

CPC-2018-6577-MS

CEQA Transportation Section Update

City Planning Commission

February 28, 2019

Arthi Varma, Deputy Director



Los Angeles Department of City Planning

California Senate Bill (SB) 743 and CEQA Guidelines

- Requires all California cities to measure CEQA transportation impacts with Vehicle Miles Traveled (VMT) by July 2020
- Implemented by Pasadena, San Francisco, Oakland, San Jose
- Aligns with Mobility Plan 2035 goals
 - Decrease VMT per capita by 20% by 2035
- Focuses on the act of driving, rather than congestion as the measure of environmental impacts



Climate Change Goals and Vehicle Miles Traveled (VMT)

- Today half of California's greenhouse gas emissions are generated from the transportation sector
- California can achieve long-term climate goals through a reduction in VMT per capita
- Lower VMT will reduce regional GHG emissions



Opportunities for Additional Vehicle Miles Traveled Mitigations



**Commute Trip
Reductions**



Shared Mobility



Bicycle Infrastructure



Parking Measures



Transit Improvements



**Education &
Encouragement**



**Neighborhood
Enhancements**



Opportunities for Additional Vehicle Miles Traveled Mitigations

Commute Trip Reductions:

- Employer sponsored vanpools and rideshare
- Transit subsidies
- Neighborhood shuttles

Shared Mobility:

- Carshare, bike share, and school carpool

Bicycle Infrastructure:

- Bicycle facilities, bike parking, and showers/changing rooms

Parking Measures:

- Reduced, unbundled, permitted, and priced parking

Transit Improvements:

- Reduction in transit headways, neighborhood shuttles, and transit subsidies

Education and Encouragement:

- Programs that promote non-automobile travel

Neighborhood Enhancements:

- Traffic calming and pedestrian network improvements



Vehicle Miles Traveled (VMT)

- VMT is a calculation of miles driven generated by a project:
 - Number of trips
 - Trip Distance



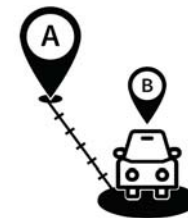
Number of
automobile trips

x



Number of
miles driven

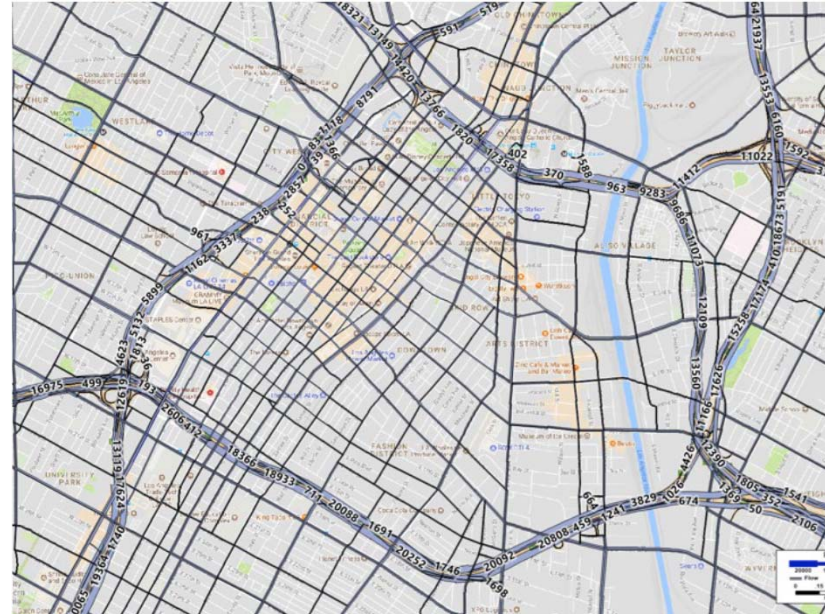
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Vehicles Miles
Traveled

