downtowns, such as our Year 1 study areas, the region has dozens of commercial corridors – high-density linear areas along arterial streets that are characterized by intense commercial activity as well as high-density residential development in the immediate vicinity. Commercial corridors are often touted as areas capable of absorbing considerable additional development, especially housing, because of underutilized commercial land and proximity to high-frequency transit corridors. Indeed,

commercial corridors form the core of SCAG's "2% Strategy" – the strategy calling for concentrating all new development on 2% of the region's land area.
In addition, the Year 1 study did not delve deeply enough into the business functions, real estate economics, and parking and traffic conditions of the centers and other study areas. We conducted an initial scan of business functions but did not go into this aspect in rich detail.

Thus, the Year 2 study focused on four tasks designed to enrich and deepen the Year 1 analysis. These were:

1. An overall scan of major commercial corridors in the South Bay, to understand their characteristics generally and to identify possible corridors as study areas.

2. The selection of one corridor as a study area. After considerable debate, the corridor selected was Hawthorne Boulevard between El Segundo and Rosecrans Boulevards in the City of Hawthorne. The research team conducted the identical analysis of characteristics and, as in the three study areas from Year 1, and replicated the travel behavior survey as well. Although the analysis was identical, it is important to note that the nature of the study area is different because it is a corridor.

3. The selection of a fourth older downtown as a study area – Downtown El Segundo. The research team conducted the identical analysis of characteristics and conditions in Downtown El Segundo as in the three study areas from Year 1.

4. Enhanced research and analysis of the business functions, real estate economics, and traffic and parking conditions in all three Year 1 downtowns; in the PCH/Hawthorne control area; and in El Segundo and Hawthorne.

This year's report provides a deeper and richer understanding of the urban form of the South Bay's dense job and residential centers, and helps to form the outline for the final report at the end of Year 3. The Year 3 report will include analysis of at least two more corridors, thus permitting the research team to create a typology of dense, multi-use activity centers in the South Bay; as well as conclusions about how these activity centers function and a guidebook on how to use the lessons from these centers to accommodate more development in selected locations of the South Bay with minimal impact on traffic and quality of life.

As in Year 1, the consulting team worked in close cooperation not only with the COG staff but with the COG's Livable Communities Working Group, which met monthly and, as in Year 1, toured the study areas as well.

2. Corridor Analysis

Like many older suburban areas in Los Angeles and Orange counties, the South Bay is characterized by lengthy commercial corridors along arterial streets. These corridors have mostly commercial street frontage and were developed in large part prior to the era of shopping malls, when most retail stores were located either in small downtowns or along the arterials. One of the most important tasks in Year 2 was to identify and characterize major high-density corridors and select one such corridor for detailed study.

2.1 Definition of Corridor

For the purposes of this study, a "corridor" was defined as a linear strip along an arterial street that was intensely developed with retail storefronts and other commercial uses. We also sought to focus on corridors that were surrounded by relatively high-density residential development.

South Bay corridors are often focused along north-south arterials, such as Hawthorne and Crenshaw Boulevards, which stretch for 30 miles from Los Angeles to the Palos Verdes Peninsula or to the ocean. Less often, corridors are focused along east-west arterials such as Artesia and Gardena Boulevards.

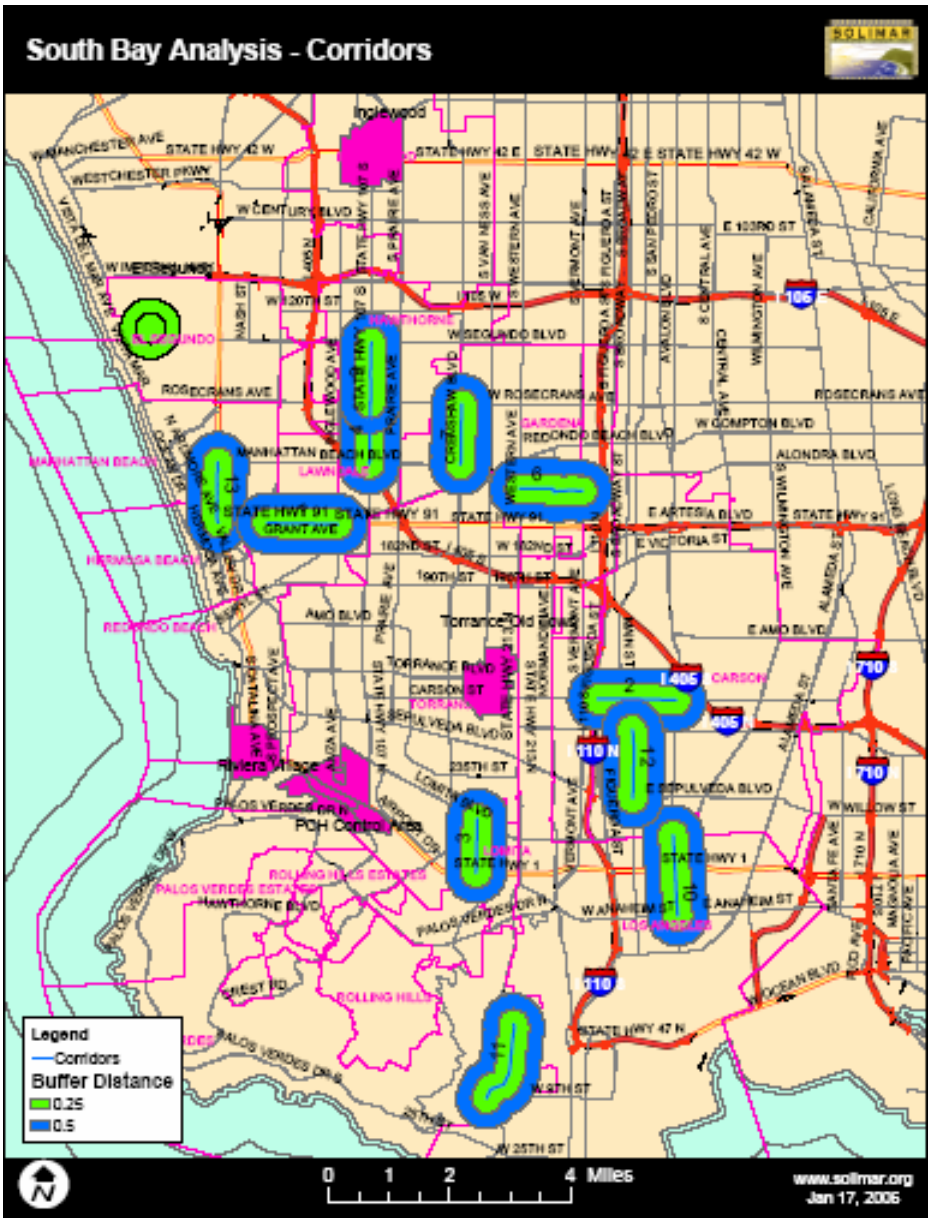
It is worth noting that these arterials were laid out – and commercial frontages developed – with a definite pattern. Major arterials intersect at one-mile intervals, thereby creating "superblocks" of one mile square. Intense retail and commercial development exists along the corridors, essentially framing a one-mile superblock. Few non-residential activities are located inside the superblocks except adjacent to the arterials. Furthermore, in most cases these arterials are bisected by minor arterials at the half-mile mark, essentially dividing the one-square-mile superblocks into one-quarter-mile-square neighborhoods.

2.2 Corridor Selection Process

Selecting candidate corridors was not a "clean" process, as was the selection of candidate mixed-use centers in Year 1. There are literally dozens of corridors – many overlapping – that could have been considered for study. Thus, identifying the candidate corridors and then, eventually, ranking those corridors for further study was largely a qualitative process involving field visits by Siembab Planning Associates, a contractor working with SBCCOG, combined with statistical and GIS analysis by Solimar Research Group.

Based on an initial field scan, however, we selected 11 different corridors throughout the South Bay as candidate corridors. These corridors are depicted on Figure 2-1, along with the four study areas (including the control area) from Year 1 as well as Downtown El Segundo. A one-quarter mile buffer area from the corridor is depicted in green. A one-half mile buffer area from the corridor is depicted in blue.

FIGURE 2.1: CANDIDATE CORRIDORS AND OTHER STUDY AREAS



The candidate corridors were selected based on many qualitative criteria, including nomination by city planning directors, proximity of dense housing to the retail strip; geographical balance throughout the South Bay; and location inside cities that had not hosted study areas in Year 1. As Figure 2-1 shows, most of the candidate corridors are north-south corridors – in keeping with the South Bay's general urban form.

The 11 corridors selected as candidates (and the provisional numbers we assigned to those corridors) were:

1. Artesia Boulevard from Inglewood to Aviation (East-West, Redondo Beach)
2. Carson Boulevard from Avalon to Figueroa (East-West, Carson)
3. Narbonne, from Lomita to PCH (North-South, Lomita)

4. Hawthorne Boulevard , from Rosecrans to Manhattan Beach (North-South, Lawndale).
6. Gardena Boulevard from Vermont to Western (East-West, Gardena)
7. Crenshaw Boulevard from Rosecrans to Manhattan Beach Boulevard (North-South, Hawthorne/Gardena/LA County)
9. Hawthorne Boulevard, between El Segundo and Rosecrans (North-South, Hawthorne)
10. Avalon Boulevard from Lomita to Anaheim (North-South, City of Los Angeles)
11. Western, from Capitol to Ninth (North-South, Rancho Palos Verdes-City of Los Angeles
12. Main Street, from 223rd to Sepulveda (North-South, Carson)
13. Sepulveda Boulevard from Manhattan Beach Boulevard to Artesia (North-South, Manhattan Beach)

(Although only 11 corridors are discussed here, we originally identified 13 corridors and then dropped two; hence corridors No. 5 and No. 8 (out of 13) are missing from this analysis. To avoid confusion, we chose not to re-number the remaining corridors)

Once we had identified the candidate corridors, we subjected them to two types of analysis.

First, we studied their socioeconomic characteristics (for the one-half mile buffer area) based on Census data, comparing them not only to each other but also to the Year 1 study areas and to Los Angeles County as a whole. The results of this socioeconomic analysis is contained in Figure 2-2. Because we could only engage in detailed study of one corridor in Year 2, we decided to focus on a corridor whose overall socioeconomic characteristics were closely aligned with countywide averages.

Second, we mapped them to determine whether they were inside or outside the so-called "2% Strategy Areas" identified by SCAG in its regional planning process. Compass. This map is shown as Figure 2-3. Again, because we could only engage in detailed study of one corridor in Year 2, we concluded that we should select a corridor located inside the identified 2% Strategy Areas.

FIGURE 2-2: SOCIOECONOMIC ANALYSIS OF CANDIDATE CORRIDORS, YEAR 1 STUDY AREAS, AND LOS ANGELES COUNTY AS A WHOLE

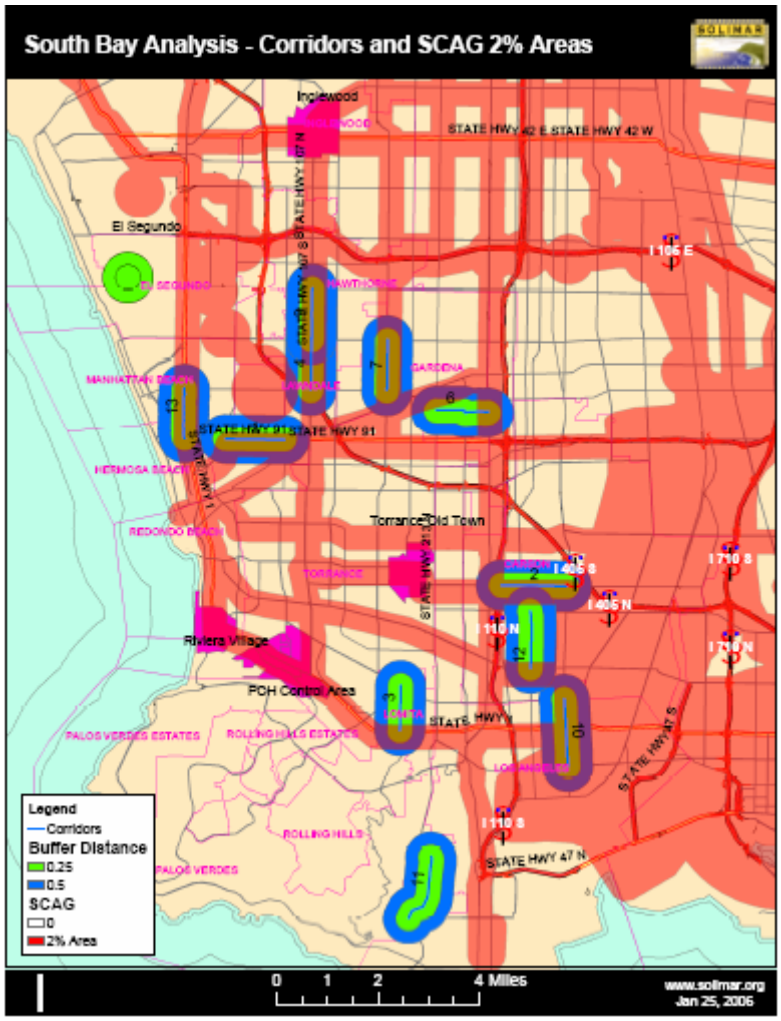
Number	1		2		3		4		6		7	
Name	Artesia		Carson		Narbonne		Hawthorne		Gardena		Crenshaw	
City	Redondo Beach		Carson		Lomita		Lawndale		Gardena		Gardena / LA County	
Census Block Groups in Study Area	20		12		9		21		16		14	
Acres	1,177		1,313		933		1,223		1,104		1,050	
Socioeconomics												
% Hispanic	20.6%	46.3%	31.7%	71.1%	25.7%	57.6%	50.5%	113.2%	38.1%	85.5%	31.4%	70.5%
Labor Force Participation	56.4%	139.1%	40.2%	99.1%	48.0%	118.5%	39.6%	97.8%	38.8%	95.7%	41.0%	101.1%
Median Income	$ 70,487	167.1%	$ 51,123	121.2%	$ 47,843	113.4%	$ 41,845	99.2%	$ 39,215	93.0%	$ 46,502	110.2%
% Homeowners	46.8%	102.1%	64.2%	140.1%	45.6%	99.4%	32.8%	71.4%	38.8%	84.5%	37.3%	81.4%
Home Value, 2000 Census	$ 327,130	156.3%	$ 176,008	84.1%	$ 260,400	124.4%	$ 180,486	86.2%	$ 210,700	100.7%	$ 178,157	85.1%
Contract Rent, 2000 Census	$ 936	145.6%	$ 704	109.5%	$ 766	119.1%	$ 717	111.5%	$ 624	97.0%	$ 705	109.6%
Vehicles												
Vehicles Per Household	1.72	111.5%	1.86	120.8%	1.69	109.2%	1.56	100.8%	1.53	98.8%	1.53	99.3%
Vehicles Per Capita	0.69	138.8%	0.53	107.0%	0.65	130.2%	0.47	94.7%	0.54	109.4%	0.51	102.6%
Mean Travel Time	26.53	90.3%	25.49	86.8%	25.13	85.6%	25.67	87.4%	24.47	83.3%	27.77	94.6%
Works at Home/Commute 10 min or less	0.11	96.8%	0.10	86.0%	0.14	118.3%	0.10	85.6%	0.15	124.5%	0.07	61.3%
Housing												
Single-Family Detached	38.5%	79.0%	54.6%	112.1%	47.8%	98.1%	44.9%	92.2%	36.3%	74.6%	35.9%	73.6%
Single-Family Attached	19.3%	261.5%	8.8%	119.0%	9.0%	122.4%	15.0%	202.6%	9.7%	131.9%	8.2%	110.8%
Duplexes	2.1%	77.0%	0.5%	16.9%	2.2%	80.3%	3.4%	122.7%	5.2%	188.9%	0.5%	19.1%
Triplexes & Fourplexes	16.6%	274.6%	2.2%	36.6%	4.5%	74.9%	6.0%	99.4%	15.1%	250.1%	2.2%	36.9%
5-9 Units	13.0%	157.4%	3.7%	45.3%	4.1%	49.9%	9.1%	110.6%	11.9%	144.5%	5.2%	63.8%
10 or more units	10.5%	41.6%	19.4%	77.3%	25.9%	103.1%	20.2%	80.3%	18.2%	72.5%	47.0%	186.8%
Other	0.1%	3.3%	10.8%	622.1%	6.4%	369.4%	1.4%	83.2%	3.5%	202.4%	1.0%	55.7%
Jobs/ Housing Ratio	0.40		2.00		0.78		0.99		0.82		0.43	

	Candidate Corridors											
Number		9		10		11		12		13		
Name		Hawthorne		Avalon		Western		Main		Sepulveda		
City		Hawthorne		Los Angeles		Rancho Palos Verdes/LA		Carson		Manhattan Beach		
Census Block Groups in Study Area		21		15		12		14		17		
Acres		1,155		1,399		1,211		1,733		1,171		
Socioeconomics												
% Hispanic	70.5%	47.6%	106.8%	81.1%	181.9%	25.3%	56.9%	40.7%	91.4%	5.7%	12.8%	
Labor Force Participation	101.1%	37.5%	92.4%	32.9%	81.2%	51.1%	126.2%	42.5%	104.9%	57.6%	142.0%	
Median Income	110.2%	$ 39,971	94.7%	$ 34,840	82.6%	$ 60,436	143.3%	$ 49,263	116.8%	$ 103,688	245.8%	
% Homeowners	81.4%	24.9%	54.3%	43.9%	95.8%	70.4%	153.6%	72.7%	158.7%	61.7%	134.7%	
Home Value, 2000 Census	85.1%	$ 187,062	89.4%	$ 161,113	77.0%	$ 284,342	135.9%	$ 162,293	77.5%	$ 675,535	322.8%	
Contract Rent, 2000 Census	109.6%	$ 664	103.3%	$ 552	85.8%	$ 896	139.3%	$ 785	122.1%	$ 1,211	188.3%	
Vehicles												
Vehicles Per Household	99.3%	1.40	90.5%	1.60	103.8%	1.81	117.4%	2.12	137.3%	1.85	119.5%	
Vehicles Per Capita	102.6%	0.46	92.2%	0.42	84.7%	0.73	145.6%	0.56	112.9%	0.77	154.4%	
Mean Travel Time	94.6%	26.20	89.2%	24.05	81.9%	25.43	86.6%	25.24	85.9%	30.19	102.8%	
Works at Home/Commute 10 min or less	61.3%	0.10	86.0%	0.11	96.2%	0.14	118.4%	0.09	75.1%	0.19	161.5%	
Housing												
Single-Family Detached	73.6%	26.9%	55.2%	51.9%	106.4%	59.8%	122.8%	70.6%	145.0%	62.1%	127.5%	
Single-Family Attached	110.8%	10.7%	144.3%	7.2%	98.1%	10.4%	140.6%	11.0%	149.1%	5.5%	74.1%	
Duplexes	19.1%	4.0%	145.7%	3.2%	117.2%	1.1%	41.4%	2.8%	103.6%	8.6%	312.4%	
Triplexes & Fourplexes	36.9%	11.6%	191.4%	7.0%	115.5%	6.6%	108.3%	2.9%	47.4%	6.0%	99.3%	
5-9 Units	63.8%	16.4%	199.9%	10.8%	131.4%	9.3%	113.4%	1.7%	20.6%	3.5%	43.0%	
10 or more units	186.8%	29.2%	116.1%	19.6%	77.9%	12.8%	50.9%	8.7%	34.4%	13.2%	52.5%	
Other	55.7%	1.2%	71.6%	0.3%	17.7%	0.0%	0.0%	2.3%	132.9%	1.1%	62.8%	
Jobs/ Housing Ratio		0.78		0.80		0.53		0.91		1.34		

	Other Study Areas										L.A. County Totals
Number											
Name	Downtown		Downtown		Downtown		Riviera Village		PCH (Control)		
City	El Segundo		Inglewood		Torrance		Redondo Beach		Torrance		
Census Blocks in Study Area	76		96		64		77		5		
Acres	372		681		436		483		828		2,614,869
Socioeconomics											
% Hispanic	12.3%	27.6%	23.8%	53.4%	15.3%	34.4%	6.5%	14.6%	9.0%	20.1%	44.6%
Labor Force Participation	59.1%	145.8%	32.8%	80.9%	60.6%	149.5%	76.6%	189.0%	48.7%	120.0%	40.5%
Median Income	$ 55,483	131.5%	$ 20,538	48.7%	$ 41,842	99.2%	$ 60,634	143.7%	$ 66,546	157.7%	$ 42,189
% Homeowners	25.5%	55.6%	10.7%	23.2%	38.5%	84.0%	14.9%	32.6%	48.7%	106.2%	45.9%
Home Value, 2000 Census	$ 315,320	150.7%	$ 154,800	74.0%	$ 308,750	147.5%	$ 776,801	371.1%	$ 392,160	187.4%	$ 209,300
Contract Rent, 2000 Census	$ 842	130.9%	$ 530	82.4%	$ 539	83.8%	$ 961	149.5%	$ 1,060	164.9%	$ 643
Vehicles											
Vehicles Per Household	1.60	103.4%	0.88	57.2%	1.21	78.3%	1.49	96.5%	1.77	115.0%	1.54
Vehicles Per Capita	0.77	155.3%	0.43	87.3%	0.71	142.7%	0.92	184.1%	0.70	140.9%	0.50
Mean Travel Time	22.20	75.6%	32.86	111.9%	26.65	90.7%	31.97	108.9%	26.48	90.2%	29.37
Works at Home/Commute 10 min or less	0.22	189.6%	0.05	38.8%	0.18	154.6%	0.09	77.6%	0.17	144.5%	0.12
Housing											
Single-Family Detached	29.0%	59.5%	5.3%	10.9%	20.7%	42.5%	12.0%	24.6%	55.0%	113.0%	48.7%
Single-Family Attached	7.8%	105.7%	7.5%	101.2%	13.9%	188.2%	2.1%	27.9%	2.4%	33.0%	7.4%
Duplexes	5.3%	192.1%	2.3%	84.2%	3.4%	124.3%	0.8%	29.5%	0.8%	28.8%	2.7%
Triplexes & Fourplexes	12.7%	209.8%	6.3%	103.9%	4.8%	78.8%	8.2%	135.0%	4.7%	77.8%	6.1%
5-9 Units	30.8%	373.8%	17.7%	215.7%	12.0%	145.7%	24.4%	296.9%	5.3%	64.2%	8.2%
10 or more units	14.5%	57.7%	60.9%	242.0%	45.2%	179.9%	52.5%	208.9%	31.8%	126.4%	25.1%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	1.7%
	1.90		1.68		5.44		1.39				

Note: When candidate areas are designated as study areas, boundaries are refined and do not always line up with block groups. Hence study areas (group 3) are listed in terms of blocks, not block groups.

FIGURE 2-3: CANDIDATE CORRIDORS, YEAR 1 STUDY AREAS, AND 2% STRATEGY AREAS



One important note is the size of the corridor study areas. Our mixed-use center study areas (Torrance, Inglewood, Riviera Village, El Segundo) are all focused in a one-quarter to one-half-mile radius around a single point – for example, Main and Grand in El Segundo, Manchester and La Brea in Inglewood. Corridors, however, are fundamentally different in nature because they revolve not around a point but a linear strip. This difference will become important in our subsequent analysis both in Year 2 and, eventually, in Year 3. For our purposes here, however, it is important to note that the corridor areas are much larger than the downtown study areas. Whereas the downtown study areas were between 350 and 700 acres in size, the corridors were between 1,000 and 1,200 acres in size. Yet it is also interesting to note that, in many cases, the overall amount of activity is more or less the same in a corridor as it is in a center.

Based on the analysis summarized below, we recommended – and the Livable Communities Working Group agreed on – the selection of Candidate Corridor #9, Hawthorne Boulevard between El Segundo and Rosecrans Boulevard in the City of Hawthorne, for detailed study in Year 2. This corridor is a classic arterial strip with a variety of housing types on either side of the corridor, and the socioeconomics of the area are closely in alignment with the countywide average.

We also recommended a number of other corridors to be "short-listed" for possible analysis in Year 3. Here is a brief summary of our analysis of each of the 11 candidate corridors:

1. Artesia Boulevard from Inglewood to Aviation (East-West, Redondo Beach)

The north side of this corridor is primarily single family while the south side was originally or has become primarily multi-family. The City nominated it because it has a mixed-use zone at the west end near Aviation and the pedestrian area needs re-design. Also, the Inglewood Ave.- Aviation intersection at the eastern boundary of the corridor is only about 100 yards from the Galleria at South Bay. This would afford an opportunity to find out more about how a regional retail center affects non-work travel behavior in adjacent neighborhoods.

However, this corridor is atypical of the county as a whole and, of the mixed-use centers we studied, most resembles Riviera Village, also in Redondo Beach. It is somewhat more diverse ethnically with lower home values, but median income is high. One interesting aspect is the high percentage of duplexes, triplexes, and four-plexes relative to county averages; indeed, the area has high population and housing densities for a corridor.

We recommend that Arteria Boulevard be considered for next year's corridor analysis.

2. Carson Boulevard from Avalon to Figueroa (East-West, Carson)

This corridor is currently under intense scrutiny by the City of Carson and appears likely to be the focus of significant revitalization efforts that could move it more in the direction of a mixed-use corridor. Our statistical analysis found this area to have a high percentage of single-family houses and homeowners compared to other corridors and the county as a whole.

An eventual analysis of the changes that have occurred in this area would be of great interest and value to other South Bay cities and to SCAG. However, given that planning for the area is already deeply in progress, we doubt that our analysis would add substantially to the state of knowledge at this point.

3. Narbonne, from Lomita Blvd. to PCH (North-South, Lomita)

There are currently a mix of uses on the corridor and the Lomita Blvd. intersection on the north contains a hint of a downtown. The city is considering encouraging mixed-use development. The modest sized Lomita civic center is in the north east quadrant of the Lomita Blvd. intersection.

The statistical analysis shows Narbonne to have many typical characteristics, with one exception – the percentage of Hispanic population is much lower than the county as a whole and some other corridors with similar characteristics. Also, Narbonne is not a through corridor and for this reason the area seems more similar to some of the downtowns. We believe it is worthy of consideration for Year 3 analysis.

4. Hawthorne Boulevard , from Rosecrans to Manhattan Beach (North-South, Lawndale).

This is one of three segments of Hawthorne Boulevard nominated by the planning directors. In many ways, Hawthorne is the prototypical South Bay arterial street, and this segment appears to match the county in many ways. Virtually all socioeconomic indicators are right at the county average with the exception of home ownership. Housing type and travel patterns are also dead-on. This is one of the strongest candidates; however, the buffer area is bisected by the 405 Freeway.

6. Gardena Boulevard from Vermont to Western (East-West, Gardena)

Statistically, this area is almost a mirror image of #4, except that it has more of a multi-family housing mix. It is a linear downtown with diagonal parking and stores along the street, but it is not a traditional downtown because the commercial uses are only one parcel deep, with residential behind. If our goal were to examine a downtown-oriented strip, we would recommend Gardena Boulevard; we definitely believe it should be "short-listed" for next year.

7. Crenshaw Boulevard from Rosecrans to Manhattan Beach Boulevard (North-South, Hawthorne/Gardena/LA County)

This is a typical strip which, statistically, closely resembles #4 and #6. However, housing stock is bifurcated between single-family housing and large apartment buildings (which is atypical) and it straddles three jurisdictional boundaries, which could make data collection more difficult.

9. Hawthorne Boulevard, between El Segundo and Rosecrans (North-South, Hawthorne)

This is immediately north of #4 in the City of Hawthorne. It has very similar characteristics in all respects, although the mix of housing stock is less typical than the other stretch of Hawthorne because it has relatively little single-family stock. It also has two atypical characteristics – the large median in the middle of Hawthorne Boulevard (which also stretches into #4) and the closed Hawthorne Mall site, which is in the buffer area immediately north of El Segundo. Nevertheless, on balance we concluded that this was the best study area for Year 2.

10. Avalon Boulevard from Lomita to Anaheim (North-South, City of Los Angeles)

This corridor is typical in the sense that it tends to be slightly below county averages in virtually all respects. However, the Hispanic population is more than 80%, making it atypical of the corridors. We believe that the survey difficulties of reaching what we presume to be a virtually all Spanish-language area would be too great for this year. We would rather test our Spanish-language survey methods elsewhere first. However, we believe this could be a very useful comparison next year, testing whether the percentage of Hispanic residents affects travel behavior.

11. Western, from Capitol to Ninth (North-South, Rancho Palos Verdes-City of Los Angeles

This is actually a curving, diagonal stretch that is typical of the Palos Verdes Peninsula but not of the overall South Bay grid. It is somewhat more affluent than typical, with a lower Hispanic population. We do not recommend this corridor for further consideration.

12. Main Street, from 223rd to Sepulveda (North-South, Carson)

This strip is very typical of the county and similar to others, with the exception of lower home prices. This could be a strong candidate, but we believe the Hawthorne and Gardena corridors, with similar characteristics, to be more promising.

13. Sepulveda Boulevard from Manhattan Beach Boulevard to Artesia (North-South, Manhattan Beach)

This is by far the most affluent corridor selected for study. Its statistical characteristics resemble Riviera Village. Although we believe it is not appropriate for study this year, we think it should be short-listed for next year, especially given the comparative possibilities with Riviera Village.

3. Year 2 Study Area Characteristics

3.1 Downtown El Segundo

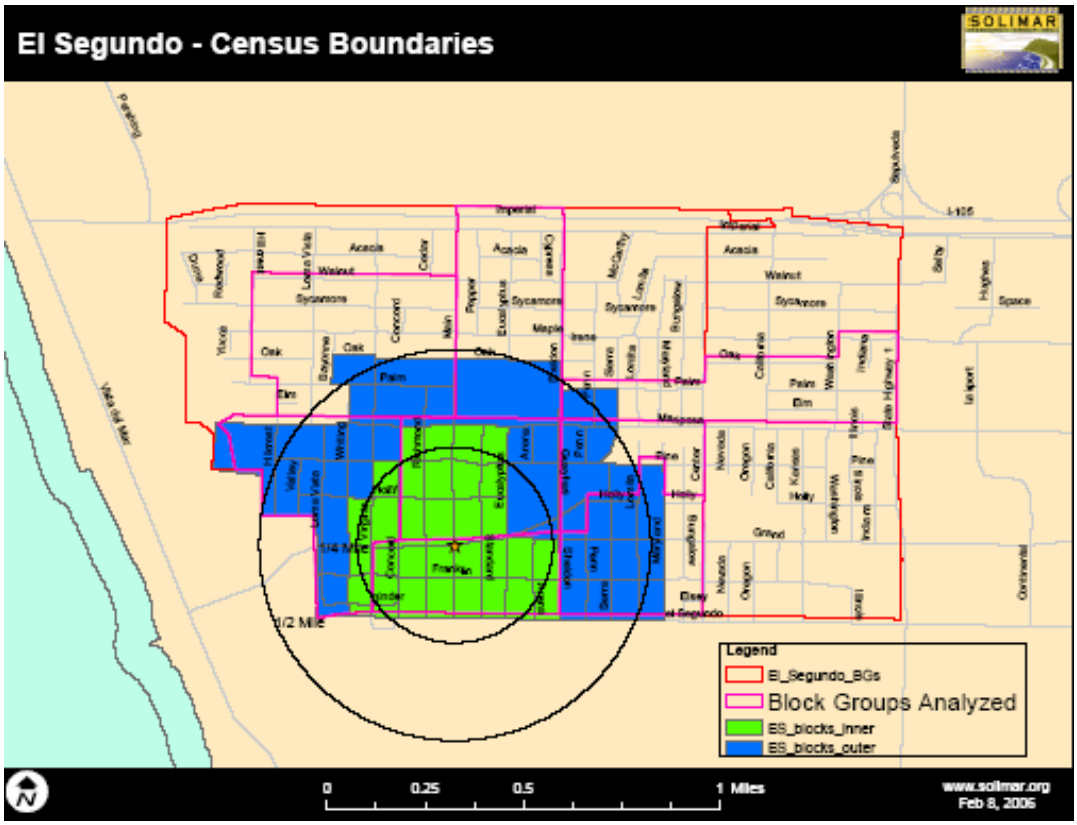
3.1.1 Geographical Definition

El Segundo is a small city near Los Angeles International Airport that is unusually isolated from the Los Angeles metropolis compared to surrounding cities and the rest of the South Bay. The entire city encompasses only 16,000 people but is a huge regional job center with a daytime population center of 70,000 people. The residential and commercial core of the city is bounded, approximately, by Los Angeles International Airport to the north, the Pacific Ocean to the West, a Chevron oil refinery to the south, and Sepulveda Boulevard to the east. More employment and retail centers are located in the remainder of the city east of Sepulveda, but no residential areas are located there.

The El Segundo study area consists of approximately 379 acres radiating from the intersection of Main St. and E. Grand Ave., which is generally regarded as the center of the downtown area. The "inner" study area – a radius of approximately one-quarter mile from the intersection of Main and Grand – stretches from Virginia St. on the west to Sheldon St. on the east, and from Pine Ave. on the north to just below El Segundo Blvd. on the South and includes 137 acres. The "outer" area – a radius of approximately one-half mile from the intersection of Main and Grand – stretches from Hillcrest on the West to Maryland on the East, and from Oak on the to well within the Chevron refinery property on the south and increase 242 acres.

Though this is the historic center of Downtown El Segundo, it is located approximately 1.5 miles of the city's major employment centers and its Green Line rail stations, which are located in between Sepulveda Boulevard and the 405 Freeway.

FIGURE 3.1.1: EL SEGUNDO STUDY AREA

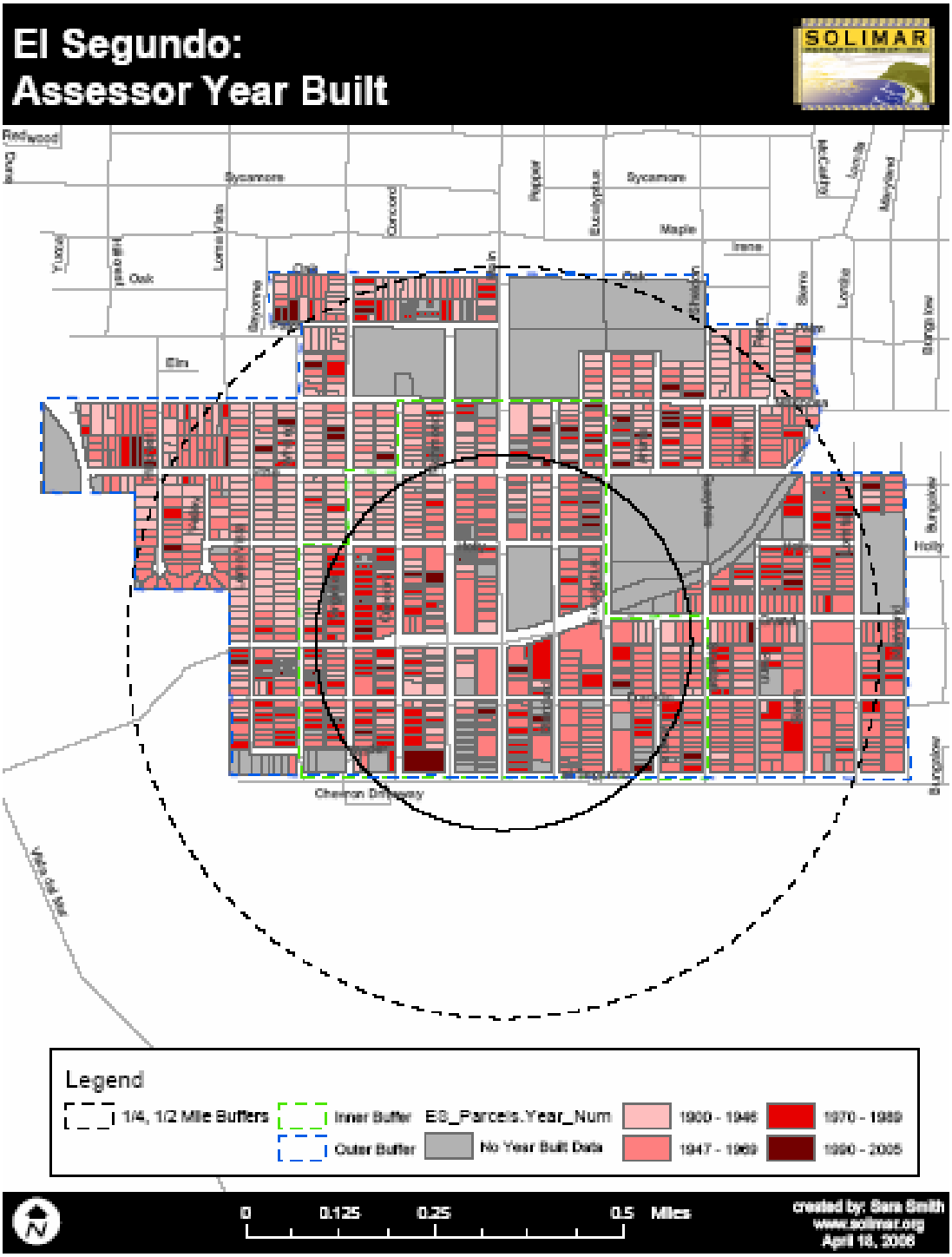


3.1.2 History

El Segundo ("The Second") was born in 1911, when Standard Oil of California chose it as the location for its second oil refinery. (The first was in Point Richmond in the Bay Area.) From the beginning, El Segundo – like Downtown Torrance and other communities throughout Los Angeles – was a "planned industrial suburb" that included the refinery, a commercial downtown, and surrounding residential areas for refinery workers. Standard Oil purchased 840 acres in mid-1911 and opened the oil refinery less than six months later. The small commercial downtown and residential neighborhoods were built subsequently and the city incorporated in 1917. El Segundo became more than just an "oil refinery town" in 1930 with the opening of Los Angeles International Airport, now one of the busiest airports in the world, just to the north. LAX was the most important reason that major aerospace companies located in El Segundo.

As the attached map of the study area shows, most buildings in Downtown El Segundo were built in the period before 1970, with a considerable portion built prior to 1946.

FIGURE 3.1.2: YEAR BUILT MAP OF DOWNTOWN EL SEGUNDO BUILDINGS



3.1.3 Land Use Patterns

Because of its history as a planned industrial suburb, Downtown El Segundo has an unusual diversity of land uses. Retail and commercial land uses are clustered toward the center of downtown. But industrial land is significant (even though the accompanying maps and charts do not include the Chevron refinery). Civic and institutional uses such as City Hall and schools are strongly in evidence, and a variety of housing types exists in the immediate vicinity.

Figures 3.1.4 and 3.1.5 reveal the differences between the inner and outer areas of El Segundo. The inner area has a greater diversity of land uses, including 12% commercial land and 13% manufacturing land. Even so, almost half the land is in residential use of some kind. The outer area also has considerable residential land (approximately 57%), while most of the rest of the land is in utility or municipal use, largely because of the presence of El Segundo High School.

FIGURE 3.1.3: LAND USE MAP OF EL SEGUNDO

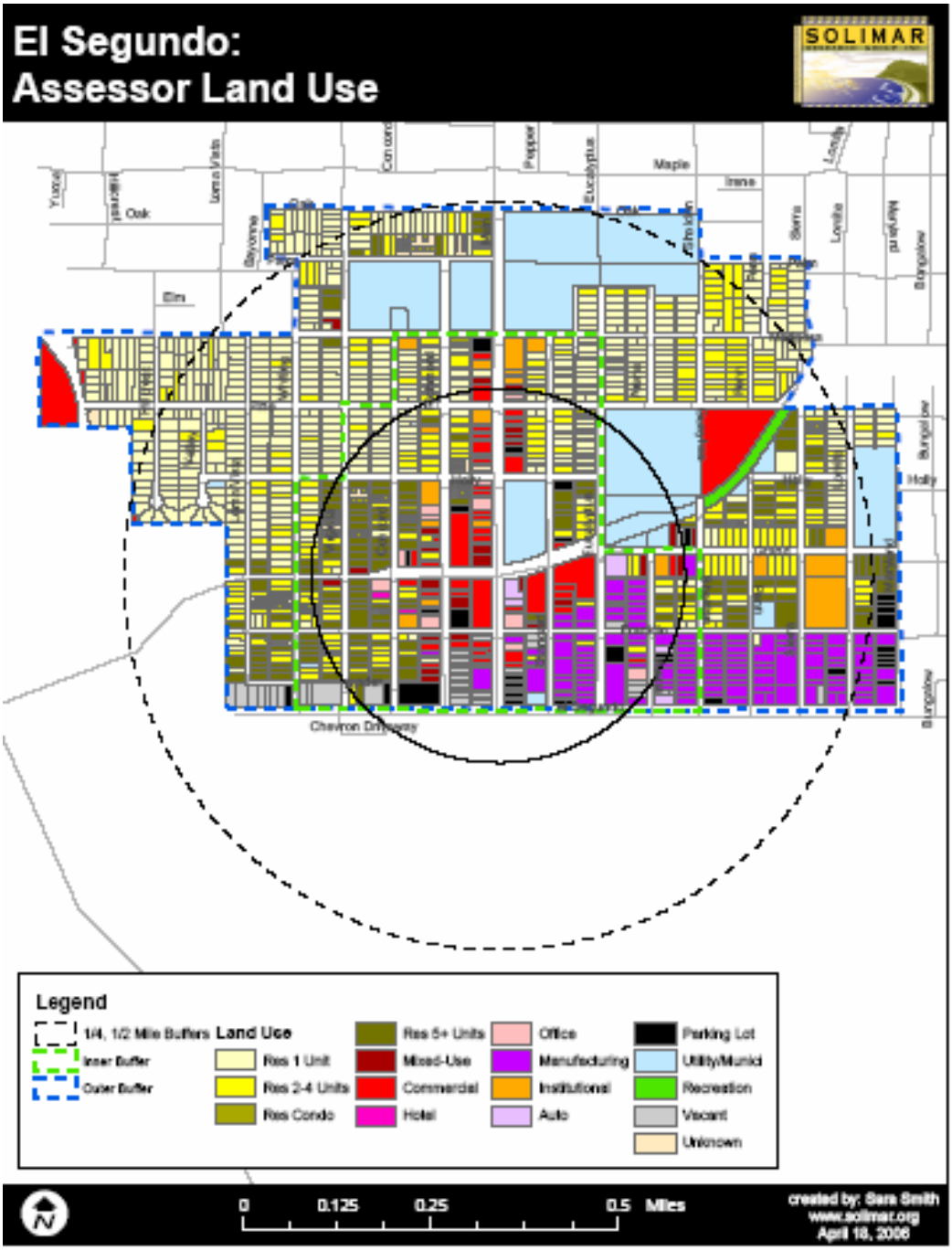


FIGURE 3.1.4: LAND USE BREAKDOWN, INNER EL SEGUNDO

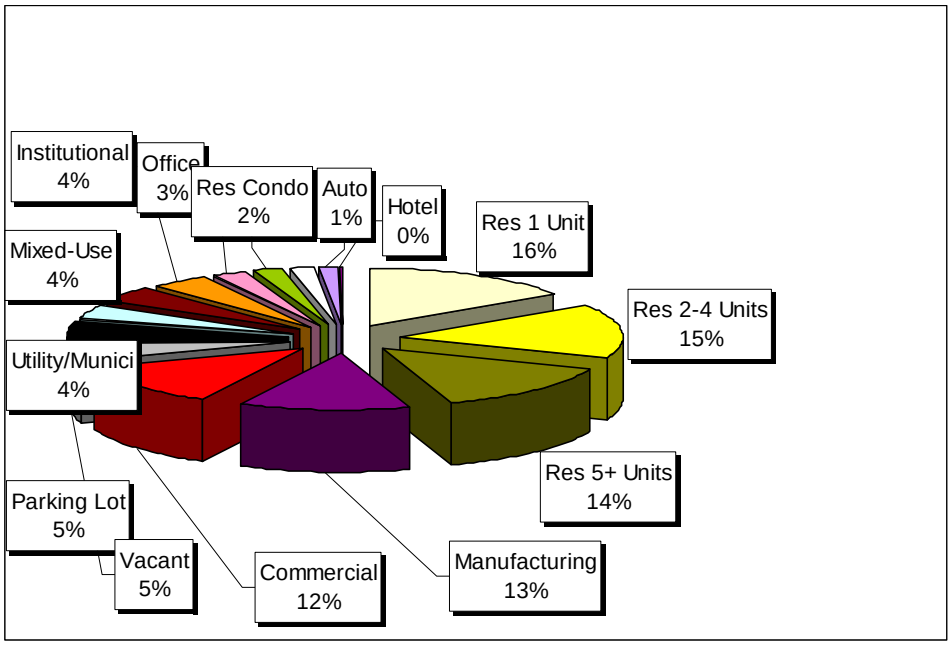
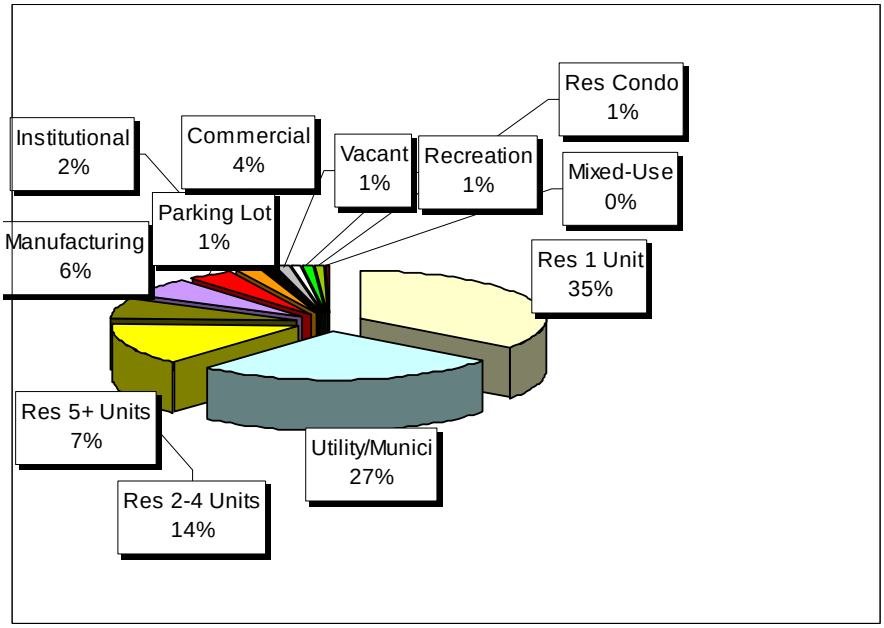


FIGURE 3.1.5: LAND USE BREAKDOWN, OUTER EL SEGUNDO

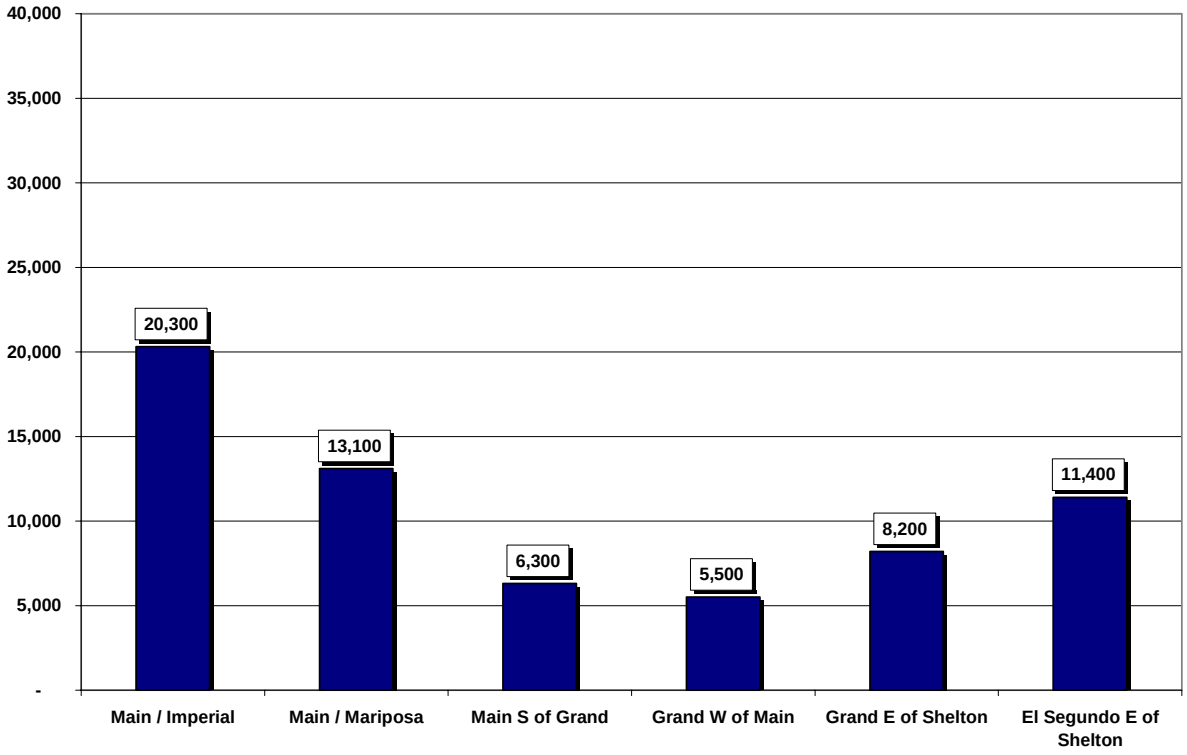


3.1.4 Traffic and Parking Patterns

Another important aspect of any mixed-use district is its traffic volume and parking supply. Downtown El Segundo operates very much as an "island" – that is, it is mostly isolated from the rest of Los Angeles. Although residents commute out and workers commute in, there is no through traffic.

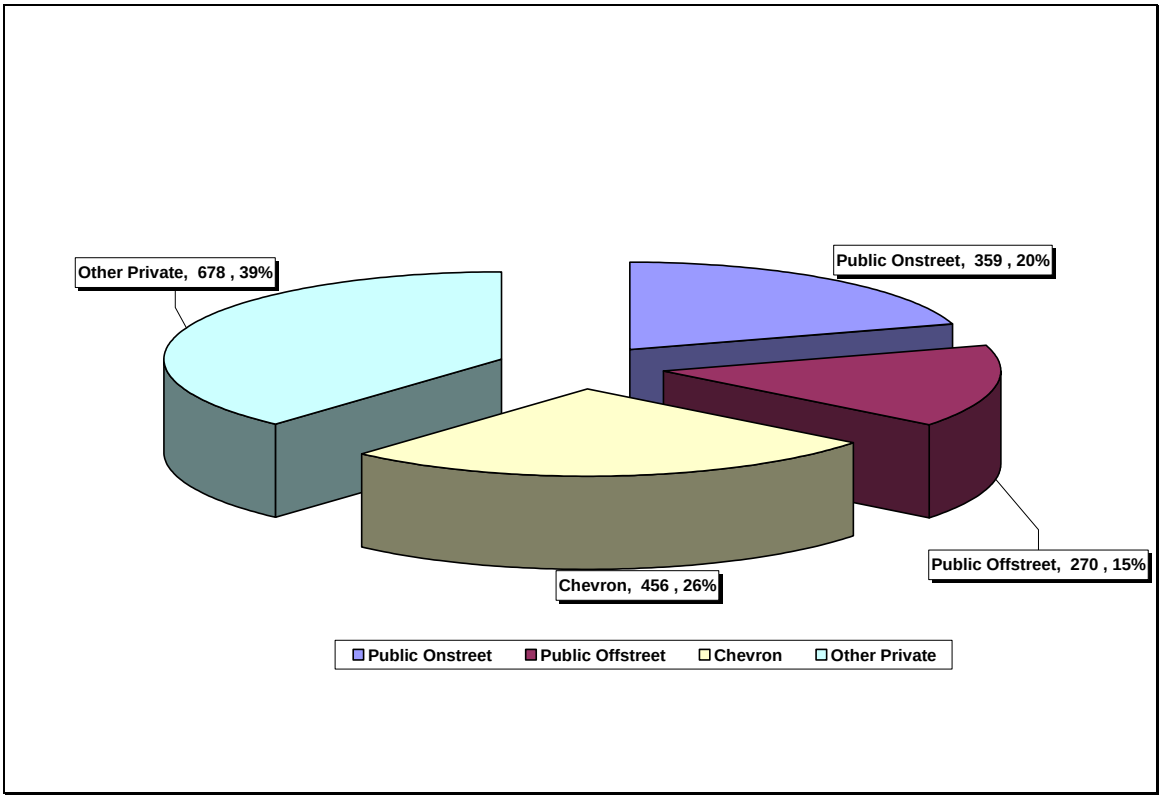
Thus, traffic counts are quite low. Whereas traffic counts on most arterial streets in the South Bay average 30,000 to 40,000 vehicles per day, the highest volume intersection near Downtown El Segundo is Main and Imperial, which carries about 20,000 vehicles per day. In Downtown El Segundo itself, the volumes are very low – in the vicinity of 6,000 to 7,000 vehicles per day.

FIGURE 3.1.6: TRAFFIC COUNTS, VEHICLES PER DAY, DOWNTOWN EL SEGUNDO (2003)



At the same time, the amount of parking available in Downtown El Segundo is considerable. Figure 3.1.7 represents Solimar's calculation of parking spaces in the inner study area (1/4 mile around Main and Grand) based on two sources: The city's count in the Downtown Specific Plan area, and Solimar's count of offstreet spaces in the remainder of the inner study area. These counts together yield an estimated 1,800 spaces. Only about a third of these (600 or so) are public spaces, although Chevron's 456 spaces are made available for public parking on an informal basis after business hours.

