

CITY OF MOUNTAIN VIEW
ENVIRONMENTAL PLANNING COMMISSION
RESOLUTION NO.
SERIES 2020

A RESOLUTION RECOMMENDING THE CITY COUNCIL ADOPT
A POLICY IMPLEMENTING CALIFORNIA SENATE BILL 743 (SB 743)
REGARDING TRANSPORTATION ANALYSIS UNDER THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

WHEREAS, staff proposed new City policies implementing the California Environmental Quality Act (CEQA) to comply with Senate Bill 743 (SB 743) related to transitioning from use of Level of Service (LOS) to Vehicle Miles Traveled (VMT) in evaluating project transportation impacts, more particularly identified in Attachment A; and

WHEREAS, under SB 743, transportation metrics based on automobile delay, typically measured in terms of LOS, may no longer be used to establish significance of transportation impacts under CEQA; and

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

WHEREAS, the City has analyzed and drafted an appropriate VMT threshold 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 proposed City policies implementing CEQA pursuant to SB 743;

NOW, THEREFORE, BE IT RESOLVED by the Environmental Planning Commission of the City of Mountain View:

1. That the EPC hereby recommends the City Council approve policies to comply with SB 743 related to transitioning from use of LOS to VMT in CEQA transportation analysis, more particularly identified in Attachment A.

SA/6/CDD
870-05-20-20epcr

Attachment: A. City Policy Implementing the California Environmental Quality Act (CEQA) to Comply with California Senate Bill 743 (SB 743)

**CITY POLICY IMPLEMENTING THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) TO COMPLY WITH
CALIFORNIA SENATE BILL 743 (SB 743)**

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, shall be presumed to have a less-than-significant transportation impact.
- 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, shall be presumed to have a less-than-significant transportation impact. 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 development 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, shall be presumed to have a less-than-significant transportation impact, 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 shall be presumed to have a less-than-significant transportation impact on VMT.

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.

For projects screened out from being subject to a detailed CEQA VMT analysis, a Multi-Modal Transportation Analysis (MTA) shall be required.

Applicability of Policy (Pipeline Provisions)

The policy contained herein is effective immediately following approval by the City Council ("Effective Date") and shall apply to projects under the following provisions:

- Active projects with traffic scopes of work approved prior to December 28, 2018 may proceed with analyzing transportation impacts under the previous City policy, with use of automobile delay-based metrics and thresholds of significance, if the transportation review was completed and published prior to the Effective Date. If the transportation review for said projects is still pending, transportation impacts should be analyzed using VMT, at least qualitatively. Automobile delay-

based effects may still be determined and disclosed for land use consistency and transportation planning purposes.

- Active projects with traffic scopes of work approved after December 28, 2018 shall conduct transportation impact analyses pursuant to this policy using the VMT metrics and thresholds of significance contained herein.