

City of Redondo Beach SB 743 Implementation

Agenda

- Overview of SB 743 and VMT
- Baseline VMT
- VMT Screening Criteria
- VMT Impact Thresholds
- Next Steps

FEHR PEERS

Michael Kennedy

Nico Boyd

What is SB 743?

- Eliminates Level of Service (LOS) as a CEQA Metric
- Replaces LOS with VMT
- City can continue to use LOS outside of CEQA
- Changes where significant impacts occur
- Changes mitigation focus from widening roads to reducing vehicle travel



Goals of SB 743

Shift in focus to better align with the following State goals:

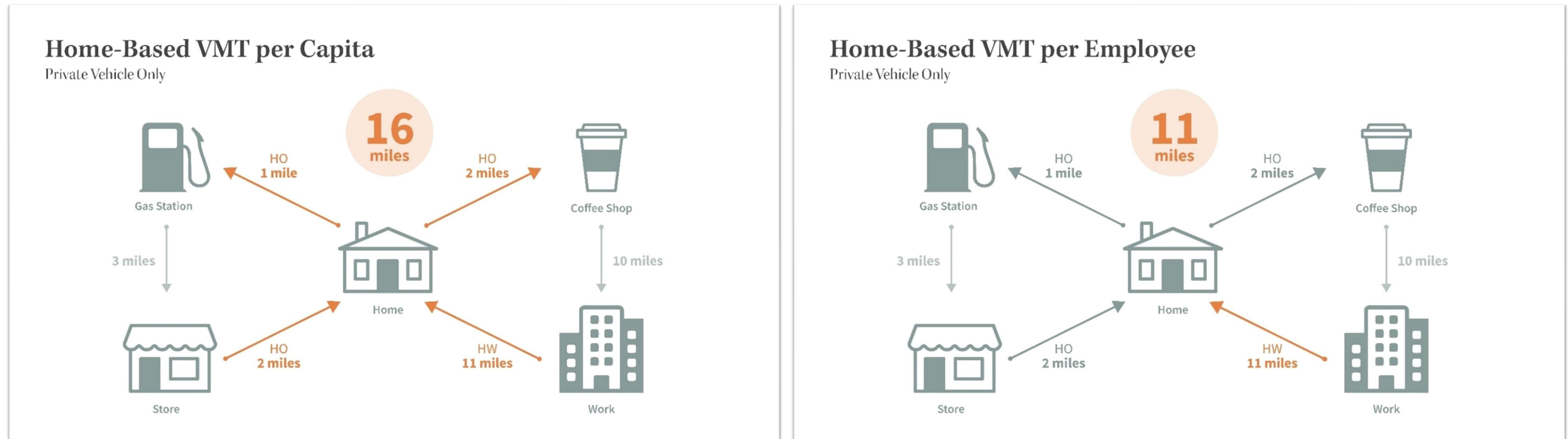
- Reducing greenhouse gas (GHG) emissions
- Encouraging infill development
- Improving public health through increased active transportation

New criteria should promote:

- Development of multimodal transportation networks
- Diversity of land uses
- Ensure that the environmental impacts of traffic such as noise, air pollution, and safety concerns continue to be addressed and mitigated through CEQA

What is VMT? What VMT counts?

VMT = Volume x Distance or Trips x Trip Length



- *Home-Based VMT per Capita is used to evaluate VMT for residential projects.*
- *Home-Based VMT per Employee is used to evaluate VMT for commercial and office projects.*

Implementation Decisions

Baseline VMT

This is the average VMT per capita or per employee that a project would be compared to in order to determine whether the project has a significant impact.

VMT Screening

The Governor's Office of Planning & Research (OPR) recommends that certain projects be screened from VMT analysis if they meet criteria for project size, low VMT, or transit proximity

