

SB 375 and CEQA Streamlining

Projects must meet 2 threshold requirements for the project to potentially qualify for SB 375 CEQA streamlining.

Is it consistent with the SCS (or APS)?

The project must be consistent with the general use designation (zoning, land use types), density (units/acre), building intensity (Floor-Area Ratio) and applicable policies specified for the project area in either an accepted (by ARB) SCS or APS.



Is the project a TPP or a Residential/Mixed-Use Residential Project?

The project must be a Transit Priority Project (TPP) or a Residential / Mixed-Use Residential Project (as defined in SB 375).

Transit Priority Projects (TPP), defined as projects with all of the following:

- a. Consistent with SCS/APS.
- b. At least 50% Residential Use (& FAR 0.75 if it contains 26-50% non-residential uses).
- c. 20 dwelling units per acre (min).
- d. Within ½ mile of major transit stop or high-quality transit corridor in the RTP (as defined in CAL. PRC. §21155(b)).

Residential or mixed-use residential project (consistent with SCS or APS).

A project where at least 75% of the total building square footage of the project consists of residential use or a project that is a Transit Priority Project (TPP).



The project qualifies for CEQA relief (see next page).

DEFINITIONS

Major Transit Stop

A site with an existing rail station or the intersection of two or more major bus routes with a 15 minute headway during peak morning and afternoon commute periods. (CAL. PRC. §21064.3)

High Quality Transit Corridor (HQTC)

A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Within ½ mile of Major Transit Stop or HQTC

A project is considered to be within ½ mile of major transit stop or high-quality transit corridor if:

- a. All parcels within the project have no more than 25% of their area farther than one-half mile from the stop or corridor and
- b. If not more than 10% of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

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NAME	PROJECT TYPE	QUALIFYING REQUIREMENTS	CEQA RELIEF
Sustainable Communities Project (SCP)	Transit Priority Project (TPP)	<ul style="list-style-type: none"> Comply with CAL. PRC. §21155.1 subdivision a, b, c, which includes 8 environmental criteria, 7 land use criteria, and additional affordable housing or open space criteria. Local jurisdiction determines through public hearing 	<ul style="list-style-type: none"> Full CEQA exemption
Sustainable Communities Environmental Assessment (SCEA) <i>This is similar to a mitigated negative declaration.</i>	Transit Priority Project (TPP)	<ul style="list-style-type: none"> Avoid or mitigate impacts to a level of insignificance. Incorporate all feasible mitigation measures, performance standards, or criteria set forth in applicable EIRs. Initial study must identify all significant/potentially significant impacts AND identify adequately addressed cumulative effects in prior applicable certified EIRs. 	<ul style="list-style-type: none"> Shall not treat as cumulatively considerable cumulative effects <u>adequately addressed and mitigated</u> in prior EIRs. Not required to reference, describe, discuss (1) growth-inducing impacts or (2) project-specific or cumulative impacts <u>from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.</u> Reviewed under ‘substantial evidence standard.’
Streamlined EIR -1	Transit Priority Project (TPP)	<ul style="list-style-type: none"> Incorporate all feasible mitigation measures, performance standards, or criteria set forth in applicable EIRs. Initial study must identify all significant/potentially significant impacts AND identify adequately addressed cumulative effects in prior applicable certified EIRs. 	<ul style="list-style-type: none"> Shall not treat as cumulatively considerable cumulative effects <u>adequately addressed and mitigated</u> in prior EIRs. Not required to reference, describe, discuss (1) growth-inducing impacts or (2) project-specific or cumulative impacts <u>from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.</u> Not required to analyze off-site alternatives to the TPP. Not required to reference, describe, or discuss <u>reduced density alternative to address effects of car and light-duty truck trips generated by project.</u>
Streamlined EIR -2	Residential/ Mixed Use Residential and Transit Priority Project (TPP)	<ul style="list-style-type: none"> Incorporate all feasible mitigation measures, performance standards, or criteria set forth in applicable environmental documents. 	<ul style="list-style-type: none"> Not required to reference, describe, discuss (1) growth-inducing impacts or (2) project-specific or cumulative impacts <u>from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.</u> Not required to reference, describe, or discuss <u>reduced density alternative to address effects of car and light-duty truck trips generated by project.</u>
Traffic Mitigation Measures	Transit Priority Project (TPP)	<ul style="list-style-type: none"> Local jurisdiction has adopted traffic mitigation measures that avoid or mitigate traffic impacts of the project. 	<ul style="list-style-type: none"> No additional traffic mitigation measures required (but does not preclude lead agency from requiring additional mitigation measures.)