



# Senate Bill 743: CEQA Transportation Analysis

## City Council Study Session

Tuesday, April 21, 2020

Soroush Aboutalebi, AICP, Assistant Planner, CDD

Martin Alkire, Advanced Planning Manager, CDD

Aarti Shrivastava, Community Development Director/Assistant City Manager

Ria Hutabarat Lo, Ph.D., Transportation Manager, PWD

Dawn Cameron, Public Works Director, PWD



# Policy Background

- SB 743 Mandate: Transition from LOS to VMT in CEQA
- Required City Actions:
  - Thresholds & Screening
  - Updating Associated Policies





# Key Points to Consider

- CEQA
  - End of process; mitigations instead of building-in improvements
  - Mitigations can already be required through standard conditions of approval
  - Cumbersome - streamlining projects into an MTA, a much better approach
- Multi-Modal Transportation Analysis (MTA) Process
  - Concurrent with project review
  - Multi-modal; not auto-centric
  - Improvements required are consistent with future multi-modal planning
- Screening & streamlining reduces process, yields better outcomes



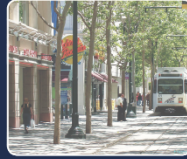
- Transition Underway Since 2016
  - 10/23/2019: EPC SS - Background
  - 4/15/2020: EPC Study Session – Policy Options
  - **4/21/2020: Council SS – Policy Options**
  - 5/20/2020: EPC Adoption Hearing
  - 6/23/2020: Council Adoption Hearing







# Review of State Guidance & Best Practice



## Transportation Analysis Handbook



### MEMORANDUM

To: Martin ~~Alkire~~ and Saroush Aboutalebi, City of Mountain View  
From: Nelson\Nygaard Project Team  
Date: March 26, 2020  
Subject: Task 3 – Summary of Best Practices, VMT Analysis Tools and

### Table of Contents

Best Practices.....  
VMT Analysis Tools and Data Review.....

### BEST PRACTICES

In December 2018, the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (Tech Advisory) released its findings. This document included methods screening thresholds and significance thresholds. Prior to the release of the Advisory, multiple cities adopted VMT-based analysis requirements, providing practical approaches to establishing VMT-based thresholds for environmental

The following sections present a review of the VMT thresholds of significance for both land use and transportation projects. It examines best practices by other cities and OPR's recommendations for the City of Mountain View cities examined included:

- Pasadena (adopted in 2015)
- Oakland (adopted in 2017)
- San José (adopted in 2018)

### Thresholds of Significance for Land Use Projects

Lead agencies have discretion in setting thresholds of significance for what constitutes a significant impact in CEQA. Per Section 21099 of the Public Resources Code, the criteria for determining the significance of transportation impacts must promote the reduction of greenhouse gas (GHG) emissions, develop multimodal transportation networks, and create a greater diversity of land uses. Meeting the above criteria requires a reduction in VMT. OPR recommends cities adopt quantified thresholds for residential, office, and retail land use projects since these land uses have the greatest influence on VMT. Figure 1 shows the thresholds of significance by land use that have been adopted by San José, Oakland, and OPR, and additional context is provided in the following sections.



## Quantify Greenhouse Mitigation Measures

A Resource for Local Government to Assess Emission Reductions and Greenhouse Gas Mitigation Measures

August,

## TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION IMPACTS IN CEQA



December 2018



## Task Right Now – To Do

- Study Screening Criteria
- Study Thresholds
- Study Use of LOS outside CEQA



# CEQA Transportation Analysis

**Project impacts on  
motor vehicle traffic  
flow (LOS)**

(before 12/2018)



**Project transportation  
impacts on the  
environment (VMT)**

(after adoption, by 7/2020)

- We can no longer use CEQA to assess and mitigate local traffic impacts.
- We can choose our own transportation analysis process.

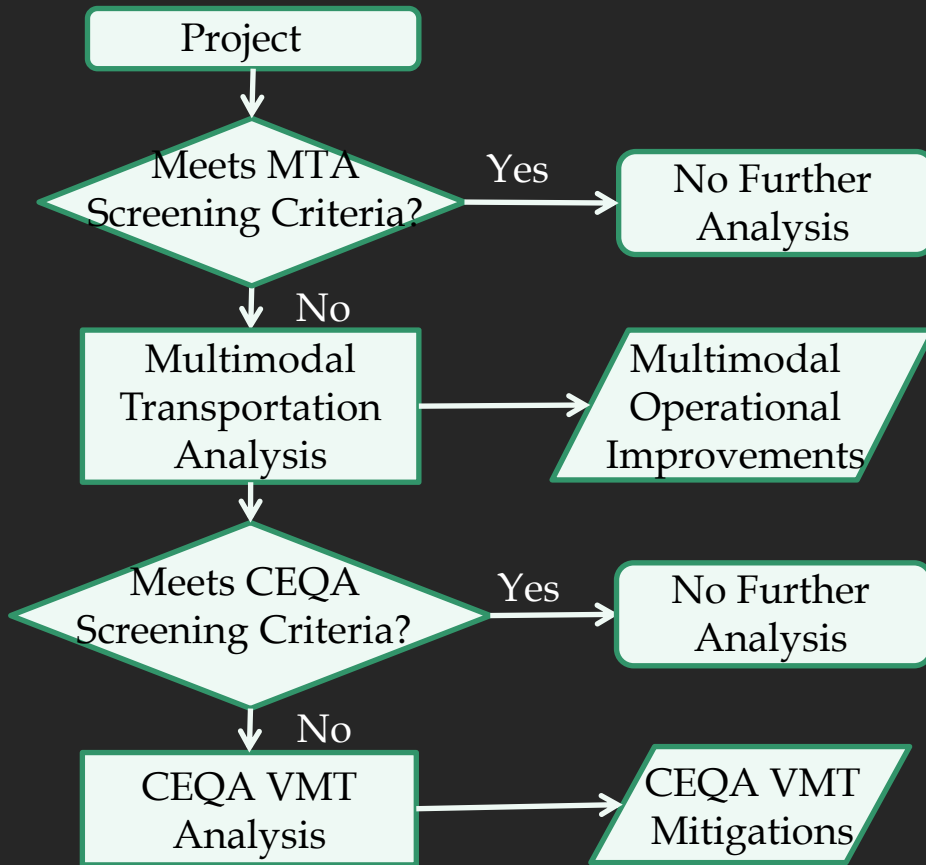


# Proposed Multimodal Transportation Analysis (MTA)

	Pre-12/2018	Proposed
Control of process	State (CEQA)	Local agency
No. intersections analyzed	Many	Fewer
Users included quantitatively	Motorists	Peds, cyclists, transit users, motorists
Mechanism for change	CEQA mitigations	Operational improvements