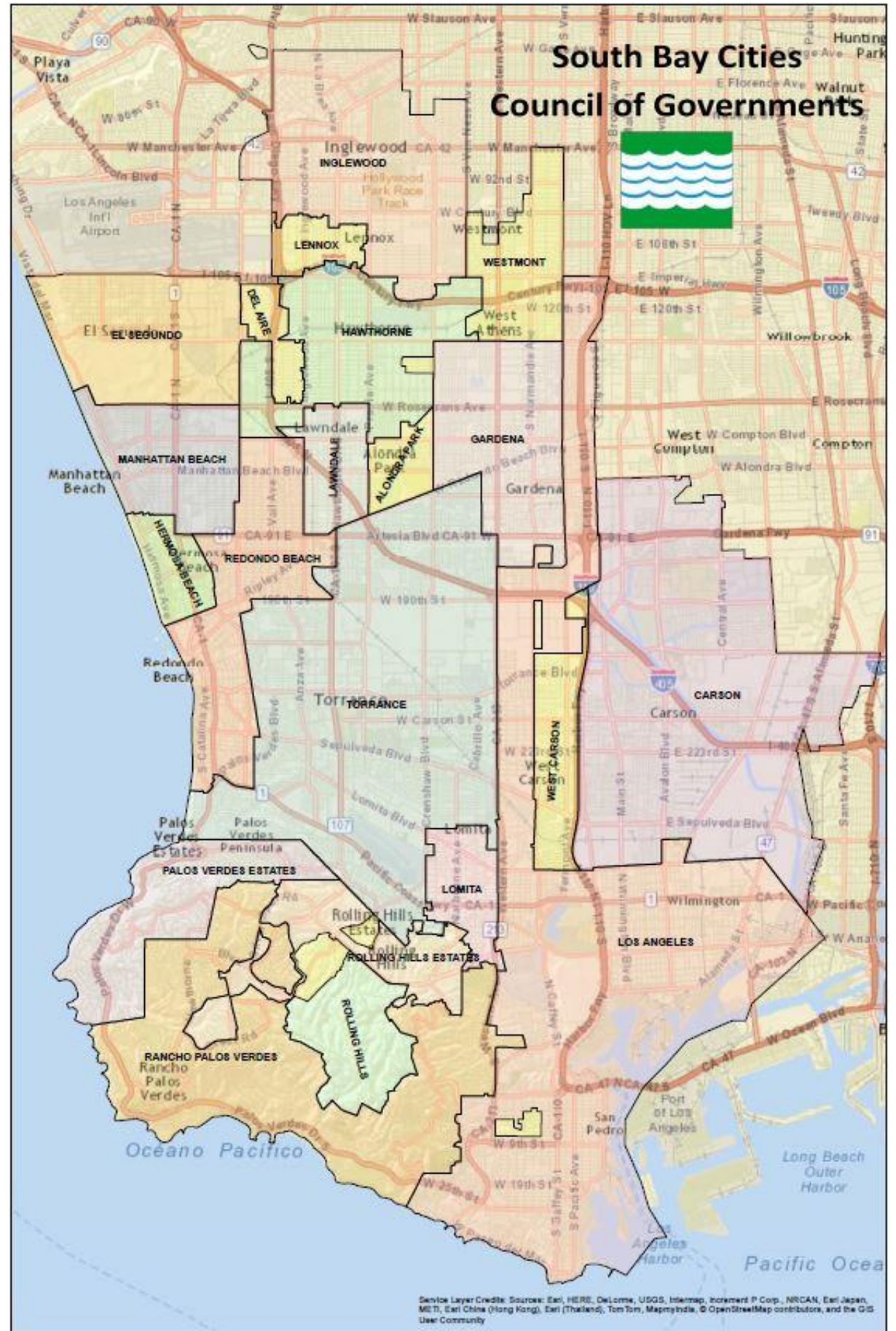
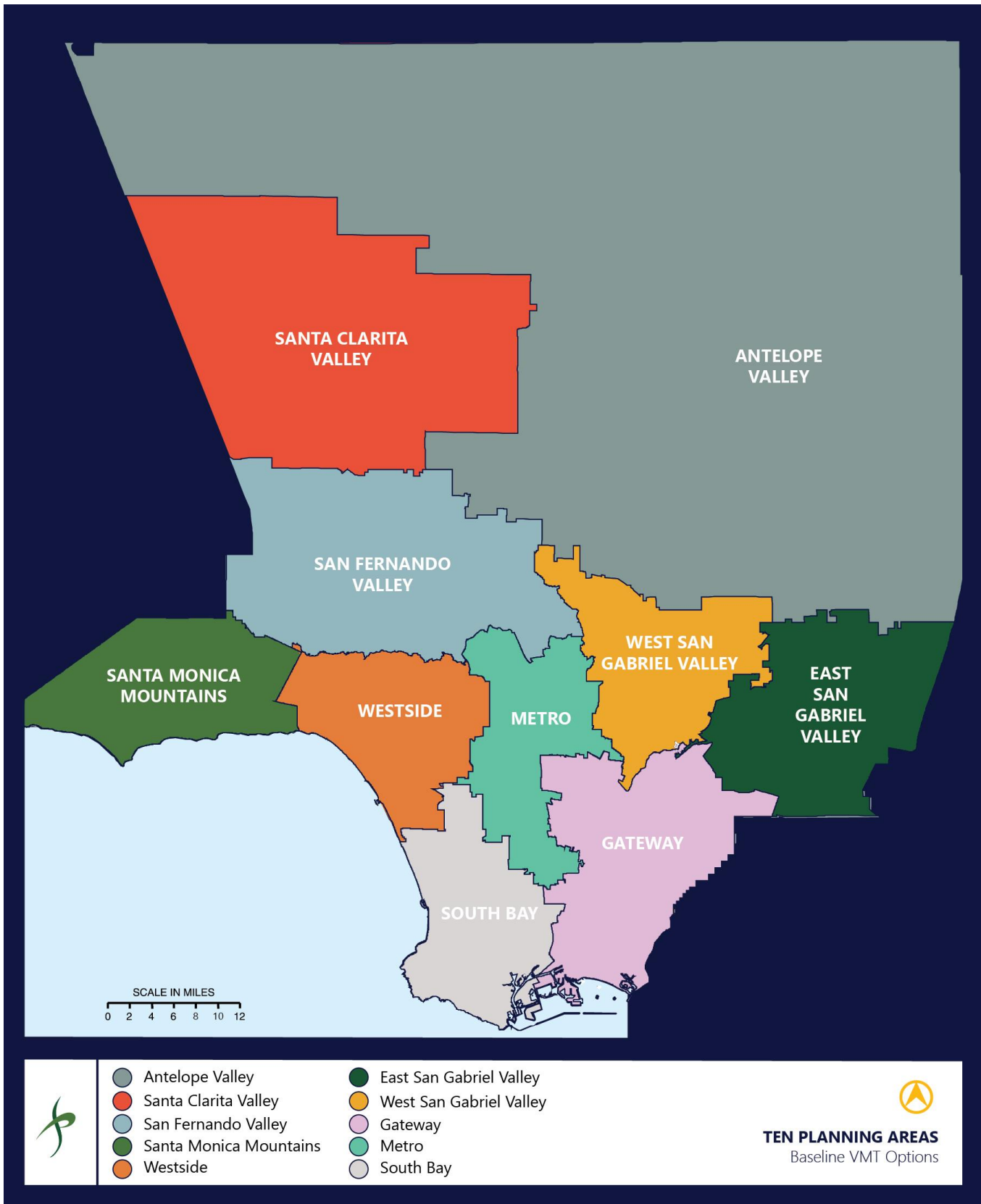
