

CALIFORNIA COASTAL COMMISSION

SOUTH COAST DISTRICT OFFICE
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W18a

LCP-5-RDB-21-0061-1 (REDONDO BEACH LCPA – VEHICLE MILES TRAVELED)

NOVEMBER 10, 2021

EXHIBITS

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Exhibit No. 1 – Ordinance No. 3216-21

Exhibit No. 2 – Strike-out/Underline Ordinance

ORDINANCE NO. 3216-21

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING TITLE 10, CHAPTER 5, COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE OF THE REDONDO BEACH MUNICIPAL CODE PERTAINING TO TRAFFIC ENVIRONMENTAL IMPACTS

WHEREAS, Senate Bill 743 (Steinberg, 2013), which was codified in California Public Resources Code section 21099, required changes to the guidelines implementing California Environmental Quality Act (CEQA) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts;

WHEREAS, pursuant to California Public Resources Code Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (Id., subd. (b)(1); see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].), thus changing the focus of transportation impact analysis in CEQA from measuring impacts to drivers to measuring the environmental impact of driving;

WHEREAS, the State Office of Planning and Research (OPR) selected vehicle miles traveled (VMT) as a replacement measure of transportation impacts not only because it satisfies the explicit goals of SB 743, but also because OPR considered that agencies should be familiar with this metric with VMT already used in CEQA to study other potential impacts such as greenhouse gas, air quality, and energy impacts, and is used in planning for regional sustainable communities’ strategies;

WHEREAS, beginning on July 1, 2020, the provisions of §15064.3 of the CEQA Guidelines requiring calculations of VMT instead of level of service (LOS) will apply statewide regardless of whether local methodologies are in place;

WHEREAS, a lead agency has discretion to choose the most appropriate methodology to evaluate a project’s VMT, including which metrics and models to be utilized to estimate a project’s VMT, and may revise those estimates to reflect professional judgment based on substantial evidence, so long as any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project;

WHEREAS, at their April 21, 2021 meeting, the Redondo Beach City Council approved a contract with the consultant Fehr and Peers to ensure that Redondo Beach develops the best VMT methodology to match the City’s circumstances;

WHEREAS, 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;

WHEREAS, draft revisions to the Redondo Beach Municipal Code were prepared to represent the agreed to methodology, as represented in Ordinance 3216-21;

WHEREAS, on June 17th, 2021, the Redondo Beach Planning Commission held a duly noticed public hearing, took public testimony, considered the ordinance amendments, and approved Resolution 2021-06-PCR-06 recommending that City Council adopt the amendments;

WHEREAS, on July 13th, 2021, the Redondo Beach City Council conducted a duly noticed public hearing, accepted public testimony, and introduced Ordinance 3216-21 amending the Coastal Land Use Implementing Ordinance provisions pertaining to Transportation Demand Management; and

WHEREAS, on July 13th, 2021 the City Council adopted a resolution authorizing the transmittal of this Ordinance to the California Coastal Commission for consideration for certification as compliant with the Coastal Act and the LCP.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY FIND AS FOLLOWS:

SECTION 1. FINDINGS.

- A. The amendments to the Redondo Beach Municipal Code Title 10, Chapter 5 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. Therefore, the City Council finds the amendments exempt from further review under CEQA.
- B. The amendments to the Coastal Land Use Plan Implementing Ordinance are consistent with the General Plan.
- C. The amendments to the Coastal Land Use Plan Implementing Ordinance are consistent with the City's Local Coastal Plan (LCP).
- D. These amendments do not require a vote of the people under Article XXVII of the City Charter.

SECTION 2. The above recitals are true and correct, and the recitals are incorporated herein by reference as if set forth in full.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. AMENDMENT OF CODE. Title 10, Chapter 5, Section 10-5.2400 regarding Article 11. Transportation Demand Management is hereby amended to read as follows:

10-5.2400 Purpose. The specific purposes of this article are to set forth requirements for new applicable developments to provide facilities and/or programs that encourage and accommodate the use of ridesharing, transit, pedestrian and bicycle commuting as alternatives to single-occupant motor vehicle trips. A reduction in vehicle miles traveled can be expected to assist in mitigating transportation impacts and reducing traffic congestion, air pollution and energy consumption impacts related to employment growth generated by new development.

