

# **VMT Thresholds of Significance and Screening Criteria – Brief**

**Figure 1**      **Thresholds of Significance for Residential and Employment Projects**

Land use	Threshold of Significance Under Consideration	Precedent
Residential	15% below existing average VMT per capita for the City of Hayward	OPR
Employment - Office	15% below existing regional average VMT per employee	OPR
Employment – Industrial	Below existing regional average VMT per employee	San José
Retail	Net increase in total regional VMT	OPR

**Figure 2 Recommended Screening Criteria for CEQA Transportation Analysis for Development Projects**

Screen Type	Screening Criteria <sup>1</sup>
Small Infill Projects	<ul style="list-style-type: none"> <li>▪ Single-family detached housing of 15 units or less</li> <li>▪ Single-family attached or multi-family housing of 25 units or less</li> <li>▪ Office of 10,000 square feet of gross floor area or less</li> </ul>
Local Serving Retail	<ul style="list-style-type: none"> <li>▪ 50,000 square feet of total gross floor area or less</li> </ul>
Local Serving Public Facilities	<ul style="list-style-type: none"> <li>▪ Local serving public facility (determined with staff input, depending on the land use)</li> </ul>
Residential and Employment-Office Land Use Projects or Components	<ul style="list-style-type: none"> <li>▪ <b>Location:</b> within a half mile of a major transit stop<sup>1</sup> or in an area with low (below the threshold) VMT per capita/employee and in an area with planned growth.</li> <li>▪ <b>Density/FAR:</b> <ul style="list-style-type: none"> <li>– Minimum gross floor area ratio (FAR) of 0.75 as applicable for employment projects</li> <li>– Minimum of 35 units per acre as applicable for residential projects</li> <li>– If located in an area where zoning calls for lower than 0.75 FAR or fewer than 35 units per acre, the maximum FAR or units per acre density allowed must be used</li> </ul> </li> <li>▪ <b>Parking:</b> No more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces</li> <li>▪ Does not replace affordable residential units (including naturally occurring affordable residential units) with a smaller number of moderate- or high-income residential units</li> <li>▪ <b>Consistent</b> with local plans for development priorities</li> </ul>
Restricted Affordable Residential Projects or Components	<ul style="list-style-type: none"> <li>▪ <b>Affordability:</b> 100% deed-restricted affordable housing (exception for the manager's unit(s)); affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes. Affordability for this purpose is restricted to households making 80% or less of the area's median income.</li> <li>▪ <b>Location:</b> within an area with below average VMT per capita</li> <li>▪ <b>Parking:</b> no more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces</li> </ul>

<sup>1</sup>: All screening criteria are based on the OPR Technical Advisory; additional details and context specific considerations are discussed in the body of the report, below.

<sup>1</sup> A major transit stop has rail service OR two or more intersecting bus lines with 15-minute peak commute frequencies or better (Pub. Resources Code § 21064.3).

**Figure 3 Simplified VMT Data and Symbology Categories**

Category	Under 15% below average	Below average	Average	Up to 15% above average	Over 15% above average
Per Capita - Residential	Less than 17.93	17.93-21.09	21.10	21.11-24.26	Greater 24.26
Per Employee - Office	Less than 13.47	13.47-15.84	15.85	15.86-18.23	Greater 18.23
Per Employee – Industrial	Less than 15.85		15.85	15.86-18.23	Greater 18.23
CEQA Impact	Below threshold, no significant impact	Above threshold, mitigation likely required (except for Industrial)	NA	Above threshold, mitigation required	Above threshold, mitigation challenging
Color			NA		