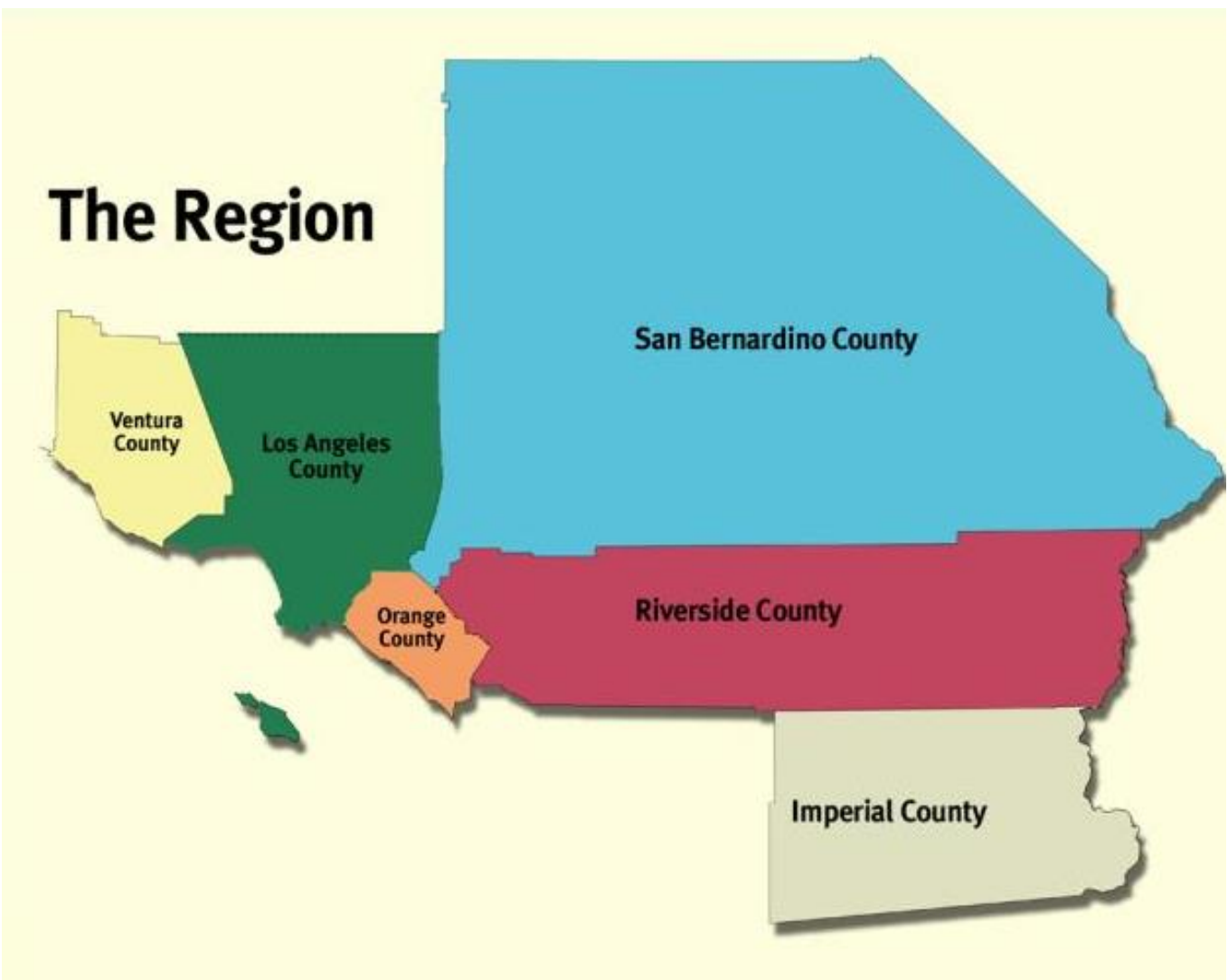
VMT Impact Thresholds

