

Appendix F: Transportation Impact Analysis

LOMITA GENERAL PLAN CEQA TRANSPORTATION ANALYSIS

LOMITA, CA

April 3, 2024



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Lomita General Plan CEQA Transportation Analysis Lomita, CA

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Appendix A: Detailed VMT Impact Summary

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1. EXECUTIVE SUMMARY

The City of Lomita 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 updated General Plan, the General Plan Update will accommodate future growth in Lomita, including densification of existing uses and upgrading the existing commercial corridors to mixed uses. New growth is anticipated to occur primarily along Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue and Palos Verdes Drive. 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 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 to 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.

1.1 VMT IMPACT ASSESSMENT

Per current CEQA requirements, Vehicle-Miles Traveled (VMT) is the most appropriate metric to evaluate a project's transportation impact. The following scenarios were reviewed and/or developed to analyze potential VMT impacts with the Project:

- 2024 Existing Conditions: corresponds to the existing circulation network and 2023 land use profile.
- 2045 Project: corresponds to the future year 2045 conditions with maximum development potential with the General Plan Update that is being proposed.

1.1.1 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 with Project Conditions
Capita		
VMT Per Capita	12.38	12.65
Impact Threshold ¹		10.48
EXCEEDS THRESHOLD		YES
Employee		
VMT Per Employee	16.90	16.44
Impact Threshold ¹		13.97
EXCEEDS THRESHOLD		YES
Regional VMT – Los Angeles County²		
VMT Per Capita	12.49	12.33
VMT Per Employee	17.37	16.43

Source: Kittelson and Associates, 2023.

¹ Impact threshold is 15% below Los Angeles County 2023 base year value

² Refer to Appendix A for detailed VMT summary showing results for the SCAG region, Los Angeles County and Lomita.

N/A = not applicable.

Future conditions with the Project would result in decreased VMT per employee and increased VMT per capita in comparison to 2023 existing conditions. The impact threshold would 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 **significant and unavoidable**.

1.1.2 CUMULATIVE VMT IMPACT ASSESSMENT

As noted above, the project impacts in VMT would be significant, as the Project's VMT per capita and VMT per employee would exceed applicable thresholds. The project is 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.

With mitigation strategies involving reducing vehicle trips through alternative modes of transportation and shortening trip length, alongside additional Transportation Demand Management (TDM) measures such as funding for transit services, carpooling, telecommuting, and pedestrian/bicycle network improvements. Additionally, future development projects under the General Plan update would also be required to complete VMT analyses based on VMT policies and thresholds established by the City of Lomita, including TDM measures designed to reduce VMT. While such measures are likely to result in less-than-significant VMT impacts when considered at an individual project level, they cannot be guaranteed and are not possible to fully quantify or mitigate at a citywide level as part of this programmatic analysis. Hence, it cannot be demonstrated that additional TDM measures could reduce VMT per capita or per employee by the amounts needed to meet the impact thresholds. Therefore, this impact would remain significant and unavoidable. Therefore, cumulative impacts would be **significant and unavoidable**.

1.1.3 POTENTIAL CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY

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.

1.1.4 POTENTIAL INCREASE IN HAZARDS

The Project does not propose any specific development projects or transportation improvements. 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 along Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue and Palos Verdes Drive.

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.

2. INTRODUCTION

The purpose of this CEQA Transportation Analysis is to assess potentially significant impacts resulting from the implementation of the City of Lomita 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.

2.1 PROJECT CHARACTERISTICS

The City of Lomita 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 updated General Plan 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 Lomita, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily along Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue and Palos Verdes Drive. 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).

2.2 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 updated General Plan could yield a total of up to 11,159 housing units, a population of 29,459 people, approximately 3.11 million square feet of non-residential building square footage, and 3,888 jobs within the Planning Area. As shown in Table 3, this represents increases over existing conditions of up to approximately 2,885 new housing units, 7,616 residents, 583,431 square feet of new non-residential building square footage, and 853 jobs.

2.3 CIRCULATION ELEMENT

The General Plan Circulation 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. The Circulation Element intends to facilitate mobility of people and goods throughout Lomita by a variety of transportation modes, including bicycle, pedestrian, and transit.

2.3.1 ROADWAYS

The proposed General Plan Circulation Element includes a map of recommended roadway classifications, as shown in Figure 2. These are defined by the vehicle volume and number of vehicular lanes provided, and may include other features such as raised medians, center turn lanes, on-street parking, and bike lanes. There are no capacity building roadway projects proposed as a part of the General Plan.

2.3.2 BIKEWAYS

The proposed General Plan Circulation Element also includes existing and planned bicycle networks, as shown in Figure 3. The bicycle facilities have been identified through several documents and plans, including the Lomita Bicycle and Pedestrian Master Plan (2018), the Los Angeles County Bicycle Master Plan (2012), and the LA Metro Bicycle Transportation Strategic Plan (2006) and are incorporated in the proposed Circulation Plan.

Table 2: General Plan Update Buildout by Land Use Designation Summary

General Plan Land Use Designations	Existing Conditions				Proposed General Plan Update (2045)					Net Change			
	Units	Pop.	NRSF	Jobs	Units	Pop.	NRSF	Jobs	Units	Pop.	NRSF	Jobs	
Residential – Agricultural (R-AG)	512	1,352	15,296	16	785	2,072	0	0	273	720	-15,296	-16	
Residential Low Density (R-LD)	4,318	11,399	134,843	141	4,398	11,610	0	0	79	210	-134,843	-141	
Residential – Medium Density (R-MD)	1,028	2,714	33,974	34	1,130	2,983	0	0	102	269	-33,974	-34	
Residential - High Density (R-HD)	724	1,911	35,300	44	868	2,291	0	0	144	380	-35,300	-44	
Manufacturing Commercial (M-C)	6	16	252,355	298	0	0	141,646	177	-6	-16	-110,709	-121	
Mixed Use (MU30)	36	95	281,626	346	146	385	202,124	253	110	290	-79,502	-93	
Mixed Use (MU40)	1,191	3,144	1,167,385	1,411	1,883	4,972	1,816,303	2,270	692	1,828	648,918	860	
Mixed Use (MU70)	459	1,212	606,518	745	1,949	5,146	950,655	1,188	1,490	3,935	344,137	443	
Grand Total	8,274	21,843	2,527,297	3,035	11,159	29,459	3,110,728	3,888	2,885	7,616	583,431	853	

Notes:

- a. Units: Housing Units
- b. Pop.: Population
- c. NRSF: Non-residential square footage
- d. Numbers are rounded to the nearest whole number.

