

FEHR & PEERS

# Transportation Analysis in the City of Calabasas

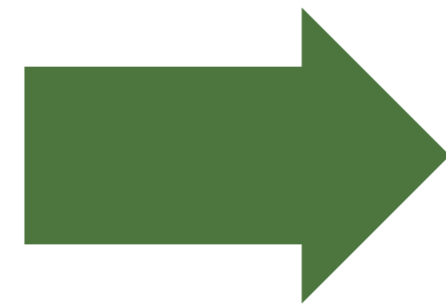
## SB 743 Overview & Recommendations

# What is SB 743?

SB 743 is an update to how transportation impacts of proposed development projects are measured under CEQA

## Before SB 743

- Measure impacts *to drivers*
- Using *Level of Service (LOS)*



## After SB 743

- Measure impacts *of driving*
- Using *Vehicle Miles Traveled (VMT)*

# SB 743 State Timeline

**September 2013**

Governor Signed  
Bill

**December 2018**

OPR Finalized  
Guidelines

**December 2018**

Natural Resources  
Agency Updated  
CEQA Guidelines

**July 2020**

Local Agencies  
Begin SB 743  
Implementation

# What updates are occurring in Calabasas?

## Phase 1

- **Define VMT Screening Criteria and Thresholds**
  - VMT screening criteria help determine if a proposed development needs a full VMT analysis and VMT thresholds indicate if a proposed development is expected to have a VMT impact
- **Update Traffic Impact Studies Guidelines**
  - A Traffic Impact Study analyzes the projected impacts of a proposed development

## Phase 2

- **Update Transportation Impact Fee Program**
- **Update Circulation Element of the General Plan**

# SB 743: Why LOS to VMT for CEQA?

Shift focus of transportation analysis to better align with the following State goals:

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

# Current Methodology: LOS

Level of Service (LOS) = measure used to analyze traffic flow

- Focus is on traffic operations
- Environmental and public health effects not fully captured



**Traffic = LOS A**  
**Economy = LOS F**



**Traffic = LOS F**  
**Economy = LOS A**

# SB 743: VMT for CEQA

## New criteria aims to:

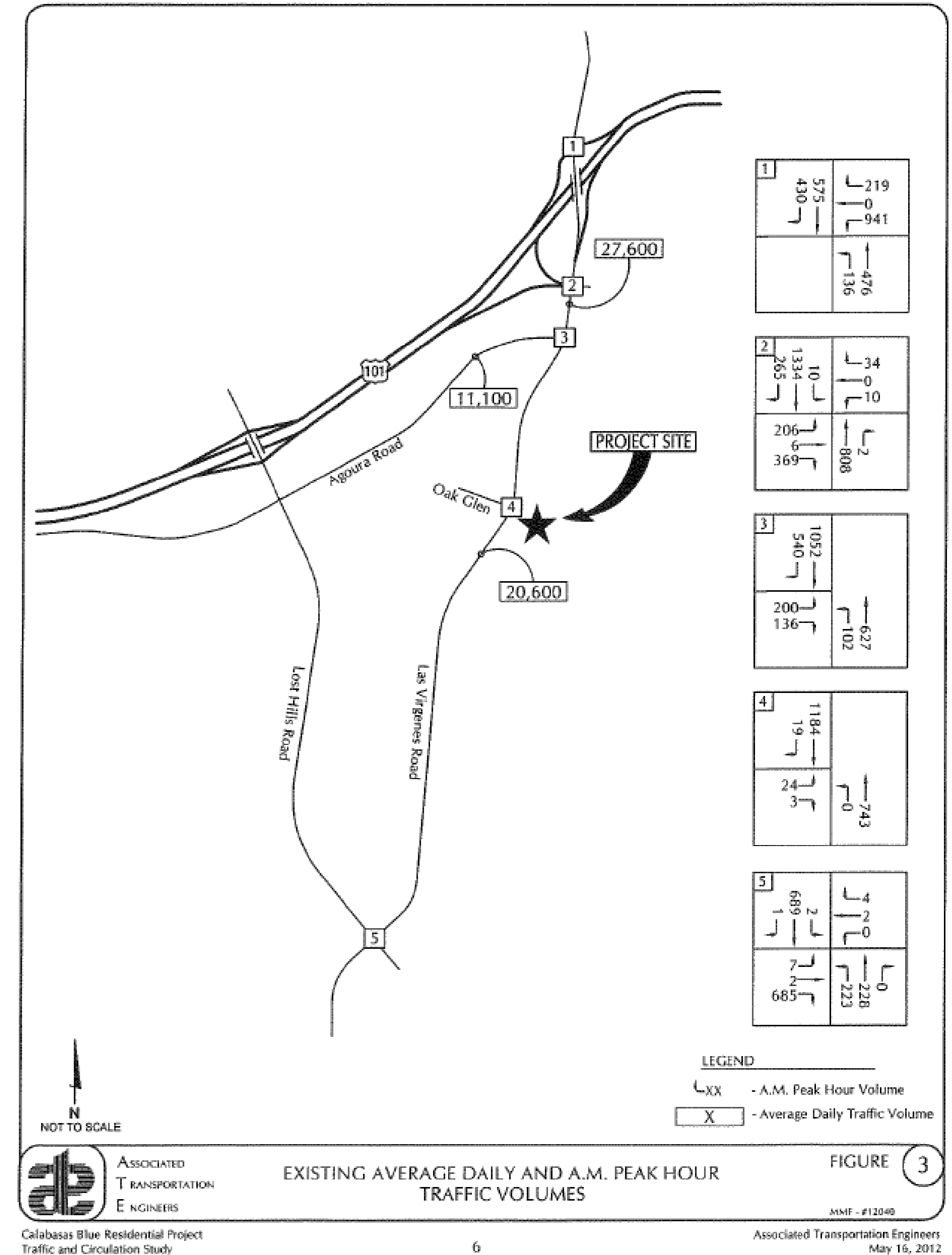
- Promote development of multimodal transportation networks
- Increase diversity of land uses
- Ensure that environmental impacts of traffic (noise, air pollution, and safety concerns) continue to be addressed through CEQA

# Current CEQA Practice

Environmental Impact Report (EIR)

↳ Traffic Impact/Traffic and Circulation Study

- **Project-Specific Analysis**
  - Trip Generation (Number of Trips)
  - Trip Distribution (Direction)
  - Trip Assignment (Routes)
- **Level of Service (LOS) Analysis**
  - Existing Intersection & Roadway LOS Analysis
  - Future Intersection & Roadway LOS Analysis
- **Mitigation Measures**
  - Intersection improvements
  - Traffic signal upgrades





