

City of Culver City, California
Redevelopment Agency Agenda Item Report

Meeting Date: 08/21/06	Item Number: <u> A-3 </u>
AGENDA ITEM: Consideration of a Contract Amendment with Johnson Fain for Preparation of a Traffic Model Associated with the Preparation of the Washington/National Transit Area Specific Plan and CEQA Analysis and Consideration of Budget Appropriation to Fund Preparation of the Traffic Model	
Contact Person/Dept.: Susan Yun / CDD, Phone Number: (310) 253-5755, (310) Barry Kurtz, Traffic Consultant / PWD, 253-5625, and (310) 253-5783 and Todd Tipton / CDD	
Fiscal Impact: Yes ☒ No ☐	General Fund: Yes ☐ No ☒
Public Hearing: ☐	Action Item: ☒ Consent Item: ☐ Attachments: ☐
Public Notification: Notification to Johnson Fain (08/08/06); Master Notification List (08/16/06).	
Department Approval: Susan Evans 08/07/06	Executive Director Approval: Jerry Fulwood 08/16/06
City Controller Approval: Marlee Chang 08/16/06	

RECOMMENDATION:

Staff recommends the Culver City Redevelopment Agency (Agency) authorize amending the agreement with Johnson Fain in order to fund preparation of a Traffic Model for the Washington/National Transit Area Specific Plan and Environmental Impact Report and to appropriate \$62,000 from the Redevelopment 2002 Bond Fund to Account No. 55392620.619800, Washington/National Sites Other Contractual Services.

BACKGROUND:

In September 2005, the City Council and Agency authorized transmittal of a Request for Proposals (RFP) for the preparation of Specific Plans and supporting California Environmental Quality Act (CEQA) assessments for three areas within the City. The three areas were identified as the Washington/National Transit area, the Jefferson Boulevard Corridor and the south side of the Washington/Centinela intersection. On January 17, 2006, the Agency at staff's recommendation limited the scope of the project to the Washington/National Transit area and awarded the contract for preparation of the Specific Plan/CEQA assessment to Johnson Fain, in the amount not to exceed \$647,000.

The Washington/National Transit Area Specific Plan (Specific Plan) will include details for development, including specific land uses, circulation, development standards (i.e. height, setbacks, density, parking), design elements, and project

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processing. The Specific Plan would provide for integrated, complementary development of adjacent parcels within the Specific Plan area, which is a critical consideration at major intersections such as Washington and National Boulevards.

As stated above, the Specific Plan process includes the preparation of an environmental assessment, Environmental Impact Report. As originally envisioned, the project work scope included the evaluation of the Specific Plan area using a traditional traffic study with a single build-out scenario. As work on the Specific Plan progressed it became apparent to the City traffic engineering staff and Katz, Okitsu and Associates, Specific Plan Traffic consultant, that because of the complexity of the Specific Plan, the existing levels of congestion and the potential impact of the related projects, the scope of the analysis should be expanded to apply a more comprehensive approach to the traffic analysis using a state-of-the-art traffic model. The traffic model tends to reduce subjectivity from the traffic impact analysis, and thereby reduces disagreements between developers and City traffic engineering staff, and therefore lead to more efficient and timely reviews of the traffic study.

DISCUSSION:

The Specific Plan is a large, complex project. Currently, staff has identified 38 intersections to be analyzed for potential impacts and mitigation measures in two horizon years, 2012 and 2020. The near term (2012) captures the first phase of the Exposition Light Rail project and related Specific Plan development. The second phase (2020) captures the extension of the Exposition Light Rail project, and full build-out of the Specific Plan which is envisioned for operation by approximately 2020.

Traditional traffic studies, without the use of traffic models, work well for most small to medium sized and some less complex large developments with a near-term build-out year. The cost and time to construct a model usually make it impractical for all but large, complex developments. For developments with the complexity and scope of the Specific Plan with long-term build-out year scenarios, the use of a traffic model is the appropriate tool to determine trip generation, to distribute traffic from the subject project and to assess traffic impacts. The traditional traffic analysis is a static method using a layered approach. The first layer is existing traffic, and added to that are layers of ambient growth, related projects, and the subject project. The traffic consultant must assume percentages of directional distributions of the related projects and the subject project. So there is a certain amount of educated speculation in the analysis.

There are several advantages to using a traffic model. The traffic model employs a dynamic approach and reduces the amount of speculation in the analysis. Because

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it is a dynamic approach, it will tend to be a more accurate predictor of changes in future travel patterns or to quantify changes in travel conditions based on specific land use decisions. It will also foster the ability to test the feasibility of mitigation measures and their benefits, if any, in offsetting the impacts of the project.

The proposed traffic model would utilize components of SCAG's regional travel demand forecast model, which is also used for the preparation of the Los Angeles County Metropolitan Transportation Authority (Metro) prepared Regional Transportation Plan. The SCAG model is based on population and employment data, and provides the basis for the Metro's travel demand forecast model that is used for the travel forecasts for the Exposition Light Rail Transit Line.

In summary, we believe the additional expense of a traffic model is justified for the Washington/National Transit Area Specific Plan. A traffic model is the appropriate tool that would provide more accurate findings that would be more realistic, more defensible and compatible with the City's long-term transportation planning.

Also the traffic model may benefit the City in the future. Preparation of a Specific Plan traffic model would facilitate the City building a citywide traffic model for transportation planning purposes and to analyze the impact of other future developments. This would provide the City with a citywide transportation planning tool that would more accurately anticipate future levels of congestion, and potentially identify ways impacts of new development on the City's transportation system can be mitigated.

FISCAL ANALYSIS:

The cost to prepare the Specific Plan and CEQA analyses will be borne by the Agency initially. However, the costs associated with the preparation of the Specific Plan and CEQA analysis, including the Traffic Model, can be reimbursed by the developers that are ultimately entitled by the City and Agency through a cost recovery program. Cities can impose a Specific Plan fee upon persons seeking governmental approvals that are required to be consistent with the Specific Plan. These fees can defray the cost of preparation of the Specific Plan. Staff will be recommending, as part of the City/Agency consideration of adoption of the Specific Plan, the approval of such a cost/fee recovery program.

There are currently sufficient funds in the Redevelopment 2002 Bond Fund to appropriate \$62,000 to Account No. 55392620.619800, Washington/National Sites Other Contractual Services, to fund the Traffic Model preparation.

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MOTION:

1. Authorize amending the Professional Services Agreement with Johnson Fain for the preparation of the Traffic Model for the Washington / National Transit Area Specific Plan and EIR for an amount not to exceed \$62,000; and,
2. Authorize the Public Works Director/City Engineer to increase the amended agreement by an amount not to exceed \$6,200, only if necessary for the preparation of the Traffic Model; and,
3. Authorize the Assistant Executive Director of the Culver City Redevelopment Agency to execute the agreement amendment on behalf of the Redevelopment Agency; and,
4. Authorize the appropriation of \$62,000 from the Redevelopment 2002 Bond Fund to Account No. 55392620.619800.