FIGURE 3.1.7: PARKING SUPPLY, DOWNTOWN EL SEGUNDO SPECIFIC PLAN AREA

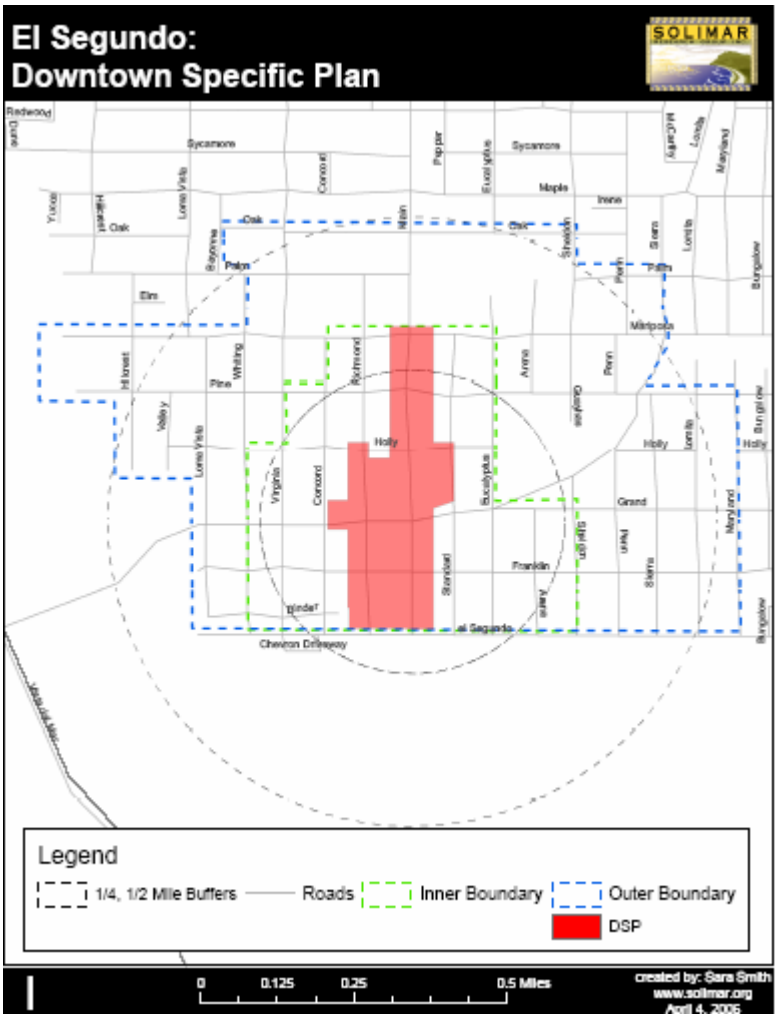


3.1.5 Office and Retail Real Estate Patterns

We were unable to obtain comprehensive office and retail real estate data for the entire downtown area. However, we were able to obtain a detailed database of actual built space in the Downtown Specific Plan area. The Downtown Specific Plan area is a mostly north-

south district that straddles Main Street and encompasses a significant portion (though by no means all) of our inner study area.

FIGURE 3.1.8: DOWNTOWN SPECIFIC PLAN AREA

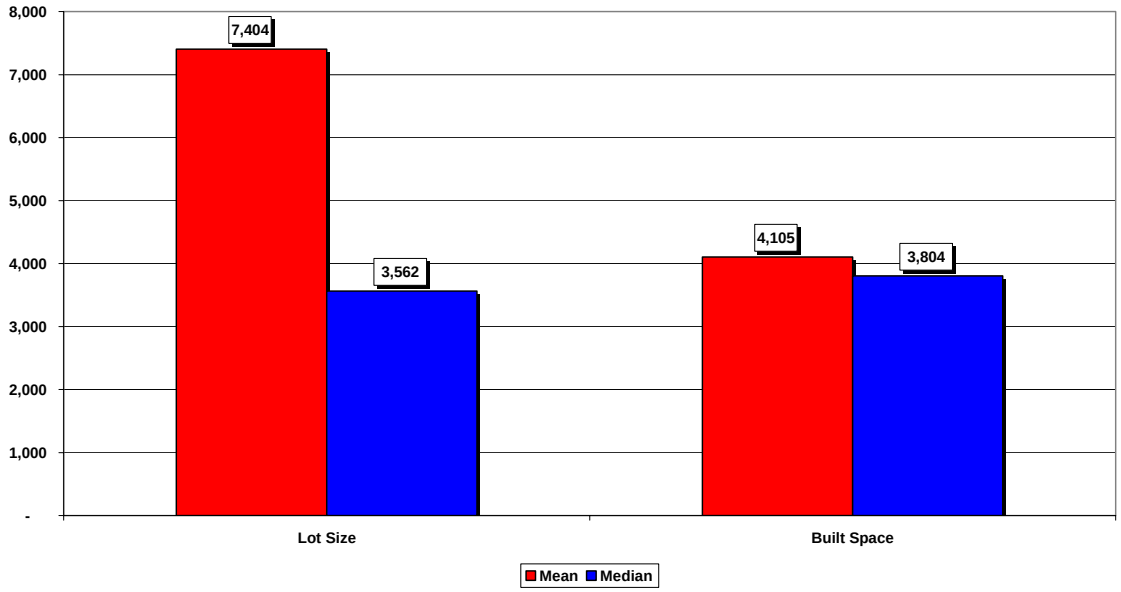


This area contains 117 parcels, of which 102 have buildings constructed on them. The total amount of non-residential square footage in this district is approximately 375,000 square foot, of which approximately 256,000 square feet is retail. Thus, the Downtown Specific Plan area represents – among other things – a shopping center with approximately 256,000 square feet of retail space. This is approximately the same size as a "community shopping center" as defined by the International Council of Shopping Centers.

This database also allowed us to gain insight into lots and buildings and their respective use in the Downtown El Segundo Specific Plan area. As Figure 3.1.9, both lot size and building size are small, but lot size is more variable. Mean lot size is 7,400 square feet, but

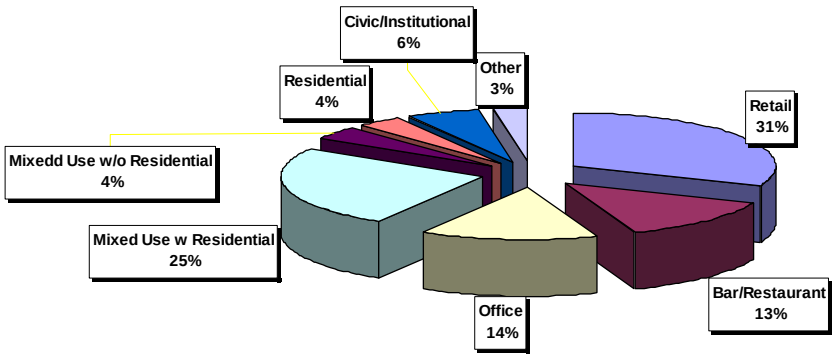
median is 3,562 square feet, suggesting the presence of a small number of large lots. Average building size is in the vicinity of 4,000 square feet per lot.

FIGURE 3.1.9: LOT AND BUILDING SIZE, DOWNTOWN EL SEGUNDO SPECIFIC PLAN AREA



The database also allowed us to examine patterns in building use in the Downtown El Segundo Specific Plan area. As Figure 3.1.10 shows, most downtown building square footage is either used for retail (31%), office (14%), bars and restauranrs (13%), or non-residential mixed use (25% – meaning some combination of offices, bars and restaurants, and retail). A relatively small portion (only 8%) is used for residential or mixed-use with residential.

FIGURE 3.1.10: BUILDING USE, DOWNTOWN EL SEGUNDO SPECIFIC PLAN AREA



3.1.6 Demographic Profile

The Downtown El Segundo area is mostly white, but also mostly a renter community that has relatively high densities.

As Figure 3.1.11 shows, the population is 84% white and 27% homeowner, and these statistics do not vary significantly between the inner and outer area (though the outer area does have somewhat more homeowners. Population density is fairly high – close to 10,000 persons per square mile, and that figure is higher in the inner area. At a gross level (including all land in the area), housing density is fairly low – 7.5 units per acre. However, as Figure 3.1.13 shows, by dividing residential units from the Census by actual residential acreage from the Assessor, we find a net residential density of approximately 27 units per acre in the inner area and 15 units per acre in the outer area, with an overall average of 18 units per acre. Figure 3.1.12 shows the geographical pattern of housing density.

FIGURE 3.1.11: DEMOGRAPHIC AND HOUSING DATA, EL SEGUNDO (2000 CENSUS)

	Inner	Outer	Total
# of Block Groups	33	43	76
Acres	134	238	372
Square Miles	0.21	0.37	0.58
Population			
Total Population	2,238	3,433	5,671
Persons/Square Mile	10,702	9,223	9,755
Racial Breakdown			
White	1,842	2,922	4,764
	82%	85%	84%
Black	33	22	55
	1%	1%	1%
Asian	127	197	324
	6%	6%	6%
Hispanic	305	398	703
	14%	12%	12%
Gender Breakdown			
Males	1,081	1,686	2,767
	48%	49%	49%
Females	1,157	1,747	2,904
	52%	51%	51%
Housing			
	Inner	**Outer**	**Total**
Total Units	1,177	1,614	2,791
Units per Acre	8.79	6.78	7.50
Vacancies	44	47	91
	4%	3%	3%
Household Size	1.85	2.02	1.935
Housing Tenure			
Owner	217	523	740
	19%	33%	27%
Renter	916	1,044	1,960
	81%	67%	73%

FIGURE 3.1.12: HOUSING DENSITY MAP, DOWNTOWN EL SEGUNDO

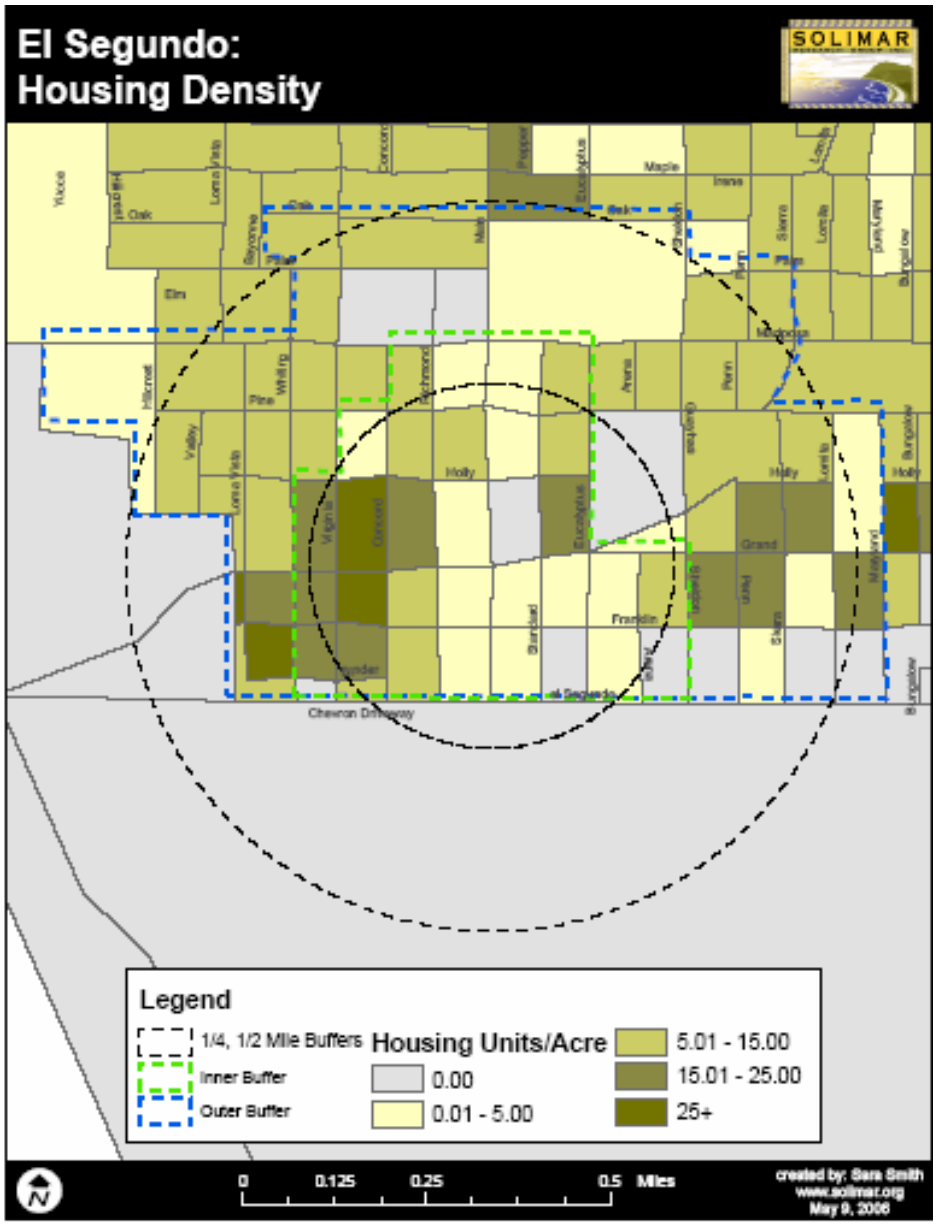


FIGURE 3.1.13: HOUSING DENSITY TABLE, DOWNTOWN EL SEGUNDO

	Inner	Outer	Total
Residential Acreage	43.6	108.9	152.5
Housing Units	1177	1614	2791
Units / Acre	27.0	14.8	18.3

3.1.7 Business Functions Profile

An important component of any mixed-use district is the profile of its business and institutional functions – that is, the breakdown of businesses by economic sector. In our Year 1 report, we broke down business functions based on conventional SIC codes. For Year 2, we devised a new system of breaking down business functions by rearranging SIC codes to gain more insight into the service economy. Many functions previously lumped together are now broken out into personal versus professional services.

The Downtown El Segundo study area contains 626 different businesses. Of these 390 are located in the inner (one-quarter-mile) area, while 236 are located in the outer area (from one-quarter to one-half mile, which is geographically larger). These businesses employ about 2,500 persons – 1,500 in the inner area and 1,000 in the outer area – and they produce about $650 million a year in sales – about $300 million in the inner area and about $350 million in the outer area.

Overall, 28% of these businesses are retail businesses – a fairly typical number – whereas 26% are personal services and 16% are professional services. Some 17% of the businesses are in construction or manufacturing – a large number attesting to the strength of the industrial area along El Segundo Boulevard.

Once these data are broken down by inner and outer area, however, it becomes clear that these two areas actually play different economic roles. The inner area is much more focused on retail (31% of businesses) and personal services (32%). The outer area is much more evenly divided among retail, personal services, professional services, and manufacturing (a function of the fact that most of the El Segundo industrial district is in the outer area. The inner area does approximately $48 million per year in retail sales – approximately the same as one big-box store – while the outer area produces about $20 million

By examining the retail and general/personal care sectors in more detail, we can obtain more insight into the role the inner and outer areas play. As Figure 3.1.17 shows, 40% of retail businesses in the inner area are restaurants compared to 11% in the outer area. By contrast, 35% of the retail businesses in the outer area are specialty retail compared to only 5% in the inner area.

Breaking down the data in the general and personal services category also brings the inner area's role into sharp relief. As Figure 3.1.18 shows, 80% of these businesses in the inner area are either personal care services such as hair salons or general services such as insurance and real estate. By contrast, the breakdown of businesses of this category in the outer area is much more evenly distributed.

FIGURE 3.1.14: BUSINESS SECTOR BREAKDOWN, DOWNTOWN EL SEGUNDO STUDY AREA

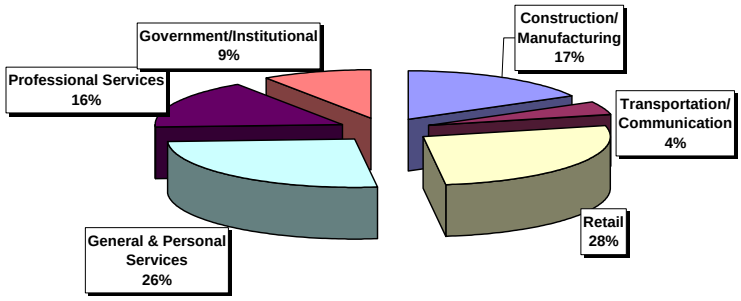


FIGURE 3.1.15: BUSINESS SECTOR BREAKDOWN, INNER EL SEGUNDO AREA

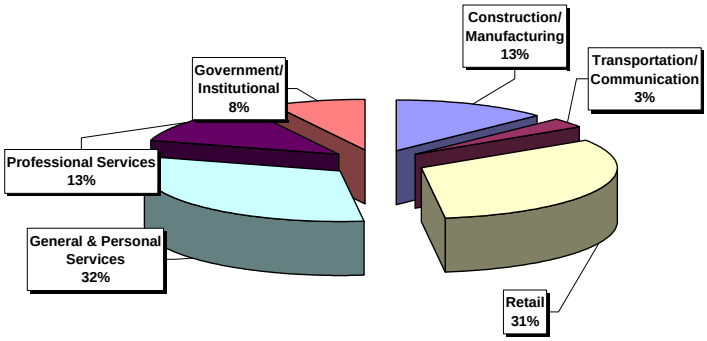


FIGURE 3.1.16: BUSINESS SECTOR BREAKDOWN, OUTER EL SEGUNDO AREA

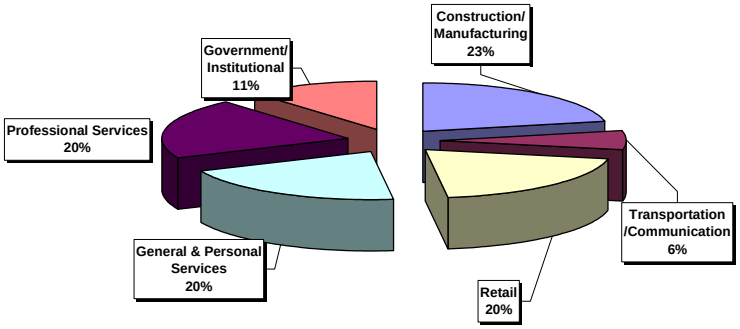


FIGURE 3.1.17 EL SEGUNDO RETAIL BREAKDOWN – INNER AND OUTER

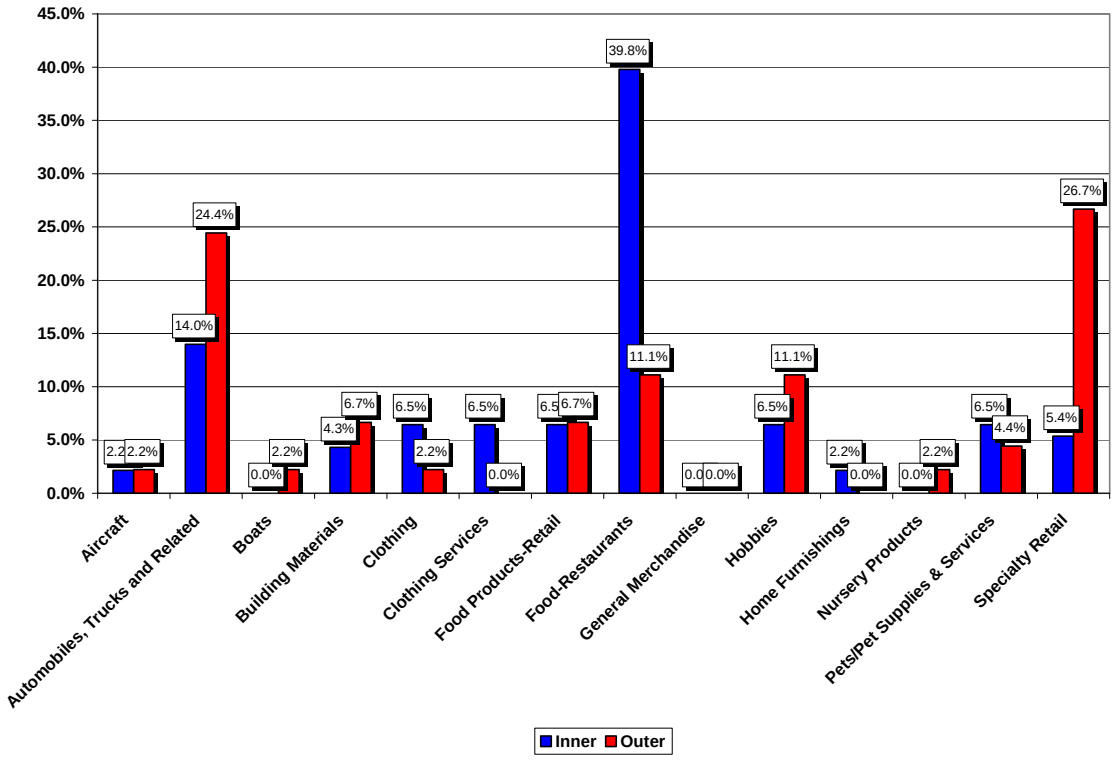
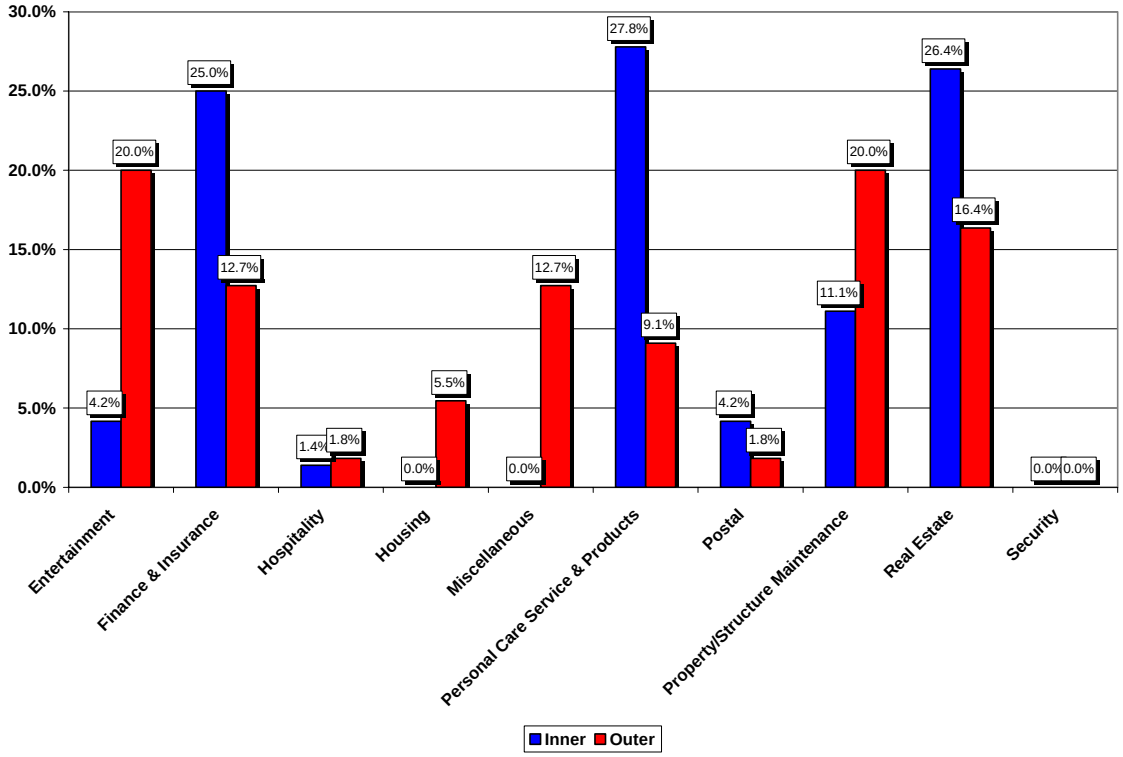
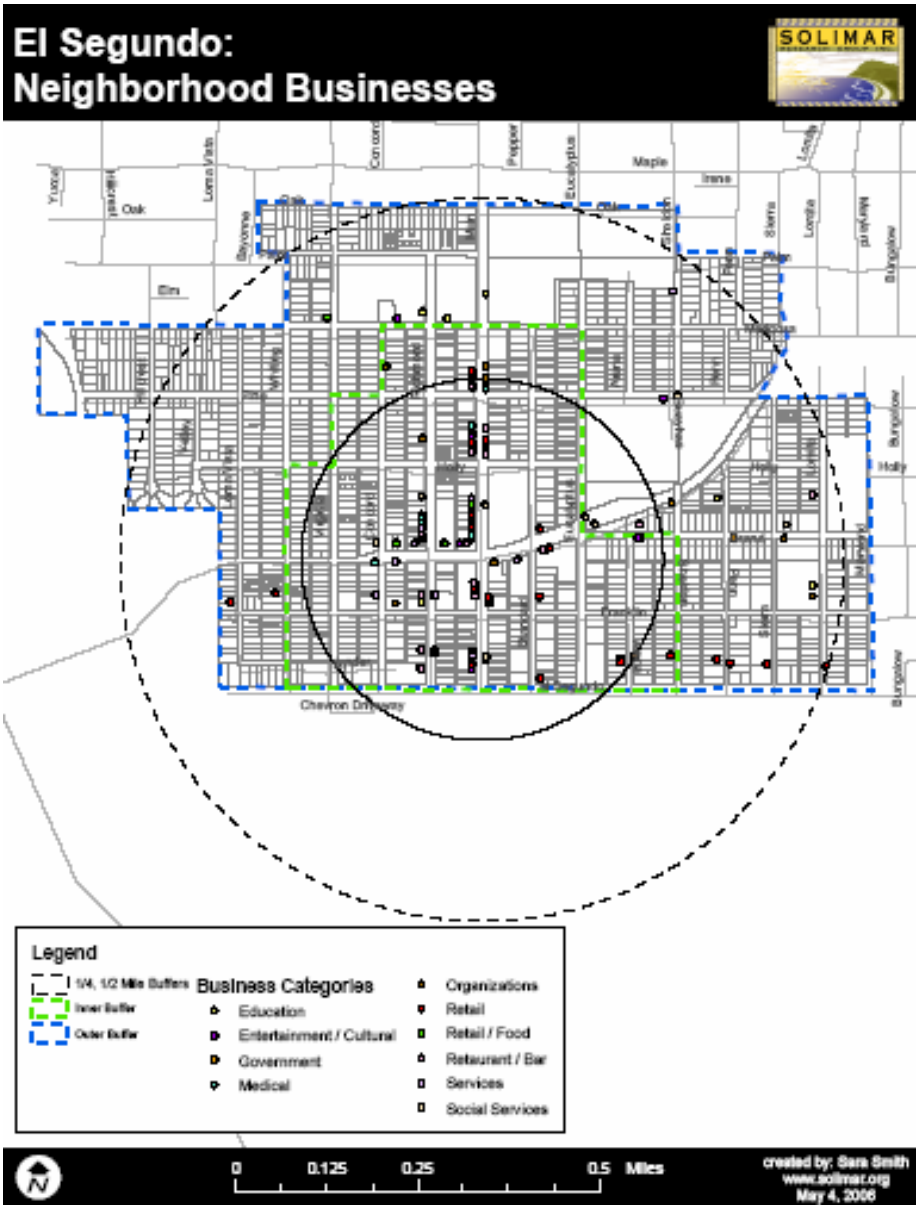


FIGURE 3.1.18 EL SEGUNDO GENERAL AND PERSONAL SERVICES BREAKDOWN – INNER AND OUTER



If the data is limited only to neighborhood-serving businesses[1], a similar pattern of different functions also emerges. Of the 626 businesses in the El Segundo study area, 196 of them are defined as neighborhood-serving businesses. As Figure 3.1.19 shows, about two-thirds of these businesses are concentrated in the inner study area. Thirty-nine of the area's 44 restaurants are found in the inner area, as are 25 of the 40 retail stores.

FIGURE 3.1.19: EL SEGUNDO NEIGHBORHOOD BUSINESSES



[1] These are businesses likely to serve a mostly neighborhood clientele rather than a regional or national clientele. A full definition is contained in the Year 1 report.

3.1.8 Employment Density

Employment density in the El Segundo study area follows a similar pattern to housing density. Using statistics from InfoUSA (which are sometimes estimates), we found there are about 2,500 jobs in the study area – about 1,500 in the inner area and about 1,000 in the outer area. Using non-residential acreage only (excluding roads and other public spaces), we found a job density of about 30 jobs per acre in the inner area and about 11 jobs per acre in the outer area, with an overall net of about 18 jobs per acre.

FIGURE 3.1.20: MAP OF EL SEGUNDO JOB DENSITY

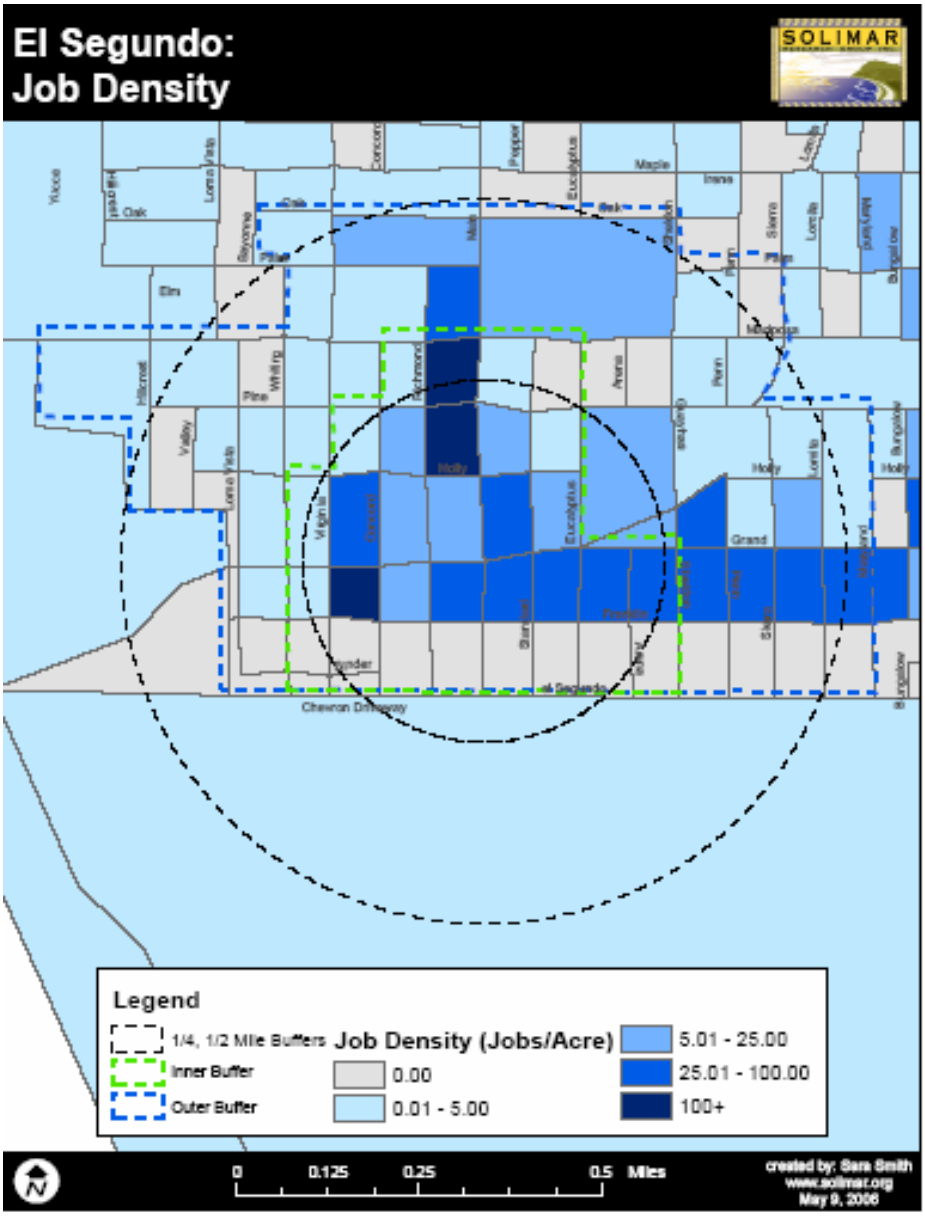


FIGURE 3.1.21: EL SEGUNDO JOB DENSITY

	Inner	Outer	Total
Non-Residential Acreage	52.3	83.2	135.5
Jobs	1572	941	2513
Jobs/Acre	30.0	11.3	18.5

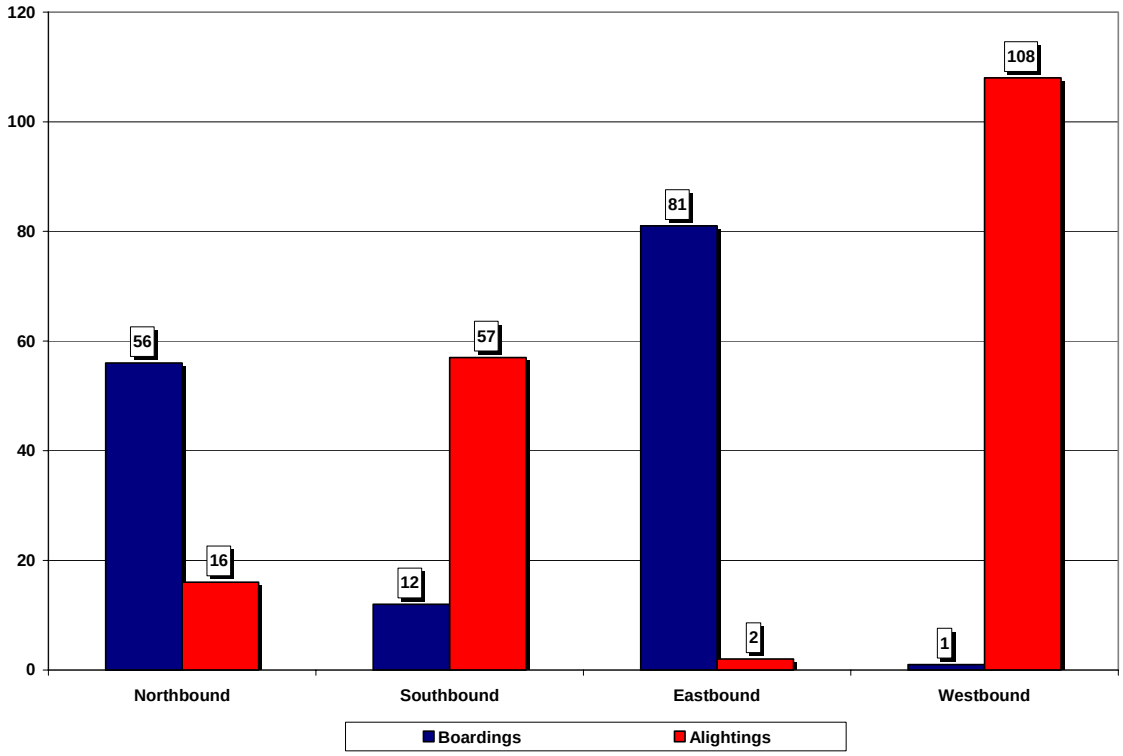
3.1.9 Bus Ridership and Pedestrian Activity

El Segundo is served by three MTA bus lines – Routes 124 and 125, which begin and end in El Segundo and travel east-west along El Segundo Boulevard. and Route 439, an express bus from Redondo Beach to LAX and Downtown Los Angeles. Route 125 is a contract line; Route 439 is in the process of being taken over by Beach Cities Transit.

FIGURE 3.1.22: EL SEGUNDO BUS ROUTES

As Figure 3.1.23 shows, bus ridership is relatively light and heavily weighted toward outbound commuter ridership. Approximately 150 patrons use bus service in El Segundo. More commute east-west than north-south, perhaps because local bus service connects to the Nash Street Green Line station.

FIGURE 3.1.23: EL SEGUNDO BUS RIDERSHIP



Pedestrian activity also proved strong, as might be expected. Midday pedestrian counts were taken at three key entrances into the downtown on a Saturday (Saturday of a holiday weekend) for 20 minutes and then extrapolated to an hourly rate. The total figure of 285 pedestrians was far higher than any weekend count in Year 1. Of course, the count may have been affected by the fact that they were taken on a holiday weekend.

FIGURE 3.1.24: LUNCHTIME PEDESTRIAN COUNTS, SATURDAY (PER HOUR)

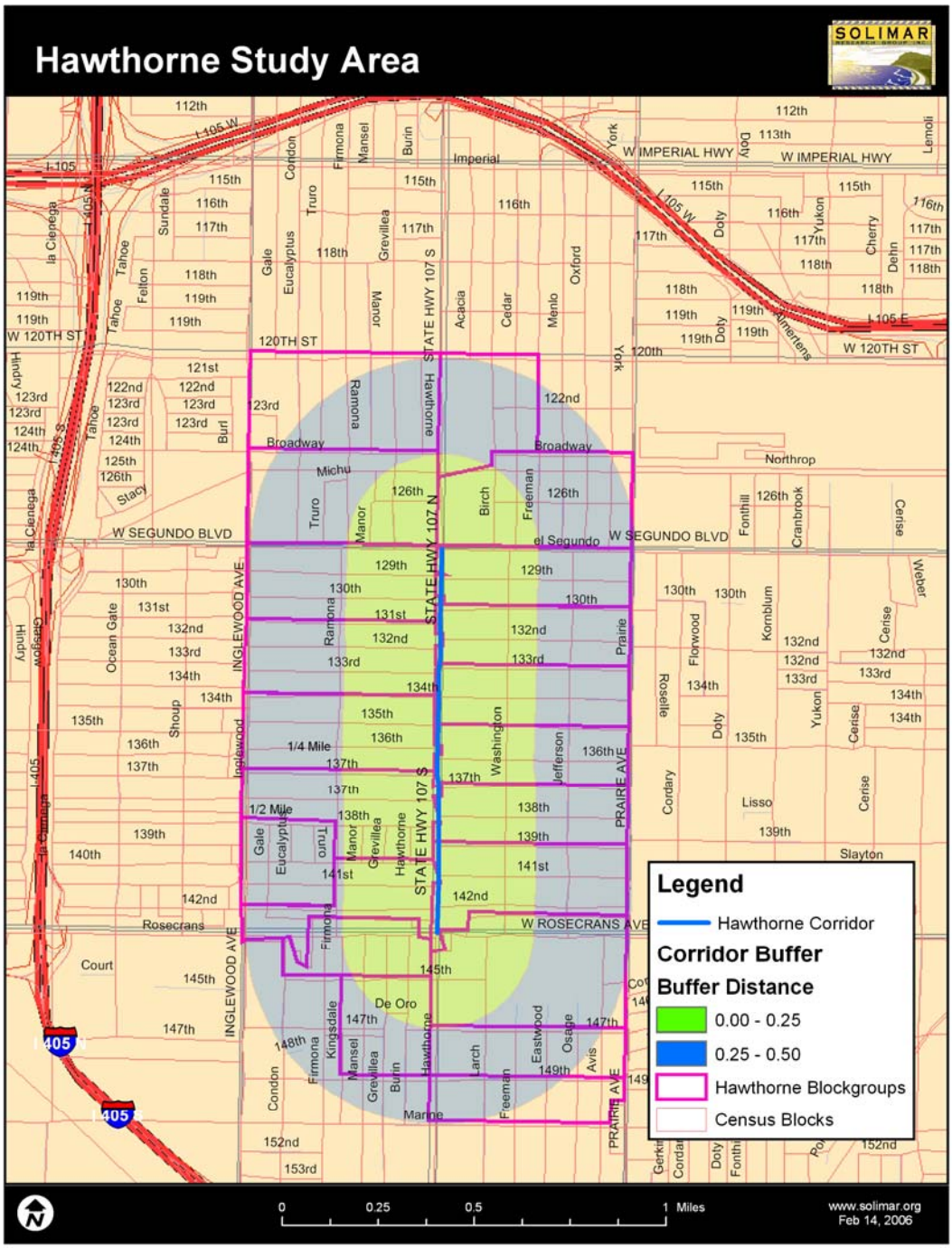
	In	Out	Total
Main at Franklin	60	60	120
Eucalyptus & Grand	30	24	54
Main & Holly	57	54	111
Average	**147**	**138**	**285**

3.2 Hawthorne Boulevard

3.2.1 Geographical Definition

The Hawthorne Boulevard study area is centered on a one-mile stretch of this arterial street, between El Segundo Boulevard to the north and Rosecrans Boulevard to the south, in the City of Hawthorne. Although it is a corridor and not a center, we created an "inner" area as a one-quarter-mile buffer around this one-mile corridor, stretching from approximately Ramona on the West to Washington on the East and from Broadway on the north to 147th on the south. We also created an "outer" area – one-half mile from the corridor – stretching from Inglewood on the west to Prairie on the east (these too are arterial streets) and from 120th on the north to Marine on the south. This area totals 1,145 acres or almost two square miles. Of this, approximately 395 areas acres is located in the "inner study area" – a buffer area one-quarter mile from the Hawthorne corridor, while 750 acres is located in the outer area, stretching from one-quarter to one-half mile from the corridor. The northern portion of the buffer area includes the closed Hawthorne Plaza Mall and is also within a half-mile of the Hawthorne Green Line station. Portions of the buffer area to the south are actually located in the City of Lawndale.

FIGURE 3.2.1: HAWTHORNE STUDY AREA



3.2.2 History

Like Inglewood, Redondo Beach, and other longstanding South Bay communities, Hawthorne roots go back to "The Boom of the '80s" – the first Southern California real estate boom, which occurred during the 1880s. The Hawthorne Land Co. was formed and purchased considerable land in the vicinity of Hawthorne and El Segundo. Almost 20 years later, in 1905, a new set of investors purchased land from the Hawthorne Land Co. and formed the Hawthorne Improvement Co. with the purpose of building an 80-acre town site in the vicinity of the now-closed Hawthorne Plaza Mall. The attraction – as was so often the case with early Southern California townsites – was proximity to a rail line, most specifically the Redondo Electric Car Line.

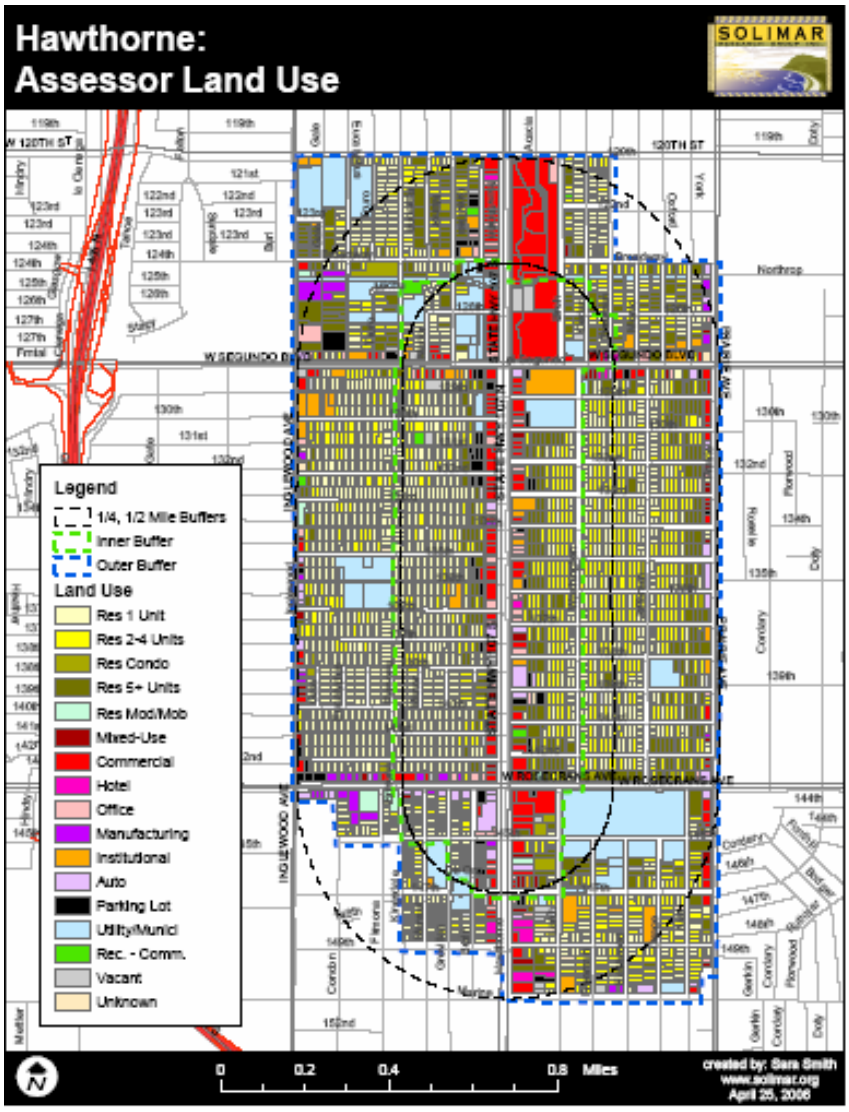
The name was chosen by the daughter of one of the investors, who shared a birthday with Nathaniel Hawthorne. The first house was built on Freeman Avenue, east of Hawthorne Boulevard. By 1907, 100 homes were built. The city itself was incorporated in 1922. Prior to the construction of the mall, the area along Hawthorne Boulevard near El Segundo served as Hawthorne's "downtown". In later decades, retail development expanded up and down Hawthorne Boulevard and it became the hub of commercial activity in the area. This general pattern is evident in the age of the buildings along the corridor. Most buildings in the actual study (El Segundo to Rosecrans) date back to mid-century or before. The mall and many of the buildings on the Boulevard south of Rosecrans are of more recent vintage.

FIGURE 3.2.2: HAWTHORNE YEAR BUILT

3.2.3 Land Use Patterns

The land use pattern along the Hawthorne Boulevard corridor is very different from the pattern in Downtown El Segundo. Overall the pattern is much more uniform – with commercial property along Hawthorne Boulevard and residential development in the neighborhoods. Only a few variations exist, including larger commercial spaces at the major arterial intersections and more multi-family residential to the east of Hawthorne Boulevard than to the West.

FIGURE 3.2.3: LAND USES IN THE HAWTHORNE BLVD STUDY AREA



Figures 3.2.4 and 3.2.5 show that, in a corridor situation such as Hawthorne, there will be much less variation between land uses in the inner and outer area than in a mixed-use center such as El Segundo. The inner area does contain somewhat more commercial space (13% as opposed to 5%). However, between 65% and 75% of all land in both the inner and outer area is devoted to residential use.

FIGURE 3.2.3: LAND USES IN THE INNER HAWTHORNE BLVD STUDY AREA

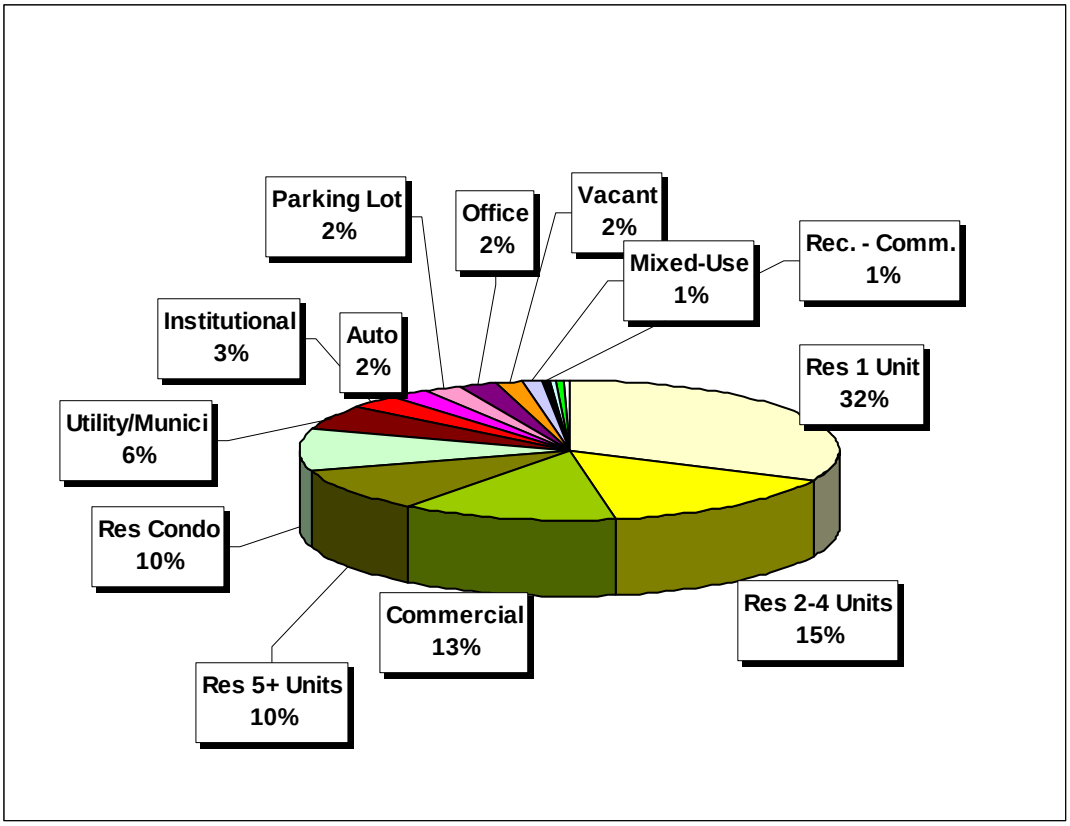
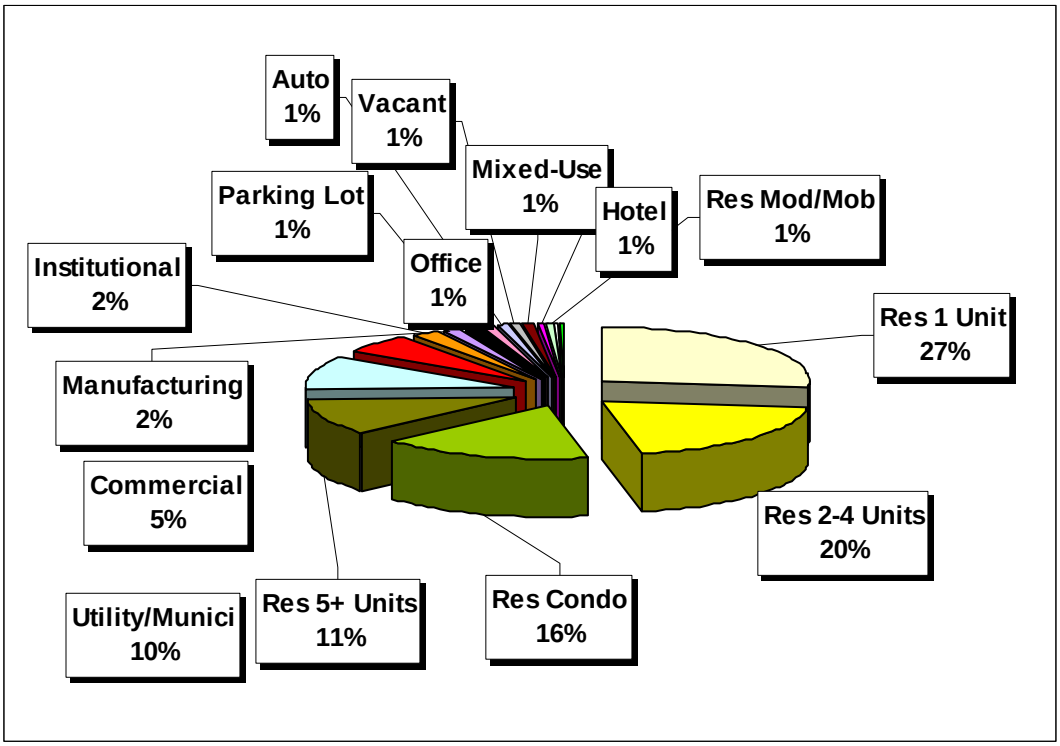


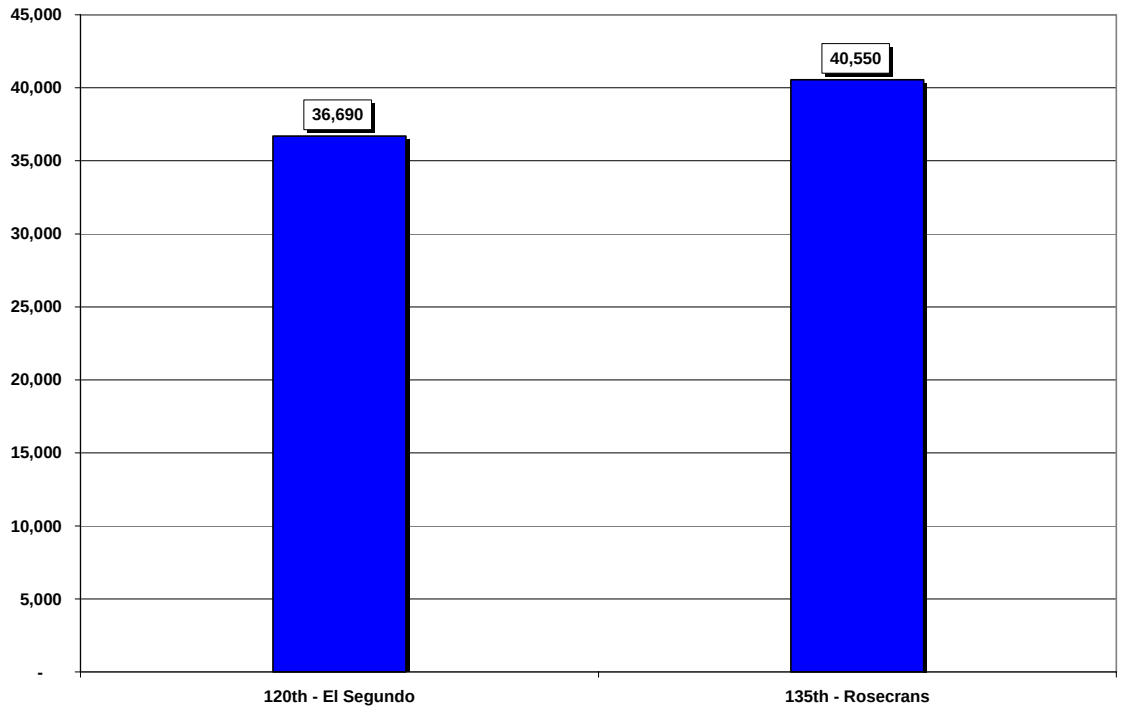
FIGURE 3.2.4: LAND USES IN THE OUTER HAWTHORNE BLVD STUDY AREA



3.2.4 Traffic and Parking Patterns

The Hawthorne corridor is characterized by high traffic volumes but, at the same time, ample parking that is not always heavily used.