# Proposed Multimodal Transportation Analysis (MTA)





# Baseline VMT – Reference Averages








**Table 1: Average Residential and Employment VMT Rates by Geography (2015)**

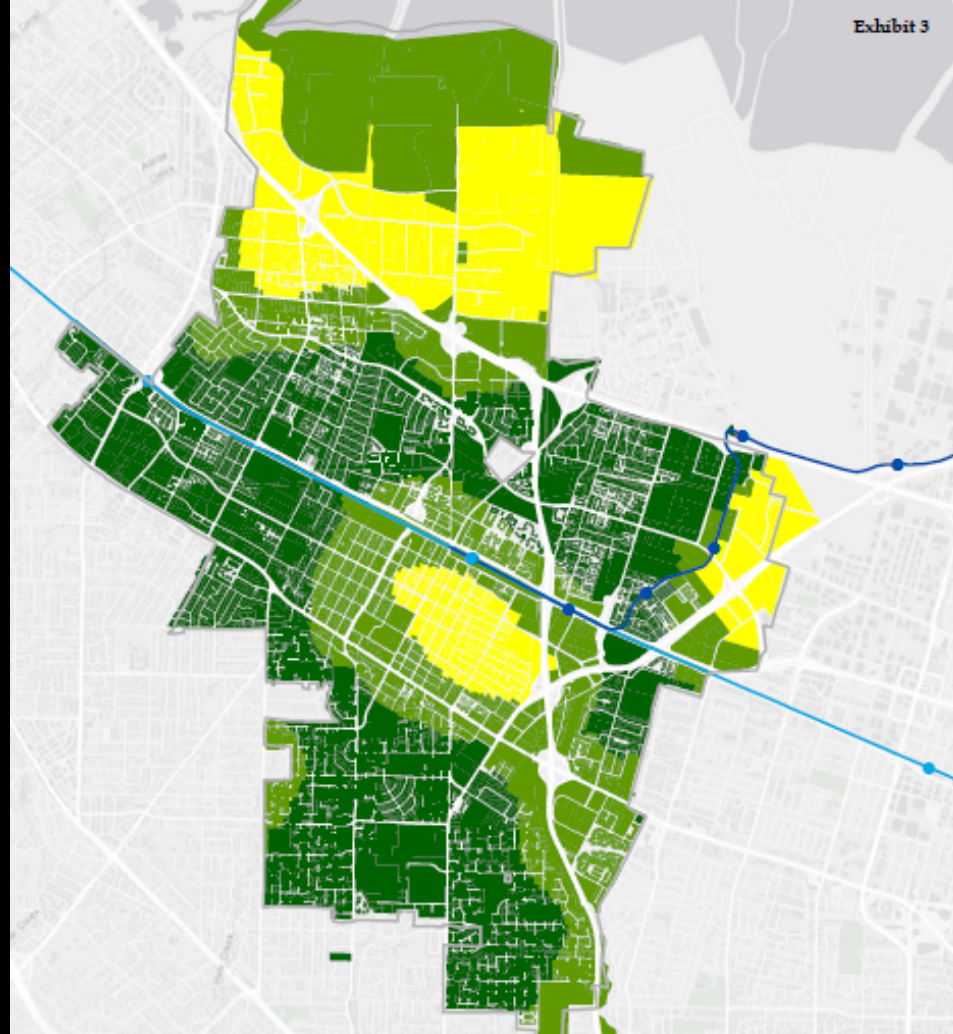
Geography	2015 Average Residential Daily VMT per Capita (mi)	2015 Average Employment Daily VMT per Worker (mi)
<b>Nine-County Bay Area</b>	13.95	15.33
<b>Santa Clara County</b>	13.33	16.64
<b>Mountain View</b>	10.32	N/A

- Screening Criteria –  
Low Residential  
VMT: Variation  
from  
Average Regional  
VMT per capita

 Caltrain Stops  
 VTA

VMT Measures Relative to Average

 Less than 25% below mean  
 Less than 15% below mean  
 Between 15% below mean to mean  
 Between mean and 5% above mean  
 5% above mean to 15% above mean  
 More than 15% above mean  
 More than 25% above mean










