

## Appendix F: Transportation Impact Analysis

# LAWNDALE GENERAL PLAN CEQA TRANSPORTATION ANALYSIS

LAWNDALE, CA

July 12, 2023



Inside front cover

Page Intentionally blank

# Lawndale General Plan CEQA Transportation Analysis Lawndale, CA

Prepared for:  
City of Lawndale  
14717 Burin Avenue  
Lawndale, CA 90260

Prepared by:  
**Kittelson & Associates, Inc.**  
750 The City Drive, Suite 410  
Orange, CA 92868  
714.468.1997

Project Principal:  
Tim Erney, AICP, PTP  
Senior Principal Planner

Project Manager:  
Fernando Sotelo, TE  
Associate Engineer

Project Number 24360

July 12, 2023



Page Intentionally blank



# CONTENTS

Executive Summary .....	2
Purpose of Transportation Study.....	5
Project Characteristics .....	5
Development Potential .....	5
Circulation And Parking.....	6
Regulatory Framework .....	14
State Regulations .....	14
Regional Regulations .....	16
Local Regulations.....	17
Existing Circulation System.....	23
Roadway Network .....	23
Bicycle and Pedestrian Facilities.....	24
Transit Services.....	26
CEQA Significance Thresholds.....	28
Transportation Significance Criteria .....	28
Specific Transportation Thresholds.....	28
CEQA Analysis Methodology.....	31
Travel Demand Model.....	31
Impact Analysis.....	34
Roadway Volumes Forecast.....	38

---

## LIST OF FIGURES

Figure 1: General Plan Update Land Use Map.....	8
Figure 2: General Plan Update Land-Use Change Map .....	9
Figure 3: Roadway Functional Classifications Map.....	10
Figure 4: Existing and Proposed Bicycle and Pedestrian Networks Map .....	11
Figure 5: Local Street Network Map.....	12
Figure 6: Proposed Greenline Extension Project Map .....	13
Figure 7: Hawthorne Boulevard Specific Plan Map.....	22

---

## LIST OF TABLES

Table 1: Summary of VMT Impacts.....	3
Table 2 General Plan Update Buildout by Land Use Designation Summary .....	7
Table 3 General Plan Update Growth Totals .....	7
Table 4 LA Metro Bus Service in Lawndale .....	27
Table 5: Existing General Plan Non-Residential Land Use Assumptions.....	32
Table 6: Proposed General Plan Non-Residential Land Use Assumptions.....	32
Table 7: SCAG Model Land Use Inputs for Lawndale Planning Area TAZs <sup>1</sup> .....	33
Table 8: VMT Generated by Land Uses within the Project Area and Region .....	36
Table 9: Existing and Future Roadway Segment Daily Traffic Volumes.....	39



# APPENDICES

Appendix A: Detailed VMT Impact Summary

Page intentionally blank.

# EXECUTIVE SUMMARY

The City of Lawndale is updating its General Plan, which will guide the City's development, growth, and conservation through land use objectives and policy guidance. While no specific development projects are proposed as part of the Lawndale General Plan Update, the General Plan Update will accommodate future growth in Lawndale, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily within the Hawthorne Boulevard Specific Plan area. The buildout analysis assumes a 20-year planning horizon, with 2045 being the full buildout year of the General Plan Update. The study area is comprised of city boundaries and the city's sphere of influence. The Hawthorne Boulevard Specific Plan (HBSP) is also being updated and incorporated in this analysis. The proposed general plan is referred to in this study as "General Plan Update" or "Project", and the project area is referenced as "General Plan Planning Area" or "the Planning Area". The adopted General Plan is referred in this study as "Existing General Plan". This transportation impact study was prepared to provide an evaluation of the potential transportation impacts from the Project.

## VMT IMPACT ASSESSMENT

Per current CEQA requirements, Vehicle-Miles Traveled (VMT) is the most appropriate metric to evaluate a project's transportation impact. Since the City has not officially adopted VMT thresholds and guidelines for the preparation of transportation studies, this analysis relies on guidance from the California Governor's Office of Planning and Research (OPR) technical advisory to evaluate CEQA guidelines for VMT. The following VMT thresholds apply as project impacts:

- The general plan's residential generated VMT under future conditions would be compared to 15% below the baseline (existing) region-wide VMT/capita average to determine impact significance.
- The general plan's office generated VMT under future conditions would be compared to 15% below the baseline(existing) region-wide VMT/employee average to determine impact significance.

A significant cumulative VMT impact would occur if the Project threshold is exceeded, or if the Project is determined to be inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). The 2020 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level.

The following scenarios were reviewed and/or developed to analyze potential VMT impacts with the Project:

- 2023 Existing Conditions: corresponds to the existing circulation network and 2023 land use profile.
- 2045 No Project: corresponds to the future year 2045 conditions under currently adopted plan. It consists of the Existing General Plan network and land use adopted in 1992.
- 2045 Project: corresponds to the future year 2045 conditions with maximum development potential with the General Plan Update that is being proposed.

## *Project VMT Impact Assessment*

The projected VMT impacts due to the Project were calculated using the Southern California Association of Governments (SCAG) regional travel model, the results of which are shown in Table 1.

Table 1: Summary of VMT Impacts

Units	2023 Existing Conditions	2045 No Project	2045 Project
<b>Capita</b>			
VMT Per Capita	9.87	8.87	9.19
Impact Threshold <sup>1</sup>	N/A	N/A	10.89
<b>EXCEEDS THRESHOLD</b>	<b>N/A</b>	<b>N/A</b>	<b>NO</b>
<b>Employee</b>			
VMT Per Employee	16.26	15.05	14.78
Impact Threshold <sup>1</sup>	N/A	N/A	<b>15.41</b>
<b>EXCEEDS THRESHOLD</b>	<b>N/A</b>	<b>N/A</b>	<b>NO</b>
<b>Total Regional VMT</b>			
Los Angeles County	339,797,977	358,489,475	358,820,209

Source: Kittelson and Associates, 2023.

<sup>1</sup> Impact threshold is 15% below Los Angeles County 2023 base year value

<sup>2</sup> Refer to Appendix A for detailed VMT summary showing results for the SCAG region, Los Angeles County and Lawndale. N/A = not applicable.

Future conditions with the Project would result in decreased VMT per employee and VMT per capita in comparison to 2023 existing conditions. Comparing the Project to 2045 No Project conditions, there would be an increase in VMT per capita and a decrease in VMT per employee; however, the impact threshold would not be exceeded for the Project. Therefore, with respect to consistency with CEQA Guidelines Section 15064.3, subdivision (b), the impact of the Project would be less than significant.

### Cumulative VMT Impact Assessment

As noted above, the project impacts in VMT would be less than significant, as the Project’s VMT per capita and VMT per employee would not exceed applicable thresholds. The project would also be consistent with the RTP/SCS as it’s increasing the local and regional housing supply to meet regional housing needs and locating housing in a transit-rich area. Therefore, cumulative impacts would be less than significant and no mitigation would be required.

### POTENTIAL CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM

Relevant City circulation system policies, programs, and plans were reviewed to confirm consistency and that the Project would not preclude implementation of existing plans. Overall, it was determined the Project would not conflict with any approved transportation plans and programs. Moreover, it was determined that there would be a less than significant impact to emergency vehicle access.

### POTENTIAL INCREASE IN HAZARDS

The Project does not propose any specific development projects. The Project will accommodate future growth in the City, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily within the Hawthorne Boulevard Specific Plan area.

Prior to implementation, any improvements would be subject to a detailed review and future consideration by the City’s Public Works engineering staff and other relevant City agencies. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed at the project design level. Roadway improvements would have to be made in accordance with the City’s circulation plan and

roadway design guidelines and meet design guidelines in the California Manual of Uniform Traffic Control Devices and the Caltrans Roadway Design Manual.

Overall, implementation of the Proposed General Plan would not result in hazardous conditions. As individual projects and circulation improvements would undergo review by Public Works and Planning departments for approval and construction and would have to meet design guidelines, no significant impacts would occur.

## PURPOSE OF TRANSPORTATION STUDY

The purpose of this transportation study is to assess potentially significant impacts resulting from the implementation of the City of Lawndale General Plan Update project (Project) on the transportation system, and to identify measures to mitigate those impacts. The study also serves as the basis for the transportation component of the Plan's Environmental Impact Report (EIR). This study includes a review of the following:

- Assessment of the existing circulation conditions, including roadways, pedestrian, bicycle, and transit facilities.
- Review of consistency with existing City programs, plans, ordinances, and policies related to pedestrian and bicyclists, and transit facilities.
- Assessment of the Project's Vehicle Miles Traveled (VMT) impact compared to the City's adopted thresholds.
- Assessment of impacts and mitigations related to geometric design and emergency access.

## PROJECT CHARACTERISTICS

The City of Lawndale is preparing a comprehensive update to its General Plan, which will guide the City's development, growth, and conservation through land use objectives and policy guidance. The general plan update is referred to in this study as "General Plan Update" or "Project" The City will implement the project by requiring development, infrastructure improvements, and other projects to be consistent with its policies, and by implementing the actions included in the General Plan Update.

Figure 1 presents the General Plan Planning Area (Planning Area) and the proposed General Plan Land Use Map. The Planning Area includes the current city limits as well as an extended Sphere of Influence area.

While no specific development projects are proposed as part of the Project, it will accommodate future growth in Lawndale, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily within the Hawthorne Boulevard Specific Plan area. The transportation analysis is based on a 20-year planning horizon, and 2045 is assumed to be the full buildout year of the General Plan (the point at which all parcels in the City are developed according to their General Plan land use designation).

The Hawthorne Boulevard Specific Plan (HBSP) oversees the development of the Hawthorne Boulevard corridor and the north side of both Artesia Boulevard and Redondo Beach Boulevard. The Specific Plan was originally adopted in June 1999 and has undergone various amendments since its adoption. The Specific Plan includes General Commercial, Downtown Commercial, Public Facilities and Multi-Family Medium land use designations. Hawthorne Boulevard serves as the City's primary transportation route, corridor of economic activity, and the community focal point. The HBSP acts as a tool for implementing the goals and policies of the General Plan through the regulation of use, density, height, and other design standards to achieve the overall vision for the area. The HBSP is incorporated into this analysis.

## DEVELOPMENT POTENTIAL

Table 2 provides a summary of the buildout potential associated with the General Plan Update Land Use Map compared to existing on-the-ground conditions by land use designation. As shown in Table 2, buildout of the General Plan could yield a total of up to 15,405 housing units, a population of 47,430 people, approximately 5.35 million square feet of non-residential building square footage, and 9,208 jobs within the Planning Area. Figure 2 shows the land use change map. As shown in Table 3, this represents increases over existing conditions of up to approximately 3,942 new housing units, 9,482 people, 808,000 square feet of new non-residential building square footage, and 2,738 jobs.

The Hawthorne Boulevard Specific Plan (HBSP) would account for 90 percent of the proposed growth in residential units within the planning area, 38 percent of the growth in non-residential square footage, and 56 percent of the growth in jobs.

## CIRCULATION AND PARKING

The General Plan Mobility Element correlates closely with the Land Use Element and identifies the general locations and extent of existing and proposed major thoroughfares, transportation routes, and alternative transportation facilities necessary to support a multi-modal transportation system. This Element is intended to facilitate the movement of people and goods throughout Lawndale by a variety of transportation modes, including vehicles, bicycles, pedestrians, and transit.

### ROADWAYS

The proposed General Plan Mobility Element includes a map of proposed vehicular roadway classifications, as shown in Figure 3. The proposed General Plan Mobility Element also includes existing and proposed bicycle networks, as shown in Figure 4. The bicycle facilities have been proposed through several documents and plans, including the South Bay Bicycle Master Plan, the Los Angeles County Bicycle Master Plan (2012), and the LA Metro Bicycle Transportation Strategic Plan (2006) and are incorporated in the proposed Mobility Plan. Figure 5 shows the map of the Local Travel Network to promote micro-mobility modes through the City of Lawndale. The Project is not proposing roadway expansions such as adding through lanes to existing roads.

