

CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 22-XXXX

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF CARSON, CALIFORNIA, RECOMMENDING
THE CITY COUNCIL ADOPT “VEHICLE MILES
TRAVELED” THRESHOLDS OF SIGNIFICANCE FOR
PURPOSES OF ANALYZING TRANSPORTATION
IMPACTS UNDER THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT (CEQA) AND FIND THAT THE ACTION IS
EXEMPT FROM CEQA**

WHEREAS, the California Environmental Quality Act Guidelines (“CEQA Guidelines”) encourage public agencies to develop and publish generally applicable “thresholds of significance” to be used in determining the significance of a project’s environmental effects; and

WHEREAS, CEQA Guidelines section 15064.7(a) defines a threshold of significance as “an identifiable quantitative, qualitative or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant”; and

WHEREAS, CEQA Guidelines section 15064.7(b) provides that thresholds of significance to be adopted for general use as part of the lead agency’s environmental review process must be adopted by ordinance, resolution, rule, or regulations, developed through a public review process, and be supported by substantial evidence; and

WHEREAS, pursuant to CEQA Guidelines section 15064.7(c), when adopting thresholds of significance, a lead agency may consider thresholds of significance adopted or recommended by other public agencies provided that the decision of the lead agency to adopt such thresholds is supported by substantial evidence; and

WHEREAS, Senate Bill 743, enacted in 2013 and codified in Public Resources Code section 21099, required changes to the CEQA Guidelines regarding the criteria for determining the significance of transportation impacts of projects; and

WHEREAS, in 2018, the Governor’s Office of Planning and Research (“OPR”) proposed, and the California Natural Resources Agency certified and adopted, new CEQA Guidelines section 15064.3 that identifies vehicle miles traveled (“VMT”) – meaning the amount and distance of automobile travel attributable to a project – as the most appropriate metric to evaluate a project’s transportation impacts under CEQA. CEQA Guidelines section 15064.3 went into effect on July 1, 2020; and

WHEREAS, as a result, automobile delay, as measured by “level of service” and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA; and

WHEREAS, on October 11, 2022, the Planning Commission conducted a duly noticed public hearing to consider the proposed VMT thresholds of significance attached hereto as Exhibit “A.”

WHEREAS, having done so, the Planning Commission finds that proposed VMT thresholds of significance, are supported by substantial evidence. The proposed thresholds are consistent with OPR guidance. The process utilized the SCAG model, reflecting City baseline land use and transportation network to develop the VMT thresholds. This was largely completed through technical analysis using the model and spreadsheets and translated into transportation study guidelines; and

WHEREAS, the City’s project review process will retain “level of service” analysis to ensure consistency with the General Plan.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY RESOLVES AS FOLLOWS:

Section 1. The foregoing recitals are true and correct, and are incorporated herein as findings of fact.

Section 2. The adoption of new local CEQA VMT thresholds of significance for transportation impacts will not have a significant environmental impact and is exempt from the CEQA pursuant to Section 15308 of Title 14 of the California Code of Regulations because the action is undertaken by the City for the protection of the environment. The revised CEQA thresholds will be compliant with State law (SB 743) and will be used in a regulatory process (CEQA process) that involves procedures for the protection of the environment. Accordingly, the action is exempt from the environmental review requirements of CEQA pursuant to Section 15308 of Title 14 of the California Code of Regulations.

Section 3. The Planning Commission of the City of Carson hereby recommends that the City Council adopt the VMT thresholds of significance attached hereto as Exhibit “A.”

Section 4. This decision of the Planning Commission shall become effective and final 15 days from the date of the action, in accordance with Section 9173.33 of the Zoning Ordinance, unless an appeal is filed within that time in accordance with Section 9173.4 of the Zoning Ordinance.

Section 5. The Secretary of the Planning Commission shall certify to the adoption of this Resolution.

APPROVED and ADOPTED this 11th day of October 2022.