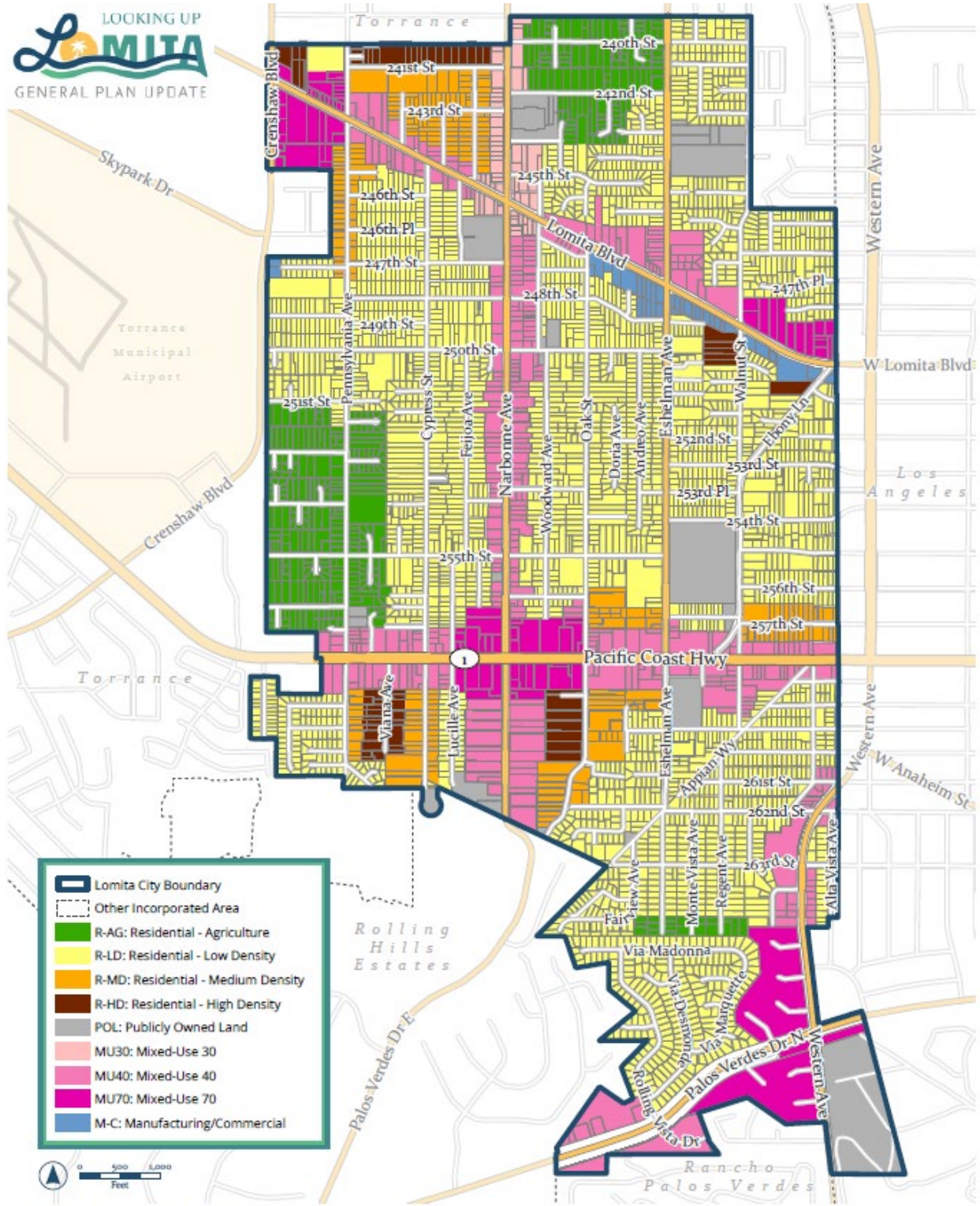
Source: De Novo Planning Group, Project Description, 2024.

Table 3: General Plan Update Growth Assumptions

Description	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs
Existing Conditions (2023)	8,274	21,843	2,527,297	3,035
Proposed General Plan Update (2045)	11,159	29,459	3,110,728	3,888
Net Change	2,885	7,616	583,431	853