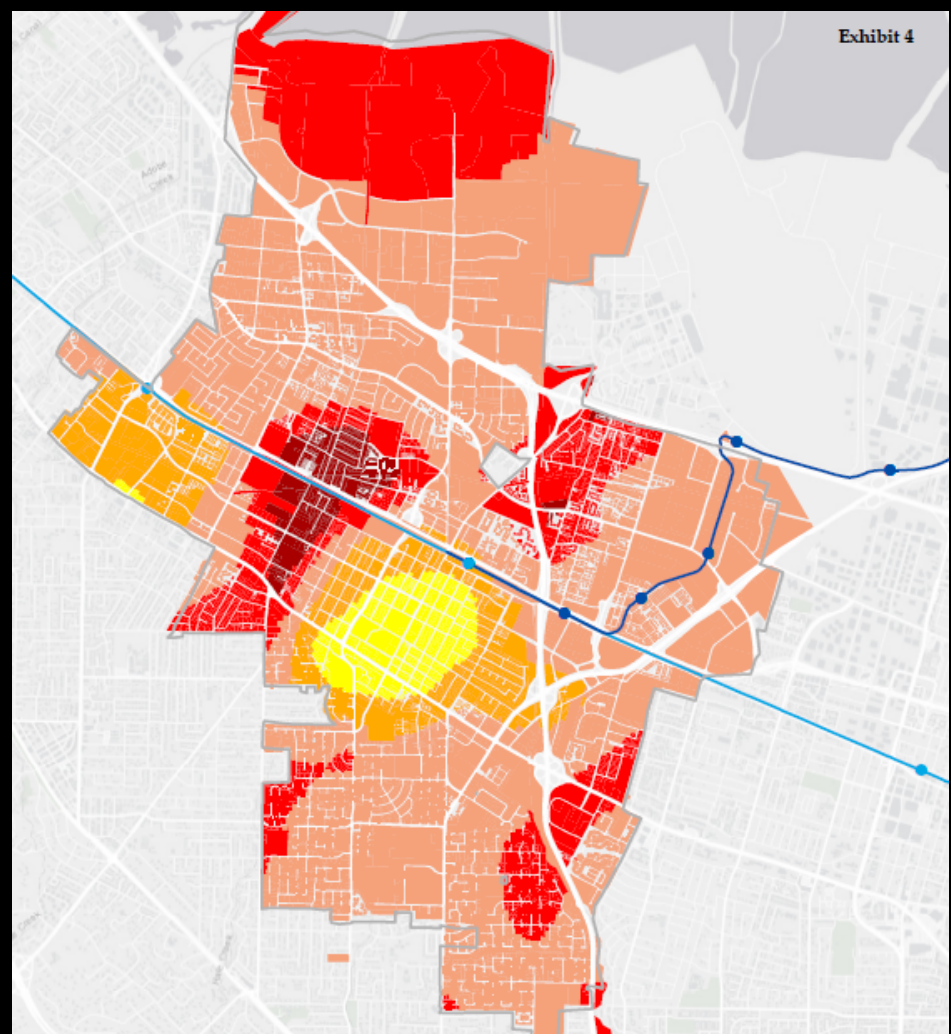


- Screening Criteria –  
Low Employment  
VMT: Variation  
from  
Average County  
VMT per worker

 Caltrain Stops  
 VTA

VMT Measures Relative to Average

 Less than 25% below mean  
 Less than 15% below mean  
 Between 15% below mean to mean  
 Between mean and 5% above mean  
 5% above mean to 15% above mean  
 More than 15% above mean  
 More than 25% above mean



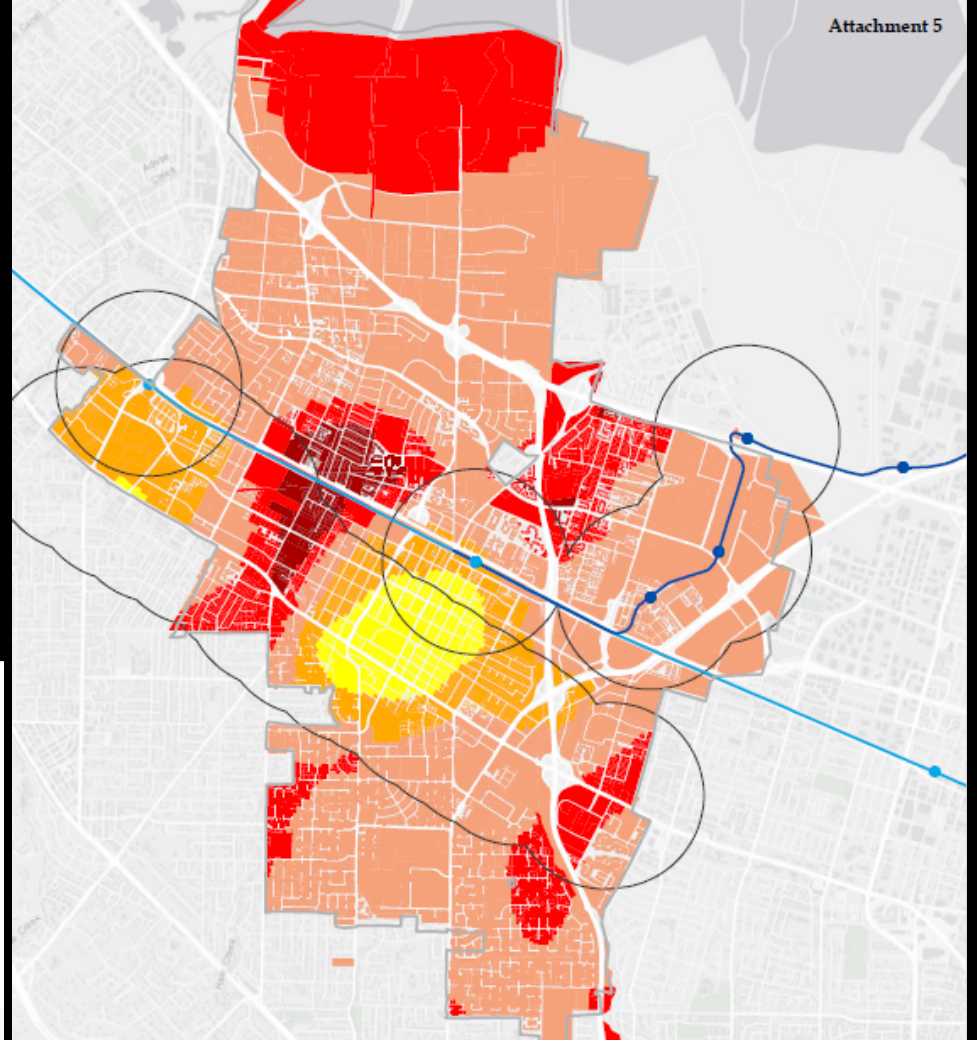
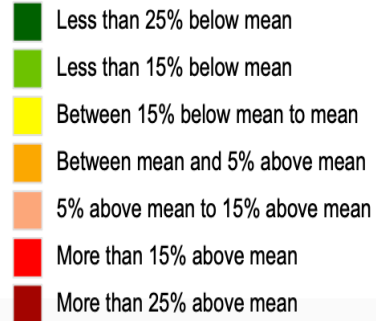
VTA Model, Variation from County Average VMT per Employee (2020)



- Screening Criteria – Transit Priority Areas (TPAs)



VMT Measures Relative to Average





# Screening Criteria – Small Projects

Table 2: Small Project Screening Thresholds

Land Use	OPR	San José	Mountain View
Residential	SFR: 12 du	Detached: 15 du	SF: 12 du
	MF: 20 du	Attached: 25 du	MF: 30 du
Employment	Approx. 10,000 SF	Office: 10,000 SF	Approx. 10,000 SF
		Industrial: 30,000 SF	



# Screening Criteria – Affordable Housing

- 100%  
Affordable  
Housing





# Thresholds of Significance

Land Use	OPR	San Jose	Oakland	Proposed Approach for MV
<b>Residential</b>	<b>15% below existing citywide average VMT per capita, or 15% below existing regional average VMT per capita</b>	Whichever is lower: 15% below existing citywide average VMT per capita; or 15% below existing regional average VMT per capita	15% below existing regional average VMT per capita	<b>15% below existing regional (Nine-County Bay Area) average VMT per capita</b>
<b>Office</b>	<b>15% below existing regional average VMT per employee</b>	General employment: 15% below existing regional average VMT per employee  Industrial Employment: below existing regional average VMT per employee	15% below existing regional average VMT per employee	<b>15% below existing regional (Santa Clara Countywide) average VMT per worker</b>
<b>Retail</b>	<b>Net increase in total VMT or 50,000 square feet</b>	Net increase in total VMT	15% below existing regional average VMT per employee	<b>Net increase in total VMT</b>





