FINDINGS

Charter and General Plan Findings

City Charter Sections 556 and 558

Pursuant to City Charter Sections 556 and 558, as described below, the proposed ordinance is in substantial conformance with the purpose, intent and provisions of the General Plan, as well as in conformance with the public necessity, convenience, general welfare and good zoning practice. Specifically, the action addresses each of the following goals, objectives and policies of the General Plan as outlined below.

General Plan Framework Element Findings

The TDM Program aims to create more transportation options to improve accessibility to destinations and reduce drive alone trips citywide. By requiring new developments that meet a specified size threshold to provide multimodal transportation infrastructure and/or deploy programs that reduce vehicle trips, this program will help influence travel behavior to accommodate the growing demands on the transportation system which helps implement the following objectives and policies from the General Plan Framework Element:

> Land Use Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.
>
> Land Use Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.
>
> Land Use Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.
>
> Land Use Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.

The proposed TDM Program aims to promote active transportation like walking and biking, by incentivizing developers to provide strategies that are alternatives to vehicle use and encourage more active modes of travel. These strategies live in the TDM menu of more than 40 strategies that include pedestrian access improvements, incentivizing shared parking, providing bike facilities and bike share through coordination with Metro, as well as many more TDM strategies that align with the following objectives and policies of the General Plan Framework.

> Land Use Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.

Land Use Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures in accordance the *Urban Form and Neighborhood Design* policies of this Element and Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.

Land Use Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.

Land Use Policy 3.9.3: Determine the appropriateness of centralized and shared parking structures, and where suitable and feasible, encourage their development.

Land Use Policy 3.9.4: Promote the development of para-transit and other local shuttle system and bicycle amenities that provide access for residents of adjacent neighborhoods, where appropriate and feasible.

Land Use Policy 3.9.5: Promote pedestrian activity by the design and the siting of structures in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.

Land Use Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.

Land Use Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Land Use Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Land Use Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.

Land Use Goal 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.

Land Use Policy 3.13.6: Design multi-family residential units to minimize the impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of the residents.

Land Use Goal 3K: Transit stations to function as a primary focal point of the City's development.

Land Use Policy 3.15.2: Work with developers and the Metropolitan Transportation Authority to incorporate public- and neighborhood-serving uses and services in structures located in proximity to transit stations, as appropriate.

Land Use Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Land Use Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

Land Use Policy 3.15.6: Establish standards for the inclusion of bicycle and vehicular parking at and in the vicinity of transit stations; differentiating these to reflect the intended uses and character of the area in which they are located (e.g., stations in some urban areas and "kiss-and-ride" facilities may have limited parking, while those in suburban locations may contain extensive parking).

Housing Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Housing Policy 4.2.1: Offer incentives to include housing for very low- and low-income households in mixed-use developments.

Urban Form and Neighborhood Design Goal 5A: A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Urban Form and Neighborhood Design Policy 5.1.2: Implement demonstration projects that establish proactive measures to improve neighborhood and community design, and coordinate these activities with the Los Angeles Neighborhood Initiative demonstration projects, Los Angeles County Metropolitan Transportation Authority station area activities, and other City, non-profit and private efforts.

Urban Form and Neighborhood Design Objective 5.5: Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Urban Form and Neighborhood Design Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

The proposed TDM Program helps increase access to jobs and services by requiring various strategies be deployed by applicable projects to comply with the TDM Program. By supporting transportation modes other than drive alone car trips, the TDM Program expands and improves sustainable transportation options and increases access. Furthermore, the TDM menu of strategies includes the Mobility Investment strategy which allows projects that need to comply with TDM to choose the Mobility Investment strategy, which establishes a fund that would be invested in improving transportation infrastructure to improve access to jobs and services. With these strategies, the TDM Program helps implement the following policies:

Economic Development Policy 7.1.4: Develop an infrastructure investment strategy to support the population and employment growth areas.

Economic Development Policy 7.10.2: Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.

