

BLUE FOLDER ITEM

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CITY COUNCIL MEETING

May 11, 2021

N.2. DISCUSSION AND POSSIBLE ACTION ON THE GENERAL PLAN ADVISORY COMMITTEE (GPAC) RECOMMENDED LAND USE PLAN

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- Redondo Beach Land Use Element Update—Housing & Land Use Elements Transportation, Fiscal Impacts, and EIR FAQs

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What transportation analysis will be performed for the Housing and Land Use Elements?

A traffic analysis can be prepared once the City Council has provided direction to staff and the consultant team regarding which land uses (changes) to study. A transportation analysis will then be prepared (city-wide, program level) for the proposed Land Use Plan, which will include using the regional travel model to estimate the citywide vehicle miles travelled (VMT) both with and without the proposed land use changes for the preferred land use plan. It will also include focused intersection level of services (LOS) analysis around the areas with the most potential land use change, to understand how congestion could be affected by buildout of the land use plan. The transportation analysis, along with the evaluation of potential environmental impacts (and recommended mitigation measures) will be incorporated into the Environmental Impact Report (EIR) that will be prepared for the General Plan.

The Housing Element does not require an independent transportation analysis and will have a separate environmental review from the overall GP effort. Housing law states that once a Housing Element has been adopted, a city has 3 years to make the edits to the General Plan and zoning to make the remaining elements and development standards consistent. Since the Housing Element deadline for adoption occurs earlier than the timing for the update of the other elements of the General Plan and the associated traffic analysis, any potential future impacts that are discovered as part of the EIR for the General Plan update may warrant revisiting the housing sites inventory included with the Housing Element. This could be accommodated as part of a future amendment to the Housing Element in order to be consistent with future determined changes to the City's General Plan Land Use Plan.

What if the transportation analysis of the proposed Land Use Plan identifies transportation impacts or local roadway congestion?

If the EIR identifies significant transportation impacts related to VMT, measures will be developed to mitigate those impacts. Mitigation measures for VMT typically include policy and programs that incentivize traveling in ways other than driving alone (carpooling, telecommuting, walking, biking, taking transit, etc.), as well as infrastructure or service improvements that make these types of modes more available and convenient.

The land use element defines the City's long-term vision for its growth and development. Transportation improvements can be developed to serve that vision so near-term transportation challenges do not need to limit the City's overall vision for its future. Said another way, present day roadway conditions do not need to limit the recommendations for future uses as the roadways (and improvements) can be designed once the City has determined how it wants to evolve over time (amount and location of units and non-residential square footage, etc.)

Again, if the future potential impacts rise to the level of warranting some revisiting of the housing sites inventory adopted with the future Housing Element, a future amendment to the Housing Element could be considered.

Will individual development projects still need transportation analysis once the Land Use element is adopted?

Yes. Other than very small projects, most projects in the City will be required to analyze their potential transportation impacts (project level review). This will include a VMT analysis, as well as a separate LOS analysis so that a project's potential effects on the roadways is identified. If a VMT impact is identified, project specific transportation mitigation measures could include commitments to subsidize travel using alternative modes (such as transit passes), project design changes, contributions to infrastructure and programs to support travel modes other than driving alone, etc. If the LOS analysis identifies that a project could negatively affect congestion in a particular location, a project specific contribution to provide dedicated left turn lanes, signal modifications, etc. could be conditioned.

How and when will potential fiscal impacts from proposed land use changes get reviewed/analyzed?

A comprehensive "fiscal impact analysis" is included within the scope of the EIR for the General Plan Update. The fiscal impact analysis will assess tax revenue and service expenses associated with the changes in land uses that could result from the updated General Plan Land Use Plan. Similarly, to how any future impacts related to traffic may warrant a revisiting of the land plan so to may any future discovered fiscal impacts associated with the proposed General Plan Land Use Plan.

As currently proposed it is important to note that although residential land uses are proposed in some locations as an "overlay" on properties that currently do not permit residential uses, there are no planned requirements/policies that would require any commercial and/or industrial properties to be removed.