# Proposed Thresholds of Significance – Residential Projects

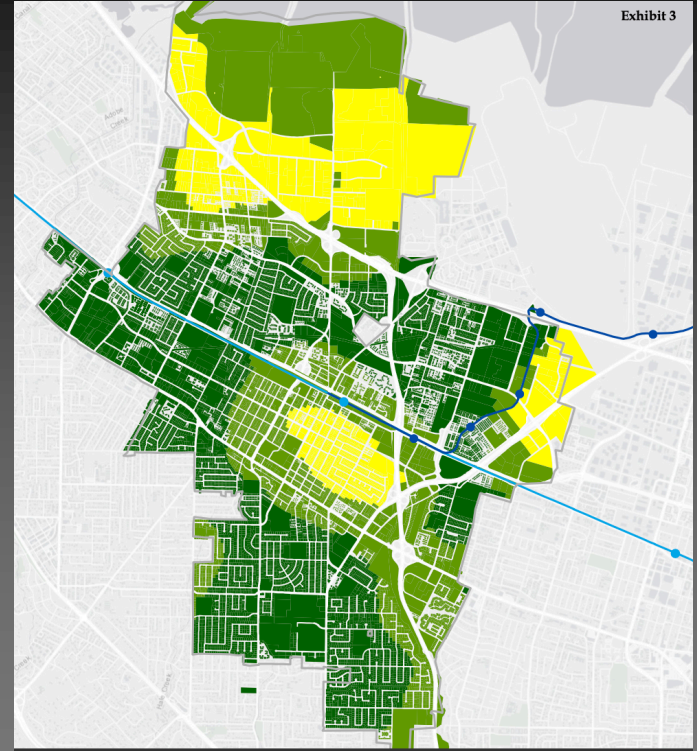
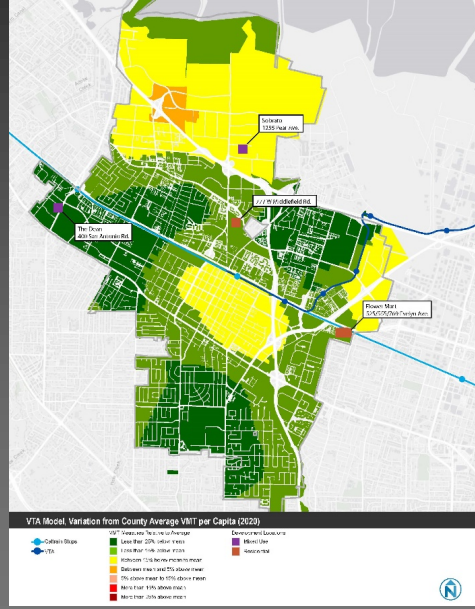
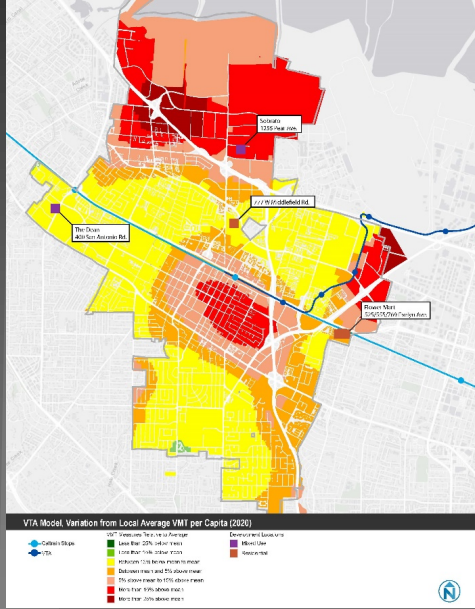
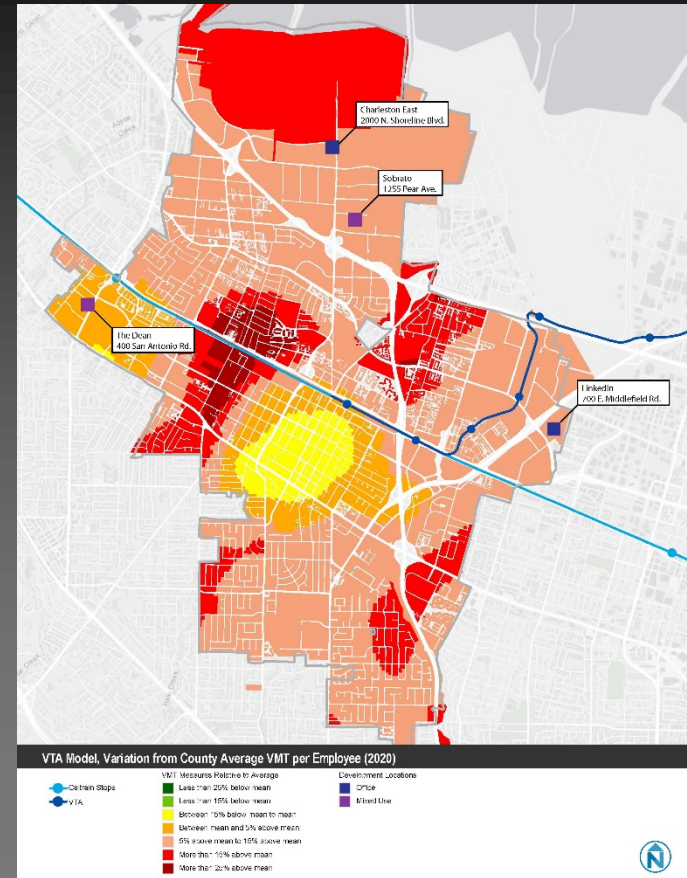
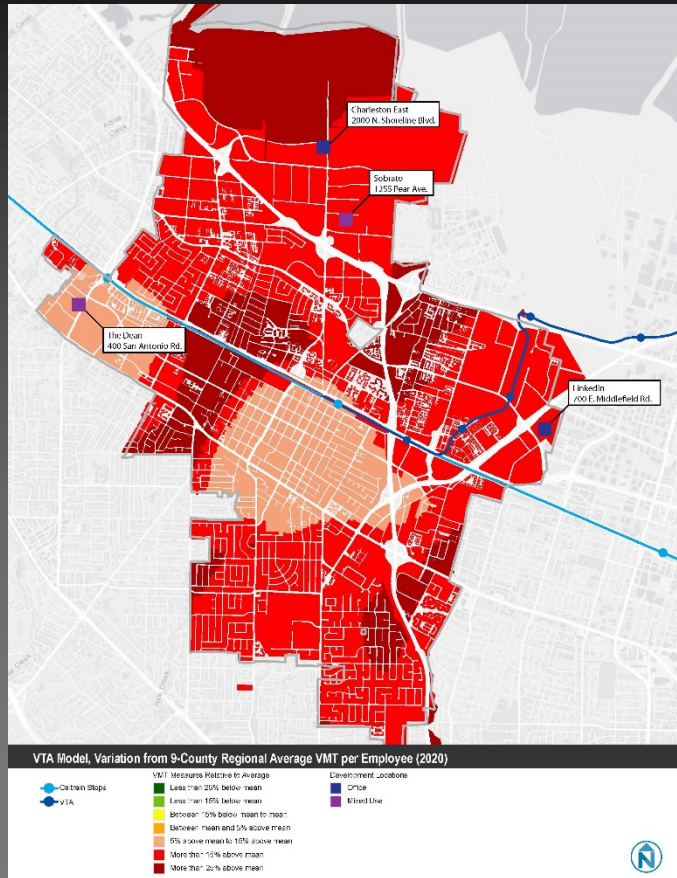