The Los Angeles Metropolitan Transportation Authority (Metro) has plans to connect more of the South Bay by extending the C rail transit line (Green) from Redondo Beach Station to the new Torrance Transit Center (see Figure 6). Metro prepared a Draft Environmental Impact Report (DEIR) for public review from January 26 to March 27, 2023. The DEIR evaluated three alignments: Metro ROW Elevated/At-Grade Alignment, Trench Option, and Hawthorne Option. Both the Metro ROW and Trench Option would utilize a Metro-owned railroad corridor generally located parallel to Condon Avenue though the western portion of the city, whereas the Hawthorne Option would operate in an elevated alignment located within the median of Hawthorne Boulevard. Metro is anticipated to make a recommendation on its preferred alignment in Summer 2023 based on findings from the DEIR, public comments made during the comment period, technical analysis, stakeholder input, and other factors such as cost, ridership, and project objectives. While three alignments are being considered, this transportation analysis assumes the at-grade alignment within the Metro ROW, consistent with assumptions used by SCAG for the Regional Transportation Plan.

Table 2 General Plan Update Buildout by Land Use Designation Summary

General Plan Land Use Designations	Existing Conditions			2045 Proposed General Plan (Project)			Net Change				
	Units	Pop.	NRSF	Units	Pop.	NRSF	Units	Pop.	NRSF	Jobs	
<b>City of Lawndale</b>											
LDR	575	2,090	0	420	1,537	0	0	-155	-553	0	0
MDR	5,522	19,255	126,644	5,534	18,404	0	0	12	-851	-126,644	-199
HDR	3,229	9,190	50,934	3,464	9,418	0	0	235	228	-50,934	-80
C	120	365	487,809	311	706	836,681	1,673	191	341	348,872	905
I	55	184	336,957	0	0	459,130	612	-55	-184	122,173	81
OS	0	0	0	27	62	0	0	27	62	0	0
PF	0	0	1,124,243	0	0	1,124,243	1,124	0	0	0	-1
HBSP	391	1,125	2,174,447	3,931	11,017	2,484,823	4,970	3,540	9,892	310,376	1,546
<b>City Total</b>	<b>9,892</b>	<b>32,209</b>	<b>4,301,034</b>	<b>13,688</b>	<b>41,144</b>	<b>4,904,877</b>	<b>8,379</b>	<b>3,796</b>	<b>8,935</b>	<b>603,843</b>	<b>2,252</b>
<b>Sphere of Influence (SOI)</b>											
LDR	1,569	5,734	0	1,717	6,286	0	0	148	552	0	0
C	2	5	177,631	0	0	382,651	765	-2	-5	205,020	485
PF	0	0	63,498	0	0	63,498	63	0	0	0	0
<b>SOI Total</b>	<b>1,571</b>	<b>5,740</b>	<b>241,129</b>	<b>1,717</b>	<b>6,286</b>	<b>446,149</b>	<b>829</b>	<b>146</b>	<b>546</b>	<b>205,020</b>	<b>486</b>
<b>Grand Total</b>	<b>11,463</b>	<b>37,948</b>	<b>4,542,162</b>	<b>15,405</b>	<b>47,430</b>	<b>5,351,026</b>	<b>9,208</b>	<b>3,942</b>	<b>9,482</b>	<b>808,864</b>	<b>2,738</b>

Notes: LDR: low density residential; MDR: medium density residential; HDR: high density residential; C: commercial; I: industrial; OS: open space; PF: public facilities; HBSP: Hawthorne Boulevard Specific Plan; SOI: Sphere of Influence; Units: Housing Units; Pop.: Population; NRSF: Non-residential square footage; Numbers are rounded to the nearest whole number.

Source: De Novo Planning Group, Project Description, June 7, 2023.

Table 3 General Plan Update Growth Totals

Description	Housing Units		Population		Non-Residential Development (Square Feet)		Jobs	
	Units	Pop.	Units	Pop.	Square Feet	Jobs	Units	Jobs
Existing Conditions	11,463	37,948	4,542,162	4,542,162	6,470	6,470		
Proposed General Plan	15,405	47,430	5,351,026	5,351,026	9,208	9,208		
<b>Net Change</b>	<b>+3,942</b>	<b>+9,482</b>	<b>+808,864</b>	<b>+808,864</b>	<b>+2,738</b>	<b>+2,738</b>		

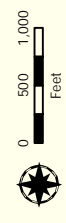
Source: De Novo Planning Group, Project Description, June 7, 2023.



# Figure 1. General Plan Update Land Use Map

**LEGEND**

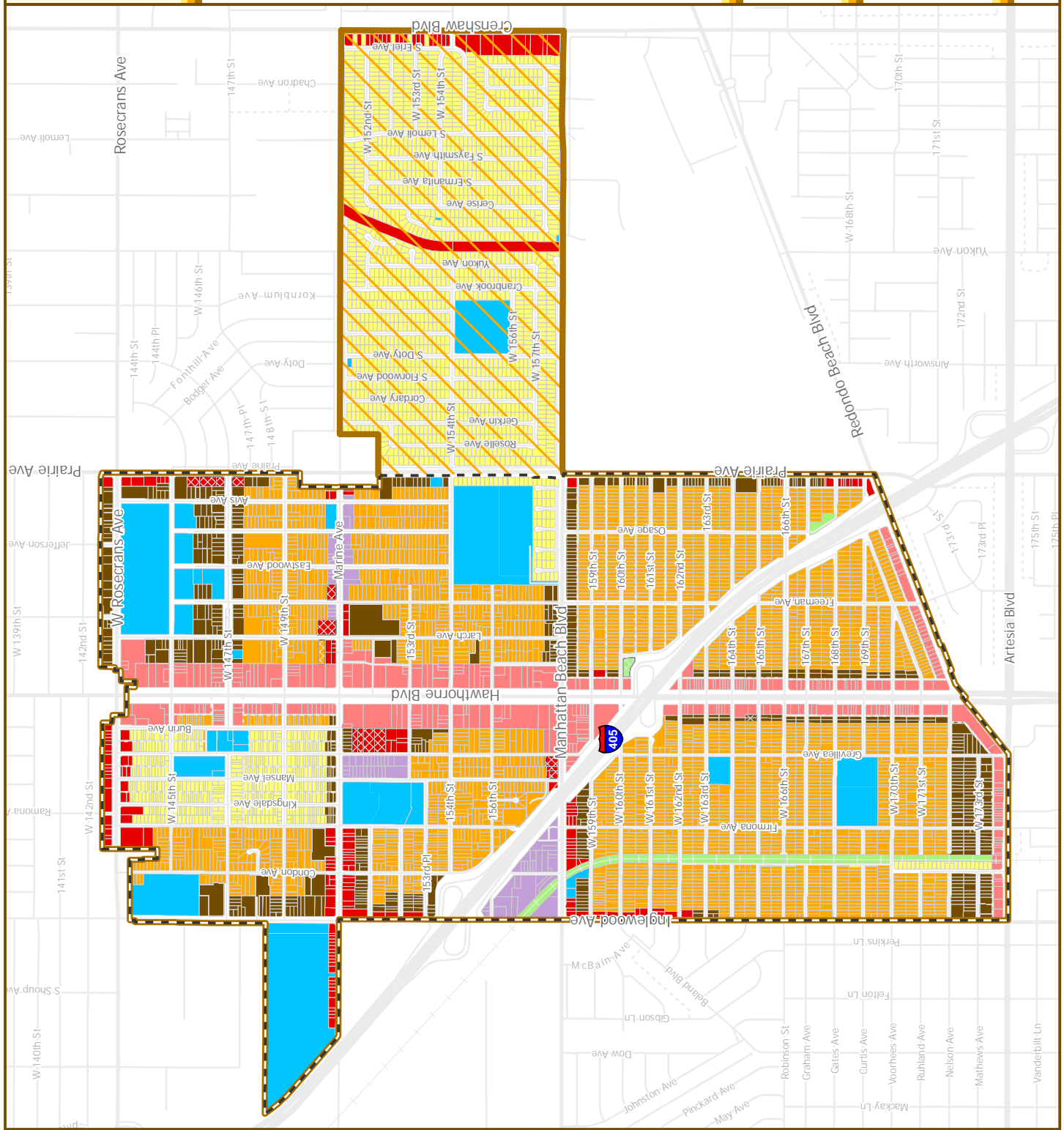
- City of Lawndale
- Sphere of Influence Planning Area
- Assessor Parcel Boundary
- Housing Opportunity Overlay
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Hawthorne Blvd Specific Plan
- Industrial
- Open Space
- Public Facilities



Sources: City of Lawndale, Los Angeles County.  
Date: June 20, 2023.












**City of Lawndale**  
*The Heart of the Southbay*

2026 GENERAL PLAN &  
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



## Figure 2. General Plan Update Land Use Change Map

### LEGEND

-  City of Lawndale
-  Assessor Parcel Boundary
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Commercial
-  Hawthorne Boulevard Specific Plan
-  Industrial
-  Open Space
-  Public Facilities
-  Housing Opportunity Overlay



0 500 1,000  
Feet

Sources: City of Lawndale, Los Angeles County.  
Date: October 27, 2022. Revised June 21, 2023

**City of Lawndale**  
*The Heart of the Southbay*











2020 GENERAL PLAN &  
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



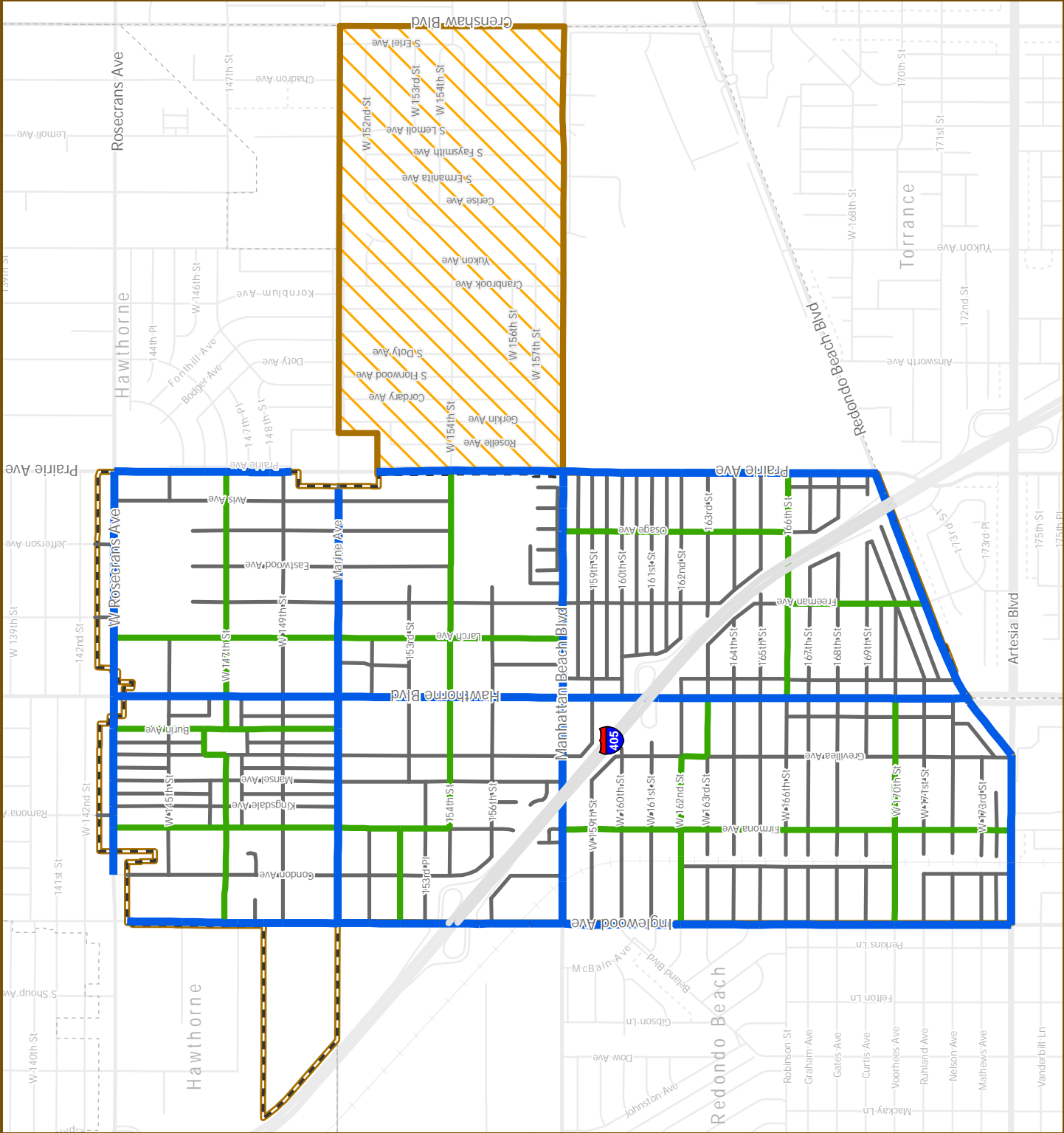
**Figure 3.**  
**Roadway Functional**  
**Classifications Map**

**LEGEND**

-  Freeway
-  Major Arterial
-  Collector
-  Local Street
-  City of Lawndale
-  Sphere of Influence
-  Planning Area
-  Other Incorporated Area



Sources: City of Lawndale, Los Angeles County.  
Date: March 21, 2023.