OPR recommends a threshold of 15% below the regional average. The California Air Resources Board (CARB) recommends a threshold of 16.8% below the regional average

Baseline VMT

Identifying the Baseline

- Baseline VMT was evaluated for the SCAG region, LA County, and the SBCCOG
- The SCAG region and LA County are very diverse in their land use and transportation characteristics, with VMT trends that reflect a mix of both dense urban areas and rural areas
- The SBCCOG was analyzed as a potential baseline because of its similarity to Redondo Beach in terms of its transportation and land use characteristics

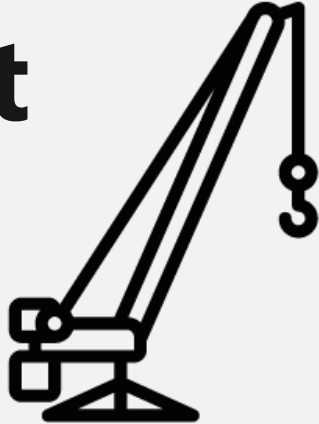



Baseline VMT Metrics

VMT Metrics			SBCCOG/ Redondo Beach VMT
Total VMT	SBCCOG	Avg COG VMT per Service Pop	32.6
	Redondo Beach	Avg City VMT per Service Pop	32.2
		% Difference	-1%
Home- Based VMT	SBCCOG	Avg COG Home-Based VMT per Capita	13.3
	Redondo Beach	Avg City Home-Based VMT per Capita	14.4
		% Difference	8%
Home- Based Work VMT	SBCCOG	Avg COG Home-Based Work VMT per Worker	18.4
	Redondo Beach	Avg City Home-Based Work VMT per Worker	16.0
		% Difference	-13%

Screening Criteria

VMT Screening Criteria

Screening Type	Background	OPR Guidance
<div>1. Project size</div> <div></div>	Small projects that would generate minimal VMT could be screened	OPR Guidance: Projects with <110 daily trips or local serving retail uses <50 ksf
<div>2. Project location</div> <div></div>	Projects located in “VMT efficient” areas may be presumed to have similar VMT patterns	OPR Guidance: “VMT efficient” is defined as Home-Based or Home-Based Work VMT that is at least 15% lower than the baseline regional average. (CARB recommends 16.8% lower than baseline)

The above table applies to **land use** projects. In the case of **transportation** projects, those that reduce roadway vehicle capacity generally reduce VMT and can be screened accordingly (including transit and active transportation projects).