Exhibit 3





# Proposed Thresholds of Significance – Employment Projects

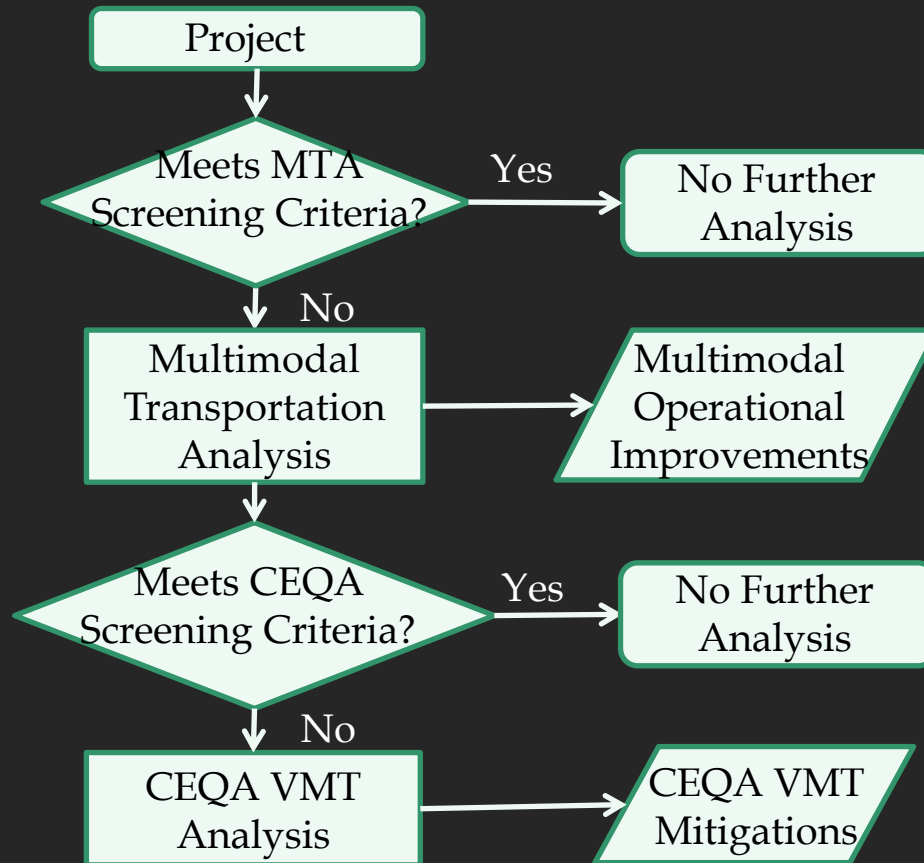




- Mixed-Use, and Others  
(GPAs, Precise Plans, etc.)
  - Evaluate Each Use  
Independently



# Proposed Multimodal Transportation Analysis (MTA)







- Does Council support staff's suggested screening criteria and VMT thresholds of significance?
  - Specifically with respect to:
    - Low-VMT reference average (Res/Off)
    - Small Project Screening
    - Mixed-Use and Other Projects

