


CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: December 5, 2014

To: The Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Jose Huizar, Chair, Planning and Land Use
Management Committee

From: Michael J. LoGrande, Director 
Department of City Planning

Subject: **DIRECTION TO ESTABLISH GRANT RECEIVABLE ACCOUNT FOR
THE SUSTAINABLE AND EQUITABLE PLANNING FOR INFILL IN
TRANSIT PRIORITY AREAS PROGRAM (PLANNING FOR INFILL)**

SUMMARY

The Department of City Planning (DCP) is requesting final authorization to execute the grant agreement, and establishment of a grant receivable account for reimbursement and disbursement of funds pursuant to the \$491,770 Strategic Growth Council grant award.

RECOMMENDATIONS

That the City Council, subject to the approval of the Mayor:

1. AUTHORIZE the Director of City Planning to execute any necessary funding and contractual documents, subject to the approval of the City Attorney as to form and legality, for grants to the Department of City Planning approved in the Sustainable Communities Planning Grant and Incentives Program; and
2. DIRECT the City Controller to establish a grant receivable account of \$491,770 and an Appropriation Unit 68L208, entitled "Planning for infill" within the City Planning Grant Trust Fund No. 46Y-68, for reimbursement and disbursement of the above described grant funds.

DISCUSSION

DCP received a grant award of \$491,770 from the California Strategic Growth Council as part of the Sustainable Communities Planning Grant and Incentives Program to fund DCP's Sustainable and Equitable Planning for Infill in Transit Priority Areas Program (Planning for Infill).

Senate Bill (SB) 743 replaces traffic delay metric with a vehicle miles travelled (VMT) based metric when evaluating transportation impacts pursuant to the California Environmental Quality Act (CEQA). The Office and Planning and Research (OPR) has proposed an aggressive timeline for lead agencies to transition to this new impact methodology. The grant funded work in Planning for Infill will help transition the City to this new VMT-based approach. Specifically, Planning for Infill establishes project-level VMT methodology and VMT-based CEQA thresholds for evaluating land use projects, revises trip generation rates for affordable housing and mixed-use land uses over a variety of contexts, and assigns trip reduction benefits to a variety of transportation demand management (TDM) measures.

DCP is seeking Council approval so that DCP can proceed with work performed pursuant to the grant from the Strategic Growth Council.

Fiscal Impact

The City would be required to pay consultant invoices in advance of reimbursement by the Strategic Growth Council for the \$491,700 to be spent over a three year period. DCP and LADOT are including in the scope of work additional consultant services that are necessary to implement the changes in the transportation review process pursuant to CEQA. The additional services include updating the City's travel demand model, establishing cost recoverable fees, as well as staff training and outreach efforts. The funding required for the complete program is estimated not to exceed \$800,000, which requires approximately \$310,000 above SGC grant award. The net difference of \$310,000 would be allocated through money set aside in the Fiscal Year 14/15 DCP budget from Measure R local return. In addition, the City will provide in kind staff support from both DCP and LADOT to manage this program. The staff positions are generally funded through the City's special transportation funds, such as Measure R and Proposition C.

cc: Ashley Atkinson, Office of the Mayor
Roberto Mejia, Office of the Chief Legislative Analyst
Tanner Blackman, Council District 14

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