Project Size Screening – Local Serving Retail

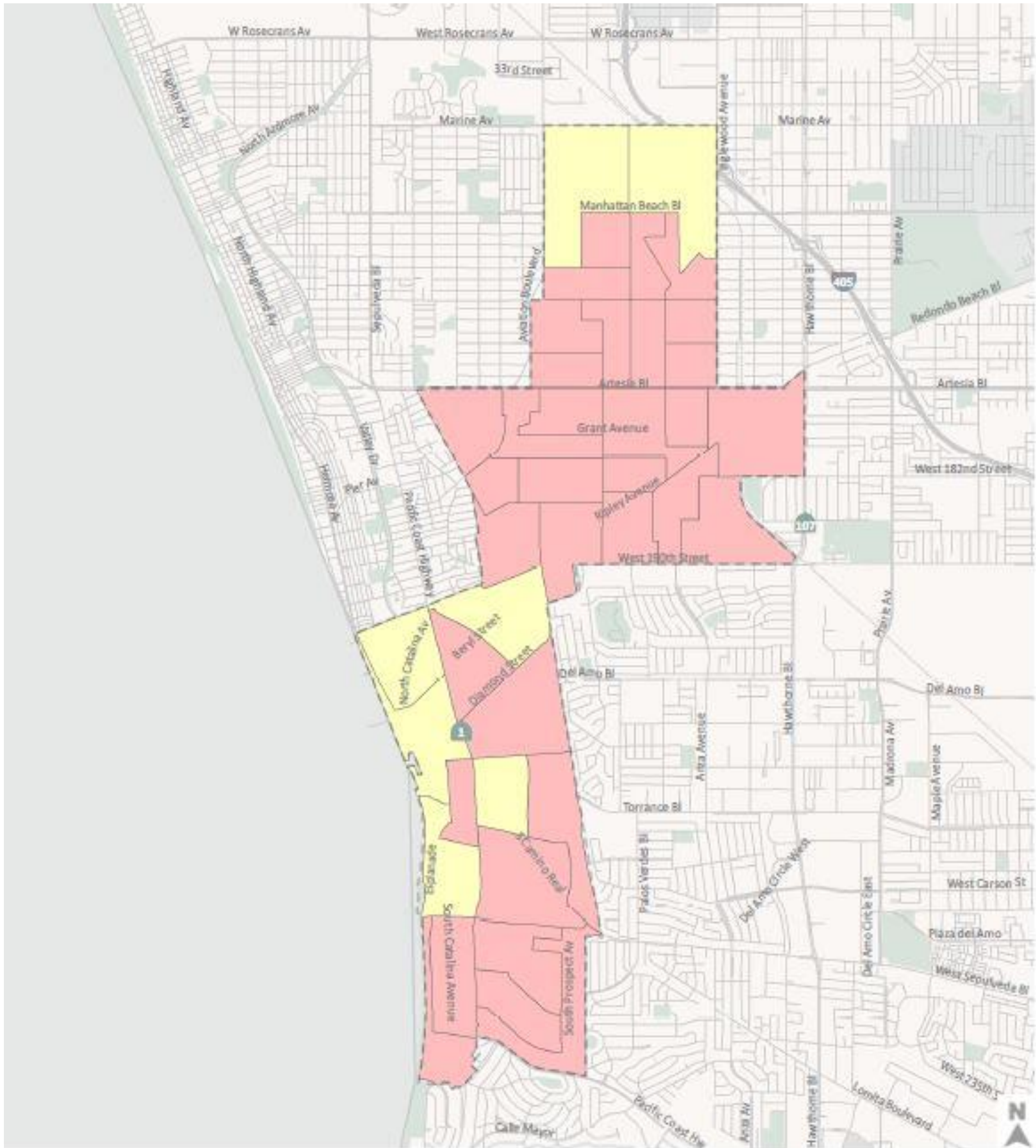
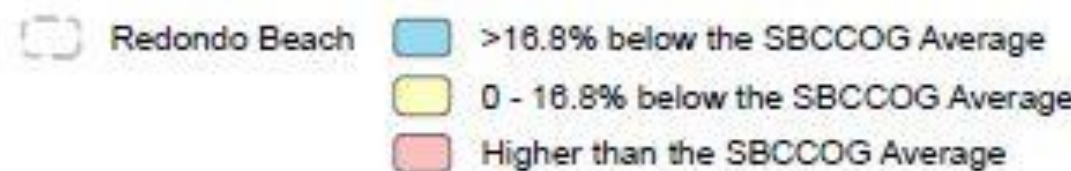
- *OPR recommends that retail projects less than 50,000 square feet be screened from VMT analysis.*
- *City staff have recommended, and City Council has accepted, a threshold of 10,000 square feet to ensure that this screening criteria only applies to local serving retail uses.*
- *If this modified screening criterion were applied, 126 of the 138 (91%) commercial retail parcels that were analyzed along the **Artesia Boulevard corridor** for the City's General Plan update could have been screened from requiring VMT analysis.*

Project Size Screening – Other Project Types

Land Use Size Generating 110 Daily Trips or Less				
	Single-Family Residential	Multifamily Residential	Restaurant	Office
Size	11 Dwelling Units	15 - 24 Dwelling Units	980 – 1,300 Square Feet	11,000 Square Feet