FIGURE 3.2.5: HAWTHORNE BOULEVARD TRAFFIC VOLUMES (2002)



Traffic volumes along Hawthorne Boulevard are high, but typical of South Bay arterials. Volumes along Hawthorne at the north end of the study area, between 120th Street and El Segundo Boulevard, are in the vicinity of 36,000 average vehicles per day. At the south end of the study area, between 135th Street and Rosecrans Boulevard, the average daily volume is slightly higher, approximately 40,000 cars per day.

These figures suggest that the Hawthorne corridor resembles an "arterial downtown," such as Inglewood, as opposed to a "village downtown," such as Downtown Torrance, Riviera Village, or Downtown El Segundo. Inglewood traffic volumes are similar to Hawthorne. A fuller explanation of "arterial" versus "village" downtowns is contained in the Year 1 report.

Parking in the Hawthorne Boulevard corridor appears to be plentiful. A survey conducted for the Downtown Specific Plan concluded that the boulevard area had almost 2,000 parking spaces in our study area. A 2005 study by Kaku Associates, prepared for South Bay Ford, concluded that in the immediate vicinity of the old South Bay Ford site (139th to 141st) public parking spaces are occupied approximately 50-60% of the time.

FIGURE 3.2.6: HAWTHORNE BOULEVARD TRAFFIC VOLUMES (2002)

		From	El Segundo	135th	
		To	135th	Rosecrans	
East Side	Onstreet	H.B.	63	63	**126**
	Onstreet	Nearby	83	91	**174**
	Offstreet	public	0	0	**0**
	Offstreet	Private	133	194	**327**
	Total		**279**	**348**	**627**
Median			**140**	**177**	**317**
West Side	Onstreet	H.B.	53	66	**119**
	Onstreet	Nearby	5	28	**33**
	Offstreet	Public	136	0	**136**
	Offstreet	Private	465	296	**761**
	Total		**659**	**390**	**1049**
Overall	**Total**		**1078**	**915**	**1993**

3.2.5 Office and Retail Real Estate Patterns

Office and retail information was hard to come by for Hawthorne Boulevard as it was for other study areas. However, using assessor data we were able to ascertain useful information about the actual building stock along Hawthorne Boulevard. The following analysis includes only those buildings along Hawthorne between El Segundo and Rosecrans.

This stretch of Hawthorne Boulevard includes 154 parcels. Ten are parking lots. Of the remaining parcels, retail businesses occupy 36%, offices occupy 15%, medical businesses occupy 7% and the remaining parcels are a mixture.

FIGURE 3.2.7: BUILDING USAGE ALONG HAWTHORNE BLVD.

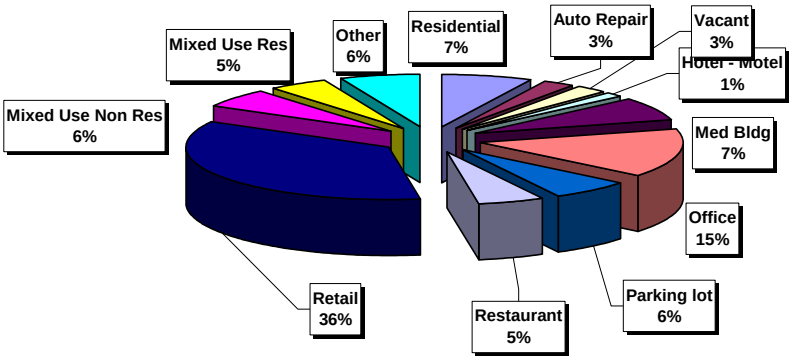


FIGURE 3.2.8: LOT AND BUILDING SIZE ALONG HAWTHORNE BOULEVARD

As is the case in El Segundo, median lot size is much higher than mean lot size, suggesting the presence of a small number of large parcels. Unlike El Segundo, however, this same discrepancy exists in buildings too, suggesting a few large buildings. (Indeed, there are a handful of buildings in the range of 15,000 to 20,000 square feet.) Unlike El Segundo, however, both mean and median figures suggest that land is underutilized, as in each case the ratio of built space to lot size is only about 0.6:1.

3.2.6 Demographic Profile

The Hawthorne Boulevard corridor is densely populated, densely developed, racially diverse, and mostly a renter area.

As Figure 3.1.9 shows, the population is 48% Hispanic, but also contains significant white, black, and Asian populations. (The Hispanic population has not been separated in these statistics. Population density is very high – more than 17,000 persons per square mile – and the figure goes up, not down, in the outer study area. This is largely because of an apartment belt in the outer buffer area along Prairie, another arterial street. (See Figure 3.1.10) At a gross level (including all land in the area), housing density is fairly low – 7.5 units per acre.

However, as Figure 3.1.13 shows, by dividing residential units from the Census by actual residential acreage from the Assessor, we find a net residential density of approximately 14 units per acre in the inner area and 18 units per acre in the outer area, with an overall average of 16 units per acre. Population density is greater than in El Segundo because household sizes are higher.

FIGURE 3.2.9: DEMOGRAPHIC AND HOUSING DATA, HAWTHORNE (2000 CENSUS)

	Inner	Outer	Total
# of Block Groups	56	111	167
Acres	396	750	1146
Square Miles	0.62	1.17	1.79
Population			
Total Population	9,042	22,392	31,434
Persons/Square Mile	14,631	19,138	17,581
Racial/Ethnic Breakdown			
White	3177	7499	10676
	35%	33%	34%
Black	2030	5203	7233
	22%	23%	23%
Asian	891	2062	2953
	10%	9%	9%
Hispanic	4080	10876	14956
	45%	49%	48%
Gender Breakdown			
Males	4337	10901	15238
	48%	49%	48%
Females	4705	11491	16196
	52%	51%	52%
Housing			
Total Units	3158	7871	11029
Units per Acre	7.98	10.49	9.63
Vacancies	118	323	441
	4%	4%	4%
Household Size	2.52	3.06	2.79
Housing Tenure			
Owner	845	1790	2635
	28%	24%	25%
Renter	2195	5758	7953
	72%	76%	75%

FIGURE 3.2.10: HAWTHORNE HOUSING DENSITY

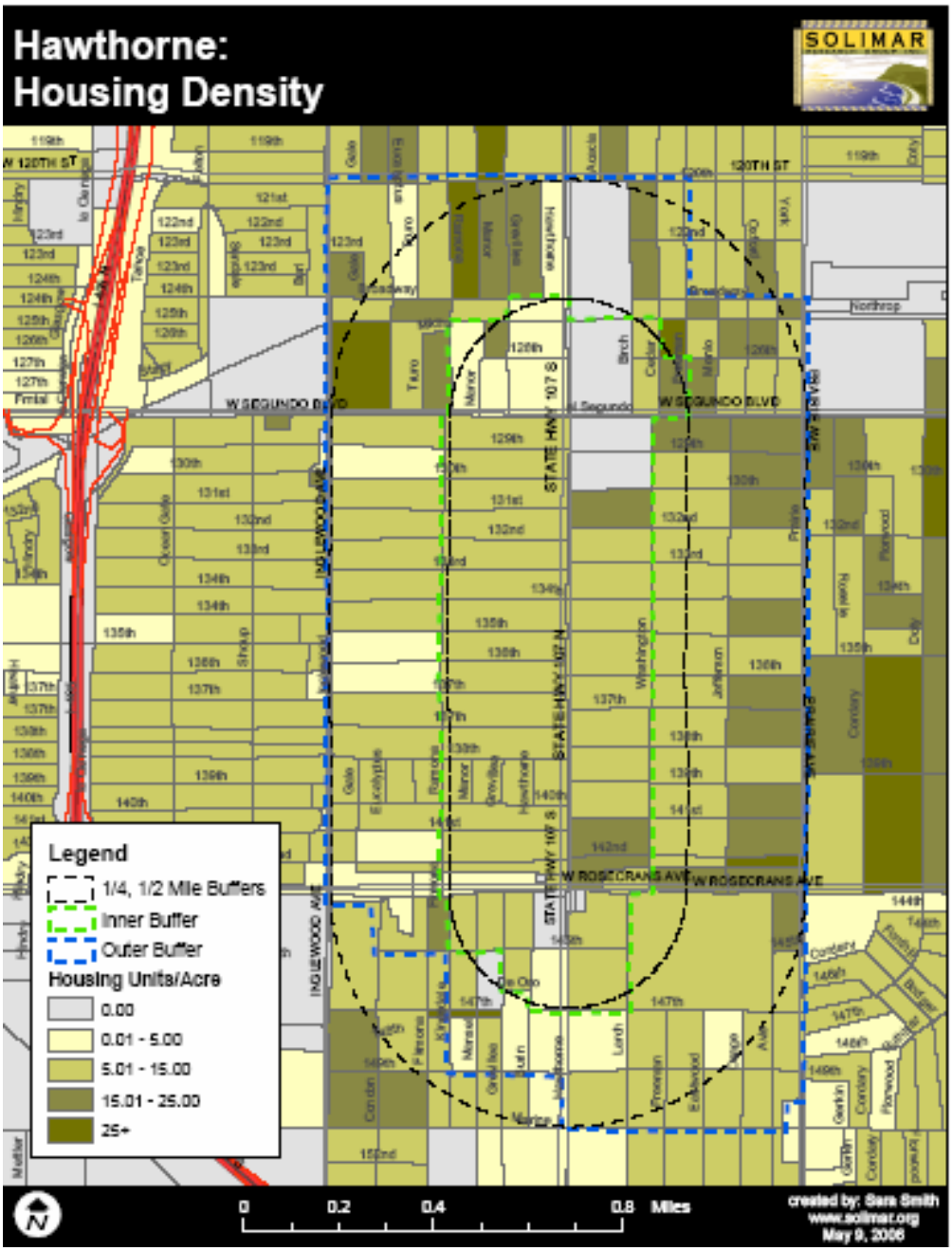


FIGURE 3.2.11: HAWTHORNE HOUSING DENSITY

	Inner	Outer	Total
Residential Acreage	220.5	442.6	663.1
Housing Units	3158	7871	11029
Units / Acre	14.32	17.78	16.63

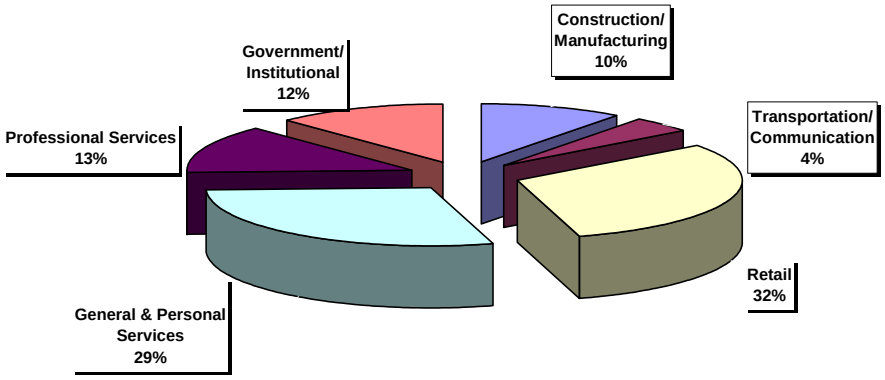
3.2.7 Business Functions Profile

The business functions profile also helps to explain how a corridor functions differently than a center. In general, the inner and outer areas of the Hawthorne Boulevard corridor do not have a different profile of business functions. This is partly because the outer area includes Inglewood and Prairie – other arterial streets that are parallel, though not as densely developed for retail.

The Hawthorne Boulevard study area contains 1,041 different businesses. Of these, 486 are located in the inner area, while 555 are located in the outer area. This is a significantly different distribution than in El Segundo, largely because many important commercial centers are located outside the quarter-mile area, not only along Inglewood and Prairie, but also along El Segundo and Rosecrans. These businesses employ approximately 6,500 people, including about 3,000 in the inner area and 3,500 in the outer area. These business do about $900 million a year in sales, including about $400 million a year in the inner area and $500 million in the outer area. The inner area produces about $121 million per year in retail sales – the equivalent of perhaps two big-box stores – while the outer area produces about $83 million in annual retail sales.

As in most commercial centers, the Hawthorne Boulevard corridor is heavily slanted toward retail (32%) and personal services (29%). Professional services (13%) and government/institutional establishments (12%) also play an important role. This is a fairly large figure for the government/institutional sector and reflects the significant subregional role Hawthorne plays in this category. For example, the administrative offices of the Hawthorne Unified School District are located in the inner area, though they may move sometime soon; as are the Hawthorne City Hall and Police Station.

FIGURE 3.2.12: HAWTHORNE BOULEVARD BUSINESS FUNCTIONS BREAKDOWN



Unlike Downtown El Segundo, however, the business mix for most sectors is not significantly different between the inner and outer areas. The percentage of businesses devoted to retail, personal services, and government/institutional use is not significantly different. Two differences are worth noting, however. The first is professional services, which are concentrated in the inner area, along Hawthorne Boulevard. Of the 140 professional services firms located in the study area, 85 are located in the inner area. The second is construction and manufacturing, which follows the opposite pattern, being concentrated in the outer area. Of the 108 construction and manufacturing firms, 77 are located in the outer area

By examining the retail and general/personal care sectors in more detail, we can see that the inner and outer areas do not play vastly different roles, as they do in El Segundo. In the retail sector, there are more restaurants in the inner area and more automotive businesses in the outer area, but overall the pattern is very similar – suggesting that business functions are more evenly spread in a corridor than in a center. As in El Segundo, personal/general services are heavily weighted (80%) toward personal care, insurance, and real estate in the inner area. The concentration is less focused in the outer area but, once again, the overall pattern is not vastly different.

FIGURE 3.2.13: INNER HAWTHORNE BOULEVARD BUSINESS FUNCTIONS BREAKDOWN

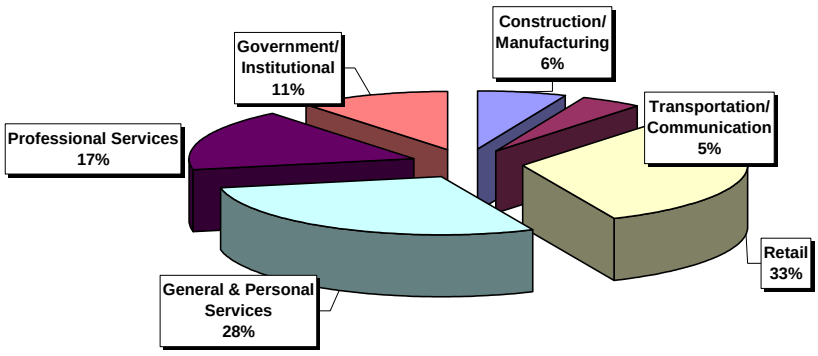


FIGURE 3.2.14: OUTER HAWTHORNE BOULEVARD BUSINESS FUNCTIONS BREAKDOWN

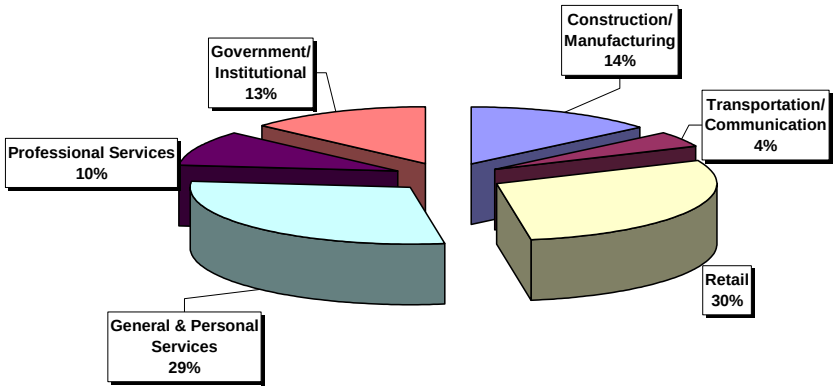


FIGURE 3.2.15: HAWTHORNE BOULEVARD RETAIL BREAKDOWN

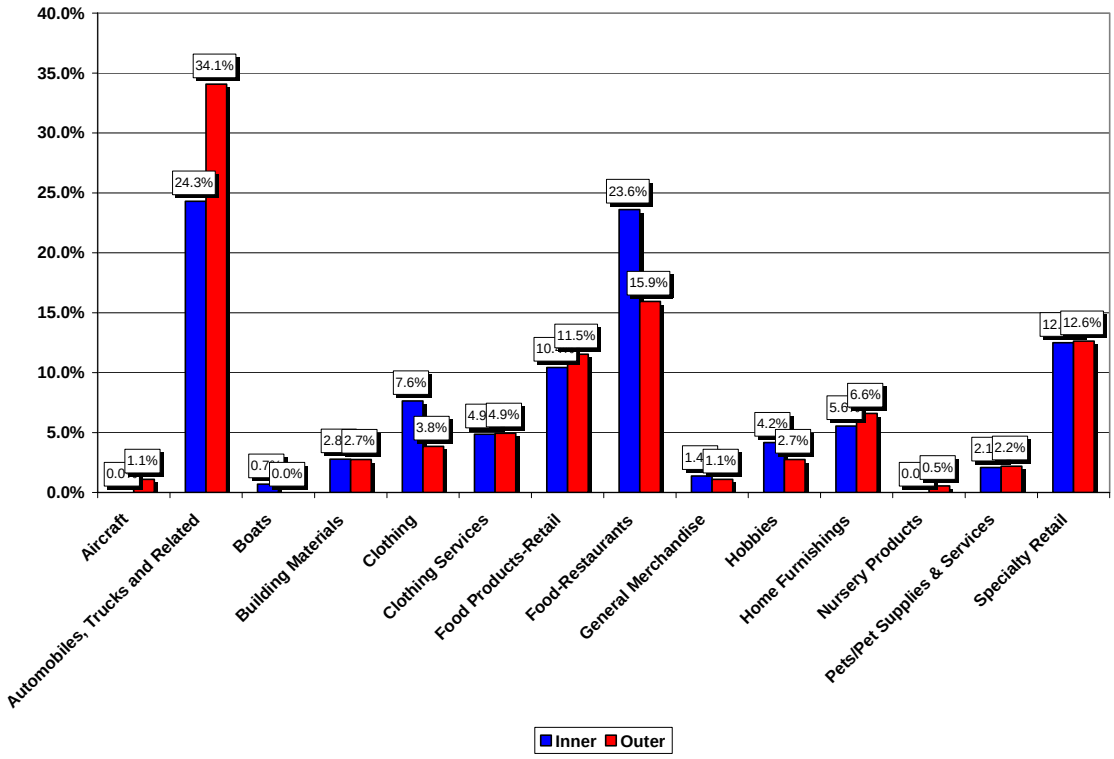
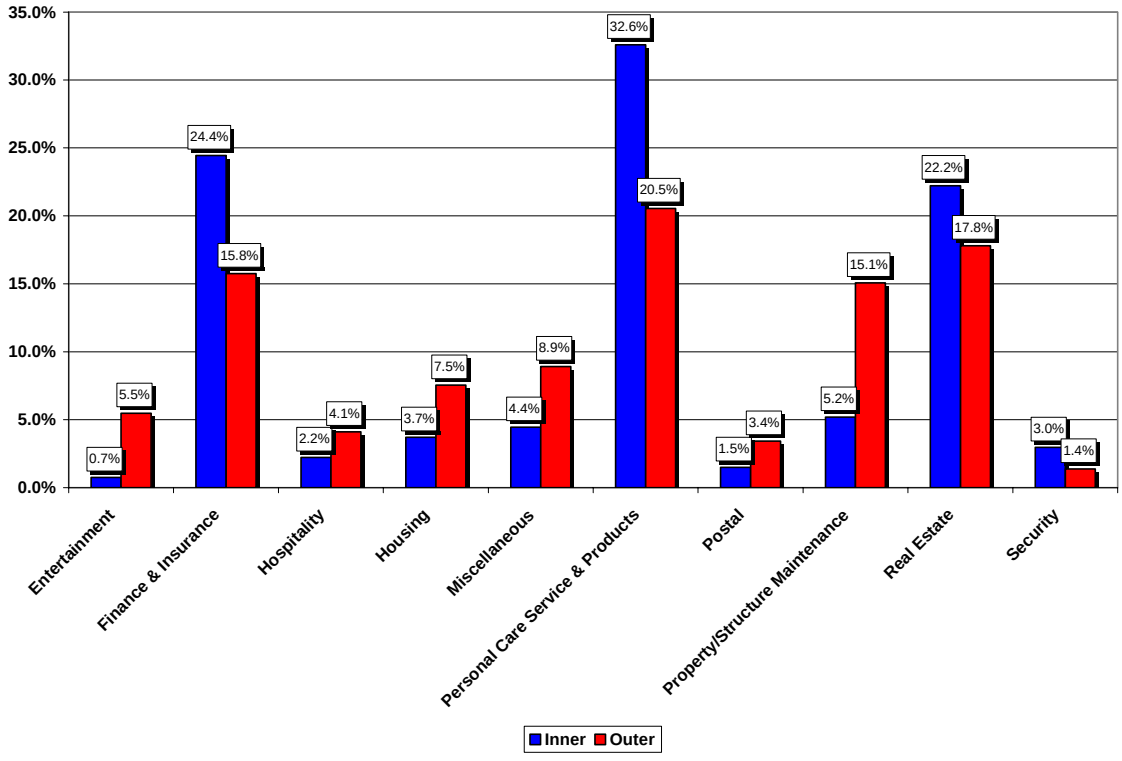
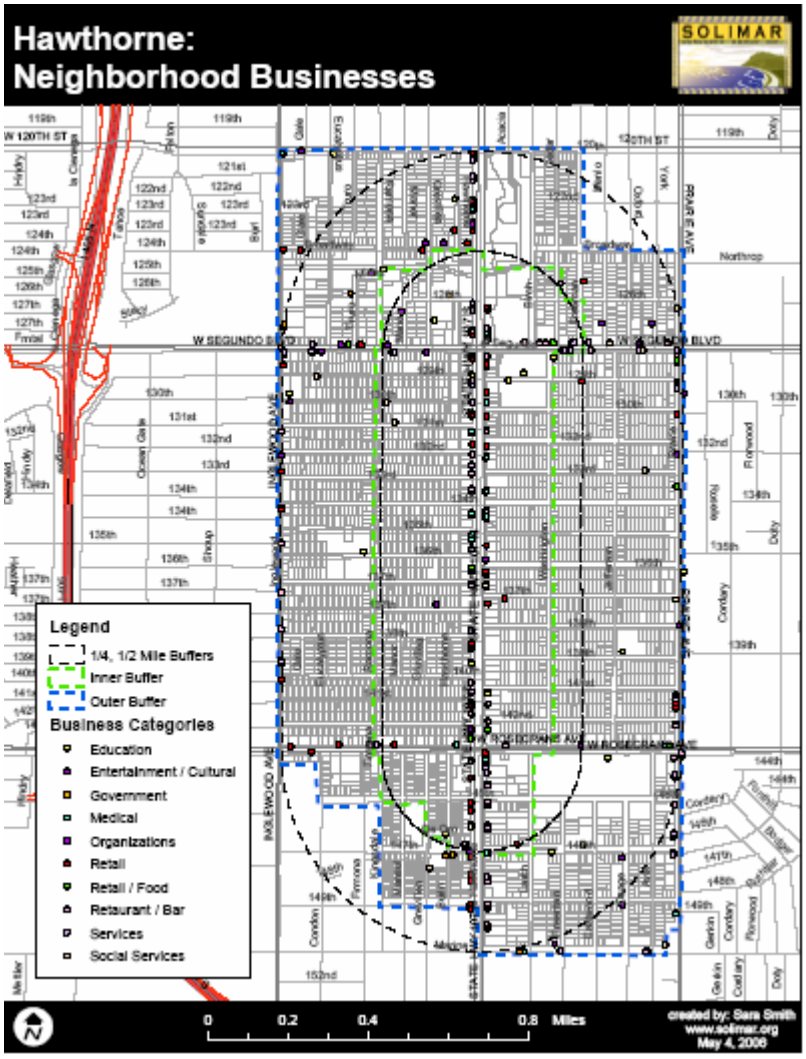


FIGURE 3.2.16: HAWTHORNE BOULEVARD GENERAL / PERSONAL CARE SERVICES



Of the 1,041 businesses in the Hawthorne study area, 441 of them are defined as neighborhood-serving businesses. This is a much higher figure than in El Segundo, suggesting that the Hawthorne Corridor plays a more "hometown" role than does El Segundo. Figure 3.2.17 shows, these businesses are just about evenly split between the inner and outer study area.

FIGURE 3.2.17: NEIGHBORHOOD-SERVING BUSINESSES



3.1.8 Employment Density

Unlike El Segundo, employment density in the Hawthorne corridor shows a pattern opposite to housing density. Using statistics from InfoUSA (which are sometimes estimates), we found there are about 5,400 jobs in the study area – about 2,600 in the inner area and about 2,800 in the outer area. This more even distribution compared to El Segundo reflects the corridor geography; nevertheless, jobs are concentrated along Hawthorne Boulevard. Using non-residential acreage only (excluding roads and other public spaces), we found a job density of about 24 jobs per acre in the inner area and about 11 jobs per acre in the outer area, with an overall net of about 15 jobs per acre.

FIGURE 3.1.18: MAP OF HAWTHORNE JOB DENSITY

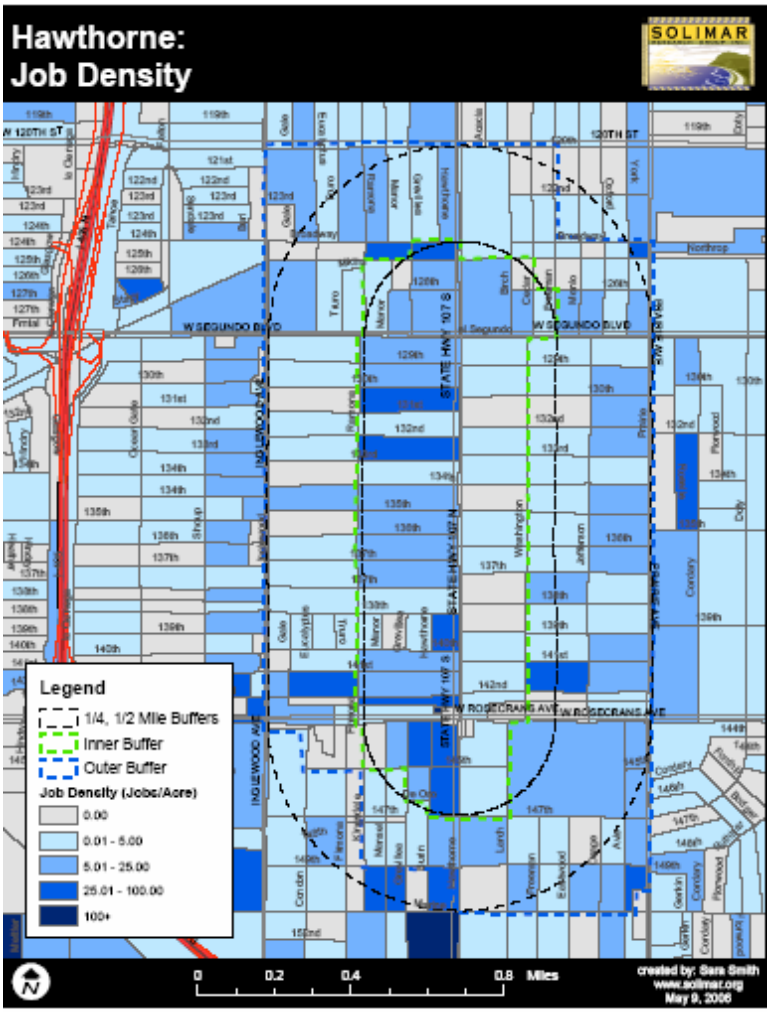


FIGURE 3.1.19: HAWTHORNE JOB DENSITY

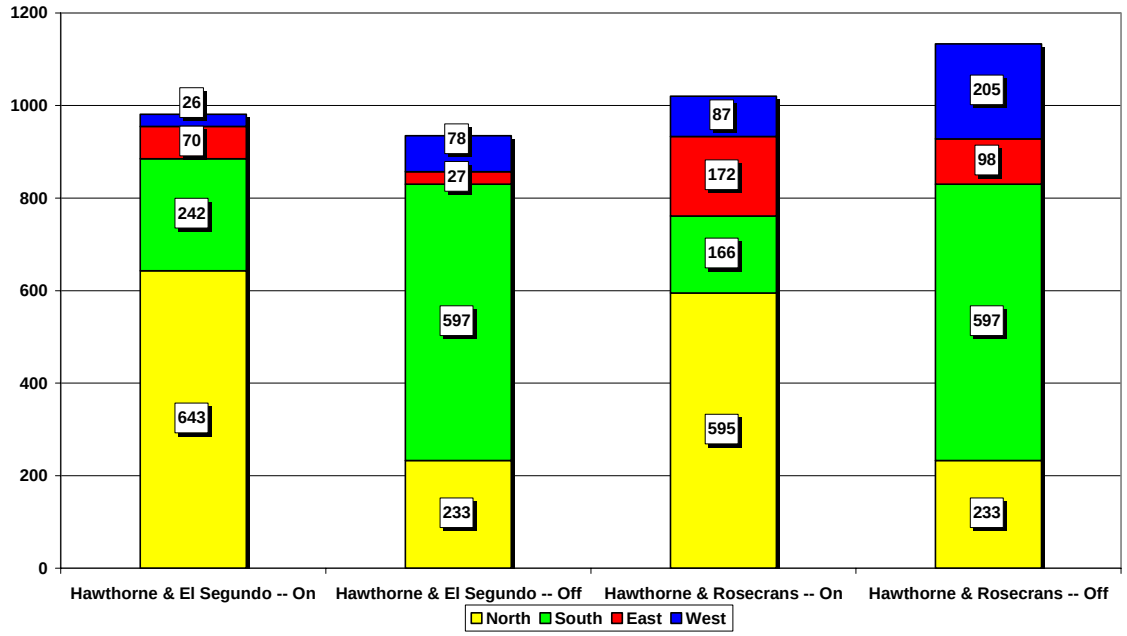
	Inner	Outer	Total
Non-Residential Acreage	107.5	250.3	357.8
Jobs	2573	2809	5382
Jobs / Acre	23.93	11.22	15.04

3.2.9 Bus Ridership and Pedestrian Activity

The Hawthorne Boulevard study area is served by four major MTA bus lines – Routes 40 (local) and 740 (Metro Rapid), which run north-south along Hawthorne Boulevard, and Routes 124 and 125, which run east west along El Segundo and Rosecrans Boulevards respectively. Routes 40 and 740 connect to the Hawthorne Green Line station, which is located one-half mile north of the study area. Routes 124 and 125 originate in El Segundo and connect to Blue Line stations further east.

FIGURE 3.1.20 HAWTHORNE BOULEVARD BUS ROUTES

FIGURE 3.1.21 HAWTHORNE BOULEVARD BUS RIDERSHIP



Compared to our other study areas, bus ridership along the Hawthorne Boulevard corridor is high. Approximately 4,000 passengers per day board and alight from MTA buses in the study area – representing round-trip commutes for about 2,000 persons. Considering that all automobile traffic along Hawthorne Boulevard is about 40,000 vehicles per day – including local and through trips – it is clear that buses carry a large percentage of commuters who live in the Hawthorne corridor.

As Figure 3.1.22 shows, most bus riders travel the north-south route rather than the east-west route. By far the predominant pattern is to board the northbound 40 or 740 toward the Green Line station, and alight southbound. On the east-west lines, which attract far fewer passengers in the vicinity of Hawthorne Boulevard, the predominant pattern is boarding eastbound and alighting westbound. Route 125, along Rosecrans, is far busier than Route 124, along El Segundo.

The net result of all this activity, however, is that approximately 1,000 passengers board and 1,000 passengers alight at the two major intersections in our study area – Hawthorne and El Segundo to the north and Hawthorne and Rosecrans to the south.

Pedestrian and bicycle counts also proved fairly high. These counts were taken at three locations along Hawthorne Boulevard during the morning and afternoon rush hours on a weekday; as with other counts, locations were monitored for 20 minutes and the data was then extrapolated into an hourly average. It is important to note that these counts are not comparable to the other study areas, where counts were taken at midday. However, the activity is quite high, especially in the vicinity of 135th Street, as opposed to areas near the two arterials. Interestingly, the lowest counts were recorded at El Segundo, where city offices and restaurants (at the former Hawthorne Plaza Mall site) are located, and is also the closest part of the study area to the Green Line station. However, bicycle activity was very high, especially northbound on Hawthorne at El Segundo. This level of bicycle activity exists even though there are no bicycle lanes on any streets in the vicinity.

FIGURE 3.1.22: HAWTHORNE BOULEVARD PEDESTRIAN ACTIVITY (PER HOUR)

AM Rush	North	South	North	South
Hawthorne & Rosecrans	96	120	15	15
Hawthorne & 135th	84	120	9	27
Hawthorne & El Segundo	57	18	12	33
PM Rush	**Pedestrians**		**Bicyclists**	
	North	**South**	**North**	**South**
Hawthorne & Rosecrans	138	54	57	48
Hawthorne & 135th	294	279	24	30
Hawthorne & El Segundo	90	9	81	36

4. Year 2 Survey Results

As in Year 1, we conducted extensive travel behavior surveys in the study areas. In Year 2, we replicated the Year 1 travel behavior survey in El Segundo and Hawthorne, and we conducted a less rigorously administered employee survey as well. We also conducted a more extensive travel behavior survey among pedestrians in all six study areas.

4.1 Resident Survey Results

The resident survey response rates are shown below. Responses rates were good in all study areas, and the number of respondents is sufficient to allow statistical analysis within and across all the study areas. Response rate was much better in El Segundo, where approximately 11% of all households in the study area (and, indeed, in the entire city) responded. In Hawthorne, only about 4% of the households responded, but this provided a sufficient number for analytical purposes.

For comparison purposes, we solicited survey responses in El Segundo not only from the inner and outer study areas, but also from the balance of the city.

Much of the discussion in this section will compare El Segundo to Hawthorne, and compare both to the Pacific Coast Highway control area used last year. The El Segundo-Hawthorne comparison is useful because El Segundo is typical of the downtown-style mixed-use center studied in both Year 1 and Year 2, while Hawthorne is a contrasting example of a corridor. Comparisons to the PCH control area are useful because PCH represented the auto-oriented "control group" to last year's centers. A complete side-by-side comparison of all study areas is expected in Year 3.

FIGURE 4.1.1: SURVEY RESPONSES

	Mailed	Responses	% Response
El Segundo			
Inner	1014	154	15.2%
Outer	1105	170	15.4%
Balance of City	2891	274	9.5%
Total	**5010**	**598**	**11.9%**
Hawthorne			
Inner		104	
Outer		174	
Total	**7305**	**278**	**3.8%**

Throughout this section, the following abbreviations are used for the study areas:

ESI: El Segundo inner ring
ESO: El Segundo outer ring
ESW: El Segundo balance of city
HAWI or HI: Hawthorne inner ring
HAWO or HO: Hawthorne outer ring

4.1.1 Respondent Characteristics

The respondents in El Segundo were representative of the study areas in terms of race and, less so, in terms of gender. (We did not calculate Census demographics for the balance of El Segundo but it seems clear that demographics throughout El Segundo are similar.) Hawthorne respondents were less representative. In both the inner and outer area, more than 40% of the respondents were white, but a majority of respondents were non-white.

FIGURE 4.1.2 DEMOGRAPHICS OF RESPONDENTS V. CENSUS

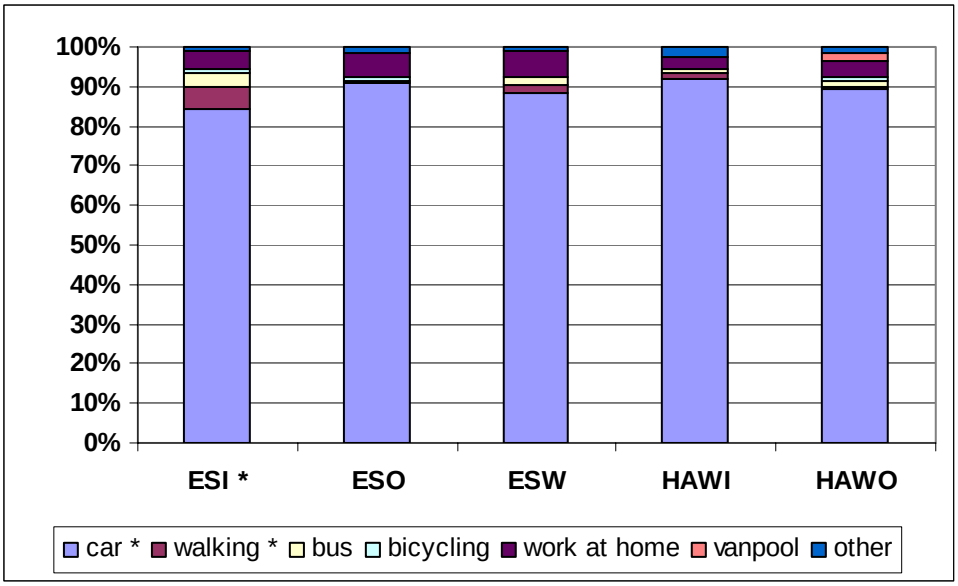
	El Segundo Inner		El Segundo Outer		El Segundo Rest		Hawthorne Inner		Hawthorne Outer	
	Survey	Census	Survey	Census	Survey	Census	Survey	Census	Survey	Census
African American	3.4%	1.5%	0.0%	85.1%	0.9%		11.8%	22.5%	12.7%	23.2%
White	82.4%	82.3%	79.7%	0.6%	85.1%		49.4%	35.1%	42.5%	33.5%
Hispanic	4.2%	13.6%	5.3%	11.6%	3.2%		23.5%	45.1%	23.1%	48.6%
Female	45.4%	51.7%	41.0%	50.9%	53.9%		48.2%	52.0%	52.0%	51.3%

4.1.2. Travel Behavior Comparisons – Travel to Work

The resident travel survey asked respondents about their commute mode to work. Results are shown in the table and graph below. El Segundo residents work at home more than Hawthorne residents, with over 5 percent of all El Segundo residents stating that they work at home when asked about their commute mode versus 2.7 percent of Hawthorne inner ring and 4.17 percent of Hawthorne outer ring residents.

For those residents who report traveling to work outside of the home, El Segundo inner ring has lower automobile mode shares and higher walking mode shares than the other centers. The auto mode and walking mode shares in El Segundo inner ring (84.3 percent and 5.79 percent respectively) are statistically significantly lower than the car and walking mode shares in Hawthorne inner ring.

FIGURE 4.1.3. COMMUTE MODE TO WORK, BY CENTER



* indicates statistically significant mode share difference when compared with Hawthorne inner ring; El Segundo inner ring car and walking mode shares significantly differ from Hawthorne inner ring

The lower car mode shares and higher walking mode shares in inner ring El Segundo are explained by the shorter distances that those residents travel to work. Self-reported distance to work for the survey respondents, by center, is shown below.

FIGURE 4.1.4 DISTANCE TO WORK BY CENTER

	< 1/4 mile	1/4 - 1/2 mile	1/2 - 1 mile	> 1 mil	> 1/2 mile
ESI	6.36%	2.73%	2.73%	88.18%	90.91%
ESO	1.79%	3.57%	1.79%	92.86%	94.64%
ESW	3.21%	3.21%	9.09%	83.42%	92.51%
HAWI	2.74%	2.74%	4.11%	87.67%	91.78%
HAWO	1.74%	1.74%	5.22%	91.30%	96.52%

In El Segundo inner ring, over 6 percent of residents report living within ¼ mile of their work. In the balance of El Segundo (beyond the outer ring border), 9 percent of residents report that their job is between ½ mile and 1 mile of their residence, indicating closer proximity to work than in Hawthorne, but the ½ to 1 mile distance is apparently too large to walk, as indicated by automobile commute mode shares that are similar in El Segundo (outside of the inner ring) and Hawthorne.

Two results stand out –
(1) to reduce automobile commuting, the distance between home and work should be less than ½ mile, and
(2) reductions in automobile commuting are due to increases in walking commuting. Bus transit and vanpools, in particular, do not play much role among the survey respondents in these centers. These findings are consistent with findings from the Phase I study.

4.1.3 Non-Work Travel

As in the Phase I study, we expect that travel differences from mixed use centers will be more noticeable in non-work travel than in commuting travel. Mixed use centers cluster shopping, entertainment, and recreation destinations near residences, often in pedestrian-oriented environments. Previous research and intuition suggest that much of the travel impact will be on non-work trips.

A key focus of this study is to assess how mixed centers in the South Bay are associated with differences in travel patterns. Consistent with that, we develop three metrics that measure the performance of mixed use centers:

- Trip generation rates, per person, per day
- Travel to the center, measured by the proportion of all trips that are to the center
- Travel mode

Date on the above metrics come from the travel survey of residents. Individual trip generation rates for driving and walking are from the travel diary. Examining the per-person daily driving and walking rates across the centers gives information on both trip generation and travel mode. The survey also asked respondents to estimate the percentage of their total trips that are to the center, as a measure of each center's trip capture rates for residents.

For each metric, we first compare El Segundo and Hawthorne. The South Bay study uses an quasi-experimental framework, choosing some centers that are supportive of alternatives to the automobile (the "experimental" study areas) and some centers that are more clearly auto-oriented (the "control" study areas). The two Phase II centers, El Segundo and Hawthorne, are respectively a walking-oriented center and a linear corridor that may or may not support alternatives to automobile travel. We first compare trip generation rates in El Segundo and Hawthorne.

4.1.4 Trip Generation, El Segundo and Hawthorne Compared

Driving and walking trip rates, per person, per day, for each Phase II center are shown in the two figures below. Note that these are averages across the survey respondents in each center. El Segundo generates more driving trips than Hawthorne – daily driving trip rates of 1.73, 1.9, and 2.04 in inner, outer, and balance of El Segundo relative to 1.56 and 1.61 driving trips per day in inner and outer Hawthorne. This is counter to expectations, as El Segundo's urban design and mix of uses suggests that it would better support alternatives to automobile travel. The pattern for walking trips conforms to expectations – El Segundo generates higher walking trip rates than Hawthorne, the El Segundo walking trip rates are statistically significantly higher than walking trip rates in Hawthorne, and walking trip rates drop in El Segundo as one gets further from downtown.

FIGURE 4.1.5 DRIVING TRIPS, PER PERSON PER DAY BY CENTER, YEAR 2

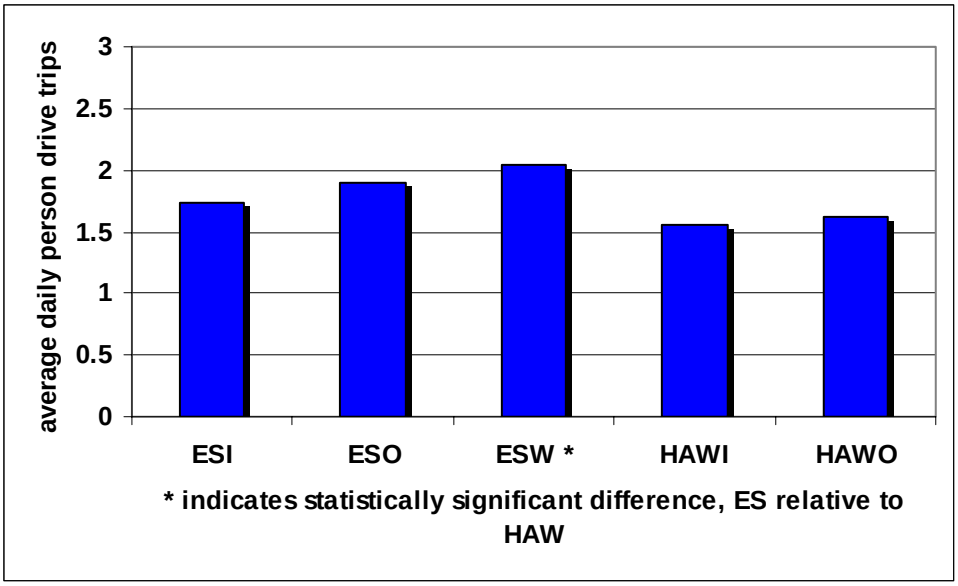
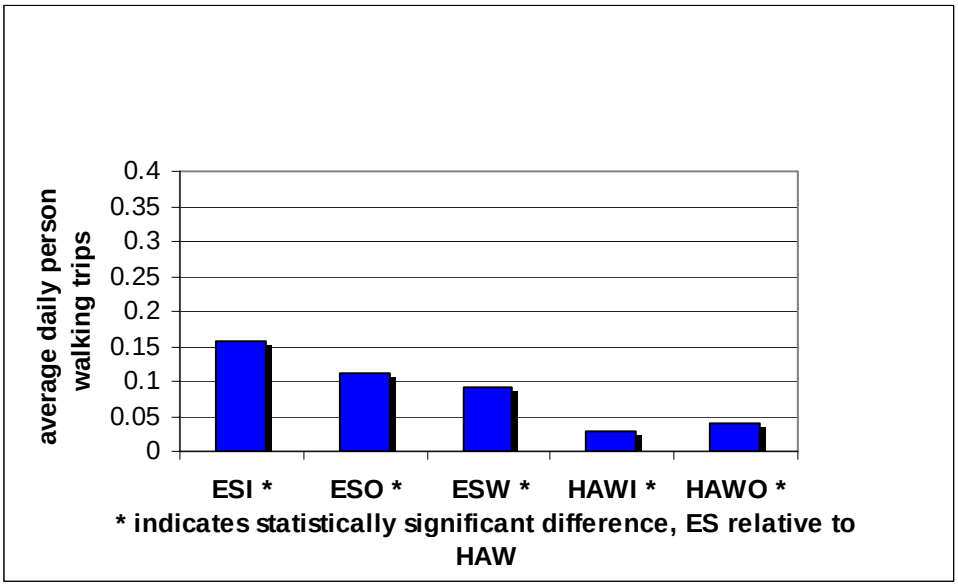


FIGURE 4.1.6 WALKING TRIPS, PER PERSON PER DAY BY CENTER, YEAR 2



For comparison, we show the walking and driving trip rates from the Phase I study, below. The abbreviations for the Phase I study areas are:

RIVI: Riviera Village inner ring
RIVO: Riviera Village outer ring
TOTI: Downtown Torrance inner ring
TOTO: Downtown Torrance outer ring
INGI: Downtown Inglewood inner ring
INGO: Downtown Inglewood outer ring
PCH: Pacific Coast Highway (the control area in Phase I)

FIGURE 4.1.7DRIVING TRIPS, PER PERSON PER DAY BY CENTER, YEAR 1

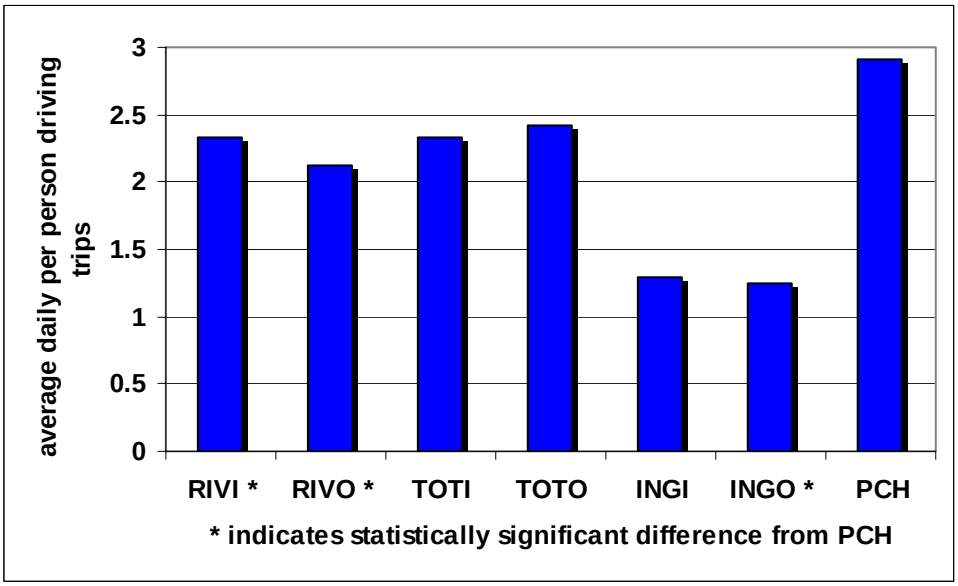
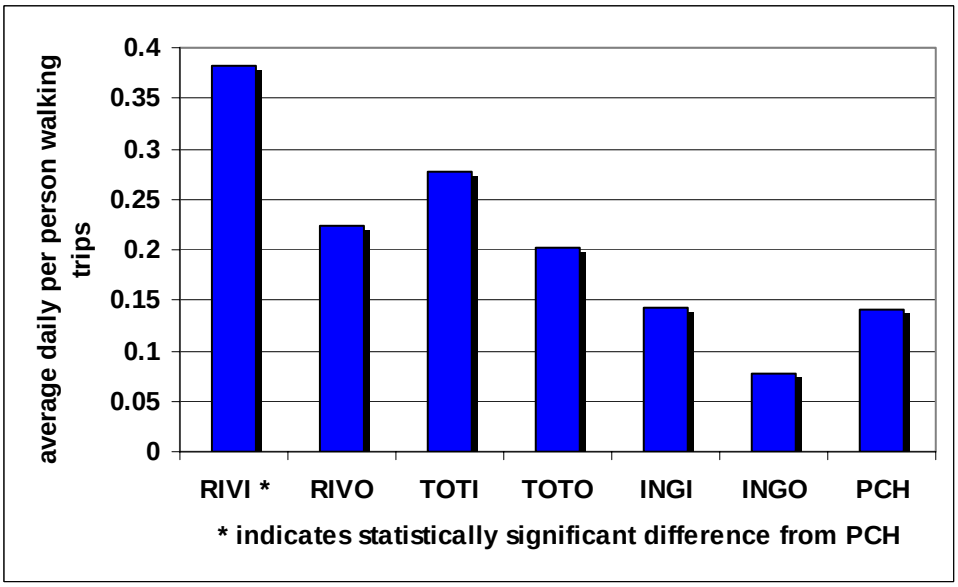


FIGURE 4.1.8 WALKING TRIPS, PER PERSON PER DAY BY CENTER, YEAR 1



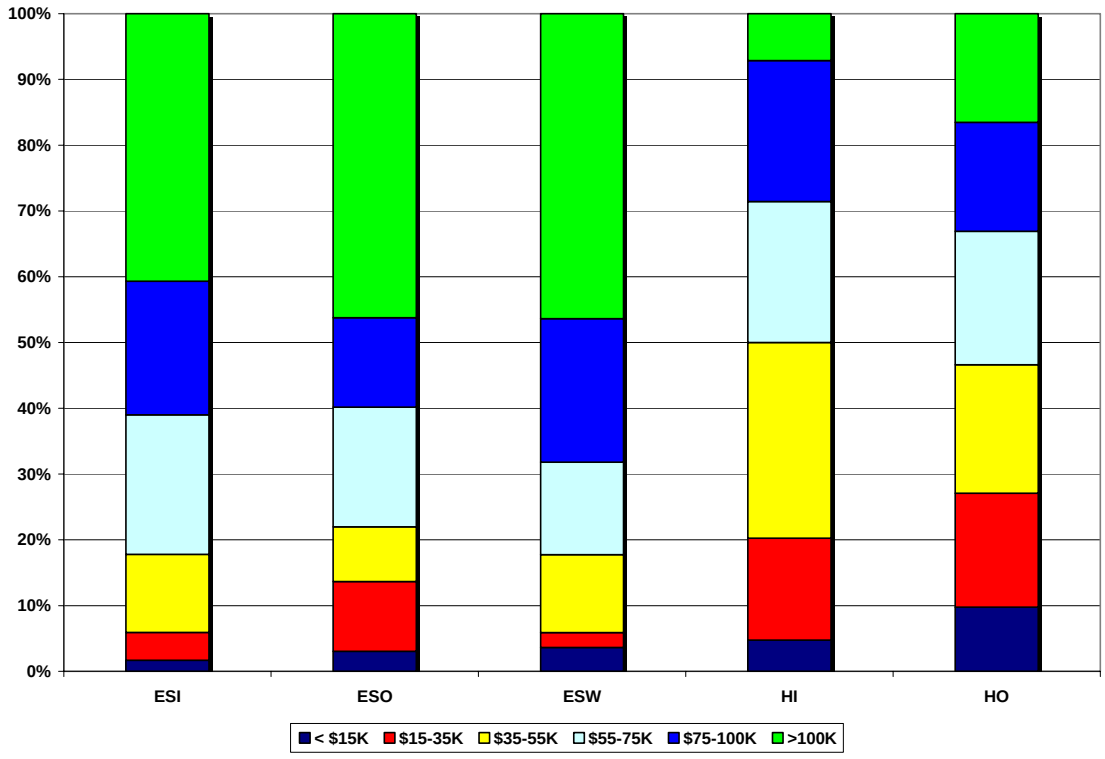
Comparing Phase I and Phase II results, both driving trip rates and walking trip rates are higher in Riviera Village and downtown Torrance than in the Phase II centers, El Segundo and Hawthorne. Looking only at Phase I results, there is evidence that mixed use centers reduce driving trip rates (comparing Riviera Village inner and outer rings to the Pacific Coast Highway control area) and that mixed use centers increase walking trip rates (comparing Riviera Village inner ring to Pacific Coast Highway). Comparing El Segundo

and Hawthorne showed a similar pattern for walking trips, but El Segundo did not show lower driving trip rates than Hawthorne. Below we examine one possible explanation – income levels in El Segundo and Hawthorne differ in ways that could influence driving trip generation.