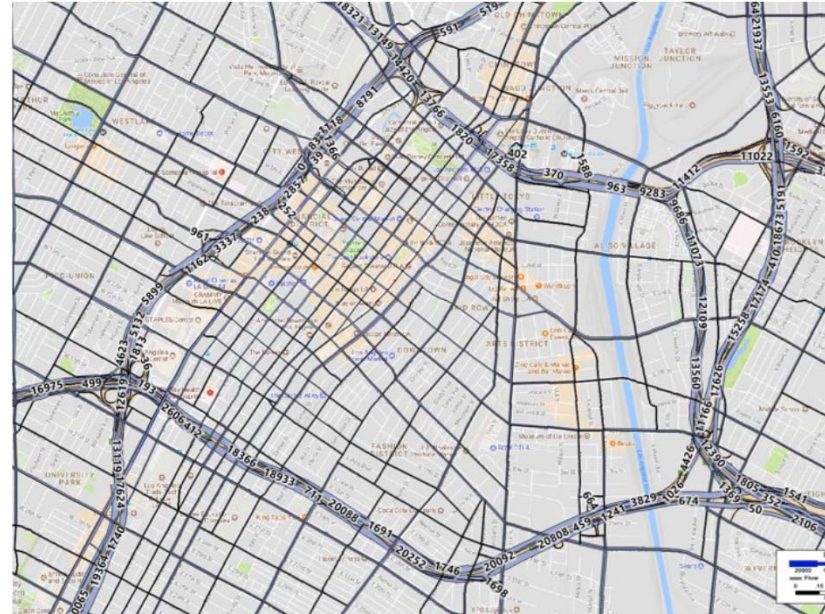
Number of Trips Associated with Projects

- **Forecast Trips:**
Trip generation is used to forecast the number of trips originating in or ending in a particular area of the City
- **Create Localized Rates:**
Updated trip generation rates by incorporating local transportation data from our region
 - ✓ Multi-family housing
 - ✓ Affordable housing
 - ✓ Creative office
 - ✓ Mixed use



Forecasting Trip Distance using Local Data

- Incorporated transportation data from our region
- Updated Los Angeles Travel Demand Forecasting Model to estimate future travel patterns
 - ✓ Incorporated most robust data sources available
 - ✓ Improved forecasts of average trip lengths and future travel patterns



Screening Criteria

The City proposes the following screening criteria to determine if a project should be evaluated for potential VMT impacts:

- The project includes the development of new land use
- The project would generate a net increase of 250 or more daily vehicle trips
- The project contains other land uses besides retail; or, if it only includes retail uses, the retail uses exceed 50,000 square feet



State Recommended VMT Threshold

The State of California recommends that the transportation threshold be 15% below the existing VMT per capita of the region

Cities have the ability to select their own transportation threshold

Given the size and diversity of the City of Los Angeles, a more tailored VMT (rather than regional VMT) is appropriate



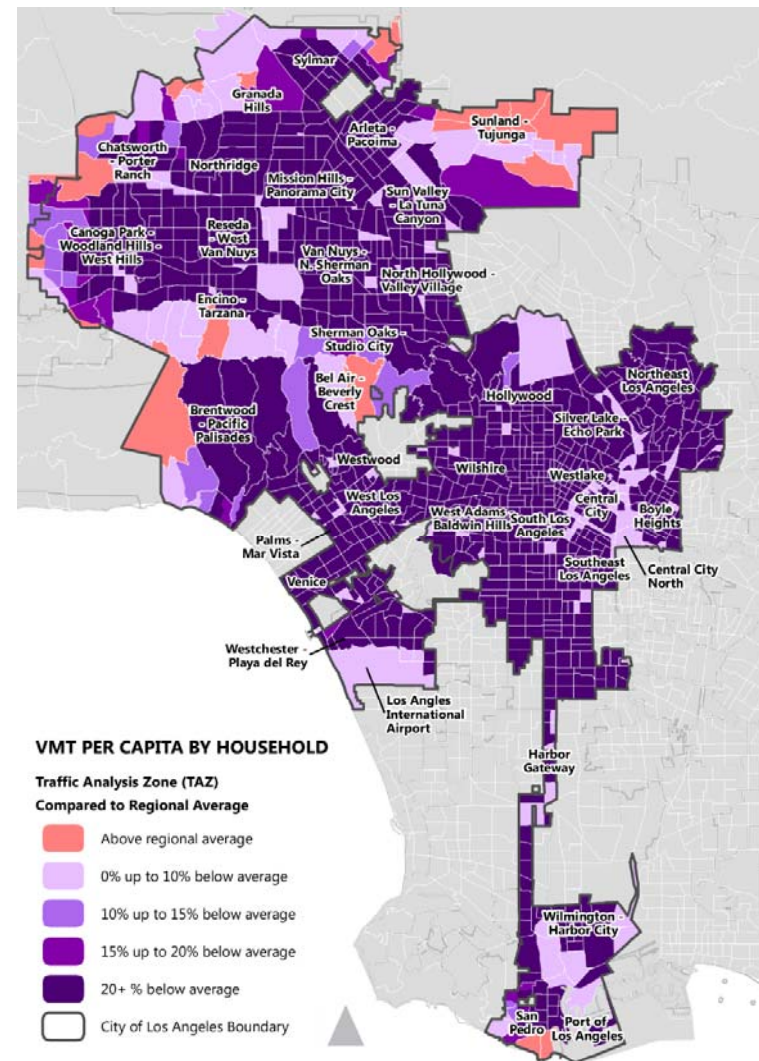
Recommended Local Threshold for a Context Sensitive Approach