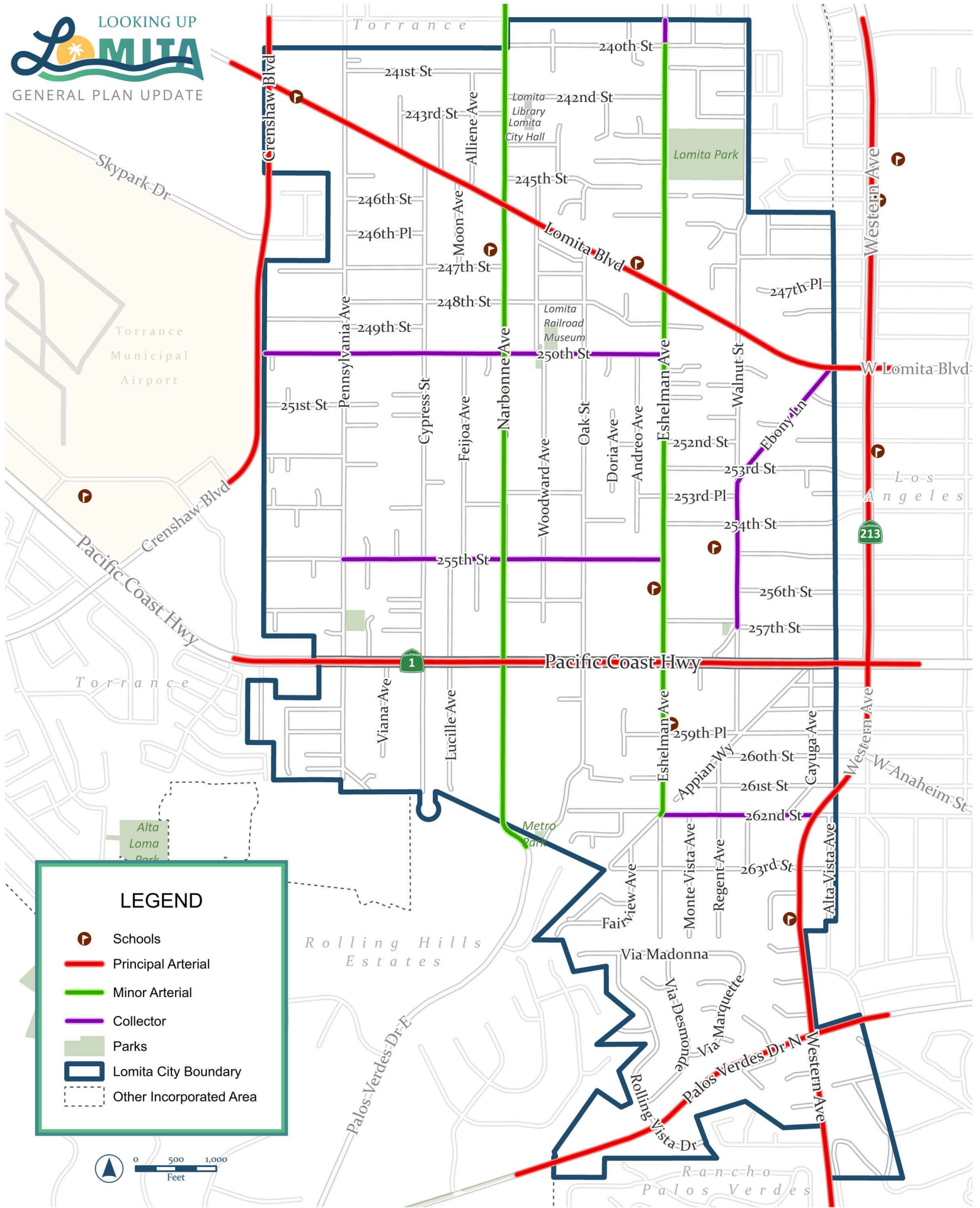
Source: De Novo Planning Group, Project Description, 2024.

Figure 1: General Plan Update Land Use Map



General Plan Update Land Use Map

De Novo Planning Group
 Prepared for the City of Lomita by De Novo Planning Group, November 21, 2023.
 Sources: Los Angeles County GIS



LEGEND

- Schools
- Principal Arterial
- Minor Arterial
- Collector
- Parks
- Lomita City Boundary
- Other Incorporated Area



Figure 2: Roadway Functional Classifications Map

3. REGULATORY FRAMEWORK

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

3.1 STATE REGULATIONS

3.1.1 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 SR 1 (Pacific Coast Highway) and SR 213 (Western Avenue) within the city. Freeway segments, freeway ramps and intersections associated with freeway on- and off-ramps fall under Caltrans jurisdiction.

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.”¹

¹ 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)

3.1.2 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.

3.1.3 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.

3.1.4 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, transitioning from LOS-based metrics to those associated with VMT. In its *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), OPR provides recommendations for jurisdictions to implement SB 743-compliant transportation analyses. For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. Note 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.

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 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.

3.2 REGIONAL REGULATIONS

3.2.1 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.

3.2.2 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

The Los Angeles County Metropolitan Transportation Agency (LA 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) 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.

LA Metro adopted a 2020 Long-Range Transportation Plan (2020 LRTP) in September 2020. The 2020 LRTP outlines what Metro is doing currently and what Metro must do for L.A. County over the next 30 years. The 2020 LRTP summarizes how Metro funds, plans, builds, manages, and maintains the region's transportation system — and how Metro partners to deliver projects and programs. Bolstered by four voter-approved sales tax measures since 1980, Metro has constructed roughly 130 miles of rail and bus rapid transit in the past 30 years.

The 2020 LRTP details how Metro will add more than 100 miles of rail over the next 30 years. Beyond transit, Metro will invest in arterial and freeway projects to reduce congestion, such as the I-105 Express Lanes from I-405 to I-605 project. Metro also plans to add more bicycle and pedestrian projects.

LA 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.

Furthermore, LA Metro provides bus services to Lomita. In 2018, LA Metro completed the Supplemental Alternatives Analysis (SAA) for the C Line (Green Line) Extension to Torrance Project, which will extend the light rail line from the existing Redondo Beach Marine Station to the proposed Regional Transit Center (RTC) in Torrance. The proposed RTC will be within 4 miles from Lomita.

3.2.3 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, Lomita, 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.

3.3 LOCAL REGULATIONS

With the exception of State highways (SR 1 and SR 213) that are under Caltrans' jurisdiction, streets in Lomita are generally under the jurisdiction of the City.

3.3.1 LOMITA GENERAL PLAN

The current Lomita General Plan, adopted in 1998, 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, truck, neighborhood electric vehicle (NEV), and rail transportation. The Circulation Element includes a roadway functional classification system that differentiates roads by size, function, and capacity. The classifications are major highways, secondary highways, collector streets, local streets, and private streets.

The existing City of Lomita General Plan identifies the following goals and policies related to mobility.

- To promote the maintenance and improvement of roadway systems in the City which will accommodate future traffic;
- To promote the use of innovative circulation strategies designed to create a transportation system that is sensitive to the City's aims for economic development;
- To support the development of a roadway and circulation network that promotes pedestrian activity in selected districts within the City;
- To promote a more efficient use of alternative forms of transportation that serve the City; and
- To ensure that roadway improvements are sensitive to the community's long-range goals for a livable and sustainable community.

To accomplish the aforementioned goals, the City of Lomita has adopted the following policies to guide future transportation planning and design in the city.

- *Circulation Policy 1:* The City will encourage the development of an increasingly safe and efficient regional transportation system in the area and discourage the use of local streets in the City for non-local and regional through traffic except in emergency situations.
- *Circulation Policy 2:* The City will strive to provide a system of signalization which will augment and assist in the safe and efficient movement of traffic through the City. The City will investigate the feasibility of participating in a regional signalization program (such as the ATSAC program) with neighboring jurisdictions.
- *Circulation Policy 3:* The City will develop and maintain a logical local circulation system based on a hierarchy of streets which serve the existing and future needs of the City. The City will evaluate the need to “reopen” roads now closed to through traffic.