4.1.5 Income Levels, El Segundo and Hawthorne

The graph below shows income distribution in El Segundo and Hawthorne, based on answers to the resident survey. Over 40 percent of the survey respondents in El Segundo report annual incomes in exceeding $100,000, while fewer than 20 percent of the Hawthorne respondents report incomes above $100,000. Similarly, in Hawthorne, over 20 percent of survey respondents earn less than $35,000 per year, while fewer then 10 percent of El Segundo survey respondents report income below $35,000 per year. These differences in income are likely explanations for the lower driving trip rates in Hawthorne. Income is a strong predictor of driving trip generation.[2]

FIGURE 4.1.6: INCOME DISTRIBUTION BY STUDY AREA, YEAR 2

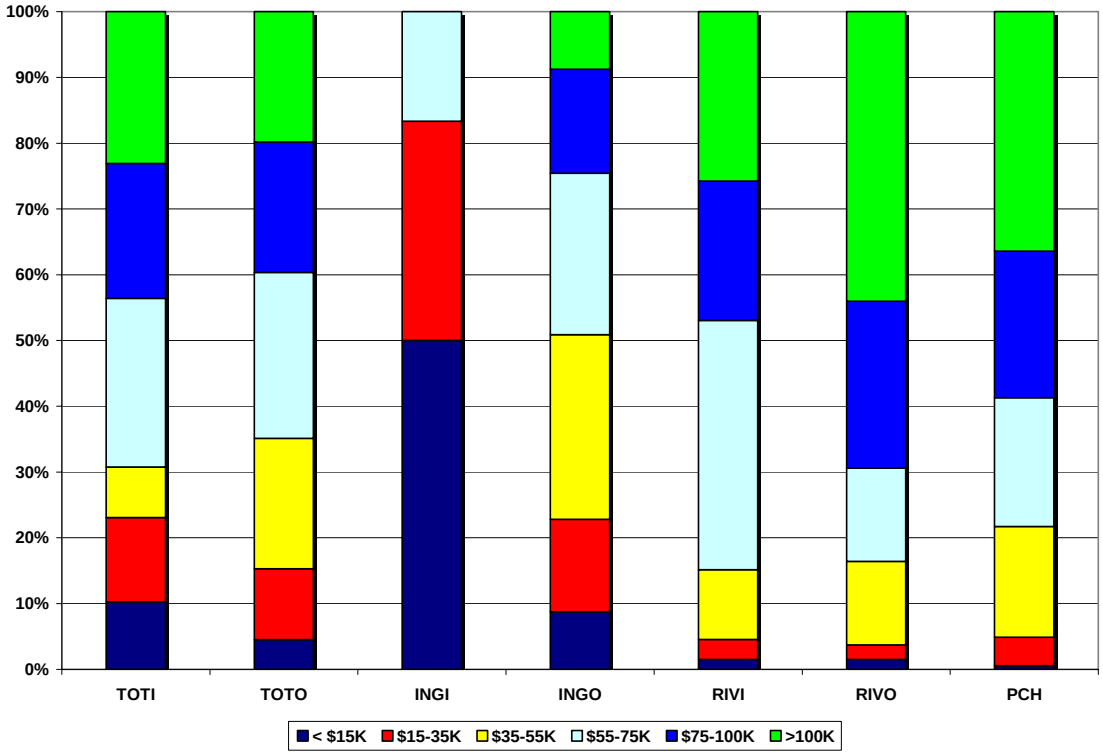


One conclusion from the income data shown above is that comparisons across El Segundo and Hawthorne should be adjusted for income levels, and in later phases of this study we

[2] See, e.g., Marlon G. Boarnet and Randall Crane, Travel by Design: The Influence of Urban Form on Travel, New York: Oxford University Press, 2001.

suggest multivariate analyses that can control for the differing income levels of the respondents in those two centers. For now, simple comparisons of trip rates across El Segundo and Hawthorne will reveal the combined influence of both urban form and sociodemographics, with income differences playing an important role in the sociodemographics. To better isolate the influence of urban form at this interim stage of the research, we compared El Segundo to the Pacific Coast Highway neighborhood from Phase I. The graph below shows that income levels are similar in the Pacific Coast Highway and El Segundo study areas. In much of the remaining travel behavior analysis, we use the Pacific Coast Highway neighborhood as a control group for El Segundo, based on their similar income levels. Pacific Coast Highway is an auto-oriented neighborhood that we hypothesize does not support alternatives to car travel as readily as does El Segundo.

FIGURE 4.1.7 INCOME DISTRIBUTION IN RIVIERA VILLAGE, PCH, EL SEGUNDO, AND HAWTHORNE

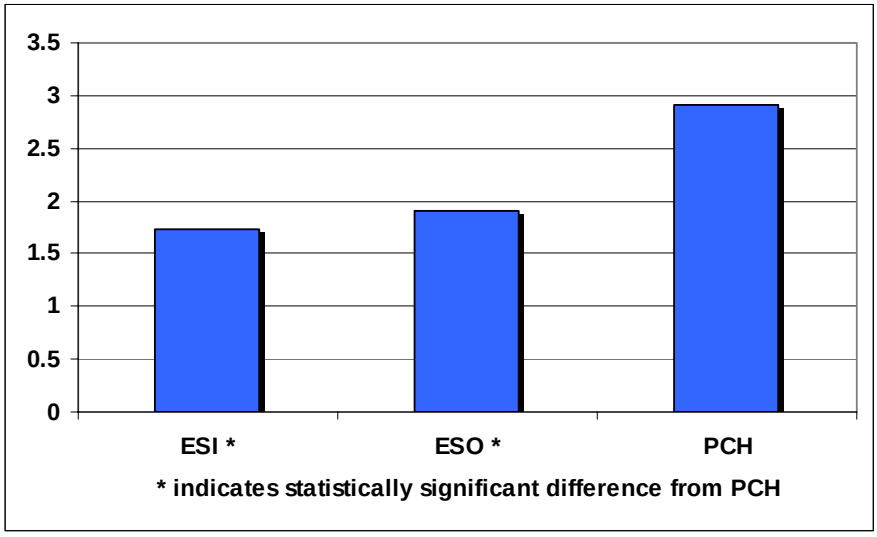


4.1.6 Trip Generation, El Segundo and Pacific Coast Highway Compared

The below graphs show driving and walking trip generation rates (per person, per day) in El Segundo and Pacific Coast Highway. El Segundo has a lower driving trip rate than Pacific Coast Highway (1.73 and 1.9 daily driving trips per person in inner and outer ring El

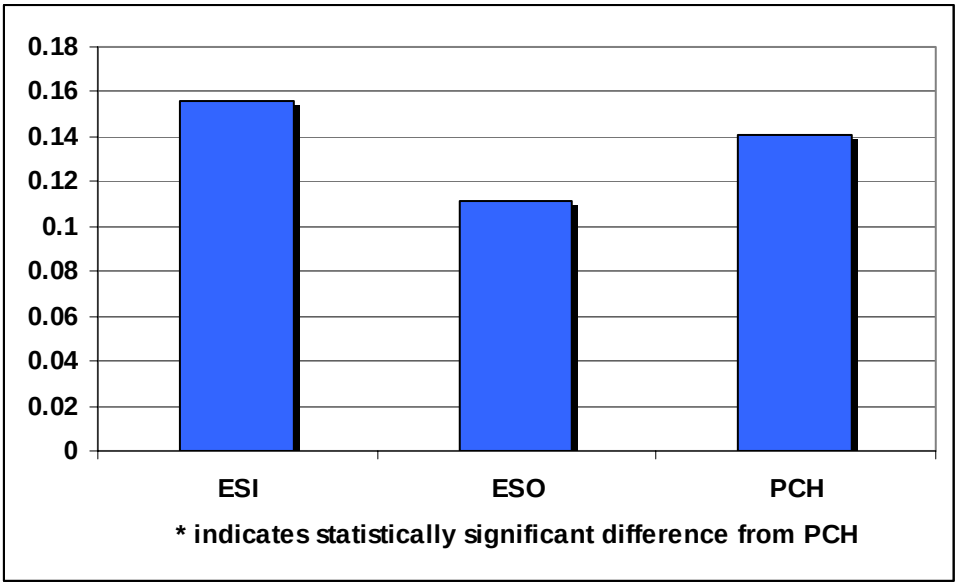
Segundo compared to 2.91 daily driving trips per person in Pacific Coast Highway). The differences between inner and outer ring El Segundo and Pacific Coast Highway are statistically significant.

FIGURE 4.1.8 DRIVING TRIPS PER DAY, EL SEGUNDO AND PCH



While comparing driving trips across El Segundo and Pacific Coast Highway gives an expected result, walking trip comparisons across those two neighborhoods (shown below) do not show any statistically significant differences in walking trip generation. Using Pacific Coast Highway as a control group, there is evidence that the mixed-use center in El Segundo has lower driving trip rates, but no evidence of higher walking trip rates. Further analysis will be needed in later phases of this study, but for now note that changes in driving and walking trip generation are not one for one. There is evidence that urban form can be associated with reductions in driving that do not translate into increases in walking, and presumably the converse – increases in walking that do not translate into reductions in driving – could also occur.

FIGURE 4.1.9 WALKING TRIPS PER DAY, EL SEGUNDO AND PCH



4.1.7 Trip Capture by Centers and Mode of Travel to Centers

The graph below shows a measure of trip capture – the percentage of survey respondents who say that more than 30 percent of their trips are to the center. (Changing the threshold to 40 percent or 50 percent would not have qualitatively changed the results shown below.) Note the performance of the inner and outer rings of El Segundo – 30.07 percent and 29.19 percent of residents in each respective area meet the 30 percent center trip capture threshold. The balance of the City of El Segundo, being more distant from the downtown center, has a lower trip capture rate (22.27 percent of respondents meet the 30 percent trip capture threshold), as would be expected. Comparing El Segundo to Hawthorne's inner ring also gives expected results. El Segundo's trip capture performance is better than inner ring Hawthorne's, and the difference is statistically significant. Unexpectedly, there is no statistically significant difference in the trip capture measure between El Segundo and outer ring Hawthorne. Also unexpectedly, the Pacific Coast Highway area residents report a higher trip capture rate than El Segundo residents, and the differences are statistically significant.

The two graphs below give information about usual travel modes to centers. The percentage of survey respondents who say they usually travel to centers by car are shown in the first graph, and the percentage of residents who say they usually travel to centers by foot are shown in the second graph. Travel mode differences are clearly evident when comparing El Segundo to either Hawthorne or Pacific Coast Highway. El Segundo residents in both the inner and outer ring are statistically significantly less likely to say their usual mode to the center is the car, and statistically significantly more likely to say their usual mode to the center is walking. These differences, and the statistical significance of

the differences, are evident in comparisons of El Segundo with either Hawthorne or Pacific Coast Highway.

FIGURE 4.1.10 PERCENT OF RESPONDENTS SAYING CAR IS USUAL MODE TO STUDY AREA

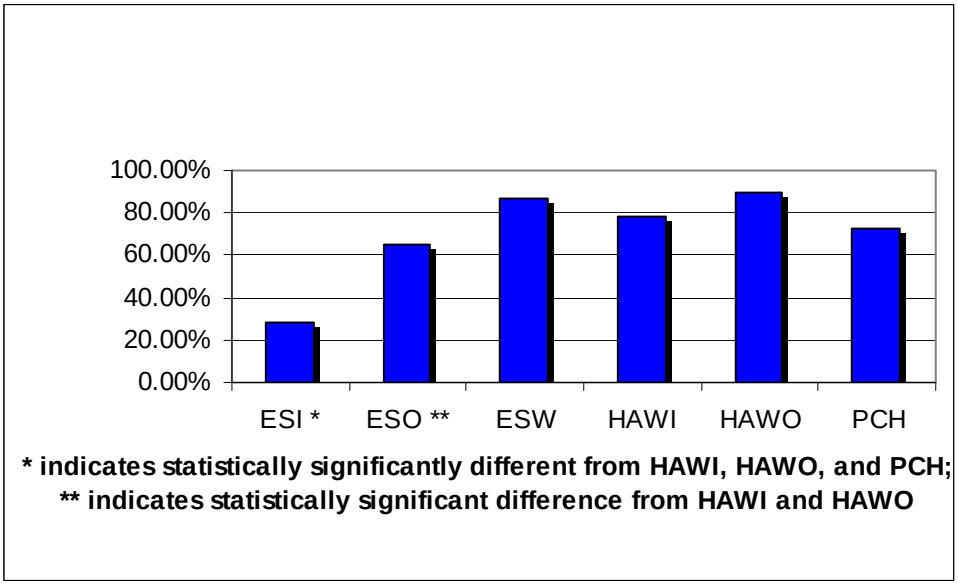
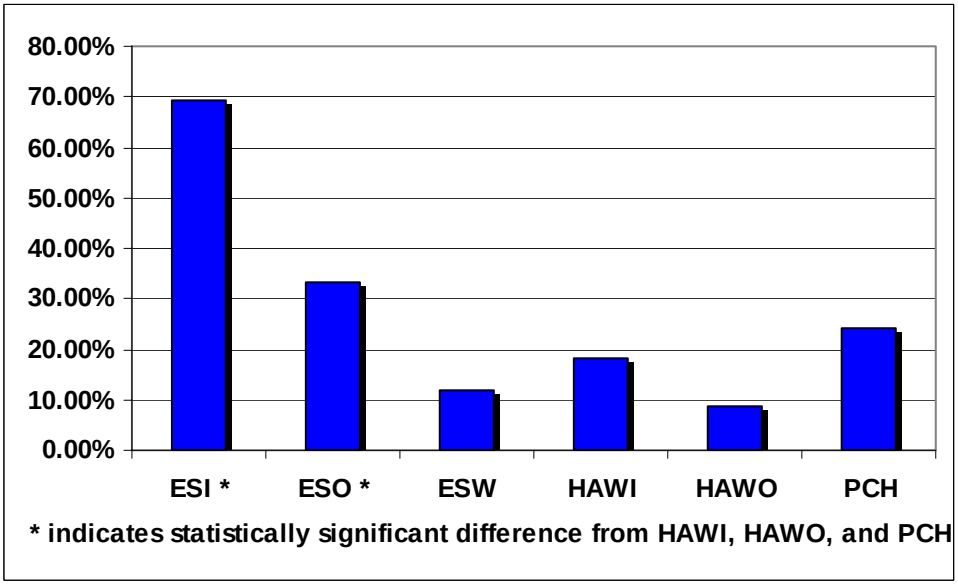


FIGURE 4.1.11 PERCENT OF RESPONDENTS SAYING WALKING IS USUAL MODE TO STUDY AREA



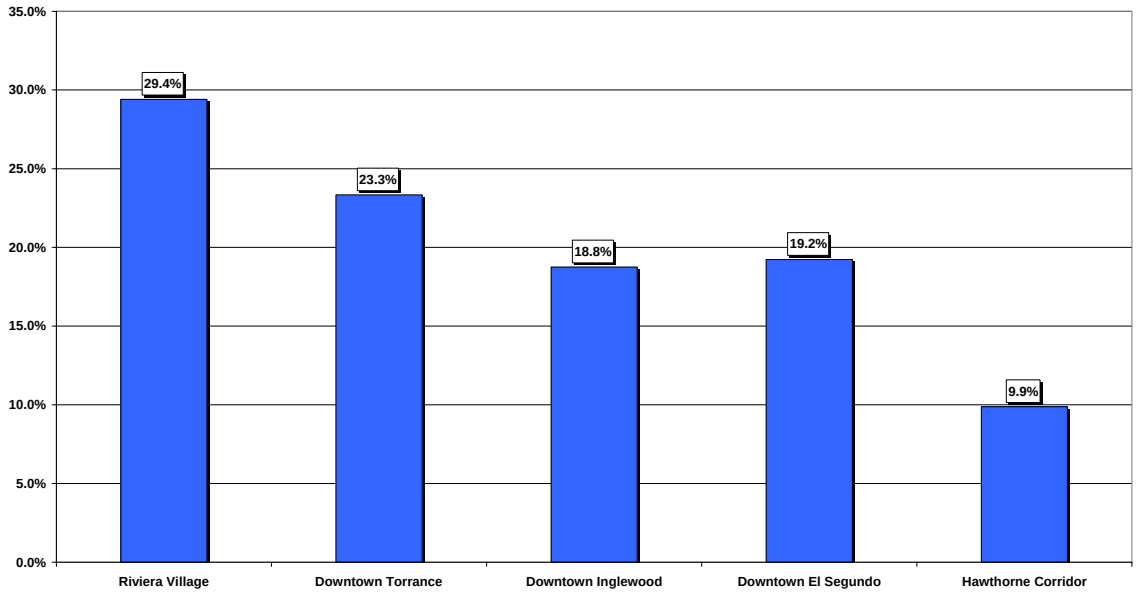
4.2 Employee Survey Results

As we did in Year 1, we also administered a similar travel behavior survey to employees, but we did so in a less rigorous manner. In Year 1, we obtained a low response rate and obtained only 124 surveys for all three study years. Our Year 2 employee survey response rate was much higher, but it was skewed toward a few employers. We received 161 responses from El Segundo, but virtually all of them were from either city or Chevron employees. We received 81 surveys from Hawthorne, but again a large percentage of these were from city employees.

Nevertheless, the results across all five centers surveyed in Years 1 and 2 provide some insight.

For example, we found that across most centers close to 20% of our respondents stated that they live and work in the same center. Obviously these results may be skewed by the size or orientation of the sample. But this was consistent across all of our downtown-type centers. Furthermore, it is interesting to note that the figure for Hawthorne – a corridor – was only half of the figure for El Segundo and the other downtown-like centers.

FIGURE 4.2.1 PERCENT OF EMPLOYEE RESPONDENTS WHO LIVE AND WORK IN THE SAME NEIGHBORHOOD



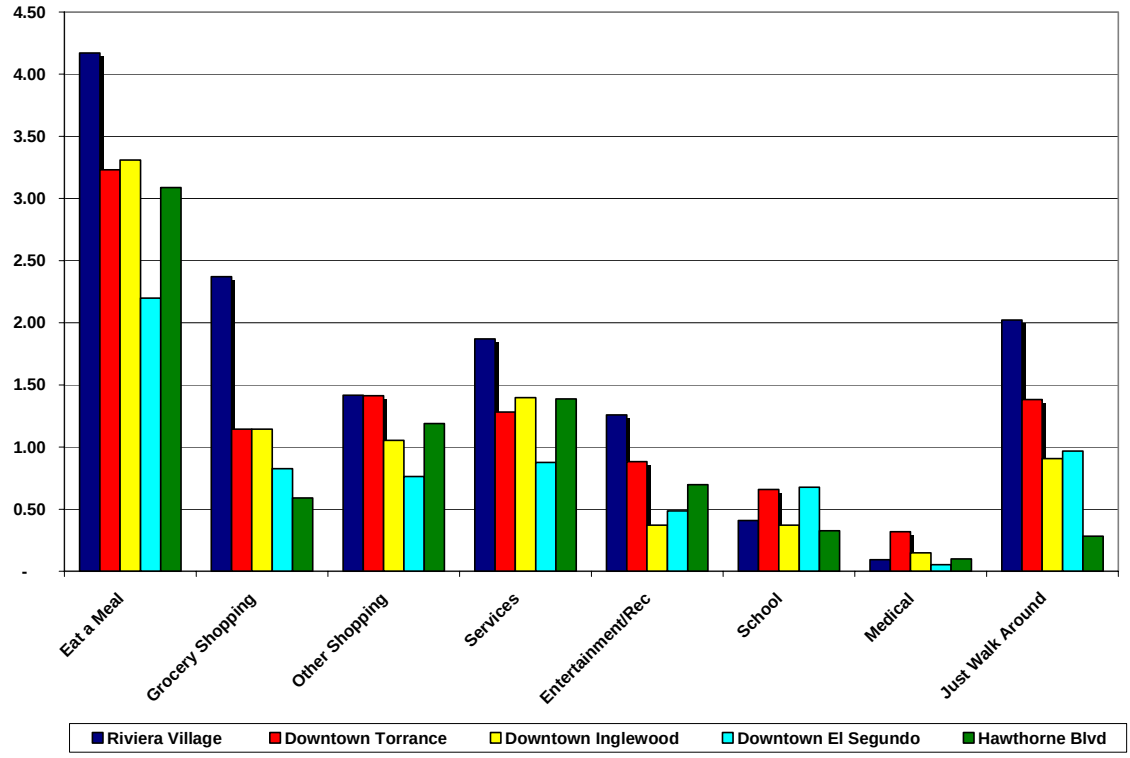
Curiously, however, this did not translate into a different mode split on commute trips. Well over 90% of respondents in four of the five study areas stated that they drive to work alone. This figure was not different, for example, between Hawthorne and Riviera Village. The only exception was El Segundo, a city with a long history of carpooling and vanpooling

among employees. Approximately 15% of employees in the El Segundo survey said they carpool or vanpool to work.

Equally important, however, is the travel behavior of employees when they are at work. The chart below shows the average number of trips per week that employees in each study area take for different purposes. Although the number varies from study area to study area, depending on availability of services and possibly the pedestrian environment, the overall pattern is similar for each study area. Restaurants are the most popular destination, while schools and medical offices are the least.

One important break in this pattern, however, is that employees along Hawthorne Boulevard – a corridor with a high volume of fast-moving traffic – are much less likely to "just walk around" than their counterparts in all the other study areas.

FIGURE 4.2.2 AVERAGE TRIPS PER WEEK WITHIN WORK NEIGHBORHOOD, BY STUDY AREA AND PURPOSE



4.3 Sidewalk Survey Results

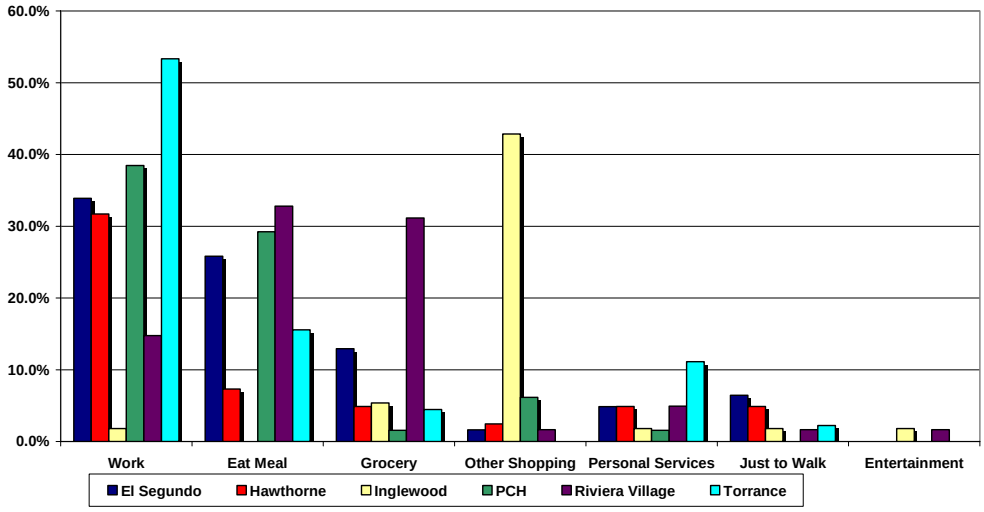
In June 2006, the consulting team conducted 900 sidewalk interviews – approximately 150 each in all six study areas from Year 1 and Year 2. These interviews were conducted at three different times of the day and week (Midday Weekday, PM Rush Weekday, Midday Saturday) at a central location in each study area. The survey instrument was a simple, eight-question form asking pedestrians about their purpose, their mode of travel, how frequently they come to the location, and where they live. The intent of this survey was to learn more about who uses the study areas and for what purpose; what modes of transportation they use within the center; and to estimate the "catchment area" of the study areas. The results showed varying patterns across the study areas and across time.

One caveat about the data from Riviera Village: The weekend survey was conducted on the day of a street fair, meaning the respondent population was probably not typical.

4.3.1 Purpose of Visits to Study Areas

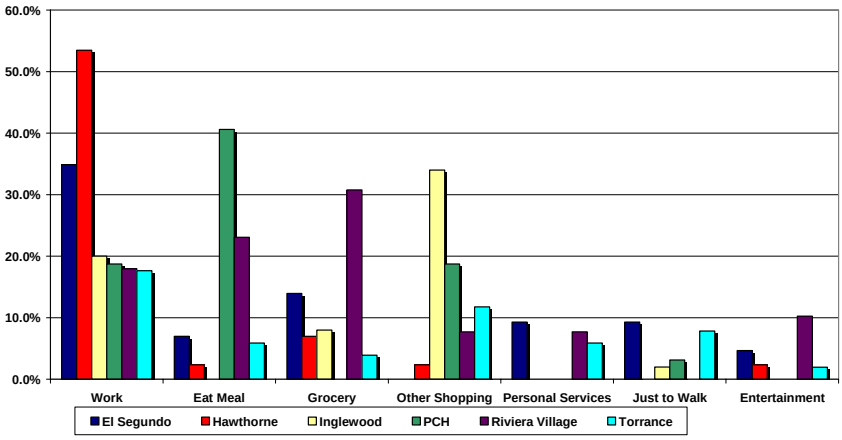
The purpose of respondents' visits varied by time of day, day of week, and study area. At midday on a weekday, the most frequent response was "work," though "eat a meal" was also given frequently as a response. The work purpose was common everywhere except in Inglewood, where more than 40% of respondents said they had come to do "other shopping". Inglewood is well-known as a center for hair and nail salons Some variation is explained by the functionality of the study areas – for example, a larger percentage of respondents in Riviera Village said they had come to do grocery shopping – understandable since Trader Joe's is located in the center of the study area.

FIGURE 4.3.1. PURPOSE OF TRIP – MIDWAY WEEKDAY



The pattern for afternoon rush hour was somewhat different. In Hawthorne, over 50% all of respondents said they had come to the study area to work.. But that number was far lower elsewhere. In the PCH control area, more than 40% said they had come to eat a meal. In Riviera Village, again, a large percentage of respondents were grocery shopping. And, again, in Inglewood, more than a third of respondents had come to do other shopping.

FIGURE 4.3.2 PURPOSE OF TRIP – PM RUSH WEEKDAY



The weekend pattern pattern was even more different. Again, a large percentage of respondents in Riviera Village said they were grocery shopping, while a large percentage of respondents in Inglewood said they were doing "other shopping". But in Hawthorne, a significant number of respondents said they were also grocery shopping. Eating a meal was a popular purpose in El Segundo and the PCH control area, while in Torrance leisure activities such as entertainment and "just walking around" were the most popular patterns. Entertainment was also a popular response in Riviera Village, though this was probably because of the street fair
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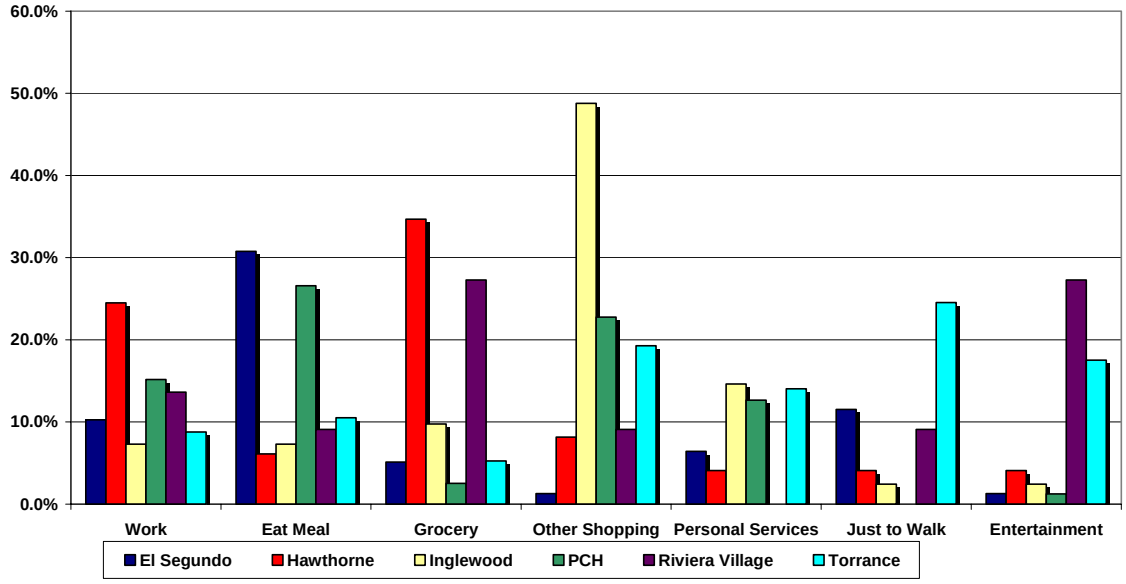
FIGURE 4.3.3 PURPOSE OF TRIP – MIDDAY WEEKEND



4.3.2 Where Had Respondents Just Come From?

We also asked respondents where they had come from immediately prior being interviewed. We tried to emphasize that we were seeking information not about why they had traveled to the study area, but – essentially – where they were on their way from when we intercepted them for the interview? It is possible that some nevertheless interpreted the question to mean why they had traveled to the study area, rather than what they were on their way from.

Most respondents said they had just come from their home. But this was a stronger trend on the weekend and, to a lesser extent, at midday on a weekday. The answer was less likely to be "from home" during the afternoon rush hour, but even here there were variations. Respondents during the afternoon rush hour were much more likely to be traveling from home if they were interviewed in El Segundo or Inglewood. Other locations were not frequently cited, although there were a significant number of respondents in Riviera Village who said they had just come from visiting friends at both the afternoon rush hour and on the weekend.

FIGURE 4.3.4 WHERE DID RESPONDENTS TRAVEL FROM – MIDDAY WEEKDAY

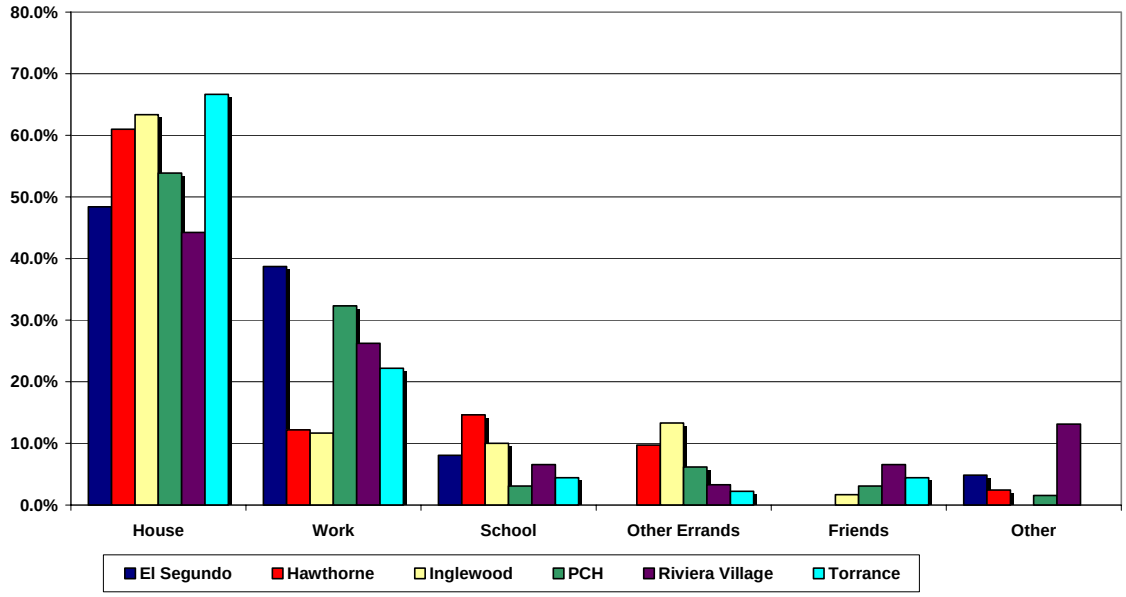


FIGURE 4.3.5 WHERE DID RESPONDENTS TRAVEL FROM – PM RUSH WEEKDAY

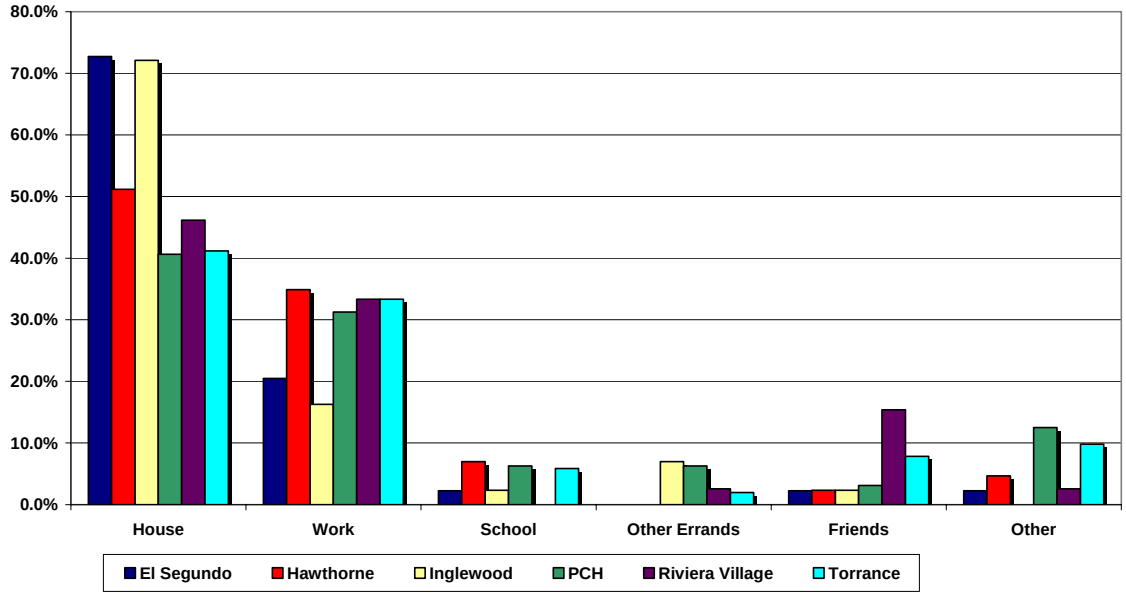
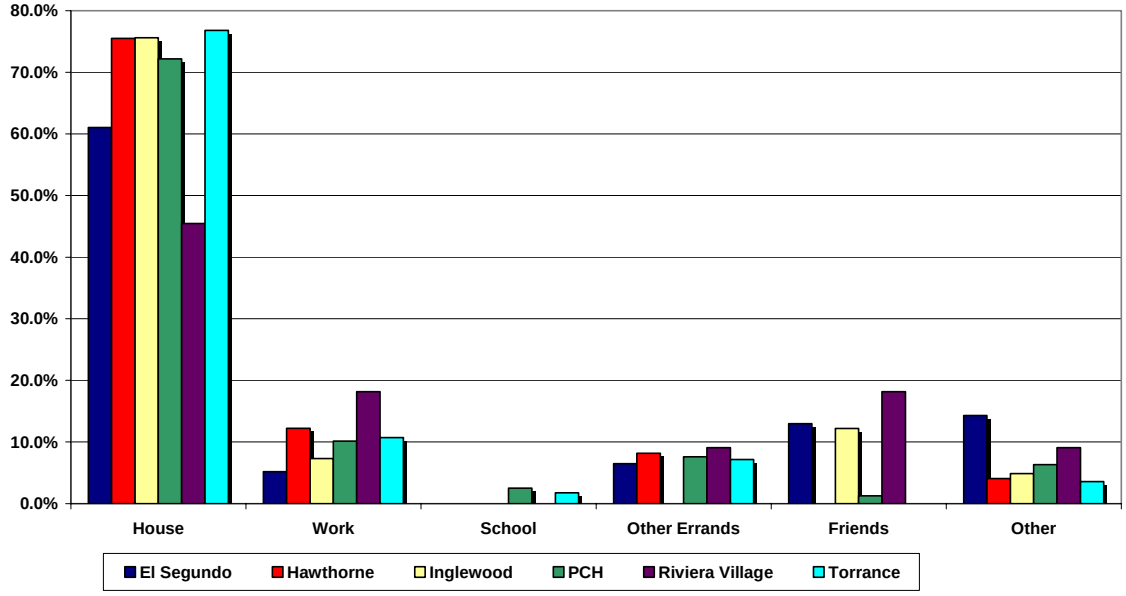


FIGURE 4.3.6 WHERE DID RESPONDENTS TRAVEL FROM – MIDDAY WEEKEND



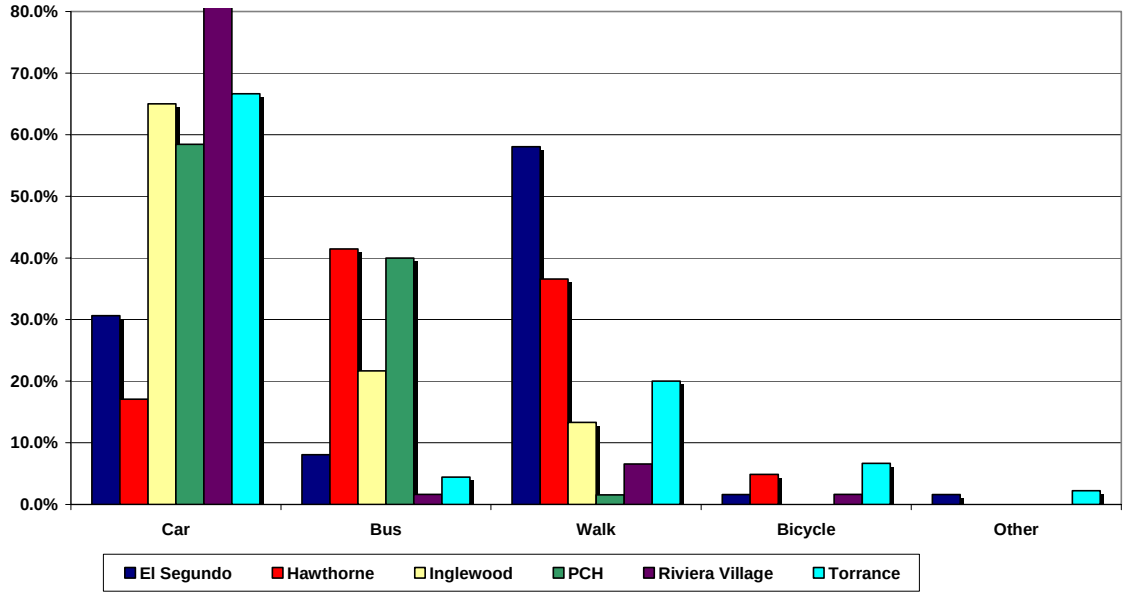
4.3.3 How Did They Travel?

We also asked respondents to tell us their mode of travel that day. We believe most people answered the question thinking about how they traveled to the study area; not how they were traveling at that moment, since all were pedestrians.

In Inglewood, the PCH control area, and – interestingly – Riviera Village, an overwhelming percentage of respondents said they traveled by car. At first the Riviera Village result would seem to be at odds with last year's finding that Riviera Village residents overwhelming walk to the commercial core. However, the sidewalk survey included employees and visitors as well as residents. As the map in Section 4.3.4 will show, Riviera Village has a catchment area that includes auto-oriented areas of the Palos Verdes Peninsula. And many of the weekend respondents were going to a street fair and may have driven from elsewhere to attend.

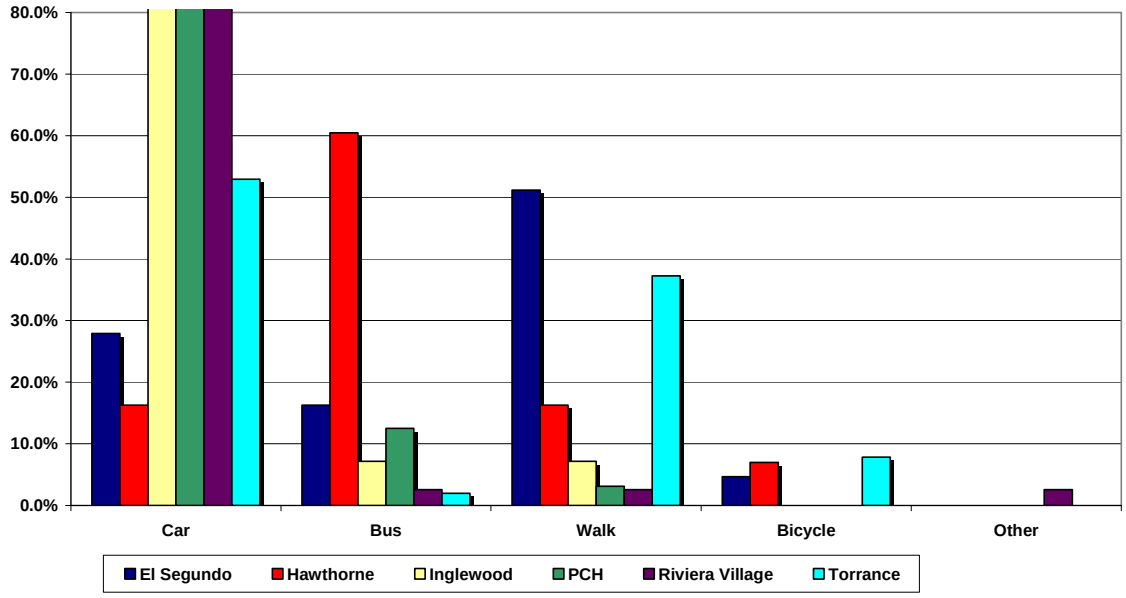
At midday on a weekday, approximately 40% of respondents in Hawthorne and, surprisingly, PCH had arrived by bus. In El Segundo almost 60% had walked, whereas in Hawthorne that figure was 35%.

FIGURE 4.3.7 HOW DID THEY TRAVEL – MIDDAY WEEKDAY



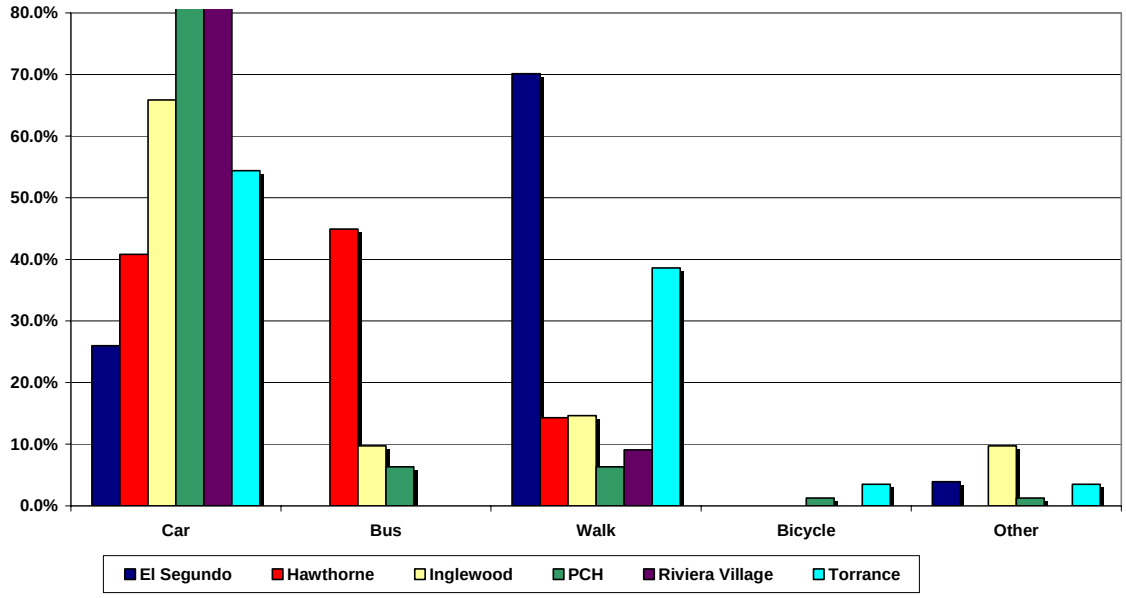
The results for the afternoon rush hour were not appreciable different, except that an even greater percentage of respondents in Hawthorne were bus riders (60%). El Segundo again produced a larger number of pedestrians, but so did Torrance – thus providing further evidence for preliminary findings last year that a large number of employees in Downtown Torrance walk to work nearby.

FIGURE 4.3.8 HOW DID THEY TRAVEL – PM RUSH WEEKDAY



The weekend pattern was almost identical to the afternoon rush hour pattern. However, Hawthorne weekend respondents were less likely to be bus riders (though the percentage was still high) or pedestrians and more likely to be drivers. This suggests that the Hawthorne corridor may play a somewhat different role on the weekend – less of a pedestrian/bus commuter corridor and more of a neighborhood shopping area.

FIGURE 4.3.7 HOW DID THEY TRAVEL – MIDDAY WEEKEND



4.4.4 Where Did the Visitors Come From?

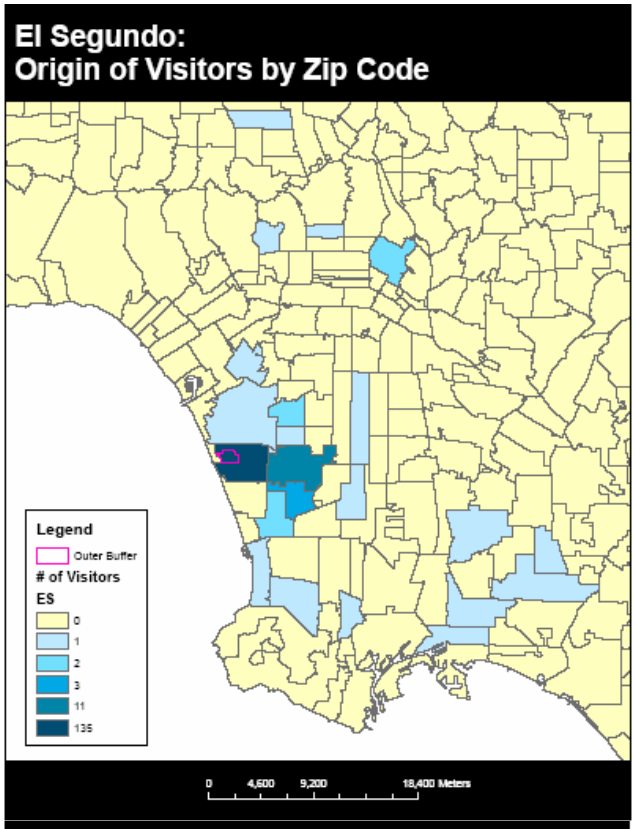
Finally, we asked the respondents to give us their home zip code. This allowed us to determine the approximate "catchment area" of the study area – the geographical reach that the study area has for visitors who are coming to the area to work or shop.

Figures 4.3.10 through 4.3.15 depict this geographical spread by maps. Although there are differences related to time of day and day of week, for simplicity's sake all the data from each study area has been aggregated in these maps. The maps are displayed in pairs of two to illustrate similarities and differences.

Figures 4.3.10 and 4.3.11 depict El Segundo and Torrance. In most ways, these two areas are viewed as similar. They have a similar demographic and socioeconomic makeup and a similar "oasis" feel. Yet the geographical reach of Torrance is much greater. This could be due to the fact that the downtown Torrance commercial zone draws many employees from American Honda Co., who probably live all over the region. However, El Segundo also has a large regional employer in Chevron.

Figures 4.3.12 and 4.3.13 depict Hawthorne and Inglewood. These study areas are similar in the sense that they are demographically mixed and sit astride busy arterials. The preponderance of visitors to both study areas is locals, but their geographical reach is scattered in similar ways.

Figures 4.3.14 and 4.13.15 depict the PCH Control Area and Riviera Village, which are in close geographical proximity to one another and to the Palos Verdes Peninsula. These areas have a vastly different urban design – one village-like, one auto-oriented – and they play different economic roles, with Riviera Village providing upscale personal care and professional services and PCH providing big-box stores. Yet they have a similar geographical reach. Both tap markets on the Palos Verdes Peninsula – though the Riviera Village catchment area is more concentrated in the immediately adjacent neighborhoods on the west side of the peninsula..



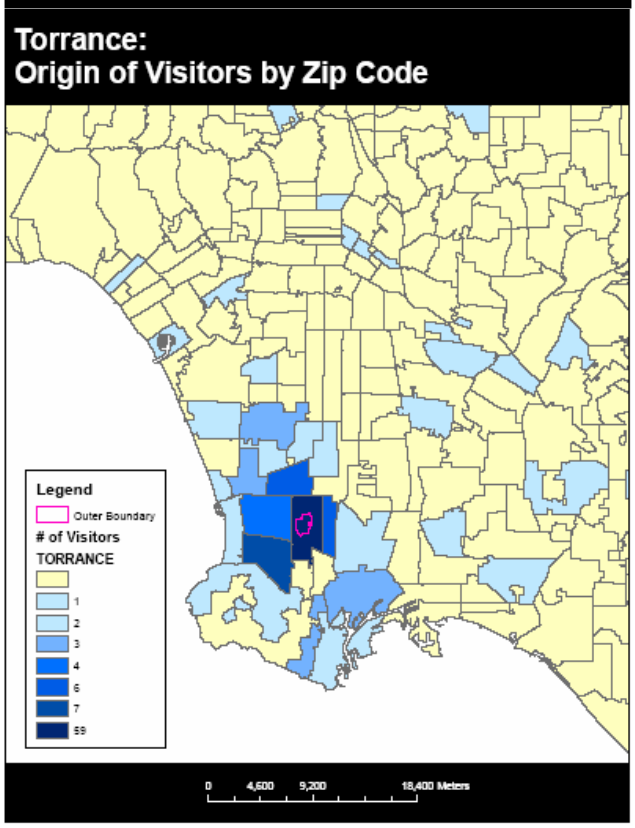
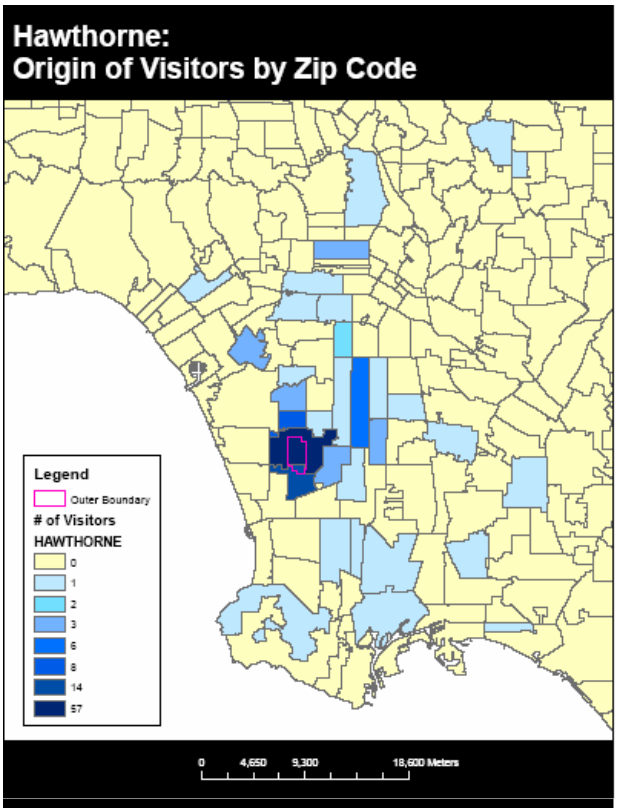


FIGURE 4.3.10 & 4.3.11 EL SEGUNDO AND TORRANCE VISITORS BY ZIP CODE



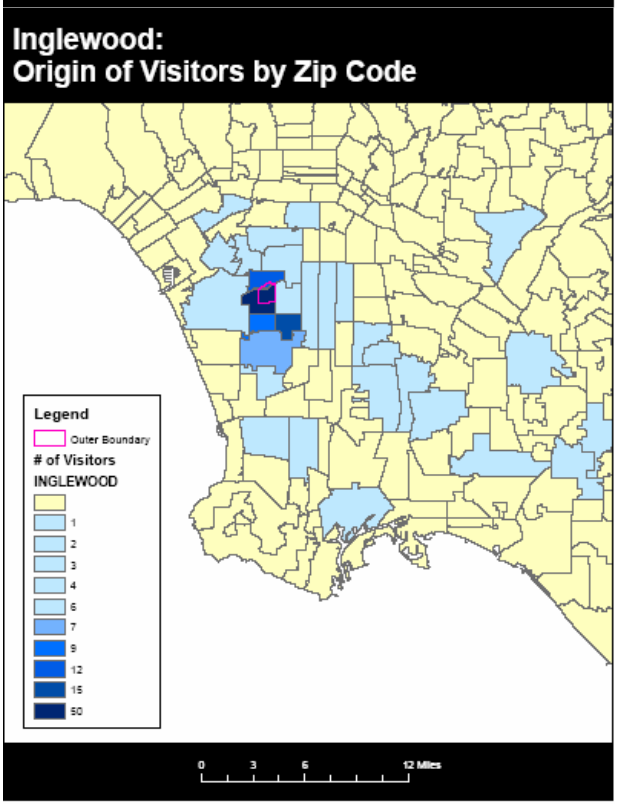


FIGURE 4.3.12 & 4.3.13: HAWTHORNE AND INGLEWOOD VISITORS BY ZIP CODE

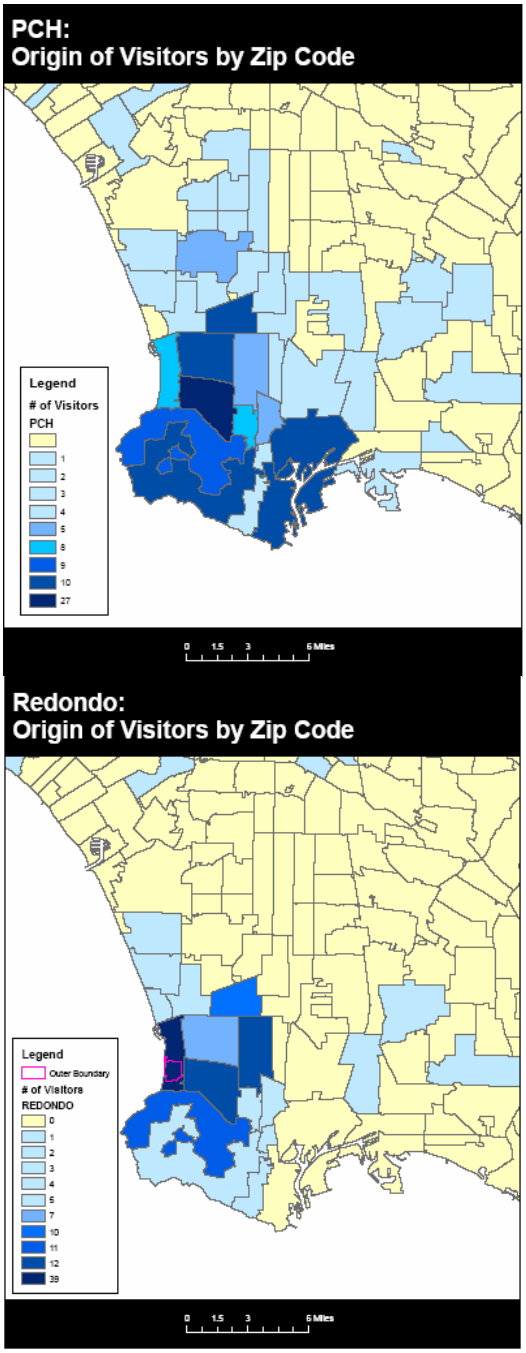


FIGURE 4.3.14 & 4.3.15: PCH AND RIVIERA VILLAGE VISITORS BY ZIP CODE

4.4 Focus Group Results

As in Year 1, we conducted focus groups for both study areas – El Segundo and Hawthorne – to seek a deeper understanding of how and why residents and employees use these centers.