End

End

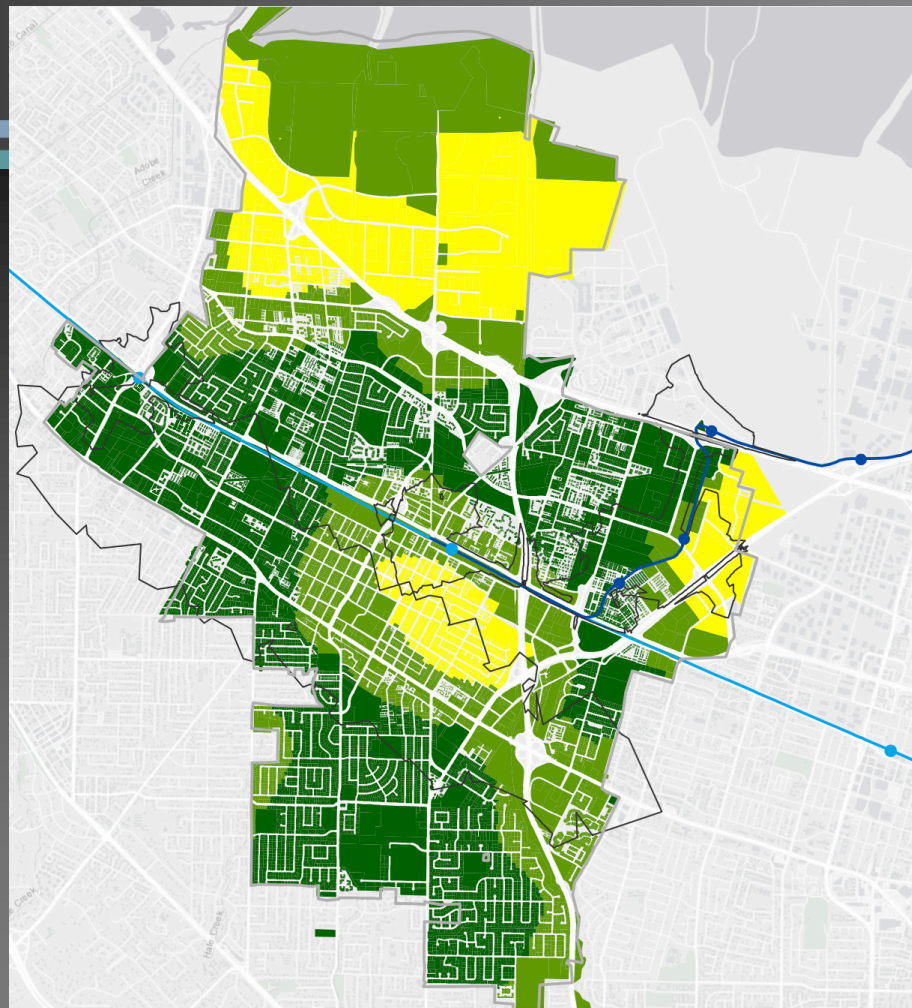
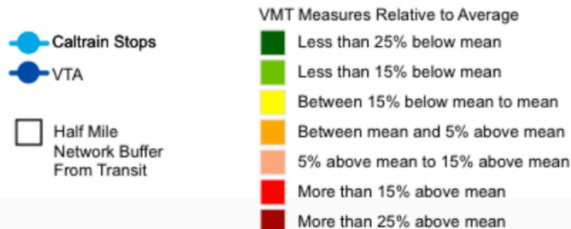
# Ex. Project Analysis

Project	Project Type and Size (units or SF)	Land Use Context	Estimated Daily VMT	Outcomes
647 Sierra Vista	29	Multi-family residential; rowhomes	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.
1950 Montecito	33	Multi-family residential; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact.
315 Sierra Vista	15	Multi-family residential; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.
257 Calderon	16	Multi-family residential; rowhomes	<i>yellow</i> ; between 15% below mean to mean	Project does not comply with residential threshold and is not located in a low VMT area. Small project screen applies. Transit screen applies.
1958 Latham	6	Multi-family residential; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies. Transit screen applies.
2025 and 2065 San Luis	33	Multi-family residential; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact.
2005 Rock	15	Multi-family residential; rowhomes	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact. Small project screen applies.
2310 Rock	55	Multi-family residential; rowhomes	<i>yellow</i> ; between 15% below mean to mean	No screens apply. However project is categorically exempt - Infill Project.
570 Rengstorff	85	Multi-family residential, along corridor; rowhomes	<i>dark green</i> ; Less than 25% below average VMT per capita	Project is below the threshold and has no significant transportation impact. Transit screen applies.
950 W El Camino Real	71	Precise Plan Corridor; apartments	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact. Transit screen applies. 100% affordable housing screen applies.
759 West Middlefield	75	Multi-family residential, along corridor; apartments	<i>light green</i> ; Less than 15% below existing average VMT per capita	Project is below the threshold and has no significant transportation impact.
828 and 836 Sierra Vista	20	Multi-family residential; rowhomes	<i>yellow</i> ; between 15% below mean to mean	Small project screen applies Project is categorically exempt - Infill Project.



- TPA map
- Regional Residential VMT/cap Overlay
- Walkshed Network

#### VTA Model, Variation from Regional Average VMT per Capita (2020)



VTA Model, Variation from Regional Average VMT per Capita (2020)



- TPA map
- County Residential VMT/cap Overlay

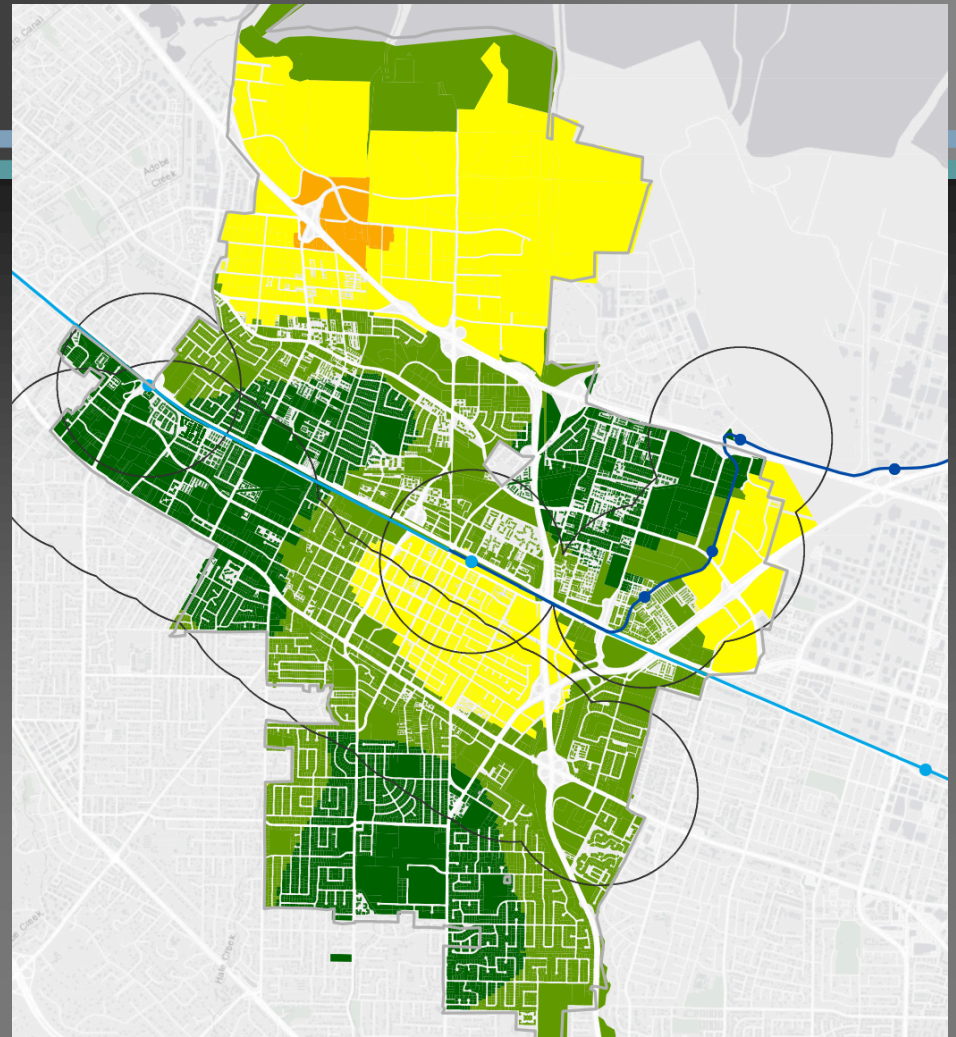
#### VTA Model, Variation from Regional Average VMT per Capita (2020)