# Figure 4. Existing and Proposed Bicycle and Pedestrian Networks Map

## LEGEND




### Existing Bike Facilities

-  Class I Bike Paths
-  Class II Bike Lanes
-  Class III Bike Routes
-  Class IV Protected Bike Lanes

### Proposed Bike Facilities

-  Class I Bike Paths
-  Class II Bike Lanes
-  Class III Bike Routes
-  Class IV Protected Bike Lanes

### City of Lawndale

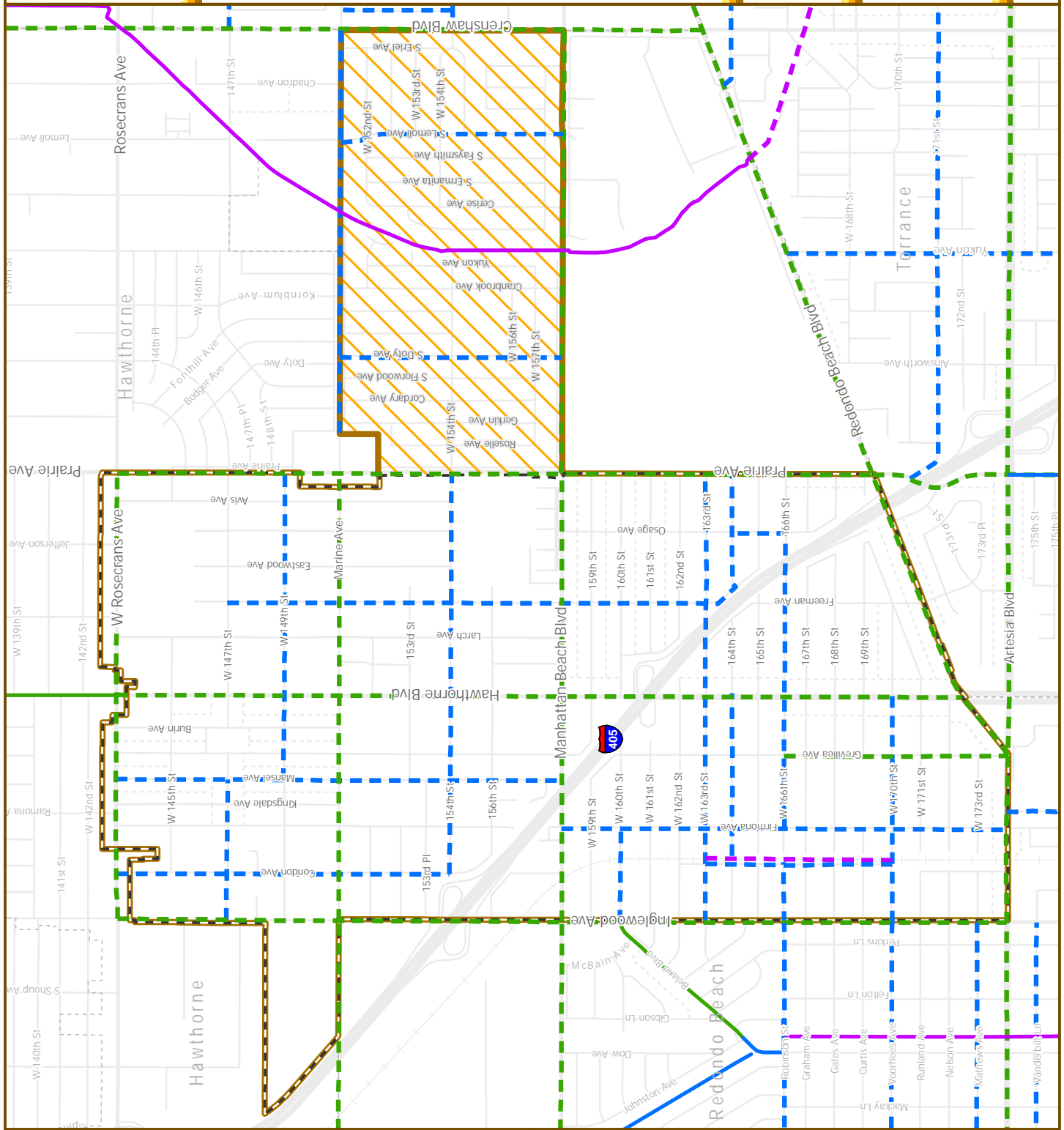
-  Sphere of Influence
-  Planning Area
-  Other Incorporated Area








Sources: City of Lawndale, Los Angeles County.  
Date: March 21, 2023.



2020 GENERAL PLAN IS  
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



**Figure 5.  
Local Street Network  
Map**

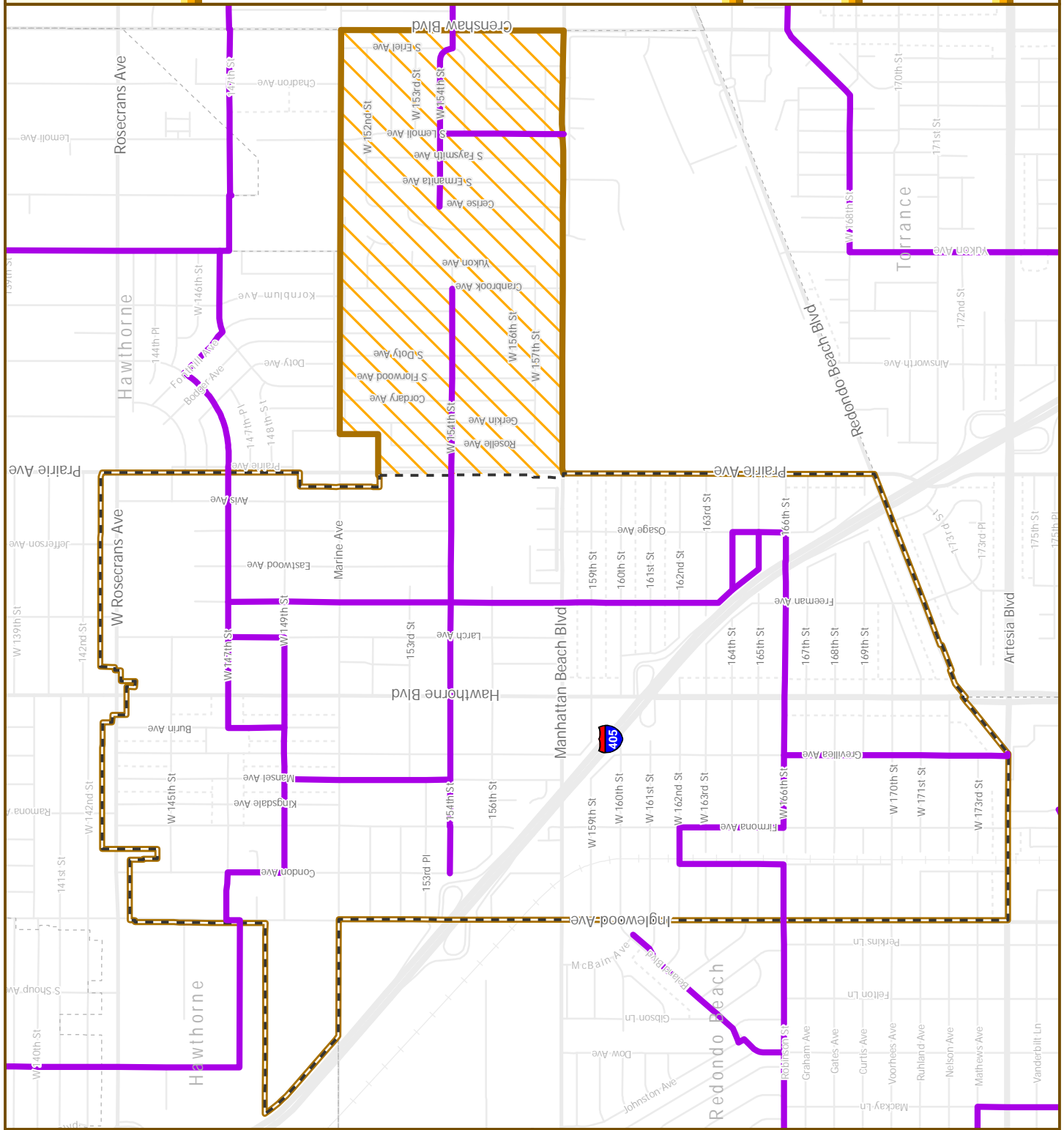
- LEGEND**
-  Local Transportation Network
  -  City of Lawndale
  -  Sphere of Influence
  -  Planning Area
  -  Other Incorporated Area



Sources: City of Lawndale, Los Angeles County.  
Date: March 21, 2023.

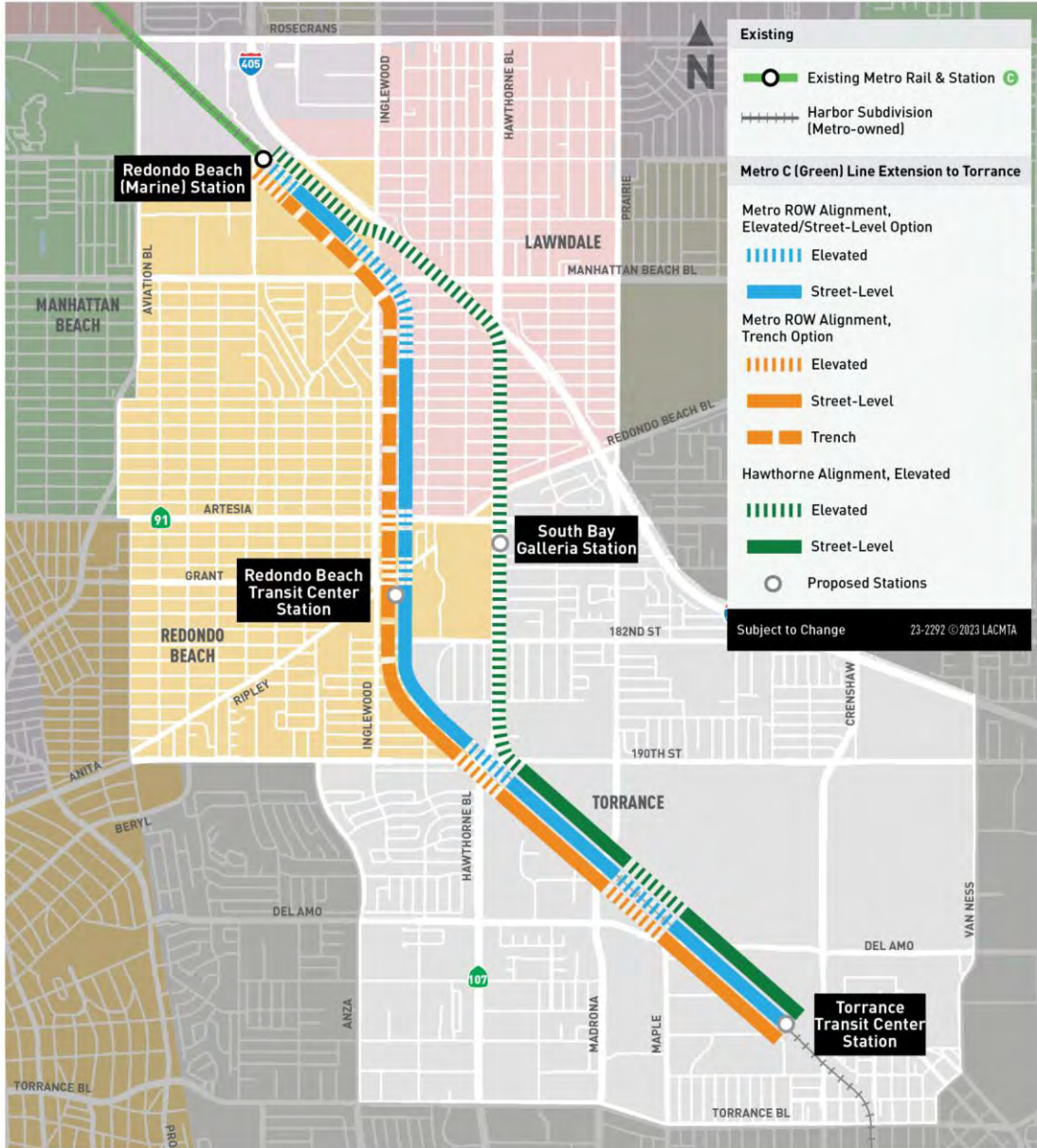
**City of Lawndale**  
2020 GENERAL PLAN IS  
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE

De Novo Planning Group  
A Land Use Planning, Design, and Environmental Firm



**Figure 6.**  
**Proposed Greenline Extension Project Map**

# C Line (Green) Extension to Torrance Transit Project Study Area



# REGULATORY FRAMEWORK

The regulatory framework applicable to the Project includes state, regional and local plans pertinent to the City of Lawndale and the California Environmental Quality Act (CEQA) review process for transportation and circulation.