Developed local VMT threshold

- Enables Los Angeles to ensure thorough review of projects' transportation impacts
- A threshold lower than the region's ensures that more projects trigger CEQA review

CITY OF LOS ANGELES VMT COMPARED TO REGION

	VMT per capita	VMT per employee
Los Angeles	9.3	12.9
SCAG Region	17.2	21.3

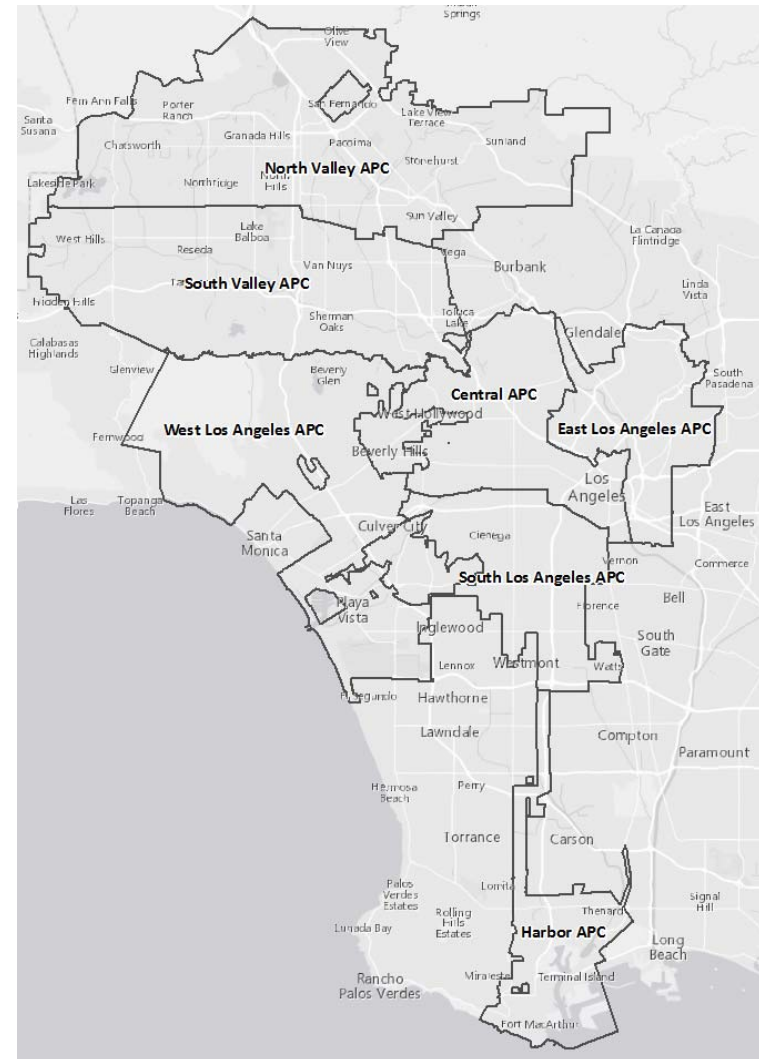


Recommended Threshold by Average of Area Planning Commission

Developed local VMT threshold

- Proposed threshold is 15% below the APC average for more localized approach

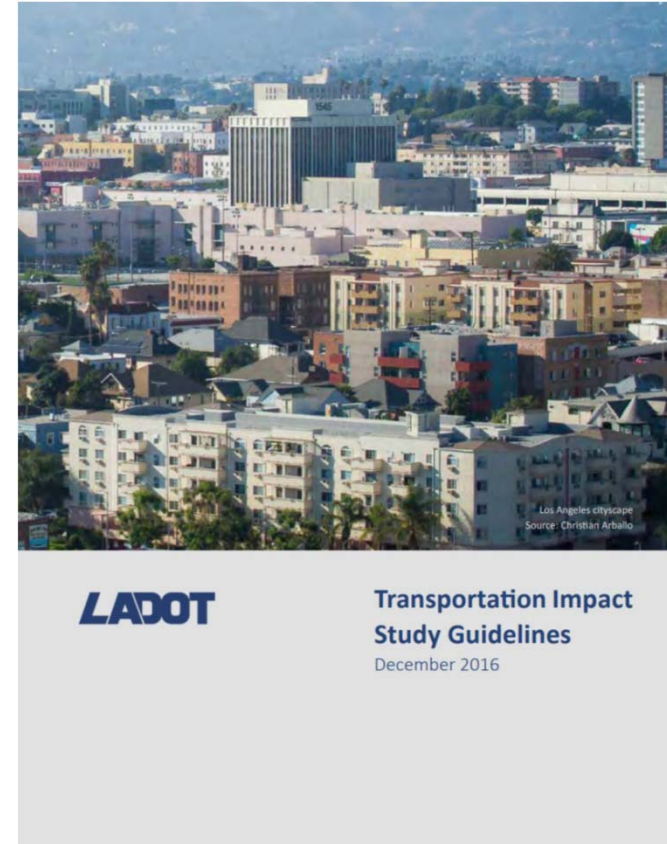