4.4.1 El Segundo

The El Segundo focus group included eight people – two city employees, two Chevron employees, two merchants, and two other residents. (Some of the merchants and employees also live in Downtown El Segundo.)

Similar to the Torrance focus group (see the Year 1 report), the El Segundo focus group included people with longstanding ties to El Segundo, and overall they expressed a high degree of satisfaction with life in El Segundo. Some of the focus group residents walk to work and say they use their cars relatively infrequently. Others said they have been comfortable over the years raising their children in El Segundo, permitting them to traverse the downtown area without supervision at ages as young as 9 years old. Employees who live elsewhere said that they generally adopt a "park once" approach – they park for work and do not get in their car during the day, even when eating lunch or running errands.

When asked what businesses they patronize in Downtown El Segundo or what services they consume, the most frequent answer was restaurants. To the extent that other neighborhood services, such as dry cleaning, are provided, focus group participants said they use them. The business services they most frequently leave El Segundo to obtain are groceries and clothes. As for groceries, many residents said they shop as frequently as possible at Cook's, the small, specialty food market in Downtown El Segundo; but they said Cook's is expensive and does not have a wide range of goods. Most focus group participants said they shop at chain supermarkets or at Costco on Rosecrans Boulevard. As for clothes, the participants acknowledged that downtown has a few small, specialty clothing stores but they most often go to South Bay Galleria or Del Amo Fashion Center for serious clothes shopping.

El Segundo focus group residents had a stronger sense of their area as an "oasis" or an "island" than focus group participants from any other study area. They were very interested in additional businesses or services in their downtown. El Segundo was the only focus group where participants showed a great deal of enthusiasm at the thought of using neighborhood vehicles such as segways or golf carts. They also were satisfied with their pedestrian environment overall, and said that the addition of businesses and services was a more important factor than urban design in increasing their mode shift from driving to walking. Among the types of stores they said would encourage them to spend more time

and money "at home" were an art gallery, a bookstore, a music store, and an auto parts store.

But many were wary of increasing density or otherwise increasing the number of people in El Segundo in order to bring in more businesses and services. One longtime resident who walks to work at Chevron said, "Density would drive me out," complaining that a three-unit condominium project near his house had made parking more difficult for him. Merchants were less concerned about increased crowding by either residents or visitors and eager to attract more people to El Segundo. Residents seemed to agree that attracting more visitors was a good idea if the result could be, for example, better restaurants, but expressed the hope that this could be accomplished by attracting new residents with more disposable income as well.

4.4.2 Hawthorne

The Hawthorne focus group included approximately 11 participants, including several longtime residents as well as two planning commissioners and three city staff members. Most of the participants lived in the study area, some of them in extremely close proximity to the Hawthorne Boulevard.

Nevertheless, most of these residents said they do the vast majority of their shopping at the big-box centers along Rosecrans Boulevard, such as Costco. One participant said he walks to a local hardware store that is in close proximity to his house but must purchase even most hardware items at a larger store on Rosecrans. Many residents lamented the demise of Hawthorne Plaza Mall, which had placed even large department stores within easy walking distance of their house.

The city employees in particular said they walk from City Hall to lunchtime destinations, especially banks (there are several banks along the corridor) and quick lunchtime spots such as Quiznos, which are located in the new, smaller shopping center that has been built at the corner of El Segundo and Hawthorne on part of the old mall site. One city employee said he now walks to the dentist along Hawthorne Boulevard because it is easier than driving from his home to another dental location (both dentist offices are part of the same group).

Many longtime residents said they would like to see the return of general retail, such a department stores, drug stores, and theaters, as well as neighborhood retail such as music and video stores. To a certain extent, these desired uses appeared to be nostalgia for the old days.

There were, however, many complaints about the pedestrian environment. In part, this had to do with the streetscape. Nearby residents said walking along the boulevard was not pleasant because of a lack of trees and other streetscape features. In part, however, this had

to do with the width of Hawthorne Boulevard. In most places, the traffic lights are arranged so that a pedestrian can only walk to the median and must wait there. Although the median provides some relief for a pedestrian, it is still in the middle of a busy street and, of course, waiting for two turns of the light lengthens the crossing considerably. Some residents suggested that this discouraged them from patronizing businesses on the other side of Hawthorne from where they live.

The response to the possibility of more residential density was mixed but not overly negative as it was in El Segundo. Residents recognize that this is a real possibility because they have seen it proposed both for the mall site and the South Bay Ford site. Much more than in El Segundo, it appeared that they would accept mixed-use and high density along the corridor if they could get better retail as part of the deal.

5. Year 1 Study Areas Update

5.1 Traffic and Parking Patterns

Below is a discussion of traffic and parking patterns for last year's three mixed-use downtown study areas, as well as this year's two study areas.

5.1.1 Traffic Volumes

In Sections 2 and 3 we found that traffic volumes in Downtown El Segundo were very low (less than 10,000 cars per day); volumes on the arterials around El Segundo were moderate (about 20,000 cars per day on Imperial Highway, for example); and volumes along Hawthorne Boulevard were very high (about 40,000 cars per day). We found similar results elsewhere.

In Torrance, we found typical arterial volumes (33,000) on Torrance Boulevard, but El Segundo-type volumes (13,000) in the Downtown.

In Riviera Village, we found very low volumes along Catalina and moderate volumes along Pacific Coast Highway and Palos Verdes.

In Inglewood, we found typical arterial volumes (over 30,000 per day) on La Brea and Manchester even in the middle of the downtown, though volumes along Market Street were more along the lines of El Segundo (4,400). Inglewood exhibits some characteristics of a center and some characteristics of a corridor.

In our Pacific Coast Highway control area, we found volumes similar to the Hawthorne Boulevard corridor (approximately 40,000 per day).

FIGURE 5.1.1. REPRESENTATIVE TRAFFIC VOLUMES FOR ALL STUDY AREAS (COLLECTED FROM CITIES)

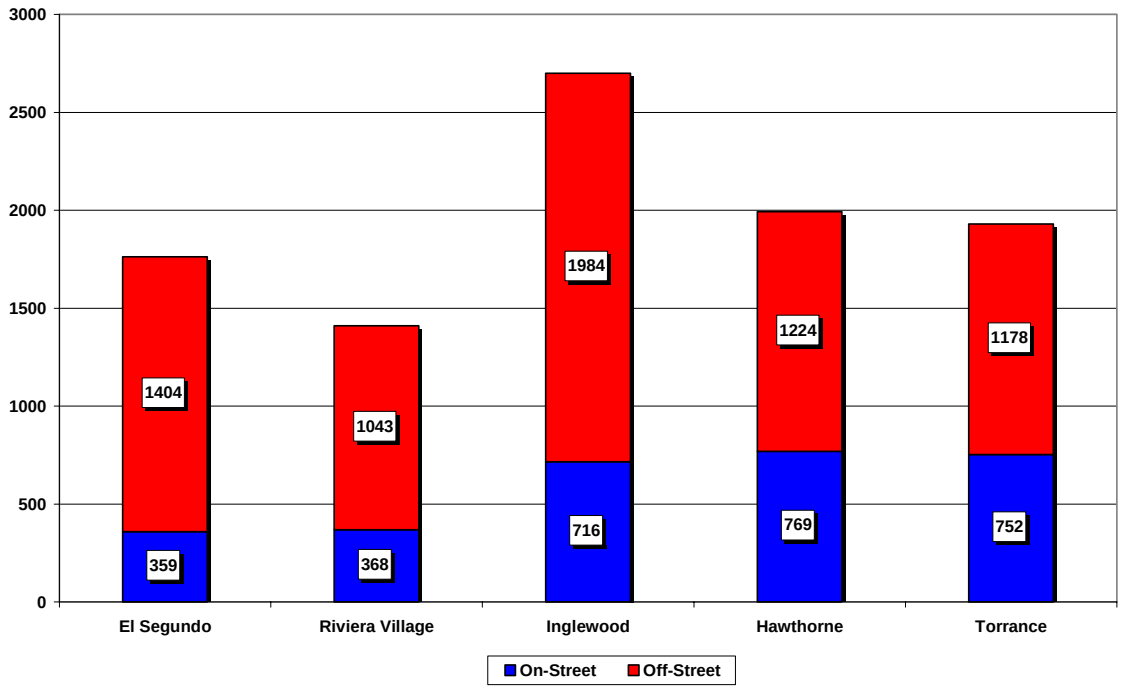
	Count	Year
Torrance		
Torrance Blvd w of Van Ness	33,000	2005
Cabrillo w of village	13,000	2005
Riviera Village		
Catalina North of Avenue I	9,300	2001
Catalina North of PV	7,710	2001
PCH w of Palos Verdes	27,000	2005
PV s of PCH	21,000	2005
PV n of PCH	14,000	2005
Inglewood		
LaBrea n of Manchaster	32,000	2005
LaBrea s of Manchester	22,000	2005
Manchester w of LaBrea	30,000	2005
Market s of Manchester	4,400	2005
PCH Control Area		
Hawthorne n of PCH	39,000	2005
PCH w of Hawthorne	42,000	2005
PCH e of Hawthorne	41,000	2005
El Segundo		
Main / Imperial	20,300	2003
Main / Mariposa	13,100	2003
Main S of Grand	6,300	2003
Grand W of Main	5,500	2003
Grand E of Shelton	8,200	2003
El Segundo E of Shelton	11,400	2003
Hawthorne		
120th - El Segundo	36,690	2002
135th - Rosecrans	40,550	2002

5.1.2 Parking Supply and Usage

We found abundant parking supply in both El Segundo and Hawthorne. The same turned out to be true in last year's study areas as well. Using a variety of sources, including our own counts in some cases, we found that the five mixed-use study areas in Years 1 and 2 all had between 1,500 and 2,500 parking spaces. Inglewood had the most, with about 2,700, while Riviera Village had the fewest, with fewer than 1,500. El Segundo, Hawthorne, and Torrance were all in the vicinity of 2,000 spaces. In all cases, most of the spaces – usually between 60% and 80% – were offstreet.

Of course, abundant overall supply does not preclude parking congestion on some blocks, nor does it necessarily persuade residents and employees to change their own perceptions about parking shortages. It is also important to note that parking price varies. Meters are installed for onstreet parking in Inglewood and Riviera Village but not in our other study areas; and Inglewood also has paid parking garages.

FIGURE 5.12 ESTIMATE OF OFFSTREET AND ONSTREET PARKING, ALL STUDY AREAS EXCEPT PCH "CONTROL" AREA



Torrance: A parking survey of the inner study area (basically, the Downtown Torrance commercial core) by Solimar Research Group found 1,930 spaces, evenly divided between public and private spaces, with slightly more offstreet than onstreet spaces. Because it encompasses only the inner study area, this count does not include American Honda and other large employers in the outer area. This number is similar to Downtown Inglewood and the Hawthorne Boulevard corridor

FIGURE 5.13 TORRANCE PARKING SUPPLY

	Onstreet	Offstreet	Total
Public	752	191	943
Private	-	987	987
Total	**752**	**1,178**	**1,930**

Source: Solimar Research Group, 2006

Riviera Village: A parking survey by the City of Redondo Beach during the summer of 2005 found that the area has 581 parking spaces, including 368 on-street spaces, 213 spaces in the Triangle parking lot, and scattered other spaces elsewhere.

The city found that, overall, summertime parking ranges between 50-70% of capacity depending on the day, with weekends more congested, though some areas – including the Triangle – had usage rates of close to 80% on weekend days.

FIGURE 5.14 RIVIERA VILLAGE PARKING SUPPLY

	Total	Employees
Avenue I	95	17
Triangle	213	62
Avenida Del Norte	34	6
Vista Del Mar	49	16
Elena	42	9
Catalina	117	19
Via Valencia	14	2
Lot 1	17	3
Totals	**581**	**134**

Inglewood: A recent survey conducted by the city found that Downtown Inglewood has 2,700 parking spaces. Almost three-quarters of them are located offstreet – including 700 alone in the vicinity of City Hall, the County Courthouse, and Kaiser on N. La Brea. Thus, Downtown Inglewood has the most abundant parking of any study area, and again bears similarities to Hawthorne Boulevard.

FIGURE 5.15 INGLEWOOD PARKING SUPPLY

E. Florence	96
E. Hillcrest	122
N. La Brea	742
S. La Brea	272
N. Locust	44
S. Locust	4
E. Manchester	173
N. Market	302
S. Market	207
E. Nutwood	19
E. Queen	3
Total Offstreet	**1984**
Total Onstreet	**716**
Overall Total	**2700**

5.2 Office and Retail Real Estate Patterns

One of the most important aspects of the business functionality of a center or corridor is the non-residential space that is located in the area. The amount of space, as well as vacancy and rental rates, provide a useful snapshot of the health and positioning of the center. Combined with the functionality analysis, a retail and office space analysis can help further characterize how these centers and corridors actually work.

Despite repeated efforts, we found no source of data for either retail or office square footage across all of our study areas. Most private brokerage databases capture only larger buildings (and then only those for lease), rather than all buildings. We obtained and analyzed two such databases, both of which focused on office rather than retail space, and neither of them had many buildings in our study areas – clarifying that most buildings in our study areas are small rather than large. The Black's Guide data, which we obtained from the Metropolitan Institute at Virginia Tech University, was inadequate because it included only large office buildings available for rent to tenants. We also obtained a rich database of office data, as well as some industrial and retail data, but again this database dealt with only large buildings. Also, Inglewood was excluded.

However, by combining assessor data and InfoUSA data, we were able to estimate square footages for four of our study areas. Although the numbers in the chart below appear precise, they should be considered estimates, and they are not always "apples to apples":

Community	Total Commercial S.F.	Office		Stores & Shopping Centers		Restaurants		Mixed-Use	
Riviera Village	325,359	168,536	51.8%	75,483	23.2%	68,976	21.2%	15,617	4.8%
El Segundo	375,162	142,562	38.0%	99,418	26.5%	73,907	19.7%	58,900	15.7%
Inglewood	1,868,929	741,965	39.7%	1,078,372	57.7%	33,641	1.8%	203,713	10.9%
Hawthorne	710,170	176,815	24.9%	387262	54.5%	24160	3.4%	121933	17.2%
Torrance	815,332	194,049	23.8%	264,168	32.4%	31,798	3.9%	325,317	39.9%

These statistics reinforce our other observations about the centers. Riviera Village and El Segundo are small centers with somewhere in the vicinity of 175,000 to 200,000 square feet of retail, restaurant, and mixed-use space. Compared to the typology created by the International Council of Shopping Centers, these centers are roughly equivalent to "Community Centers," which are typically at least 100,000 square feet in size, sit on a size of between 10 and 40 acres, and have a trade area of 3 to 6 miles. It is worth noting that the ICSC definition assumes that such centers will have two or more anchors occupying half the square footage in the center, but in the case of both El Segundo and Riviera Village, no such anchor exists. (By contrast, Del Amo Fashion Center in Torrance, which is the largest shopping center in the Western United States, has 2.1 million square feet of leasable space.

We are hesitant to specifically classify each study area according the ICSC hierarchy because of the limitations of the data. However, according to the 2005 CoStar/NRB Shopping Center Census, shopping centers of this size in California typically gross around $200 per square foot per year. Given the fact that most of these centers appear to gross $100 million or more – except for El Segundo – the success of these centers is evident. Again, we are hesitant to quantify this success more precisely in this report because of our uncertainty about the data presented in this section.

Meanwhile, Torrance – both inner and outer – contains about 800,000 square foot of total space. Of this, about 300,000 is retail and restaurants and – an extremely high number – 325,000 square feet is mixed use. This places Torrance in the category of a "Regional Center," with a trade area of 5 to 15 miles in ICSC terms. However, this includes the entire Torrance study area, and the inner area – the actual downtown – is much smaller and more comparable to El Segundo and Riviera Village.

Downtown Inglewood is in a different league in terms of size. In addition to having a large office base of more than 700,000 square feet, Inglewood contains more than 1 million square feet of retail space, making it the equivalent in ICSC terms of a super-regional center. Of course, Inglewood is not similar in the mix or quality of stores to a super-regional center. It has no major anchor and lease rates are low – approximately $1.25 per square foot. Average retail space rate in the South Bay generally is approximately $3 per square foot. At the same time, however, Downtown Inglewood has few vacancies.

Hawthorne Boulevard's retail base is large as well, comparable to a small "regional center" in ICSC terms. Hawthorne does have some larger retailers. But it is important to note that the Hawthorne Boulevard area is much larger than the other study areas – and, most significantly, it is a mile-long linear strip and therefore probably not as walkable for shoppers as the other study areas or a conventional shopping center.

According to 1Q2006 reports by CB Richard Ellis and Grubb & Ellis, for all of the South Bay area, the total office space inventory was 31,152,348 sq. ft. with vacant space equal to 5,021,869 sq. ft. The vacancy rate of 16.1%, was down from 17.3% in 4Q2005.

Based on the current number of listings for each study community, it seems safe to say that the vacancy rates in El Segundo, Hawthorne and Redondo Beach are below the average quoted for the South Bay as a whole. Inglewood's vacancy rate probably approaches the average, and the rate in Torrance is probably average or higher.

The estimated weighted average lease rate for Class A buildings was $2.08/ sq. ft.; for Class B buildings it was $1.84/sq. ft. These are lowest lease rates in L.A. area due largely to the large inventory of vacant buildings.

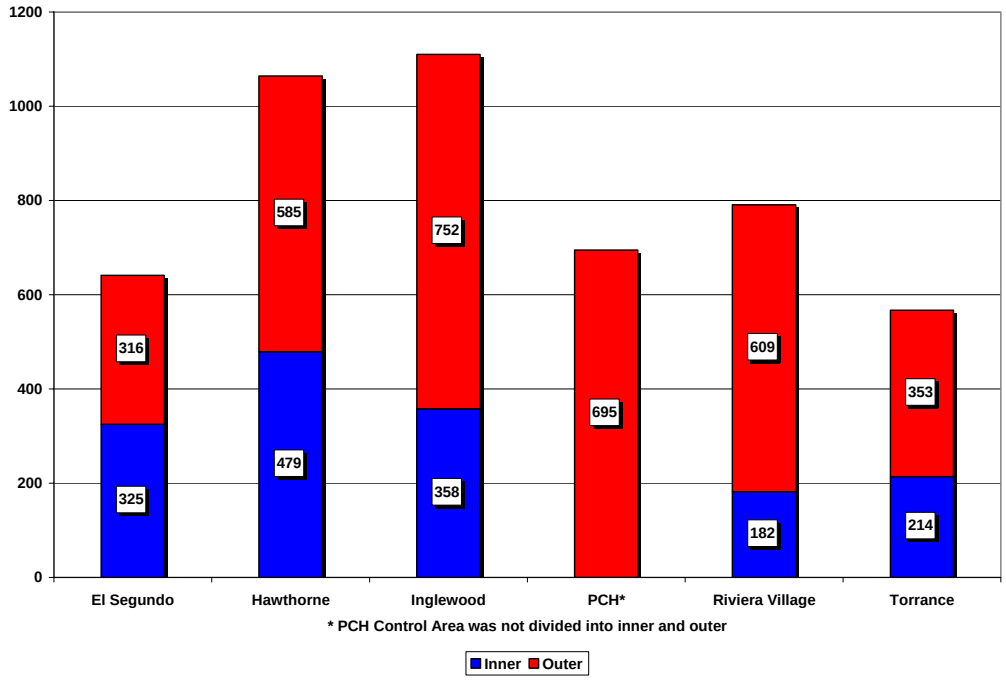
5.3 Business Functions Profile

In the El Segundo section we explained the revised SIC code analysis that we used to characterize the business functions of each center. This section discusses this analysis in detail for all study areas from both Year 1 and Year 2. First we will provide an overview. Then we will provide an analysis of the overall patterns and some observations about the role each center plays. The data was obtained from InfoUSA.

5.3.1 Overview

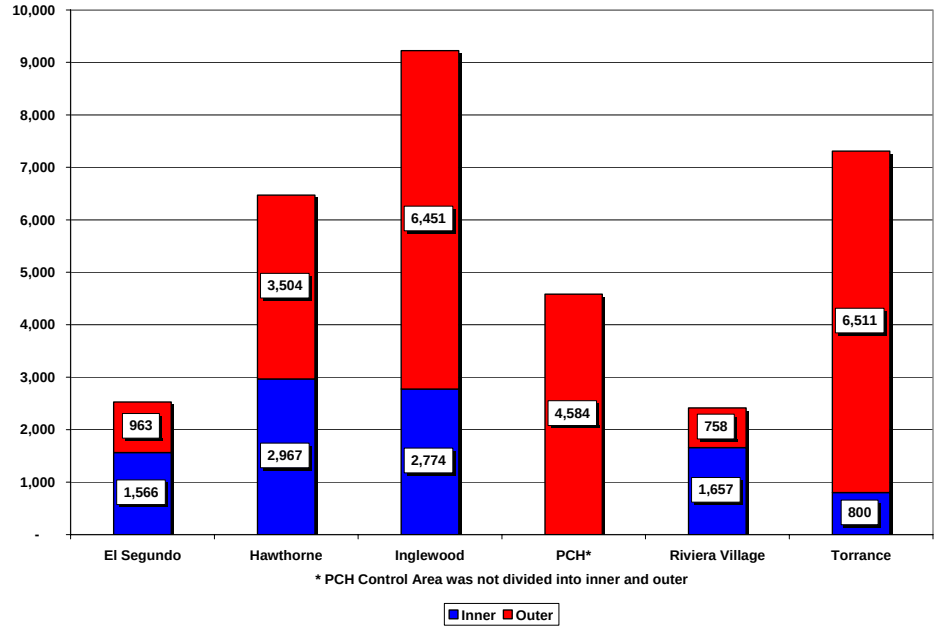
Each study area has between approximately 600 and approximately 1,100 businesses. Inglewood and Hawthorne have the largest number of businesses; however, it is worth recalling that the Hawthorne study area is far larger in geographical area than any other study area. Only in El Segundo is the number of businesses in the inner area about the same as the number of businesses in the outer area.

FIGURE 5.3.1 NUMBER OF BUSINESSES, INNER AND OUTER, EACH STUDY AREA



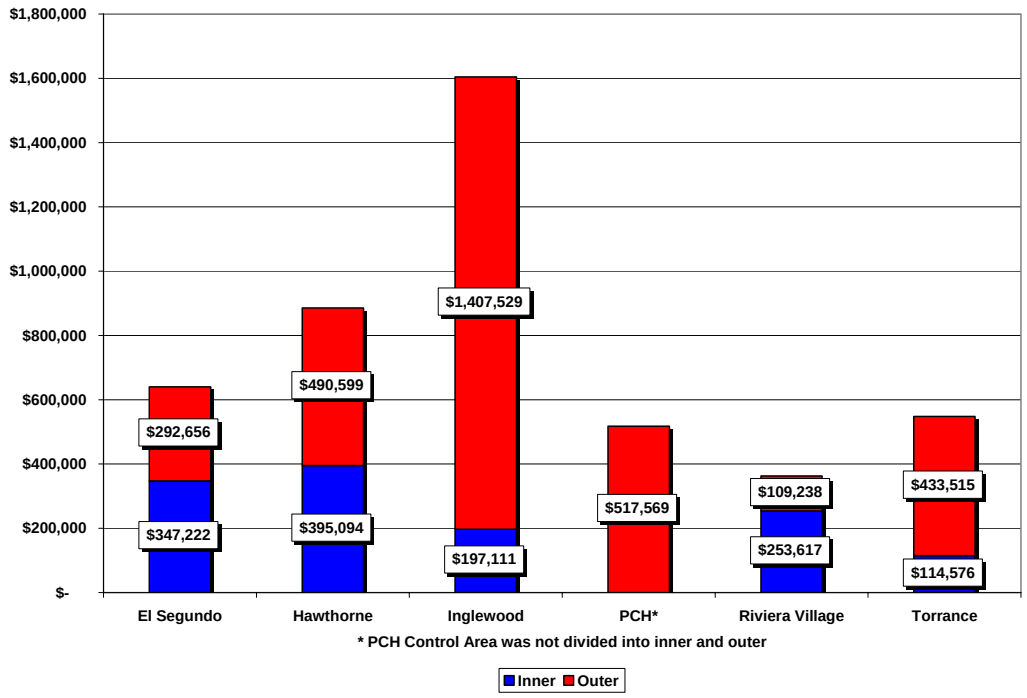
The number of jobs shows a somewhat different pattern. Inglewood has the most jobs, but Hawthorne and Torrance are not far behind. In both El Segundo and Riviera Village, most jobs are located in the inner area, even though most businesses are located in the outer area.

FIGURE 5.3.2 NUMBER OF JOBS, INNER AND OUTER, EACH STUDY AREA



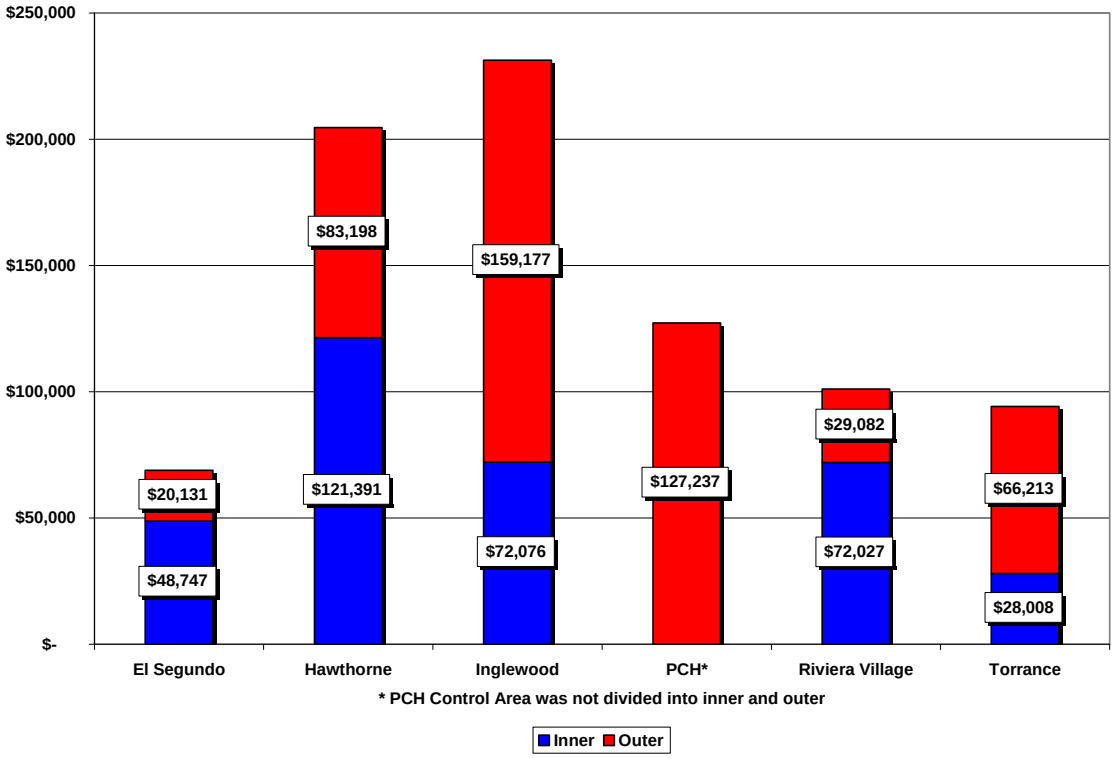
Overall sales volume in the study areas ranges from $400 million to $900 million per year, except in Inglewood, where sales totals about $1.5 billion. Only in El Segundo and Riviera Village – and, to a lesser extent, Hawthorne – does sales in the inner area rival sales in the outer area.

FIGURE 5.3.3 ANNUAL SALES, INNER AND OUTER, EACH STUDY AREA [IN THOUSANDS)



Since all of these areas function as shopping centers, it is also important to understand the volume of retail sales. Hawthorne and Inglewood both generate retail sales approaching $200 million per year – though, again, it is important to note that the Hawthorne study area is much larger geographically. The PCH area, Riviera Village, and Torrance all generate in the vicinity of $100 million, while El Segundo produces approximately $70 million. Large retail sales volumes are generated in Inglewood, Hawthorne, Riviera Village, and El Segundo.

FIGURE 5.3.4 ANNUAL RETAIL SALES, INNER AND OUTER, EACH STUDY AREA [IN THOUSANDS)



5.3.2 Typology of Centers

The center rings are typed as either *Individual-Serving* or *Business-Serving*, and placed on a scale that runs from Weak (more than half but less than 45 percent of all categorized businesses catering to either Individuals or Business) to Strong (more than 65 percent of all categorized businesses catering to either Individuals or Business). Where the split is nearly equal (e.g. 52 percent versus 48 percent), the center is deemed *Balanced*, i.e. catering equally to business and individuals. *Individual-Serving* sectors include Retail, Medical, Personal Services and Government.

FIGURE 5.3.3 TYPOLOGY OF CENTERS

		Individual Serving			Balanced Mix	Business Serving		
		Strong	Moderate	Weak		Weak	Moderate	Strong
Riviera Village								
Inner	(n=447)		I-N					
Outer	(n=182)					BS-PSO		
Torrance								
Inner	(n=205)		I-R					
Outer	(n=323)					B-MWC		
Inglewood								
Inner	(n=398)	I-R						
Outer	(n=708)			I-S				
El Segundo								
Inner	(n=319)				M-R-PSO			
Outer	(n=227)						B-MWC	
Hawthorne								
Inner	(n=468)		I-S					
Outer	(n=565)			I-R				
Control Area	(n=674)				M-S			

MWC=manufacturing & wholesale center N=neutral PSO=professional services oriented R=retail S=service

Within in the *Individual- Serving* category, centers are further differentiated as Retail Centers (R) or Service Centers (S); those with an even split are deemed Neutral (N). Within the *Business-Serving* category, the distinction is made between those that are *Professional Services Oriented* (PSO) and those that are *Manufacturing & Wholesale Centers* (WMC). The *Professional Services Oriented* category includes Technology firms, General Business Firms, and Legal and Business Professionals. The *Manufacturing & Wholesale Centers* category encompasses Construction, Transportation, Manufacturing and Wholesale concerns.

Among the *Business-Serving* centers, the outer ring of Riviera Village is heavily focused on *Professional Services* (77 percent); both the outer ring of Torrance and the outer ring of El Segundo are predominately *Manufacturing & Wholesale Centers*.

Among the *Individual-Serving* centers, the inner rings of Torrance and Inglewood are retail centers, as is the outer ring of Hawthorne. The inner ring of Hawthorne and the outer ring of Inglewood act mainly as *Professional Service* areas; the presence of hospitals in each of these areas acts as a magnet for physicians and other medical personnel and services. The inner ring of Riviera Village is neutral, with about equal numbers of retail and service firms located there.

FIGURE 5.3.4 CONCENTRATION OF BUSINESSES IN STUDY AREAS

		Food-Retail	Clothing	Home Furnishings	Specialty	Hobbies & Pets	Autos & Related Retail	General Mdse
Riviera Village								
Inner	*(n=85)*	16%	**35%**	5%	**34%**	4%	4%	1%
Outer	*(n=17)*	12%	18%	12%	**29%**	**24%**	4%	0%
Torrance								
Inner	*(n=49)*	20%	2%	8%	**47%**	18%	4%	0%
Outer	*(n=60)*	12%	10%	12%	12%	15%	**38%**	2%
Inglewood								
Inner	*(n=99)*	9%	**45%**	3%	24%	7%	4%	7%
Outer	*(n=132)*	16%	5%	14%	17%	7%	**36%**	5%
El Segundo								
Inner	*(n=42)*	17%	12%	12%	14%	**28%**	17%	0%
Outer	*(n=31)*	13%	3%	6%	**45%**	26%	6%	0%
Hawthorne								
Inner	*(n=97)*	14%	11%	9%	12%	9%	**39%**	4%
Outer	*(n=142)*	13%	6%	12%	11%	9%	**46%**	4%
Control Area	*(n=104)*	15%	6%	**26%**	17%	20%	14%	2%

FIGURE 5.3.5 RETAIL IN STUDY AREAS

	Second-hand & Pawn Stores	Records & Books	Antiques & Vintage Clothing	Stationery	Jewelry	Gift shops & Specialty Stores	Gift Baskets & Party Goods	E-commerce, Mail Order & Vending	Florists & Wedding	Art & Frames	Totals
Riviera Village											
Inner	0	0	4	0	6	**11**	0	1	2	5	29
Outer	1	0	2	0	0	1	0	0	1	0	5
Torrance											
Inner	5	2	**8**	0	1	4	1	0	2	0	23
Outer	0	0	0	1	1	2	1	0	1	1	7
Inglewood											
Inner	1	2	0	0	**8**	**9**	1	1	2	0	24
Outer	2	1	2	1	0	0	6	1	5	2	20
El Segundo											
Inner	0	0	1	0	2	1	0	0	1	1	6
Outer	0	1	2	1	2	2	1	1	1	2	13
Hawthorne											
Inner	0	3	0	0	1	1	0	3	2	0	10
Outer	0	3	0	0	1	**8**	2	0	1	0	15
Control Area	1	0	1	1	2	**8**	2	0	1	2	18

FIGURE 5.3.6 PROFESSIONAL SERVICES IN STUDY AREAS

		Construction Professionals	FIRE	Information & Technology	Medical Professionals	Attorneys	Accounting & Other Business Services	Advertising
Riviera Village								
Inner	(n=193)	5%	26%	7%	**34%**	15%	9%	5%
Outer	(n=76)	13%	**45%**	13%	9%	8%	8%	4%
Torrance								
Inner	(n=77)	4%	22%	**23%**	**23%**	9%	10%	8%
Outer	(n=103)	5%	**25%**	24%	13%	14%	14%	6%
Inglewood								
Inner	n=70)	0%	**36%**	11%	24%	23%	6%	0%
Outer	(n=252)	0%	26%	9%	**43%**	13%	6%	2%
El Segundo								
Inner	(n=106)	7%	**39%**	17%	14%	5%	7%	12%
Outer	(n=58)	2%	26%	**31%**	19%	9%	7%	7%
Hawthorne								
Inner	(n=149)	0%	**44%**	13%	31%	5%	5%	1%
Outer	(n=113)	0%	**50%**	16%	19%	5%	9%	0%
Control Area	(n=190)	6%	**31%**	22%	23%	4%	10%	4%

6. Conclusion & Next Steps

The Year 2 research and analysis effort was an important step forward in the three-year effort to understand how high-density, mixed-use districts in the South Bay really function. This year's effort was especially important in understanding how the study areas function for residents, employees, and visitors; how a corridor differs from a center; and how this information can be used in Year 3 to provide guidelines to cities in the South Bay and the SCAG region for creating more mixed-use centers.

6.1 Functionality of Study Areas

In Year 2, we focused a great deal on the functionality of the study areas, seeking to understand what role they play in the regional and subregional economy as a way to understand likely travel behavior in mixed-use areas.

We believe there are two fundamental measurements of the success of a mixed-use district.

First, does it have a high "capture rate"? – that is, does it capture a high percentage of the trips generated by residents and employees in the vicinity?

And second, is there a mode shift? – that is, do these residents and employees travel to destinations in these districts by means other than driving alone in a private automobile?

In studying six such districts over the past two years, we can say with confidence that these are fundamentally different questions. The capture rate question is really a question of "function" – what functions are located in the district, and are they businesses, activities, and services that nearby residents and employees want and need? The mode question is a different question that is related mostly to distance and the pedestrian environment.

Based on 1,400 resident survey responses, 400 employee survey responses, and 900 visitor survey responses over the past two years, it is clear that residents and employees will travel frequently to a nearby mixed-use district – often as pedestrians – if there are compelling reasons to go there. Restaurants almost always come up at the top of the list of reasons both residents and employees travel to the nearby mixed-use district. Certain types of shopping almost always come up high as well, although the role the mixed-use district plays depends highly on the business mix.

The non-survey data characterizing the built environment and the business mix in each district suggests that these study areas play different roles and are used differently by those who visit them. As stated above, most of the study areas appear to have a retail size and sales volume comparable to a neighborhood or community shopping center. But they also play specialized roles. Both Riviera Village and Inglewood, for example, are subregional centers for personal care businesses, drawing customers from beyond the immediate neighborhood. Alone among the study areas, Riviera Village also appears to play a role as a subregional center for professional services such as insurance and law – apparently because it is an attractive destination for affluent residents on the Palos Verdes Peninsula, who arrive by car.

By contrast, Torrance and El Segundo appear to play very local economic roles, serving a relatively small market of local residents and local employees (though both areas have large employers in American Honda and Chevron) Meanwhile, Hawthorne Blvd. – the only true corridor in our study so far – appears to play a workaday role, serving residents who live in the area but commute out for jobs.

The travel behavior survey data, along with observations from the focus groups, suggest that these mixed-use districts – if they have a high capture rate – can cause a significant mode shift among visitors who live and work in the immediate neighborhood. Perhaps the starkest example of this came in El Segundo, where the percentage of pedestrians dropped from 87% in the immediate vicinity to less than half in the 1/4 -1/2 mile range to less than 20% beyond a half mile. A pleasant walking environment does appear to play a role here, however, as the evidence from Hawthorne Blvd. suggests. Hawthorne is a busy arterial with a harsh pedestrian environment, and few people "just walk around" there.

Just because nearby residents and employees frequently walk to and within these mixed-use districts, however, does not mean that they are traffic free. Indeed, as the sidewalk survey revealed, even in the most pedestrian-oriented environment, most people arrive by car. Thus, the conundrum for residents and employees in an attractive, dense, and compact mixed-use district is: the very businesses and services they enjoy walking to – and the environment they enjoy walking in – is also attractive to people who drive in to the area as well.

It is worth noting, however, that although complaints are often heard about localized traffic congestion, the empirical statistics show a somewhat different view. All of our study areas have abundant parking – between 1,500 and 2,500 spaces. Where we could find data on the utilization of parking spaces, we found some localized congestion but, overall, moderate use. Also, the study areas with a "village" atmosphere (Torrance, Riviera Village, and El Segundo) have very low internal traffic volumes and relatively light traffic volumes on nearby arterials.

6.2 How Corridors Differ From Centers

One of the most important tasks in Year 2 was to identify a corridor for analysis and determine how such a corridor functions in contrast to the mixed-use centers that have also been analyzed. This was a very important task because SCAG's 2% strategy depends largely on the assumption that commercial corridors can accommodate much new development and because the urban form of the South Bay largely revolves around such corridors.

The Hawthorne Boulevard corridor is typical of a South Bay corridor in most ways. It is densely developed with both commercial and residential development; it carries a large amount of through traffic; and it is surrounded by a set of neighborhoods that, in the aggregate, are typical of Los Angeles County as a whole. It is unusual in a few respects, however. The corridor is very wide with a median strip. It has a closed mall on the site of the city's original downtown and hence has s downtown feel in some respects. And it is located extremely close to a rail stop, the Hawthorne Green Line station.

Although this report compares Hawthorne Boulevard to the other study areas without comment in most cases, it is important to understand the ways in which it is different. Most important, it is large and long compared to other study areas. Whereas all other study areas were created by drawing a ¼-mile and ½-mile buffer around a single point, in Hawthorne the study area was created by drawing the buffers around a one-mile strip. For this reason the entire study area is much larger than the others – more than 1,100 acres compared with 300-400 acres for the center-based study areas – and in particular the inner area is much larger (400 acres as opposed to 60 to 100). Even if Hawthorne Boulevard had a more pleasant pedestrian environment, it would be harder to navigate without a car simply because it is a long strip rather than a center.

In some respects Hawthorne was similar to another mixed-use district nearby – Inglewood. Both are traversed by busy arterials; both serve demographically and socioeconomically diverse communities; and both appear to have thriving, if low-end, retail districts. Hawthorne also had a concentration of personal care and personal services businesses, similar to the other districts. However, Hawthorne Boulevard is different from the downtown-style mixed-use centers in two important respects.

First, as would be expected, business activity is not concentrated in a small area but, rather, dispersed across a wide area. Whereas El Segundo and other study areas have sharp differences between the inner and outer study areas, Hawthorne did not. The residential and business densities and the distribution of business activity was far more even in Hawthorne than in most of the other study areas.

Second, as stated above, Hawthorne appears to play an important "workaday" role in the subregional economy. Residents awake in the morning and commute out – often by bus to the nearby Green Line station. They return in the afternoon. Along the way, they take advantage of the businesses along the commercial strip to conduct their daily activities. This pattern is much more striking in Hawthorne than in any other study area, which serve more as destinations for residents, employees, and visitors – many of whom traverse the neighborhood simply to walk around or to have a cup of coffee or lunch.

This finding has important implications for Year 3. SCAG is placing a major bet on the idea that commercial corridors like Hawthorne Boulevard can be transformed into successful mixed-use districts. Some mixed-use projects will probably be constructed along all these corridors – including, perhaps, the South Bay Ford site project in Hawthorne. But corridors do not and cannot operate the same as centers. Even if they are dense, they are linear, and therefore more dependent on a mode of transportation other than walking. It is also unclear to us whether a different corridor in the South Bay – an east-west corridor, for example, or a corridor not close to a rail stop – would function differently with less of a capture rate among commuters.

6.3 Next Steps in Year 3

The first two years of this project have been focused on understanding the South Bay's urban form and collecting and analyzing data about how different types of mixed-use districts in the South Bay work. This task is not complete, because so far we have examined only one true corridor and, as stated above, we must determine whether other corridors operate similarly or differently.

Just as important, however, is to analyze the data in more detail and use it to provide guidance to the cities in the South Bay and elsewhere in the SCAG region in creating successful mixed-use districts. The data that has been and will be collected in this project represents one of the richest datasets compiled in recent years on the nuts-and-bolts of second-generation urbanization. Rarely have any researchers delved into all aspects of mixed-use districts – land use, business mix, travel behavior - in such detail.

The payoff on all of this research will come in Year 3. In addition to collecting and analyzing more data about corridors, the South Bay Cities Council of Governments will finally be in the position of providing useful guidance to cities. Much of this work will take the form of seemingly arcane statistical analysis – correlations and regressions, for example. But in conducting this data analysis, the SBCCOG will be able to create a "model" of what works to make a successful mixed-use district. The resulting guidance will help cities understand, in a maturing and transit-poor suburban environment, what combination of transportation improvements, urban design, business services, and other activities in close proximity to another will attract people to mixed-use centers and minimize their traffic impact on surrounding neighborhoods and on the subregion as a whole.