# Transportation Analysis for City of Calabasas

CEQA

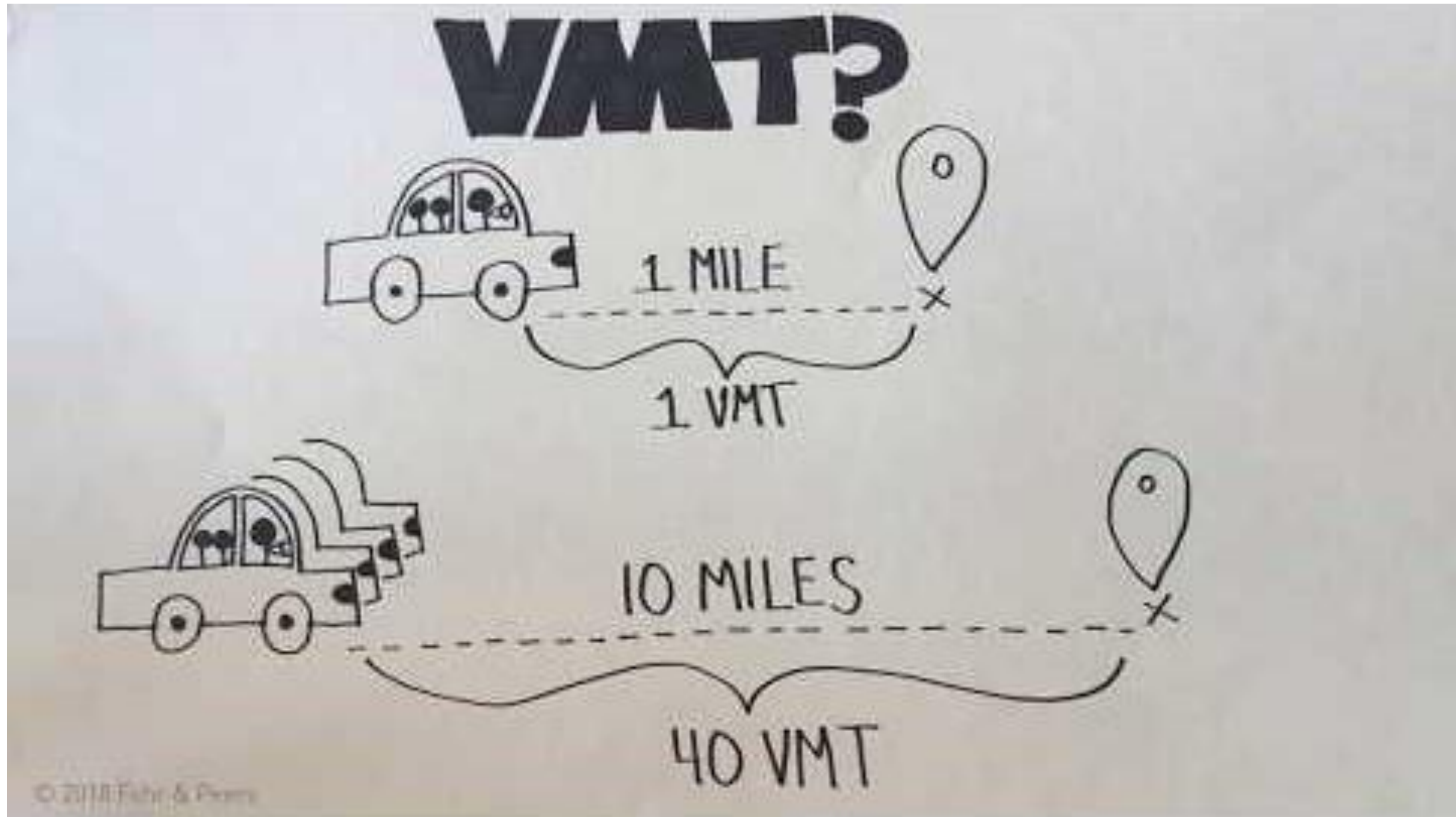
VMT

Roadway  
Operations

LOS

What is VMT?

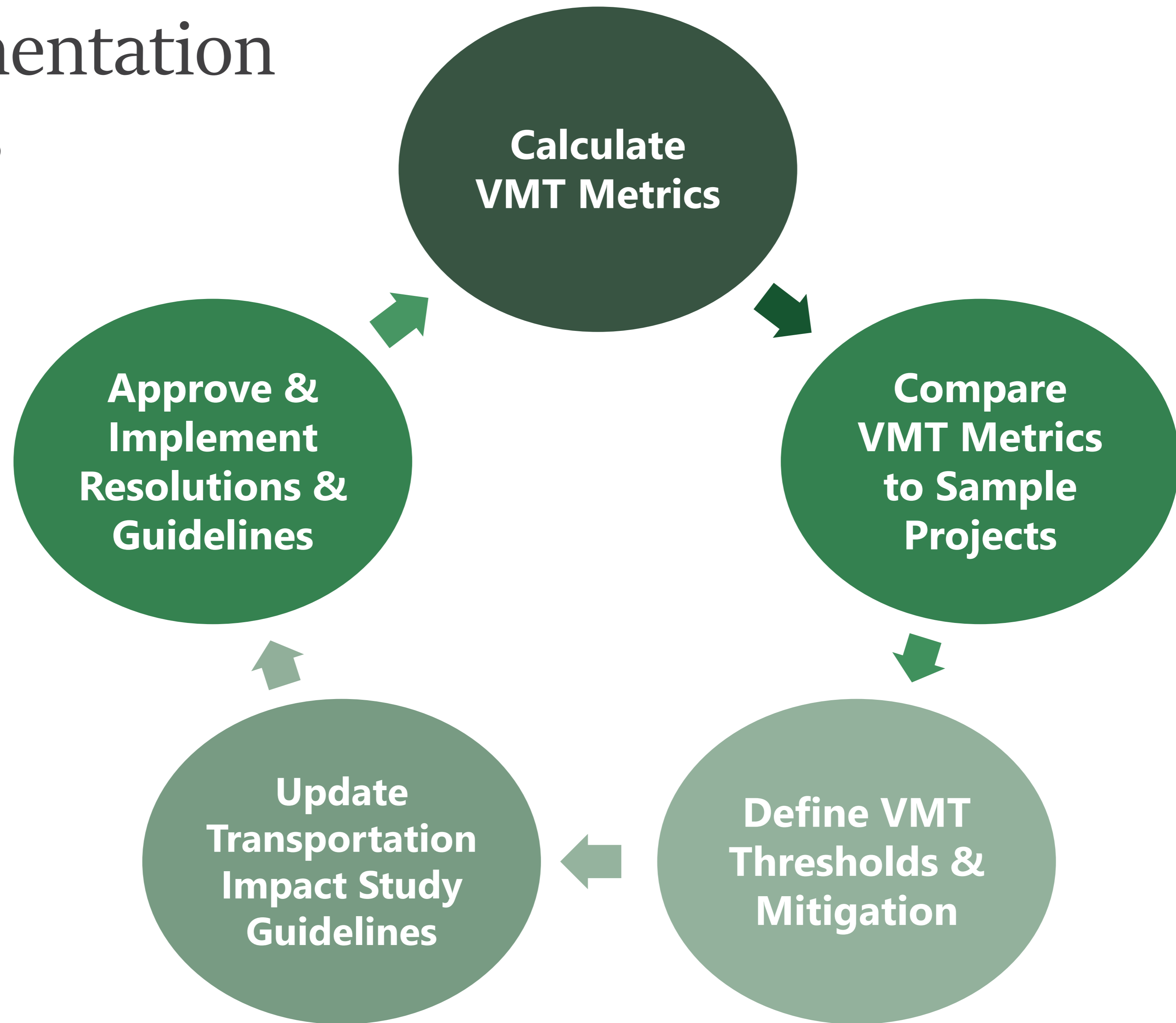
What VMT counts?