## STATE REGULATIONS

### *California Department of Transportation*

The California Department of Transportation (Caltrans) manages the operation of state highways and is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities, including I-405, and the associated interchanges. Freeway segments, freeway ramps and intersections associated with freeway on- and off-ramps fall under Caltrans jurisdiction. Hawthorne Boulevard is under Caltrans jurisdiction, however the City of Lawndale maintains it within City limits.

Caltrans has developed procedures to determine if state-controlled facilities require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and operational deficiencies at such facilities, Caltrans may recommend measures to address adverse effects from traffic caused by such projects. Caltrans also prepares comprehensive planning documents, including Corridor System Management Plans and Transportation Concept Reports, which are long-range planning documents that establish a planning concept for state facilities.

Caltrans updated its guidance in 2020 to include metrics to evaluate transportation impacts based on vehicle miles traveled (VMT) and no longer sets a minimum acceptable level of service (LOS) for its facilities. Based on the Caltrans *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*, Caltrans has transitioned from LOS performance standards to VMT to identify significant impacts.

“For land use projects and plans, automobile delay is no longer considered a significant impact on the environment under CEQA (SB 743, 2013). Caltrans review of land use projects and plans is focused on a VMT metric, consistent with changes to the CEQA Guidelines (California Code of Regulations Section 15064.3(b)(1)). This VMT-focused TISG provides a foundation for review of how lead agencies apply the VMT metric to CEQA project analysis.

Beyond or in addition to the use of the VMT metric, determining how the State Highway System may otherwise be affected by a land use project may still be necessary at times, particularly as it relates to the safety of the traveling public. Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and focuses on multi-modal conflict analysis as well as access management issues. With this guidance the Department will transition away from requesting LOS or other vehicle operations analyses of land use projects.”<sup>1</sup>

---

<sup>1</sup> VEHICLE MILES TRAVELLED- FOCUSED TRANSPORTATION IMPACT STUDY GUIDE, CALTRANS, 2020. [HTTPS://DOT.CA.GOV/-/MEDIA/DOT-MEDIA/PROGRAMS/TRANSPORTATION-PLANNING/DOCUMENTS/SB-743/2020-05-20-APPROVED-VMT-FOCUSED-TISG-A11Y.PDF](https://dot.ca.gov/-/media/dot-media/PROGRAMS/TRANSPORTATION-PLANNING/DOCUMENTS/SB-743/2020-05-20-APPROVED-VMT-FOCUSED-TISG-A11Y.PDF)

## Assembly Bill 32, Senate Bill 32, and Senate Bill 375

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. In 2016, SB 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- Air Resources Board (ARB) will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (MPO) in the state.
- MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (RTP).
- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (RHNA) must be consistent with each other.
- CEQA is streamlined for preferred development types such as mixed-use projects and transit-oriented developments (TODs) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (CTC) guidelines.

## California Complete Streets Act of 2008 (AB 1358)

Originally passed in 2008, California's Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a "complete streets" approach to mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider "complete streets" and incorporate corresponding policies and programs. In 2010, OPR released guidelines for compliance with this legislation which provide direction on how circulation elements can best plan for a variety of travel modes such as transit, walking, bicycling, and freight.

## Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law. SB 743 has fundamentally changed transportation impact analysis as part of CEQA compliance. In its *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), OPR provides recommendations for jurisdictions to implement SB 743-compliant transportation analyses. OPR's recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence. Key guidance includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis. Specifically, OPR recommends VMT per capita for residential projects and VMT per employee for office projects.
- OPR's recommended impact threshold for residential and office projects is VMT per capita fifteen percent below the city or regional average (whichever is applied). In other words, an office project that generates VMT per employee that is more than 85 percent of the regional VMT per employee could result in a significant impact. This threshold is in line with statewide greenhouse gas emission reduction targets.



- For retail projects, OPR recommends measuring the net decrease or increase in VMT in the study area with and without the project. The recommended impact threshold is any increase in total VMT.
- Lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.
- Cities and counties still can use metrics such as LOS for other plans, studies, or network monitoring. However, LOS and similar metrics cannot constitute the sole basis for CEQA impacts.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020.

CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed under SB 743. It states that in general transportation impacts are best measured by evaluating the project's vehicle miles traveled. For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact (OPR 2017). The City has not adopted VMT criteria to evaluate transportation impacts under CEQA. For the purpose of this analysis, the Governor's Office Planning and Research (OPR) technical advisory is being used for the traffic impact analysis guidelines. The technical advisory serves as a tool for the City to evaluate the effects a development will have on the City's transportation infrastructure, identify improvements required to maintain the Level of Service (LOS) standards and address Section XV (Transportation/Traffic) of Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

## REGIONAL REGULATIONS

### *Southern California Association of Governments (SCAG)*

SCAG is a federally designated MPO and is made up of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities' strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045.

### *Los Angeles County Metropolitan Transportation Authority*

The Los Angeles County Metropolitan Transportation Agency (Metro) coordinates transportation planning efforts throughout Los Angeles County and programs local, regional, state and federal funding for project implementation. Additionally, it prepares the Congestion Management Program (CMP), a plan mandated by California law to describe the strategies to address congestion problems on the CMP network, which includes State highways and principal arterials. The CMP Guidelines require analysis of the Metropolitan Transportation System (MTS) roadway and transit system and uses level of service standards to measure congestion and to determine how local governments meet CMP standards.

The 2020 Long Range Transportation Plan (LRTP) provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP guides future funding plans and policies needed to move LA County forward for a more mobile, resilient, accessible and sustainable future. The adopted 2020 plan lays out a strategy for meeting transportation needs for all users in LA County and includes projects and other improvements for new and existing freeways, local streets, and public transit (paratransit, buses, rails, ferries), as well as facilities and programs to support bicycling and walking.

Metro has several countywide planning efforts that outline regional networks and provide guidance on best practices. These plans include the Countywide Multimodal Arterial Plan, the Countywide Goods Movement Plan, the Countywide Transit Plan, the Active Transportation Strategic Plan, and the First Last Mile Strategic Plan.

As previously discussed, Metro has plans to extend the C Line from Redondo Beach Station to the new Torrance Transit Center, which would travel through the City. Metro is considering three configuration alternatives, two along Metro-owned ROW and one along Hawthorne Boulevard. The determination of the locally preferred alternative is anticipated in 2023.

### *South Bay Bicycle Master Plan*

The 2011 South Bay Bicycle Master Plan, prepared for the Los Angeles County Bicycle Coalition and the South Bay Bicycle Coalition, aims to develop and maintain a cohesive and connected bicycle network and policy strategy for the cities of El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance. The plan proposes the installation of 213 additional miles of bike facilities, including over 20 miles of bicycle facilities within Lawndale. The plan generally recommends adding Class II bicycle lanes to the City's arterial streets and designating key collector and local streets as "bike-friendly streets".

### *South Bay Cities Council of Governments*

The South Bay Cities Council of Governments (SBCCOG) is a joint powers authority government agency of 16 cities and Los Angeles County. SBCCOG developed the Local Travel Network (LTN) to support the growing local use of "micromobility" and the use of zero-emission, slow speed vehicles. Such devices include neighborhood electric vehicles (NEVs)—which appear similar to golf carts, e-bikes, non-motorized pedal bikes, e-scooters, e-bikes and other "novelty" zero-emission, slow speed mobility devices such as one-wheels (electric skateboards).

In May 2021, the SBCCOG board passed a resolution that directed the SBCCOG to begin implementation of the Local Travel Network in the South Bay. The scope of creating a 243-mile LTN necessitated it be implemented in phases. The initial phase was separated into two (2) corridor projects:

- Phase 1: El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach
- Phase 2: Hawthorne, Lawndale, Gardena, Inglewood, Carson, Lomita, Torrance, areas of unincorporated Los Angeles County as well as the communities of Wilmington, Harbor City, and San Pedro.

The implementation of the Local Travel Network will continue into the foreseeable future.

## LOCAL REGULATIONS

With the exception of State highways that are under Caltrans' jurisdiction, streets in Lawndale are generally under the jurisdiction of the City.

### *Lawndale General Plan*

The current Lawndale General Plan, adopted in 1991 and amended in 1992, is the primary planning document for the City and serves to guide new development and infrastructure in the city. The General Plan Circulation Element provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the city. In particular, the Circulation Element addresses vehicular, pedestrian, bicycle, transit, goods movement, and rail transportation, plus parking. The General Plan Update has a 2045 planning horizon.

## Proposed Lawndale General Plan Mobility Element

The General Plan's Community Mobility and Circulation Element provides guidance on expanding options for transit, bicycle, and pedestrian mobility while continuing to support programs that improve automobile travel. The following goals and policies are the most relevant for the purpose of this analysis:

**GOAL 1: Local Circulation System** | A community served by a safe circulation system with sufficient traffic flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods.

- **Arterial Roadway Network.** Implement the buildout roadway network based on the classifications mapped in Figure M-1 in order to accommodate existing and future needs due to land use growth and shifts in travel patterns.
- **Vehicle Level of Service (LOS).** Maintain vehicular LOS "D" along major City intersections whenever possible. The City may exempt locations from the LOS "D" target due to right-of-way constraints, and to align to community goals and to balance the needs for different road users including pedestrians and cyclists.
- **Traffic System Management.** Facilitate the efficient movement of vehicles and minimize delay utilizing existing roadway facilities.
- **Rail Crossings Traffic Operations.** Collaborate with Metro to provide adequate intersection operations at at-grade crossing locations to minimize delays and congestion and to create safe crossings for all users.
- **Development-Related Traffic Impacts.** Require new development to provide appropriate and feasible improvements as condition of approval so they do not adversely affect traffic flow and roadway operations.
- **Effects of New Technologies on Traffic Flow.** Maximize the benefit to the public of technologies and services such as ride hailing, autonomous vehicles, electric bicycles and scooters without adversely affecting the City's transportation network.
- **Traffic Calming on Local Streets.** Encourage traffic calming strategies and incorporation of traffic calming design in residential and school areas to slow traffic and promote safety.

**GOAL 2: Regional Circulation** | A City that coordinates with neighboring jurisdictions and regional agencies to promote consistent and efficient regional circulation.

- **Freeway Interchanges.** Coordinate with Caltrans to develop appropriate configurations and operations at Interstate 405 interchange intersections to minimize congestion on City streets.
- **Agency Coordination.** Coordinate with regional agencies such as County of Los Angeles, South Bay Cities Council of Governments, and Metro to meet the mobility needs of people living in, working in, or visiting Lawndale.
- **Neighboring Jurisdictions.** Plan and implement vehicular facilities, roadway treatments, active transportation facilities, transit routes, and goods movement network to be connected with those in neighboring jurisdictions.

**GOAL 3: Complete Streets** | A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.

- **Complete Streets for Roadway Projects.** Apply Complete Streets principles to all transportation improvements projects (e.g. safety, intelligent transportation systems, roads and intersections widening, transit facilities).
- **Multimodal Connectivity.** Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities, wherever feasible.
- **Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety.
- **ADA Accessibility.** Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the City.

- **Safe Routes to School.** Provide infrastructure improvements, enforcement and incentives to support Safe Route to School programs and promote walking and bicycling to local schools.

**GOAL 4: Parking** | A community with an adequate parking supply to support business vibrancy and a high quality of life.

