

Suggested Technical Corrections to Attachment 1 Exhibit B: Proposed California Environmental Quality Act (CEQA) Transportation Section Update

ADD the following language to I. Introduction and Background after the last paragraph in Section A to read as follows. The addition is a recommended language in consultation with the City Attorney's Office:

Nothing in these thresholds is intended to affect the authority or responsibility of City decisionmakers in selecting and relying on thresholds of significance pursuant to CEQA Guidelines Section 15064(b)(2) and 15064.7. As such, in addition to the thresholds below, City decisionmakers may use thresholds on a case-by-case basis as necessary and appropriate to comply with CEQA and as supported by substantial evidence. Additionally, City Departments are authorized to adopt additional screening criteria and thresholds of significance to supplement the following transportation thresholds as they deem necessary and appropriate to analyze their projects in compliance with the requirements of CEQA Guidelines Section 15064.7(b). Nothing in these thresholds is intended to affect the authority of City Departments to adopt implementing guidelines.

MODIFY Screening Criteria for Threshold T-2.1 on page 3.xx-8 to read as follows. The intent of this modification is to provide clarification in case the answer is 'no' to either question, rather than any of the questions.

If the answer is no to ~~any of the following questions either Question 1 or 2~~, further analysis will not be required for Threshold T-2.1, and a no impact determination can be made for that threshold, unless the answer is 'yes' to questions 3 or 4.

MODIFY Screening Criteria for Threshold T-2.1 on page 3.xx-9 to move question 2 after question 3, renumber question 2 to question 3, renumber question 3 to question 2, and renumber the remainder of Screening Criteria for Threshold T-2.1 accordingly, renumbering question 3 to question 4.

MODIFY Screening Criteria for Threshold T-2.1 on page 3.xx-9 to read as follows. The intent is to capture local conditions, such as the Metro Orange Line bus rapid transit system, which operates on a fixed-guideway and provides mobility service more similar to rail than to bus.

Question 3: Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

DELETE from page 3.xx-11, 3.xx-15, 3.xx-19, 3.xx-20 to read as follows. The intent is to remove an outdated reference.

~~How to Determine: Refer to 2006 L.A. CEQA Thresholds Guide K.2. FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES~~

MODIFY A. Threshold Areas Threshold T-2.1 on page 3.xx-13 to read as follows. The intent is to provide additional detail on the types of regional serving projects that may be considered.

- For regional serving retail, entertainment projects, and/or event centers the project would result in a net increase in VMT.
- For other land use types, excluding retail uses, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee in the APC in which the project is located.

MODIFY A. Threshold Areas Threshold T-2.1 on page 3.xx-18 to read as follows. The intent is to provide additional detail on the types of regional serving projects that may be considered.

- For regional serving retail projects, entertainment projects, and/or event centers the project will have a potential impact if:
- The regional serving retail project, entertainment project, and/or event center would result in a cumulative impact if a cumulative “plus project” scenario were shown to lead to a net increase in daily VMT as compared to the cumulative “no project” scenario representing the adopted RTP/SCS horizon year conditions (as incorporated into the City’s travel demand model).

MODIFY A. Threshold Areas Threshold T-2.1 Plan Project Question 1 on page 3.xx-14 as follows. The intent is to align with the recently updated OPR Technical Advisory by applying an efficiency-based threshold, as opposed to relying on a consistency check per the previous guidance. The modification would evaluate if VMT per service population (the combination of VMT per capita and VMT per employee) exceeds 15% below the regional average, as consistent with State guidance, per SB 743.

Plan Project Question 1: Would the plan cause substantial VMT per service population capita or per employee?

How to Determine: The plan will have a potential impact if:

- ~~The land use growth anticipated under the plan in conjunction with transportation system improvements included in the plan would result in average household VMT per service population capita in the horizon year that exceeds 15% below the regional average VMT per service population, exceeding the average household VMT per capita projected for the plan area with the SCAG RTP/SCS cumulative year land use forecast and transportation system improvements and policies~~
- ~~The land use growth anticipated under the plan in conjunction with transportation system improvements included in the plan would result in average work VMT per employee exceeding the average work VMT per employee projected for the plan area with the SCAG RTP/SCS cumulative year land use forecast and transportation system improvements and policies.~~

MODIFY B. Cumulative Analysis Threshold T-2.1: on page 2.xx-18 as follows. The intent is to align with the recently updated OPR Technical Advisory by applying an efficiency-based threshold, as opposed to relying on a consistency check per the previous guidance.

How to Determine: The plan will have a potential impact if either:

- ~~The land use growth anticipated under in conjunction with transportation system improvements included in the plan would result in average household VMT per capita service population in the horizon year that exceeds 15% below the regional average VMT capita exceeding the average household VMT per capita projected for the plan area with, or that the plan is inconsistent with the goals of Senate Bill 743 to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.~~
- The land use growth anticipated under the plan is inconsistent with the SCAG RTP/SCS projected for the plan area and that inconsistency indicates a significant impact on transportation. A significant impact will be indicated if based on quantitative or qualitative analysis it is shown that the plan is inconsistent with the goals of Senate Bill 743 to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.
- ~~The land use growth anticipated under the plan in conjunction with transportation system improvements included in the plan would result in average work VMT per employee exceeding the average work VMT per employee projected for the plan area with the SCAG RTP/SCS cumulative year land use forecast and transportation system improvements and policies.~~