CITY OF LOS ANGELES VMT BY APC		
Area Planning Commission	VMT per capita	VMT per employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1



Transportation Assessment Guidelines & Performance Metrics

Provide ability to require more comprehensive transportation improvements around project site

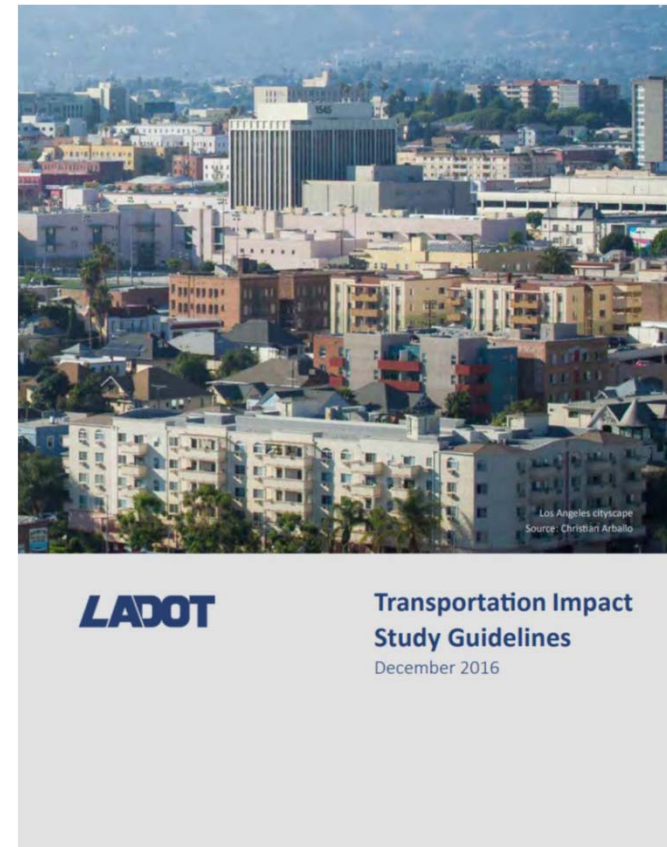
- Assess environmental impacts related to transportation
 - ✓ Conflicts with a City program, plan, ordinance, or policy
 - ✓ Substantial increase in VMT
 - ✓ Substantial inducement of additional auto travel
 - ✓ Geometric design hazards