- *Circulation Policy 4:* The City will be proactive in assessing the impact of future land uses and development on the local circulation system.
- *Circulation Policy 5:* The City will continue to promote the use of public transit and other alternative forms of transit to reduce travel expense, energy use, environmental impact, and congestion.
- *Circulation Policy 6:* The City will encourage the development, maintenance, and improvement of pedestrian-oriented facilities, where appropriate, to ensure the safety and use of pedestrian movement throughout the City and as a means to reduce traffic. The City will also encourage the maintenance and improvement of bicycle-oriented facilities, where appropriate, to ensure the safety and use of bicycle movement throughout the City.
- *Circulation Policy 7:* The City will evaluate parking restrictions/regulations to increase the availability of parking whenever possible without jeopardizing safety.
- *Circulation Policy 8:* The City will strive to establish a beautification program for major roadways in Lomita.
- *Circulation Policy 9:* The use of alternative fueled vehicles for local (trips) and ways to more efficiently use the existing Dial-A-Ride services will be investigated.

For the assessment of intersection operating conditions, the Circulation Element has established LOS "D" as a target LOS and LOS "E" as a threshold standard. The City recognizes that not all intersections can meet LOS "D"; in these instances, the City Council must find that the improvements necessary to meet the target LOS are not feasible due to costs, due to incompatibility with the surroundings, or that improvements would be contrary to other City policies. For roadway segments, a LOS "C" standard is used to monitor capacity needs.

3.3.2 CITY OF LOMITA BICYCLE AND PEDESTRIAN MASTER PLAN

The City of Lomita's Bicycle and Pedestrian Master Plan (BPMP) prepared in January 2018 introduces policies and projects to ensure safe, comfortable, and convenient active transportation options for residents and visitors. The Plan sets forth context-sensitive recommendations to create a comprehensive active transportation network that enhances public space for walking and bicycling.

Vision – "The City of Lomita envisions a future where individuals, whether 8 years old or 80, are served by a comprehensive, integrated transportation network providing safe, comfortable, and convenient access and mobility along and across streets throughout the City."

Four goals guided the Bicycle and Pedestrian Master Plan development and supported the selection of highest priority projects:

- Implementation Ready
- Connectivity
- Improve Safety
- Support Active Transportation

The BPMP recommended pedestrian and bicycle projects to develop an active transportation network and facilities that are safe and comfortable for people of all ages and abilities, and to meet the goals of the community. The proposed bicycle facilities are described below under the discussion of existing facilities.

3.3.3 SOUTH BAY BICYCLE MASTER PLAN

The South Bay Bicycle Master Plan sets forth guidelines and policies to improve regional biking conditions. It prioritizes regional connectivity, new bicyclist encouragement programs, active transportation support, and improved road safety. While the City of Lomita is not included in this plan, proposed bike facilities in the adjacent City of Torrance will provide more bike connections to the City of Lomita. As interjurisdictional boundaries are not perceptible by people using the roadway network, the best practice is to coordinate Lomita's plans with neighboring jurisdictions.

3.3.4 LOMITA COMPLETE STREETS POLICY

In March 2017, Lomita City Council unanimously adopted a Complete Streets Policy, which will allow the City to compete for Capital Grant Funds from the Los Angeles County Metropolitan Transportation Authority (LA Metro). LA Metro is responsible for allocating discretionary federal, state, and local transportation funds to be used around the region for many types of transportation improvement projects. Were Lomita to pursue Capital Grant Funds, the money could be applied to the bicycle and pedestrian improvement projects throughout the city.

3.3.5 LOMITA CAPITAL IMPROVEMENT PROGRAM (CIP)

Lomita's Public Works Department plans, designs, and implements capital projects to improve and preserve community assets. The City's Capital Improvement Program (CIP) outlines the City's planned capital and infrastructure improvements. The program covers street, concrete, traffic (including sidewalk and curb and gutter), parks, and city facility improvements.

3.3.6 CITY OF LOMITA TRAFFIC STUDY GUIDELINES

The City of Lomita has established a procedure for the preparation of traffic studies to ensure consistency of analysis and adequacy of information for the City's decision-makers. These guidelines are to be used for the preparation of traffic studies. In general, a traffic study is to be conducted for any project requiring discretionary action (e.g., conditional use permit, site plan review, tentative map, etc.) if the project size exceeds the minimum criteria established within the Guidelines.

3.3.7 CITY OF LOMITA TRAFFIC CALMING TOOLKIT

The City of Lomita's Traffic Calming Toolkit provides a succinct yet comprehensive toolkit of solutions that the City can use to respond to requests concerning speeds, cut-through traffic, and other perceived localized traffic issues. The toolkit is intended to provide realistic and flexible solutions that are context-appropriate and improve quality of life for everyone using the City's streets.

4. EXISTING CIRCULATION SYSTEM

4.1 ROADWAY NETWORK

Street design, connectivity, and the overall built environment influence transportation choices and quality of life. The City of Lomita is supported by a network of core regional streets, including Pacific Coast Highway, Lomita Boulevard, Palos Verdes Drive, Western Drive and Crenshaw 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.

4.1.1 RECOMMENDED ROADWAY CLASSIFICATION

The proposed General Plan Circulation Element includes a map of recommended roadway classifications, as shown in Figure 2. These are defined by the vehicle volume and number of vehicular lanes provided, and may include other features such as raised medians, center turn lanes, on-street parking, and bike lanes. The City's roadway Functional Classifications are defined as follows:

- Principal Arterials serve as high-capacity inter-city thoroughfares, and generally carry the majority of traffic traveling through the city and provide regional connectivity. Overall, the primary function of Principal Arterials is to move vehicles, as they are designed to carry high traffic volumes at higher speeds. They consist of four to six travel lanes (two to three in each direction) and a raised or painted median with a center turn lane. Typical posted speeds range from 35 to 45 miles per hour. Designated principal arterials in Lomita include Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Western Avenue, and Palos Verdes Drive North.
- Minor Arterials provide for traffic movement across the city, as well as shorter distance local intra-city traffic movement. This classification of roadway generally provides greater access to abutting land uses compared to Principal Arterials, and thus generally carry lower traffic volumes. They consist of two to four travel lanes (one to two in each direction) and a painted median that may have a center turn lane. Narbonne Avenue and Eshelman Avenue are the only designated minor arterial in Lomita. Typical posted speeds range from 25 to 35 miles per hour.
- Collectors are intended to carry low to moderate capacity traffic between the arterial street network and local streets. They serve commercial, residential, or public uses, and consist of two travel lanes (one in each direction) and are undivided (with or without centerline striping). Typical posted speeds range from 25 to 35 miles per hour. Designated Collectors in Lomita include 250th, 255th, and 262nd Streets (east-west collectors), and Walnut Avenue and Ebony Street (north-south collectors).
- Local Streets provide intra-city direct access and parking to adjacent land uses. Local Streets are not intended to serve through-traffic. They typically consist of two travel lanes (one in each direction) and are undivided (with or without centerline striping). Prima facie speeds for local streets are 25 miles per hour.