VMT = Volume x Distance or Trips x Trip Length

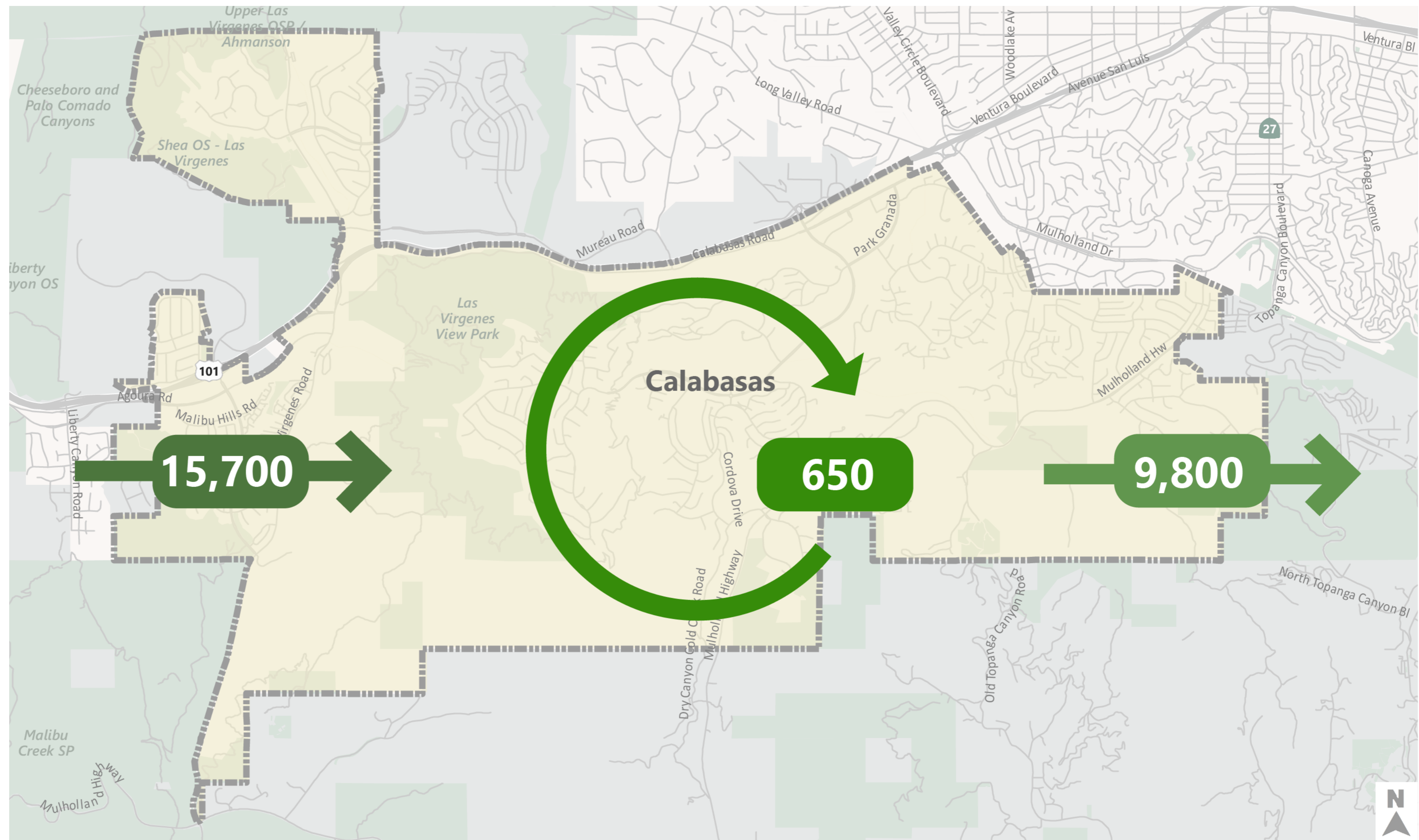
Link: <https://youtu.be/UE4TJItVdJ8>

# Implementation Process





# Calabasas Commute Trends



# Calabasas Commute Trends: Residents

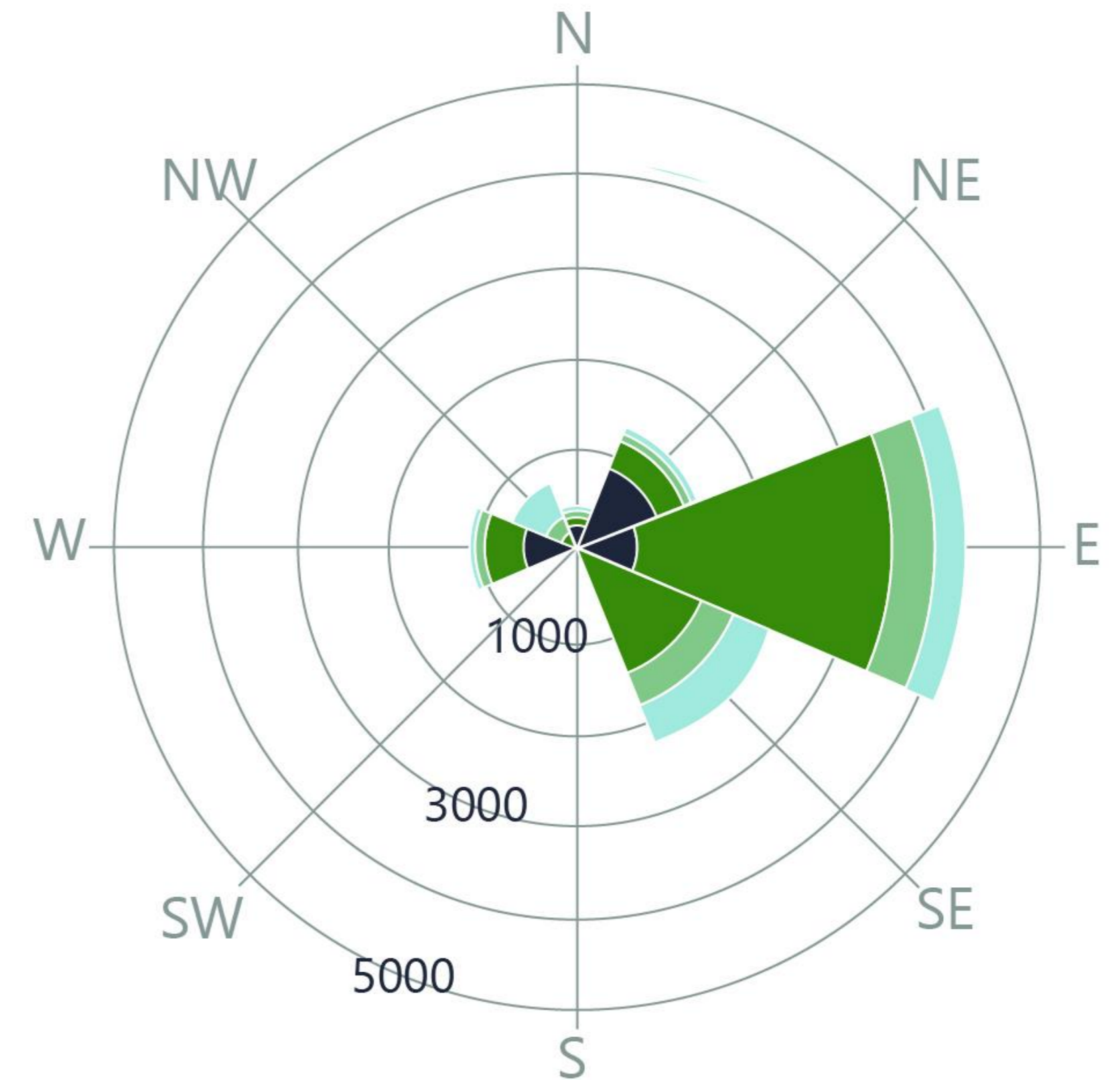