CHAIRPERSON

ATTEST:

SECRETARY

EXHIBIT “A”

City of Carson VMT Baselines and Thresholds of Significance

[to be attached]



City of Carson SB 743 Implementation

FEHR  PEERS

EXHIBIT NO. 1A

Goals of SB 743

Shift in focus to better align with the following State goals:

- Reducing greenhouse gas (GHG) emissions
- Encouraging infill development
- Improving public health through increased active transportation

New criteria should promote:

- Development of multimodal transportation networks
- Diversity of land uses
- Ensure that the environmental impacts of traffic such as noise, air pollution, and safety concerns continue to be addressed and mitigated through CEQA

Implementation Decisions

VMT Screening

- *OPR screening options*
- *Project size, low VMT, TPA*

VMT Methodology

- *SCAG RTP/SCS Model*
- *VMT per capita, or per employee*

VMT Impact Thresholds

- *OPR guidance is 15% below regional average*

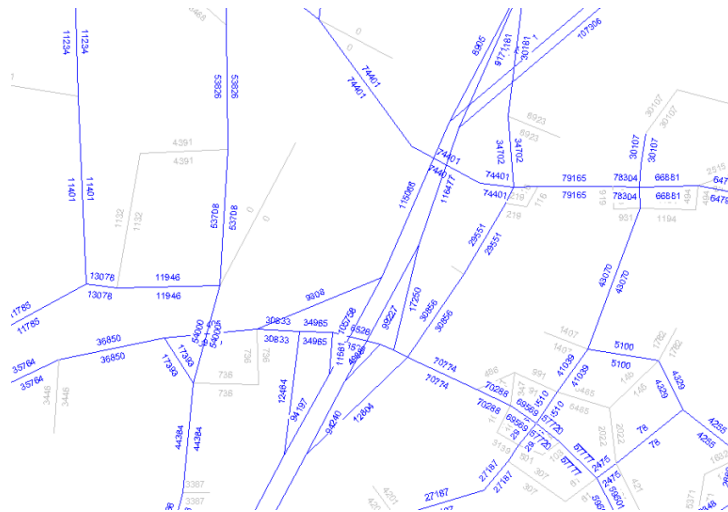
VMT Mitigation

- *Land use mix and densities*
- *TDM mitigation options*

Transportation Study Guidelines

- *Does the City still want to study LOS or other metrics?*

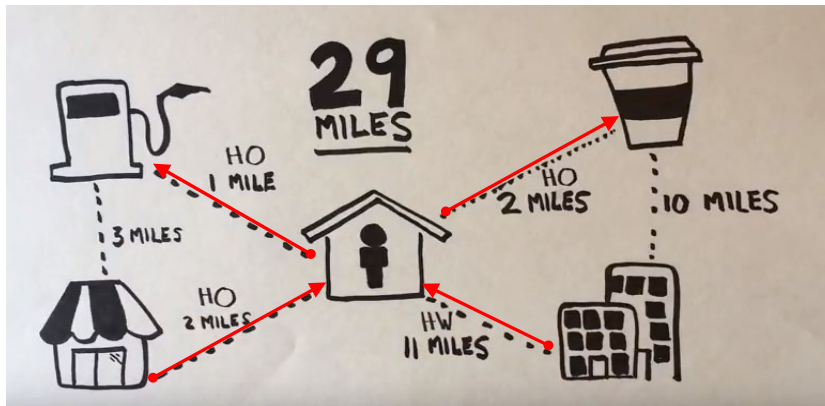
New VMT Methodology



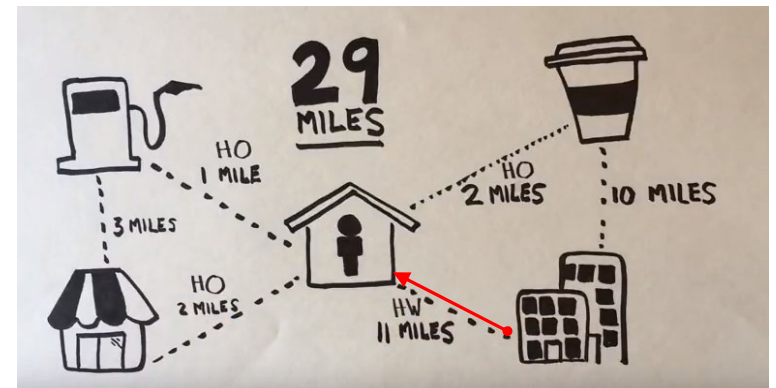
- VMT = Volume x Distance or Trips x Trip Length
- VMT data can be derived from the regional 2016 SCAG RTP/SCS Travel Demand Model

What is VMT?

What VMT counts?