The TDM Program includes options for projects to help support the deployment of electric energy DASH buses as ways to comply with TDM and help increase capacity and sustainability

of the City's transportation system. Also, staff acknowledges that through the impacts of COVID-19 telecommunication options have become more common and sometimes necessary for modern services, this program was developed with that in mind and aims to support the following policies from the General Plan Framework.

Infrastructure and Public Services of Framework Policy 9.29.7: Encourage Additional Markets for Electric Energy such as environmentally friendly alternative fuel for transportation in electric buses and light duty vehicles.

Infrastructure and Public Services of Framework Policy 9.35.4: Promote the internally and externally cost-efficient delivery of services and exchange of information using telecommunication systems.

Infrastructure and Public Services of Framework Policy 9.35.6: Incorporate Appropriate Telecommunications Requirements into all relevant local policies, plans, and ordinances.

Infrastructure and Public Services of Framework 9.36.1: Encourage employers to adopt telecommunication.

Mobility Plan 2035 (Mobility Element) Findings

The proposed TDM Program implements and advances the following specific Mobility Plan 2035 goals and policies aimed at creating a safer transportation environment in multiple aspects. The following goals and policies align closely with the proposed TDM Ordinance regarding mobility safety, transportation access and connectivity, and the environment:

Goal 1: Safety First

Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

Goal 2: World Class Infrastructure

Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.5 Transit Network: Improve the performance and reliability of existing and future bus service.

Policy 2.6 Bicycle Networks: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 2.15 Allocation of Transportation Funds: Expand funding to improve the built environment for people who walk, bike, take transit, and for other vulnerable roadway users.

Goal 3: Access for all Angelenos

Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services

Policy 3.4 Transit Services: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.5 Multi-Modal Features: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.7 Regional Transit Connections: Improve transit access and service to major regional destinations, job centers, and intermodal facilities.

TDM strategies can incentivize sustainable travel options that are available today due to advancements in modern and innovative technology that provide alternatives to vehicle travel, overall reduce and help shorten vehicle trips. Ultimately, this effort can achieve a more equitable and efficient use of transportation infrastructure, reduce transportation related GHGs, and improve quality of life in a manner that benefits all Angelenos, particularly those who depend on transit or alternative means of transportation. The proposed TDM Program replaces the current seven prescriptive strategies of the existing TDM Ordinance with a whole range of more than 40 strategies that aim to achieve many of the goals as outlined in the Mobility Plan including decreasing drive alone trips. Furthermore, the proposed Program will include a monitoring and evaluation component to enforce and improve the program over time, making it adaptable and flexible to work of the program evaluation component which uses the latest technology and data including real time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and database management.

Goal 3: Access for all Angelenos

Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

Goal 4: Collaboration, Communication & Informed Choices

Policy 4.1 New Technologies: Support new technology systems and infrastructure to expand access to transportation choices

Policy 4.2 Dynamic Transportation Information: Support a comprehensive, integrated transportation database and digital platform that manages existing assets and dynamically updates users with new information.

Policy 4.3 Fair and Equitable Treatment: Ensure the fair and equal treatment of people of all races, cultures, incomes and education levels with respect to the development and implementation of citywide transportation policies and programs

Policy 4.7 Performance Evaluation: Evaluate performance of new transportation strategies through the collection and analysis of data.

Policy 4.8 Transportation Demand Management Strategies: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single occupancy vehicles.

Policy 4.9 Transportation Management Organizations: Partner with the private sector to foster the success of Transportation Management Organizations (TMOs) in the City's commercial districts.

Policy 4.10 Public-Private Partnerships: Encourage partnerships with community groups (residents and business/property owners) to initiate and maintain enhanced public rights-of- way projects.

The proposed TDM Program aims to address issues of climate change and has parallel health benefits by encouraging active transportation and incentivizing clean fuels and fleets to help provide clean air. Shifting travel to sustainable modes of transportation has many benefits, including reducing VMT, transportation costs, opportunity costs, improving air quality, public health, and wellness. In order for TDM to be most effective it requires local and regional coordination which will be led by LADOT and will continue over time with Metro and South Coast AQMD. The following policies of the Mobility Plan will be implemented through this program.