Figure 4 Map of Hayward VMT Per Capita

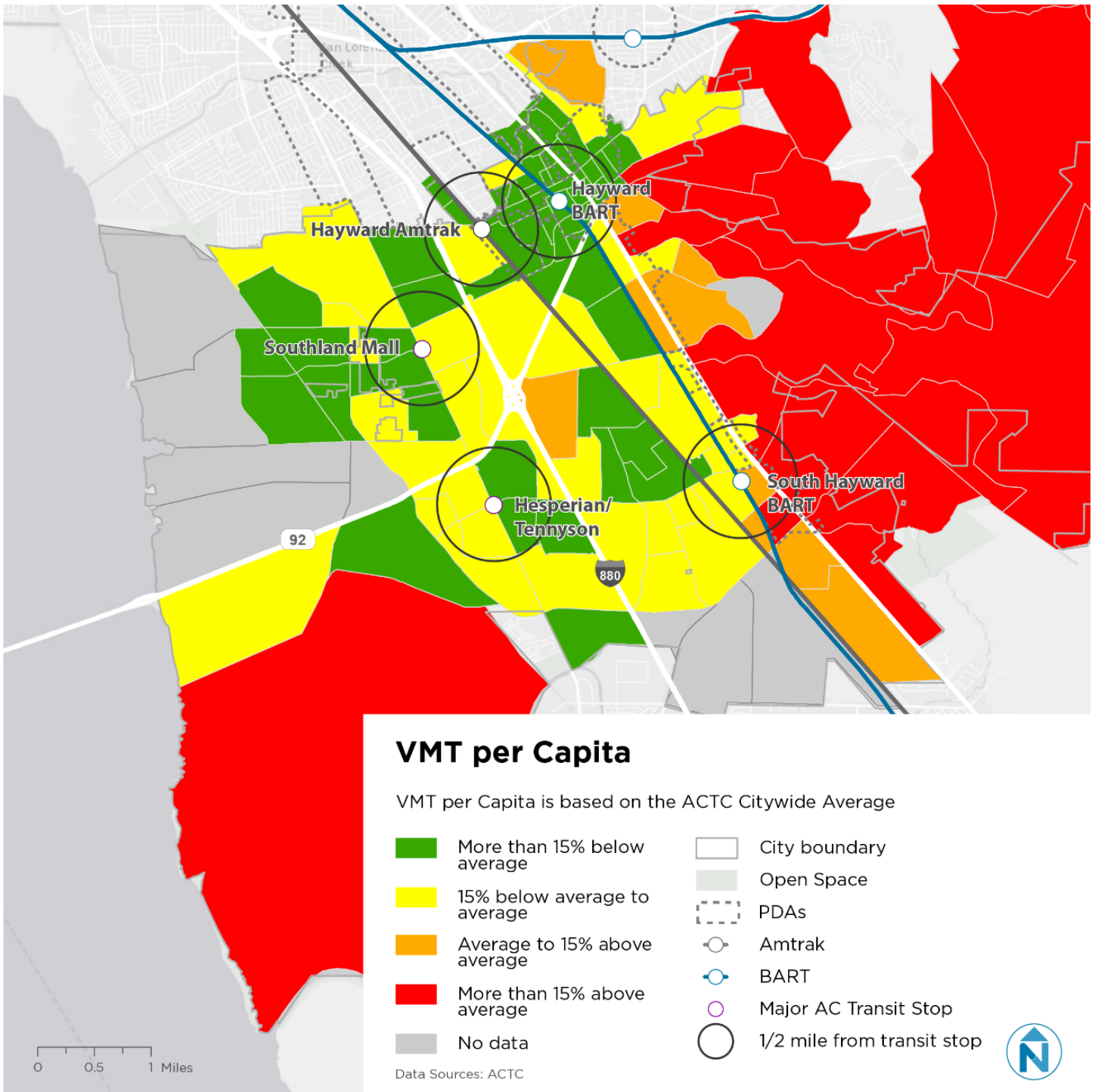