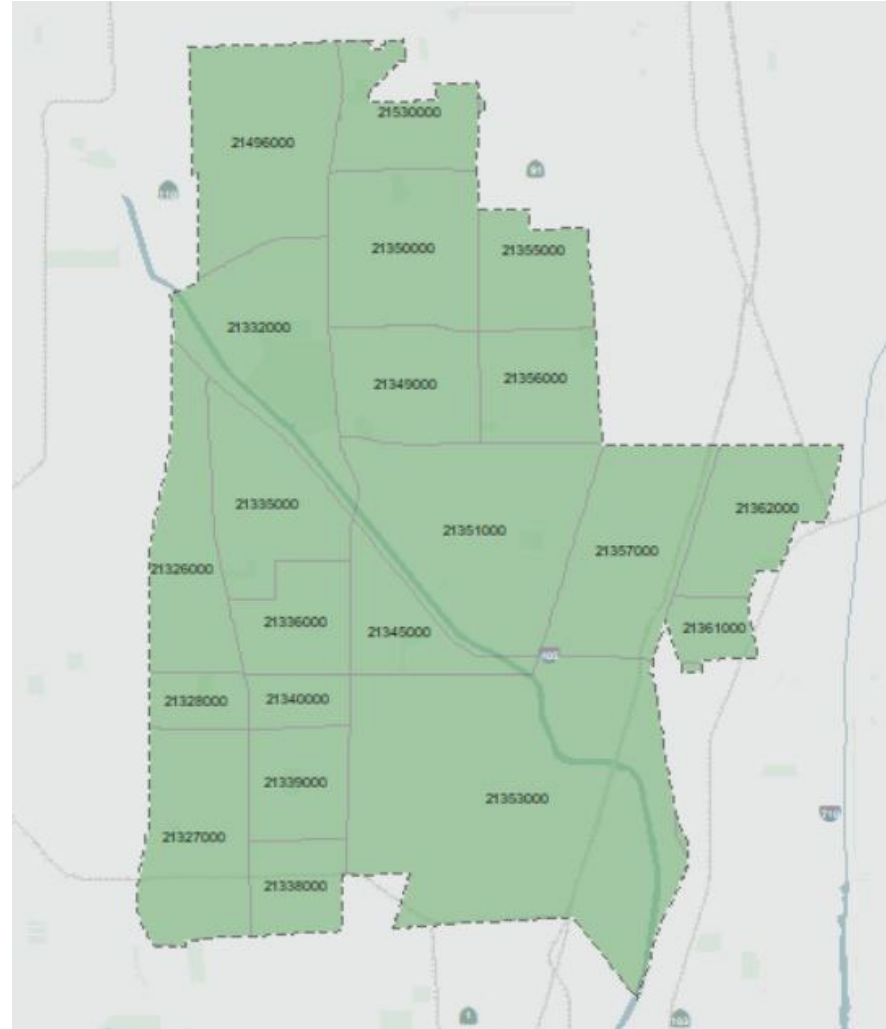


Residential
Home-Based Generated VMT

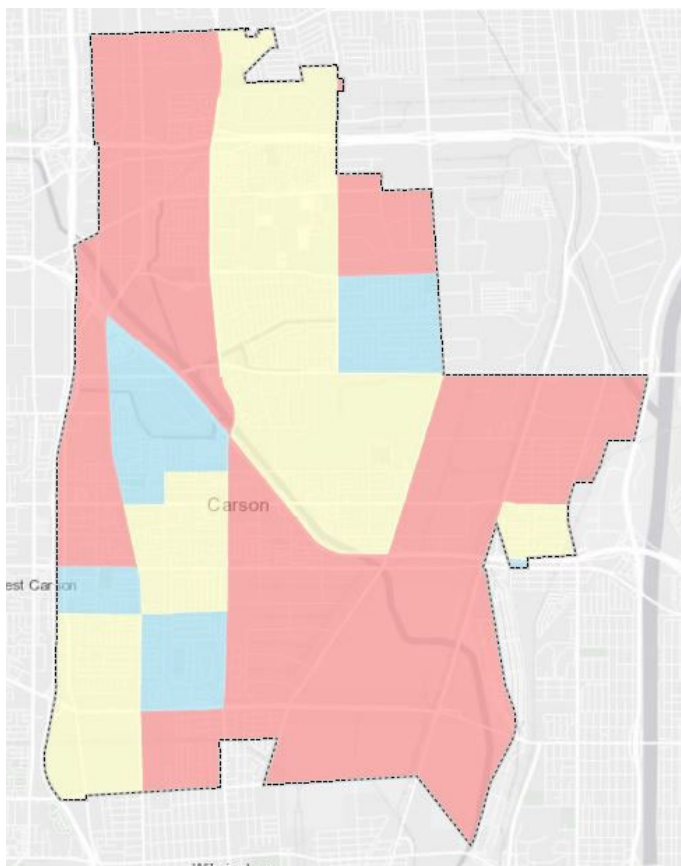


Office
Home-Based Work Generated VMT

