



Administrative Report

J.2., File # PC21-2650

Meeting Date: 6/17/2021

To: PLANNING COMMISSION

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

A PUBLIC HEARING TO CONSIDER ADOPTION OF RESOLUTIONS RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10 CHAPTER 2 ZONING AND LAND USE, TITLE 10 CHAPTER 3 ENVIRONMENTAL REVIEW PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND TITLE 10 CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE OF THE REDONDO BEACH MUNICIPAL CODE PERTAINING TO TRAFFIC ENVIRONMENTAL IMPACTS AND ADOPTING VEHICLE MILES TRAVELED (VMT) AS A REPLACEMENT MEASURE OF TRAFFIC IMPACTS, CONSISTENT WITH STATE LAW.

RECOMMENDATION:

1. Open public hearing and administer oath;
2. Take testimony from staff, applicant, and interested parties;
3. Close public hearing and deliberate; and
4. Adopt the following three resolutions, by title only, subject to the findings contained therein:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 3, ENVIRONMENTAL REVIEW PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OF THE REDONDO BEACH MUNICIPAL CODE PERTAINING TO TRAFFIC ENVIRONMENTAL IMPACTS

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING TITLE 10, CHAPTER 5, COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE OF THE REDONDO BEACH MUNICIPAL CODE PERTAINING TO TRAFFIC ENVIRONMENTAL IMPACTS

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT A REVISION TO THE REDONDO BEACH GENERAL PLAN CIRCULATION ELEMENT TO ADDRESS CALIFORNIA ENVIRONMENTAL QUALITY ACT REVISED REGULATIONS REGARDING TRANSPORTATION IMPACTS, AND A FINDING THAT THE REVISION TO THE REDONDO BEACH GENERAL PLAN CIRCULATION ELEMENT IS NOT SUBJECT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

BACKGROUND

One of the most common concerns related to new development is the number and frequency of additional vehicle trips to and from the project site. Historically, the City has utilized Level of Service (LOS) analysis to evaluate the impacts of potential traffic as a result of the proposed project. A LOS methodology addresses the impacts on the traffic created by a proposed project on congestion and the functionality of intersections. The State has adopted legislation that now requires municipalities to utilize Vehicle Miles Traveled (VMT) rather than LOS when evaluating the environmental impacts of a project. At the March 12, 2019 City Council meeting, as the City opted out of the Congestion Management Program, City Council discussed the need to revise the methodology for environmental review, while expressing interest in maintaining the LOS for land use review.

Senate Bill 743, certified by the State in December 2018 to modify the California Environmental Quality Act (CEQA) Section 15064.3, requires that a project's effect on automobile delay (i.e., Level of Service) shall not constitute a significant environmental impact under CEQA. Instead, Vehicle Miles Travelled (VMT) shall be the primary transportation impact criteria for transportation analysis. While lead agencies have discretion in the adoption of their preferred VMT methodology and thresholds of significance, on July 1, 2020, the provisions of §15064.3 of the CEQA Guidelines requiring calculations of VMT instead of Level of Service (LOS) became effective statewide regardless of whether those local methodologies are in place.

This requirement substantially changes how the transportation impacts of projects are analyzed in the City of Redondo Beach, as the typical intersection LOS traffic study process can no longer be used to assess transportation impacts in a CEQA document. Although the City does have the discretion to continue to require LOS analysis outside of the CEQA process, the City needs to determine how and when the VMT analysis would be required for CEQA review. The City Council approved a contract with Fehr and Peers on April 21, 2020 to assist the City in developing the best VMT methodology to match the City's circumstances and that the methodology is properly reflected in the Circulation Element of the General Plan and Chapter 3 Environmental Review Pursuant to the California Environmental Quality Act of Title 10 Planning and Zoning of the City's Municipal Code.

Fehr and Peers evaluated with Staff the alternative methodologies, baseline metrics, screening criteria, and thresholds of significance to provide recommended levels of each based on the City's circumstances. Fehr and Peers proposed a VMT methodology to the Redondo Beach City Council at their November 10, 2020 meeting, and the City Council agreed to move forward with the metrics and methodology proposed. The agreed upon metrics and methodology are represented in the draft Transportation Impact Study Guidelines for City Council to adopt by resolution in conjunction with the RBMC and Circulation Element revisions.

The resolutions for Planning Consideration reflect those revisions to the Redondo Beach Municipal Code and the General Plan Circulation Element to comply with SB 743. Included in the packet are proposed resolutions from the Planning Commission recommending that City Council amend the RBMC and the Circulation Element. Additionally, as support documentation that City Council would adopt concurrently with such revisions to the RBMC and Circulation Element are the draft Transportation Impact Study Guidelines that document the methodology, screening criteria, and

thresholds of significance that will effectuate the VMT methodology that matches the City's circumstances and needs. Although technically the Planning Commission does not weigh in on that policy document, it is part of the agenda packet to provide the background on the direction the City Council has given.

ENVIRONMENTAL STATUS:

The proposed amendments to the Redondo Beach Municipal Code Title 10, Chapter 2 and Title 10, Chapter 3 have been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq.), and the environmental regulations of the City. The project qualifies for a Class 8 categorical exemption (Actions by a Regulatory Agency for Protection of the Environment) in accordance with the requirements of Section 15308 of the State CEQA Guidelines. The revised CEQA thresholds will be compliant with a State mandate (Senate Bill 743) and will be used in a regulatory process that involves procedures for the protection of the environment.

ATTACHMENTS

Resolution of the Planning Commission Recommending Adopting Amendments to Title 10, Chapter 2 and Title 10, Chapter 3

Resolution of the Planning Commission Recommending Adopting Amendments to Title 10, Chapter 5

Resolution of the Planning Commission Recommending Adopting Revisions to the General Plan Circulation Element and CEQA Exemption Finding

Draft Transportation Impact Study Guidelines

SB-743 Presentation