## Commute Mode for Residents

- Drove Alone: 81%
- Worked at Home: 10%
- Carpooled: 5%

Jobs by Distance  
Home Census Block to Work Census Block (2017)

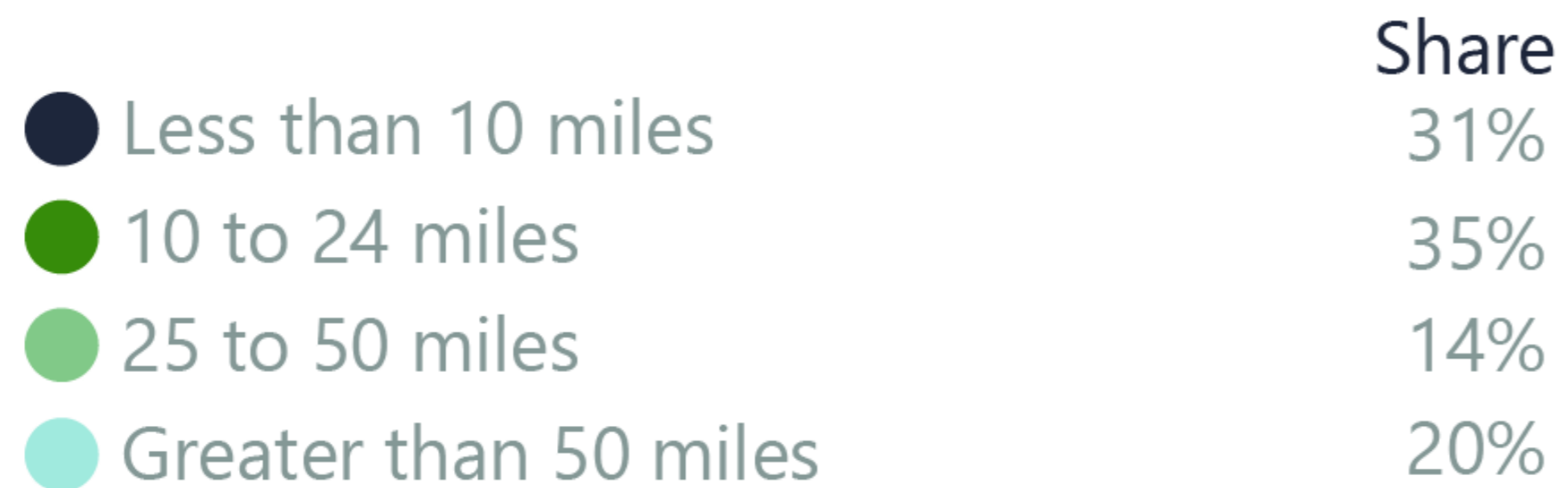
	Share
● Less than 10 miles	29%
● 10 to 24 miles	49%
● 25 to 50 miles	10%
● Greater than 50 miles	12%