- **New Development Parking Supply.** Ensure new residential and non-residential developments provide adequate parking supply to meet demand and reduce spillover to surrounding areas.
- **Effects of New Technologies on Parking Demand.** Monitor the development of mobility new technologies and the potential effects on parking demand.
- **Parking Demand and Supply Trends.** Monitor and consider trends in the region pertaining to reduced parking demand for transit-oriented developments, mixed-use developments, and other high activity areas and the allocation of parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation.
- **Hawthorne Boulevard Specific Plan Parking.** Consider the development of a parking management plan to ensure developments within the Hawthorne Boulevard Specific Plan provide adequate parking supply to meet demand in the area. The plan may include flexible parking principles, such as shared parking, and may consider timing and pricing strategies, and adding supply with the development of parking structures.

**GOAL 5: Transit** | A community with a comprehensive public transportation system.

- **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lawndale.
- **Improve Local Public Transit Service.** Work with Metro, Lawndale Beat Bus, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the City.
- **Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, lighted bus shelters, and route information signage.
- **Paratransit Service.** Work with local transit and other providers to support paratransit service for seniors and persons with disabilities.
- **C (Green) Line Service.** Work with Metro to ensure C (Green) Line service (including headways and service hours) are sufficient to meet the needs of transit commuters to and from Lawndale.
- **C (Green) Line Stations.** Work with Metro to ensure the planned C (Green) Line extension project implementation is consistent with the City's Complete Streets, active transportation, and parking policies, and that it provides pedestrian and bicycle connectivity between neighborhoods within Lawndale and future stations.
- **Effects of New Technologies on Transit Use.** Monitor the development of new mobility technologies and the potential effects on transit demand and how users access public transit.

**GOAL 6: Active Transportation** | A community with a comprehensive network of pedestrian and bicycle facilities that encourages active transportation.

- **Bicycle Master Plan.** Implement the South Bay Bicycle Master Plan within City limits to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations.
- **Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to implement the Local Travel Network plan to promote micro-mobility modes through the City of Lawndale and support efforts to integrate the network with adjacent cities.
- **Hawthorne Boulevard Sidewalks.** Allow for modified sidewalk standards and encourage enhanced pedestrian amenities along Hawthorne Boulevard to reflect the corridors unique character and land use vision.
- **Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways.
- **Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.

- **Effective Roadway Projects.** Consider the implementation of projects within the South Bay Bicycle Master Plan when roadways are being rehabilitated or resurfaced.
- **Effects of New Technologies on Active Transportation.** Monitor the development of mobility new technologies and the potential effects on designing a transportation network that accommodates all modes and users.

**GOAL 7: Goods Movement** | A community that integrates safe and efficient goods movement into the local transportation network.

- **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.
- **Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

**GOAL 8: Funding** | A community with a well-funded and fiscally sound transportation system that utilizes a variety of funding methods.

- **Innovative Funding.** Research and pursue innovative funding sources at the federal, state, regional, and county level to implement transportation projects.
- **Regional Funding.** Encourage regional agencies to continue to provide adequate transportation funding to local jurisdictions such as Metro’s Measure R and Measure M to fund capital projects and programs.
- **Development Fees.** Ensure that new development projects contribute their appropriate fair share to transportation network improvements.

**GOAL 9: Transportation Management** | A community with transportation management strategies that contributes to achieving regional and statewide greenhouse gas emission targets.

- **Vehicle Miles Traveled Guidelines.** Consider adopting vehicle miles traveled (VMT) guidelines and thresholds for transportation analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA). The City shall continue to maintain Level of Service (LOS) standards for the purposes of planning and designing street improvements.
- **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City’s thresholds Vehicle Miles Traveled impact thresholds.
- **Regional Coordination.** Encourage regional agencies such as Metro, the South Coast Air Quality Management District (SCAQMD), and the South Bay Cities Council of Governments to promote TDM programs that reduce single occupancy vehicle travel.
- **New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.

## *Hawthorne Boulevard Specific Plan*

As a supplement to the 1992 General Plan, the currently adopted Hawthorne Boulevard Specific Plan was developed in 1999. The Plan outlined a long-term vision for land use and development standards, circulation improvements, and an overall vision for streetscape to help make Hawthorne Boulevard a successful urban corridor. In 1998, Lawndale citizens voted to approve up to \$15 million for the physical improvement of Hawthorne Boulevard. Figure 7 shows the Hawthorne Boulevard Specific Plan area within Lawndale.






## *Lawndale Parkway Design Policy Guidelines*

First developed in 2018 and updated in July 2020, the Lawndale Parkway Design Policy Guidelines outlines specific guidelines and standards for parkways in the City. Parkway are defined as a portion of the public right-of-way that includes the strip of land between the street and the walkway. In Lawndale, property

owners adjacent to the parkway are responsible for maintaining the area, except for street trees that are maintained by the City.

# Figure 7. Hawthorne Boulevard Specific Plan Map

**LEGEND**

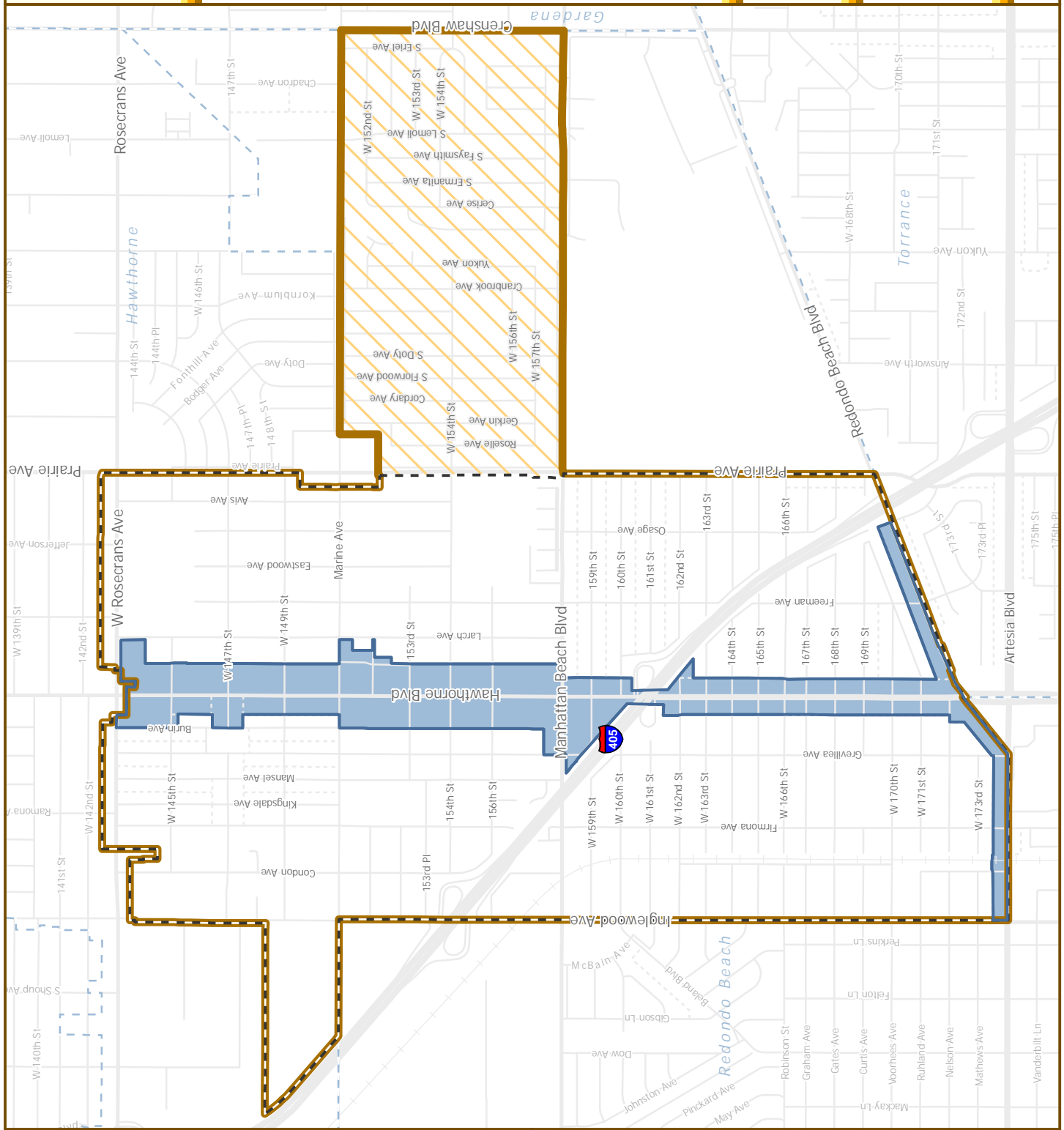
-  City of Lawndale
-  Sphere of Influence
-  Planning Area
-  Adjacent Incorporated
-  Hawthorn Boulevard Specific Plan Boundary



Sources: City of Lawndale, Los Angeles County.  
Date: June 20, 2023.



2020 GENERAL PLAN &  
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



# EXISTING CIRCULATION SYSTEM

## ROADWAY NETWORK

Street design, connectivity, and the overall built environment influence transportation choices and quality of life. The City of Lawndale is supported by a network of core regional streets, including Hawthorne Boulevard, Inglewood Avenue, Prairie Avenue, Manhattan Beach Boulevard, Marine Avenue, Rosecrans Avenue, Redondo Beach Boulevard, and Artesia Boulevard, plus several smaller connecting streets that provide local connectivity. Much of the street network was designed to prioritize cars over other modes of transportation. This is demonstrated by the abundance of public parking, wide streets and travel lanes, and limited pedestrian and bicycle connectivity and amenities. Key streets which are depicted in Figure 3 include:

- **Hawthorne Boulevard** is a major north-south roadway that spans the length of the city. It is a six to eight lane corridor (with three to four lanes in each direction) with on-street parking and a wide center median which is used for parking in some sections. The travel lanes are generally 12 to 14 feet wide, with wider outside lanes to accommodate on-street parking. On-street curbside parallel parking is permitted on both sides of Hawthorne Boulevard during specific timeframes. Two-hour parking is permitted in the center median outside the hours of 2:00 am – 4:00 am. The surrounding land context is primarily commercial, and the corridor provides direct access to I-405 south of Manhattan Beach Boulevard. Hawthorne Avenue acts as a major transit corridor, serving transit riders through LA Metro lines 40 and 740 (Rapid), as well as through Lawndale Beat's Express and Residential Routes. The posted speed limit is 35 miles per hour. South of I-405, Hawthorne Boulevard is also known as California State Route 107 (SR-107). Hawthorne Boulevard is under Caltrans jurisdiction, however the City of Lawndale maintains it within City limits.
- **Inglewood Avenue** is a major north-south connection through the city and forms the majority of Lawndale's western boundary. Inglewood Avenue includes an interchange with I-405 south of Marine Avenue. South of I-405, where Inglewood Avenue abuts mostly residential land uses, the corridor is divided by a median. Three travel lanes are provided in each direction, with the outside lanes serving as flex lanes that flex between through travel lanes and on-street parking. On-street parking is not permitted in the northbound direction from 7:00 am – 9:00 am daily and Monday and Thursdays from 4:00 pm – 7:00 am. In the southbound direction, on-street parking is not permitted from 3:00 pm – 7:00 pm and on Wednesdays from 11:00 am – 2:00 pm. North of I-405, the surrounding land use includes commercial properties, and the roadway has two to three lanes in each direction with a center turn lane and no on-street parking. Between Marine Avenue and Rosecrans Avenue, there are several schools and a major commercial/shopping center. The posted speed limit is 40 miles per hour south of I-405 and 35 miles per hour north of I-405.
- **Prairie Avenue** runs in the north-south direction and forms the eastern boundary of Lawndale. It primarily includes two travel lanes in each direction with a two-way center left-turn lane. On-street parking is available throughout the corridor, except for northbound north of Manhattan Beach Boulevard. South of Marine Avenue, Prairie Avenue is mostly residential and is adjacent to Alondra Park and Golf Course, Will Rogers Middle School, and Anderson Elementary School. North of Marine Avenue, the roadway is surrounded by commercial uses, including a major shopping area at Rosecrans Avenue. The posted speed limit is 40 miles per hour.
- **Manhattan Beach Boulevard** is an east-west corridor that connects Lawndale to Manhattan Beach to the west and Gardena to the east. It has two lanes in each direction, divided by a median. On-street parking is available on both sides of the street. Manhattan Beach Boulevard passes through an industrial area between Inglewood Avenue and I-405, crossing the Harbor Subdivision railway line. East of I-405, it provides access to residential areas and intermittent commercial development. Manhattan Beach Boulevard does not provide direct access to I-405. The posted speed limit is 40 miles per hour.
- **Marine Avenue** is an east-west corridor with two lanes in each direction, undivided with an intermittent center left-turn lane. On-street parking is available in both directions except on Tuesday and Fridays



from 4:00 am – 7:00 am. Marine Avenue is mostly adjacent to commercial and light industrial land uses and provides access to several key destinations, including the LA Metro C Line (Green Line) station, Lawndale High School, and Jane Addams Park. The posted speed limit is 40 miles per hour.