Appendix A: Survey Results, El Segundo and Hawthorne Residents

Total Responses	876
El Segundo Inner	154
El Segundo Outer	170
El Segundo Outside	274
Hawthorne Inner	104
Hawthorne Outer	174

El Segundo
Inner

Question 1

Kind of Trips & How Many	No trips	1 trip	2 trips	3 trips	4 trips	5 trips	6 trips	7 trips	8 trips	9 trips	10+ trips	Total	No response
Eat Meal	22	51	27	20	6	11	0	1	1	1	3	143	11
Grocery	29	50	23	18	10	9	0	3	0	0	1	143	11
Personal Shop	52	46	22	12	6	3	2	0	0	0	0	143	11
Personal Service	68	55	12	7	0	1	0	0	0	0	0	143	11
Entertainment/Recreation	74	38	15	7	4	2	0	2	0	0	0	142	12
School	120	2	3	0	0	11	0	0	0	1	5	142	12
Medical/Dental	125	15	2	0	0	0	0	0	0	0	0	142	12
Community Meetings	124	12	4	0	0	2	0	0	0	0	0	142	12
Just Walk Around	45	42	16	11	8	9	2	6	0	0	4	143	11

Question 2

Mode of Travel		
Car	40	28%
Bus	0	0%
Walking	99	69%
Bicycling	4	3%
Other	0	0%
No response	11	

Question 3

% of all trips in neighborhood		
None	8	6%
10%	38	27%
20%	34	24%
30%	22	15%
40%	10	7%
50%	11	8%
60%	4	3%
70%	4	3%
80%	1	1%
90%	6	4%
100%	5	3%
No response	11	

Question 4	**1** (not important)	**2**	**3**	**4**	**5** (very important)	Total	No response
Importance of factors							
Walk to Stores/Eat	0	7	10	54	72	143	11
	0%	5%	7%	38%	50%		
Walk to Work	26	20	49	26	20	141	13
	18%	14%	35%	18%	14%		
Live < 10 min. drive to work	14	9	29	35	54	141	13
	10%	6%	21%	25%	38%		
Good Schools	10	1	12	22	97	142	12
	7%	1%	8%	15%	68%		
Safe Neighborhood	0	0	0	10	132	142	12
	0%	0%	0%	7%	93%		
Entertainment/rec. options	4	5	17	66	51	143	11
	3%	3%	12%	46%	36%		
Many Transportation Options	6	13	29	63	32	143	11
	4%	9%	20%	44%	22%		
Neighborhood has street life	14	13	46	53	17	143	11
	10%	9%	32%	37%	12%		
People are Friendly	0	0	12	80	51	143	11
	0%	0%	8%	56%	36%		
Live close to friends/family	10	11	34	57	31	143	11
	7%	8%	24%	40%	22%		
Live close to church	54	11	31	25	21	142	12
	38%	8%	22%	18%	15%		

Question 5		
Are you currently:		
Employed full-time	110	77%
Employed part-time	9	6%
Not employed	24	17%
no response	11	

Question 6		
Typical Mode to Work		
Car	102	84%
Bus	4	3%
Walk	7	6%
Bicycle	1	1%
Employee Vanpool	0	0%
Other	1	1%
Work at Home	6	5%
No response	33	

Question 7

Distance from home to work		
less than 1/4 mile	7	6%
1/4 to 1/2 mile	3	3%
1/2 to 1 mile	3	3%
1 to 2 miles	21	19%
more than 2 miles	76	69%
No response	44	

Question 8

# days work at home		
1 day	7	5%
2 days	8	6%
3 days	4	3%
4 days	3	2%
5 days	6	5%
6 or 7 days	2	2%
No response	124	

Question 9

How much of the day		
All of the day	11	35%
Part of the day	20	65%
No response	123	

Question 10

Yesterday Was		
Monday	27	20%
Tuesday	22	17%
Wednesday	13	10%
Thursday	23	17%
Friday	23	17%
Saturday	7	5%
Sunday	17	13%
No response	22	

Question 11

Yesterday Was		
Workday	85	64%
Not a Workday	28	21%
Unemployed	19	14%
No response	22	

Question 12

Trips Yesterday		
Yes	124	95%
No Trips	6	5%
No response	24	

Question 13

Trip Diary

Travel Summary

	Trips			Mode			Distance (x)		
School	No Trips	99	78%	Car	47	65%	<.25 mile	37	53%
	1 Trip	3	2%	Bus/transit	0	0%	.25<x<.5 mile	5	7%
	2 Trips	1	1%	School bus	0	0%	.5<x<1 mile	4	6%
	3 Trips	4	3%	Walk	5	7%	1<x<2 miles	6	9%
	4 Trips	1	1%	Bicycle	0	0%	>2 miles	18	26%
	5 Trips	8	6%	Other	20	28%	No response	84	
	6 Trips	1	1%	No Response	81				
	7 Trips	1	1%						
	8 Trips	2	2%						
	9+ Trips	7	6%						
	No response	27							
Eat Meal	Trips			Mode			Distance (x)		
	No Trips	5	4%	Car	93	73%	<.25 mile	22	17%
	1 Trip	28	22%	Bus/transit	1	1%	.25<x<.5 mile	19	15%
	2 Trips	23	18%	School bus	0	0%	.5<x<1 mile	23	18%
	3 Trips	23	18%	Walk	29	23%	1<x<2 miles	20	16%

	4 Trips	15	12%	Bicycle	2	2%	>2 miles	43	34%
	5 Trips	13	10%	Other	2	2%	No response	27	
	6 Trips	6	5%	No Response	27				
	7 Trips	2	2%						
	8 Trips	3	2%						
	9+ Trips	10	8%						
	No response	26							
Grocery Shop	Trips			Mode			Distance (x)		

	No Trips	1	1%	Car	102	80%	<.25 mile	30	
	1 Trip	44	34%	Bus/Transit	1	1%	.25<x<.5 mile	17	
	2 Trips	40	31%	School Bus	0	0%	.5<x<1 mile	50	
	3 Trips	20	16%	Walk	23	18%	1<x<2 miles	23	
	4 Trips	10	8%	Bicycle	1	1%	>2 miles	42	
	5 Trips	6	5%	Other	0	0%	No response	27	
	6 Trips	2	2%	No response	27				
	7 Trips	4	3%						
	8 Trips	0	0%						
	9+ Trips	1	1%						
	No response	26							
Personal Shop	Trips			Mode			Distance (x)		
	No Trips	7	5%	Car	111	90%	<.25 mile	13	11%
	1 Trip	37	29%	Bus/Transit	0	0%	.25<x<.5 mile	10	8%
	2 Trips	40	31%	School Bus	1	1%	.5<x<1 mile	9	7%
	3 Trips	27	21%	Walk	9	7%	1<x<2 miles	10	8%
	4 Trips	8	6%	Bicycle	0	0%	>2 miles	79	65%
	5 Trips	7	5%	Other	2	2%	No response	33	
	6 Trips	1	1%	No response	31				
	7 Trips	0	0%						
	8 Trips	0	0%						
	9+ Trips	1	1%						
	No response	26							
Personal Services	Trips			Mode			Distance (x)		
	No Trips	21	16%	Car	80	70%	<.25 mile	24	21%
	1 Trip	58	45%	Bus/Transit	0	0%	.25<x<.5 mile	21	18%
	2 Trips	23	18%	School Bus	0	0%	.5<x<1 mile	20	17%
	3 Trips	14	11%	Walk	30	26%	1<x<2 miles	17	15%
	4 Trips	8	6%	Bicycle	1	1%	>2 miles	33	29%
	5 Trips	2	2%	Other	4	3%	No response	39	
	6 Trips	0	0%	No response	39				
	7 Trips	0	0%						
	8 Trips	2	2%						
	9+ Trips	0	0%						
	No response	26							

Entertainment/Recreation	Trips			Mode			Distance (x)		
	No Trips	17	13%	Car	93	80%	<.25 mile	14	12%
	1 Trip	39	31%	Bus/Transit	0	0%	.25<x<.5 mile	10	9%
	2 Trips	27	21%	School Bus	0	0%	.5<x<1 mile	8	7%
	3 Trips	18	14%	Walk	21	18%	1<x<2 miles	14	12%
	4 Trips	10	8%	Bicycle	0	0%	>2 miles	69	60%
	5 Trips	7	6%	Other	2	2%	No response	39	
	6 Trips	3	2%	No response	38				
	7 Trips	5	4%						
	8 Trips	0	0%						
	9+ Trips	1	1%						
	No response	26							

Community Events	Trips			Mode			Distance (x)		
	No Trips	79	63%	Car	56	71%	<.25 mile	31	39%
	1 Trip	23	18%	Bus/Transit	0	0%	.25<x<.5 mile	5	6%
	2 Trips	13	10%	School Bus	0	0%	.5<x<1 mile	8	10%
	3 Trips	7	6%	Walk	10	13%	1<x<2 miles	6	8%
	4 Trips	2	2%	Bicycle	0	0%	>2 miles	29	37%
	5 Trips	1	1%	Other	13	16%	No response	75	
	6 Trips	0	0%	No response	75				
	7 Trips	0	0%						
	8 Trips	0	0%						
	9+ Trips	1	1%						
	No response	28							

Question 14

Reduce Car Trips	1 (unimportant)	2	3	4	5 (very important)	No response
Work	39	11	22	28	22	32
	32%	9%	18%	23%	18%	
Work Related	38	12	27	26	19	32
	31%	10%	22%	21%	16%	
Eat Meals	30	14	31	35	13	31
	24%	11%	25%	28%	11%	
Grocery Shop	31	18	27	29	18	31
	25%	15%	22%	24%	15%	
Other Shop	28	18	37	26	14	31
	23%	15%	30%	21%	11%	
Personal Service	31	12	28	37	15	31
	25%	10%	23%	30%	12%	
Drop off/pick up School	63	7	30	9	12	33
	52%	6%	25%	7%	10%	
Entertain/Recreation	39	15	38	20	11	31
	32%	12%	31%	16%	9%	

Question 15

Encourage Walk	1 (unimportant)	2	3	4	5 (very Important)	No response
Shuttle Bus	55	19	22	13	13	32
Bus Transit	68	12	25	10	7	32
More Shuttle Bus	60	20	21	13	7	33
More Bus Transit	35	19	22	11	4	33
More Bus Stops	59	16	25	12	9	33
Better Lighting	43	11	22	26	19	33
Better Sidewalk	43	9	22	29	18	33
Slow Traffic	36	12	24	22	27	33
More/closer Grocery	28	12	25	24	33	32
More Shopping	13	9	20	38	42	32
More Resturants	18	3	31	38	32	32
More Entertain/Rec.	13	10	27	41	31	32
More Jobs	36	12	40	18	16	32
More Service Stores	27	12	33	36	14	32
More Trees, Bench etc.	18	13	27	32	32	32
More Bike Lanes	35	12	25	23	27	32
More Parks	22	10	30	39	21	32
Reduce Crime	19	4	24	24	51	32

Question 16

Your Age		
<18		
18-25	3	3%
26-40	41	34%
41-55	45	38%
56-65	17	14%
65+	13	11%
No response	35	

Question 17

Gender		
Male	65	55%
Female	54	45%
No response	35	

Question 18

Race/Ethnicity		
White	98	82%
Hispanic	5	4%
African American	4	3%
Asian/ Pac Island.	5	4%
Other	3	3%
Decline to State	4	3%
No response	35	

Question 19

# at Home Age	none	1 person	2 persons	3 persons	4 persons

0-6 years old	96	11	5	2	0
	84%	10%	4%	2%	0%
7-18 years old	95	14	5	1	0
	83%	12%	4%	1%	0%
19-30 years old	87	14	11	2	0
	76%	12%	10%	2%	0%
31-65 years old	26	48	42	0	0
	22%	41%	36%	0%	0%
65+ years old	99	11	6	0	0
	85%	9%	5%	0%	0%

Question 20

# at Home w/ Drive License		
none	1	1%
1 Person	46	39%
2 Persons	61	51%
3 Persons	9	8%
4 Persons	2	2%
5+ Persons	0	0%
No response	35	

Question 21

Cars for Use	
none	2
1 car	44
2 cars	56
3 cars	13
4 cars	4
5+ cars	0
No response	35

Question 22

How Long Neighborhood		
<1 year	5	4%
1-5 years	44	37%
6-10 years	26	22%
10+ years	40	34%
All of Life	4	3%
No response	35	

Question 23

Education		
<12 years	0	0%
12 years	4	3%
12-16 Years	25	21%
16 Years	37	31%
16+ years	52	44%
No response	36	

Question 24

How Long in USA		
<1 year	0	0%
1-5 years	2	2%
6-10 years	1	1%
10+ years	8	7%
All of Life	107	91%
No response	36	

Question 25

Own or rent		
Rent	65	55%
Own	53	45%
No response	36	

Question 26

Annual Income		
<$15,000	2	2%
$15,001-35,000	5	4%
$35,001-55,000	14	12%
$55,001-75,000	25	21%
$75,001-100,000	24	20%
$100,000+	48	41%
No response	36	

El Segundo

Outer

Question 1

Kind of Trips & How Many	No trips	1 trip	2 trips	3 trips	4 trips	5 trips	6 trips	7 trips	8 trips	9 trips	10+ trips	Total	No response
Eat Meal	33	58	33	21	9	3	0	1	1	0	4	163	8
Grocery	45	59	30	12	6	8	0	1	0	0	1	162	8
Personal Shop	66	55	21	6	5	6	1	0	0	0	2	162	8
Personal Service	93	56	5	8	0	0	0	1	0	0	0	163	7
Entertainment/Recreation	71	55	18	10	5	2	0	0	0	0	1	162	8
School	122	9	6	2	0	13	0	2	0	0	8	162	8
Medical/Dental	144	17	1	1	0	0	0	0	0	0	0	163	7
Community Meetings	137	17	7	1	0	0	0	1	0	0	0	163	7
Just Walk Around	76	34	24	11	7	4	1	1	0	0	3	161	9

Question 2

Mode of Travel		
Car	106	65%
Bus	0	0%
Walking	54	33%
Bicycling	2	1%
Other	0	0%
No response	8	

Question 3

% of all trips in neighborhood		
None	10	6%
10%	53	33%
20%	36	22%
30%	24	15%
40%	10	6%
50%	13	8%
60%	6	4%
70%	8	5%
80%	1	1%
90%	0	0%
100%	0	0%
No response	9	

Question 4	**1** (not important)	**2**	**3**	**4**	**5** (very important)	Total	No response
Importance of factors							
Walk to Stores/Eat	9	13	25	54	60	161	9
	6%	8%	16%	34%	37%		
Walk to Work	61	16	45	26	12	160	10
	38%	10%	28%	16%	8%		
Live < 10 min. drive to work	30	10	22	40	58	160	10
	19%	6%	14%	25%	36%		
Good Schools	8	4	11	19	119	161	9
	5%	2%	7%	12%	74%		
Safe Neighborhood	2	1	1	9	149	162	8
	1%	1%	1%	6%	92%		
Entertainment/rec. options	6	10	21	78	46	161	9
	4%	6%	13%	48%	29%		
Many Transportation Options	12	14	36	71	28	161	9
	7%	9%	22%	44%	17%		
Neighborhood has street life	22	21	36	61	21	161	9
	14%	13%	22%	38%	13%		
People are Friendly	4	2	8	83	65	162	8
	2%	1%	5%	51%	40%		
Live close to friends/family	13	6	38	66	37	160	10
	8%	4%	24%	41%	23%		
Live close to church	50	6	39	40	25	160	10
	31%	4%	24%	25%	16%		

Question 5		
Are you currently:		
Employed full-time	106	69%
Employed part-time	14	9%
Not employed	34	22%
no response	16	

Question 6		
Typical Mode to Work		
Car	109	91%
Bus	0	0%
Walk	1	1%
Bicycle	1	1%
Employee Vanpool	0	0%
Other	2	2%
Work at Home	7	6%
No response	50	

Question 7

Distance from home to work		
less than 1/4 mile	2	2%
1/4 to 1/2 mile	4	4%
1/2 to 1 mile	2	2%
1 to 2 miles	18	16%
more than 2 miles	86	77%
No response	58	

Question 8

# days work at home		
1 day	3	13%
2 days	2	8%
3 days	6	25%
4 days	1	4%
5 days	9	38%
6 or 7 days	3	13%
No response	146	

Question 9

How much of the day		
All of the day	9	36%
Part of the day	16	64%
No response	145	

Question 10

Yesterday Was		
Monday	22	15%
Tuesday	21	14%
Wednesday	22	15%
Thursday	28	19%
Friday	21	14%
Saturday	13	9%
Sunday	23	15%
No response	20	

Question 11

Yesterday Was		
Workday	71	47%
Not a Workday	54	36%
Unemployed	25	17%
No response	20	

Question 12

Trips Yesterday		
Yes	141	94%
No Trips	9	6%
No response	20	

Question 13

Trip Diary

Travel Summary

School	Trips			Mode			Distance (x)		
	No Trips	87	64%	Car	65	71%	<.25 mile	35	39%
	1 Trip	5	4%	Bus/transit	0	0%	.25<x<.5 mile	14	16%
	2 Trips	4	3%	School bus	0	0%	.5<x<1 mile	12	13%
	3 Trips	3	2%	Walk	5	5%	1<x<2 miles	13	14%
	4 Trips	4	3%	Bicycle	0	0%	>2 miles	16	18%
	5 Trips	13	9%	Other	21	23%	No response	80	
	6 Trips	0	0%	No Response	79				
	7 Trips	3	2%						
	8 Trips	2	1%						
	9+ Trips	16	12%						
	No response	33							

Eat Meal	Trips			Mode			Distance (x)		
	No Trips	11	8%	Car	113	86%	<.25 mile	7	5%
	1 Trip	30	22%	Bus/transit	0	0%	.25<x<.5 mile	23	17%
	2 Trips	32	23%	School bus	0	0%	.5<x<1 mile	39	29%
	3 Trips	22	16%	Walk	16	12%	1<x<2 miles	32	24%

	4 Trips	15	11%	Bicycle	1	1%	>2 miles	32	24%
	5 Trips	6	4%	Other	2	2%	No response	37	
	6 Trips	7	5%	No Response	38				
	7 Trips	5	4%						
	8 Trips	2	1%						
	9+ Trips	8	6%						
	No response	32							
Grocery Shop	Trips			Mode			Distance (x)		
	No Trips	2	1%	Car	30	86%	<.25 mile	4	
	1 Trip	48	35%	Bus/Transit	0	0%	.25<x<.5 mile	19	
	2 Trips	47	34%	School Bus	0	0%	.5<x<1 mile	30	
	3 Trips	18	13%	Walk	5	14%	1<x<2 miles	42	
	4 Trips	9	7%	Bicycle	0	0%	>2 miles	37	
	5 Trips	9	7%	Other	0	0%	No response	38	
	6 Trips	1	1%	No response	35				
	7 Trips	0	0%						
	8 Trips	0	0%						
	9+ Trips	3	2%						
	No response	33							

Personal Shop	Trips			Mode			Distance (x)		
	No Trips	7	5%	Car	129	98%	<.25 mile	7	5%
	1 Trip	40	29%	Bus/Transit	0	0%	.25<x<.5 mile	10	8%
	2 Trips	37	27%	School Bus	0	0%	.5<x<1 mile	13	10%
	3 Trips	26	19%	Walk	2	2%	1<x<2 miles	28	21%
	4 Trips	14	10%	Bicycle	0	0%	>2 miles	74	56%
	5 Trips	8	6%	Other	1	1%	No response	38	
	6 Trips	1	1%	No response	38				
	7 Trips	0	0%						
	8 Trips	3	2%						
	9+ Trips	2	1%						
	No response	32							

Personal Services	Trips			Mode			Distance (x)		
	No Trips	16	12%	Car	118	93%	<.25 mile	12	
	1 Trip	55	40%	Bus/Transit	0	0%	.25<x<.5 mile	19	
	2 Trips	36	26%	School Bus	0	0%	.5<x<1 mile	30	
	3 Trips	18	13%	Walk	7	6%	1<x<2 miles	29	
	4 Trips	7	5%	Bicycle	2	2%	>2 miles	35	
	5 Trips	3	2%	Other	0	0%	No response	45	
	6 Trips	1	1%	No response	43				
	7 Trips	1	1%						
	8 Trips	1	1%						
	9+ Trips	0	0%						
	No response	32							

Entertainment/Recreation	Trips			Mode			Distance (x)		
	No Trips	21	15%	Car	105	85%	<.25 mile	10	8%
	1 Trip	30	22%	Bus/Transit	0	0%	.25<x<.5 mile	8	7%
	2 Trips	32	23%	School Bus	0	0%	.5<x<1 mile	19	15%
	3 Trips	26	19%	Walk	12	10%	1<x<2 miles	18	15%
	4 Trips	7	5%	Bicycle	2	2%	>2 miles	68	55%
	5 Trips	11	8%	Other	5	4%	No response	47	
	6 Trips	2	1%	No response	46				
	7 Trips	2	1%						
	8 Trips	0	0%						
	9+ Trips	6	4%						
	No response	33							

Community Events	Trips			Mode			Distance (x)		
	No Trips	64	47%	Car	86	81%	<.25 mile	27	26%
	1 Trip	43	31%	Bus/Transit	0	0%	.25<x<.5 mile	13	13%
	2 Trips	12	9%	School Bus	0	0%	.5<x<1 mile	16	16%
	3 Trips	10	7%	Walk	10	9%	1<x<2 miles	16	16%
	4 Trips	4	3%	Bicycle	0	0%	>2 miles	31	30%
	5 Trips	0	0%	Other	10	9%	No response	67	
	6 Trips	0	0%	No response	64				
	7 Trips	3	2%						
	8 Trips	0	0%						
	9+ Trips	1	1%						
	No response	33							

Question 14

Reduce Car Trips	1 (unimportant)	2	3	4	5 (very important)	No response
Work	51	18	33	19	11	38
	39%	14%	25%	14%	8%	
Work Related	49	15	34	24	10	38
	37%	11%	26%	18%	8%	
Eat Meals	38	29	31	28	8	36
	28%	22%	23%	21%	6%	
Grocery Shop	32	23	38	29	11	37
	24%	17%	29%	22%	8%	
Other Shop	35	22	35	31	10	37
	26%	17%	26%	23%	8%	
Personal Service	32	24	34	34	10	36
	24%	18%	25%	25%	7%	
Drop off/pick up School	59	8	38	18	8	39
	45%	6%	29%	14%	6%	
Entertain/Recreation	37	20	38	29	8	38
	28%	15%	29%	22%	6%	

Question 15

Encourage Walk	1 (unimportant)	2	3	4	5 (very Important)	No response
Shuttle Bus	56	23	27	22	7	35
	41%	17%	20%	16%	5%	
Bus Transit	69	24	32	8	1	36
	51%	18%	24%	6%	1%	
More Shuttle Bus	59	24	33	14	5	35
	44%	18%	24%	10%	4%	
More Bus Transit	70	25	31	6	2	36
	52%	19%	23%	4%	1%	
More Bus Stops	60	21	33	16	5	35
	44%	16%	24%	12%	4%	
Better Lighting	42	22	33	30	7	36
	31%	16%	25%	22%	5%	
Better Sidewalk	34	22	42	26	10	36
	25%	16%	31%	19%	7%	
Slow Traffic	46	19	30	23	17	35
	34%	14%	22%	17%	13%	
More/closer Grocery	20	17	28	42	27	36
	15%	13%	21%	31%	20%	
More Shopping	8	11	24	63	29	35
	6%	8%	18%	47%	21%	
More Resturants	16	13	25	54	27	35
	12%	10%	19%	40%	20%	
More Entertain/Rec.	13	7	31	60	24	35
	10%	5%	23%	44%	18%	
More Jobs	48	15	38	25	9	35
	36%	11%	28%	19%	7%	
More Service Stores	27	18	42	32	16	35
	20%	13%	31%	24%	12%	
More Trees, Bench etc.	26	18	31	47	12	36
	19%	13%	23%	35%	9%	
More Bike Lanes	37	17	31	33	16	36
	28%	13%	23%	25%	12%	
More Parks	21	17	29	50	17	36
	16%	13%	22%	37%	13%	
Reduce Crime	19	13	26	31	45	36
	14%	10%	19%	23%	34%	

Question 16

Your Age

<18	0	0%
18-25	3	2%
26-40	32	24%
41-55	54	40%
56-65	23	17%
65+	22	16%
No response	36	

Question 17

Gender		
Male	79	59%
Female	55	41%
No response	36	

Question 18

Race/Ethnicity		
White	106	80%
Hispanic	7	5%
African American	0	0%
Asian/ Pac Island.	3	2%
Other	4	3%
Decline to State	13	10%
No response	37	

Question 19

# at Home Age	none	1 person	2 persons	3 persons	4 persons	5 persons	6 persons	7+ persons
0-6 years old	113	9	5	1	2	0	0	1
	86%	7%	4%	1%	2%	0%	0%	1%
7-18 years old	92	22	11	3	0	1	0	2
	70%	17%	8%	2%	0%	1%	0%	2%
19-30 years old	98	16	8	7	1	0	0	1
	75%	12%	6%	5%	1%	0%	0%	1%
31-65 years old	32	30	64	3	1	0	0	1
	24%	23%	49%	2%	1%	0%	0%	1%
65+ years old	106	15	12	0	0	0	0	1
	79%	11%	9%	0%	0%	0%	0%	1%

Question 20

# at Home w/ Drive License		
none	1	0%
1 Person	33	0%
2 Persons	73	0%
3 Persons	17	0%
4 Persons	7	0%
5+ Persons	3	0%
No response	36	

Question 21

Cars for Use		
none	1	1%
1 car	35	26%
2 cars	56	42%
3 cars	30	22%
4 cars	6	4%
5+ cars	6	4%
No response	36	

Question 22

How Long Neighborhood		
<1 year	2	2%
1-5 years	39	30%
6-10 years	23	17%
10+ years	59	45%
All of Life	9	7%
No response	38	

Question 23

Education		
<12 years	0	0%
12 years	15	11%
12-16 Years	32	24%
16 Years	36	27%
16+ years	50	38%
No response	37	

Question 24

How Long in USA		
<1 year	0	0%
1-5 years	2	1%
6-10 years	0	0%
10+ years	5	4%
All of Life	127	95%
No response	36	

Question 25

Own or rent		
Rent	51	38%
Own	83	62%
No response	36	

Question 26

Annual Income		
<$15,000	4	3%
$15,001-35,000	14	11%
$35,001-55,000	11	8%
$55,001-75,000	24	18%
$75,001-100,000	18	14%
$100,000+	61	46%
No response	38	

El Segundo
Outside

Question 1

Kind of Trips & How Many	No trips	1 trip	2 trips	3 trips	4 trips	5 trips	6 trips	7 trips	8 trips	9 trips	10+ trips	Total	No response
Eat Meal	75	107	41	20	10	0	1	0	1	0	2	257	17
Grocery	119	81	32	11	8	5	0	1	1	0	0	258	16
Personal Shop	113	86	33	16	5	3	1	0	0	0	0	257	17
Personal Service	163	77	7	4	4	1	0	1	0	0	0	257	17
Entertainment/Recreation	134	66	19	14	12	2	3	4	2	0	0	256	18
School	189	9	8	9	1	18	1	1	1	0	19	256	18
Medical/Dental	211	42	2	0	1	0	0	0	0	0	0	256	18
Community Meetings	222	28	5	2	1	0	0	0	0	0	0	258	16
Just Walk Around	149	60	25	9	6	6	2	0	1	0	0	258	16

Question 2

Mode of Travel		
Car	225	87%
Bus	0	0%
Walking	31	12%
Bicycling	0	0%
Other	2	1%
No response	16	

Question 3

% of all trips in neighborhood		
None	30	12%
10%	97	38%
20%	40	16%
30%	33	13%
40%	12	5%
50%	12	5%
60%	14	5%
70%	11	4%
80%	4	2%
90%	3	1%
100%	0	0%
No response	18	

Question 4	**1** (not important)	**2**	**3**	**4**	**5** (very important)	Total	No response
Importance of factors							
Walk to Stores/Eat	20	28	51	96	61	256	18
	8%	11%	20%	38%	24%		
Walk to Work	67	31	80	48	29	255	19
	26%	12%	31%	19%	11%		
Live < 10 min. drive to work	29	12	51	61	99	255	19
	11%	5%	20%	24%	39%		
Good Schools	6	4	18	46	183	257	17
	2%	2%	7%	18%	71%		
Safe Neighborhood	0	0	0	12	245	257	17
	0%	0%	0%	5%	95%		
Entertainment/rec. options	3	9	41	128	75	256	18
	1%	4%	16%	50%	29%		
Many Transportation Options	13	27	63	119	35	257	17
	5%	11%	25%	46%	14%		
Neighborhood has street life	23	38	92	86	18	257	17
	9%	15%	36%	33%	7%		
People are Friendly	1	2	29	134	91	257	17
	0%	1%	11%	52%	35%		
Live close to friends/family	18	28	65	86	60	257	17
	7%	11%	25%	33%	23%		
Live close to church	62	18	67	65	44	256	18
	24%	7%	26%	25%	17%		

Question 5

Are you currently:		
Employed full-time	169	
Employed part-time	32	
Not employed	57	
no response	16	

Question 6

Typical Mode to Work		
Car	179	90%
Bus	4	2%
Walk	4	2%
Bicycle	0	0%
Employee Vanpool	0	0%
Other	0	0%
Work at Home	13	7%
No response	74	

Question 7

Distance from home to work		
less than 1/4 mile	6	3%
1/4 to 1/2 mile	6	3%
1/2 to 1 mile	18	10%
1 to 2 miles	43	23%
more than 2 miles	114	61%
No response	87	

Question 8

# days work at home		
1 day	11	33%
2 days	4	12%
3 days	2	6%
4 days	3	9%
5 days	8	24%
6 or 7 days	5	15%
No response	241	

Question 9

How much of the day		
All of the day	12	35%
Part of the day	22	65%
No response	240	

Question 10

Yesterday Was		
Monday	34	14%
Tuesday	17	7%
Wednesday	15	6%
Thursday	53	21%
Friday	61	25%
Saturday	35	14%
Sunday	33	13%
No response	26	

Question 11

Yesterday Was		
Workday	126	51%
Not a Workday	71	29%
Unemployed	49	20%
No response	28	

Question 12

Trips Yesterday		
Yes	226	92%
No Trips	19	8%
No response	29	

Question 13

Trip Diary

Travel Summary

School	Trips			Mode			Distance (x)		
	No Trips	135	60%	Car	125	69%	<.25 mile	66	37%
	1 Trip	15	7%	Bus/transit	0	0%	.25<x<.5 mile	37	21%
	2 Trips	8	4%	School bus	0	0%	.5<x<1 mile	26	15%
	3 Trips	14	6%	Walk	18	10%	1<x<2 miles	20	11%
	4 Trips	4	2%	Bicycle	0	0%	>2 miles	29	16%
	5 Trips	19	8%	Other	38	21%	No response	95	
	6 Trips	2	1%	No Response	93				
	7 Trips	1	0%						
	8 Trips	2	1%						
	9+ Trips	25	11%						
	No response	49							

Eat Meal	Trips			Mode			Distance (x)		
	No Trips	20	9%	Car	204	94%	<.25 mile	9	4%
	1 Trip	55	24%	Bus/transit	0	0%	.25<x<.5 mile	24	11%
	2 Trips	53	23%	School bus	0	0%	.5<x<1 mile	55	25%
	3 Trips	45	20%	Walk	12	6%	1<x<2 miles	72	33%
	4 Trips	17	7%	Bicycle	0	0%	>2 miles	58	27%
	5 Trips	18	8%	Other	2	1%	No response	56	
	6 Trips	8	3%	No Response	65				
	7 Trips	5	2%						
	8 Trips	5	2%						
	9+ Trips	3	1%						
	No response	45							

Grocery Shop

Trips			Mode			Distance (x)		
No Trips	4	2%	Car	217	96%	<.25 mile	12	5%
1 Trip	75	33%	Bus/Transit	0	0%	.25<x<.5 mile	48	21%
2 Trips	79	35%	School Bus	0	0%	.5<x<1 mile	46	20%
3 Trips	40	18%	Walk	5	2%	1<x<2 miles	65	29%
4 Trips	21	9%	Bicycle	0	0%	>2 miles	55	24%
5 Trips	6	3%	Other	4	2%	No response	48	
6 Trips	1	0%	No response	48				
7 Trips	0	0%						
8 Trips	0	0%						
9+ Trips	2	1%						
No response	46							

Personal Shop

Trips			Mode			Distance (x)		
No Trips	14	6%	Car	219	98%	<.25 mile	3	1%
1 Trip	74	32%	Bus/Transit	0	0%	.25<x<.5 mile	13	6%
2 Trips	67	29%	School Bus	0	0%	.5<x<1 mile	17	8%
3 Trips	34	15%	Walk	3	1%	1<x<2 miles	46	21%
4 Trips	20	9%	Bicycle	0	0%	>2 miles	143	64%
5 Trips	7	3%	Other	1	0%	No response	52	
6 Trips	3	1%	No response	51				
7 Trips	3	1%						
8 Trips	1	0%						
9+ Trips	6	3%						
No response	45							

Personal Services

Trips			Mode			Distance (x)		
No Trips	38	17%	Car	198	94%	<.25 mile	18	9%
1 Trip	94	41%	Bus/Transit	0	0%	.25<x<.5 mile	29	14%
2 Trips	55	24%	School Bus	0	0%	.5<x<1 mile	45	21%
3 Trips	20	9%	Walk	10	5%	1<x<2 miles	61	29%
4 Trips	16	7%	Bicycle	0	0%	>2 miles	58	27%
5 Trips	2	1%	Other	3	1%	No response	63	
6 Trips	2	1%	No response	63				
7 Trips	0	0%						
8 Trips	0	0%						
9+ Trips	1	0%						
No response	46							

Entertainment/Recreation	Trips			Mode			Distance (x)		
	No Trips	41	18%	Car	183	87%	<.25 mile	11	5%
	1 Trip	69	30%	Bus/Transit	0	0%	.25<x<.5 mile	14	7%
	2 Trips	40	18%	School Bus	0	0%	.5<x<1 mile	33	16%
	3 Trips	31	14%	Walk	20	10%	1<x<2 miles	39	19%
	4 Trips	13	6%	Bicycle	3	1%	>2 miles	113	54%
	5 Trips	20	9%	Other	4	2%	No response	64	
	6 Trips	8	4%	No response	64				
	7 Trips	4	2%						
	8 Trips	0	0%						
	9+ Trips	2	1%						
	No response	46							

Community Events	Trips			Mode			Distance (x)		
	No Trips	112	49%	Car	149	79%	<.25 mile	46	24%
	1 Trip	57	25%	Bus/Transit	0	0%	.25<x<.5 mile	18	10%
	2 Trips	28	12%	School Bus	0	0%	.5<x<1 mile	37	20%
	3 Trips	11	5%	Walk	8	4%	1<x<2 miles	26	14%
	4 Trips	9	4%	Bicycle	0	0%	>2 miles	61	32%
	5 Trips	3	1%	Other	31	16%	No response	86	
	6 Trips	4	2%	No response	86				
	7 Trips	1	0%						
	8 Trips	2	1%						
	9+ Trips	1	0%						
	No response	46							

Question 14

Reduce Car Trips	1 (unimportant)	2	3	4	5 (very important)	No response
Work	82	29	59	34	19	51
	37%	13%	26%	15%	9%	
Work Related	86	32	68	24	12	52
	39%	14%	31%	11%	5%	
Eat Meals	73	41	64	34	13	49
	32%	18%	28%	15%	6%	
Grocery Shop	70	50	56	35	16	47
	31%	22%	25%	15%	7%	
Other Shop	69	38	72	36	12	47
	30%	17%	32%	16%	5%	
Personal Service	63	44	59	47	13	48
	28%	19%	26%	21%	6%	
Drop off/pick up School	102	27	55	24	16	50
	46%	12%	25%	11%	7%	
Entertain/Recreation	76	39	64	33	12	50
	34%	17%	29%	15%	5%	

Question 15

Encourage Walk	1 (unimportant)	2	3	4	5 (very Important)	No response
Shuttle Bus	82	41	56	37	8	50
	37%	18%	25%	17%	4%	
Bus Transit	107	45	49	23	0	50
	48%	20%	22%	10%	0%	
More Shuttle Bus	88	43	53	31	10	49
	39%	19%	24%	14%	4%	
More Bus Transit	113	33	54	22	3	49
	50%	15%	24%	10%	1%	
More Bus Stops	93	38	42	44	9	48
	41%	17%	19%	19%	4%	
Better Lighting	71	31	46	57	20	49
	32%	14%	20%	25%	9%	
Better Sidewalk	73	29	58	38	27	49
	32%	13%	26%	17%	12%	
Slow Traffic	61	38	49	42	35	49
	27%	17%	22%	19%	16%	
More/closer Grocery	48	30	40	67	40	49
	21%	13%	18%	30%	18%	
More Shopping	32	18	31	105	39	49
	14%	8%	14%	47%	17%	
More Resturants	34	17	51	82	41	49
	15%	8%	23%	36%	18%	
More Entertain/Rec.	33	17	52	86	37	49
	15%	8%	23%	38%	16%	
More Jobs	71	26	59	42	27	49
	32%	12%	26%	19%	12%	
More Service Stores	49	36	63	58	19	49
	22%	16%	28%	26%	8%	
More Trees, Bench etc.	50	25	64	57	29	49
	22%	11%	28%	25%	13%	
More Bike Lanes	62	30	58	52	23	49
	28%	13%	26%	23%	10%	
More Parks	42	21	60	73	29	49
	19%	9%	27%	32%	13%	
Reduce Crime	26	25	53	59	63	48
	11%	11%	22%	25%	27%	

Question 16

Your Age		
<18	0	0%
18-25	3	1%
26-40	52	24%
41-55	88	40%
56-65	49	22%
65+	29	13%
No response	53	

Question 17

Gender		
Male	102	46%
Female	119	54%
No response	53	

Question 18

Race/Ethnicity		
White	188	85%
Hispanic	7	3%
African American	2	1%
Asian/ Pac Island.	12	5%
Other	3	1%
Decline to State	9	4%
No response	53	

Question 19

# at Home Age	none	1 person	2 persons	3 persons	4 persons	5 persons
0-6 years old	177	22	8	8	2	0
	82%	10%	4%	4%	1%	0%
7-18 years old	142	33	28	11	3	0
	65%	15%	13%	5%	1%	0%
19-30 years old	174	28	11	4	0	1
	80%	13%	5%	2%	0%	0%
31-65 years old	30	55	128	3	1	1
	14%	25%	59%	1%	0%	0%
65+ years old	185	20	14	2	0	0
	84%	9%	6%	1%	0%	0%

Question 20

# at Home w/ Drive License		
none	0	0%
1 Person	49	22%
2 Persons	131	59%
3 Persons	27	12%
4 Persons	10	5%
5+ Persons	4	2%
No response	53	

Question 21

Cars for Use		
none	0	0%
1 car	45	20%
2 cars	116	52%
3 cars	38	17%
4 cars	12	5%
5+ cars	10	5%
No response	53	

Question 22

How Long Neighborhood		
<1 year	0	0%
1-5 years	50	23%
6-10 years	43	19%
10+ years	113	51%
All of Life	15	7%
No response	53	

Question 23

Education		
<12 years	2	1%
12 years	18	8%
12-16 Years	51	23%
16 Years	65	29%
16+ years	85	38%
No response	53	

Question 24

How Long in USA		
<1 year	0	0%
1-5 years	0	0%
6-10 years	2	1%
10+ years	16	7%
All of Life	203	92%
No response	53	

Question 25

Own or rent		
Rent	53	24%
Own	168	76%
No response	53	

Question 26

Annual Income		
<$15,000	8	4%
$15,001-35,000	5	2%
$35,001-55,000	26	12%
$55,001-75,000	31	14%
$75,001-100,000	48	22%
$100,000+	102	46%
No response	54	

Hawthorne Inner

Question 1

Kind of Trips & How Many	No trips	1 trip	2 trips	3 trips	4 trips	5 trips	6 trips	7 trips	8 trips	9 trips	10+ trips	Total	No response
Eat Meal	39	25	15	10	4	3	1	1	0	0	1	99	5
Grocery	31	34	11	16	2	4	1	0	0	0	0	99	5
Personal Shop	41	21	16	7	2	7	2	2	0	0	0	98	6
Personal Service	75	16	4	2	1	1	0	0	0	0	0	99	5
Entertainment/Recreation	74	13	4	5	3	0	0	0	0	0	0	99	5
School	80	4	2	0	0	6	0	0	1	0	0	93	6
Medical/Dental	80	17	2	0	0	0	0	0	0	0	0	99	5
Community Meetings	76	11	5	3	2	0	0	1	0	0	0	98	6
Just Walk Around	61	11	13	4	2	5	1	1	0	0	0	98	6

Question 2

Mode of Travel		
Car	79	79%
Bus	2	2%
Walking	18	18%
Bicycling	1	1%
Other	0	0%
No response	4	

Question 3

% of all trips in neighborhood		
None	16	16%
10%	33	33%
20%	11	11%
30%	5	5%
40%	4	4%
50%	7	7%
60%	3	3%
70%	7	7%
80%	5	5%
90%	6	6%
100%	3	3%
No response	4	

Question 4 Importance of factors	**1** (not important)	**2**	**3**	**4**	**5** (very important)	Total	No response
Walk to Stores/Eat	4	2	18	33	43	100	4
Walk to Work	25	5	26	23	20	99	5
Live < 10 min. drive to work	17	3	21	25	33	99	5
Good Schools	10	2	9	19	59	99	5
Safe Neighborhood	2	0	0	9	89	100	4
Entertainment/rec. options	7	3	31	30	29	100	4
Many Transportation Options	9	4	17	35	35	100	4
Neighborhood has street life	7	9	34	28	22	100	4
People are Friendly	2	2	7	43	46	100	4
Live close to friends/family	12	4	28	31	25	100	4
Live close to church	21	6	29	22	22	100	4

Question 5

Are you currently:		
Employed full-time	59	60%
Employed part-time	14	14%
Not employed	26	26%
no response	5	

Question 6

Typical Mode to Work		
Car	70	95%
Bus	1	1%
Walk	1	1%
Bicycle	0	0%
Employee Vanpool	0	0%
Other	0	0%
Work at Home	2	3%
No response	30	

Question 7

Distance from home to work		
less than 1/4 mile	2	3%
1/4 to 1/2 mile	2	3%
1/2 to 1 mile	3	4%
1 to 2 miles	15	21%
more than 2 miles	51	70%
No response	31	

Question 8

# days work at home		
1 day	0	0%
2 days	4	33%
3 days	3	25%
4 days	1	8%
5 days	1	8%
6 or 7 days	3	25%
No response	92	

Question 9

How much of the day		
All of the day	4	25%
Part of the day	12	75%
No response	88	

Question 10

Yesterday Was		
Monday	9	10%
Tuesday	14	15%
Wednesday	23	24%
Thursday	15	16%
Friday	16	17%
Saturday	6	6%
Sunday	11	12%
No response	10	

Question 11

Yesterday Was		
Workday	50	53%
Not a Workday	22	23%
Unemployed	22	23%
No response	10	

Question 12

Trips Yesterday		
Yes	86	91%
No Trips	8	9%
No response	10	

Question 13
Trip Diary
Travel Summary

School	Trips			Mode			Distance (x)		
	No Trips	55	60%	Car	37	93%	<.25 mile	7	19%
	1 Trip	5	5%	Bus/transit	0	0%	.25<x<.5 mile	2	6%
	2 Trips	8	9%	School bus	0	0%	.5<x<1 mile	5	14%
	3 Trips	1	1%	Walk	0	0%	1<x<2 miles	3	8%
	4 Trips	2	2%	Bicycle	0	0%	>2 miles	19	53%
	5 Trips	10	11%	Other	3	8%	No response	68	
	6 Trips	1	1%	No Response	64				
	7 Trips	1	1%						
	8 Trips	1	1%						
	9+ Trips	7	8%						
	No response	13							
Eat Meal	Trips	14	15%	Mode			Distance (x)		
	No Trips	19	20%	Car	71	89%	<.25 mile	8	10%
	1 Trip	23	24%	Bus/transit	0	0%	.25<x<.5 mile	10	13%
	2 Trips	20	21%	School bus	0	0%	.5<x<1 mile	12	15%
	3 Trips	5	5%	Walk	7	9%	1<x<2 miles	24	30%
	4 Trips	5	5%	Bicycle	1	1%	>2 miles	26	33%
	5 Trips	3	3%	Other	1	1%	No response	24	
	6 Trips	3	3%	No Response	24				
	7 Trips	0	0%						
	8 Trips	0	0%						
	9+ Trips	2	2%						
	No response	13							
Grocery Shop	Trips			Mode			Distance (x)		
	No Trips	2	2%	Car	88	97%	<.25 mile	13	14%
	1 Trip	34	37%	Bus/Transit	0	0%	.25<x<.5 mile	7	8%
	2 Trips	36	40%	School Bus	0	0%	.5<x<1 mile	13	14%
	3 Trips	15	16%	Walk	3	3%	1<x<2 miles	40	44%
	4 Trips	3	3%	Bicycle	0	0%	>2 miles	18	20%
	5 Trips	1	1%	Other	0	0%	No response	13	
	6 Trips	0	0%	No response	13				
	7 Trips	0	0%						
	8 Trips	0	0%						
	9+ Trips	0	0%						
	No response	13							
Personal Shop	Trips			Mode			Distance (x)		
	No Trips	13	14%	Car	78	95%	<.25 mile	13	16%
	1 Trip	31	34%	Bus/Transit	0	0%	.25<x<.5 mile	10	12%
	2 Trips	24	26%	School Bus	0	0%	.5<x<1 mile	7	9%
	3 Trips	13	14%	Walk	3	4%	1<x<2 miles	23	28%
	4 Trips	6	7%	Bicycle	0	0%	>2 miles	29	35%
	5 Trips	4	4%	Other	1	1%	No response	22	
	6 Trips	0	0%	No response	22				
	7 Trips	0	0%						
	8 Trips	0	0%						
	9+ Trips	0	0%						
	No response	13							

Personal Services	Trips			Mode			Distance (x)		
	No Trips	16	18%	Car	68	89%	<.25 mile	14	18%
	1 Trip	44	48%	Bus/Transit	0	0%	.25<x<.5 mile	9	12%
	2 Trips	22	24%	School Bus	0	0%	.5<x<1 mile	8	11%
	3 Trips	5	5%	Walk	7	9%	1<x<2 miles	29	38%
	4 Trips	2	2%	Bicycle	0	0%	>2 miles	16	21%
	5 Trips	0	0%	Other	1	1%	No response	28	
	6 Trips	0	0%	No response	28				
	7 Trips	0	0%						
	8 Trips	1	1%						
	9+ Trips	1	1%						
	No response	13							

Entertainment/Recreation	Trips			Mode			Distance (x)		
	No Trips	30	33%	Car	62	89%	<.25 mile	3	4%
	1 Trip	29	32%	Bus/Transit	2	3%	.25<x<.5 mile	5	7%
	2 Trips	13	14%	School Bus	0	0%	.5<x<1 mile	4	6%
	3 Trips	4	4%	Walk	3	4%	1<x<2 miles	12	18%
	4 Trips	5	5%	Bicycle	0	0%	>2 miles	43	64%
	5 Trips	8	9%	Other	3	4%	No response	37	
	6 Trips	1	1%	No response	34				
	7 Trips	1	1%						
	8 Trips	0	0%						
	9+ Trips	0	0%						
	No response	13							

Community Events	Trips			Mode			Distance (x)		
	No Trips	43	47%	Car	48	92%	<.25 mile	4	8%
	1 Trip	25	27%	Bus/Transit	0	0%	.25<x<.5 mile	2	4%
	2 Trips	12	13%	School Bus	0	0%	.5<x<1 mile	7	14%
	3 Trips	6	7%	Walk	2	4%	1<x<2 miles	8	16%
	4 Trips	1	1%	Bicycle	0	0%	>2 miles	29	58%
	5 Trips	1	1%	Other	2	4%	No response	54	
	6 Trips	0	0%	No response	52				
	7 Trips	1	1%						
	8 Trips	0	0%						
	9+ Trips	2	2%						
	No response	13							

Question 14

Reduce Car Trips	1 (unimportant)	2	3	4	5 (very important)	No response
Work	23	5	28	11	19	18
	27%	6%	33%	13%	22%	
Work Related	20	6	34	10	16	18
	23%	7%	40%	12%	19%	
Eat Meals	21	13	18	21	13	18
	24%	15%	21%	24%	15%	
Grocery Shop	18	15	13	22	18	18
	21%	17%	15%	26%	21%	
Other Shop	20	15	16	20	15	18
	23%	17%	19%	23%	17%	
Personal Service	16	15	19	21	15	18
	19%	17%	22%	24%	17%	
Drop off/pick up School	29	5	30	9	13	18
	34%	6%	35%	10%	15%	
Entertain/Recreation	33	10	15	15	14	17
	38%	11%	17%	17%	16%	

Question 15

Encourage Walk	1 (unimportant)	2	3	4	5 (very Important)	No response
Shuttle Bus	27	9	23	13	14	18
	31%	10%	27%	15%	16%	
Bus Transit	29	11	23	11	12	18
	34%	13%	27%	13%	14%	
More Shuttle Bus	0%	6	18	20	10	18
	0%	7%	21%	23%	12%	
More Bus Transit	32	9	23	12	10	18
	37%	10%	27%	14%	12%	
More Bus Stops	29	6	27	14	10	18
	34%	7%	31%	16%	12%	
Better Lighting	13	1	15	26	31	18
	15%	1%	17%	30%	36%	
Better Sidewalk	14	2	14	29	27	18
	16%	2%	16%	34%	31%	
Slow Traffic	10	6	19	21	30	18
	12%	7%	22%	24%	35%	
More/closer Grocery	8	2	15	26	35	18
	9%	2%	17%	30%	41%	
More Shopping	9	5	16	23	33	18
	10%	6%	19%	27%	38%	
More Resturants	10	4	18	25	29	18
	12%	5%	21%	29%	34%	
More Entertain/Rec.	14	4	20	20	28	18
	16%	5%	23%	23%	33%	
More Jobs	16	4	29	14	23	18
	19%	5%	34%	16%	27%	
More Service Stores	15	2	29	20	20	18
	17%	2%	34%	23%	23%	
More Trees, Bench etc.	7	7	16	21	35	18
	8%	8%	19%	24%	41%	
More Bike Lanes	18	8	20	17	23	18
	21%	9%	23%	20%	27%	
More Parks	10	6	13	27	30	18
	12%	7%	15%	31%	35%	
Reduce Crime	1	0	4	13	68	18
	1%	0%	5%	15%	79%	

Question 16

Your Age		
<18	0	0%
18-25	5	6%
26-40	19	22%
41-55	32	38%
56-65	15	18%
65+	14	16%
No response	19	

Question 17

Gender		
Male	44	52%
Female	41	48%
No response	19	

Question 18

Race/Ethnicity		
White	42	49%
Hispanic	20	24%
African American	11	13%
Asian/ Pac Island.	5	6%
Other	2	2%
Decline to State	5	6%
No response	19	

Question 19

# at Home Age	none	1 person	2 persons	3 persons	4 persons	5 persons	6 persons
0-6 years old	68	5	8	0	2	1	0
	81%	6%	10%	0%	2%	1%	0%
7-18 years old	62	10	6	5	1	0	0
	74%	12%	7%	6%	1%	0%	0%
19-30 years old	57	15	8	3	0	0	1
	68%	18%	10%	4%	0%	0%	1%

31-65 years old	19	30	32	3	0	0	0
	23%	36%	38%	4%	0%	0%	0%
65+ years old	66	12	7	0	0	0	0
	78%	14%	8%	0%	0%	0%	0%

Question 20

# at Home w/ Drive License		
none	0	0%
1 Person	26	31%
2 Persons	45	53%
3 Persons	6	7%
4 Persons	6	7%
5+ Persons	2	2%
No response	20	

Question 21

Cars for Use		
none	1	1%
1 car	23	27%
2 cars	47	55%
3 cars	6	7%
4 cars	7	8%
5+ cars	1	1%
No response	19	

Question 22

How Long Neighborhood		
<1 year	2	2%
1-5 years	20	24%
6-10 years	14	16%
10+ years	45	53%
All of Life	4	5%
No response	19	

Question 23

Education	
<12 years	3
12 years	12
12-16 Years	37
16 Years	24
16+ years	8
No response	20

Question 24

How Long in USA		
<1 year	0	0%
1-5 years	0	0%
6-10 years	2	2%
10+ years	14	17%
All of Life	68	81%
No response	20	

Question 25

Own or rent		
Rent	34	40%
Own	50	60%
No response	20	

Question 26

Annual Income		
<$15,000	4	5%
$15,001-35,000	13	15%
$35,001-55,000	25	30%
$55,001-75,000	18	21%
$75,001-100,000	18	21%
$100,000+	6	7%
No response	20	

Hawthorne Outer

Question 1

Kind of Trips & How Many	No trips	1 trip	2 trips	3 trips	4 trips	5 trips	6 trips	7 trips	8 trips	9 trips	10+ trips	Total	No response
Eat Meal	78	32	23	10	4	3	1	5	1	1	2	158	14
Grocery	71	36	25	15	4	5	0	3	1	0	1	161	13
Personal Shop	81	36	17	12	2	3	1	4	0	0	3	159	15
												0	
Personal Service	110	33	9	1	4	1	1	2	0	0	0	161	13
												0	
Entertainment/Recreation	120	19	9	1	3	1	1	2	0	2	2	160	14
												0	
School	120	9	5	2	2	14	0	4	0	0	4	160	14
												0	
Medical/Dental	128	22	5	1	1	1	1	0	0	0	0	159	15
												0	
Community Meetings	123	23	6	4	0	0	1	2	0	0	2	161	13
												0	
Just Walk Around	114	17	12	8	3	2	0	2	0	0	2	160	14

Question 2

Mode of Travel		
Car	145	83%
Bus	2	1%
Walking	14	8%
Bicycling	0	0%
Other	1	1%
No response	12	7%

Question 3

% of all trips in neighborhood		
None	33	20%
10%	40	25%
20%	12	7%
30%	15	9%
40%	9	6%
50%	17	11%
60%	3	2%
70%	10	6%
80%	8	5%
90%	10	6%
100%	4	2%
No response	13	

Question 4	**1** (not important)	**2**	**3**	**4**	**5** (very important)	Total	No response
Importance of factors							
Walk to Stores/Eat	49	58	34	12	58	211	12
Walk to Work	37	40	36	14	32	159	15
Live < 10 min. drive to work	19	10	26	42	61	158	16
Good Schools	4	5	14	24	114	161	13
Safe Neighborhood	0	1	1	8	152	161	12
Entertainment/rec. options	6	10	38	57	50	161	13
Many Transportation Options	7	9	32	57	57	162	12
Neighborhood has street life	17	14	52	48	31	162	12
People are Friendly	0	1	11	68	82	162	12
Live close to friends/family	11	11	49	54	37	162	12
Live close to church	23	15	41	48	35	162	12

Question 5

Are you currently:	
Employed full-time	100
Employed part-time	19
Not employed	41
no response	14

Question 6

Typical Mode to Work		
Car	107	89%
Bus	2	2%
Walk	1	1%
Bicycle	1	1%
Employee Vanpool	2	2%
Other	2	2%
Work at Home	5	4%
No response	54	

Question 7

Distance from home to work		
less than 1/4 mile	2	2%
1/4 to 1/2 mile	2	2%
1/2 to 1 mile	6	5%
1 to 2 miles	15	13%
more than 2 miles	90	78%
No response	59	

Question 8

# days work at home		
1 day	2	11%
2 days	4	21%
3 days	5	26%
4 days	1	5%
5 days	4	21%
6 or 7 days	3	16%
No response	155	

Question 9

How much of the day		
All of the day	3	11%
Part of the day	25	89%
No response	146	

Question 10

Yesterday Was		
Monday	31	20%
Tuesday	35	23%
Wednesday	30	19%
Thursday	16	10%
Friday	13	8%
Saturday	15	10%
Sunday	15	10%
No response	19	

Question 11

Yesterday Was		
Workday	86	55%
Not a Workday	38	25%
Unemployed	31	20%
No response	19	

Question 12

Trips Yesterday	
Yes	134
No Trips	19
No response	21

Question 13

Trip Diary

Travel Summary

School	Trips			Mode			Distance (x)		
	No Trips	85	59%	Car	62	91%	<.25 mile	11	17%
	1 Trip	7	5%	Bus/transit	0	0%	.25<x<.5 mile	5	8%
	2 Trips	9	6%	School bus	0	0%	.5<x<1 mile	6	10%
	3 Trips	6	4%	Walk	4	6%	1<x<2 miles	6	10%
	4 Trips	6	4%	Bicycle	0	0%	>2 miles	35	56%
	5 Trips	9	6%	Other	2	3%	No response	111	
	6 Trips	6	4%	No Response	106				
	7 Trips	2	1%						
	8 Trips	1	1%						
	9+ Trips	14	10%						
	No response	29							

Eat Meal	Trips			Mode			Distance (x)		
	No Trips	19	13%	Car	127	96%	<.25 mile	10	8%
	1 Trip	21	14%	Bus/transit	1	1%	.25<x<.5 mile	16	12%
	2 Trips	39	27%	School bus	0	0%	.5<x<1 mile	24	18%
	3 Trips	31	21%	Walk	4	3%	1<x<2 miles	33	25%
	4 Trips	9	6%	Bicycle	0	0%	>2 miles	47	36%
	5 Trips	9	6%	Other	0	0%	No response	44	
	6 Trips	6	4%	No Response	42				
	7 Trips	4	3%						
	8 Trips	3	2%						
	9+ Trips	5	3%						
	No response	28							

Grocery Shop

Trips			Mode			Distance (x)		
No Trips	7	5%	Car	137	96%	<.25 mile	15	11%
1 Trip	54	37%	Bus/Transit	1	1%	.25<x<.5 mile	25	18%
2 Trips	43	29%	School Bus	0	0%	.5<x<1 mile	27	19%
3 Trips	27	18%	Walk	3	2%	1<x<2 miles	39	28%
4 Trips	7	5%	Bicycle	0	0%	>2 miles	34	24%
5 Trips	5	3%	Other	1	1%	No response	34	
6 Trips	1	1%	No response	32				
7 Trips	0	0%						
8 Trips	1	1%						
9+ Trips	1	1%						
No response	28							

Personal Shop

Trips			Mode			Distance (x)		
No Trips	7	5%	Car	135	98%	<.25 mile	8	6%
1 Trip	49	34%	Bus/Transit	1	1%	.25<x<.5 mile	12	9%
2 Trips	45	31%	School Bus	0	0%	.5<x<1 mile	16	12%
3 Trips	22	15%	Walk	2	1%	1<x<2 miles	38	28%
4 Trips	10	7%	Bicycle	0	0%	>2 miles	60	45%
5 Trips	5	3%	Other	0	0%	No response	40	
6 Trips	4	3%	No response	36				
7 Trips	1	1%						
8 Trips	0	0%						
9+ Trips	3	2%						
No response	28							

Personal Services

Trips			Mode			Distance (x)		
No Trips	20	14%	Car	120	92%	<.25 mile	18	14%
1 Trip	65	45%	Bus/Transit	1	1%	.25<x<.5 mile	16	13%
2 Trips	36	25%	School Bus	0	0%	.5<x<1 mile	26	20%
3 Trips	10	7%	Walk	9	7%	1<x<2 miles	33	26%
4 Trips	5	3%	Bicycle	0	0%	>2 miles	34	27%
5 Trips	4	3%	Other	1	1%	No response	47	
6 Trips	0	0%	No response	43				
7 Trips	1	1%						
8 Trips	2	1%						
9+ Trips	1	1%						
No response								

Entertainment/Recreation

Trips			Mode			Distance (x)		
No Trips	34	24%	Car	107	95%	<.25 mile	5	4%
1 Trip	47	33%	Bus/Transit	0	0%	.25<x<.5 mile	7	6%
2 Trips	25	17%	School Bus	0	0%	.5<x<1 mile	14	12%
3 Trips	18	13%	Walk	6	5%	1<x<2 miles	17	15%
4 Trips	6	4%	Bicycle	0	0%	>2 miles	71	62%
5 Trips	5	3%	Other	0	0%	No response	60	
6 Trips	4	3%	No response	61				
7 Trips	1	1%						
8 Trips	1	1%						
9+ Trips	3	2%						
No response	30							

Community Events

Trips			Mode			Distance (x)		
No Trips	61	42%	Car	89	94%	<.25 mile	11	12%
1 Trip	58	40%	Bus/Transit	1	1%	.25<x<.5 mile	9	10%
2 Trips	13	9%	School Bus	0	0%	.5<x<1 mile	11	12%
3 Trips	9	6%	Walk	4	4%	1<x<2 miles	7	8%
4 Trips	2	1%	Bicycle	0	0%	>2 miles	52	58%
5 Trips	3	2%	Other	1	1%	No response	84	
6 Trips	0	0%	No response	79				
7 Trips	0	0%						
8 Trips	0	0%						
9+ Trips	0	0%						
No response	28							