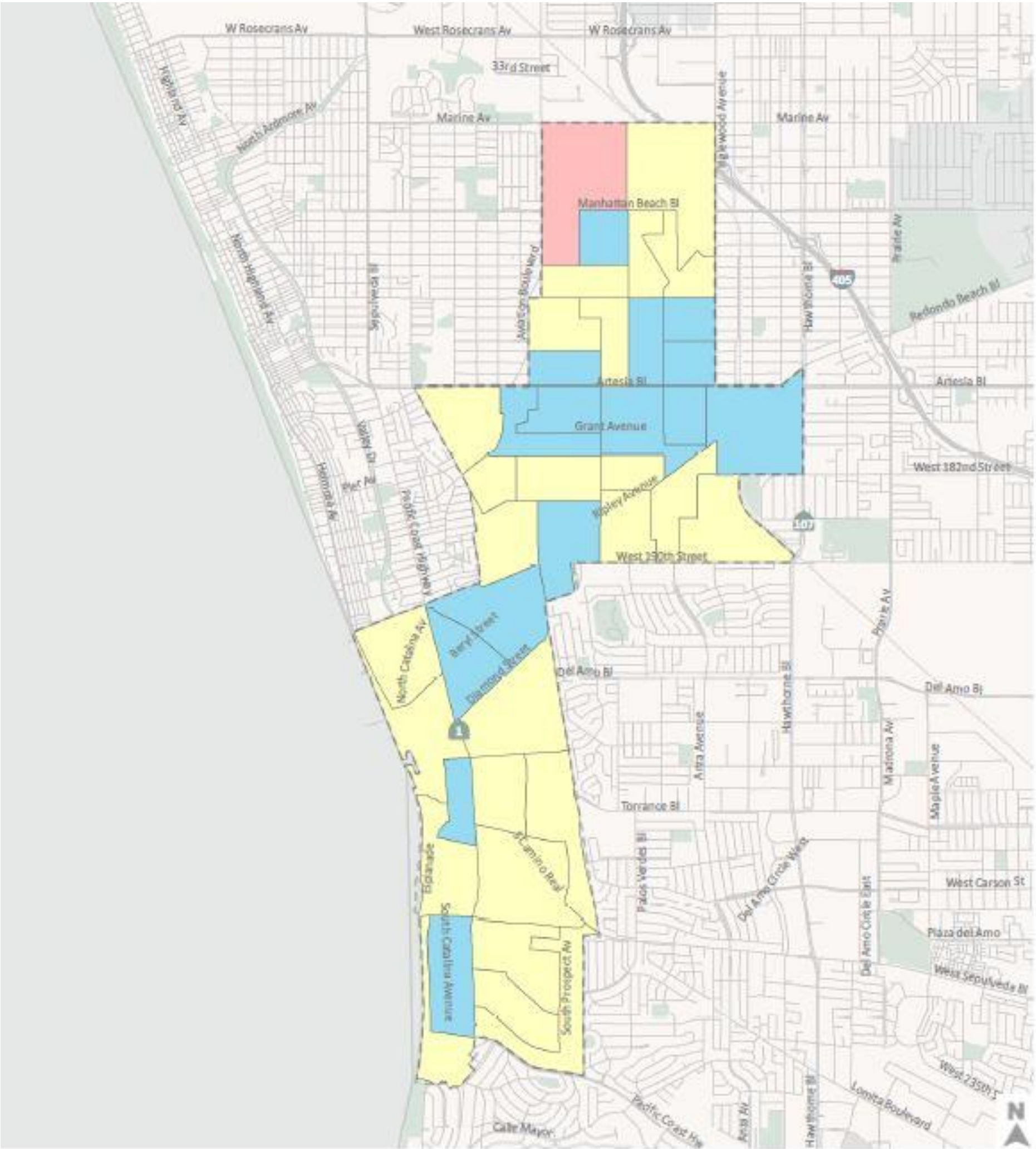
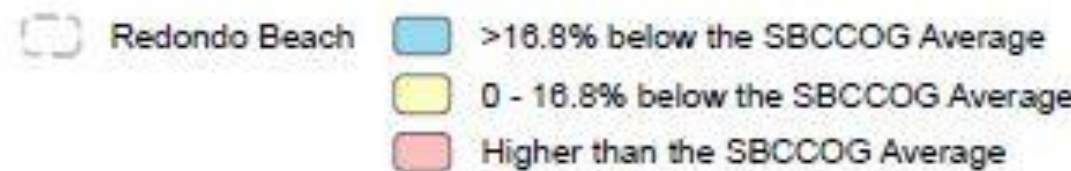
Project Location Screening: Daily Home-Based VMT per Capita