SCAG Model: Transportation Analysis Zones

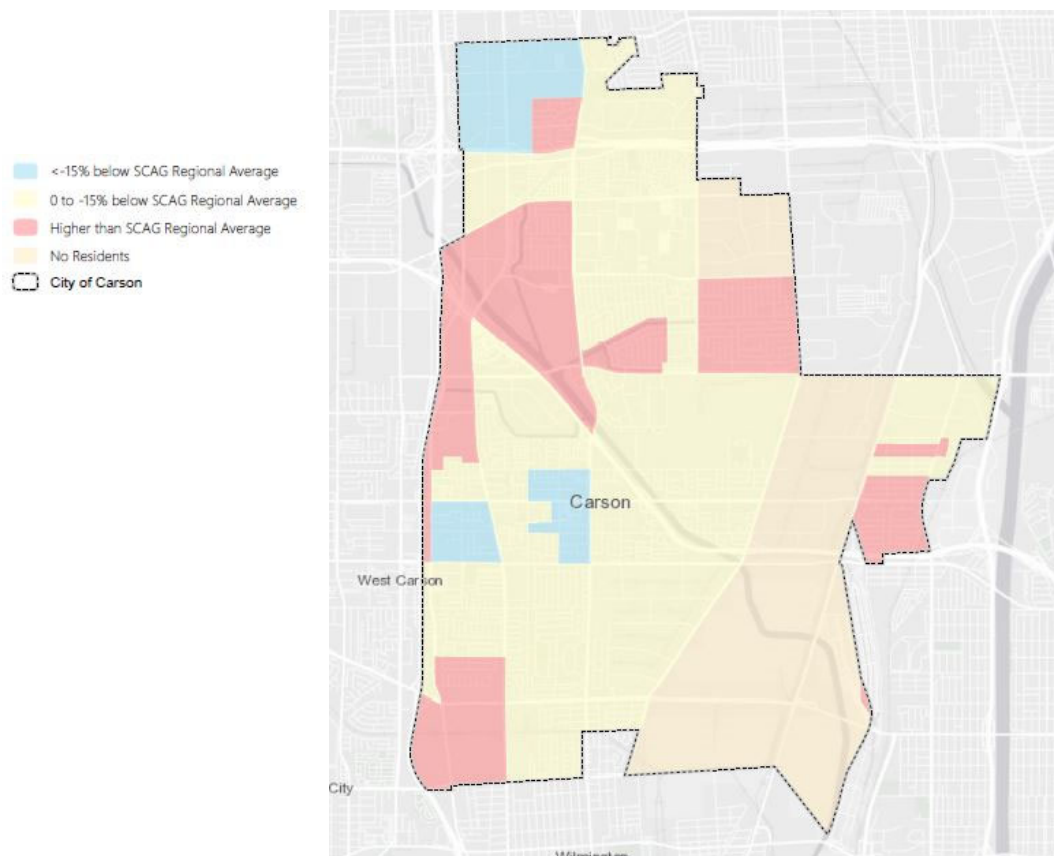


VMT Metrics Comparison to SCAG Average: Daily VMT per Service Population