Caltrain Stops  
VTA

Half Mile  
Network Buffer  
From Transit

##### VMT Measures Relative to Average

Less than 25% below mean  
Less than 15% below mean  
Between 15% below mean to mean  
Between mean and 5% above mean  
5% above mean to 15% above mean  
More than 15% above mean  
More than 25% above mean



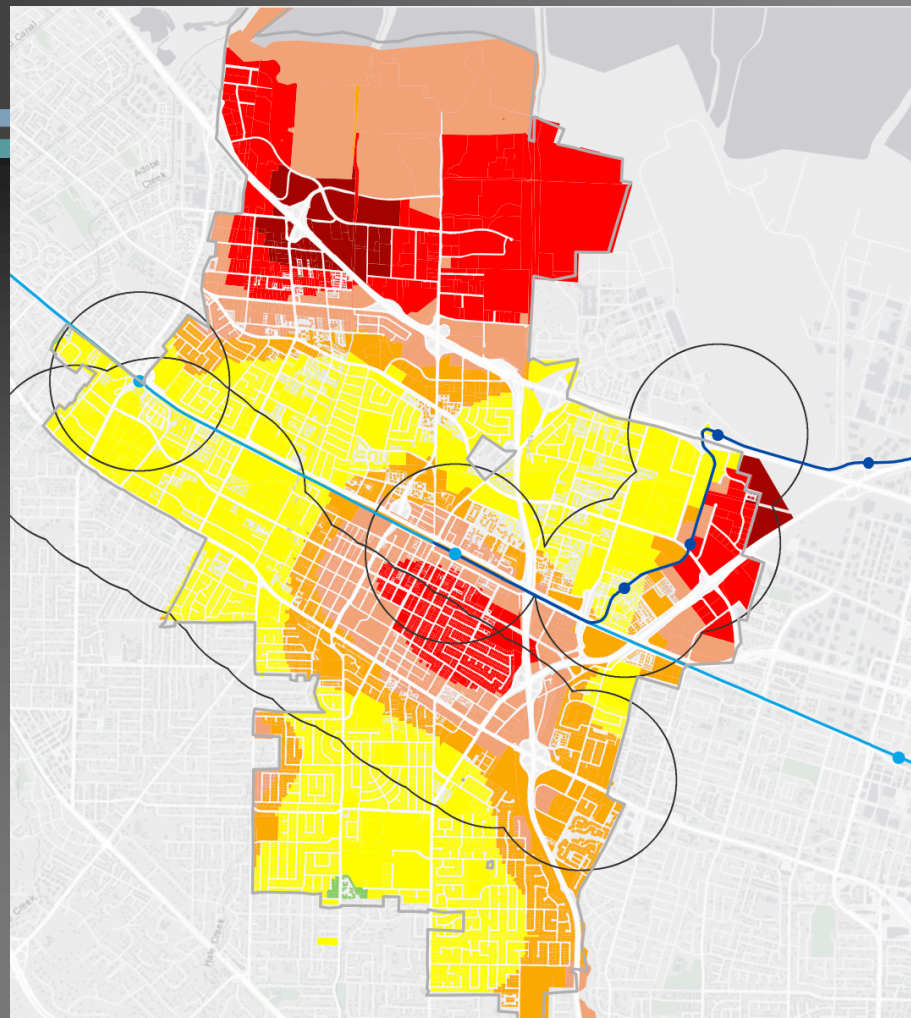
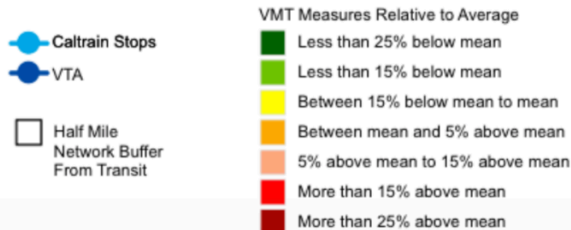
VTA Model, Variation from County Average VMT per Capita (2020)





- TPA Map
- Citywide Residential VMT/cap Overlay

#### VTA Model, Variation from Regional Average VMT per Capita (2020)



VTA Model, Variation from Local Average VMT per Capita (2020)

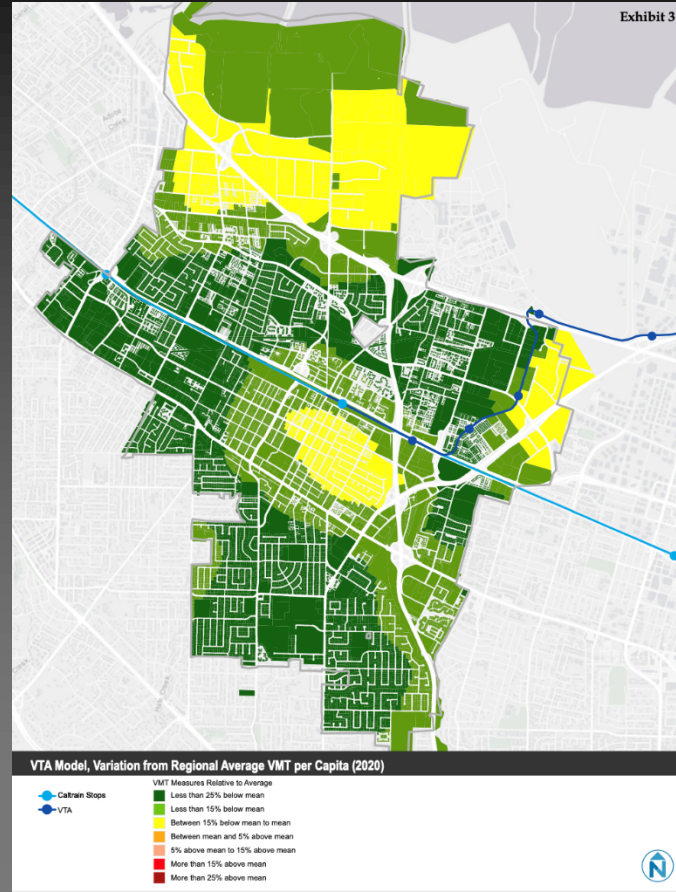


- Citywide VMT per employee map – not mapped
- TPA maps overlaid on emp-scc and emp-reg maps, also **residential TPA – see above.**