Key streets within the City, which are depicted in Figure 2, include:

- **Pacific Coast Highway:** Pacific Coast Highway is a facility under Caltrans' jurisdiction and serves as a significant east-west roadway that traverses through the central part of the city. In the City's Circulation Element, it is classified as a principal arterial. Within Lomita, Pacific Coast Highway is a six-lane corridor (with three lanes in each direction) with a two-way left-turn lane and no on-street parking. Pacific Coast Highway features multiple intersections with pedestrian signal heads and crosswalks, facilitating pedestrian crossings. Additionally, there are sidewalks available on both sides of the roadway. The surrounding land context is primarily commercial, and the corridor provides direct access to neighboring cities on the east and west sides. In addition, Pacific Coast Highway acts as a major transit

corridor, serving transit riders via LA Metro line 232, as well as via LADOT line 448 (commuter express), and parts of Torrance Transit lines. The posted speed limit is 55 miles per hour.

- **Lomita Boulevard:** Lomita Boulevard is classified as a principal arterial crossing the city in the east-west direction. This roadway accommodates a combination of uses, including commercial and mixed-use areas. It features two main lanes on each side along with a two-way left turn lane or physical medians in the middle. On-street parking spaces are available in most parts of this roadway. At signalized intersections along Lomita Boulevard, pedestrian crosswalks and pedestrian signal heads are provided.
- **Palos Verdes Drive:** Palos Verdes Drive is an east-west roadway classified as a principal arterial with three lanes in each direction, divided with a wide landscaped raised median. Intermittent sidewalks are provided on both sides of the street, and on-street parking is available in a few segments. Palos Verdes Drive within the city limits is adjacent to commercial, public-owned lands, and residential uses, as well as open spaces.
- **Western Avenue:** Western Avenue is classified as a principal arterial that runs north-south, generally parallel with the eastern boundary of Lomita. Western Avenue is one of the main north-south roadways in the City of Lomita making the connection to other neighboring cities at north and south sides of the city possible. It primarily includes two travel lanes in each direction with non-traversable medians and left-turn lanes at intersections. On-street parking is available throughout the corridor. Within city boundaries, Western Avenue is adjacent to commercial and residential uses.
- **Crenshaw Boulevard:** Crenshaw Boulevard runs close to the western boundary of the city, serving as a vital connection to the northern neighboring cities. Within the city limits, it is classified as a major highway. While most sections of this roadway lie outside the boundaries of the City of Lomita, it plays a crucial role in the region's transportation network. The boulevard features three main lanes in each direction, with some parts divided by center lanes and others by concrete barriers. On-street parking is not available on either side of the street. Crenshaw Boulevard traverses diverse areas, including industrial, residential, and commercial zones.

Narbonne Avenue: Narbonne Avenue is classified as a minor arterial. As a major north-south corridor, it runs through the heart of the city, showcasing diverse segments along its length. When heading from north to south, the initial segment features a narrower width with a planted median between 240th Street and 245th Street, along with a center lane for left-turns in some other parts, as well as diagonal on-street parking spaces. This segment has one through lane in each direction. The segment between Lomita Boulevard and Pacific Coast Highway comprises of one travel lane in each direction, accompanied by a center turn lane designated for left turns and two bike lanes on either side of the street. Additionally, parallel on-street parking spaces are available on both sides of the road. Finally, the segment south of Pacific Coast Highway fill Lomita city limits consists of two main lanes in each direction, accompanied by parallel on-street parking spaces on both sides of the roadway. Sidewalks are available throughout Narbonne Avenue.

- **Collector:** 250th Street, 255th Street, 262nd Street, Walnut Street and Ebony Lane are the roadways classified as Collectors

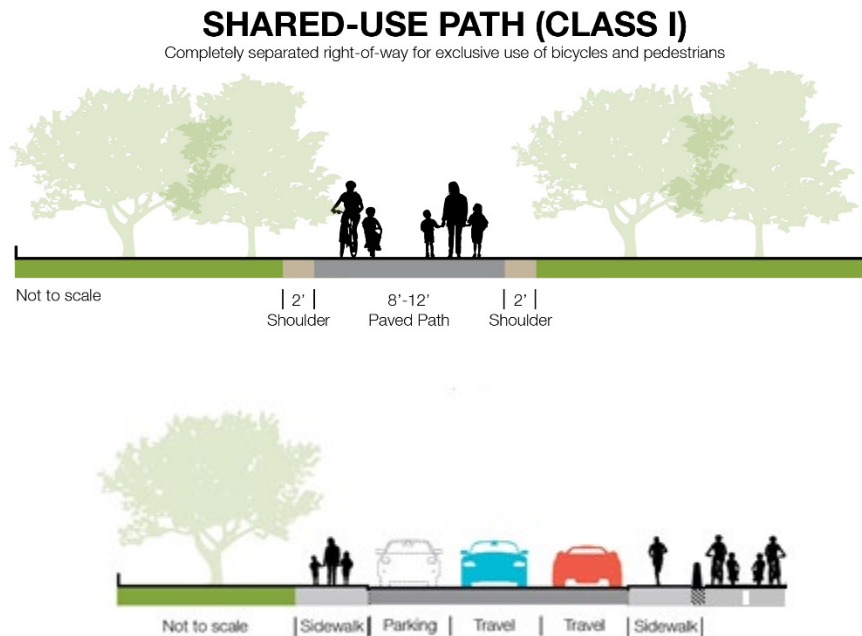
4.2 BICYCLE AND PEDESTRIAN FACILITIES

The City of Lomita offers several types of bike facilities such as bike lanes, off-street trails, bicycle wayfinding/signage, and bicycle parking spaces.

