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

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

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

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

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

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.

1 NOW, THEREFORE, the Planning Commission of the City of Culver City DOES  
2 HEREBY RESOLVE as follows:

3 Pursuant to the foregoing recitations, the Planning Commission hereby  
4 recommends to the City Council adoption of the proposed *Culver City Transportation Study*  
5 *Criteria and Guidelines*, attached hereto as Exhibit A and incorporated herein by this  
6 reference, which shall supersede and replace the 2012 *Traffic Study Criteria for the*  
7 *Review of Proposed Development Projects within the City of Culver City.*  
8

9  
10 APPROVED and ADOPTED this thirteenth day of May, 2020.  
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13   
14 ANDREW REILMAN – CHAIRPERSON  
15 PLANNING COMMISSION  
16 CITY OF CULVER CITY, CALIFORNIA

17 Attested by:

18   
19 Ruth Martin del Campo for Susan H  
20 Susan Herbertson, Senior Planner  
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