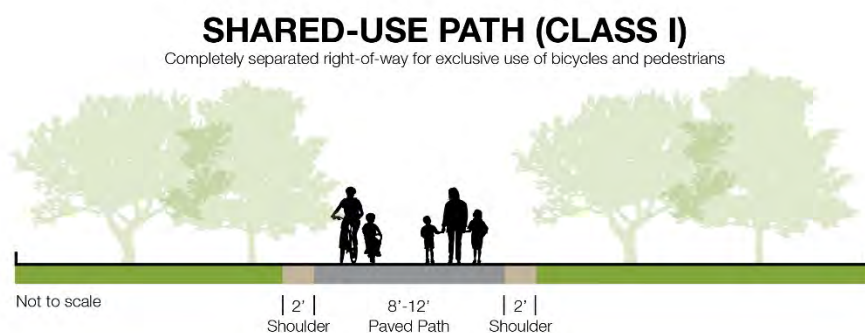
- **Rosecrans Avenue** is a major east-west corridor that forms the northern boundary of the City. Rosecrans Avenue has three travel lanes in each direction with a continuous center left-turn lane. On-street parking is available outside the hours of 6:30 am – 6:00 pm on both sides of the road. Major commercial and residential developments and schools, including Leuzinger High School, are present along the corridor. The posted speed limit is 40 miles per hour.
- **Redondo Beach Boulevard:** runs along the southern boundary of the City and is a major thoroughfare connecting Lawndale to Gardena in the east and Redondo Beach to the west. The corridor has two travel lanes in each direction with a continuous center left-turn lane. On-street parking is permitted throughout from 7:00 am – 6:00 pm, except Tuesdays and Fridays from 4:00 am – 7:00 am. Land use along the corridor is primarily a mix of multi-family residential and commercial. The corridor also provides access to the I-405 freeway.
- **Artesia Boulevard:** is an east-west corridor along the southern boundary of the city. Artesia Boulevard has three travel lanes in the eastbound direction and two travel lanes in the westbound direction with a raised center median. On-street parking is available in the westbound direction only. The corridor provides direct access to numerous commercial buildings, including the South Bay Galleria mall.

## BICYCLE AND PEDESTRIAN FACILITIES

The City of Lawndale does not currently provide any bicycle facilities on its street network. Facilities have been proposed through several documents and plans, including the South Bay Bicycle Master Plan (2011), the Los Angeles County Bicycle Master Plan (2012), and the LA Metro Bicycle Transportation Strategic Plan (2006). However, there are currently no bike-related projects included in Lawndale’s Capital Improvements Program.

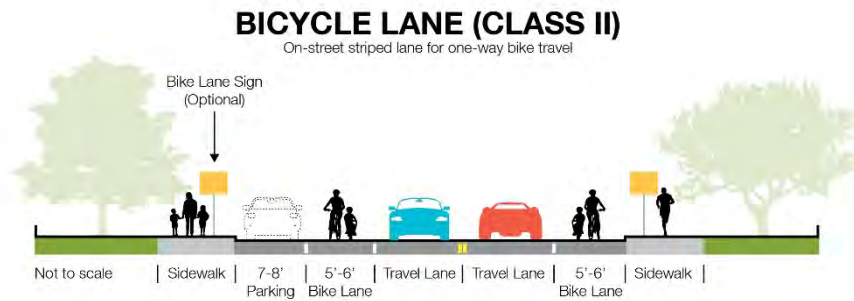
Figure 4 displays the planned bike facilities in Lawndale and in its immediate vicinity. Caltrans categorizes bicycle facilities into four types, as described and depicted in illustrations below. Note that while the graphics include typical widths for each facility type, the exact configuration can vary depending on location and the jurisdiction’s preference.

- **Class I Bikeway (Bike Path).** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway.

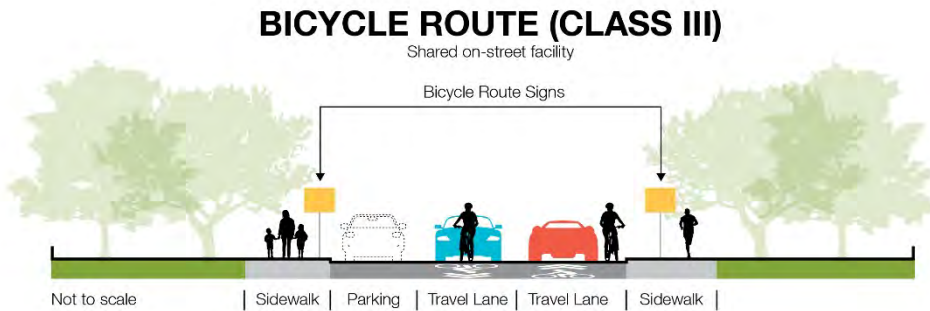




- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered (typically painted) space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.



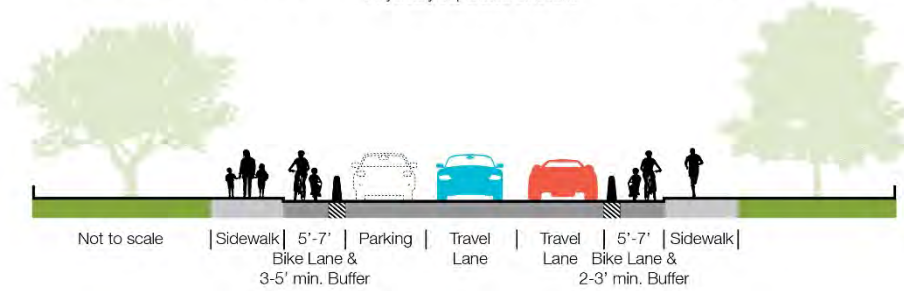
- **Class III Bikeway (Bike Route).** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared-lane marking (sharrow).



- **Class IV Bikeway (Separated Bike Lane).** A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

## CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



I-405 represents a major barrier for bicyclists in both the north/south and east/west direction. The only roadways that provide access under the freeway are Inglewood Avenue, Hawthorne Boulevard, Manhattan Beach Boulevard, 166th Street, and Redondo Beach Boulevard. The Metro rail ROW also presents a challenge to bicyclists, especially in the residential area south of Manhattan Beach Boulevard. The only available railway crossings south of Manhattan Beach Boulevard are at 159th Street, 160th Street, 161st Street, 162nd Street, and 170th Street.

Most streets have paved sidewalks on both sides of the street. Crosswalks are generally provided at signalized or stop-controlled intersections on the arterial and collector roads. They are generally standard crosswalks and on all four approaches. Skewed crossings are common along principal arterials and cause longer pedestrian crossing times and distances. However, the City of Lawndale's overall automobile-centric design creates long walking distances due to the nature of larger block sizes.

## TRANSIT SERVICES

Transit service in Lawndale is primarily provided by Metro, whose transportation system provides bus and passenger rail service throughout Los Angeles County, and by Lawndale Beat, a local agency that runs fixed-route bus service throughout Lawndale. The adjacent cities of Gardena and Torrance also provide local transit options that operate through Lawndale.

### LA Metro

LA Metro provides bus, light rail, and heavy rail service for travel within Los Angeles County. LA Metro currently offers bus service throughout Lawndale, including local and rapid fixed-route services. LA Metro's transit stops are often shared stops with the Lawndale Beat. Three major shared transit stops are located just outside of the city limits –at the LA Metro C Line (Green Line) terminus near Marine Avenue and Redondo Beach Avenue, on Douglas Street north of Rosecrans Avenue, and at South Bay Galleria south of Artesia Boulevard. Table 4 displays the LA Metro routes that currently serve Lawndale.

While LA Metro does not offer rail service through Lawndale, the C Line (Green Line) ends just west of the City limits at the Redondo Beach Station on Marine Avenue, west of I-405. As previously discussed, Metro has conducted an environmental analysis and is considering alignments to extend the C Line (Green Line) approximately 4.6 miles south through Lawndale into Torrance by 2028.

Table 4 LA Metro Bus Service in Lawndale

Route	Route Type	Route Description
40	Local	Downtown Los Angeles to South Bay Galleria via Martin Luther King Boulevard and Hawthorne Boulevard
125	Local	El Segundo to Norwalk Station via Rosecrans Avenue
210	Local	Hollywood/Vine Station to South Bay Galleria via Crenshaw Boulevard
211	Local	Inglewood to South Bay Galleria via Prairie Avenue/Inglewood Avenue
215	Local	Inglewood to South Bay Galleria via Prairie Avenue/Inglewood Avenue

### Lawndale Beat

Lawndale Beat provides a local transit option through the operation of two fixed-route bus routes: Express Route and Residential Route. The Express Route offers service from LA Metro’s C Line (Green Line) Station on Marine Avenue to the Galleria at South Bay shopping area south of Artesia Boulevard on Hawthorne Boulevard. The Residential Route provides service to various residential areas, parks, schools, and shopping areas.

The Express Route operates with a 40-minute headway, running from 7:20 am to 5:55 pm on weekdays, 8:40 am to 5:55 pm on Saturdays, and 9:20 am to 3:55 pm on Sundays and holidays. The Residential Route has a 50-minute headway, running from 7:00 am to 6:39 pm on weekdays, 8:40 am to 5:49 pm on Saturdays, and 10:20 am to 5:49 pm on Sundays and holidays. Stops for both routes are often shared with LA Metro routes.

During the COVID-19 pandemic, the Lawndale Beat Transportation service suspended service. However, the service resumed on May 15, 2023.

### Other Transit Agencies

The neighboring cities of Gardena and Torrance operate fixed-route bus service that serves areas within and surrounding Lawndale. Gardena’s GTrans Line 1X runs along Marine Avenue through Lawndale, connecting Gardena to LA Metro’s C Line (Green Line); and Line 3 runs along Redondo Beach Boulevard to South Bay Galleria. Torrance Transit’s Lines 2, 8, and 13 also run through Lawndale along Artesia Boulevard, the City’s southern boundary.

# CEQA SIGNIFICANCE THRESHOLDS

## TRANSPORTATION SIGNIFICANCE CRITERIA

In accordance with Appendix G of the CEQA Guidelines, the Project would be considered to have a significant transportation impact if it would:

- a) conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- b) conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- c) substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- d) result in inadequate emergency access.

Significance criteria “b” is related to the implementation of vehicle miles traveled (VMT) as the primary performance metric consistent with SB 743 as described above.

## SPECIFIC TRANSPORTATION THRESHOLDS

The thresholds used for the CEQA categories are summarized below.

### *Conflict with Program/Plan/Ordinance/Policy*

The following thresholds are used to evaluate impacts for CEQA Appendix G Item (a).

The Project will be qualitatively evaluated to determine if it is expected to conflict with a relevant programs, plans, ordinances, and policies related to the circulation system. A conflict could occur if the proposed Project would preclude the ability of Lawndale to implement its goals or policies. For the purpose of this analysis, the Project could result in a significant impact if it results in a conflict with any adopted City of Lawndale programs, plans, ordinances, and policies.

Generally, a plan/project causes a significant impact to transit facilities and services if an element of it conflicts with existing or planned transit services. The evaluation of transit facilities shall consider if:

- a plan or project creates demand for public transit services above the capacity that is provided or planned;
- a plan or project or related mitigation disrupts existing transit services or facilities;
- a plan or project or related mitigation conflicts with an existing or planned transit facility; or
- a plan or project or related mitigation conflicts with transit policies adopted by the City of Lawndale for its respective facilities.

The City’s Mobility Element describes the related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for Lawndale residents, employees and visitors. Using the Mobility Element as a guide, significant impacts to these facilities would occur when a plan or project:

- creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility; or
- conflicts with an existing or planned pedestrian or bicycle facility; or
- conflicts with policies related to bicycle and pedestrian facilities as adopted by the City of Lawndale for its respective facilities.

## *Conflict with CEQA Guidelines for VMT*

The following thresholds are used to evaluate impacts for CEQA Appendix G Item (b).