Used to evaluate VMT for
residential projects



Project Location Screening: Daily Home-Based Work VMT per Employee

Used to evaluate VMT for
commercial/office projects

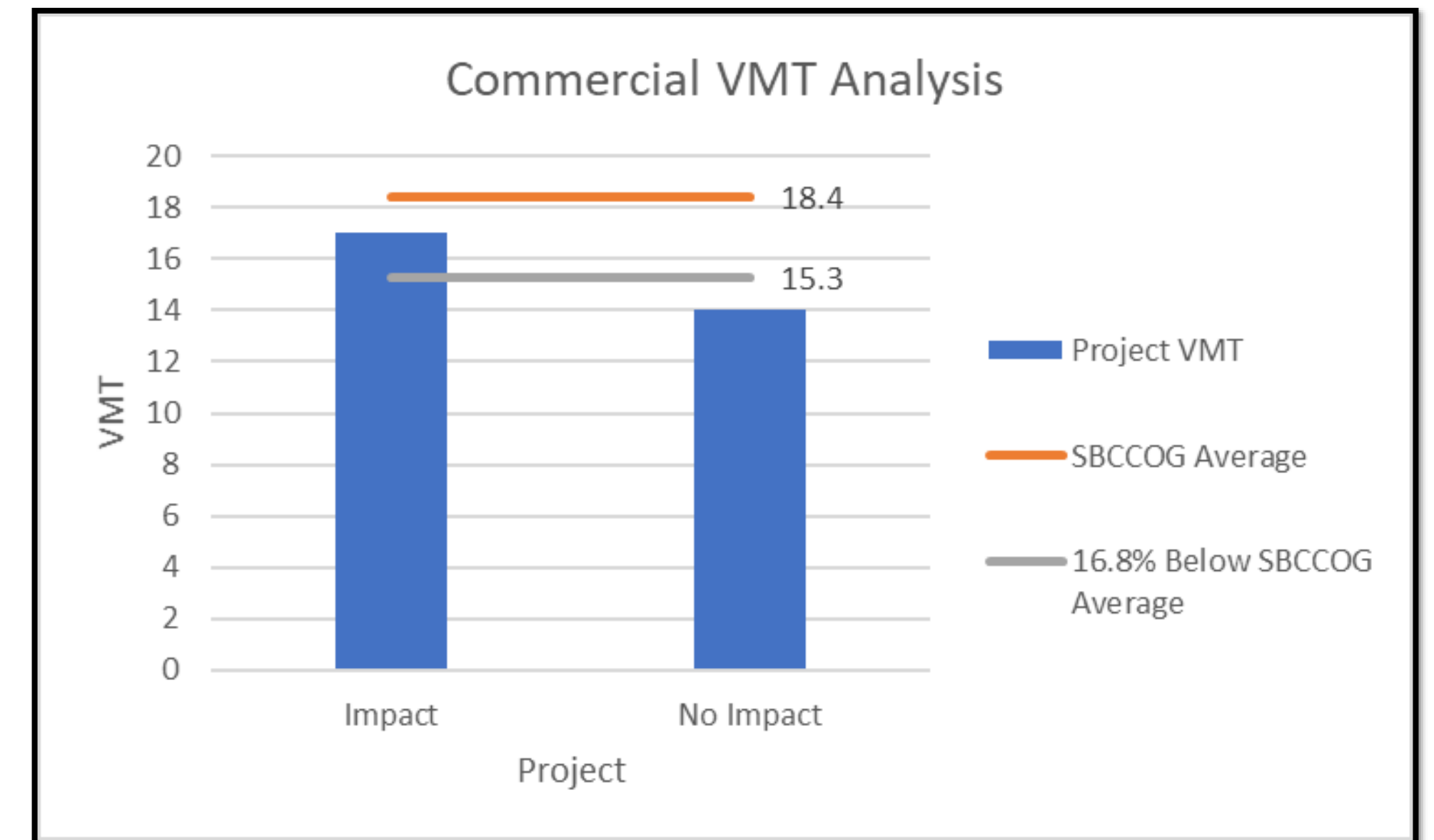
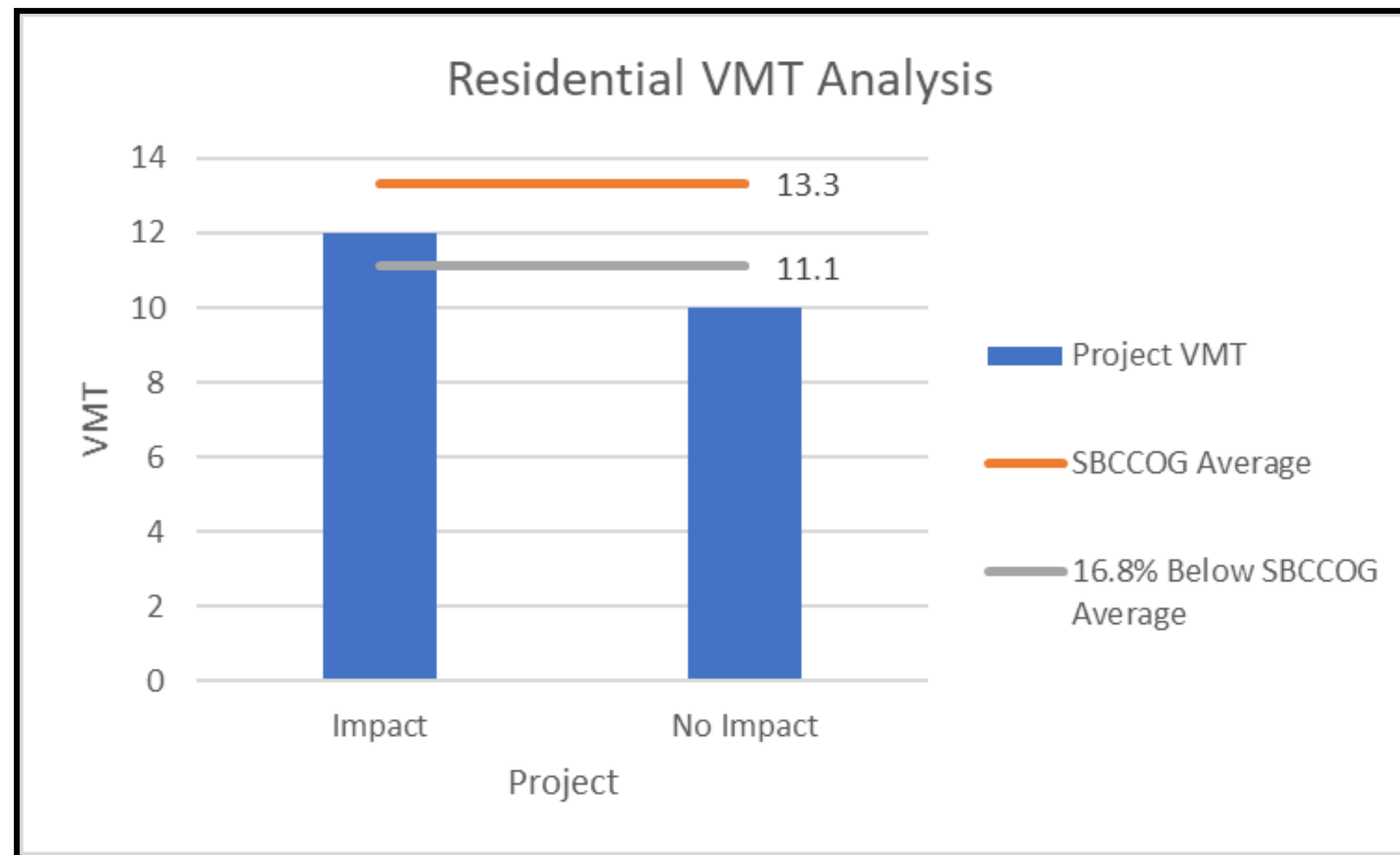