Job Counts by Distance/Direction in 2017  
All Workers

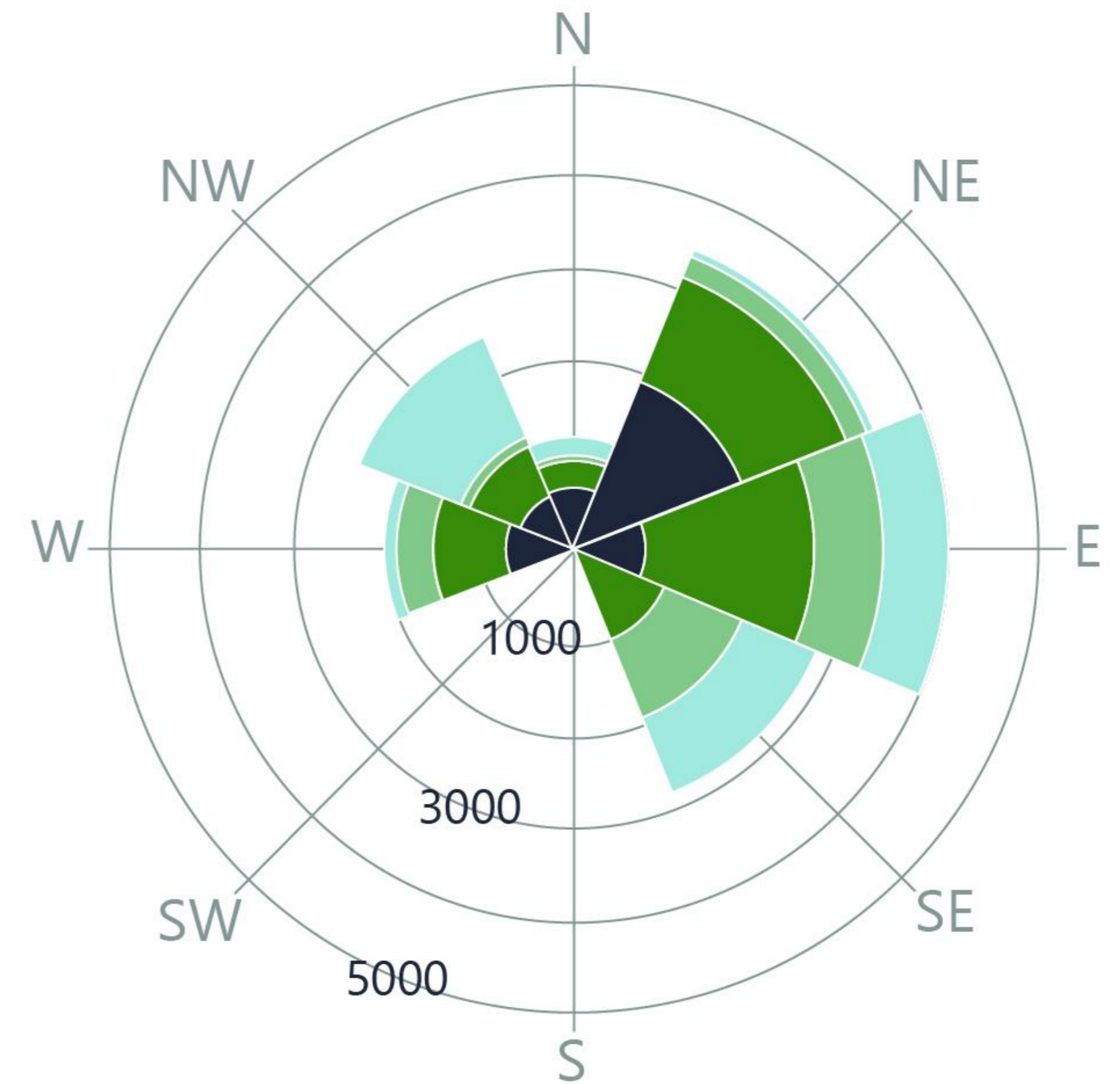


# Calabasas Commute Trends: Employees

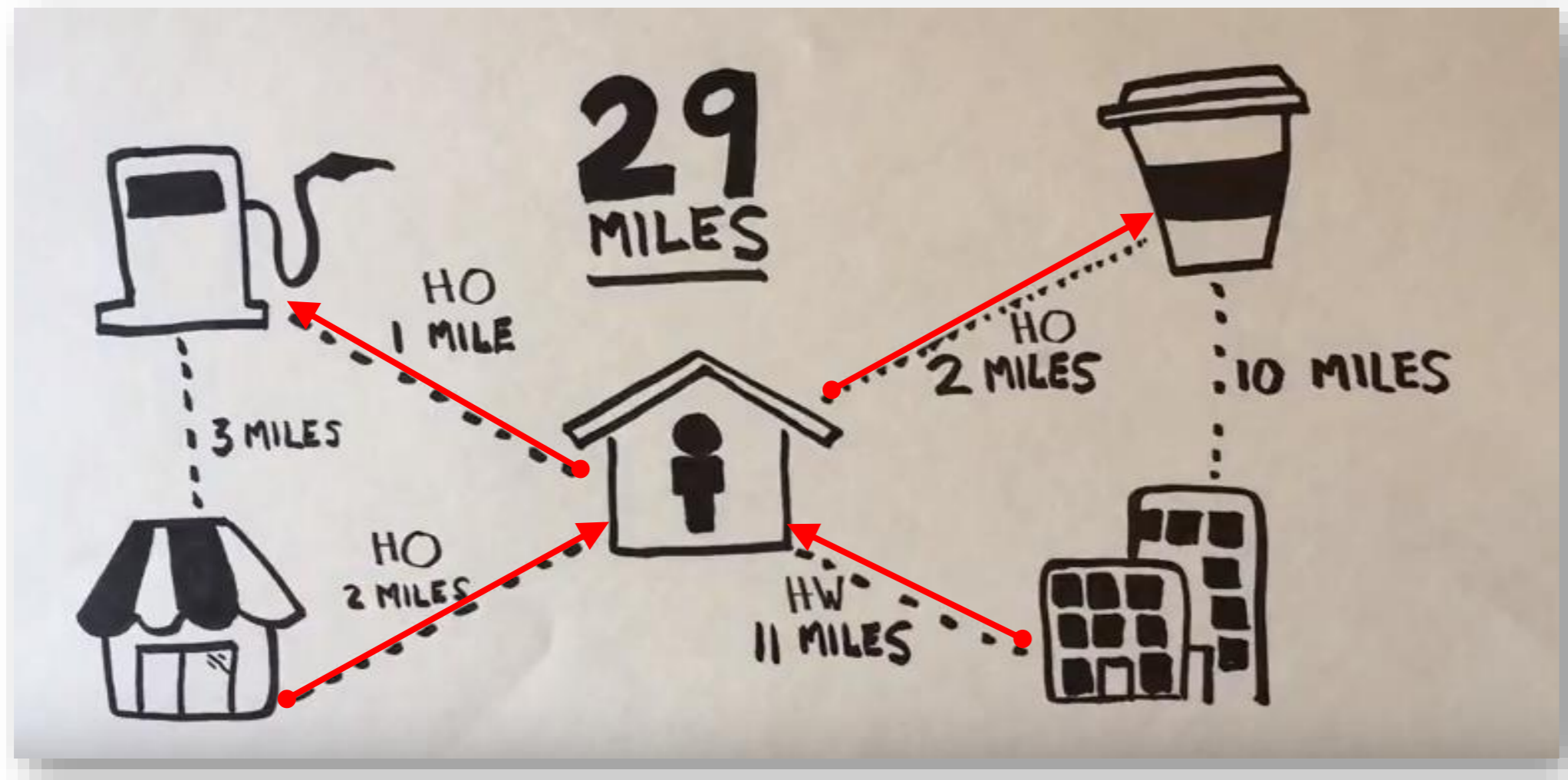
Jobs by Distance  
Work Census Block to Home Census Block (2017)



Job Counts by Distance/Direction in 2017  
All Workers



# Different Types of VMT



Residential  
Home-Based Generated VMT



Office/Employment  
Home-Based Work Generated VMT



# Baseline VMT Metrics: Calabasas and LVMCOG

VMT Metrics		Average VMT
Total VMT per Service Population	LVMCOG	42.8
	<b>Calabasas</b>	<b>39.7</b>
	<i>% Difference</i>	-7%
Home-Based VMT per Capita	LVMCOG	20.9
	<b>Calabasas</b>	<b>20.1</b>
	<i>% Difference</i>	-4%
Home-Based Work VMT per Worker	LVMCOG	23.5
	<b>Calabasas</b>	<b>23.6</b>
	<i>% Difference</i>	0%

The Las Virgenes-Malibu Council of Governments (LVMCOG) is a voluntary organization of the following cities: Calabasas, Agoura Hills, Hidden Hills, Westlake Village, and Malibu.