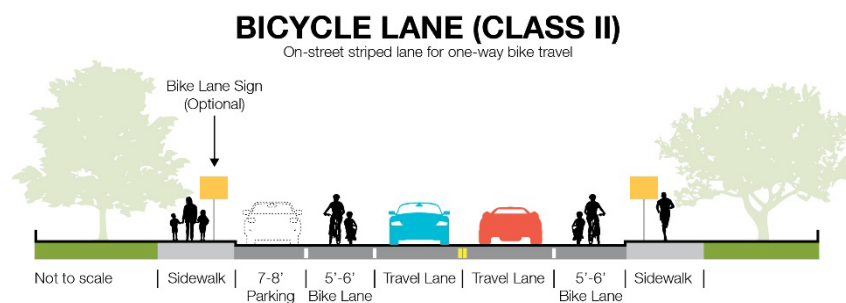
Caltrans categorizes bicycle facilities into four types, as described and depicted in illustrations below. Note that while the graphics include typical widths for each facility type, the exact configuration can vary depending on location and the jurisdiction's preference. The bicycle facilities have been planned through

several documents and plans, including the Lomita Bicycle and Pedestrian Master Plan (2018), the Los Angeles County Bicycle Master Plan (2012), and the LA Metro Bicycle Transportation Strategic Plan (2006) and are incorporated in the proposed Circulation Plan.

- **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.



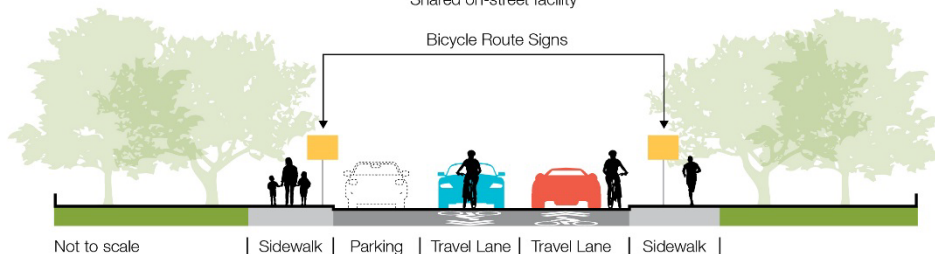
- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered (typically painted) space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.



- **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).

BICYCLE ROUTE (CLASS III)

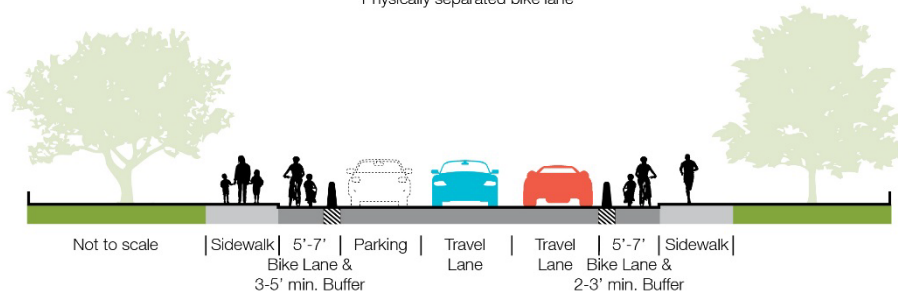
Shared on-street facility



- 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



The existing bike network in Lomita includes a Class I bike/multiuse path on Palos Verdes Drive. Additionally, Class II bike lanes can be found on Eshelman and Narbonne Avenues, as well as certain segments of Walnut Street. There are also plans to extend the Class II bike lanes to Pacific Coast Highway and Lomita Boulevard. Furthermore, signed bicycle routes are available on sections of Narbonne Avenue, Pacific Coast Highway, 242nd, 245th, 250th, 255th, and 262nd Streets.

There are currently no Class IV separated bikeways within the City, but there are proposals to introduce them on Western Avenue and West Anaheim Street.

The existing bike network spans a total of 5.7 miles. Within this, the Class I bike/multiuse paths cover 0.7 miles, Class II bike lanes span 2.5 miles, and Class III bike routes extend over 2.5 miles. Figure 3 shows the share of the existing and planned bike network by facility type. As the figure indicates, most existing bike facilities within Lomita are Class II and Class III.

Eshelman Avenue serves three schools and Lomita Park. Although bicycle lanes are provided, the roadway is uncomfortable for most road users due to its narrow width in combination with the on-street parking lane. Additionally, Narbonne Avenue south of 255th Street is the highest-stress segment due to the 35 mph speed limit and its four travel lanes.²

Sidewalks are provided on the majority of roadways in Lomita. With 57 miles of sidewalks, most of the sidewalk gaps (8.4 miles total) are along residential streets. While a gap is shown on Palos Verdes Drive, the segment

² Lomita Bicycle and Pedestrian Master Plan. 2018

is home to a multi-recreational dirt path. Pedestrian access to local public and private schools consists of sidewalks that are at least 6 feet wide.

Throughout Lomita, all signalized intersections along arterials provide marked crosswalks for pedestrians.

4.3 TRANSIT SERVICES

Transit service in Lomita is primarily provided by LA Metro, LA DOT, GTrans, Torrance Transit System, and Palos Verdes Peninsula Transit Authority (PVPTA). Each agency operates fixed-route bus service throughout Lomita.

The following provides a brief description of the transit providers with routes in Lomita:

- **LA Metro** provides bus, light rail, and heavy rail service for travel within Los Angeles County. LA Metro currently offers bus service throughout Lomita. LA Metro's transit stops are often shared stops with the LA DOT and Palos Verdes Orange Route. Three major shared transit corridors between different transit service providers are parts of Pacific Coast Highway, Western Avenue, and Palos Verdes Drive.
- **LA DOT** (Los Angeles Department of Transportation) provides transit service routes in the Los Angeles area, including commuter express buses and DASH buses.
- **GTrans**, formerly known as Gardena Municipal Bus Lines, provides public transportation services in the South Bay region.
- **Torrance Transit System** is a municipal transportation agency that serves the public in the South Bay region of Los Angeles County..
- **Palos Verdes Peninsula Transit Authority** is the primary provider of transit on the Palos Verdes Peninsula, including Rancho Palos Verdes, Palos Verdes Estates, Rolling Hills, Rolling Hills Estates, and Lomita. It consists of ten (10) fixed-routes.