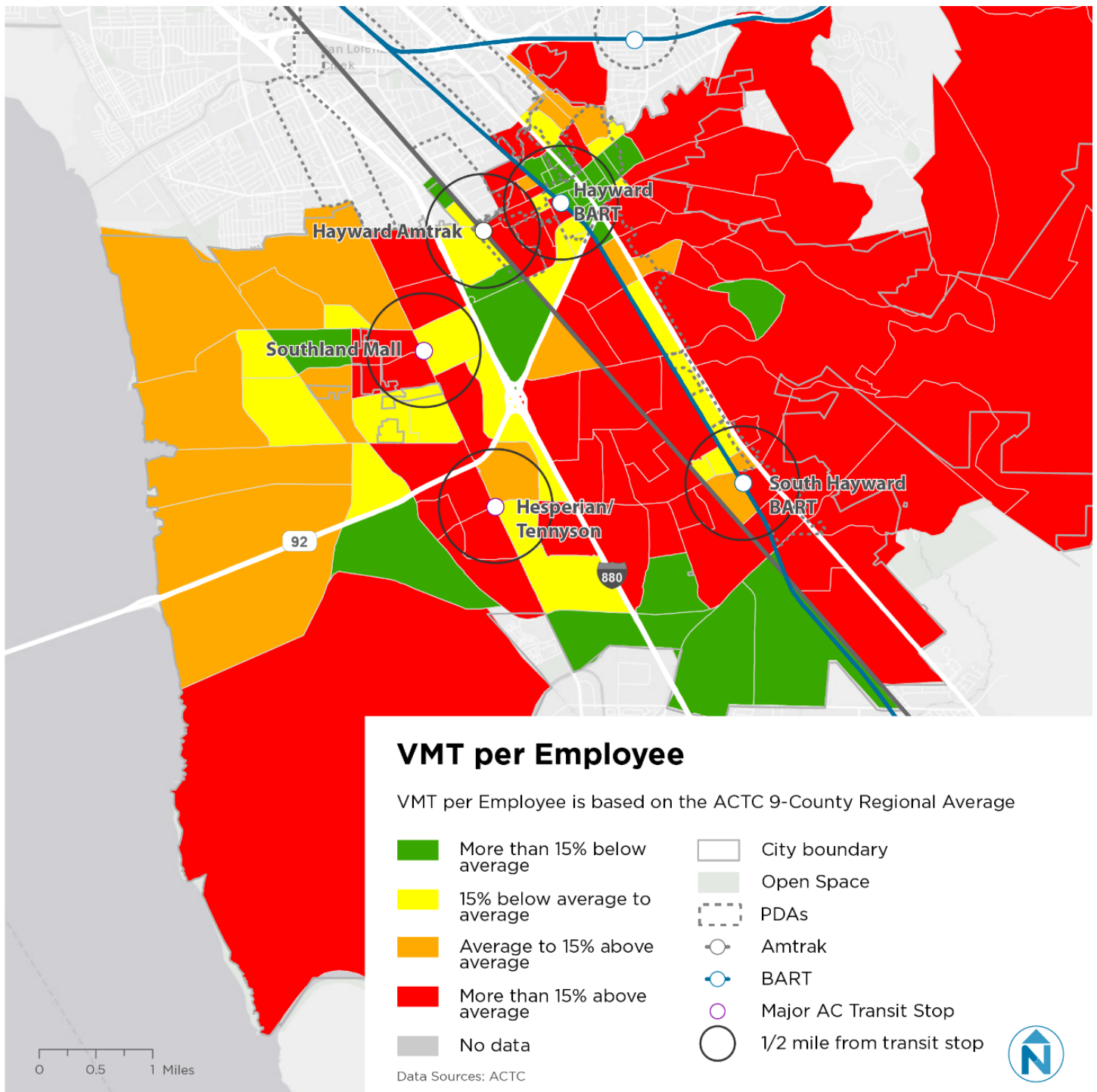