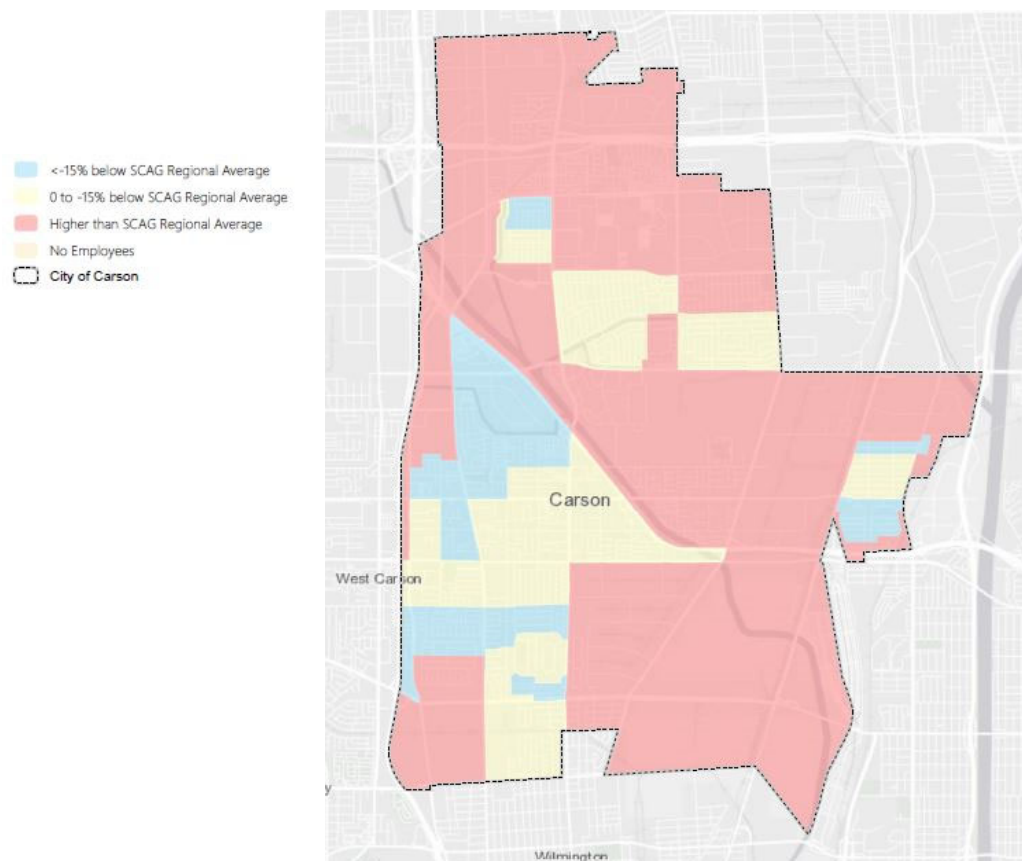


Includes Trucks

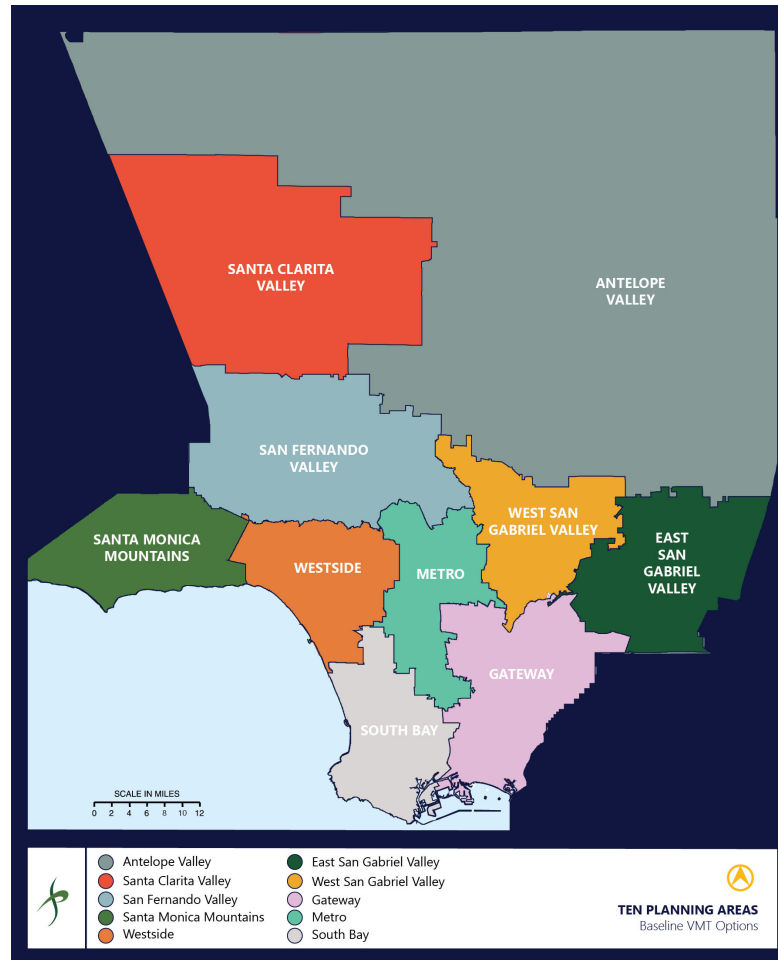
VMT Metrics Comparison to SCAG Average: Daily Home-Based VMT per Capita