Goal 4: Collaboration, Communication & Informed Choices

Policy 4.11 Cohesive Regional Mobility: Communicate and partner with the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), and adjacent cities and local transit operators to plan and operate a cohesive regional mobility system.

Policy 4.13 Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

Policy 4.14 Wayfinding: Provide widespread, user-friendly information about mobility options and local destinations, delivered through a variety of channels including traditional signage and digital platforms.

Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.

Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

Policy 5.4 Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

Plan for a Healthy Los Angeles (Health, Wellness and Equity Element) Findings

The connection between health and mobility has been articulated in the City's Mobility Plan 2035 and the Plan for a Healthy Los Angeles, the Health, Wellness and Equity Element of the City's General Plan. The Plan for a Healthy Los Angeles recognizes the role mobility plays in health, in both negative and positive ways, and describes a balanced, affordable, and sustainable transportation system as a cornerstone of a healthy city:

> *As a major contributor of greenhouse gas emissions, trucks and vehicles play a role in the region's poor air quality and smog, in addition to contributing to climate change. Furthermore, vehicle collisions are responsible for a significant rate of deaths in the City, and vulnerable users such as pedestrians and cyclists are at a greater risk of injury or death, according to the Health Atlas. As Los Angeles continues to make significant changes to its transit network, there are opportunities to build more sustainable communities and increase access to healthful resources, such as jobs, education centers, medical services, grocery stores, daycare, and parks. (Chapter 1: Introduction, p18-19)*

The proposed TDM Program aims to promote and incentivize active transportation improvements which implements the following Plan for a Healthy LA policies:

> Policy 2.1 Access to goods and services: Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.
>
> Policy 2.2 Healthy building design and construction: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.
>
> Policy 2.11 Foundation for health: Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.

The proposed TDM Program aims to reduce vehicle miles traveled citywide which will subsequently reduce operational vehicle emissions and toxic air pollutants. Poor air quality has a disproportionate impact on vulnerable and low-income communities and has been shown to have significant public health costs to individuals and society. The deployment of the proposed TDM Program strategies helps implement the following Plan for a Healthy Los Angeles policies:

> Policy 5.1 Air pollution and respiratory health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health
>
> Policy 5.7 Land use planning for public health and GHG emission reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved

air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

Housing Element Findings

The proposed TDM program will help increase options of sustainable ways to travel citywide while also incentivizing mixed uses and awarding points for buildings that include affordable housing. The transportation improvements that are encouraged through the proposed TDM Program will help implement the following Housing Element objectives and policies:

Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.

Policy 2.2.5: Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.

Policy 2.5.1: Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.

Air Quality Element Findings

The proposed TDM Program is designed to produce shifts to sustainable modes of transportation. Shifting travel to sustainable modes of transportation has many benefits, including reducing VMT, transportation costs, opportunity costs, improving air quality, public health, and wellness. An example includes reduced driving and increased time for exercise and family bonding as a result of working from home. This program will work in coordination with the South Coast AQMD and Metro for specific strategies of the program. While the main goal is to reduce drive alone trips the program also intends to implement the following policies in conjunction with the following policies of the Air Quality Element:

Policy 1.2.2: Pursue the City's air quality objectives in cooperation with regional jurisdictions.

Policy 1.2.3: Monitor and assess the progress of the City's air quality improvement programs.

Objective 1.3: Reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.

Policy 1.3.2: Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.

Objective 2.1: Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.

The proposed TDM Program will provide a menu of more than 40 TDM strategies that help reduce vehicle trips and LADOT will monitor and update those strategies over time with the goal of a more adaptive and responsive program. These strategies are each selected and backed by data for reducing drive alone trips and VMT. Some of the strategies include telecommunication, increasing access to transit or providing transit passes to building occupants, and encouraging carpool or car share programs. The menu of TDM strategies of the proposed TDM Program will help implement the following policies and objectives of the Air Quality Element:

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Objective 2.1: Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.