Table 4 shows the route name and description for transit routes that are provided within Lomita.

Table 4: Transit Service in Lomita

Route	Route Type	Provider	Route Description
2	Local	GTrans	GTrans Line 2 circles Western, Imperial Highway, Vermont, Normandie, and Pacific Coast Highway
5	Local	Torrance Transit	Torrance Airport – El Camino College via Narbonne Avenue and Pacific Coast Highway
9	Local	Torrance Transit	Torrance – Wilmington via Lomita Boulevard
10	Local	Torrance Transit	Torrance – Downtown Inglewood Station via Crenshaw Boulevard
205	Local	LA Metro	Willbrook. Rosa Parks to Wilmington Avenue, Vermont Avenue, Pacific Coast Highway, Western Avenue, 7th Street
232	Local	LA Metro	El Segundo to Wilmington via Pacific Coast Highway and Anaheim Street
448	Express	LADOT	Rancho Palos Verdes to Downtown Los Angeles via Pacific Coast Highway
Orange	Local	Palos Verdes Peninsula Transit Authority	Western Avenue, Palos Verdes Drive North, Palos Verdes Drive South
Green	Local	Palos Verdes Peninsula Transit Authority	Western Avenue, Palos Verdes Drive North, Rolling Hills Road, Crenshaw

Notes: Local service refers to normal service with several stops, while commuter express service makes a limited number of stops.

Sources: LA Metro; LADOT; GTrans; Torrance Transit; PVPTA

5. CEQA SIGNIFICANCE THRESHOLDS

5.1 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.

5.2 SPECIFIC TRANSPORTATION THRESHOLDS

The thresholds used for the CEQA categories are summarized below.

5.2.1 CONFLICT WITH PROGRAM/PLAN/ORDINANCE/POLICY

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

The Project was qualitatively evaluated to determine if it is expected to conflict with relevant programs, plans, ordinances, and policies related to the circulation system. A conflict could occur if the proposed Project would preclude the ability of Lomita 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 Lomita 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 Lomita for its respective facilities.

The City's Circulation Element describes the related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for Lomita residents, employees and visitors. Using the Circulation 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 Lomita for its respective facilities.

5.2.1 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.

5.2.3 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:

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

5.2.4 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:

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

6. CEQA ANALYSIS METHODOLOGY

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 and intersection capacity and LOS.

6.1 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 (2024) VMT and future VMT were estimated using the Southern California Association of Governments (SCAG) travel demand model.

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. Calculations for the VMT for the Project were determined for the transportation analysis zones (TAZs) that most closely represent the study area including the City limits and sphere of influence.

6.1.1 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 Project:** corresponds to 2045 conditions with maximum development potential with the General Plan Update. Outside of the Lomita planning area, the forecasts use the 2040 SCAG RTP land use forecast.

6.1.2 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 principal arterial, minor 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 Transportation Analysis.

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 ¹	Square Feet per Employee
Commercial	0.35	800
Industrial	0.50	1,000
Mixed Use	0.3	800

Source: De Novo Planning Group, 2024.

Notes: ¹ 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 ¹	Maximum FAR	Square Feet per Employee
Commercial	0.4	1	800
Industrial	0.5	1	1,000
Mixed Use	0.20-0.35	1	800

Source: De Novo Planning Group, 2023.

Notes: ¹ FAR = floor area ratio; ratio of building square footage to land area square footage

Table 7: SCAG Model Land Use Inputs for Lomita Planning Area TAZs¹

Description	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs
Existing Conditions (2023)	8,274	21,843	2,527,297	3,035
2045 General Plan	11,159	29,459	3,110,728	3,888
Net Change	2,885	7,616	583,431	853

Source: De Novo Planning Group, 2023.

¹ 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 35 percent (2,885) increase in housing units (corresponding to an additional 7,616 residents) and a 28 percent (853) increase in employment.

6.1.3 TRANSPORTATION NETWORKS

The SCAG 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.

6.1.4 FUTURE TRAVEL TRENDS

The SCAG 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.

7. 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.

7.1 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 Lomita 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 along Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue and Palos Verdes Drive. The Circulation 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 Lomita or adjacent cities for their respective facilities.

Pedestrian and Bicycle Travel

The proposed Circulation Element update references and incorporates the Lomita Bicycle and Pedestrian Master Plan, 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 Circulation Element includes new planned bike facilities on several key roadways including, but not limited to, Lomita Boulevard, Pennsylvania Avenue, Narbonne Avenue, Eshelman Avenue, Walnut Street, 250th Street, 255th Street and 262nd Street. The Project would also enhance the pedestrian experience by providing a more walkable and denser environment.

The Project is consistent with the goals and policies of Lomita's Circulation 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 Circulation 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 to meet the needs of transit commuters to and from Lomita. The Project would not conflict with transit policies adopted by the City of Lomita 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**.

7.2 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 VMT scenarios.

Future conditions with the Project would result in decreased VMT per employee and increased VMT per capita in comparison to existing conditions. In summary:

- The VMT per capita with the Project would be 2 percent higher than existing conditions.
- The VMT per employee with the Project would be 3 percent lower than existing conditions.
- The impact thresholds would 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 Lomita 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 higher VMT per capita and lower VMT per employee compared to 2023 existing conditions. Mitigation of VMT impacts requires reduction of vehicle trips per capita and per employee through increased use of travel modes other than driving alone, and/or shortening of trip lengths through providing a critical mass of complementary land uses near each other. Additional transportation demand management (TDM) measures (such as funding for supplemental transit services to increase frequency and speed, considering carpooling or vanpooling (ride-matching services), encouraging telecommuting and alternative work schedules, increasing mix of land uses within the project or within the project's surroundings, and providing pedestrian network and low-stress bicycle network improvements) may be applicable for additional mitigation.