VMT Metrics Comparison to SCAG Average: Daily Home-Based Work VMT per Employee



LA County Planning Areas



Baseline VMT Metrics – Comparison to SCAG

VMT Metrics			SCAG Region/ Carson VMT
Total VMT	SCAG	Avg Regional VMT per Service Pop	35.0
	Carson	Avg City VMT per Service Pop	37.9
	Change	% Difference	8%
Home-Based VMT	SCAG	Avg Regional Home-Based VMT per Capita	15.3
	Carson	Avg City Home-Based VMT per Capita	14.4
	Change	% Difference	-6%
Home-Based Work VMT	SCAG	Avg Regional Home-Based Work VMT per Worker	18.6
	Carson	Avg City Home-Based Work VMT per Worker	19.6
	Change	% Difference	5%

Baseline VMT Metrics – Comparison to South Bay Planning Area

VMT Metrics			South Bay/Carson VMT
Total VMT	South Bay	Avg Planning Area VMT per Service Pop	32.4
	Carson	Avg City VMT per Service Pop	37.9
	Change	% Difference	17%
Home-Based VMT	South Bay	Avg Planning Area Home-Based VMT per Capita	13.4
	Carson	Avg City Home-Based VMT per Capita	14.4
	Change	% Difference	8%
Home-Based Work VMT	South Bay	Avg Planning Area Home-Based Work VMT per Worker	18.2
	Carson	Avg City Home-Based Work VMT per Worker	19.6
	Change	% Difference	8%

Carson Context

Commute distance for people who live in Carson

Jobs by Distance - Home Census Block to Work Census Block

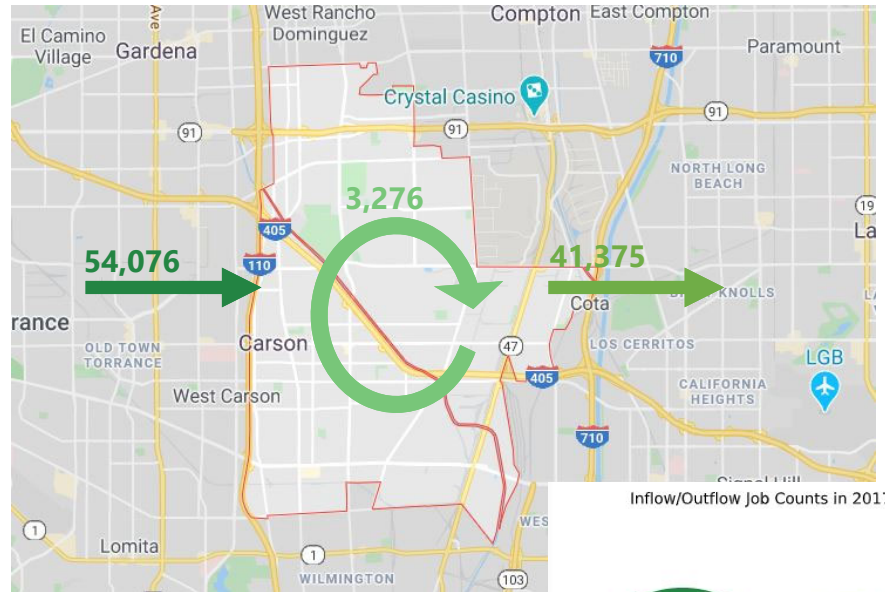
	2017	
	Count	Share
Total All Jobs	44,651	100.0%
Less than 10 miles	21,635	48.5%
10 to 24 miles	15,110	33.8%
25 to 50 miles	3,969	8.9%
Greater than 50 miles	3,937	8.8%

Commute distance for people who work in Carson

Jobs by Distance - Work Census Block to Home Census Block

	2017	
	Count	Share
Total All Jobs	57,352	100.0%
Less than 10 miles	27,573	48.1%
10 to 24 miles	15,270	26.6%
25 to 50 miles	6,205	10.8%
Greater than 50 miles	8,304	14.5%

Daily commute inflow and outflow



Inflow/Outflow Job Counts in 2017



Source: 2017 US Census Center for Economic Studies Longitudinal Employer-Household Dynamics, onthemap.ces.census.gov

Carson Context

Commuter Transportation

MOST COMMON METHOD OF TRAVEL

1. Drove Alone
79.8%
2. Carpooled
10.1%
3. Public Transit
3.59%

In 2017, the most common method of travel for workers in Carson, CA was Drove Alone (79.8%), followed by those who Carpooled (10.1%) and those who Public Transit (3.59%).

Public Transit Options