Transportation Assessment Guidelines & Performance Metrics

Provide ability to require more comprehensive transportation improvements around project site

- Assess non-CEQA impacts to transportation system
 - ✓ Pedestrian, bicycle, transit facilities
 - ✓ Project access and circulation for all users
 - ✓ Project construction impacts on transportation
 - ✓ Estimated cut-through traffic on residential streets



Public Process

- Met with 7 Regional Neighborhood Council Alliances and PlanCheck NC
- Conducted 20 informational sessions
- Included over 1,100 people in outreach process
- Collaborated with transportation practitioners and professionals to present and refine tools and concepts
- Draft thresholds released for 90 day review period
- Held 4 Open House and Public Hearings
 - ✓ Central 11/28/2018
 - ✓ Valley 11/29/2018
 - ✓ Harbor 12/4/2018
 - ✓ Westside 12/6/2018
- Posted public notice in local newspaper and in DONE newsletter sent to Neighborhood Councils
- Emailed notices to 269 subscribers
- Posted notice on departmental websites, social media platforms, and shared with Council Offices
- Shared resources on departmental webpages



Next Steps

Phase In Plan

City-Initiated Projects:

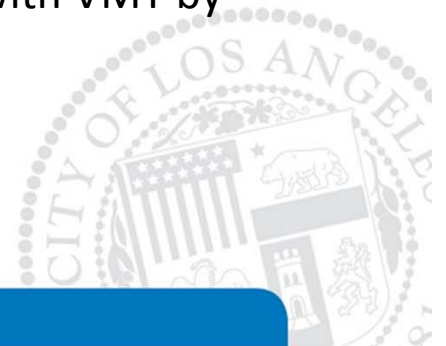
- Upon adoption, the proposed metric for transportation impacts is VMT
- Projects may use LOS if determined necessary for the efficient review and approval of projects and efficient use of City resources until July 1, 2020

Projects Initiated by Private Applicants or Other Public Agencies

- Land use project with a MOU and entitlement application filed with DCP prior to adoption date, may be able to select evaluating with VMT or LOS

State Deadline

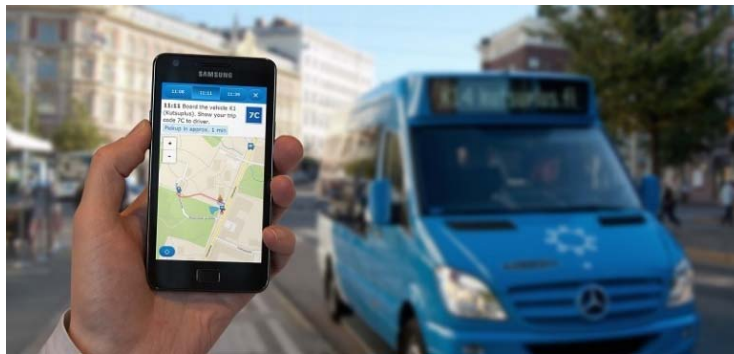
All projects must evaluate transportation impacts pursuant to CEQA with VMT by the State deadline of July 1, 2020



Next Steps

Transportation Demand Management Ordinance Update

- Respond to CF 15-0719-S19 motion to amend TDM Ordinance and LAMC sections related to project review for consistency with Mobility Plan 2035



Recommended Actions

1. Recommend City Council determine based on the whole of the administrative record, that the proposed resolution is not a project under CEQA;
2. Approve and recommend that City Council adopt proposed Resolution (Exhibit A);
3. Adopt the staff report as the Commission's report;
4. Adopt the Findings; and
5. Recommend that City Council instruct DCP and LADOT to report back annually for two years on status and any additional changes needed to meet the intent of Senate Bill 743.



Thank You



Rubina.Ghazarian@lacity.org

(213) 978-1194

David.Somers@lacity.org

(213) 972-5966