Question 14

Reduce Car Trips	1 (unimportant)	2	3	4	5 (very important)	No response
Work	29	16	31	27	35	36
	21%	12%	22%	20%	25%	
Work Related	30	18	37	26	27	36
	22%	13%	27%	19%	20%	
Eat Meals	27	19	39	29	25	35
	19%	14%	28%	21%	18%	
Grocery Shop	30	16	34	37	22	35
	22%	12%	24%	27%	16%	
Other Shop	26	18	37	43	16	34
	19%	13%	26%	31%	11%	
Personal Service	29	13	39	39	20	34
	21%	9%	28%	28%	14%	
Drop off/pick up School	45	10	37	22	24	36
	33%	7%	27%	16%	17%	
Entertain/Recreation	37	14	38	27	23	35
	27%	10%	27%	19%	17%	

Question 15

Encourage Walk	1 (unimportant)	2	3	4	5 (very Important)	No response
Shuttle Bus	37	12	26	38	21	40
	28%	9%	19%	28%	16%	
Bus Transit	40	15	36	24	20	39
	30%	11%	27%	18%	15%	
More Shuttle Bus	37	12	36	28	20	41
	28%	9%	27%	21%	15%	
More Bus Transit	38	16	39	23	17	41
	29%	12%	29%	17%	13%	
More Bus Stops	38	9	36	27	23	41
	29%	7%	27%	20%	17%	
Better Lighting	16	3	21	33	64	37
	12%	2%	15%	24%	47%	
Better Sidewalk	17	4	23	42	51	37
	12%	3%	17%	31%	37%	
Slow Traffic	19	9	27	33	48	38
	14%	7%	20%	24%	35%	
More/closer Grocery	13	10	23	44	46	38
	10%	7%	17%	32%	34%	
More Shopping	12	10	29	44	41	38
	9%	7%	21%	32%	30%	
More Resturants	12	8	19	55	42	38
	9%	6%	14%	40%	31%	
More Entertain/Rec.	19	9	22	43	43	38
	14%	7%	16%	32%	32%	
More Jobs	17	10	29	35	45	38
	13%	7%	21%	26%	33%	
More Service Stores	15	12	44	38	27	38
	11%	9%	32%	28%	20%	
More Trees, Bench etc.	12	8	24	44	49	37
	9%	6%	18%	32%	36%	
More Bike Lanes	27	8	46	33	23	37
	20%	6%	34%	24%	17%	
More Parks	12	6	27	40	51	38
	9%	4%	20%	29%	38%	
Reduce Crime	2	1	7	22	106	36
	1%	1%	5%	16%	77%	

Question 16

Your Age		
<18	1	1%
18-25	12	9%
26-40	35	26%
41-55	54	40%
56-65	16	12%
65+	16	12%
No response	40	

Question 17

Gender		
Male	61	
Female	73	
No response	40	

Question 18

Race/Ethnicity		
White	57	43%
Hispanic	31	23%
African American	17	13%
Asian/ Pac Island.	13	10%
Other	5	4%
Decline to State	11	8%
No response	40	

Question 19

# at Home Age	none	1 person	2 persons	3 persons	4 persons	5 persons	6 persons	7 persons
0-6 years old	111	8	5	4	2	0	0	0
	85%	6%	4%	3%	2%	0%	0%	0%
7-18 years old	93	21	10	3	1	2	0	0
	72%	16%	8%	2%	1%	2%	0%	0%
19-30 years old	80	24	21	2	3	0	0	0
	62%	18%	16%	2%	2%	0%	0%	0%
31-65 years old	25	38	59	3	4	3	0	1
	19%	29%	44%	2%	3%	2%	0%	1%
65+ years old	103	20	9	0	0	0	0	0
	78%	15%	7%	0%	0%	0%	0%	0%

Question 20

# at Home w/ Drive License		
none	2	1%
1 Person	36	27%
2 Persons	59	44%
3 Persons	17	13%
4 Persons	12	9%
5+ Persons	8	6%
No response	40	

Question 21

Cars for Use		
none	1	1%
1 car	44	33%
2 cars	52	39%
3 cars	25	19%
4 cars	5	4%
5+ cars	7	5%
No response	40	

Question 22

How Long Neighborhood		
<1 year	1	1%
1-5 years	39	29%
6-10 years	28	21%
10+ years	57	43%
All of Life	8	6%
No response	41	

Question 23

Education		
<12 years	6	4%
12 years	14	10%
12-16 Years	50	37%
16 Years	34	25%
16+ years	30	22%
No response	40	

Question 24

How Long in USA		
<1 year	0	0%
1-5 years	0	0%
6-10 years	5	4%
10+ years	22	16%
All of Life	107	80%
No response	40	

Question 25

Own or rent		
Rent	56	42%
Own	78	58%
No response	40	

Question 26

Annual Income		
<$15,000	13	10%
$15,001-35,000	23	17%
$35,001-55,000	26	20%
$55,001-75,000	27	20%
$75,001-100,000	22	17%
$100,000+	22	17%
No response	41	

Appendix B: Employee Survey Results, Five Study Areas

El Segundo
Hawthorne
Redondo
Inglewood
Torrance

El Segundo

1. Do you live within the same center where you work?

Yes	35	18%
No	147	77%
Blank	9	5%
Total	191	

2. On a typical workday, I travel to work by...

Car	161	84%
Bus	0	0%
Walking	14	7%
Bicycle	3	2%
Vanpool	9	5%
Other	3	2%
Work at Home	0	0%
a - no Answer	0	0%
b - No Answer	0	0%
Total	191	

3. If you drive to work, where do you park your car?

Street	21	11%
Lot at Work	141	74%
Lot nearby	3	2%
Other	3	2%
Don't Drive	11	6%
a - Blank	0	0%
b - Blank	12	6%
Total	191	

4. If you drive to work, how much do you pay to park at work?

Nothing	186	97%
<$1/day	0	0%
$1-2/day	0	0%
$2-3/day	0	0%
>$3/day	0	0%
a - Blank	0	0%
b - Blank	5	3%
Total	191	

5. Do you carpool to work with other persons?

No	162	85%
Yes	25	13%
a - Blank	0	0%
b - Blank	4	2%
Total	191	

6. How far is your work place from your home?

<1/4mile	4	2%
1/4-1/2mile	11	6%
1/2-1mile	16	8%
1-2miles	12	6%
>2miles	146	76%
a - Blank	0	0%
b - Blank	2	1%
Total	191	

7. Zip code where you live

90007	1	1%
90019	1	1%
90027	1	1%
90043	2	1%
90045	4	2%
90047	1	1%
90049	1	1%
90066	2	1%
90094	1	1%
90125	1	1%
90245	41	21%
90247	1	1%
90248	1	1%
90249	1	1%
90250	8	4%
90260	4	2%
90266	3	2%
90275	5	3%
90277	6	3%
90278	5	3%
90292	1	1%
90293	2	1%
90304	2	1%
90403	1	1%
90501	2	1%
90502	1	1%
90503	4	2%
90504	3	2%
90505	5	3%
90601	1	1%
90604	1	1%
90621	1	1%
90630	1	1%
90631	1	1%
90638	2	1%
90701	1	1%

	90706	1	1%
	90712	3	2%
	90717	1	1%
	90731	5	3%
	90732	1	1%
	90740	4	2%
	90745	4	2%
	90805	1	1%
	90806	1	1%
	90807	1	1%
	90815	3	2%
	91001	1	1%
	91104	1	1%
	91214	1	1%
	91301	1	1%
	91311	1	1%
	91324	1	1%
	91350	1	1%
	91355	1	1%
	91360	2	1%
	91362	1	1%
	91423	1	1%
	91733	1	1%
	91773	1	1%
	91775	2	1%
	91776	1	1%
	92316	1	1%
	92392	1	1%
	92562	1	1%
	92584	1	1%
	92595	1	1%
	92610	1	1%
	92620	1	1%
	92630	1	1%
	92646	1	1%
	92647	1	1%
	92677	1	1%
	92679	1	1%
	92708	1	1%
	92804	2	1%
	92821	1	1%
	92845	2	1%
	92867	1	1%
	92870	1	1%
	92882	1	1%
	92887	1	1%
	93021	2	1%
	93035	1	1%
	93225	1	1%
a		2	1%
b		2	1%
Grand Total		191	

8. Do you work at home either regularly or occasionally?

No	0
Yes	0
a - Blank	191
Total	191

9. How many days do you typically work at home?

1	4	2%
2	2	1%
3	2	1%
4		0%
5	1	1%
a - Blank	111	58%
b - Blank	71	37%
Total	191	

10. Do you typically work at home entire day or part of day?

All	1	1%
Part	7	4%
a - Blank	112	59%
b - Blank	71	37%
Total	191	

11. How many trips do you make within your neighborhood for…

	0	1	1.5	2	2.5	3	3.5	4
Work Related	61	21	1	12	1	7	1	9
	32%	11%	1%	6%	1%	4%	1%	5%
Meals	33	0	37	2	29	3	13	2
	17%	0%	19%	1%	15%	2%	7%	1%
Grocery	78	30	2	20	2	7	0	5
	41%	16%	1%	10%	1%	4%	0%	3%
Personal Shop	81	44	1	11	0	6	0	3
	42%	23%	1%	6%	0%	3%	0%	2%
Personal Sevices	66	55	1	14	0	9	0	2
	35%	29%	1%	7%	0%	5%	0%	1%
Entertainment	106	21	1	4	0	3	0	5
	55%	11%	1%	2%	0%	2%	0%	3%
School	125	2	0	0	0	1	0	0
	65%	1%	0%	0%	0%	1%	0%	0%
Medical/Dental	128	7	1	0	0	0	0	0
	67%	4%	1%	0%	0%	0%	0%	0%
Religion	42	8	0	0	0	0	0	0
	22%	4%	0%	0%	0%	0%	0%	0%
Walk for fun	98	19	0	11	1	12	0	5
	51%	10%	0%	6%	1%	6%	0%	3%
Other	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%

12. When you travel within the neighborhood during the work day, how do you usually get there?

Car	85	45%
Bus	82	43%
Walk	2	1%
Bicycle	8	4%
a - Blank	0	0%
b - Blank	14	7%
Total	191	

13. About what percentage of all your trips during a typical week are trips to or within the neighborhood?

10%	21	11%
20%	52	27%
30%	17	9%
40%	9	5%
50%	9	5%
60%	25	13%
70%	6	3%
80%	12	6%
90%	12	6%
100%	4	2%
11	18	9%
a - Blank	1	1%
b - Blank	5	3%
Total	191	

14. I would like to reduce the number of car trips to…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	b -Blank	Total	
Work	109	14	15	18	24	7	4		191
	57%	7%	8%	9%	13%	4%	2%		
Work Related	116	9	18	11	13	14	9		191
	61%	5%	9%	6%	7%	7%	5%		
Meals	109	21	25	9	12	12	3		191
	57%	11%	13%	5%	6%	6%	2%		
Grocery	114	18	22	6	8	15	8		191
	60%	9%	12%	3%	4%	8%	4%		
Other Shopping	114	13	21	10	7	18	8		191
	60%	7%	11%	5%	4%	9%	4%		
Personal Services	108	17	22	10	6	17	11		191
	57%	9%	12%	5%	3%	9%	6%		
Drop Off/pickup Peopl	123	9	15	5	7	20	12		191
	64%	5%	8%	3%	4%	10%	6%		
Entertainment/Rec	116	9	24	8	8	18	8		191
	61%	5%	13%	4%	4%	9%	4%		
School	0	0	0	0	0	191	0		191
	0%	0%	0%	0%	0%	100%	0%		
Medical/Dental	0	0	0	0	0	191	0		191
	0%	0%	0%	0%	0%	100%	0%		

15. I would be encouraged to walk if…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	b -Blank	Total	
Better Sidewalk	118	17	23	14	13	5	1		191
	62%	9%	12%	7%	7%	3%	1%		
Slow Traffic	104	24	24	11	21	6	1		191
	54%	13%	13%	6%	11%	3%	1%		
More Shopping	79	21	29	25	29	6	1		191
	41%	11%	15%	13%	15%	3%	1%		
More Resturants	72	22	36	21	30	7	2		191
	38%	12%	19%	11%	16%	4%	1%		
More Entertain/Rec.	93	22	31	16	20	7	1		191
	49%	12%	16%	8%	10%	4%	1%		
More Service Stores	95	28	36	14	8	7	2		191
	50%	15%	19%	7%	4%	4%	1%		
More Trees, Bench et	94	22	37	13	17	6	1		191
	49%	12%	19%	7%	9%	3%	1%		
More Bike Lanes	107	24	20	14	16	7	2		191
	56%	13%	10%	7%	8%	4%	1%		
More Parks	88	19	41	14	19	7	3		191
	46%	10%	21%	7%	10%	4%	2%		
Reduce Crime	98	21	23	9	30	7	3		191
	51%	11%	12%	5%	16%	4%	2%		

16. Age

18-25	18	9%
26-40	40	21%
41-55	109	57%
56-65	18	9%
65+	4	2%
a - no Answer	1	1%
b - No Answer	1	1%
Grand Total	191	

17. Gender

0	109	57%
1	79	41%
a - no Answer	1	1%
b - No Answer	2	1%
Grand Total	191	

18. Race

White	126	66%
Hispanic	14	7%
African American	6	3%
Asian/Pacific Islander	20	10%
Other	7	4%
Not Stated	10	5%
a - no Answer	1	1%
b - No Answer	7	4%
Grand Total	191	

19. Household Ages

	0	1	2	3	4	5	6	a - Blank
0-6	92	18	6	3				26
	48%	9%	3%	2%	0%	0%	0%	14%
7-18	67	33	22	12	1		1	22
	35%	17%	12%	6%	1%	0%	1%	12%
19-30	77	27	21	4		1		23
	40%	14%	11%	2%	0%	1%	0%	12%
31-65	18	46	106					11
	9%	24%	56%	0%	0%	0%	0%	6%
65+	100	11	4					26
	52%	6%	2%	0%	0%	0%	0%	14%

20. Number of people in HH with driver's license

0	3	2%
1	38	20%
2	97	51%
3	25	13%
4	14	7%
5	7	4%
6	1	1%
7		0%
a - Blank	4	2%
b - Blank	2	1%
Total	191	

21. Number of cars in household

0	1	1%
1	40	21%
2	91	48%
3	35	18%
4	15	8%
5	5	3%
6		0%
7		0%
a - no Answer	2	1%
b - No Answer	2	1%
Grand Total	191	

22. How long worked in the neighborhood

<1year	9	5%
1-5years	36	19%
6-10years	28	15%
10+years	69	36%
All of Life	20	10%
a - Blank	1	1%
b - Blank	28	15%
Total	191	

23. Level of education

<12years	0	0%
12years	11	6%
12-16years	72	38%
16years	58	30%
16+years	38	20%
a - Blank	3	2%
b - Blank	9	5%
Total	191	

24. Spouse's level of education

<12years	0	0%
12years	0	0%
12-16years	0	0%
16years	0	0%
16+years	0	0%
a - Blank	191	100%
Grand Total	191	

25. How long lived in U.S.

<1year	1	1%
1-5years	1	1%
6-10years	2	1%
10+years	25	13%
All of Life	157	82%
a - Blank	2	1%
b - Blank	3	2%
Total	191	

26. Do you own or rent your residence? (El Segundo & Hawthorne)

Own	134	70%
Rent	51	27%
a - Blank	1	1%
b - Blank	5	3%
Total	191	

27. Level of Income

<$15,000	2	1%
$15,001-35,000	5	3%
$35,001-55,000	20	10%
$55,001-75,000	21	11%
$75001-100,000	28	15%
$100,000+	90	47%
a - Blank	1	1%
b - Blank	24	13%
Total	191	

28. Type of Survey

3	0	0%
a	191	100%
Grand Total	191	100%

Hawthorne

1. Do you live within the same center where you work?

Yes	8	10%
No	73	88%
Blank	2	2%
Total	83	

2. On a typical workday, I travel to work by...

Car	77	93%
Bus	1	1%
Walking		0%
Bicycle	1	1%
Vanpool		0%
Other	2	2%
Work at Home		0%
a - no Answer		0%
b - No Answer	2	2%
Total	83	

3. If you drive to work, where do you park your car?

Street	28	34%
Lot at Work	27	33%
Lot nearby	21	25%
Other		0%
Don't Drive		0%
a - Blank		0%
b - Blank	7	8%
Total	83	

4. If you drive to work, how much do you pay to park at work?

Nothing	81	98%
<$1/day		0%
$1-2/day		0%
$2-3/day		0%
>$3/day		0%
a - Blank		0%
b - Blank	2	2%
Total	83	

5. Do you carpool to work with other persons?

No	80	96%
Yes	2	2%
a - Blank		0%
b - Blank	1	1%
Total	83	

6. How far is your work place from your home?

<1/4mile	2	2%
1/4-1/2mile	2	2%
1/2-1mile	7	8%
1-2miles	6	7%
>2miles	66	80%
a - Blank	0	0%
b - Blank	0	0%
Total	83	

7. Zip code where you live

90001	1	1%
90037	1	1%
90043	1	1%
90061	1	1%
90201	1	1%
90220	1	1%
90245	5	6%
90247	2	2%
90249	1	1%
90250	15	18%
90254	1	1%
90260	1	1%
90266	1	1%
90275	1	1%
90277	3	4%
90278	2	2%
90304	1	1%
90404	1	1%
90501	1	1%
90502	1	1%
90503	5	6%
90504	4	5%
90505	4	5%
90706	1	1%
90710	2	2%
90712	1	1%
90717	2	2%
90720	1	1%
90731	1	1%
90732	1	1%
90742	1	1%
90805	1	1%

	90807	2	2%
	90808	2	2%
	90815	1	1%
	91006	1	1%
	91710	1	1%
	91745	1	1%
	91761	1	1%
	92591	2	2%
	92656	1	1%
	92692	1	1%
	92708	1	1%
	92860	1	1%
	92886	1	1%
b		1	1%
Grand Total		83	

8. Do you work at home either regularly or occasionally?

No	0	0%
Yes	0	0%
a - Blank	83	100%
Total	83	

9. How many days do you typically work at home?

1	3	4%
2	1	1%
3	0	0%
4	3	4%
5	0	0%
a - Blank	74	89%
b - Blank	2	2%
Total	83	

10. Do you typically work at home entire day or part of day?

All	0	0%
Part	4	5%
a - Blank	77	93%
b - Blank	2	2%
Total	83	

11. How many trips do you make within your neighborhood for…

	0	1	1.5	2	2.5	3	3.5	4
Work Related	12	5	1	5	1	3	0	9
	14%	6%	1%	6%	1%	4%	0%	11%
Meals	12	0	8	3	15	2	5	2
	14%	0%	10%	4%	18%	2%	6%	2%
Grocery	42	17	1	6	0	0	1	2
	51%	20%	1%	7%	0%	0%	1%	2%
Personal Shop	40	11	2	5	1	3	0	2
	48%	13%	2%	6%	1%	4%	0%	2%
Personal Sevices	29	15	2	11	0	4	2	1
	35%	18%	2%	13%	0%	5%	2%	1%
Entertainment	50	2	0	1	0	0	0	3
	60%	2%	0%	1%	0%	0%	0%	4%
School	55	0	0	0	0	0	0	1
	66%	0%	0%	0%	0%	0%	0%	1%
Medical/Dental	52	5	0	1	0	0	0	0
	63%	6%	0%	1%	0%	0%	0%	0%
Religion	0	0	0	0	0	1	0	0
	0%	0%	0%	0%	0%	1%	0%	0%
Walk for fun	52	2	1	3	0	0	1	1
	63%	2%	1%	4%	0%	0%	1%	1%
Other	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%

12. When you travel within the neighborhood during the work day, how do you usually get there?

Car	72	87%
Bus	4	5%
Walk	1	1%
Bicycle	4	5%
a - Blank	0	0%
b - Blank	2	2%
Total	83	

13. About what percentage of all your trips during a typical week are trips to or within the neighborhood?

10%	4	5%
20%	24	29%
30%	6	7%
40%	6	7%
50%	3	4%
60%	8	10%
70%	9	11%
80%	6	7%
90%	9	11%
100%	2	2%
11	4	5%
a - Blank	0	0%
b - Blank	2	2%
Total	83	

14. I would like to reduce the number of car trips to…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	b -Blank	Total
Work	59	7	6	2	7	2	0	83
	71%	8%	7%	2%	8%	2%	0%	
Work Related	56	7	10	2	3	5	0	83
	67%	8%	12%	2%	4%	6%	0%	
Meals	48	9	10	6	7	3	0	83
	58%	11%	12%	7%	8%	4%	0%	
Grocery	52	6	11	3	6	5	0	83
	63%	7%	13%	4%	7%	6%	0%	
Other Shopping	55	6	7	2	6	7	0	83
	66%	7%	8%	2%	7%	8%	0%	
Personal Services	56	6	5	1	9	6	0	83
	67%	7%	6%	1%	11%	7%	0%	
Drop Off/pickup Peopl	55	2	6	4	5	10	1	83
	66%	2%	7%	5%	6%	12%	1%	
Entertainment/Rec	57	2	5	4	5	9	1	83
	69%	2%	6%	5%	6%	11%	1%	
School	0	0	0	0	0	0	83	83
	0%	0%	0%	0%	0%	0%	100%	
Medical/Dental	55	2	6	4	5	10	1	83
	66%	2%	7%	5%	6%	12%	1%	

15. I would be encouraged to walk if…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	b -Blank	Total
Better Sidewalk	38	8	13	10	11	2	1	83
	46%	10%	16%	12%	13%	2%	1%	
Slow Traffic	31	6	20	7	16	2	1	83
	37%	7%	24%	8%	19%	2%	1%	
More Shopping	23	6	20	11	21	1	1	83
	28%	7%	24%	13%	25%	1%	1%	
More Resturants	20	3	11	15	31	2	1	83
	24%	4%	13%	18%	37%	2%	1%	
More Entertain/Rec.	29	8	17	12	14	2	1	83
	35%	10%	20%	14%	17%	2%	1%	
More Service Stores	34	18	14	9	6	1	1	83
	41%	22%	17%	11%	7%	1%	1%	
More Trees, Bench et	29	6	20	12	13	2	1	83
	35%	7%	24%	14%	16%	2%	1%	
More Bike Lanes	42	10	14	2	12	2	1	83
	51%	12%	17%	2%	14%	2%	1%	
More Parks	22	4	14	12	28	2	1	83
	27%	5%	17%	14%	34%	2%	1%	
Reduce Crime	14	1	10	10	46	1	1	83
	17%	1%	12%	12%	55%	1%	1%	

16. Age

18-25	7	8%
26-40	38	46%
41-55	33	40%
56-65	5	6%
65+	0	0%
a - no Answer	0	0%
b - No Answer	0	0%
Grand Total	83	

17. Gender

0	46	55%
1	36	43%
a - no Answer	0	0%
b - No Answer	1	1%
Grand Total	83	

18. Race

White	44	53%
Hispanic	14	17%
African American	8	10%
Asian/Pacific Islander	5	6%
Other	4	5%
Not Stated	8	10%
a - no Answer	0	0%
b - No Answer	0	0%
Grand Total	83	

19. Household Ages

	0	1	2	3	a - Blank	b -Blank	Total
0-6	19	11	8	1	42	2	83
	23%	13%	10%	1%	51%	2%	
7-18	16	20	8	1	36	2	83
	19%	24%	10%	1%	43%	2%	
19-30	15	16	11	0	39	2	83
	18%	19%	13%	0%	47%	2%	
31-65	5	31	34	2	11	0	83
	6%	37%	41%	2%	13%	0%	
65+	21	2	1	0	57	2	83
	25%	2%	1%	0%	69%	2%	

20. Number of people in HH with driver's license

0	0	0%
1	20	24%
2	40	48%
3	10	12%
4	9	11%
5	2	2%
6	0	0%
7	0	0%
a - Blank	2	2%
b - Blank	0	0%
Total	83	

21. Number of cars in household

0	0	0%
1	20	24%
2	40	48%
3	10	12%
4	9	11%
5	2	2%
6	0	0%
7	0	0%
a - no Answer	2	2%
b - No Answer	0	0%
Grand Total	83	

22. How long worked in the neighborhood

<1year	1	1%
1-5years	16	19%
6-10years	8	10%
10+years	24	29%
All of Life	14	17%
a - Blank	0	0%
b - Blank	20	24%
Total	83	

23. Level of education

<12years	1	1%
12years	3	4%
12-16years	43	52%
16years	19	23%
16+years	13	16%
a - Blank	0	0%
b - Blank	4	5%
Total	83	

24. Spouse's level of education

<12years	0	0%
12years	0	0%
12-16years	0	0%
16years	0	0%
16+years	0	0%
a - Blank	83	100%
Grand Total	83	

25. How long lived in U.S.

<1year	0	0%
1-5years	0	0%
6-10years	0	0%
10+years	6	7%
All of Life	74	89%
a - Blank	0	0%
b - Blank	3	4%
Total	83	

26. Do you own or rent your residence? (El Segundo & Hawthorne)

Own	53	64%
Rent	25	30%
a - Blank	0	0%
b - Blank	5	6%
Total	83	

27. Level of Income

<$15,000	0	0%
$15,001-35,000	3	4%
$35,001-55,000	11	13%
$55,001-75,000	14	17%
$75001-100,000	19	23%
$100,000+	25	30%
a - Blank	0	0%
b - Blank	11	13%
Total	83	

28. Type of Survey

3	0	0%
a	83	100%
Grand Total	83	

Redondo

1. Do you live within the same center where you work?

Yes	10	29%
No	24	71%
Blank	0	0%
Total	34	

2. On a typical workday, I travel to work by...

Car	33	97%
Bus	0	0%
Walking	0	0%
Bicycle	0	0%
Vanpool	0	0%
Other	0	0%
Work at Home	0	0%
a - no Answer	1	3%
b - No Answer	0	0%
Total	34	100%

3. If you drive to work, where do you park your car?

Street	7	21%
Lot at Work	22	65%

Lot nearby	3	9%
Other	1	3%
Don't Drive	0	0%
a - Blank	1	3%
b - Blank	0	0%
Total	34	

4. If you drive to work, how much do you pay to park at work?

Nothing	25	74%
<$1/day	6	18%
$1-2/day	1	3%
$2-3/day	1	3%
>$3/day	0	0%
a - Blank	1	3%
b - Blank	0	0%
Total	34	

5. Do you carpool to work with other persons?

No	32	94%
Yes	2	6%
a - Blank	0	0%
b - Blank	0	0%
Total	34	

6. How far is your work place from your home?

<1/4mile	5	15%
1/4-1/2mile	4	12%
1/2-1mile	6	18%
1-2miles	9	26%
>2miles	10	29%
a - Blank	0	0%
b - Blank	0	0%
Total	34	

7. Zip code where you live

90205	1	3%
90274	3	9%
90275	3	9%
90277	12	35%
90278	3	9%
90501	3	9%
90503	1	3%
90504	1	3%
90505	4	12%
90717	1	3%
90731	1	3%
92845	1	3%
Total	34	

8. Do you work at home either regularly or occasionally?

No	29	85%
Yes	5	15%
a - Blank	0	0%
Total	34	

9. How many days do you typically work at home?

1	5	15%
2	0	0%
3	1	3%
4	0	0%
5	0	0%
a - Blank	28	82%
b - Blank	0	0%
Total	34	

10. Do you typically work at home entire day or part of day?

All	0	0%
Part	6	18%
a - Blank	28	82%
b - Blank	0	0%
Total	34	

11. How many trips do you make within your neighborhood for…

	0	1	1.5	2	2.5	3	3.5	4
Work Related	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%
Meals	2	3	0	4	1	2	0	4
	6%	9%	0%	12%	3%	6%	0%	12%
Grocery	7	4	0	10	0	3	0	3
	21%	12%	0%	29%	0%	9%	0%	9%
Personal Shop	7	13	0	5	1	3	0	0
	21%	38%	0%	15%	3%	9%	0%	0%
Personal Sevices	5	10	0	7	1	4	0	1
	15%	29%	0%	21%	3%	12%	0%	3%
Entertainment	13	5	0	5	0	1	0	0
	38%	15%	0%	15%	0%	3%	0%	0%
School	24	1	0	0	0	0	0	0
	71%	3%	0%	0%	0%	0%	0%	0%
Medical/Dental	24	3	0	0	0	0	0	0
	71%	9%	0%	0%	0%	0%	0%	0%
Walk for fun	10	5	0	2	0	5	0	3
	29%	15%	0%	6%	0%	15%	0%	9%
Other	17	3	1	0	0	0	0	0
	50%	9%	3%	0%	0%	0%	0%	0%

12. When you travel within the neighborhood during the work day, how do you usually get there?

Car	5	15%
Bus	29	85%
Walk	0	0%
Bicycle	0	0%
a - Blank	0	0%
b - Blank	0	0%
Total	34	

13. About what percentage of all your trips during a typical week are trips to or within the neighborhood?

10%	0	0%
20%	2	6%
30%	2	6%
40%	4	12%
50%	2	6%
60%	6	18%
70%	1	3%
80%	5	15%
90%	5	15%
100%	5	15%
11	1	3%
a - Blank	1	3%
b - Blank	0	0%
Total	34	

14. I would like to reduce the number of car trips to…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	Total
Work	13	3	3	6	9	0	34
	38%	9%	9%	18%	26%	0%	
Work Related	8	3	5	11	4	3	34
	24%	9%	15%	32%	12%	9%	
Meals	10	5	8	7	3	1	34
	29%	15%	24%	21%	9%	3%	
Grocery	13	3	9	7	0	2	34
	38%	9%	26%	21%	0%	6%	
Other Shopping	12	7	8	5	1	1	34
	35%	21%	24%	15%	3%	3%	
Personal Services	8	5	7	9	4	1	34
	24%	15%	21%	26%	12%	3%	
Drop Off/pickup Peopl	16	1	9	4	2	2	34
	47%	3%	26%	12%	6%	6%	
Entertainment/Rec	14	4	10	2	3	1	34
	41%	12%	29%	6%	9%	3%	
School	15	1	8	1	3	6	34
	44%	3%	24%	3%	9%	18%	
Medical/Dental	17	3	7	4	2	1	34
	50%	9%	21%	12%	6%	3%	

15. I would be encouraged to walk if…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	Total
Better Sidewalk	9	3	7	8	5	2	34
	26%	9%	21%	24%	15%	6%	
Slow Traffic	6	3	9	11	3	2	34
	18%	9%	26%	32%	9%	6%	
More Shopping	6	5	11	8	4	0	34
	18%	15%	32%	24%	12%	0%	
More Resturants	7		12	9	6	0	34
	21%	0%	35%	26%	18%	0%	
More Entertain/Rec.	5	2	9	10	7	1	34
	15%	6%	26%	29%	21%	3%	
More Service Stores	10	5	12	6	0	1	34
	29%	15%	35%	18%	0%	3%	
More Trees, Bench et	5	2	5	9	13	0	34
	15%	6%	15%	26%	38%	0%	
More Bike Lanes	10	4	10	4	5	1	34
	29%	12%	29%	12%	15%	3%	
More Parks	7	7	5	5	9	1	34
	21%	21%	15%	15%	26%	3%	
Reduce Crime	8	2	10	3	10	1	34
	24%	6%	29%	9%	29%	3%	

16. Age

18-25	6	18%
26-40	7	21%
41-55	14	41%
56-65	3	9%
65+	3	9%
a - no Answer	1	3%
b - No Answer	0	0%
Grand Total	34	

17. Gender

0	13	38%
1	21	62%
a - no Answer	0	0%
b - No Answer	0	0%
Grand Total	34	

18. Race

White	22	65%
Hispanic	2	6%
African American	0	0%
Asian/Pacific Islander	6	18%
Other	2	6%
Not Stated	1	3%
a - no Answer	0	0%
b - No Answer	1	3%
Grand Total	34	

19. Household Ages

	0	1	2	3	4	5	6	a - Blank
0-6	27	2	3	1				1
	79%	6%	9%	3%	0%	0%	0%	3%
7-18	22	5	5	1				1
	65%	15%	15%	3%	0%	0%	0%	3%
19-30	22	6	4		1			1
	65%	18%	12%	0%	3%	0%	0%	3%
31-65	6	8	18			1		1
	18%	24%	53%	0%	0%	3%	0%	3%
65+	30	2	1					1
	88%	6%	3%	0%	0%	0%	0%	3%

20. Number of people in HH with driver's license

0	0	0%
1	5	15%
2	19	56%
3	6	18%
4	1	3%
5	0	0%
6	1	3%
7	1	3%
a - Blank	1	3%
b - Blank	0	0%
Total	34	

21. Number of cars in household

0	0	0%
1	7	21%
2	18	53%
3	6	18%
4	0	0%
5	1	3%
6	1	3%
7	0	0%
a - no Answer	1	3%
b - No Answer	0	0%
Grand Total	34	

22. How long worked in the neighborhood

<1year	0	0%
1-5years	9	26%
6-10years	5	15%
10+years	16	47%
All of Life	2	6%
a - Blank	0	0%
b - Blank	0	0%
Total	34	

23. Level of education

<12years	0	0%
12years	4	12%
12-16years	17	50%
16years	6	18%
16+years	7	21%
a - Blank	0	0%
b - Blank	0	0%
Total	34	

24. Spouse's level of education

<12years	1	3%

12years	7	21%
12-16years	8	24%
16years	4	12%
16+years	2	6%
a - Blank	12	35%
Grand Total	34	

25. How long lived in U.S.

<1year	0	0%
1-5years	1	3%
6-10years	1	3%
10+years	5	15%
All of Life	27	79%
a - Blank	0	0%
b - Blank	0	0%
Total	34	

26. Do you own or rent your residence? (El Segundo & Hawthorne)

Own	0	0%
Rent	0	0%
a - Blank	34	100%
b - Blank	0	0%
Total	34	

27. Level of Income

<$15,000	1	3%
$15,001-35,000	3	9%
$35,001-55,000	4	12%
$55,001-75,000	8	24%
$75001-100,000	3	9%
$100,000+	11	32%
a - Blank	4	12%
b - Blank	0	0%
Total	34	

28. Type of Survey

3	33	97%
a	1	3%
Grand Total	34	

Inglewood

1. Do you live within the same center where you work?

Yes	6	19%
No	26	81%
Blank	0	0%
Total	32	

2. On a typical workday, I travel to work by...

Car	30	94%
Bus	1	3%
Walking	1	3%
Bicycle	0	0%
Vanpool	0	0%
Other	0	0%
Work at Home	0	0%
a - no Answer	0	0%
b - No Answer	0	0%
Total	32	

3. If you drive to work, where do you park your car?

Street	2	6%
Lot at Work	23	72%
Lot nearby	5	16%
Other	0	0%
Don't Drive	0	0%
a - Blank	2	6%
b - Blank	0	0%
Total	32	

4. If you drive to work, how much do you pay to park at work?

Nothing	24	75%
<$1/day	1	3%
$1-2/day	3	9%
$2-3/day	1	3%

>$3/day	2	6%
a - Blank	1	3%
b - Blank	0	0%
Total	32	

5. Do you carpool to work with other persons?

No	25	78%
Yes	5	16%
a - Blank	2	6%
b - Blank	0	0%
Total	32	

6. How far is your work place from your home?

<1/4mile	1	3%
1/4-1/2mile	3	9%
1/2-1mile	3	9%
1-2miles	6	19%
>2miles	19	59%
a - Blank	0	0%
b - Blank	0	0%
Total	32	

7. Zip code where you live

90005	1	3%
90008	1	3%
90019	2	6%
90034	1	3%
90043	3	9%
90045	3	9%
90047	1	3%
90056	2	6%
90210	1	3%
90240	1	3%
90277	1	3%
90301	2	6%
90302	2	6%
90303	1	3%
90304	1	3%
90305	1	3%
90638	1	3%
90723	1	3%
90731	1	3%
90745	1	3%
91016	1	3%
91301	1	3%
91324	1	3%
92835	1	3%
Grand Total	32	

8. Do you work at home either regularly or occasionally?

No	27	84%
Yes	4	13%
a - Blank	1	3%
Total	32	

9. How many days do you typically work at home?

1	1	3%
2	1	3%
3	1	3%
4	0	0%
5	0	0%
a - Blank	29	91%
b - Blank	0	0%
Total	32	

10. Do you typically work at home entire day or part of day?

All	2	6%
Part	2	6%
a - Blank	28	88%
b - Blank	0	0%
Total	32	

11. How many trips do you make within your neighborhood for…

	0	1	1.5	2	2.5	3	3.5	4
Work Related	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%
Meals	4	6	0	3	1	0	0	4
	13%	19%	0%	9%	3%	0%	0%	13%
Grocery	12	0	1	6	0	5	0	1
	38%	0%	3%	19%	0%	16%	0%	3%
Personal Shop	11	6	1	8	0	2	0	0
	34%	19%	3%	25%	0%	6%	0%	0%
Personal Sevices	7	10	0	6	1	4	0	1
	22%	31%	0%	19%	3%	13%	0%	3%
Entertainment	23	1	0	1	0	1	0	1
	72%	3%	0%	3%	0%	3%	0%	3%
School	25	0	0	0	0	0	0	0
	78%	0%	0%	0%	0%	0%	0%	0%
Medical/Dental	23	4	0	0	0	0	0	0
	72%	13%	0%	0%	0%	0%	0%	0%
Walk for fun	18	1	1	3	0	1	0	2
	56%	3%	3%	9%	0%	3%	0%	6%
Other	22	0	0	1	0	0	0	1
	69%	0%	0%	3%	0%	0%	0%	3%

12. When you travel within the neighborhood during the work day, how do you usually get there?

Car	23	72%
Bus	7	22%
Walk	0	0%
Bicycle	1	3%
a - Blank	1	3%
b - Blank	0	0%
Total	32	

13. About what percentage of all your trips during a typical week are trips to or within the neighborhood?

10%	2	6%
20%	6	19%
30%	2	6%
40%	4	13%
50%	3	9%
60%	2	6%
70%	3	9%
80%	1	3%
90%	4	13%
100%	2	6%
11	2	6%
a - Blank	1	3%
b - Blank	0	0%
Total	32	

14. I would like to reduce the number of car trips to…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	Total
Work	10	1	5	5	11	0	32
	31%	3%	16%	16%	34%	0%	
Work Related	9	2	7	10	3	1	32
	28%	6%	22%	31%	9%	3%	
Meals	7	3	7	10	3	2	32
	22%	9%	22%	31%	9%	6%	
Grocery	8	4	9	8	1	2	32
	25%	13%	28%	25%	3%	6%	
Other Shopping	11	6	11	3	1	0	32
	34%	19%	34%	9%	3%	0%	
Personal Services	5	3	9	10	4	0	32
	16%	9%	28%	31%	13%	0%	
Drop Off/pickup Peopl	13	1	7	4	7	0	32
	41%	3%	22%	13%	22%	0%	
Entertainment/Rec	11	4	11	4	2	0	32
	34%	13%	34%	13%	6%	0%	
School	14	3	5	2	7	1	32
	44%	9%	16%	6%	22%	3%	
Medical/Dental	10	5	10	3	4	0	32
	31%	16%	31%	9%	13%	0%	

15. I would be encouraged to walk if…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	Total
Better Sidewalk	7	4	6	9	4	2	32
	22%	13%	19%	28%	13%	6%	
Slow Traffic	5	7	6	5	6	3	32
	16%	22%	19%	16%	19%	9%	
More Shopping	0	2	6	10	12	2	32
	0%	6%	19%	31%	38%	6%	
More Resturants	1	2	2	9	15	3	32
	3%	6%	6%	28%	47%	9%	
More Entertain/Rec.	1	1	9	9	9	3	32
	3%	3%	28%	28%	28%	9%	
More Service Stores	4	2	8	12	4	2	32
	13%	6%	25%	38%	13%	6%	
More Trees, Bench et	4	2	9	8	7	2	32
	13%	6%	28%	25%	22%	6%	
More Bike Lanes	6	5	9	6	4	2	32
	19%	16%	28%	19%	13%	6%	
More Parks	4	2	4	11	9	2	32
	13%	6%	13%	34%	28%	6%	
Reduce Crime	2	1	2	5	20	2	32
	6%	3%	6%	16%	63%	6%	

16. Age

18-25	0	0%
26-40	14	44%
41-55	13	41%
56-65	3	9%
65+	2	6%
a - no Answer	0	0%
b - No Answer	0	0%
Grand Total	32	

17. Gender

0	14	44%
1	18	56%
a - no Answer	0	0%
b - No Answer	0	0%
Grand Total	32	

18. Race

White	6	19%
Hispanic	5	16%
African American	14	44%
Asian/Pacific Islander	4	13%
Other	1	3%
Not Stated	1	3%
a - no Answer	1	3%
b - No Answer	0	0%
Grand Total	32	

19. Household Ages

	0	1	2	3	a - Blank	Total
0-6	20	10	2	0	0	32
	63%	31%	6%	0%	0%	
7-18	16	10	3	1	2	32
	50%	31%	9%	3%	6%	
19-30	19	8	2	0	3	32
	59%	25%	6%	0%	9%	
31-65	1	11	15	2	3	32
	3%	34%	47%	6%	9%	
65+	25	3	1	0	3	32
	78%	9%	3%	0%	9%	

20. Number of people in HH with driver's license

0	0	0%
1	5	16%
2	16	50%
3	7	22%
4	4	13%
5	0	0%
6	0	0%
7	0	0%
a - Blank	0	0%
b - Blank	0	0%
Total	32	

21. Number of cars in household

0	0	0%
1	8	25%
2	13	41%
3	7	22%
4	3	9%
5	0	0%
6	1	3%
7	0	0%
a - no Answer	0	0%
b - No Answer	0	0%
Grand Total	32	

22. How long worked in the neighborhood

<1year	1	3%
1-5years	10	31%
6-10years	6	19%
10+years	12	38%
All of Life	1	3%
a - Blank	2	6%
b - Blank	0	0%
Total	32	

23. Level of education

<12years	1	3%
12years	2	6%
12-16years	5	16%
16years	11	34%
16+years	10	31%
a - Blank	3	9%
b - Blank	0	0%
Total	32	

24. Spouse's level of education

<12years	1	3%
12years	3	9%
12-16years	8	25%
16years	5	16%
16+years	5	16%
a - Blank	10	31%
Grand Total	32	

25. How long lived in U.S.

<1year	0	0%
1-5years	0	0%
6-10years	0	0%
10+years	10	31%
All of Life	19	59%
a - Blank	3	9%
b - Blank	0	0%
Total	32	

26. Do you own or rent your residence? (El Segundo & Hawthorne)

Own	0	0%
Rent	0	0%
a - Blank	32	100%
b - Blank	0	0%
Total	32	

27. Level of Income

<$15,000	2	6%
$15,001-35,000	5	16%
$35,001-55,000	4	13%
$55,001-75,000	5	16%
$75001-100,000	1	3%
$100,000+	11	34%
a - Blank	4	13%
b - Blank	0	0%
Total	32	

28. Type of Survey

3	31	97%
a	1	3%
Grand Total	32	

Torrance

1. Do you live within the same center where you work?

Yes	14	23%
No	46	77%
Blank	0	0%
Total	60	

2. On a typical workday, I travel to work by...

Car	54	90%
Bus	1	2%
Walking	2	3%
Bicycle	0	0%
Vanpool	0	0%
Other	2	3%
Work at Home	0	0%
a - no Answer	1	2%
b - No Answer	0	0%
Total	60	

3. If you drive to work, where do you park your car?

Street	8	13%
Lot at Work	45	75%
Lot nearby	2	3%
Other	2	3%
Don't Drive	0	0%
a - Blank	3	5%
b - Blank	0	0%
Total	60	

4. If you drive to work, how much do you pay to park at work?

Nothing	56	93%
<$1/day	0	0%
$1-2/day	1	2%
$2-3/day	0	0%
>$3/day	0	0%
a - Blank	2	3%
b - Blank	0	0%
Total	60	

5. Do you carpool to work with other persons?

No	46	77%
Yes	11	18%
a - Blank	3	5%
b - Blank	0	0%
Total	60	

6. How far is your work place from your home?

<1/4mile	5	8%
1/4-1/2mile	0	0%
1/2-1mile	9	15%
1-2miles	14	23%
>2miles	31	52%
a - Blank	1	2%
b - Blank	0	0%
Total	60	

7. Zip code where you live

90241	1	2%
90245	1	2%
90247	3	5%
90249	1	2%
90266	2	3%
90275	2	3%
90277	4	7%
90278	2	3%
90304	1	2%
90404	1	2%
90501	10	17%
90502	3	5%

90503	4	7%
90504	4	7%
90505	3	5%
90630	2	3%
90731	1	2%
90732	2	3%
90744	1	2%
90746	1	2%
90803	1	2%
90808	1	2%
90813	1	2%
90814	1	2%
91024	1	2%
91206	1	2%
91711	1	2%
92304	1	2%
92708	1	2%
92821	1	2%
a	1	2%
Grand Total	60	

8. Do you work at home either regularly or occasionally?

No	54	90%
Yes	5	8%
a - Blank	1	2%
Total	60	

9. How many days do you typically work at home?

1	3	5%
2	1	2%
3	1	2%
4	0	0%
5	1	2%
a - Blank	54	90%
b - Blank	0	0%
Total	60	

10. Do you typically work at home entire day or part of day?

All	0	0%
Part	6	10%
a - Blank	54	90%
b - Blank	0	0%
Total	60	

11. How many trips do you make within your neighborhood for…

	0	1	1.5	2	2.5	3	3.5	4
Work Related	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%
Meals	8	7	0	10	0	6	0	5
	13%	12%	0%	17%	0%	10%	0%	8%
Grocery	18	13	0	13	0	4	0	0
	30%	22%	0%	22%	0%	7%	0%	0%
Personal Shop	15	14	0	9	0	5	0	0
	25%	23%	0%	15%	0%	8%	0%	0%
Personal Sevices	17	14	1	9	0	4	0	0
	28%	23%	2%	15%	0%	7%	0%	0%
Entertainment	23	10	0	6	0	2	0	0
	38%	17%	0%	10%	0%	3%	0%	0%
School	36	2	0	1	0	0	0	0
	60%	3%	0%	2%	0%	0%	0%	0%
Medical/Dental	31	12	0	1	0	0	0	0
	52%	20%	0%	2%	0%	0%	0%	0%
Walk for fun	26	3	0	7	0	5	0	2
	43%	5%	0%	12%	0%	8%	0%	3%
Other	31	1	0	3	0	1	0	1
	52%	2%	0%	5%	0%	2%	0%	2%

12. When you travel within the neighborhood during the work day, how do you usually get there?

Car	37	62%
Bus	20	33%
Walk	0	0%
Bicycle	1	2%
a - Blank	2	3%
b - Blank	0	0%
Total	60	

13. About what percentage of all your trips during a typical week are trips to or within the neighborhood?

10%	3	5%
20%	5	8%
30%	6	10%
40%	4	7%
50%	3	5%
60%	11	18%
70%	4	7%
80%	7	12%
90%	9	15%
100%	6	10%
11	2	3%
a - Blank	0	0%
b - Blank	0	0%
Total	60	

14. I would like to reduce the number of car trips to…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	Total
Work	16	4	6	13	18	3	60
	27%	7%	10%	22%	30%	5%	
Work Related	15	7	13	9	13	3	60
	25%	12%	22%	15%	22%	5%	
Meals	15	6	16	9	11	3	60
	25%	10%	27%	15%	18%	5%	
Grocery	18	11	13	9	6	3	60
	30%	18%	22%	15%	10%	5%	
Other Shopping	14	10	19	6	6	5	60
	23%	17%	32%	10%	10%	8%	
Personal Services	12	6	18	11	8	5	60
	20%	10%	30%	18%	13%	8%	
Drop Off/pickup Peopl	24	4	12	6	9	5	60
	40%	7%	20%	10%	15%	8%	
Entertainment/Rec	21	6	21	4	4	4	60
	35%	10%	35%	7%	7%	7%	
School	26	6	9	6	7	6	60
	43%	10%	15%	10%	12%	10%	
Medical/Dental	19	7	11	11	7	5	60
	32%	12%	18%	18%	12%	8%	

15. I would be encouraged to walk if…

	Not at All Important	2	Neutral	4	Very Important	a - Blank	Total
Better Sidewalk	13	5	13	19	7	3	60
	22%	8%	22%	32%	12%	5%	
Slow Traffic	11	5	16	16	9	3	60
	18%	8%	27%	27%	15%	5%	
More Shopping	8	8	20	11	10	3	60
	13%	13%	33%	18%	17%	5%	
More Resturants	9	6	10	20	12	3	60
	15%	10%	17%	33%	20%	5%	
More Entertain/Rec.	12	11	14	11	9	3	60
	20%	18%	23%	18%	15%	5%	
More Service Stores	13	10	17	10	7	3	60
	22%	17%	28%	17%	12%	5%	
More Trees, Bench et	14	6	15	19	3	3	60
	23%	10%	25%	32%	5%	5%	
More Bike Lanes	21	7	17	9	3	3	60
	35%	12%	28%	15%	5%	5%	
More Parks	13	7	15	13	9	3	60
	22%	12%	25%	22%	15%	5%	
Reduce Crime	9	6	7	13	22	3	60
	15%	10%	12%	22%	37%	5%	

16. Age

18-25	3	5%
26-40	17	28%
41-55	32	53%
56-65	5	8%
65+	3	5%
a - no Answer	0	0%
b - No Answer	0	0%
Grand Total	60	

17. Gender

0	19	32%
1	41	68%
a - no Answer	0	0%
b - No Answer	0	0%
Grand Total	60	

18. Race

White	33	55%
Hispanic	5	8%
African American	2	3%
Asian/Pacific Islander	15	25%
Other	1	2%
Not Stated	2	3%
a - no Answer	1	2%
b - No Answer	1	2%
Grand Total	60	

19. Household Ages

	0	1	2	3	4	5	6	a - Blank
0-6	48	8	2		1	0	0	1
	80%	13%	3%	0%	2%	0%	0%	2%
7-18	39	10	6	3	0	0	0	2
	65%	17%	10%	5%	0%	0%	0%	3%
19-30	37	14	4	1	0	1	0	3
	62%	23%	7%	2%	0%	2%	0%	5%
31-65	7	20	27	3	0	0	0	3
	12%	33%	45%	5%	0%	0%	0%	5%
65+	48	3	5	1	0	0	0	3
	80%	5%	8%	2%	0%	0%	0%	5%

20. Number of people in HH with driver's license

0	0	0%
1	17	28%
2	26	43%
3	11	18%
4	5	8%
5	1	2%
6	0	0%
7	0	0%
a - Blank	0	0%
b - Blank	0	0%
Total	60	

21. Number of cars in household

0	0	0%
1	16	27%
2	27	45%
3	9	15%
4	5	8%
5	2	3%
6	0	0%
7	1	2%
a - no Answer	0	0%
b - No Answer	0	0%
Grand Total	60	

22. How long worked in the neighborhood

<1year	6	10%
1-5years	19	32%
6-10years	9	15%
10+years	25	42%
All of Life	0	0%
a - Blank	1	2%
b - Blank	0	0%
Total	60	

23. Level of education

<12years	0	0%
12years	8	13%
12-16years	23	38%
16years	15	25%
16+years	13	22%
a - Blank	1	2%
b - Blank	0	0%
Total	60	

24. Spouse's level of education

<12years	1	2%
12years	7	12%
12-16years	14	23%
16years	11	18%
16+years	5	8%
a - Blank	22	37%
Grand Total	60	

25. How long lived in U.S.

<1year	1	2%
1-5years	0	0%
6-10years	1	2%
10+years	13	22%
All of Life	44	73%
a - Blank	1	2%
b - Blank	0	0%
Total	60	

26. Do you own or rent your residence? (El Segundo & Hawthorne)

Own	0	0%
Rent	0	0%
a - Blank	60	100%
b - Blank	0	0%
Total	60	

27. Level of Income

<$15,000	2	3%
$15,001-35,000	7	12%
$35,001-55,000	11	18%
$55,001-75,000	9	15%
$75001-100,000	14	23%
$100,000+	13	22%
a - Blank	4	7%
b - Blank	0	0%
Total	60	

28. Type of Survey

3	60	100%
a	0	0%
Grand Total	60	100%

Appendix C: Survey Results In All Six Study Areas

El Segundo
Hawthorne
Redondo
Pacific Coast Highway
Inglewood
Torrance

El Segundo

1. Why Come

	Work	Eat Meal	Grocery	Other Shopp	Personal Se	Just to Walk	Entertainme	School	Medical	Other Purpo	1,2	1,6	1,8	2,3,4	2,8	3,5	
Weekday MD	21	16	8	1	3	4	0	3	0	1	1	1	0	1	1	0	
Weekday PM	15	3	6	0	4	4	2	0	1	6	0	0	1	0	0	1	
Saturday MD	8	24	4	1	5	9	1	1	0	16	0	0	0	0	0	0	

2. Where Before

	House	Work	School	Running oth	Visiting Frie	Other	Total
Weekday MD	30	24	5	0	0	3	62
	48%	39%	8%	0%	0%	5%	
Weekday PM	32	9	1	0	1	1	44
	73%	20%	2%	0%	2%	2%	
Saturday MD	47	4	0	5	10	11	77
	61%	5%	0%	6%	13%	14%	

4. Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	19	5	36	1	1	62
	31%	8%	58%	2%	2%	
Weekday PM	12	7	22	2	0	43
	28%	16%	51%	5%	0%	
Saturday MD	20	0	54	0	3	77
	26%	0%	70%	0%	4%	

