Getting from NIMBY to YIMBY:
Santa Monica’s new Land Use and Circulation Element
And its “No Net New Trips” Policy

Jeffrey Tumlin
Rail~Volution October, 2011

www.shapethefuture2025.net
Creating the Plan from the Bottom Up

2004
Community Outreach Began

2005
Emerging Themes Report

2006
Council Directs Goals to be formulated

2007
Council Supports LUCE Strategic Framework Direction

2008
Building Block Approach

2009
Create Transportation Model

2010
18 Commission & Council Hearings

2011
Council adopts

Santa Monica’s Land Use and Circulation Element: the LUCE

THE PROCESS

12 Community Workshops

Creating the Plan from the Bottom Up

Opportunities & Challenges Report

Council Adopts Goals

EIR Scoping Meeting
What did citizens tell us?

- Problem: Traffic Congestion.
- Solutions:
  - Decide where to put congestion
  - Provide better choices for Santa Monica residents and employees
  - No Net New Trips policy
  - Work with regional agencies for systemic solutions
What did citizens tell us?

- Problem: Parking is hard to find.
- Solutions:
  - Better management of existing supply
  - Sharing
  - Pricing
  - Add supply where needed
What did citizens tell us?

- Problem: How do we know all this will work?
- Solutions:
  - New Transportation Demand Management Ordinance
  - New Transportation Impact Fee
  - More discretionary review
  - Better travel demand model
  - More ongoing performance measurement
  - Most importantly: The EIR requires us to.
How does it work?

- Starts with right land uses in right places
- Improves conditions for walking, biking and transit
- Forces new development to do more to reduce trips
- Charges development to offset remaining trips by reducing existing trips
- Collects ongoing performance data and reports back to council and citizens.
2004 PM Peak Hour Level of Service

- LOS - A
- LOS - B
- LOS - C
- LOS - D
- LOS - E
- LOS - F

Congested Corridors

On & Off Ramp Locations
10 minute walk to Neighborhood Shopping
Bicycling

10 minute bike ride to 3rd/Santa Monica Blvd.
Transit

10 minute walk to frequent transit

Transit every 10 minutes or better
Demand Mgmt
What about Jobs/Housing Balance?
What about Jobs/Housing Balance?
What about Jobs/Housing Balance?
What about Jobs/Housing Balance?
What about Jobs/Housing Balance?

- Santa Monica
- Cheviot Hills
- Crestview
- Baldwin Hills
- Crenshaw
- Coliseum
- Jefferson Park
- Leimert Park
- Midcity
- Palms
- West Adams
- Jobs within half mile of Expo
- Housing within half mile of Expo
Where are PM peak trips going?

- 40% are commute
- About same share are errands, visiting, etc.
Different programs target different trips?

- 40% are commute
- About same share are errands, visiting, etc.
Less than 10% mode shift required citywide to accomplish NNNT goal

Existing PM trips = 60,100

1984 Plan in 2030 = 8% increase

LUCE in 2030 = 1% decrease.

Existing PM trips = 60,100
New programs required in EIR

- Parking policies
  - More parking cashout
  - Public parking pricing
- Transportation System Improvements
  - Bikes
  - Pedestrians
  - Transit
- Transportation Demand Management
  - Subsidized transit passes
  - Car sharing
  - Bike sharing
- Mode Shift Policies
  - Safe routes to schools
  - Carpooling
  - Telecommuting
  - Transportation Management Associations

No Net New Trips
Location: 4 Ds

- Residential parking
- Commercial parking management
- Transit pass program
- Safe routes to schools
- Transit improvements
- Bike improvements
- Pedestrian improvements
- Carpooling/Telecommuting
- Parking cashout
- Transportation Management Assns

Up to 17% commute trip reduction in TDM zones.

Up to 5% non-commute trip reduction.

No Net New Trips
Validated using existing employer data

Figure X  Percent of Employees Who Drove from Work During PM Peak Hours
Results – Corridor Travel Time in 1984 Plan

Increases in both directions on all corridors
Results – Corridor Travel Time in LUCE

Decreases or no increase on 10 corridors in at least one direction during AM and/or PM peak
Greenhouse Gas Emissions

November 24, 2009

<table>
<thead>
<tr>
<th>Plan/Target</th>
<th>Emissions (in Tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>950,000</td>
</tr>
<tr>
<td>AB 32 Target</td>
<td>900,000</td>
</tr>
<tr>
<td>Sustainable City Plan Target</td>
<td>750,000</td>
</tr>
<tr>
<td>Proposed LUCE (2030)</td>
<td>700,000</td>
</tr>
<tr>
<td>1984 Plan (2030)</td>
<td>650,000</td>
</tr>
</tbody>
</table>
For More Information

Contact:

**Jeffrey Tumlin, Principal**
Nelson\Nygaard
116 New Montgomery St, Ste 500
San Francisco, CA 94105
415-284-1544
jtumlin@nelsonnygaard.com
www.nelsonnygaard.com

Eileen Fogarty, former Planning Director
Fogarty Group
914 Lincoln Blvd, Suite 108
Santa Monica, CA 90403
310-570-6724
info@fogartygroup.net
www.fogartygroup.net