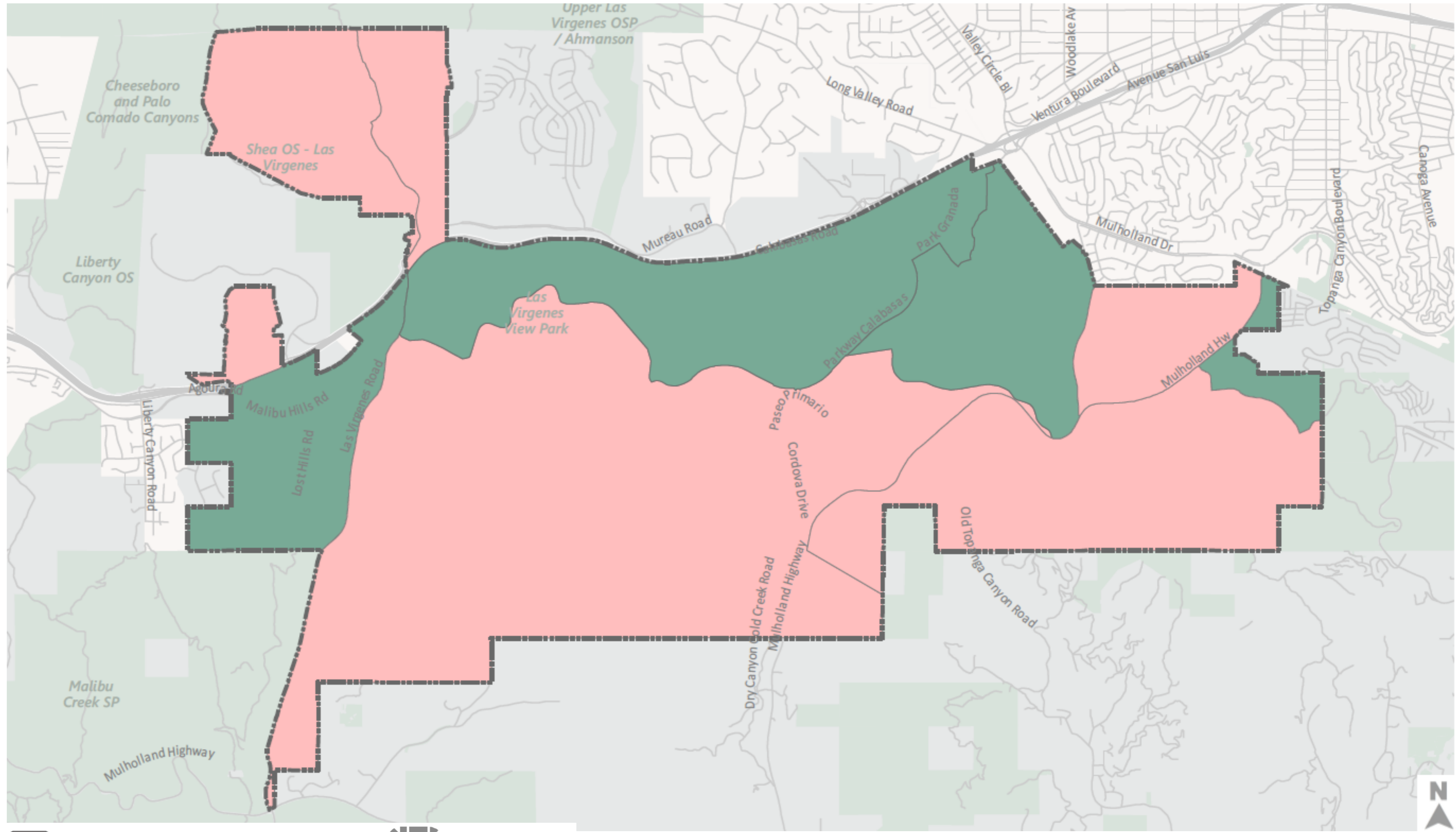
# When is a VMT analysis required?

**Per State & County guidelines, projects can be exempt from a VMT analysis if they have one of the following characteristics:**

- Small projects (< 110 daily vehicle-trips)
- Local-serving retail (< 50 KSF)
- In a VMT-efficient (low VMT) area
- In a Transit Priority Area (TPA)

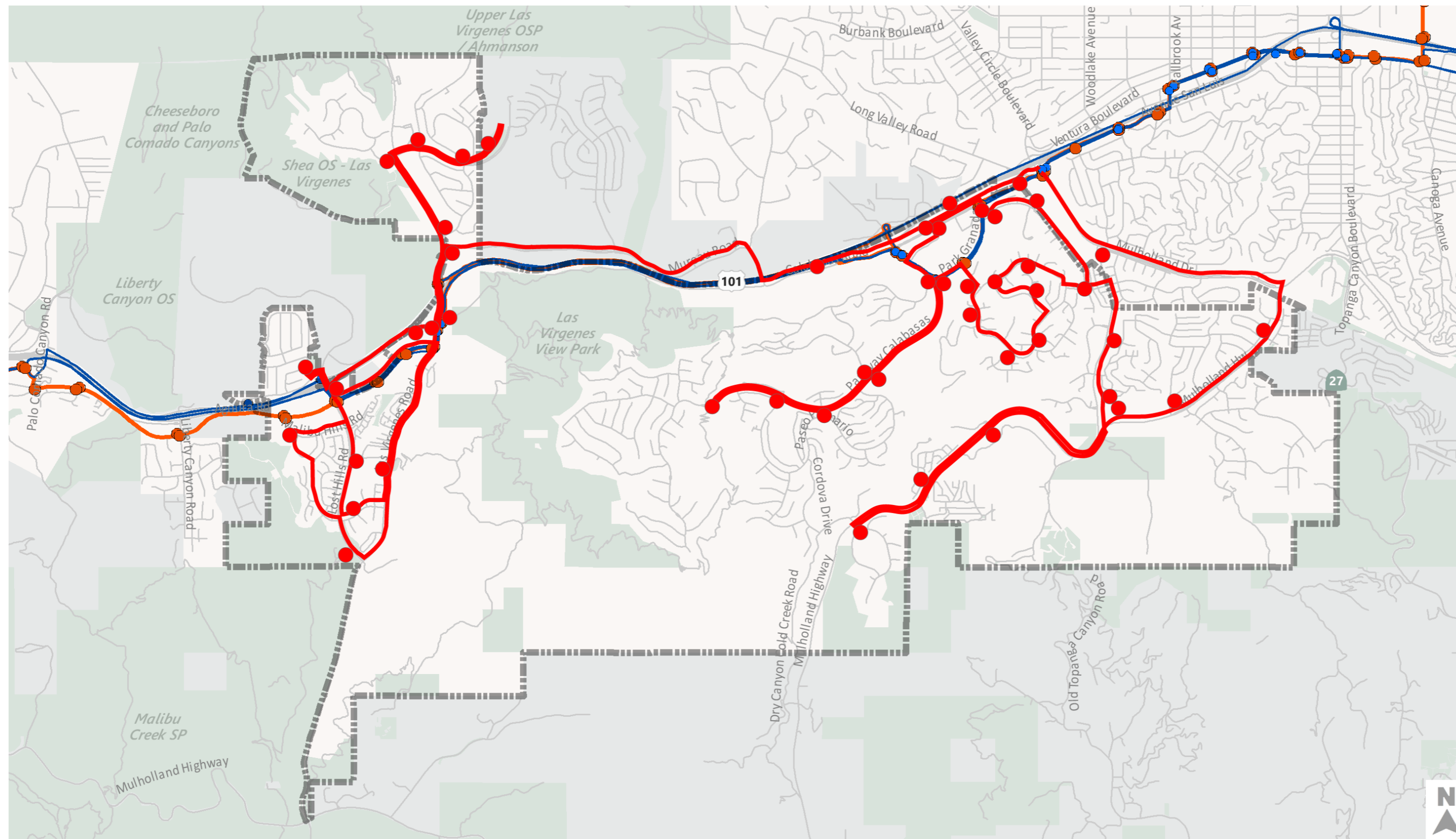
**Otherwise, a project proceeding through CEQA must have a VMT analysis.**