5. # of Trips

	1	2	3	4	5	6	7	8	9	10+	Total
Weekday MD	1	1	4	2	2	1	2	6	0	39	58
	2%	2%	7%	3%	3%	2%	3%	10%		67%	
Weekday PM	11	0	0	0	2	2	0	1	0	33	49
	22%	0%	0%	0%	4%	4%	0%	2%		67%	
Saturday MD	8	3	3	1	3	0	0	0	0	55	73
	11%	4%	4%	1%	4%	0%	0%	0%	0%	75%	

6. Usual Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	23	5	30	1	2	61
	38%	8%	49%	2%	3%	
Weekday PM	15	6	22	1	0	44
	34%	14%	50%	2%	0%	
Saturday MD	27	1	47	0	2	77
	35%	1%	61%	0%	3%	

7. Live Near El Segundo?

	Yes	No	Total
Weekday MD	38	24	62
	61%	39%	
Weekday PM	29	15	44
	66%	34%	
Saturday MD	56	22	78
	72%	28%	

8. Work Near El Segundo?

	Yes	No	Total
Weekday MD	17	45	62
	27%	73%	
Weekday PM	19	25	44
	43%	57%	
Saturday MD	26	50	76
	34%	66%	

Zipcodes

Zipcodes

All		Weekday MD		Weekday PM		Saturday MD	
22403	1	90230	1	90044	1	22403	1
32117	2	90245	45	90054	1	32117	2
48237	1	90247	1	90082	1	48237	1
85254	1	90250	6	90203	1	85254	1
90026	2	90260	1	90245	29	90026	2
90028	1	90278	1	90250	4	90028	1
90044	1	90304	1	90260	2	90045	1
90045	1	90505	1	90277	1	90069	1
90054	1	90710	1	90301	1	90245	61
90069	1	90713	1	90805	1	90250	1
90082	1	90808	1	92806	1	90278	1
90203	1	91606	1	Total	43	90301	1
90230	1	92116	1			90806	1
90245	135	Total	62			90813	1
90247	1					91763	1
90250	11					93536	1
90260	3					Total	78

90277	1
90278	2
90301	2
90304	1
90505	1
90710	1
90713	1
90805	1
90806	1
90808	1
90813	1

91606	1
91763	1
92116	1
92806	1
93536	1
Total	183

Hawthorne

1. Why Come

	Work	Eat Meal	Grocery	Other Shopp	Personal Se	Just to Walk	Entertainme	School	Medical	Other Purpo	1,2	2,3	3,6	1,2,9	1,3,4,5	1,8	
Weekday MD	13	3	2	1	2	2	0	2	1	12	1	1	1	0	0	0	
Weekday PM	23	1	3	1			1	5	1	3	1	0	0	1	1	1	
Saturday MD	12	3	17	4	2	2	2	0	3	5	0	0	0	0	0	0	

2. Where Before

	House	Work	School	Running oth	Visiting Frie	Other	Total
Weekday MD	25	5	6	4	0	1	41
	61%	12%	15%	10%	0%	2%	
Weekday PM	22	15	3	0	1	2	43
	51%	35%	7%	0%	2%	5%	
Saturday MD	37	6	0	4	0	2	49
	76%	12%	0%	8%	0%	4%	

4. Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	7	17	15	2	0	41
	17%	41%	37%	5%	0%	
Weekday PM	7	26	7	3	0	43
	16%	60%	16%	7%	0%	
Saturday MD	20	22	7	0	0	79
	41%	45%	14%	0%	0%	

5. # of Trips

	0	1	2	3	4	5	6	7	8	9	10+	Total
Weekday MD	1	2	2	1	0	3	0	1	0	0	26	36
	3%	6%	6%	3%	0%	8%	0%	3%	0%	0%	72%	
Weekday PM	1	0	1	0	2	0	0	0	0	0	39	43
	2%	0%	2%	0%	5%	0%	0%	0%	0%	0%	91%	
Saturday MD	1	1	1	2	8	1	0		3	0	27	44
	2%	2%	2%	5%	18%	2%	0%	0%	7%	0%	61%	

6. Usual Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	8	17	13	2	0	40
	13%	28%	21%	3%	0%	
Weekday PM	5	29	6	3	0	43
	12%	67%	14%	7%	0%	
Saturday MD	20	23	6	0	0	49
	41%	47%	12%	0%	0%	

7. Live Near Hawthorne?

	Yes	No	Total
Weekday MD	25	15	40
	63%	38%	
Weekday PM	26	17	43
	60%	40%	
Saturday MD	16	32	48
	33%	67%	

8. Work Near Hawthorne?

	Yes	No	Total
Weekday MD	24	17	41
	59%	41%	
Weekday PM	22	21	43
	51%	49%	
Saturday MD	14	35	49
	18%	46%	

Zipcodes

All		Weekday PM		Weekday MD		Saturday MD	
90002	1	90004	2	90002	1	90004	1
90003	1	90009	1	90003	1	90025	1
90004	3	90019	1	90016	1	90027	1
90009	1	90044	2	90018	1	90044	3
90016	1	90061	1	90044	1	90061	2
90018	1	90230	2	90047	1	90062	2
90019	1	90249	1	90073	1	90249	2
90025	1	90250	22	90230	1	90250	16
90027	1	90260	2	90247	1	90260	8
90044	6	90274	1	90250	19	90301	1
90047	1	90300	1	90260	4	90303	1
90061	3	90301	1	90262	1	90304	3
90062	2	90302	1	90301	1	90621	1
90073	1	90304	3	90304	2	90744	1
90230	3	90662	1	90501	1	90807	1
90247	1	90814	1	90502	1	91101	1
90249	3	Total	43	90706	1	91103	1
90250	57			90745	1	91311	1
90260	14			90850	1	92060	1
90262	1			Total	41	92337	1
90274	1					95062	1
90300	1					Total	50
90301	3						
90302	1						
90303	1						
90304	8						
90501	1						
90502	1						
90621	1						
90662	1						
90706	1						
90744	1						
90745	1						
90807	1						
90814	1						
90850	1						
91101	1						
91103	1						
91311	1						
92060	1						
92337	1						
95062	1						
Total	134						

Redondo Beach

1. Why Come

	Work	Eat Meal	Grocery	Other Shopp	Personal Se	Just to Walk	Entertainme	School	Medical	Other Purpo	1,2	1,9	2,6,7	2,7	3,5	3,6	
Weekday MD	9	20	19	1	3	1	1	0	0	0	1	1	1	1	1	1	
Weekday PM	7	9	12	3	3	0	4	0	0	0	0	0	0	0	0	0	
Saturday MD	3	2	6	2	0	2	6	0	0	0	0	0	0	0	0	0	

2. Where Before

	House	Work	School	Running oth	Visiting Frie	Other	Total
Weekday MD	27	16	4	2	4	8	61
	44%	26%	7%	3%	7%	13%	
Weekday PM	18	13	0	1	6	1	39
	46%	33%	0%	3%	15%	3%	
Saturday MD	10	4	0	2	4	2	22
	45%	18%	0%	9%	18%	9%	

4. Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	55	1	4	1	0	61
	90%	2%	7%	2%	0%	
Weekday PM	36	1	1	0	1	39
	92%	3%	3%	0%	3%	
Saturday MD	20	0	2	0	0	22
	91%	0%	9%	0%	0%	

5. # of Trips

	0	1	2	3	4	5	6	7	8	9	10+	Total
Weekday MD	1	4	6	4	4	4	2	0	1	0	35	61
	2%	7%	10%	7%	7%	7%	3%	0%	2%	0%	57%	
Weekday PM	1	2	7	1	4	13	3	1	2	0	4	38
	3%	5%	18%	3%	11%	34%	8%	3%	5%	0%	11%	
Saturday MD	1	2	0	1	5	0	0	0	3	0	11	26
	4%	9%	0%	4%	22%	0%	0%	0%	13%	0%	48%	

6. Usual Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	53	0	6	1	0	60
	88%	0%	10%	2%	0%	
Weekday PM	37	1	1	0	0	39
	95%	3%	3%	0%	0%	
Saturday MD	21	0	1	0	0	22
	95%	0%	5%	0%	0%	

7. Live Near Redondo Beach?

	Yes	No	Total
Weekday MD	15	46	61
	48%	148%	
Weekday PM	10	29	39
	26%	74%	
Saturday MD	5	17	22
	23%	77%	

8. Work Near Redondo Beach

	Yes	No	Total
Weekday MD	20	41	61
	33%	67%	
Weekday PM	15	24	39
	38%	62%	
Saturday MD	7	15	22
	32%	68%	

Zip Codes

All		Weekday MD		Weekday PM		Saturday MD	
90013	1	90210	1	90013	1	90266	1
90015	1	90245	1	90015	1	90274	2
90034	1	90254	1	90034	1	90277	6
90210	3	90272	1	90210	2	90501	5
90211	1	90274	6	90211	1	90504	2
90245	1	90275	4	90266	1	90505	2
90254	1	90277	24	90274	3	90710	1
90266	2	90278	3	90275	1	90717	2
90272	1	90503	6	90277	9	90810	1
90274	11	90504	5	90278	1	Total	22
90275	5	90505	7	90501	7		
90277	39	90732	1	90503	1		
90278	4	90805	1	90504	3		
90501	12	93704	1	90505	3		
90503	7	Total	62	90507	1		
90504	10			90717	2		
90505	12			90808	1		
90507	1			Total	39		
90710	1						
90717	4						
90732	1						
90805	1						
90808	1						
90810	1						
93704	1						
Total	123						

Pacific Coast Highway

1. Why Come

	Work	Eat Meal	Grocery	Other Shopp	Personal Se	Just to Walk	Entertainme	School	Medical	Other Purpo	1,2,4	2,4	1,2	4,5	2,5	
Weekday MD	25	19	1	4	1	0	0	1	1	9	1	3	0	0	0	
Weekday PM	6	13	0	6	0	1	0	0	0	3	0	1	1	1	0	
Saturday MD	12	21	2	18	10	0	1	1	0	11	0	1	1	0	1	

2. Where Before

	House	Work	School	Running oth	Visiting Frie	Other	Total
Weekday MD	35	21	2	4	2	1	65
	54%	32%	3%	6%	3%	2%	
Weekday PM	13	10	2	2	1	4	32
	41%	31%	6%	6%	3%	13%	
Saturday MD	57	8	2	6	1	5	79
	72%	10%	3%	8%	1%	6%	

4. Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	38	26	1	0	0	65
	58%	40%	2%	0%	0%	
Weekday PM	27	4	1	0	0	32
	84%	13%	3%	0%	0%	
Saturday MD	67	5	5	1	1	79
	85%	6%	6%	1%	1%	

5. # of Trips

	0	1	2	3	4	5	6	7	8	9	10+	Total
Weekday MD	6	2	4	1	5	3	2	0	1	0	37	61
	10%	3%	7%	2%	8%	5%	3%	0%	2%	0%	61%	
Weekday PM	3	4	1	3	0	0	0	0	0	0	19	30
	10%	13%	3%	10%	0%	0%	0%	0%	0%	0%	63%	
Saturday MD	0	7	2	5	6	4	1	0	2	0	50	77
	0%	9%	3%	6%	8%	5%	1%	0%	3%	0%	65%	

6. Usual Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	40	23	2	0	0	65
	62%	35%	3%	0%	0%	
Weekday PM	26	5	1	0	0	32
	81%	16%	3%	0%	0%	
Saturday MD	68	6	4	1	0	79
	86%	8%	5%	1%	0%	

7. Live Near PCH?

	Yes	No	Total
Weekday MD	7	58	65
	11%	89%	
Weekday PM	7	25	32
	22%	78%	
Saturday MD	15	64	79
	19%	81%	

8. Work Near PCH?

	Yes	No	Total
Weekday MD	17	48	65
	26%	74%	
Weekday PM	8	24	32
	25%	75%	
Saturday MD	18	61	79

Zip Codes

All		Weekday MD		Weekday PM		Saturday MD	
90034	1	90034	1	90066	1	90245	1
90042	1	90042	1	90247	1	90248	1
90043	1	90043	1	90250	1	90266	1
90047	1	90047	1	90260	2	90274	7
90066	2	90066	1	90270	1	90275	4
90220	1	90220	1	90274	2	90277	3
90244	1	90244	1	90275	2	90278	1
90245	1	90247	1	90277	2	90303	1
90247	2	90249	1	90278	1	90501	4
90248	1	90250	4	90304	1	90502	2
90249	1	90275	4	90403	1	90503	8
90250	5	90277	3	90504	1	90504	3
90260	2	90278	1	90505	6	90505	14
90266	1	90301	1	90717	4	90517	1
90270	1	90303	1	90731	1	90545	1
90274	9	90304	3	90744	1	90706	1
90275	10	90305	1	90802	1	90710	3
90277	8	90501	1	90805	1	90714	2
90278	3	90503	2	90808	1	90717	3
90301	1	90504	6	NG10 3JG	1	90723	1
90303	2	90505	7	Total	32	90731	4
90304	4	90710	2			90732	3
90305	1	90717	1			90744	4
90403	1	90731	5			90745	1
90501	5	90732	1			90802	1
90502	2	90744	5			90810	1
90503	10	90802	1			91732	1
90504	10	90804	1			93308	1
90505	27	91304	1			95630	1
90517	1	91710	1			Total	79
90545	1	91761	1				

90706	1	92691	1
90710	5	93552	1
90714	2	NG10 3JG	1
90717	8	Total	65
90723	1		
90731	10		
90732	4		
90744	10		
90745	1		
90802	3		
90804	1		
90805	1		
90808	1		
90810	1		
91304	1		
91710	1		
91732	1		
91761	1		
92691	1		
93308	1		
93552	1		
95630	1		
Total	174		

Inglewood

1. Why Come

	Work	Eat Meal	Grocery	Other Shopp	Personal Se	Just to Walk	Entertainme	School	Medical	Other Purpo	1,2,4,6,8	2,3,6,7,8,9	2,4,5,6,7,8	2,4,6,8	3,4,7	4,10	
Weekday MD	1	0	3	24	1	1	1	1	7	11	1	1	1	1	1	1	
Weekday PM	10	0	4	17	0	1	0	1	1	10	0	0	0	0	0	1	
Saturday MD	3	3	4	20	6	1	1	0	0	1	0	0	0	0	0	0	

2. Where Before

	House	Work	School	Running oth	Visiting Frie	Other	Total
Weekday MD	38	7	6	8	1	0	60
	63%	12%	10%	13%	2%	0%	
Weekday PM	31	7	1	3	1	0	43
	72%	16%	2%	7%	2%	0%	
Saturday MD	31	3		0	5	2	41
	76%	7%	0%	0%	12%	5%	

4. Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	39	13	8	0	0	60
	65%	22%	13%	0%	0%	
Weekday PM	36	3	3	0	0	42
	86%	7%	7%	0%	0%	
Saturday MD	27	4	6	0	4	41
	66%	10%	15%	0%	10%	

5. # of Trips

	0	1	2	3	4	5	6	7	8	9	10+	Total
Weekday MD	5	10	5	8	10	2	1	2	0	0	16	59
	8%	17%	8%	14%	17%	3%	2%	3%	0%	0%	27%	
Weekday PM	1	5	3	4	4	4	2	1	1	1	15	41
	2%	12%	7%	10%	10%	10%	5%	2%	2%	2%	37%	
Saturday MD	0	4	2	1	1	0	0	0	2	0	30	40
	0%	10%	5%	3%	3%	0%	0%	0%	5%	0%	75%	

6. Usual Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	42	9	9	0	0	60
	69%	15%	15%	0%	0%	
Weekday PM	36	6	1	0	0	43
	84%	14%	2%	0%	0%	
Saturday MD	30	4	4	0	3	41
	73%	10%	10%	0%	7%	

7. Live Near Inglewood?

	Yes	No	Total
Weekday MD	27	33	60
	45%	55%	
Weekday PM	18	25	43
	42%	58%	
Saturday MD	15	26	41
	37%	63%	

8. Work Near Inglewood?

	Yes	No	Total
Weekday MD	16	44	60
	27%	73%	
Weekday PM	10	33	43
	23%	77%	
Saturday MD	2	39	41
	5%	95%	

Zip Codes

All		Weekday MD		Weekday PM		Weekend MD	
77471	1	90003	1	90008	1	77471	1
90003	1	90008	2	90018	1	90301	21
90008	3	90034	1	90043	1	90302	4
90018	1	90043	3	90045	1	90303	14
90034	1	90044	1	90047	3	90620	1
90043	4	90056	1	90059	2	Total	41
90044	1	90059	2	90203	1		
90045	1	90220	1	90250	3		
90047	3	90221	1	90301	10		
90056	1	90222	1	90302	6		
90059	4	90230	1	90303	1		
90203	1	90250	4	90304	5		
90220	1	90260	1	90305	3		
90221	1	90301	19	90501	1		
90222	1	90302	2	90630	1		
90230	1	90304	4	90640	1		
90250	7	90305	3	91325	1		
90260	1	90503	1	92806	1		
90301	50	90650	1	Total	43		
90302	12	90744	2				
90303	15	90805	1				
90304	9	90808	1				
90305	6	90849	1				
90501	1	91342	1				
90503	1	92555	1				
90620	1	92563	1				
90630	1	93535	1				
90640	1	Total	59				
90650	1						
90744	2						
90805	1						
90808	1						
90849	1						
91325	1						
91342	1						
92555	1						
92563	1						
92806	1						
93535	1						
Total	143						

Torrance

1. Why Come

	Work	Eat Meal	Grocery	Other Shopp	Personal Se	Just to Walk	Entertainme	School	Medical	Other Purpo	1,2
Weekday MD	24	7	2	0	5	1	0	2	2	0	2
Weekday PM	9	3	2	6	3	4	1	3	1	19	
Saturday MD	5	6	3	11	8	14	10	0	0	0	

2. Where Before

	House	Work	School	Running oth	Visiting Frie	Other	Total
Weekday MD	30	10	2	1	2	0	45
	67%	22%	4%	2%	4%	0%	
Weekday PM	21	17	3	1	4	5	51
	41%	33%	6%	2%	8%	10%	
Saturday MD	43	6	1	4	0	2	56
	77%	11%	2%	7%	0%	4%	

4. Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	30	2	9	3	1	45
	67%	4%	20%	7%	2%	
Weekday PM	27	1	19	4	0	51
	53%	2%	37%	8%	0%	
Saturday MD	31	0	22	2	2	57
	54%	0%	39%	4%	4%	

5. # of Trips

	0	1	2	3	4	5	6	7	8	9	10+	Total
Weekday MD	1	1	1	1	1	4	0	0	0	0	34	43
	2%	2%	2%	2%	2%	9%	0%	0%	0%	0%	79%	
Weekday PM	0	5	2	1	3	1	1	0	1	0	32	46
	0%	11%	4%	2%	7%	2%	2%	0%	2%	0%	70%	
Saturday MD	1	3	6	2	9	3	1	0	2	0	27	54
	2%	6%	11%	4%	17%	6%	2%	0%	4%	0%	50%	

6. Usual Mode of Travel

	Car	Bus	Walk	Bicycle	Other	Total
Weekday MD	33	2	8	1	1	45
	73%	4%	18%	2%	2%	
Weekday PM	25	2	21	3	0	51
	49%	4%	41%	6%	0%	
Saturday MD	30	0	23	3	1	57
	53%	0%	40%	5%	2%	

7. Live Near Torrance?

	Yes	No	Total
Weekday MD	19	26	45
	42%	58%	
Weekday PM	27	24	51
	53%	47%	
Saturday MD	28	29	57
	49%	51%	

8. Work Near Torrance?

	Yes	No	Total
Weekday MD	26	19	45
	58%	42%	
Weekday PM	21	30	51
	41%	59%	
Saturday MD	17	40	57
	30%	70%	

Zip Codes

All		Weekday MD		Weekday PM		Saturday MD	
24273	1	43302	1	90002	1	24273	1
43302	2	90013	1	90057	1	90017	1
90013	1	90160	1	90260	1	90029	1
90017	1	90201	1	90262	1	90121	1
90029	1	90216	1	90278	1	90240	1
90057	1	90227	1	90292	1	90245	2
90121	1	90231	2	90378	1	90247	1
90160	1	90232	1	90403	1	90249	1
90201	1	90250	2	90501	25	90250	1
90216	1	90251	10	90502	2	90274	1
90227	1	90254	1	90503	1	90277	1
90231	2	90260	1	90504	5	90501	24
90232	1	90261	1	90505	3	90502	3
90240	1	90270	1	90621	1	90503	2
90245	2	90278	2	90722	1	90504	1
90247	1	90301	1	90731	1	90505	3
90249	1	90501	10	90744	1	90507	1
90250	2	90502	1	90745	2	90510	1
90250	1	90503	1	90815	1	90702	1
90251	10	90505	1	Total	51	90732	3
90254	1	90606	1			90744	2
90260	2	90703	1			90807	1
90261	1	90807	1			91103	1
90262	1	92384	1			91304	1
90270	1	Total	45			91505	1
90274	1					Total	57
90277	1						
90278	3						
90292	1						
90301	1						

	90378	1
	90403	1
	90501	59
	90502	6
	90503	4
	90504	6
	90505	7
	90507	1
	90510	1
	90606	1
	90621	1
	90702	1
	90703	1
	90722	1
	90731	1
	90732	3
	90744	3
	90745	2
	90807	2
	90815	1
	91103	1
	91304	1
	91505	1
	92384	1
Total		153

8,6	2,10	2,3	2,3,7	2,4	2,5	2,8	3,4	Total
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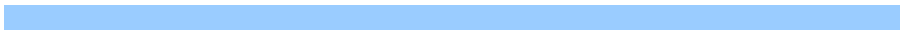
	0	0	0	0	0	0	0	0 43
	0	2	1	1	1	1	2	1 78



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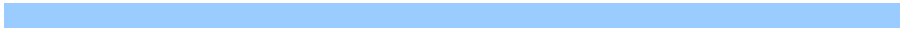

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0	0	0	0	0	0	1	1

Appendix D: Land Use Data, El Segundo and Hawthorne

El Segundo Land Use
(In Acres)

	Inner		Outer	
Residential	**45.1**	**46.9%**	**108.9**	**56.7%**
Res 1 Unit	14.9	15.5%	67.2	35.0%
Res 2-4 Units	14.7	15.3%	27.4	14.3%
Res 5+ Units	13.5	14.0%	12.8	6.7%
Res Condo	2.0	2.1%	1.5	0.8%
Commercial	**19.9**	**20.7%**	**8.2**	**4.3%**
Auto	1.4	1.5%	0.0	0.0%
Commercial	11.6	12.1%	7.6	4.0%
Hotel	0.3	0.3%	0.0	0.0%
Mixed-Use	4.1	4.3%	0.6	0.3%
Office	2.5	2.6%	0.0	0.0%
Manufacturing	**12.1**	**12.6%**	**12.0**	**6.2%**
Civic/Institutional	**8.2**	**8.5%**	**57.1**	**29.7%**
Institutional	4.0	4.2%	4.3	2.2%
Utility/Munici	4.2	4.4%	51.2	26.7%
Recreation	0.0	0.0%	1.6	0.8%
Parking Lot	**4.5**	**4.7%**	**2.1**	**1.1%**
Vacant	**4.7**	**4.9%**	**2.0**	**1.0%**
No Data	**1.6**	**1.7%**	**1.8**	**0.9%**
	96.1		**192.1**	

Source: LA County Assessor

El Segundo Year Built
(In Parcels)

	Inner		Outer	
1935 and Prior	112	16.7%	197	21.9%
1936 - 1965	267	39.9%	435	48.3%
1966 - 1989	154	23.0%	146	16.2%
1990 to Present	77	11.5%	73	8.1%
No Data	60	9.0%	49	5.4%
	670		900	

Source: LA County Assessor

Hawthorne Land Use
(In Acres)

	Inner		Outer	
Residential	**220.5**	**67.2%**	**516.6**	**268.9%**
Res 1 Unit	104.9	32.0%	187.4	27.2%
Res 2-4 Units	49.8	15.2%	137.7	20.0%
Res 5+ Units	32.7	10.0%	77.6	11.3%
Res Condo	32.3	9.8%	113.9	16.5%
Res Mobile Homes	0.8	0.2%	3.7	0.2%
Commercial	**61.4**	**63.9%**	**60.1**	**31.3%**
Auto	8.1	2.5%	6.8	1.0%
Commercial	42.8	13.0%	37.4	5.4%
Hotel	0.5	0.2%	4.5	0.7%
Mixed-Use	3.2	1.0%	4.5	0.7%
Office	6.8	7.1%	6.9	3.6%
Manufacturing	**1.3**	**1.4%**	**10.4**	**5.4%**
Civic/Institutional	**30.2**	**31.4%**	**85.6**	**44.6%**
Institutional	9.8	3.0%	15.6	2.3%
Utility/Munici	18.3	5.6%	69.0	10.0%
Recreation	2.1	0.6%	1.0	0.1%
Parking Lot	**7.8**	**8.1%**	**7.3**	**3.8%**
Vacant	**6.0**	**6.2%**	**6.1**	**3.2%**
No Data	**1.0**	**1.0%**	**3.1**	**1.6%**
	328.2		**689.2**	

Source: LA County Assessor

Hawthorne Year Built
(In Parcels)

	Inner		Outer	
1935 and Prior	133	8.4%	249	8.3%
1936 - 1965	997	62.8%	1944	64.5%
1966 - 1989	319	20.1%	633	21.0%
1990 to Present	79	5.0%	71	2.4%
No Data	59	3.7%	118	3.9%
	1587.0		3015.0	

Source: LA County Assessor

Appendix E: Business Functionality Data, All Six Study Areas

	El Segundo Inner			El Segundo Outer			El Segundo Total			Hawthorne Inner			Hawthorne Outer			Hawthorne Total		
	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales
Construction	**27**	**267**	**86,204**	**34**	**83**	**71,278**	**61**	**350**	**157,482**	**19**	**122**	**22,661**	**52**	**108**	**44,356**	**71**	**230**	**67,017**
Services	7	29	4,107	3	5	35,639	10	34	39,746	4	72	11,320	1	10	1,580	5	82	12,900
Construction	20	238	82,097	31	78	35,639	51	316	117,736	15	50	11,341	51	98	42,776	66	148	54,117
Manufacturing	**23**	**120**	**37,988**	**24**	**164**	**29,075**	**47**	**284**	**67,063**	**11**	**17**	**3,702**	**19**	**169**	**63,486**	**30**	**186**	**67,188**
Commercial/Industrial	7	81	27,929	14	112	20,380	21	193	48,309	1	1	124	9	137	56,082	10	138	56,206
Consumer	6	15	2,616	4	42	3,506	10	57	6,122	3	7	1,722	8	28	5,854	11	35	7,576
Information Products	10	24	7,443	6	10	5,189	16	34	12,632	7	9	1,856	2	4	1,550	9	13	3,406
Transportation & Shipping	**8**	**34**	**8,478**	**18**	**45**	**32,600**	**26**	**79**	**41,078**	**8**	**42**	**8,790**	**17**	**59**	**18,145**	**25**	**101**	**26,935**
Moving/Storage/Rentals	0	0	-	-	0	-	-	-	-	2	5	3,577	2	2	950	4	7	4,527
Personal Transportation	3	5	2,567	5	1	2,211	8	6	4,778	6	37	5,213	7	11	2,567	13	48	7,780
Trade/Freight/Shipping	5	29	5,911	13	44	30,389	18	73	36,300	-	0	-	8	46	14,628	8	46	14,628
Wholesale	**10**	**68**	**75,433**	**7**	**58**	**56,428**	**17**	**126**	**131,861**	**14**	**50**	**32,728**	**18**	**138**	**67,516**	**32**	**188**	**100,244**
Retail	**93**	**410**	**48,747**	**45**	**74**	**20,131**	**138**	**484**	**68,878**	**144**	**923**	**121,391**	**182**	**588**	**83,198**	**326**	**1,511**	**204,589**
Aircraft	2	18	6,462	1	0	1,077	3	18	7,539				2	2	2,154	2	2	2,154
Automobiles, Trucks and Related	13	48	9,701	11	12	5,528	24	60	15,229	35	183	41,406	62	128	25,564	97	311	66,970
Boats	0	0	-	1	0	438	1	-	438	1	2	292	-	0	-	1	2	292
Building Materials	4	28	5,221	3	3	2,565	7	31	7,786	4	18	4,059	5	15	3,405	9	33	7,464
Clothing	6	9	2,014	1	1	136	7	10	2,150	11	34	6,074	7	46	8,336	18	80	14,410
Clothing Services	6	13	1,038	-	0	-	6	13	1,038	7	10	804	9	7	1,089	16	17	1,893
Food Products-Retail	6	41	7,401	3	3	1,034	9	44	8,435	15	220	34,965	21	62	11,599	36	282	46,564
Food-Restaurants	37	194	10,660	5	16	1,440	42	210	12,100	34	312	12,970	29	231	11,680	63	543	24,650
General Merchandise	0	0	-	-	0	1	-	-	1	2	38	5,122	2	10	1,428	4	48	6,550
Hobbies	6	17	1,986	5	3	1,289	11	20	3,275	6	8	2,170	5	17	3,064	11	25	5,234
Home Furnishings	2	2	276	-	0	1	2	2	277	8	13	4,088	12	15	5,616	20	28	9,704
Nursery Products	0	0	-	1	6	1,200	1	6	1,200				1	11	264	1	11	264
Pets/Pet Supplies & Services	6	29	2,804	2	2	588	8	31	3,392	3	21	1,764	4	2	504	7	23	2,268
Specialty Retail	5	11	1,184	12	28	4,834	17	39	6,018	18	64	7,677	23	42	8,495	41	106	16,172
Technology	**15**	**98**	**24,052**	**7**	**-**	**7,840**	**22**	**98**	**31,892**	**9**	**7**	**11,364**	**12**	**8**	**12,191**	**21**	**15**	**23,555**
Audiovisual	6	39	9,804	1	0	2,034	7	39	11,838	-	0	-	-			-	-	-
Computer/Internet	6	47	10,370	5	0	4,306	11	47	14,676	4	1	2,763	4	0	1,810	8	1	4,573
Telecommunications	3	12	3,878	1	0	1,500	4	12	5,378	5	6	8,601	8	8	10,381	13	14	18,982
Services - Retail	**72**	**221**	**38,085**	**55**	**81**	**32,367**	**127**	**302**	**70,452**	**135**	**502**	**77,356**	**146**	**455**	**78,447**	**281**	**957**	**155,803**
Entertainment	3	10	1,451	11	31	10,392	14	41	11,843	1	0	942	8	4	3,377	9	4	4,319
Finance & Insurance	18	69	18,043	7	0	9,390	25	69	27,433	33	150	26,399	23	42	9,201	56	192	35,600
Hospitality	1			1	0	225	2	-	225	3	4	300	6	38	3,750	9	42	4,050
Housing				3	8	2,178	3	8	2,178	5	3	2,842	11	15	4,490	16	18	7,332
Miscellaneous	0	0	-	7	26	3,387	7	26	3,387	6	9	2,459	13	11	2,407	19	20	4,866
Personal Care Service & Products	20	40	2,424	5	0	834	25	40	3,258	44	111	5,187	30	45	4,014	74	156	9,201
Postal	3	3	966	1	0	552	4	3	1,518	2	7	557	5	164	17,729	7	171	18,286
Property/Structure Maintenance	8	16	1,566	11	14	1,925	19	30	3,491	7	17	2,076	22	52	9,128	29	69	11,204
Real Estate	19	83	13,635	9	2	3,484	28	85	17,119	30	194	34,867	26	84	24,003	56	278	58,870
Security	0	0	-	-	0	-	-	-	-	4	7	1,727	2	0	348	6	7	2,075

	El Segundo Inner			El Segundo Outer			El Segundo Total			Hawthorne Inner			Hawthorne Outer			Hawthorne Total		
	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales
Services - Professional	**49**	**151**	**25,101**	**35**	**44**	**19,069**	**84**	**195**	**44,170**	**86**	**685**	**111,373**	**63**	**284**	**116,829**	**149**	**969**	**228,202**
Accounting	2	4	412	2	2	515	4	6	927	3	5	927	3	4	824	6	9	1,751
Advertising	14	26	6,449	5	12	3,190	19	38	9,639	2	17	1,730	3	2	583	5	19	2,313
Business Svcs	10	37	4,372	8	5	2,526	18	42	6,898	7	24	3,856	13	36	9,299	20	60	13,155
Doctors/Dentists/Chiropractors/ODs	11	43	7,090	5	9	6,379	16	52	13,469	43	529	68,777	16	63	14,189	59	592	82,966
Legal	4	11	1,837	4	2	3,332	8	13	5,169	6	17	3,622	6	6	4,998	12	23	8,620
Medical equipment	1	1	134	-	0	0	1	1	134	7	9	15,548	6	115	71,799	13	124	87,347
Medical Housing	0	0	-	-	0	-	-	-	-	-	0	-	2	5	4,665	2	5	4,665
Medical support personnel	4		1,312	4	2	1,478	8	2	2,790	10	46	5,165	4	5	1,492	14	51	6,657
Medical Support Svcs	3	29	3,495	-	0	1	3	29	3,496	6	38	11,142	9	45	8,734	15	83	19,876
Psychologists/Counseling Svcs	0	0	-	7	12	1,648	7	12	1,648	2	0	606	1	3	246	3	3	852
Government/Education/Institutions	**25**	**177**	**3,134**	**30**	**413**	**22,930**	**55**	**590**	**26,064**	**49**	**619**	**5,729**	**76**	**1,695**	**6,431**	**125**	**2,314**	**12,160**
Child/Family Svc	3	10	1,075	4	20	310	7	30	1,385	2	3	62	12	82	3,582	14	85	3,644
Church/Religion	8	19	-	4	-	-	12	19	-	11	15	238	23	123	-	34	138	238
Civic	2	6	-	7	308	22,092	9	314	22,092	16	187	3,606	20	231	840	36	418	4,446
Public Safety	2	100	-	-	-	-	2	100	-	6	133	-	-	-	1	6	133	1
Schools/Education	5	37	2,059	8	85	528	13	122	2,587	10	273	1,823	13	1,236	428	23	1,509	2,251
Voluntary Assoc	5	5	-	7	-	-	12	5	-	4	8	-	8	23	1,580	12	31	1,580
							-	-	-							-	-	-
							-	-	-							-	-	-
Uncategorized	3	20	-	61	1	938	64	21	938	4			-			4	-	-
							-	-	-							-	-	-
Totals	325	1566	347222	316	963	292656	641	2529	639878	479	2967	395094	585	3504	490599	1064	6471	885693
	Inner	Outer																
Construction	8.3%	17.0%	24.8%	10.8%	8.6%	24.4%	9.5%	13.8%	24.6%	4.0%	4.1%	5.7%	8.9%	3.1%	9.0%	6.7%	3.6%	7.6%
Manufacturing	7.1%	7.7%	10.9%	7.6%	17.0%	9.9%	7.3%	11.2%	10.5%	2.3%	0.6%	0.9%	3.2%	4.8%	12.9%	2.8%	2.9%	7.6%
Transportation & Shipping	2.5%	2.2%	2.4%	5.7%	4.7%	11.1%	4.1%	3.1%	6.4%	1.7%	1.4%	2.2%	2.9%	1.7%	3.7%	2.3%	1.6%	3.0%
Wholesale	3.1%	4.3%	21.7%	2.2%	6.0%	19.3%	2.7%	5.0%	20.6%	2.9%	1.7%	8.3%	3.1%	3.9%	13.8%	3.0%	2.9%	11.3%
Retail	28.6%	26.2%	14.0%	14.2%	7.7%	6.9%	21.5%	19.1%	10.8%	30.1%	31.1%	30.7%	31.1%	16.8%	17.0%	30.6%	23.4%	23.1%
Technology	4.6%	6.3%	6.9%	2.2%	0.0%	2.7%	3.4%	3.9%	5.0%	1.9%	0.2%	2.9%	2.1%	0.2%	2.5%	2.0%	0.2%	2.7%
Personal Care Services	22.2%	14.1%	11.0%	17.4%	8.4%	11.1%	19.8%	11.9%	11.0%	28.2%	16.9%	19.6%	25.0%	13.0%	16.0%	26.4%	14.8%	17.6%
Professional Services	15.1%	9.6%	7.2%	11.1%	4.6%	6.5%	13.1%	7.7%	6.9%	18.0%	23.1%	28.2%	10.8%	8.1%	23.8%	14.0%	15.0%	25.8%
Government/Education/Institutions	7.7%	11.3%	0.9%	9.5%	42.9%	7.8%	8.6%	23.3%	4.1%	10.2%	20.9%	1.5%	13.0%	48.4%	1.3%	11.7%	35.8%	1.4%
Uncategorized	0.9%	1.3%	0.0%	19.3%	0.1%	0.3%	10.0%	0.8%	0.1%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%

Riviera Village Inner			Riviera Village Outer			Riviera Village Total			Inglewood Inner			Inglewood Outer			Inglewood Total			Torrance Inner			Torrance Outer		
Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales
12	**28**	**8,215**	**22**	**57**	**17,890**	**34**	**85**	**26,105**	**9**	**16**	**5,391**	**37**	**70**	**32,708**	**46**	**86**	**38,099**	**10**	**26**	**9,440**	**32**	**136**	**35,344**
9	26	6,609	10	21	4,650	19	47	11,259	5	5	1,641	7	39	12,381	12	44	14,022	4	8	1,984	6	3	3,472
3	2	1,606	12	36	13,240	15	38	14,846	4	11	3,750	30	31	20,327	34	42	24,077	6	18	7,456	26	133	31,872
12	**35**	**7,652**	**5**	**9**	**1,409**	**17**	**44**	**9,061**	**7**	**19**	**3,373**	**15**	**77**	**22,674**	**22**	**96**	**26,047**	**9**	**20**	**4,247**	**30**	**4183**	**31,459**
4	16	4,732	1	2	248	5	18	4,980	-	0	-	8	38	12,674	8	38	12,674	2	3	480	18	140	23,488
-	0	-	1	1	143	1	1	143	3	6	1,901	1	20	5,540	4	26	7,441	2	9	976	3	4016	3,259
8	19	2,920	3	6	1,018	11	25	3,938	4	13	1,472	6	19	4,460	10	32	5,932	5	8	2,791	9	27	4,712
6	**82**	**20,988**	**4**	**48**	**6,257**	**10**	**130**	**27,245**	**4**	**10**	**6,048**	**37**	**234**	**76,541**	**41**	**244**	**82,589**	**5**	**13**	**4,187**	**27**	**83**	**47,556**
-	0	-	-	0	-	-	-	-	1	0	760	1	10	1,260	2	10	2,020	-	0	-	4	2	1,454
3	65	4,015	1	0	284	4	65	4,299	1	8	568	16	107	13,989	17	115	14,557	2	6	1,026	9	38	4,441
3	17	16,973	3	48	5,973	6	65	22,946	2	2	4,720	20	117	61,292	22	119	66,012	3	7	3,161	14	43	41,661
8	**18**	**22,685**	**2**	**2**	**1,374**	**10**	**20**	**24,059**	**10**	**11**	**11,399**	**17**	**470**	**479,671**	**27**	**481**	**491,070**	**8**	**6**	**13,736**	**17**	**113**	**83,831**
115	**656**	**72,027**	**32**	**247**	**29,082**	**147**	**903**	**101,109**	**124**	**415**	**72,076**	**151**	**903**	**159,177**	**275**	**1,318**	**231,253**	**66**	**301**	**28,008**	**80**	**522**	**66,213**
-	0	-	-	0	-	-	-	-	-	0	-	-	0	-	-	-	-	-	0	-	1	2	718
2	12	3,600	1	75	3,075	3	87	6,675	4	14	4,041	50	270	39,118	54	284	43,159	3	13	2,143	20	98	13,113
-	0	-	-	0	-	-	-	-	-	0	-	1	0	252	1	-	252	-	0	-	2	9	2,988
1	4	2,176	2	4	1,032	3	8	3,208	1	3	603	3	0	2,918	4	3	3,521	2	3	459	4	51	14,906
30	82	12,870	3	2	1,179	33	84	14,049	42	75	11,767	7	10	2,172	49	85	13,939	1	1	116	6	21	2,656
5	13	784	-	0	-	5	13	784	4	16	1,036	6	9	1,123	10	25	2,159	4	7	735	4	3	504
12	133	21,933	1	85	15,470	13	218	37,403	9	131	22,747	24	348	65,365	33	479	88,112	10	72	9,034	7	109	1,606
25	296	13,630	14	66	5,180	39	362	18,810	18	78	4,740	21	189	10,760	39	267	15,500	14	150	7,230	11	70	4,400
1	1	280	-	0	-	1	1	280	6	4	8,832	5	3	16,372	11	7	25,204	-	0	-	1	3	486
3	11	1,577	3	8	1,776	6	19	3,353	7	24	3,612	1	0	592	8	24	4,204	5	5	1,058	7	70	10,972
4	14	2,986	2	2	400	6	16	3,386	3	5	1,000	10	16	7,840	13	21	8,840	1	0	800	6	42	9,240
2	2	982	-	0	-	2	2	982	1	4	712	-	0	-	1	4	712	-	0	-	-	0	-
1	15	1,260	1	0	168	2	15	1,428	-	0	-	4	28	2,772	4	28	2,772	2	2	168	2	27	2,268
29	73	9,949	5	5	802	34	78	10,751	29	61	12,986	19	30	9,893	48	91	22,879	24	48	6,265	9	17	2,356
6	**6**	**5,673**	**8**	**15**	**4,639**	**14**	**21**	**10,312**	**7**	**11**	**3,896**	**36**	**202**	**58,973**	**43**	**213**	**62,869**	**6**	**18**	**4,498**	**18**	**471**	**57,431**
1	0	1,810	5	12	2,375	6	12	4,185	2	1	432	12	34	8,833	14	35	9,265	2	3	726	4	11	2,246
3	6	1,586	2	0	1,868	5	6	3,454	5	10	3,464	9	19	15,313	14	29	18,777	3	7	2,364	5	24	11,258
2	0	2,277	1	3	396	3	3	2,673	-	0	-	15	149	34,827	15	149	34,827	1	8	1,408	9	436	43,927
127	**443**	**56,632**	**73**	**249**	**33,399**	**200**	**692**	**90,031**	**83**	**331**	**30,620**	**154**	**587**	**91,262**	**237**	**918**	**121,882**	**52**	**122**	**16,436**	**52**	**171**	**19,368**
2	1	1,049	-	0	-	2	1	1,049	4	3	1,204	8	14	4,502	12	17	5,706	3	0	1,128	-	0	-
32	142	26,458	20	62	11,080	52	204	37,538	14	50	8,372	21	93	21,234	35	143	29,606	8	24	2,826	13	57	6,966
						-	-	-	-	0	-	2	3	225	2	3	225	-	0	-	-	0	-
						-	-	-	4	34	4,066	7	48	5,559	11	82	9,625	2	3	945	1	1	188
2	1	376	1	1	96	3	2	472	13	23	3,501	20	203	22,314	33	226	25,815	12	24	2,562	6	41	3,408
66	150	5,869	29	117	6,175	95	267	12,044	34	172	8,016	30	41	3,658	64	213	11,674	15	41	3,232	14	24	1,387
2	20	2,570	2	2	188	4	22	2,758	-	0	-	2	0	282	2	-	282	1	2	110	5	26	3,364
4	7	1,386	7	15	2,970	11	22	4,356	2	7	341	22	85	5,881	24	92	6,222	3	13	403	1	1	148
19	122	18,924	14	52	12,890	33	174	31,814	11	22	4,540	36	79	25,972	47	101	30,512	8	15	5,230	11	21	3,232
-	0	-	-	0	-	-	-	-	1	20	580	6	21	1,635	7	41	2,215	-	0	-	1	0	675

Riviera Village Inner			Riviera Village Outer			Riviera Village Total			Inglewood Inner			Inglewood Outer			Inglewood Total			Torrance Inner			Torrance Outer		
Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales	Firms	Employment	Sales
127	**365**	**57,849**	**25**	**48**	**14,668**	**152**	**413**	**72,517**	**46**	**135**	**44,109**	**204**	**2996**	**473,967**	**250**	**3,131**	**518,076**	**43**	**181**	**26,873**	**62**	**473**	**81,402**
11	43	4,429	-	0	-	11	43	4,429	1	2	206	12	43	2,996	13	45	3,202	5	16	1,808	7	19	2,426
9	24	3,416	3	6	533	12	30	3,949	-	0	-	7	1	2,954	7	1	2,954	7	27	4,313	6	9	2,192
6	11	3,166	6	15	3,090	12	26	6,256	5	29	4,033	14	12	5,601	19	41	9,634	3	5	1,360	7	120	15,092
35	148	19,473	3	6	2,998	38	154	22,471	14	62	14,973	96	549	181,891	110	611	196,864	14	60	6,528	11	52	11,966
28	66	16,032	6	4	2,954	34	70	18,986	16	20	10,393	30	47	23,630	46	67	34,023	6	8	1,545	14	39	9,708
-	0	-	1	4	1,732	1	4	1,732	4	16	13,156	9	37	16,310	13	53	29,466	1	12	7,176	6	22	20,769
-	0	-	-	0	-	-	-	-	-	0	-	4	2145	219,465	4	2,145	219,465	2	24	1,176	-	0	-
5	6	1,444	1	0	410	6	6	1,854	2	3	246	4	7	984	6	10	1,230	-	0	-	3	104	8,558
8	14	3,520	2	7	2,267	10	21	5,787	3	3	692	23	95	15,021	26	98	15,713	3	9	855	7	108	10,349
25	53	6,369	3	6	684	28	59	7,053	1	0	410	5	60	5,115	6	60	5,525	2	20	2,112	1	0	342
5	**18**	**-**	**8**	**81**	**348**	**13**	**99**	**348**	**66**	**1824**	**20,047**	**84**	**891**	**9,969**	**150**	**2,715**	**30,016**	**13**	**112**	**6,749**	**25**	**310**	**8,292**
-	-	-	-	-	-	-	-	-	4	19	-	18	102	2,089	22	121	2,089	-	0	-	2	17	969
2	1	-	4	40	-	6	41	-	3	0	-	21	70	-	24	70	-	1	1	-	10	40	609
-	-	-	2	11	-	2	11	-	47	1634	16,800	8	81	165	55	1,715	16,965	6	22	84	1	8	-
-	-	-	-	-	-	-	-	-	4	44	-	-	-	-	4	44	-	-	0	-	-	0	-
1	14	-	2	30	348	3	44	348	6	123	3,247	25	619	7,373	31	742	10,620	2	54	-	5	187	264
2	3	-	-	-	-	2	3	-	2	4	-	12	19	342	14	23	342	4	35	6,665	7	58	6,450
						-	-	-							-	-	-						
						-	-	-							-	-	-						
9	6	1,896	3	2	172	12	8	2,068	2	2	152	17	21	2,587	19	23	2,739	2	1	402	10	49	2,619
						-	-	-							-	-	-						
427	1657	253617	182	758	109238	609	2415	362855	358	2774	197111	752	6451	1407529	1110	9225	1604640	214	800	114576	353	6511	433515
2.8%	1.7%	3.2%	12.1%	7.5%	16.4%	5.6%	3.5%	7.2%	2.5%	0.6%	2.7%	4.9%	1.1%	2.3%	4.1%	0.9%	2.4%	4.7%	3.3%	8.2%	9.1%	2.1%	8.2%
2.8%	2.1%	3.0%	2.7%	1.2%	1.3%	2.8%	1.8%	2.5%	2.0%	0.7%	1.7%	2.0%	1.2%	1.6%	2.0%	1.0%	1.6%	4.2%	2.5%	3.7%	8.5%	64.2%	7.3%
1.4%	4.9%	8.3%	2.2%	6.3%	5.7%	1.6%	5.4%	7.5%	1.1%	0.4%	3.1%	4.9%	3.6%	5.4%	3.7%	2.6%	5.1%	2.3%	1.6%	3.7%	7.6%	1.3%	11.0%
1.9%	1.1%	8.9%	1.1%	0.3%	1.3%	1.6%	0.8%	6.6%	2.8%	0.4%	5.8%	2.3%	7.3%	34.1%	2.4%	5.2%	30.6%	3.7%	0.8%	12.0%	4.8%	1.7%	19.3%
26.9%	39.6%	28.4%	17.6%	32.6%	26.6%	24.1%	37.4%	27.9%	34.6%	15.0%	36.6%	20.1%	14.0%	11.3%	24.8%	14.3%	14.4%	30.8%	37.6%	24.4%	22.7%	8.0%	15.3%
1.4%	0.4%	2.2%	4.4%	2.0%	4.2%	2.3%	0.9%	2.8%	2.0%	0.4%	2.0%	4.8%	3.1%	4.2%	3.9%	2.3%	3.9%	2.8%	2.3%	3.9%	5.1%	7.2%	13.2%
29.7%	26.7%	22.3%	40.1%	32.8%	30.6%	32.8%	28.7%	24.8%	23.2%	11.9%	15.5%	20.5%	9.1%	6.5%	21.4%	10.0%	7.6%	24.3%	15.3%	14.3%	14.7%	2.6%	4.5%
29.7%	22.0%	22.8%	13.7%	6.3%	13.4%	25.0%	17.1%	20.0%	12.8%	4.9%	22.4%	27.1%	46.4%	33.7%	22.5%	33.9%	32.3%	20.1%	22.6%	23.5%	17.6%	7.3%	18.8%
1.2%	1.1%	0.0%	4.4%	10.7%	0.3%	2.1%	4.1%	0.1%	18.4%	65.8%	10.2%	11.2%	13.8%	0.7%	13.5%	29.4%	1.9%	6.1%	14.0%	5.9%	7.1%	4.8%	1.9%
2.1%	0.4%	0.7%	1.6%	0.3%	0.2%	2.0%	0.3%	0.6%	0.6%	0.1%	0.1%	2.3%	0.3%	0.2%	1.7%	0.2%	0.2%	0.9%	0.1%	0.4%	2.8%	0.8%	0.6%

Torrance Total			Control Area		
Firms	Employment	Sales	Firms	Employment	Sales
42	**162**	**44,784**	**100**	**190**	**92,228**
10	11	5,456	12	51	8,738
32	151	39,328	88	139	83,490
39	**4,203**	**35,706**	**22**	**76**	**29,035**
20	143	23,968	7	29	18,939
5	4,025	4,235	-	0	-
14	35	7,503	15	47	10,096
32	**96**	**51,743**	**18**	**70**	**24,986**
4	2	1,454	1	9	2,619
11	44	5,467	6	0	3,140
17	50	44,822	11	61	19,227
25	**119**	**97,567**	**16**	**27**	**34,452**
146	**823**	**94,221**	**164**	**1,173**	**127,237**
1	2	718	-	-	-
23	111	15,256	12	61	12,876
2	9	2,988	-	-	-
6	54	15,365	9	118	17,189
7	22	2,772	6	14	1,824
8	10	1,239	10	19	1,372
17	181	10,640	15	135	25,773
25	220	11,630	42	607	25,720
1	3	486	2	86	11,772
12	75	12,030	11	41	7,446
7	42	10,040	26	39	12,934
-	-	-	5	2	2,002
4	29	2,436	9	19	3,000
33	65	8,621	17	32	5,329
24	**489**	**61,929**	**27**	**33**	**23,895**
6	14	2,972	11	5	8,652
8	31	13,622	12	13	8,139
10	444	45,335	4	15	7,104
104	**293**	**35,804**	**189**	**2,359**	**131,943**
3	-	1,128	3	-	1,320
21	81	9,792	30	72	22,792
-	-	-	-	-	-
3	4	1,133	10	34	7,194
18	65	5,970	16	16	3,960
29	65	4,619	86	192	13,855
6	28	3,474	2	-	1,128
4	14	551	4	-	684
19	36	8,462	29	43	18,029
1	-	675	9	2,002	62,981

Torrance Total			Control Area		
Firms	Employment	Sales	Firms	Employment	Sales
105	**654**	**108,275**	**92**	**201**	**42,797**
12	35	4,234	11	15	2,781
13	36	6,505	6	6	1,593
10	125	16,452	7	12	3,788
25	112	18,494	18	80	10,032
20	47	11,253	8	19	3,601
7	34	27,945	3	1	7,310
2	24	1,176	1	0	4,410
3	104	8,558	6	8	1,132
10	117	11,204	12	27	3,502
3	20	2,454	20	33	4,648
38	**422**	**15,041**	**35**	**440**	**3,058**
2	17	969	9	39	589
11	41	609	7	13	934
7	30	84	1	7	-
-	-	-	-	0	-
7	241	264	14	381	1,535
11	93	13,115	4	0	-
-	-	-			
-	-	-			
12	50	3,021	32	15	7,938
-	-	-			
567	7311	548091	695	4584	517569
7.4%	2.2%	8.2%	14.4%	4.1%	17.8%
6.9%	57.5%	6.5%	3.2%	1.7%	5.6%
5.6%	1.3%	9.4%	2.6%	1.5%	4.8%
4.4%	1.6%	17.8%	2.3%	0.6%	6.7%
25.7%	11.3%	17.2%	23.6%	25.6%	24.6%
4.2%	6.7%	11.3%	3.9%	0.7%	4.6%
18.3%	4.0%	6.5%	27.2%	51.5%	25.5%
18.5%	8.9%	19.8%	13.2%	4.4%	8.3%
6.7%	5.8%	2.7%	5.0%	9.6%	0.6%
2.1%	0.7%	0.6%	4.6%	0.3%	1.5%