RECOMMENDING TO THE CITY COUNCIL ADOPTION OF TRANSPORTATION THE CULVER CITY STUDY CRITERIA AND GUIDELINES. WHEREAS, the California Environmental Quality Act (CEQA) requires review and disclosure of environmental impacts caused by projects that are not categorically exempt from review, and implementation of measures to avoid or mitigate those impacts if feasible; and WHEREAS, as lead agencies under CEQA, cities are encouraged to formally adopt thresholds of significance, develop mitigations, and evaluate transportation impacts with metrics that support the reduction of greenhouse gas (GHG) emissions, development of multimodal transportation networks, and diversification of land uses to promote statewide goals of public health, infill, and GHG reduction; and WHEREAS, in 2013, the State of California passed Senate Bill 743 (SB 743), which alters how agencies measure transportation impacts under CEQA. SB 743 also directed the Governor's Office of Planning and Research (OPR) to develop guidelines for an alternate metric to level of service (LOS) to evaluate transportation environmental impacts under CEQA; and

**RESOLUTION NO. 2020-P007** 

CITY.

CALIFORNIA,

A RESOLUTION OF THE PLANNING COMMISSION OF

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WHEREAS, in 2018, OPR released its Technical Advisory on Evaluating Transportation Impacts in CEQA, which recommends vehicle miles traveled (VMT) as the most appropriate metric for evaluating transportation environmental impacts, and provides technical advice on assessing impacts and establishing significance thresholds and mitigation measures based on VMT; and

WHEREAS, pursuant to SB 743, as of July 1, 2020, all lead agencies must use VMT, and will no longer be able to use LOS, to analyze transportation impacts under

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CEQA. While LOS was the default metric for determining transportation environmental impacts for many years, it is a vehicle operations focused measure that does not support statewide sustainability goals and is no longer a permissible metric for CEQA compliance.
Cities may continue to use LOS for their local development review process to inform site access and traffic operations, outside of the environmental review process; and

WHEREAS, in response to SB 743, the City commenced the Travel Demand Forecast Model (TDFM) project, an inter-departmental effort between the Community Development, Public Works, and Transportation Departments, with critical GIS and data analysis support from the Information Technology Department, in order to establish new and updated regulations and new tools and fees, including a new travel demand/behavior forecasting model, to bring the City into compliance with SB 743. The TDFM will also inform the preparation, impact analysis, and adoption of the updated General Plan; and

WHEREAS, the TDFM project has resulted in the development of the *Culver City Transportation Study Criteria and Guidelines*, which includes, but is not limited to VMT screening, impact thresholds, and mitigation options, in compliance with CEQA; a travel behavior/demand forecast model; a project-level VMT assessment tool; updated LOS requirements; and updated non-LOS/VMT requirements; and

WHEREAS, the *Culver City Transportation Study Criteria Guidelines* shall supersede and replace the existing *Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City*, which were adopted in 2012; and

WHEREAS, a public agency's adoption of thresholds of significance or administrative actions do not constitute a "project" under CEQA. Pursuant to CEQA Guideline 15064.7, thresholds of significance for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation and developed through a public review process; and

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1 WHEREAS, on May 13, 2020, the City Council and the Planning Commission 2 held a duly noticed joint public study session on the proposed Culver City Transportation 3 Study Criteria and Guidelines; and 4 WHEREAS, after conducting the joint public study session with the City Council, fully considering all reports, studies, and public testimony presented, the Planning 5 Commission, by a vote of to , recommended to the City Council adoption of the 6 7 proposed Culver City Transportation Study Criteria and Guidelines. 8 NOW, THEREFORE, the Planning Commission of the City of Culver City 9 DOES HEREBY RESOLVE as follows: 10 Pursuant to the foregoing recitations, the Planning Commission hereby 11 12 recommends to the City Council adoption of the proposed *Culver City Transportation Study* 13 Criteria and Guidelines, attached hereto as Exhibit A and incorporated herein by this 14 reference, which shall supersede and replace the 2012 Traffic Study Criteria for the Review 15 of Proposed Development Projects within the City of Culver City. 16 17 APPROVED and ADOPTED this thirteenth day of May, 2020. 18 19 20 21 ANDREW REILMAN – CHAIRPERSON PLANNING COMMISSION 22 CITY OF CULVER CITY, CALIFORNIA 23 24 Attested by: 25 26 Susan Herbertson, Senior Planner 27 28 -3-