SECTION 2. AMENDMENT OF CODE. Title 10, Chapter 5, Section 10-5.2402 Subsection (p) is hereby added to read as follows:

(p) "Vehicle Miles Traveled" means the amount and distance of automobile travel attributed to a project (California Environmental Quality Act Guidelines Section 15064.3).

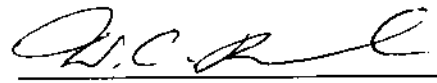
SECTION 3. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 4. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 5. The City Clerk shall forward a copy of this Ordinance to the California Coastal Commission so the Coastal Commission will be informed of and have the opportunity to consider this Ordinance for certification as compliant with the Coastal Act and the City's Local Coastal Program.

SECTION 6. This ordinance shall be published by one insertion in the official newspaper of said city, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption or the date on which the California Coastal Commission certifies the Ordinance, whichever is later.

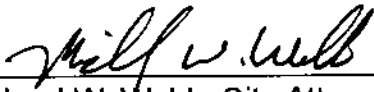
PASSED, APPROVED AND ADOPTED this 17th day of August, 2021.



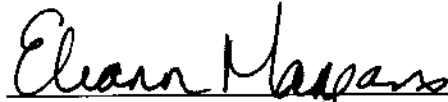
William C. Brand, Mayor

APPROVED AS TO FORM:

ATTEST:



Michael W. Webb, City Attorney



Eleanor Manzano, CMO, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 3216-21 was introduced at a regular meeting of the City Council held on the 13th day of July, 2021, and approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 17th day of August, 2021, and there after signed and approved by the Mayor and attested by the City Clerk, and that said Ordinance was adopted by the following vote:

AYES: NEHRENHEIM, LOEWENSTEIN, HORVATH, OBAGI, JR., EMDEE

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE



Eleanor Manzano, CMC
City Clerk

CITY OF REDONDO BEACH

Redline version VMT Code Amendments – Coastal Zone

The VMT code amendments will revise sections 10-5.2400 and 10-5.2402 only.

Title 10, Chapter 5 Coastal Land Use Plan Implementing Ordinance, Article 11 Transportation Demand Management

10-5.2400 Purpose.

The specific purposes of this article are to set forth requirements for new applicable developments to provide facilities and/or programs that encourage and accommodate the use of ridesharing, transit, pedestrian and bicycle commuting as alternatives to single-occupant motor vehicle trips. A reduction in ~~such trips~~vehicle miles traveled can be expected to assist in mitigating transportation impacts and reducing traffic congestion, air pollution and energy consumption impacts related to employment growth generated by new development. ~~Further, it is the intent of this article to comply with the requirements of the Los Angeles County Congestion Management Plan (CMP).~~

10-5.2402 Definitions.

For the purposes of this article only, the following words and phrases used in said article are defined as follows.

(a) **“Alternative transportation”** means the use of modes of transportation other than the single passenger motor vehicle, including but not limited to carpools, vanpools, buspools, public transit, walking and bicycling.

(b) **“Applicable development”** means any development project that is determined to meet or exceed the project size threshold criteria contained in Section 10-5.2406 of this article.

(c) **“Buspool”** means a vehicle carrying sixteen (16) or more passengers commuting on a regular basis to and from work following a relatively fixed route and schedule.

(d) **“Carpool”** means a vehicle carrying two (2) to six (6) persons commuting together to and from work on a regular basis.

(e) **“Developer”** shall mean the builder who is responsible for the planning, design and construction of an applicable development project. A developer may be responsible for implementing the provisions of Section 10-5.2406 of this article as determined by the property owner.

(f) **“Development”** means the construction or addition of new building gross square footage. Existing square footage shall not be counted in determining the thresholds that apply in Section 10-5.2406 of this article.

(g) **“Employee parking area”** means the portion of total required parking at a development used by onsite employees, and shall be calculated as follows:

Type of Use	Percent of Total Required Parking Devoted to Employees
Commercial	30%
Office/Professional	85%
Industrial/Manufacturing	90%

(h) **“Mixed use development”** is a development consisting of nonresidential and residential components. The nonresidential and residential square footage shall be calculated separately for purposes of this chapter.