Impact Thresholds

VMT Impact Thresholds

VMT Metrics	Baseline VMT (SBCCOG)		Impact Threshold (16.8% Below baseline)
Total VMT	Avg COG VMT per Service Pop	32.6	27.1
Home-Based VMT	Avg COG Home-Based VMT per Capita	13.3	11.1
Home-Based Work VMT	Avg COG Home-Based Work VMT per Worker	18.4	15.3

VMT Impact Thresholds – Project Examples



Next Steps

Summary

- SB 743 was adopted by the State in 2013 and eliminates Level of Service (LOS) as a CEQA transportation metric, replacing it with VMT
- Effective July 1st, 2020, all cities in California are required to use VMT as the transportation metric for CEQA analysis
- SB 743 only governs CEQA analysis, meaning the City can retain LOS for Non-CEQA analysis
- The City has discretion to adopt its own methodologies, thresholds of significance, and project screening criteria to address City-specific circumstances when guiding VMT analysis
- City Council has selected the methodologies, thresholds of significance, and project screening criteria presented here

City Council Direction

- Adopt a VMT impact significance threshold of 16.8% below the relevant SBCCOG average. For commercial uses larger than 10,000 square feet, adopt a significance threshold of No Net Increase in VMT
- Adopt the following VMT screening criteria:
 - Project Size: screen local serving retail uses less than 10,000 square feet and other land uses that generate fewer than 110 daily trips
 - Project Location: screen residential and commercial projects located in a TAZ whose baseline VMT (per Capita or per Employee) is already 16.8% or more below the SBCCOG average
 - For mixed-use projects, if either component of the project fails to meet the project location/low VMT screening criteria, the whole project must complete a VMT analysis
 - Transit Proximity: do **not** screen projects based on proximity to high-quality transit

Action Items

- Adopt resolutions by title only to recommend the following for adoption by City Council:
 - VMT Ordinance adopting revisions to Inland Zoning Ordinance
 - VMT Ordinance adopting revisions to Coastal Zoning Ordinance
 - VMT Resolution adopting revisions to Circulation Element (with attachment)