# TAZ Comparison to City Average: Daily Home-Based VMT per Capita



Greater than City Average    Calabasas    Less than City Average

# Public Transportation in Calabasas



-  Calabasas
-  LADOT Commuter Express Route 423
-  LADOT Commuter Express Route 423 Stops
-  LA Metro Route 161
-  LA Metro Route 161 Stops
-  Calabasas Public Transportation Shuttle Service
-  Calabasas Public Transportation Shuttle Service Stops



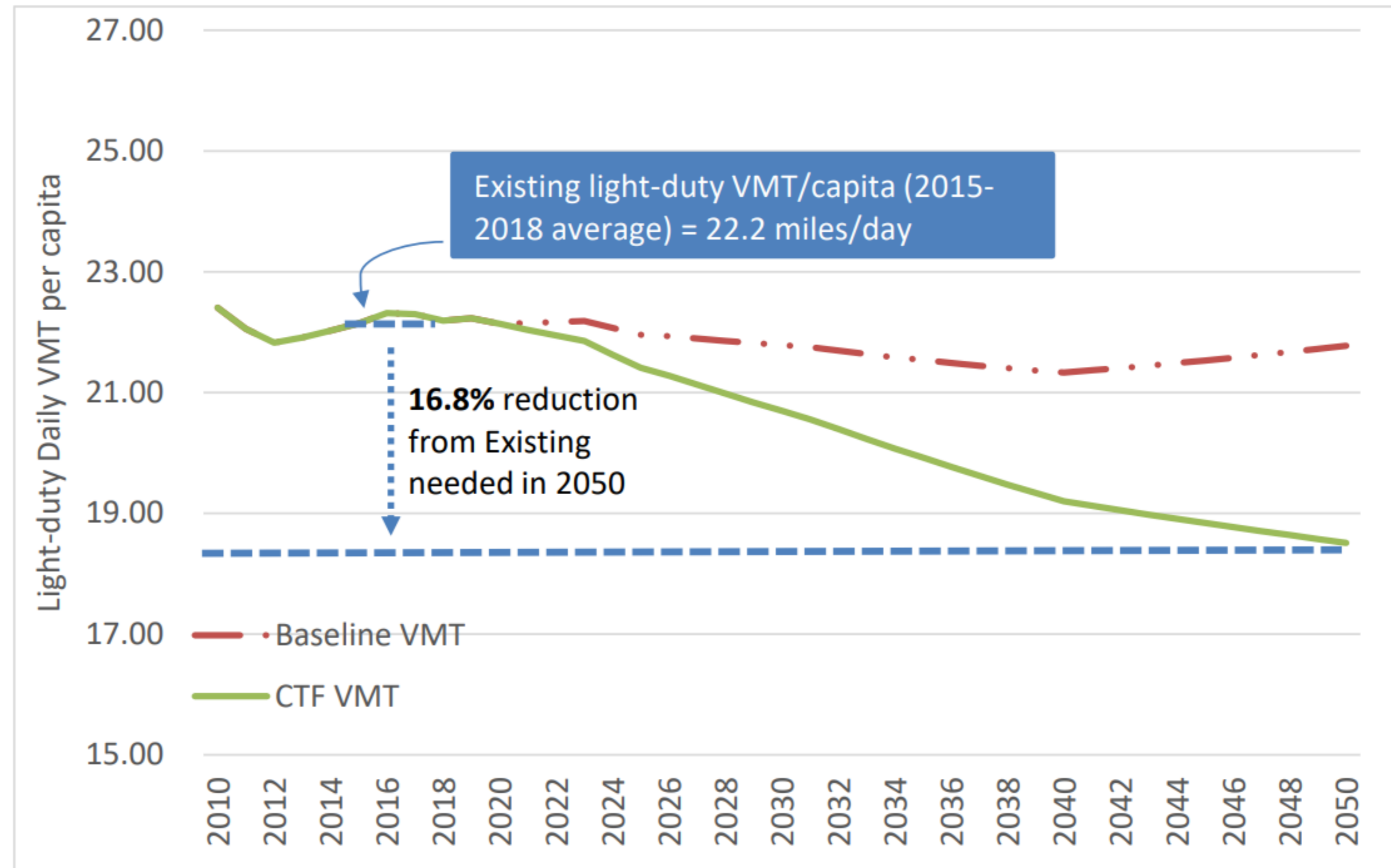
# VMT Thresholds

Calabasas will analyze VMT impacts in line with LA County's methodology, which is based on State guidelines and goals for VMT reduction:

- Establishing the Calabasas city average VMT per capita as the baseline VMT
- Setting the VMT threshold as 16.8% below the baseline VMT

