

RESOLUTION NO. 20-031

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VICTORVILLE CITY COUNCIL ADOPTING LOCAL GUIDELINES FOR VEHICLE MILES TRAVELED (VMT) THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF ANALYZING TRANSPORTATION IMPACTS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

WHEREAS, a public hearing was held by the Planning Commission on the 27th day of May, 2020, pursuant to Title 7, Division I, Chapter 4, of the California Government Code, to hear arguments for and against the proposal and at the close of the public hearing the item was recommended for City Council approval by a unanimous vote of the Planning Commission with the adoption of Resolution No. P-20-010; and

WHEREAS, the Planning Commission recommended that the City Council find that the attached Resolution is not a project under Section 15378(b)(5) of the California Environmental Quality Act (CEQA) Guidelines because it involves an administrative activity involving process only and would not result in any direct or indirect physical changes to the environment; and

WHEREAS, a hearing was duly held before the City Council of the City of Victorville on the 23th day of June, 2020, pursuant to Title 7, Division I, Chapter 4, of the California Government Code and Section 16-2.05.060 of the Victorville Municipal Code for the purpose of taking public input relative to the proposal; and

WHEREAS, the City Council finds that all materials that constitute the record of proceedings upon which its decision is based, shall be located with the City of Victorville Clerk, located at 14343 Civic Drive, Victorville, CA; and

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” (“LOS”) and other similar metrics, will generally no longer constitute a significant environmental effect under CEQA; and

WHEREAS, CEQA Guidelines section 15064.3 requires agencies to stop treating automobile delay/LOS as an environmental impact effective on July 1, 2020; and

WHEREAS, the City of Victorville, through the public review process consisting of Staff presentations before a Planning Commission workshop and a City Council meeting, wishes to adopt the VMT thresholds of significance for determining the significance of transportation impacts that are recommended by experts in the field of traffic engineering and supported by substantial evidence; and

WHEREAS, the City Council of the City of Victorville, after hearing all testimony presented, based on substantial evidence in the record, adopts the Vehicle Miles Traveled (VMT) thresholds of significance as set forth in the Exhibit ‘1’ of this Resolution, as supported by substantial evidence.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF VICTORVILLE DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That the Vehicle Miles Traveled (VMT) Analysis Guidelines contained within the attached Exhibit ‘1’ will be the official document in which transportation impacts for development projects will be analyzed under the California Environmental Quality Act (CEQA).

SECTION 2. This resolution shall become effective on July 1, 2020, unless an extension of the implementation date of Title 14 of the California Code of Regulations, Section 15064.3 is authorized by the State of California. In the event of said extension, this resolution shall become effective on the date the delayed implementation is no longer authorized.

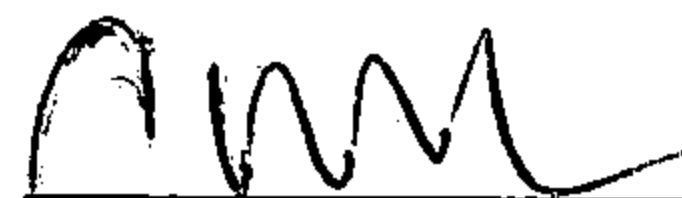
Resolution No. 20-031

PASSED, APPROVED AND ADOPTED this 23rd day of JUNE 2020.




MAYOR OF THE CITY OF VICTORVILLE

ATTEST:



CITY CLERK

APPROVED AS TO FORM:



CITY ATTORNEY


I, CHARLENE ROBINSON, City Clerk of the City of Victorville and ex-officio Clerk to the City Council of said City, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 20-031 which was adopted at an adjourned regular meeting held on the 23rd day of JUNE 2020, by the following roll call vote, to wit:

AYES: Mayor Garcia, Councilmembers Cox, Gomez, Jones and Ramirez

NOES: None

ABSENT: None

ABSTAIN: None



CITY CLERK

Exhibit '1'

City of Victorville

Vehicle Miles Traveled (VMT) Analysis Guidelines

Project Screening Criteria

Projects that will not require a VMT analysis can be screened using either the daily vehicle trips generated by project or the project's land use type.

Daily Vehicle Trip thresholds

The project results in a net increase of 1,285 or less weekday daily trips. The Institute of Transportation Engineers (ITE) Trip Generation Manual, latest edition will be used to estimate the daily trip generation. If the ITE Trip Generation Manual does not have studies specific to a land use, other trip generation traffic studies may be used.

