



### **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**: Any development that would generate fewer than 110 daily vehicle trips shall be presumed to have a less-than-significant transportation impact.
- **Local-Serving Retail Screening**: Retail commercial projects comprised of stores of up to 60,000 gross square feet shall be presumed to have a less-than-significant transportation impact.
- **Local-Serving Public Facilities Screening**: Local-serving public facilities (publicly owned or controlled), excluding private schools, high schools and middle schools, shall be presumed to have a less than significant VMT impact. Examples of these projects include a park, branch library, community or senior center, fire station, and public elementary school.
- **Affordable Housing Screening**: Projects with 100 percent affordable housing shall be presumed to have a less-than-significant transportation impact on VMT.
- **Transit Screening**: All land-use projects located within ½-mile of a light-rail station shall be presumed to have a less-than-significant transportation impact on VMT presuming these projects are consistent with the General Plan.
- **Screening based on Existing Use**: Redevelopment projects that replace existing VMT-generating uses and result in a net decrease in total VMT shall be presumed to cause a less than significant impact. For redevelopment projects that result in a net increase in total VMT, the screening criteria for each land use will be based on the size of the proposed development without any credit for the existing use.
- **Transportation Project Screening**: Transportation projects that reduce or do not increase VMT shall be presumed to have a less than significant VMT impact. Examples include transportation projects that enhance pedestrian, bike, or transit infrastructure, and transportation projects that maintain current infrastructure, without adding new automobile capacity.
- **Project Consistent with General Plan**: Any development where the (1) proposed project land use is consistent with the General Plan; (2) the proposed project land use is within the increment of land use change evaluated in the General Plan EIR by Transportation Analysis Zone (TAZ); and (3) the proposed project is consistent with General plan VMT policies, shall be presumed to have a less-than-significant transportation impact.



### **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 Campbell citywide average VMT per capita shall be presumed to cause a significant transportation impact.
- **Office and Retail Land Use Projects:** A proposed project exceeding a level of 15 percent below existing Campbell citywide average VMT per employee shall be presumed to cause a significant transportation impact.
- **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.
- **Changing or Adding to Existing Use:** Changes of use or additions to existing development that are not screened out will be analyzed based on the significance thresholds for each land use component described above.
- **Specific Plan or Other Area Plans:** Each land use component will be analyzed independently, applying the significance thresholds listed above for each land use component.
- **General Plan Amendments:** An increase in VMT per service population (jobs plus residents) over the current adopted General Plan based on an analysis of 2040 horizon year conditions is a significant transportation impact.
- **Transportation Projects:** A net increase in VMT.

### **Mitigation of Significant Impacts**

Projects that have a significant impact on VMT must either modify the project description to reduce the impact or implement feasible mitigation measures which will avoid or substantially lessen such significant effects. Mitigation measures may include multimodal transportation improvements or travel demand management (TDM) measures to reduce single-occupant vehicle trips.

### **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:



## VMT Policy to Comply with California Senate Bill 743 (SB 743)

- Active projects with a draft environmental document circulated prior to July 1, 2020 may proceed with analyzing transportation impacts under the previous City policy, with use of automobile delay-based metrics and thresholds of significance,
- Active projects without a published draft environmental review document as of July 1 shall conduct transportation impact analyses pursuant to this policy using the VMT metrics and thresholds of significance contained herein.

### **Local Transportation Analysis**

All projects, including those screened out from being subject to a detailed CEQA VMT analysis, may be required to prepare a Local Transportation Analysis (LTA) to demonstrate conformance with multimodal transportation system strategies, goals, and policies in the General Plan and address adverse effects to the transportation system. Notwithstanding the use of VMT as the new transportation performance metric, the City will require proposed development projects to implement improvements designed to ensure that the street system operates at an acceptable level where such improvements would not conflict with the City's multimodal transportation system policies or negatively impact VMT. Acceptable intersection level of service is defined as LOS D, except at Congestion Management Program (CMP) intersections where the standard is LOS E.