# VMT Thresholds

California Air Resources Board recommends 16.8% reduction for automobiles



# Example Transportation Analysis

## Avanti: 23500 Park Sorrento

80 condo units + 10,700 sf commercial



### LOS Threshold:

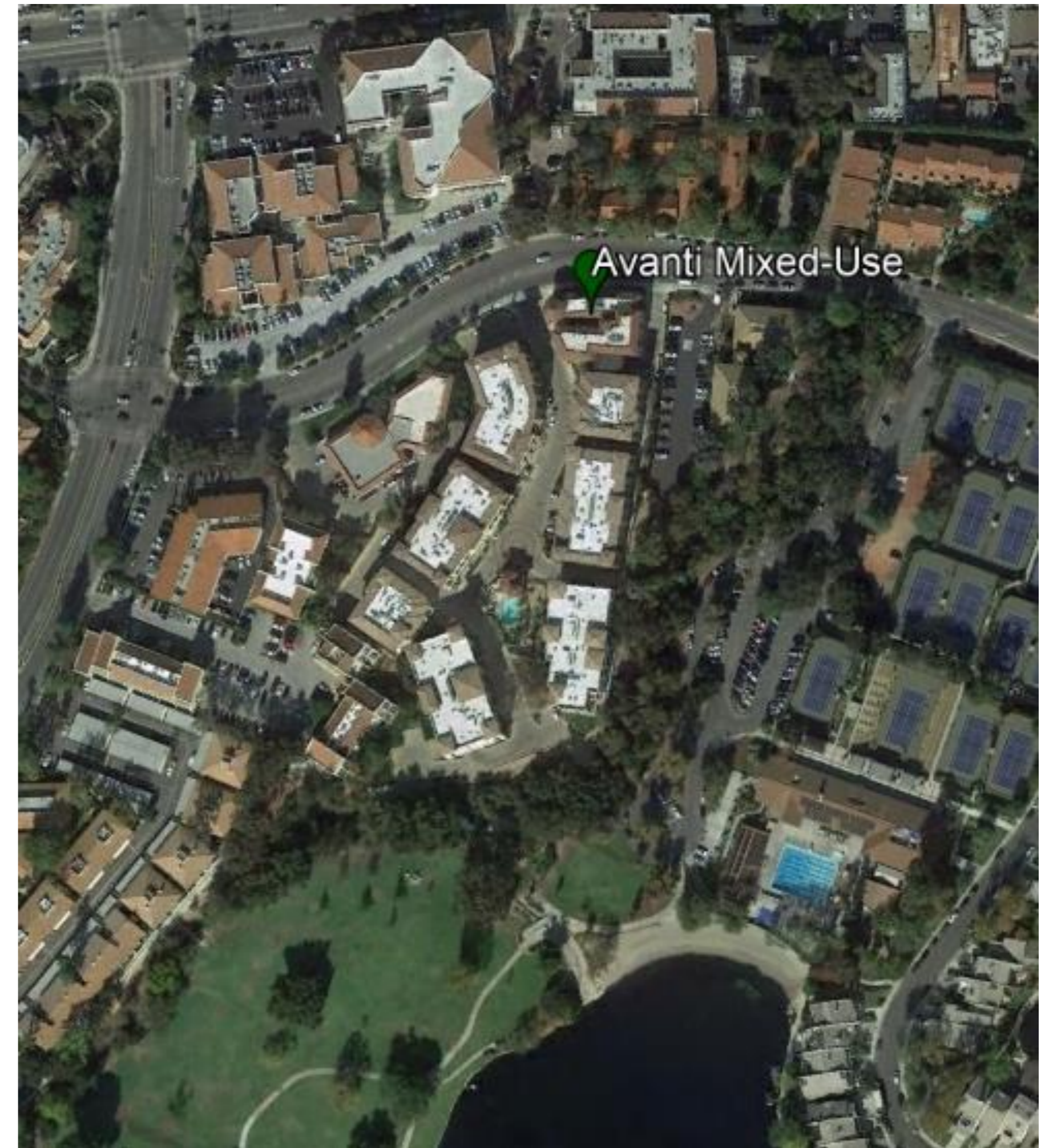
- LOS C for City roadways and intersections
- LOS D for freeway interchanges

### VMT Threshold:

- 16.8% below the city baseline for VMT per capita

# Example Transportation Analysis

VMT Analysis	
<b>Project</b> Home-Based VMT per Capita (2020)	<b>13.8</b>
<b>Calabasas</b> Home-Based VMT per Capita (2020)	<b>20.1</b>
Percent Difference	<b>-31%</b>





# Transportation Demand Management: VMT Mitigation Strategies

To reduce VMT, new developments will need to explore ways for fewer people to travel alone in their cars.

Transportation Demand Management (TDM) strategies can be used to reduce VMT.

# Transportation Demand Management: VMT Mitigation Strategies

## Encourage Telecommuting and Alternative Work Schedules

<b>Description</b>	<ul style="list-style-type: none"><li>• Telecommuting: working remotely</li><li>• Alternative work schedules: staggered start times, flexible schedules, or compressed work weeks (e.g. 9/80)</li><li>• Depends on ultimate building tenants and type of work</li></ul>
<b>VMT Benefit</b>	<ul style="list-style-type: none"><li>• Reduces the number of days employees need to commute</li><li>• Shifts commute time outside of peak period to avoid adding congestion</li></ul>



# Transportation Demand Management: VMT Mitigation Strategies

## Increase Diversity of Land Uses

<b>Description</b>	Includes mixed uses within projects or in consideration of surrounding area
<b>VMT Benefit</b>	Minimizes number and length of vehicle trips



# Transportation Demand Management: VMT Mitigation Strategies

## Commute Trip Reduction Programs

### Description

- A multi-strategy program to reduce commute-related VMT
- Strategies include: ride-matching assistance, vanpool assistance, and bicycle end-trip facilities
- Can be implemented through a Transportation Management Organization (TMO), which administers the TDM program on behalf of its members (e.g. public and private entities)

### VMT Benefit

- Encourages alternatives to commuting in single-occupancy vehicle



# Transportation Demand Management: VMT Mitigation Strategies

## Parking Management

Strategy	Description and VMT Impact	VMT Reduction
<b>Limit Parking Supply</b>	<ul style="list-style-type: none"><li>• Eliminate or reduce minimum parking requirements</li><li>• Create maximum parking requirements</li><li>• May incentive higher density development</li></ul>	5% - 12.5%
<b>Unbundle Parking Costs from Property Cost</b>	<ul style="list-style-type: none"><li>• Parking is additional cost to property purchase or rent cost</li><li>• Removes burden from those who do not need a parking spot</li></ul>	2.6% - 13%
<b>Implement Market-Price Public Parking</b>	<ul style="list-style-type: none"><li>• Applicable for on-street parking near central business district, employment centers, and retail centers</li><li>• Implement with shuttle service to reduce parking demand</li><li>• Encourages people to park once</li></ul>	2.8% - 5.5%

# Transportation Demand Management: VMT Mitigation Strategies

## VMT Fee Program (VMT Mitigation Bank)

<b>Description</b>	Pools fees from development projects across multiple jurisdictions to spend on larger scale mitigation projects
<b>VMT Benefit</b>	Regional program has potential for more significant reduction in VMT



# Recommendations

Follow LA County in adopting State guidelines:

- **Implement the following project exemptions**
  - Small projects
  - Local-serving retail
  - In a VMT-efficient area
  - In a Transit Priority Area
- **Establish the Calabasas city average as the baseline VMT**
- **Set the VMT threshold as 16.8% below the baseline VMT**