

RESOLUTION NO. 20-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRADBURY ADOPTING “VEHICLE MILES TRAVELED” THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF ANALYZING TRANSPORTATION IMPACTS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the California Environmental Quality Act Guidelines (“CEQA Guidelines”) encourage public agencies to develop and publish generally applicable “thresholds of significance” to be used in determining the significance of a project’s environmental effects; and

WHEREAS, CEQA Guidelines Section 15064.7(a) defines a threshold of significance as “an identifiable quantitative, qualitative or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant”; and

WHEREAS, CEQA Guidelines Section 15064.7(b) requires that thresholds of significance must be adopted by ordinance, resolution, rule, or regulations, developed through a public review process, and be supported by substantial evidence; and

WHEREAS, pursuant to CEQA Guidelines Section 15064.7(c), when adopting thresholds of significance, a public agency may consider thresholds of significance adopted or recommended by other public agencies provided that the decision of the agency is supported by substantial evidence; and

WHEREAS, Senate Bill 743, enacted in 2013 and codified in Public Resources Code section 21099, required changes to the CEQA Guidelines regarding the criteria for determining the significance of transportation impacts of projects; and

WHEREAS, in 2018, the Governor’s Office of Planning and Research (“OPR”) proposed, and the California Natural Resources Agency certified and adopted, new CEQA Guidelines Section 15064.3 that identifies vehicle miles traveled (“VMT”) – meaning the amount and distance of automobile travel attributable to a project – as the most appropriate metric to evaluate a project’s transportation impacts; and

WHEREAS, as a result, automobile delay, as measured by “level of service” and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA; and

WHEREAS, the City’s project review process will retain “Level of Service” analysis to ensure consistency with the General Plan; and

WHEREAS, CEQA Guidelines Section 15064.3 went into effect on July 1, 2020, and public agencies are governed by this section immediately; and

WHEREAS, the City of Bradbury wishes to adopt the VMT thresholds of significance for determining the significance of transportation impacts.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Bradbury as follows:

Section 1. The City of Bradbury hereby adopts the VMT Project Screening Criteria consistent with OPR guidelines and screen out projects which fall into the following categories:

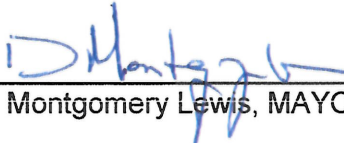
- Projects generating less than 110 daily trips.
- Residential projects located in low VMT areas. Low VMT is defined as 15% below the subarea VMT metrics for that area.
- Projects within a Transit Priority Area (TPA). A TPA is defined as locations within ½ mile of a major transit stop or station (e.g. Gold Line or Metrolink), or within ½ mile of a high-quality transit corridor with 15-minute or less headways during peak commute hours.
- Affordable housing developments.
- Transportation projects that promote non-auto travel, improve safety, or improve traffic operations at current bottlenecks, such as transit, bicycle and pedestrian facilities, intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes.

Section 2. The City of Bradbury hereby adopts the VMT Baselines and Thresholds of Significance attached as Attachment A, Table 1.

Section 3. This Resolution shall take effect immediately upon its adoption by the City Council.

Section 4. The Mayor shall sign and the City Clerk shall attest to the passage of this Resolution.

PASSED, APPROVED AND ADOPTED THIS 18th day of August, 2020.



D. Montgomery Lewis, MAYOR

ATTEST:

Claudia Saldana

Claudia Saldana, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF BRADBURY)

I, Claudia Saldana, City Clerk of the City of Bradbury hereby certify that the foregoing Resolution No. 20-16 being:

A Resolution of the City of Bradbury, County of Los Angeles, adopting "Vehicle Miles Travelled" (VMT) thresholds of significance for purposes of analyzing transportation impacts under the California Environmental Quality Act

was an action item duly introduced and approved at a regular meeting of the City Council on the 18th day of August, 2020, by the following vote:

AYES: Mayor Lewis, Mayor Pro-Tem Bruny, Councilmembers Lathrop, Hale, Barakat
NOES: None
ABSENT: None
ABSTAIN: None

Attachment A

City of Bradbury VMT Baselines and Thresholds of Significance

Consistent with State CEQA guidelines section 15064.3, the City of Bradbury has adopted the project baselines and thresholds of significance set forth in Table 1 to guide in determining when a project will have a significant transportation impact.

Table 1

Project Type	Thresholds
Land Use Plan	<ol style="list-style-type: none">1) Project Impact: A significant impact would occur if the VMT rate for the plan would exceed the applicable baseline VMT rate.2) Cumulative Project Effect: A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.
Land Use Project	<ol style="list-style-type: none">1) Project Impact: A significant impact would occur if the VMT rate for the project would exceed the applicable baseline VMT rate.2) Cumulative Project Effect: A significant impact would occur if the project would exceed the total regional VMT compared to cumulative no project conditions.
Transportation Project	A significant impact would occur if the project causes a net increase in total regional VMT compared to baseline conditions, opening year no project conditions, or cumulative no project conditions.
All land use and transportation projects	A significant impact would occur if the project is inconsistent with the RTP/SCS.

Note: Baseline VMT rate is defined as the SGVCOG Northwest Subarea VMT per applicable service population.