As previously discussed, the City has not adopted VMT thresholds and has not published guidelines for the preparation of transportation studies. Under CEQA, lead agencies have the discretion to choose the most appropriate methodology to evaluate VMT and have discretion to choose their own significance thresholds. OPR provided a Technical Advisory containing guidelines related to VMT analysis methodology, thresholds, and mitigation. In Metropolitan Planning Organization (MPO) counties, OPR recommends that the significance threshold for residential and office projects be based on comparisons of VMT/capita and VMT/employee generated by the project to regional and city-wide average values. Lead agencies are encouraged in Section 15064.7 of the CEQA Guidelines to adopt significance thresholds through a formal adoption process but may also apply thresholds on a case by case basis. Since the City has not officially adopted VMT thresholds and guidelines for the preparation of transportation studies, this analysis relies on guidance from the OPR technical advisory to evaluate CEQA guidelines for VMT.

The OPR recommended thresholds for residential and office land uses as follows:

- Residential: A project exceeding a level of 15% below existing VMT per capita for the city or region may indicate a significant transportation impact.
- Office: A project exceeding a level of 15% below existing regional VMT per employee may indicate a significant transportation impact.

For typical land development projects, such as residential, office, and commercial spaces, the VMT comparison is normally relative to the existing year (e.g., 2023). Since the General Plan is anticipated to take multiple years to be implemented and developed, it is more appropriate to calculate the project-generated VMT under the long-term 2045 horizon year (which would be consistent with the anticipated implementation of the General Plan). Based on this approach, if the VMT per capita or VMT per employee is lower in the horizon year with the Plan than the respective metrics under existing conditions, the Plan would have a less than significant impact on VMT. In summary, the following VMT thresholds apply as project impacts:

- The general plan's residential generated VMT under horizon conditions would be compared to 15% below the baseline region-wide VMT/capita average to determine impact significance.
- The general plan's office generated VMT under horizon conditions would be compared to 15% below the baseline region-wide VMT/employee average to determine impact significance.

A cumulative impact consists of an impact which is created as a result of the combination of the Project with other projects causing related impacts. A plan/project has cumulatively considerable environmental effects (i.e., is significant) when the incremental effects of the plan/project are significant when viewed in connection with the effects of other projects, including probable future projects. According to OPR's TA, a project that falls below an efficiency-based threshold (such as VMT per capita or VMT per employee) that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact. A significant cumulative impact may also occur if the project is not consistent with the RTP/SCS. In summary, a significant cumulative VMT impact would occur if the Project threshold is exceeded, or if the Project is determined to be inconsistent with the RTP/SCS.

## *Increase Hazards Because of a Geometric Design Feature*

The following threshold is used to evaluate impacts for CEQA Appendix G item (c).

Any project that causes a substantial increase in on-street hazards due to geometric design will potentially result in a significant impact. Generally, a plan/project causes a significant impact related to hazards if the

area plan creates an unsafe geometric design feature in the transportation system. The evaluation of hazards shall consider if:

- The Project creates a change in the transportation system which introduces an unsafe design feature.

### *Inadequate Emergency Access*

The following threshold is used to evaluate impacts for CEQA Appendix G item (d).

Generally, a project causes a significant impact to emergency access if it creates an area with inadequate emergency access. The evaluation of emergency access shall consider if:

- The Project creates a change in land uses or the transportation system which result in inadequate emergency access to one or more areas.

# CEQA ANALYSIS METHODOLOGY

Because SB 743 eliminated the use of LOS for CEQA impact analysis purposes, road capacity analysis is not included in this TIA. Under CEQA, the primary quantitative measure to evaluate transportation impacts is VMT. This transportation analysis provides an analysis of potential transportation impacts under current CEQA criteria. A local transportation analysis is being prepared separately to evaluate effects associated with implementation of the Project in terms of roadway capacity and LOS.

## TRAVEL DEMAND MODEL

This study assesses the VMT characteristics of the adopted General Plan and the proposed General Plan (Project) conditions in the 2045 planning horizon year to identify if the Project would result in VMT impacts. The applicable VMT significant impact thresholds are described above. Existing (2023) VMT and future VMT were estimated using the Southern California Association of Governments (SCAG) travel demand model. Calculations for the VMT for the Project was determined for the transportation analysis zones (TAZs) that most closely represent the study area including the City limits and sphere of influence.

The SCAG regional travel model evaluates travel throughout the five-county SCAG region and uses the TransCAD software. The model groups land uses in the region into TAZs, and then uses a series of calculation steps to estimate travel associated with the land uses and transportation network.

- **Trip Generation:** How many daily trips by trip purpose are generated by each land use in each TAZ.
- **Trip Distribution:** How many trips of each type travel to each other TAZ.
- **Mode Choice:** Which travel modes are used by people of different demographic categories for trips of different purposes between each origin and destination, including auto, transit, bicycle and walk modes.
- **Time of Day:** Which trips are made during peak hours versus off-peak hours.
- **Trip Assignment:** Which routes are used by each vehicle trip or transit trip.

The daily activity patterns in the travel model are based on a statistical analysis of a household travel survey, where a representative sample of households were asked to track all daily activities and trips by all members of their household. The travel model was calibrated to these surveyed travel patterns, and also validated by its ability to replicate counted traffic volumes, transit ridership, and total VMT from traffic count sources.

The version of the SCAG model that has been used for VMT analysis in most communities in the SCAG region has a base year of 2012 and a forecast year of 2040.

## *Modelled Scenarios*

The following scenarios were reviewed and developed to provide VMT and roadway segment forecasts:

- **2023 Existing Conditions:** corresponds to an interpolation between the SCAG model 2012 base year and the 2045 forecast conditions.
- **2045 No Project:** corresponds to 2045 horizon year conditions under the existing (currently adopted) General Plan. It consists of the adopted general plan network and land use, and assumes allowable land use buildout with current zoning. Outside of the Lawndale planning area, the forecasts use the 2040 SCAG RTP land use forecast.
- **2045 Project:** corresponds to 2045 conditions with maximum development potential with the General Plan Update, including the Hawthorne Boulevard Specific Plan. Outside of the Lawndale planning area, the forecasts use the 2040 SCAG RTP land use forecast.



## Land Use

The SCAG travel model requires land uses to be defined for each geographic area in the county. The model defines land uses in TAZs which are typically bounded by major arterial or collector streets and are generally subdivisions of Census tracts. The model land use inputs include numbers of households and employees by employment category, as well as enrollment at schools.

The SCAG model had defined a 2040 land use forecast based on the SCAG Regional Transportation Plan. This forecast was generally consistent with the allowable land uses currently in the City and sphere of influence, but did not fully account for the proposed land uses in the planning area. To assess the transportation impacts of the Project more completely, a revised future 2045 land use forecast was prepared for this TIA.

A detailed mapping of parcels and allowable development was compiled to determine the maximum buildout potential of each parcel and planning area with both the City's currently adopted General Plan (for No Project conditions) and the proposed General Plan land use map (for Project conditions).

Table 5 and Table 6 indicate key assumptions used to calculate model land use inputs. Table 7 summarizes the housing and employment totals in the SCAG model for 2023 and 2045.

**Table 5: Existing General Plan Non-Residential Land Use Assumptions**

Land Use Designation	FAR <sup>1</sup>	Square Feet per Employee
Commercial	0.5	500
Downtown Commercial	0.5	500
Industrial	0.5	750
Public Facilities/Schools	0.2	1,000

Source: De Novo Planning Group, 2023.

<sup>1</sup>FAR = floor area ratio; ratio of building square footage to land area square footage

**Table 6: Proposed General Plan Non-Residential Land Use Assumptions**

Land Use Designation	FAR <sup>1</sup>	Square Feet per Employee
Commercial	0.5	500
Hawthorne Boulevard Specific Plan	0.6	500
Industrial	0.5	750
Public Facilities	0.15	1,000

Source: De Novo Planning Group, 2023.

<sup>1</sup>FAR = floor area ratio; ratio of building square footage to land area square footage

Table 7: SCAG Model Land Use Inputs for Lawndale Planning Area TAZs<sup>1</sup>

Housing and Employees	2023 Existing Conditions	2045 No Project	2045 Project
<b>HOUSING UNITS</b>			
Single family	7,201	8,184	7,340
Multi family	4,262	5,203	8,065
<b>Total</b>	<b>11,463</b>	<b>13,387</b>	<b>15,405</b>
<b>EMPLOYEES</b>			
Retail	n/a	2,159	2,448
Non-Retail	n/a	6,919	7,121
<b>Total</b>	<b>6,470</b>	<b>9,078</b>	<b>9,569</b>

Source: De Novo Planning Group, 2023.

<sup>1</sup> Project was represented in existing SCAG model TAZs, The SCAG model TAZ boundaries in the Project Area include some area and land uses outside the Project Area boundary, so totals may not be identical to the Project Description.

Compared to 2023 existing conditions, the adopted General Plan would allow for a 17 percent increase in housing and a 40 percent increase in employment. Compared to the adopted General Plan, the Project would increase housing by 2,018 units (15 percent increase) and employment by 491 (5 percent increase).

## Transportation Networks

The travel model contains representations of transportation networks for all travel modes, as described below.

- The model road network includes all freeways, highways, arterial streets, most collector streets which provide connectivity between neighborhoods, and selected local streets. The roads are coded with information on functional classification, number of through lanes, speed and capacity.
- All regular weekday transit routes are coded in the model. Bus routes are assumed to run on the streets and be subject to varying congested conditions on those streets. Rail transit operates on separate facilities and is not affected by road congestion. The model also has a general representation of transit stop locations and park-and-ride access. The model assumes the C-Line alignment at street level along the railroad right of way east of Condon Avenue.
- Bicycles and pedestrians are assumed to have access to all streets except freeways.

## Future Travel Trends

The model presumes that future background travel options and behaviors remain similar to current conditions and does not explicitly account for potential changes associated with disruptive trends, emerging technologies, and changes in travel preferences. As a result, the travel model is likely to represent a conservative estimate of future amounts of commuting, vehicle use and VMT.

# IMPACT ANALYSIS

The following provides an evaluation of the Project's (1) potential conflicts with City's programs, plans, ordinances, and policies, (2) impacts in terms of VMT, (3) potential geometric design hazards, and (4) impacts to emergency vehicle access.

## *Impact 1: Consistency with Circulation System Programs*

**SIGNIFICANCE CRITERION A:** *Would the proposed plans conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

The following reviews consistency with policies and programs related to transit, pedestrian, vehicular, and bicycle travel.

### *Roadway*

No specific development projects are proposed as part of the Lawndale General Plan Update. The update will accommodate future growth in the City, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily within the Hawthorne Boulevard Specific Plan area. The Mobility Element would not propose any roadway changes or increases in roadway capacity. Therefore, the proposed Plan would not conflict with roadway policies adopted by the City of Lawndale or adjacent cities for their respective facilities.

### *Pedestrian and Bicycle Travel*

The proposed Mobility Element update references and incorporates the South Bay Bicycle Master Plan and the South Bay Cities COG Local Travel Network, which include bicycling and walking improvements, and facilities that will improve non-motorized accessibility and connectivity throughout the city. The proposed Mobility Element includes new planned bike facilities on several key roadways including but not limited to Hawthorne Boulevard, Inglewood Avenue, Prairie Avenue, Rosecrans Avenue, Manhattan Beach Boulevard, Artesia Boulevard. The Project would also enhance the pedestrian experience by providing a more walkable and denser environment, especially in the HBSP area.

The Project is consistent with the goals and policies of Lawndale's Mobility Element by promoting pedestrian and bicycle safety and Complete Streets improvements which would enhance the safety and attractiveness of bicycle and pedestrian travel. For instance, Goal 3 (Complete Streets) directs the City to apply complete streets principles to all transportation improvements projects, to wherever feasible provide multimodal connectivity, and promote walking and bicycling to local schools. Goal 6 (Active Transportation) includes several policies to promote a comprehensive network of pedestrian and bicycle facilities.

### *Transit*

The proposed Mobility Element update includes transit policies in Goal 5 (Transit) that supports programs encouraging public transit, that require new developments to construct transit facilities when appropriate, and work with Metro to meet the needs of transit commuters to and from Lawndale. The Project would not conflict with transit policies adopted by the City of Lawndale or transit services from other agencies for their respective facilities.

### *Conclusion*

In summary, a review of the Project's land use and circulation characteristics revealed no potential policy inconsistencies or conflicts with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or the performance or safety of those facilities. Additionally, the City has numerous policies

supporting complete streets and to promote use of transit and active transportation. Therefore, with respect to conflicts with circulation system policies, the impact of the Project would be less than significant.

