

1 **RESOLUTION NO. 2020-R_____**

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
4 CULVER CITY, CALIFORNIA, ADOPTING THE *CULVER*
5 *CITY TRANSPORTATION STUDY CRITERIA AND*
6 *GUIDELINES.*

7 WHEREAS, the California Environmental Quality Act (CEQA) requires review
8 and disclosure of environmental impacts caused by projects that are not categorically
9 exempt from review, and implementation of measures to avoid or mitigate those impacts if
10 feasible; and

11 WHEREAS, as lead agencies under CEQA, cities are encouraged to formally
12 adopt thresholds of significance, develop mitigations, and evaluate transportation impacts
13 with metrics that support the reduction of greenhouse gas (GHG) emissions, development
14 of multimodal transportation networks, and diversification of land uses to promote
15 statewide goals of public health, infill, and GHG reduction; and

16 WHEREAS, in 2013, the State of California passed Senate Bill 743 (SB 743),
17 which alters how agencies measure transportation impacts under CEQA. SB 743 also
18 directed the Governor's Office of Planning and Research (OPR) to develop guidelines for
19 an alternate metric to level of service (LOS) to evaluate transportation environmental
20 impacts under CEQA; and

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

26 WHEREAS, pursuant to SB 743, as of July 1, 2020, all lead agencies must
27 use VMT, and will no longer be able to use LOS, to analyze transportation impacts under
28 CEQA. While LOS was the default metric for determining transportation environmental

1 impacts for many years, it is a vehicle operations focused measure that does not support
2 statewide sustainability goals and is no longer a permissible metric for CEQA compliance.
3 While LOS focused on impacts to drivers, VMT focuses on measuring the impact of driving
4 on the environment. Cities may continue to use LOS for their local development review
5 process to inform site access and traffic operations, outside of the environmental review
6 process; and

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

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

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

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

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*;

4 WHEREAS, after conducting the joint public study session with the City
5 Council, fully considering all reports, studies, and public testimony presented, the Planning
6 Commission, by a vote of 5 to 0, recommended to the City Council adoption of the
7 proposed *Culver City Transportation Study Criteria and Guidelines*, with an additional
8 recommendation to modify the *Guidelines* to facilitate the ability of staff to administratively
9 update, as needed, the VMT screening threshold for transit priority areas in anticipation of
10 changing transit conditions, which modifications have been incorporated in the proposed
11 *Guidelines* to be considered by the City Council on June 8, 2020.

12
13
14 NOW, THEREFORE, the City Council of the City of Culver City DOES
15 HEREBY RESOLVE as follows:

16 1. Pursuant to the foregoing recitations, the City Council hereby adopts the
17 proposed *Culver City Transportation Study Criteria and Guidelines*, attached hereto as
18 Exhibit A and incorporated herein by this reference, which shall supersede and replace the
19 2012 *Traffic Study Criteria for the Review of Proposed Development Projects within the*
20 *City of Culver City*.

21
22 ///

23 ///

24 ///

25 ///

26 ///

27
28

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

2. This Resolution shall take effect immediately upon its adoption.

APPROVED and ADOPTED this 8th day of June, 2020.

GÖRAN ERIKKSON, Mayor
City of Culver City, California

ATTEST:

JEREMY GREEN, City Clerk

A20-00205

APPROVED AS TO FORM:



CAROL A. SCHWAB, City Attorney