Additionally, future development projects under the General Plan update would also be required to complete VMT analyses based on VMT policies and thresholds established by the City of Lomita, including TDM measures designed to reduce VMT. While such measures are likely to result in less-than-significant VMT impacts when considered at an individual project level, they cannot be guaranteed and are not possible to fully quantify or mitigate at a citywide level as part of this programmatic analysis. Hence, it cannot be

demonstrated that additional TDM measures could reduce VMT per capita or per employee by the amounts needed to meet the impact thresholds. Therefore, this impact would remain **significant and unavoidable**.

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

Units	2023 Existing Conditions	2045 with Project Conditions
Capita		
VMT Per Capita	12.38	12.65
Impact Threshold ¹		10.48
EXCEEDS THRESHOLD		YES
Employee		
VMT Per Employee	16.90	16.44
Impact Threshold ¹		13.97
EXCEEDS THRESHOLD		YES
Regional VMT - Los Angeles County		
VMT Per Capita	12.49	12.33
VMT Per Employee	17.37	16.43

Source: Kittelson and Associates, 2023.

Notes: ¹ Thresholds are 15% below the VMT per capita and VMT per employee using the Los Angeles County Region under 2045 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 significant, as the Project's VMT per capita and VMT per employee would exceed applicable thresholds. 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 exceed the Project VMT threshold but is consistent with the RTP/SCS. As discussed previously, mitigation of VMT impacts requires reduction of vehicle trips per capita and per employee through increased use of travel modes other than driving alone, and/or shortening of trip lengths through providing a critical mass of complementary land uses near each other. Additional TDM measures (such as funding for supplemental transit services to increase frequency and speed, considering carpooling or vanpooling (ride-

matching services), encouraging telecommuting and alternative work schedules, increasing mix of land uses within the project or within the project's surroundings, and providing pedestrian network and low-stress bicycle network improvements) may be applicable for additional mitigation.

Additionally, future development projects under the General Plan update would also be required to complete VMT analyses based on VMT policies and thresholds established by the City of Lomita, including TDM measures designed to reduce VMT. While such measures are likely to result in less-than-significant VMT impacts when considered at an individual project level, they cannot be guaranteed and are not possible to fully quantify or mitigate at a citywide level as part of this programmatic analysis. Hence, it cannot be demonstrated that additional TDM measures could reduce VMT per capita or per employee by the amounts needed to meet the impact thresholds. Therefore, this impact would remain **significant and unavoidable**.

7.3 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 Lomita Circulation 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**.

7.4 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**.

8. 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 forecasted 2045 cumulative conditions under the existing General Plan and the General Plan Update are based on outputs from 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

#	Roadway	Segment	Lane Configuration ¹	Posted Speed Limit (mph)	Existing Daily Volume ²	Future with Project Daily Volume
A	Lomita Blvd	Crenshaw Blvd to Pennsylvania Ave	4D	40	37,333	38,514
B	Lomita Blvd	Narbonne Ave to Eshelman Ave	4D	40	33,696	36,702
C	Lomita Blvd	Walnut St to Ebony Ln	4D	40	35,345	35,822
D	Pacific Coast Hwy	Pennsylvania Ave to Narbonne Ave	6D	40	51,338	55,535
E	Pacific Coast Hwy	Ebony Ln to eastern City limits	6D	35	48,591	51,614
F	Pennsylvania Ave	Lomita Blvd to 250 th St	2U	25	6,486	7,389
G	Narbonne Ave	northern City limits to Lomita Blvd	2D	35	11,630	12,396
H	Narbonne Ave	Lomita Blvd to 250 th St	2D	35	13,377	13,395
I	262nd St	East of Eshelman Ave	2U	25	264	264
J	Eshelman Ave	250 th St to 255 th St	2D	30	6,354	8,578

Source: Kittelson and Associates, 2024.

¹ 4D – 4 lane divided; 6D – 6 lane divided; 2U – 2 lane undivided; 2D – 2 lane undivided

² 24-hour directional counts were taken on November 2023

Appendix A:
Detailed VMT Impact Summary

LOMITA GP VMT SUMMARY

	Existing (Baseline)		GP Horizon With Project
SCAG Region			
Demographics			
Population	18,475,214		22,132,711
Households	5,942,007		7,409,744
Employment	7,518,912		9,833,603
Daily Vehicle Trips			
Auto	75,233,272		88,966,078
Truck	2,178,848		2,890,503
Total	77,412,120		91,856,581
Truck Percent	2.8%		3.1%
Daily VMT by Purpose			
Home Based	248,210,112		301,957,434
VMT/Capita	13.43		13.64
Employee Based	134,802,309		168,499,488
VMT/Employee	17.93		17.14
Total Daily VMT			
Auto			
Truck			
Total	605,528,360		738,657,169
Truck Percent			
VMT/Service Population	23.29		23.11
Los Angeles County			
Demographics			
Population	9,707,887		11,509,140
Households	3,174,597		3,943,782
Employment	4,100,742		5,211,158
Daily Vehicle Trips			
Auto	38,587,075		43,813,558
Truck	1,203,147		1,549,683
Total	39,790,222		45,363,241
Truck Percent	3.0%		3.4%
Daily VMT by Purpose			
Home Based	121,286,677		141,957,287
VMT/Capita	12.49		12.33
Employee Based	71,247,149		85,639,346
VMT/Employee	17.37		16.43
Total Daily VMT			
Auto			
Truck			
Total	306,769,144		358,574,856
Truck Percent			
VMT/Service Population	22.22		21.45
Lomita			
Demographics			
Population	22,654		29,457
Households	8,581		11,154
Employment	11,315		12,450
Daily Vehicle Trips			
Auto	107,031		112,800
Truck	3,370		3,887
Total	110,401		116,688
Truck Percent	3.1%		3.3%
Daily VMT by Purpose			
Home Based	280,505		372,665
VMT/Capita	12.38		12.65
Employee Based	191,218		204,623
VMT/Employee	16.90		16.44
Total Daily VMT			
Auto			
Truck			
Total	772,093		867,665
Truck Percent			
VMT/Service Population	22.73		20.70

Los Angeles County VMT/Capita
Los Angeles County VMT/Employee

Total LA County VMT

City of Lomita Total VMT
City of Lomita truck %

City of Lomita VMT/capita
City of Lomita VMT/employee