

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2020

A RESOLUTION TO ADOPT A POLICY IMPLEMENTING THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT TO COMPLY WITH
CALIFORNIA SENATE BILL 743 REGARDING THE USE OF
VEHICLE MILES TRAVELED IN TRANSPORTATION ANALYSIS

WHEREAS, under Senate Bill 743 (SB 743), transportation metrics based on automobile delay, typically measured in terms of level of service (LOS), may no longer be used to establish significance of transportation impacts under the California Environmental Quality Act (CEQA); and

WHEREAS, the Governor's Office of Planning and Research (OPR) has recommended using Vehicle Miles Traveled (VMT) to analyze transportation impacts; and

WHEREAS, the City has analyzed and drafted appropriate VMT thresholds of significance, considering local conditions and guidance from OPR; and

WHEREAS, the City has worked with the Santa Clara Valley Transportation Authority (VTA) as the County's Congestion Management Agency to establish baseline (existing) VMT reference averages for Mountain View, Santa Clara County, and the Nine-County Bay Area Region; and

WHEREAS, the Environmental Planning Commission (EPC) held a public hearing on Wednesday, May 20, 2020, on the proposed City policy implementing CEQA pursuant to SB 743 and recommended City Council approval; and

WHEREAS, the City Council held a public hearing on Tuesday, June 30, 2020, on said City policy implementing CEQA pursuant to SB 743 and considered all evidence presented at said hearing and the recommendation for approval from the EPC;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View that a policy implementing the CEQA to comply with California Senate Bill 743 (SB 743) regarding the use of VMT in transportation analysis, attached hereto and incorporated herein as Exhibit A, is hereby adopted.

SA-RHL/6/RESO
870-06-30-20r

Exhibit: A. Policy Implementing the California Environmental Quality Act (CEQA) to Comply with California Senate Bill 743 (SB 743) Regarding the Use of VMT in Transportation Analysis

**POLICY IMPLEMENTING THE CALIFORNIA ENVIRONMENTAL QUALITY
ACT (CEQA) TO COMPLY WITH CALIFORNIA SENATE BILL 743 (SB 743)
REGARDING THE USE OF VEHICLE MILES TRAVELED (VMT) IN
TRANSPORTATION ANALYSIS**

CEQA Project Screening Criteria

Projects shall be presumed to have a less-than-significant transportation impact if they meet any of the following screening criteria:

- Small Project Screening: Single-family residential developments of 12 units or fewer, multi-family residential development of 20 units or fewer, and office developments of 10,000 square feet or less.
- Map-Based Screening: Residential and employment land use projects located in areas of low VMT, defined as exhibiting VMT that is 15 percent or greater below the existing Nine-County Bay Area regional reference average VMT. Reference average VMT per capita or per employee baseline values are obtained from VTA and may be amended periodically to reflect the best available data and most relevant base year.
- Transit Screening: All land-use projects located within one-half mile of a major transit stop, or a stop along a high-quality transit corridor, pursuant to State definitions for such facilities, unless any of the following factors are exhibited by the project:
 - Floor Area Ratio (FAR) of less than 0.75;
 - Inconsistent with the applicable Sustainable Communities Strategy (SCS);
 - Provides more parking than required by the jurisdiction; or
 - Replaces affordable housing with a fewer number of moderate- or high-income residential units.
- Affordable Housing Screening: Projects with 100 percent affordable housing.

CEQA Thresholds of Significance

For projects not screened out with a presumption of less-than-significant impact on VMT based upon the above criteria, the following thresholds of significance shall apply

to the corresponding project types to determine the transportation impact level of significance:

- Residential Land Use Projects: A proposed project exceeding a level of 15 percent below existing Nine-County Bay Area regional reference average VMT per capita shall be presumed to cause a significant transportation impact.
- Office Land Use Projects: A proposed project exceeding a level of 15 percent below existing Nine-County Bay Area regional reference average VMT per employee shall be presumed to cause a significant transportation impact.
- Retail Land Use Projects: A net increase in total VMT (difference in total VMT in the area affected with and without the project) shall be presumed to cause a significant transportation impact. Depending on the local context, projects determined by the City to be local-serving retail are exempt from being required to conduct a detailed CEQA VMT analysis. Retail projects larger than 50,000 square feet may be considered regional-serving and would be subject to the retail land-use threshold of significance.
- Mixed-Use and all other Project Types: Each land use within a mixed-use project, and all other project types, shall be evaluated independently by applying the most appropriate threshold of significance from above to each land use type included in the project, given project-specific information.

Applicability of Policy (Pipeline Provisions)

The policy contained herein is effective immediately following approval by the City Council (“Effective Date”) and shall apply to all projects except projects with a transportation review under CEQA that will be approved prior to July 1, 2020 which may rely on transportation impact analysis that is consistent with the previous City policy, which used automobile delay-based metrics and thresholds of significance.