# Screening Criteria – Low-VMT: Residential





# Q&A Slides



# Why CEQA streamline projects near transit?

- Transit-oriented developments help achieve the City's mode shift and sustainability goals
  - Higher transit use and walking is correlated with density, diversity and design near regional transit
  - Transit, walking and biking frees up roadways for those who need to drive
- CEQA analysis will no longer provide information about impacts on local traffic



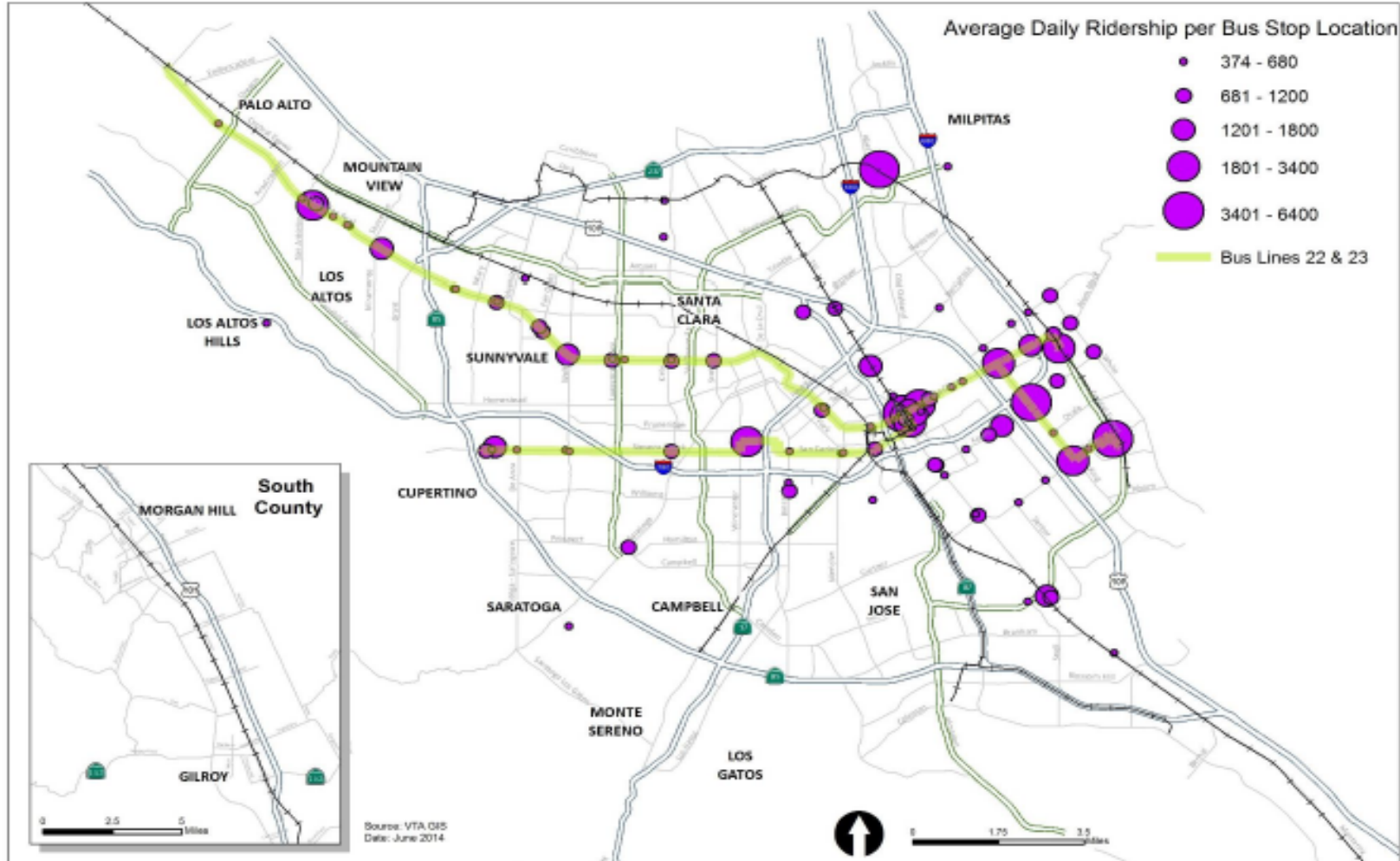
# What is High Quality Transit?

Features	Public Resources Code § 21155, 21064.3	Industry Best Practice
Frequency	$\geq 4$ /hour during peak hours	$\geq 4$ /hour
Speed	-	Comparable to driving
Reliability	-	$\geq 85\%$
Span	-	$\geq 14$ hours/day
Coverage	$< \frac{1}{2}$ mile	$< \frac{1}{2}$ mile
Anchors	Rail stations, ferry terminals, intersections w $\geq 2$ HQ bus routes	Rail stations, trip generators e.g. campuses, downtowns



# MV Transit Priority Areas

	Caltrain	VTA LRT Orange Line	VTA 522/22 (ECR)
Frequency	★★★ (15 min DT peak)	★★★ (15 min all day)	★★★ (12 min all day)
Speed	★★★ (baby bullet)	★ (circuitous)	★★ (522 limited stops)
Reliability	★★ (complex schedule)	★★★ (dedicated track)	★ (mixed traffic)
Span	★★★ (18 hours)	★★★ (19 hours)	★★★ (18 hours)
Coverage	★★★ (downtowns)	★★ (tech campuses)	★★★ (downtowns, nodes)
Anchors	★★★ (downtowns, stns)	★★★ (tech campuses, stns)	★★★ (downtowns)



**Figure 2.10: Average daily ridership at VTA's top 100 bus stop locations (2013);** The highest bus ridership is found in downtown San Jose, East San Jose, along El Camino Real and Stevens Creek Boulevard. Fifty percent of VTA ridership occurs at 5% of the stops.