(i) **“Preferential parking”** means parking spaces designated or assigned, through use of a sign or painted space markings for carpool and vanpool vehicles carrying commuter passengers on a regular basis that are provided in a location more convenient to a place of employment than parking spaces provided for single occupant vehicles.

(j) **“Property owner”** means the legal owner of a development who serves as the lessor to a tenant. The property owner shall be responsible for complying with the provisions of this chapter either directly or by delegating such responsibility as appropriate to a tenant and/or his/her agent.

(k) **“Tenant”** or **“occupant”** as applied to a building or land, shall mean and include any person who occupies the whole or a part of such building or land, whether alone or with others. Tenant shall also mean the lessee of facility space at an applicable development project.

(l) **“Transportation Demand Management (TDM)”** means the alteration of travel behavior (usually on the part of commuters) through programs of incentives, services, and policies. TDM addresses alternatives to single occupant vehicles such as carpooling and vanpooling, and changes in work schedules that move trips out of the peak period or eliminate them altogether (as is the case in telecommuting or compressed work weeks).

(m) **“Trip reduction”** means reduction in the number of work-related trips made by single occupant vehicles.

(n) **“Vanpool”** means a vehicle carrying seven or more persons commuting together to and from work on a regular basis, usually in a vehicle with a seating arrangement designed to carry seven (7) to fifteen (15) adult passengers, and on a prepaid subscription basis.

(o) **“Vehicle”** means any motorized form of transportation, including but not limited to automobiles, vans, buses and motorcycles.

(p) **“Vehicle Miles Traveled”** means the amount and distance of automobile travel attributed to a project (California Environmental Quality Act Guidelines Section 15064.3).

(Remainder of Article 11 Sections 10-5.2404 – 10-5.2410 to remain unchanged)

Redondo Beach Municipal Code

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Title 10 PLANNING AND ZONING
Chapter 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE

Article 11. Transportation Demand Management*

* CodeAlert: This topic has been affected by Ordinance No. 3216-21. To view amendments and newly added provisions, please refer to the CodeAlert Amendment List.

10-5.2400 Purpose.

The specific purposes of this article are to set forth requirements for new applicable developments to provide facilities and/or programs that encourage and accommodate the use of ridesharing, transit, pedestrian and bicycle commuting as alternatives to single-occupant motor vehicle trips.

(§ 1, Ord. 2905 c.s., eff. August 5, 2003)

10-5.2402 Definitions.

For the purposes of this article only, the following words and phrases used in said article are defined as follows.

- (a) "Alternative transportation" means the use of modes of transportation other than the single passenger motor vehicle...
(b) "Applicable development" means any development project that is determined to meet or exceed the project size threshold criteria...
(c) "Buspool" means a vehicle carrying sixteen (16) or more passengers commuting on a regular basis...
(d) "Carpool" means a vehicle carrying two (2) to six (6) persons commuting together...
(e) "Developer" shall mean the builder who is responsible for the planning, design and construction...
(f) "Development" means the construction or addition of new building gross square footage...
(g) "Employee parking area" means the portion of total required parking at a development used by onsite employees...

Table with 2 columns: Type of Use, Percent of Total Required Parking Devoted to Employees. Rows include Commercial (30%), Office/Professional (85%), and Industrial/Manufacturing (90%).

(h) "Mixed use development" is a development consisting of nonresidential and residential components. The nonresidential and residential square footage shall be calculated separately for purposes of this chapter.

(i) **“Preferential parking”** means parking spaces designated or assigned, through use of a sign or painted space markings for carpool and vanpool vehicles carrying commuter passengers on a regular basis that are provided in a location more convenient to a place of employment than parking spaces provided for single occupant vehicles.

(j) **“Property owner”** means the legal owner of a development who serves as the lessor to a tenant. The property owner shall be responsible for complying with the provisions of this chapter either directly or by delegating such responsibility as appropriate to a tenant and/or his/her agent.