## *Impact 2: Vehicle Miles of Travel*

**SIGNIFICANCE CRITERION B:** *Would the proposed plans conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The proposed plans were assessed for VMT to comply with SB 743 requirements and CEQA Guideline section 15064.3, subdivision (b).

### *Applicable Thresholds*

As previously discussed, the VMT significant impact thresholds are:

- **Project Threshold:** a significant impact would occur if the project's 2045 VMT per capita or VMT per employee exceeds 15 percent below the existing Los Angeles countywide average VMT per capita, or VMT per employee, respectively.
- **Cumulative Threshold:** a significant cumulative VMT impact would occur if the Project threshold is exceeded, or if the Project is determined to be inconsistent with the RTP/SCS.

### *VMT Project Impact Assessment*

The VMT statistics were calculated for the two scenarios mentioned prior, encompassing the Project Area limits. Table 8 summarizes the VMT results for the 2023 existing conditions, the applicable thresholds to evaluate potential project impacts, and the future two VMT scenarios.

Future conditions with the Project would result in decreased VMT per employee and VMT per capita in comparison to existing conditions. Compared to 2045 No Project (adopted General Plan) conditions there would be an increase in VMT per capita, and a decrease in VMT per employee. In summary:

- The VMT per capita with the Project would be 8 percent lower than existing conditions.
- The VMT per employee with the Project would be 7 percent lower than existing conditions.
- The VMT per capita with the Project would be 4 percent higher than 2045 No Project conditions.
- The VMT per employee with the Project would be 2 percent lower than 2045 No Project conditions.
- The impact thresholds would not be exceeded for the Project.

The reductions from the base year to the future year indicate that future development, in particular planned mixed-use development, will provide more opportunities for Lawndale residents and employees to access jobs and services within shorter distances. The shorter trip distances reduce VMT by vehicles, and also increase the likelihood that trips will be made by non-auto modes such as bicycling and walking. Improved transit service and accessibility to transit also help to reduce VMT even as travel activity increases.

Implementation of the Project would result in reductions in VMT per capita and VMT per employee compared to 2023 existing conditions. The impact thresholds would not be exceeded. Therefore, with respect to consistency with CEQA Guidelines Section 15064.3, subdivision (b), the impact of the Project would be less than significant and no mitigation would be required.

**Table 8: VMT Generated by Land Uses within the Project Area and Region**

Units	Los Angeles County 2023 Existing Conditions	Lawndale 2023 Existing Conditions	Lawndale 2045 No Project	Lawndale 2045 Project
<b>VMT per Capita</b>				
Population	10,546,441	38,313	38,686	47,462
Residential VMT	135,033,355	378,185	342,969	436,225
VMT Per Capita	12.81	9.87	8.87	9.19
Impact Threshold <sup>1</sup>	N/A	N/A	N/A	10.89
EXCEEDS THRESHOLD	N/A	N/A	N/A	NO
<b>VMT per Employee</b>				
Employees	4,627,299	9,408	10,489	10,979
Employee VMT	83,880,257	152,996	157,821	162,293
VMT Per Employee	18.13	16.26	15.05	14.78
Impact Threshold <sup>1</sup>	N/A	N/A	N/A	15.41
EXCEEDS THRESHOLD	N/A	N/A	N/A	NO
<b>Total Regional VMT</b>				
Los Angeles County	339,797,977	-	358,489,475	358,820,209

Source: Kittelson and Associates, 2023.

Notes: <sup>1</sup> Thresholds are 15% below the VMT per capita and VMT per employee for the Los Angeles County Region under baseline conditions.

N/A = not applicable.

### VMT Cumulative Impact Assessment

As discussed previously, a significant transportation cumulative impact would occur if the Project threshold is exceeded, or if the Project is determined to be inconsistent with the RTP/SCS. As noted above, the project impacts in VMT would be less than significant, as the Project’s VMT per capita and VMT per employee would not exceed applicable thresholds. In addition, the Project is consistent with the SCAG RTP/SCS. Besides helping increase the local and regional housing supply to meet regional housing needs and locating housing in a transit-rich area, the Project helps further the following RTP/SCS goals:

- Encourage regional economic prosperity and global competitiveness.
- Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Enhance the preservation, security, and resilience of the regional transportation system.
- Reduce greenhouse gas emissions and improve air quality.
- Support healthy and equitable communities.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Encourage development of diverse housing types in areas that are supported by multiple transportation options.

The Project does not exceed the Project VMT threshold and is not inconsistent with the RTP/SCS. Therefore, cumulative impacts would be less than significant and no mitigation would be required.

### *Impact 3: Roadway Safety Design Hazards*

**SIGNIFICANCE CRITERION C:** *Would the proposed plans substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

Buildout of the Project would involve the alteration, intensification, and redistribution of land uses. Hazards are typically assessed at the individual project level when an actual design and construction of a circulation facility is proposed. Potential impacts associated with future land use development projects would be analyzed and evaluated in detail through the city review process for those individual projects. The city's design and construction standards and specifications provide for coordinated and standardized development of city facilities, including roadways. The standards apply to, regulate, and guide the design and preparation of plans, and the construction of streets, highways, alleys, drainage, traffic signals, site access, and related public improvements. As individual projects would undergo review by Public Works and Planning departments for approval and construction and would have to meet design guidelines, potential safety design hazards associated with land development projects would be addressed and result in less than significant impacts.

Prior to implementation, any improvements would be subject to a detailed review and future consideration by the City's Public Works engineering staff and other relevant City agencies. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed at the project design level. Roadway improvements would have to be made in accordance with the City's circulation plan and roadway design guidelines and meet design guidelines in the California Manual of Uniform Traffic Control Devices and the Caltrans Roadway Design Manual. In addition, the City of Lawndale Mobility Element includes goals, policies, and actions to improve the safety of all users of the transportation system in the City such as Goal 1 (Local Circulation System), "Development-Related Traffic Impacts" policy, which requires new development to provide appropriate and feasible improvements as condition of approval so they do not adversely affect traffic flow and roadway operations.

Overall, implementation of the General Plan would not result in hazardous conditions. As individual projects and circulation improvements would undergo review by Public Works and Planning departments for approval and construction and would have to meet design guidelines, impacts would be less than significant.

### *Impact 4: Emergency Vehicle Access*

**SIGNIFICANCE CRITERION D:** *Would the proposed plans result in inadequate emergency access?*

Emergency access associated with future land use development projects would be analyzed and evaluated in detail through the city review process for those individual projects. The city's emergency access standards would apply to all developments proposed under the proposed Project. Therefore, with respect to inadequate emergency access, the impact of the proposed plans would be less than significant.

# ROADWAY VOLUMES FORECAST

Traffic volumes on major roads are provided to inform other technical studies required under CEQA, such as noise analyses. The traffic volumes for existing, and forecasts for 2045 cumulative conditions under the existing General Plan and the General Plan Update are based on the SCAG Travel Demand Model. Traffic forecasts for specific segments were based on an incremental adjustment methodology to minimize the effects of differences between the travel model and observed traffic counts. For each segment, the increment was calculated between the model's 2023 base year and the model's 2045 forecast for each study roadway (link) volume. Additional calculation was done to find the growth increment to 2045. This growth increment was then added to the observed traffic count to create the adjusted traffic volume forecasts (Table 9).

Table 9: Existing and Future Roadway Segment Daily Traffic Volumes

#	Segment	Existing <sup>1</sup>	2045 No Project	2045 Project
1	Inglewood Ave between Marine Ave & 153rd Pl	30,382	29,900	30,400
2	Inglewood Ave between I-405 S Entrance & Manhattan Beach Blvd	46,980	47,100	47,200
3	Inglewood Ave between Manhattan Blvd & Artesia Blvd	34,669	33,600	33,800
4	Manhattan Beach Blvd between Inglewood Ave & Hawthorne Blvd	23,463	27,400	27,500
5	Artesia Blvd between Inglewood Ave & Grevillea Ave	33,333	33,500	33,500
6	Hawthorne Blvd between Marine Ave & Manhattan Beach Blvd	36,715	34,600	35,900
7	Hawthorne Blvd between Manhattan Beach Blvd & 160th St	39,254	39,000	40,300
8	Hawthorne Blvd between 162nd St & 166th St	44,037	43,200	44,900
9	Hawthorne Blvd between 169th St & Redondo Beach Blvd	40,769	40,200	40,300
10	Rosecrans Ave between Hawthorne Blvd & Prairie Ave	32,747	36,400	36,300
11	Redondo Beach Blvd between Hawthorne Blvd & Prairie Ave	18,912	22,300	22,300
12	Manhattan Beach Blvd between Freeman Ave & Prairie Ave	19,794	23,800	24,100
13	Prairie Ave between Marine Ave & Manhattan Beach Blvd	25,223	28,300	28,900
14	Manhattan Beach Blvd between Prairie Ave & Crenshaw Blvd	21,543	23,600	24,000
15	Crenshaw Blvd between Marine Ave & Manhattan Beach Blvd	27,196	32,900	33,200

Source: Kittelson and Associates, 2023.

<sup>1</sup> 24-hour directional counts were taken on March 9, 2023



Appendix A:  
Detailed VMT Impact Summary

**LAWNDALE GP VMT SUMMARY**

v2 June 26, 2023

	2012 Base Year	2023 Interpolated	2040 No Project	2040 With Project	2045 No Project	2045 With Project
<b>SCAG Region</b>						
Demographics						
Population	18,317,584	19,816,156	22,132,131	22,140,907		
Households	5,883,352	6,483,783	7,411,723	7,413,740		
Employment	7,425,052	8,375,476	9,844,314	9,844,804		
Daily Vehicle Trips						
Auto	76,744,282	81,541,637	88,955,730	88,979,456		
Truck	2,097,093	2,409,550	2,892,437	2,892,581		
Total	78,841,376	83,951,186	91,848,167	91,872,036		
Truck Percent	2.7%	2.9%	3.1%	3.1%		
Daily VMT by Purpose						
Home Based	267,793,262	281,203,213	301,927,682	302,048,160		
VMT/Capita	14.62	14.19	13.64	13.64		
Employee Based	149,652,640	157,046,768	168,474,056	168,604,327		
VMT/Employee	20.16	18.75	17.11	17.13		
Total Daily VMT						
Auto						
Truck						
Total	655,290,194	688,004,357	738,562,609	738,852,673		
Truck Percent						
VMT/Service Population	25.46	24.40	23.10	23.10		
<b>Los Angeles County</b>						
Demographics						
Population	9,918,214	10,542,993	11,508,560	11,517,336		
Households	3,255,425	3,526,628	3,945,761	3,947,778		
Employment	4,242,577	4,627,299	5,221,869	5,222,359		
Daily Vehicle Trips						
Auto	40,598,204	41,864,478	43,821,448	43,847,745		
Truck	1,192,970	1,333,870	1,551,626	1,551,770		
Total	41,791,173	43,198,349	45,373,074	45,399,515		
Truck Percent	2.9%	3.1%	3.4%	3.4%		
Daily VMT by Purpose						
Home Based	130,625,977	135,033,355	141,844,756	141,946,964		
VMT/Capita	13.17	12.81	12.33	12.32		
Employee Based	82,706,937	83,880,257	85,693,571	85,823,580		
VMT/Employee	19.49	18.13	16.41	16.43		
Total Daily VMT						
Auto						
Truck						
Total	339,797,977	347,270,997	358,489,475	358,820,209		
Truck Percent						
VMT/Service Population	24.00	22.89	21.43	21.44		
<b>Lawndale</b>						
Demographics						
Population	38,072	38,313	38,686	47,462	38,686	47,462
Households	11,295	12,122	13,399	15,416	13,399	15,416
Employment	8,708	9,408	10,489	10,979	10,489	10,979
Daily Vehicle Trips						
Auto	123,950	127,988	134,230	152,753	134,230	152,753
Truck	1,715	1,874	2,121	2,266	2,121	2,266
Total	125,664	129,863	136,351	155,019	136,351	155,019
Truck Percent	1.4%	1.4%	1.6%	1.5%	1.6%	1.5%
Daily VMT by Purpose						
Home Based	400,971	378,185	342,969	436,225	342,969	436,225
VMT/Capita	10.53	9.87	8.87	9.19	8.87	9.19
Employee Based	149,874	152,996	157,821	162,293	157,821	162,293
VMT/Employee	17.21	16.26	15.05	14.78	15.05	14.78
Total Daily VMT						
Auto						
Truck						
Total	885,378	893,513	906,084	1,026,827	906,084	1,026,827
Truck Percent						
VMT/Service Population	18.93	18.72	18.43	17.57	18.43	17.57