Land Use Types

The following land use types will be used for screening.

- Single family or Multifamily Residential - 136 dwelling units or less
- Office – 227,000 square feet
- Retail – 122,000 square feet
- Warehousing – 829,000 square feet
- Light Industrial – 296,000 square feet
- K-12 Public School
- Daycare/Childcare/Pre-K
- Affordable housing
- Student Housing
- Community Institutions, Social Services and Public Buildings

Project Generated Methodology

Either the Production/Attraction (PA) or Origin/Destination (OD) methods can be used. For projects with a single land use type the PA method will be used. For projects with mixed land use types the OD method will be used.

Benchmark

The benchmark used will be the City Limits as the boundary.

Thresholds

Thresholds shall be consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) future year VMT projections for the City's General Plan buildout. A project's VMT generation per service population shall be less than the City's VMT General Plan buildout per service population. However, feasible mitigation measures may be identified to reduce the project VMT below the thresholds.

Level of Service Analysis (LOS)

LOS analysis thresholds identified in the City's General Plan and Traffic Impact Analysis guidelines will continue to be used to analyze traffic impacts, in addition to VMT impact analysis.

Model Used for VMT Analysis

The model used for VMT analysis will be the San Bernardino County Transportation Analysis Model (SBCTAM), maintained by the San Bernardino County Transportation Authority (SBCTA).



AGENDA ITEM

WRITTEN COMMUNICATIONS

CITY COUNCIL

MEETING OF: JUNE 16, 2020

SUBMITTED BY: SCOTT WEBB 
CITY PLANNER

DATE: 06/03/20

ATTACHMENTS: A) RESOLUTION NO. 20-031
B) BACKGROUND INFORMATION FROM THE MAY 27, 2020
PLANNING COMMISSION WORKSHOP

SUBJECT: ADOPTING LOCAL GUIDELINES FOR VEHICLE MILES
TRAVELED (VMT) THRESHOLDS OF SIGNIFICANCE FOR
PURPOSES OF ANALYZING TRANSPORTATION IMPACTS
UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
(CEQA)

RECOMMENDATION:

- 1) Find that the adoption of VMT thresholds are exempt under Section 15378(b)(5) of the California Environmental Quality Act (CEQA) Guidelines; and
- 2) Adopt Resolution No. 20-031 approving local guidelines for Vehicle Miles Traveled (VMT) thresholds of significance for purposes of analyzing transportation impacts.

FISCAL IMPACT:

No fiscal impact

DISCUSSION:

The Planning Commission, after conducting a public workshop, recommended City Council approval of local guidelines for Vehicle Miles Traveled (VMT) thresholds of significance at their May 27, 2020 special meeting, by a vote of 5-0.

Effective July 1, 2020, VMT will replace Level of Service (LOS) traffic analysis under the California Environmental Quality Act (CEQA) as a result of the passage of Senate Bill SB743. LOS rates the level of traffic congestion by grades (A-F). VMT however, measures the total amount of weekday miles driven from home and to work, shopping and back home again. Since VMT is a new method in analyzing transportation impacts, staff has been working with the San Bernardino County Transportation Authority (SBCTA) and traffic consultants Fehr and Peers and Translutions, Inc. to update the City's method to analyze traffic impacts. The proposed

CEQA traffic methodology developed through that process includes guidelines for VMT thresholds specific to Victorville, which are supported by sufficient evidence as documented in the Planning Commission Staff Report (Attachment B) and listed within Exhibit 1 of Resolution No. 20-031 (Attachment A). If the City does not adopt local CEQA Guidelines for VMT thresholds of significance by July 1, 2020, the City will automatically be subject to more stringent Statewide VMT Guidelines as noted in the Planning Commission Staff Report (Attachment B). Staff has communicated with representatives from the commercial and residential building industries throughout this public review process and both industries are supportive of the proposed local VMT guidelines. Therefore, on behalf of the Planning Commission, staff recommends that the City Council adopt local VMT guidelines by approving Resolution No. 20-031 (Attachment A).

SW/ms

<u>FINANCE USE ONLY</u>	
<u>Additional Appropriation:</u>	<u>Additional Revenue:</u>
Yes <input type="checkbox"/> \$ _____	Yes <input type="checkbox"/> \$ _____
No <input checked="" type="checkbox"/>	No <input checked="" type="checkbox"/>
Finance Analyst: _____	
Deputy CM/Treasurer: _____	