(k) **“Tenant”** or **“occupant”** as applied to a building or land, shall mean and include any person who occupies the whole or a part of such building or land, whether alone or with others. Tenant shall also mean the lessee of facility space at an applicable development project.

(l) **“Transportation Demand Management (TDM)”** means the alteration of travel behavior (usually on the part of commuters) through programs of incentives, services, and policies. TDM addresses alternatives to single occupant vehicles such as carpooling and vanpooling, and changes in work schedules that move trips out of the peak period or eliminate them altogether (as is the case in telecommuting or compressed work weeks).

(m) **“Trip reduction”** means reduction in the number of work-related trips made by single occupant vehicles.

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(o) **“Vehicle”** means any motorized form of transportation, including but not limited to automobiles, vans, buses and motorcycles.

(§ 1, Ord. 2905 c.s., eff. August 5, 2003)

10-5.2404 Applicability of requirements.

Prior to approval of any development project, the applicant shall make provision for, as a minimum, all of the applicable transportation demand management and trip reduction measures set forth in Section 10-5.2406 of this article.

All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair.

(§ 1, Ord. 2905 c.s., eff. August 5, 2003)

10-5.2406 Development standards.

(a) Nonresidential development of 25,000 square feet or more shall provide the following to the satisfaction of the City:

- (1) A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to, the following:
 - a. Current maps, routes and schedules for public transit routes serving the site;
 - b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
 - c. Ridesharing promotional material supplied by commuter-oriented organizations;
 - d. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information;
 - e. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

(b) Nonresidential development of 50,000 square feet or more shall comply with subsection (a) of this section and shall provide all of the following measures to the satisfaction of the City:

- (1) Not less than ten (10%) percent of the employee parking area shall be located as close as is practical to the employee entrance(s), and shall be reserved for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for building permit, to the satisfaction of the City. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required

transportation information board. Spaces will be signed/striped as demand warrants; provided that at all times at least one space for projects of 50,000 square feet to 100,000 square feet and two (2) spaces for projects over 100,000 square feet will be signed/striped for carpool/vanpool vehicles.

(2) Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven (7) feet four (4) inches shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.

(3) Bicycle racks or other secure bicycle parking shall be provided to accommodate four (4) bicycles per the first 50,000 square feet of non-residential development and one bicycle per each additional 50,000 square feet of non-residential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City.

(c) Non-residential development of 100,000 square feet or more shall comply with subsections (a) and (b) of this section, and shall provide all of the following measures to the satisfaction of the City:

(1) A safe and convenient on site zone in which vanpool and carpool vehicles may deliver or board their passengers.

(2) Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.

(3) If determined necessary by the City to mitigate the project impact, bus stop improvements must be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations or stops.

(4) Safe and convenient access from the external circulation system to bicycle parking facilities onsite.

(§ 1, Ord. 2905 c.s., eff. August 5, 2003)

10-5.2408 Monitoring.

Prior to the issuance of a certificate of occupancy, the Director of Public Works or the Director's delegate shall determine that all physical site improvements required pursuant to the provisions of this article have been completed.

(§ 1, Ord. 2905 c.s., eff. August 5, 2003)

10-5.2410 Enforcement.

(a) It shall be the duty of the Director of Public Works to inform the Chief Building Official of any development not complying with the provisions of this article.

(b) **Methods of enforcement.**

(1) In addition to the regulations of this chapter, other regulations of the Redondo Beach Municipal Code, and other provisions of law which govern the appeal or disapproval of applications for permits or licenses covered by this chapter, the Chief Building Official shall have the authority to implement the enforcement thereof by serving notice requiring the conformance with all requirements of this article upon the owner, agent, occupant or tenant of the improvement, building, structure or land.

(2) In addition to the foregoing remedies, the City Attorney may institute any necessary legal proceedings to enforce the provisions of this article, including the ability to maintain an action for injunctive relief to restrain or enjoin or to cause the correction or removal of any violation of this article, or for an injunction in appropriate cases.

(§ 1, Ord. 2905 c.s., eff. August 5, 2003, as amended by § 1, Ord. 3102 c.s., eff. February 8, 2013)

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