Policy 2.1.1: Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking / bicycling related facilities in order to reduce Vehicle Trips and / or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.

Policy 2.1.2: Facilitate and encourage the use of telecommunications (i.e. telecommuting) in both the public and private sectors, in order to reduce work trips.

Objective 2.2: Increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles, and incentives for high occupancy vehicles.

Policy 2.2.1: Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.

Policy 2.2.2: Encourage multiple-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.

Policy 2.2.3: Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.

Goal 3: Efficient management of transportation facilities and systems infrastructure using cost-effective system management and innovative demand-management techniques.

Objective 3.1: Increase the portion of work trips made by transit to levels that are consistent with the goals of the Air Quality Management Plan and the Congestion Management Plan.

Policy 3.1.1: Implement programs to finance and improve public transit facilities and service.

Policy 3.1.2: Address public safety concerns as part of transit improvement programs, such as guarded and / or well lit transit facilities, emergency equipment and safe-driving training for operators, in order to increase transit ridership.

Policy 3.1.3: Cooperate with regional transportation agencies in expediting the development and implementation of regional transit systems.

Objective 3.2: Reduce vehicular traffic during peak periods.

Policy 3.2.1: Manage traffic congestion during peak hours.

The TDM Program prioritizes the collection of transportation data, which will help demonstrate the long-term efficacy of the TDM strategies in achieving program goals. For example, parking data can help improve the program over time and inform future transportation and land use planning decisions. LADOT aims to monitor and collect data for the program and encourage projects to provide automotive parking sensors to help collect data and with a long range goal to partner with academic Institutions to continue adapting the program as new data shows what is or isn't being effective. Therefore, the proposed TDM Program will help implement the following policies and objectives of the Air Quality Element:

Objective 3.3: Install Automated Traffic Surveillance and Control Systems, utilize channelization of streets and other capital programs appropriate with the City's portion of regional goals.

Policy 3.3.1: Implement the best available system management techniques, and transportation management and mobility action plans to improve the efficiency of existing transportation facilities, subject to availability of funding.

CEQA Findings

As demonstrated in Exhibit D, approval of the proposed Transportation Demand Management Ordinance is supported by an Addendum to the Mobility Plan 2035 Final Environmental Impact Report, SCH No. 2013041012, that reviews the proposed TDM Ordinance.

An Environmental Impact Report (EIR), EIR No. 2013-911-EIR; SCH No. 2013041012, was prepared for the Mobility Plan 2035, among other approvals, and certified on August 11, 2015. A First Addendum, No. ENV-2013-911-ADD1, and Second Addendum, No. ENV-2013-911-ADD2 were prepared to evaluate subsequent updates to the Mobility Plan 2035. The Mobility Plan 2035 Final EIR was prepared in accordance with California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State CEQA Guidelines. The Mobility Plan 2035 FEIR and First and Second Addenda evaluate the environmental effects that could result from full implementation of the Mobility Plan 2035, the Mobility Element of the City's General Plan, and amendments to the Mobility Plan 2035 that were adopted by City Council on January 20, 2016, and September 7, 2016.

The Mobility Plan's Policy 4.8 calls for increased use of TDM strategies to reduce dependence on single-occupancy vehicles, and the Plan identifies updating the City's existing TDM Ordinance as an implementation program (Program PL.9). The proposed TDM Program is consistent with the Mobility Plan and its EIR findings, and does not create any new conditions that would require preparation of a subsequent or supplemental EIR.

The TDM Ordinance has been reviewed by the City of Los Angeles in light of Sections 15162 and 15163 of the CEQA Guidelines. As the CEQA Lead Agency, the City of Los Angeles has determined, based on the analysis presented in Exhibit D, that none of the conditions apply which would require preparation of a subsequent or supplemental EIR and that an Addendum to the certified 2015 Mobility Plan FEIR is the appropriate environmental documentation under CEQA for the TDM Ordinance.