Figure 5 Map of Hayward VMT per Employee

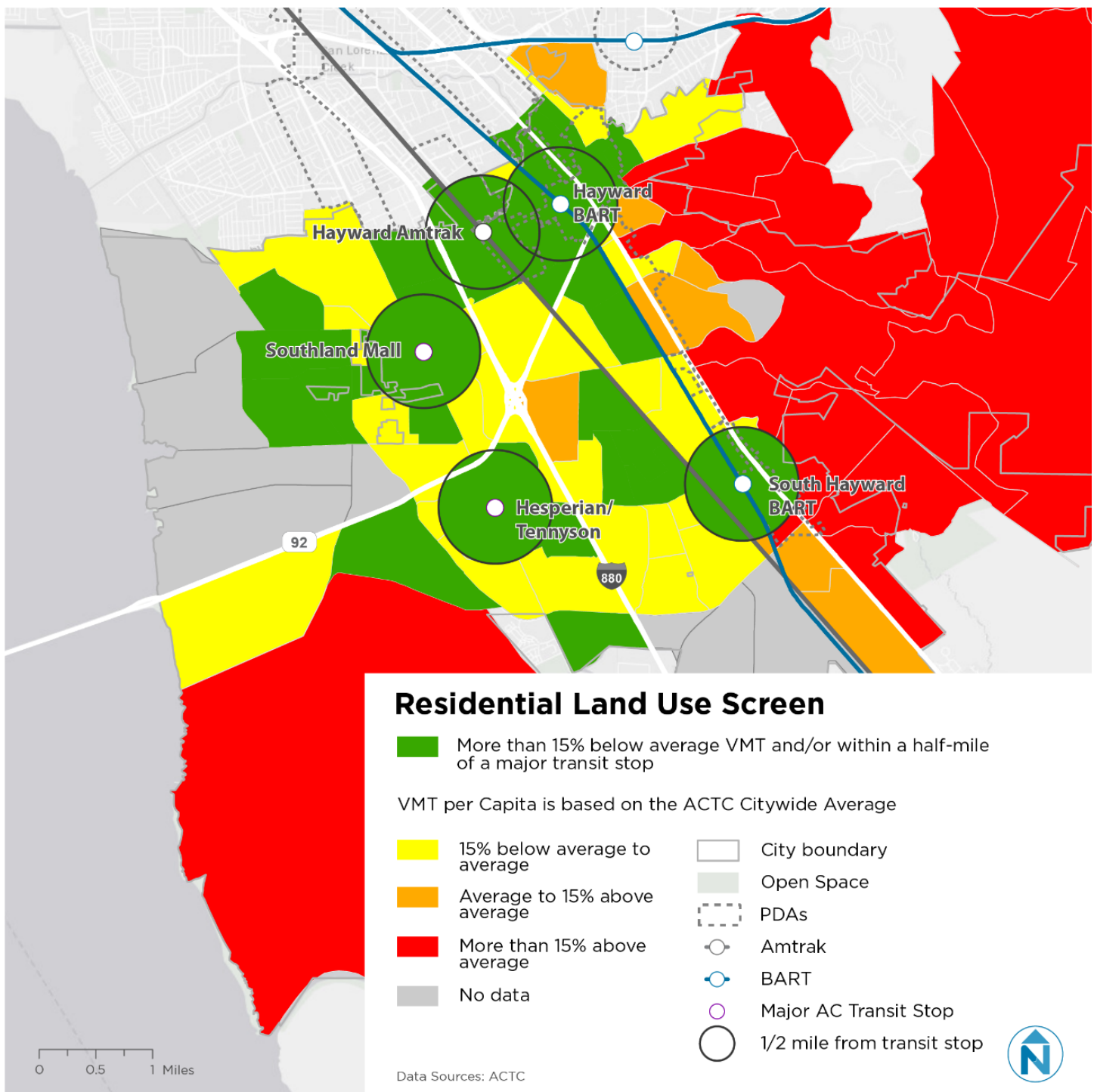


## Location Based Screens

The recommended location-based screens for residential, employment, and affordable housing land uses are illustrated in Figures 12, 13, 14, and 15, and are summarized briefly here:

- **Residential Projects in Planned Growth Areas with Low VMT and/or High-Quality Transit Areas**
  - Residential land use projects located in areas with VMT below the threshold and/or within a half mile of a major transit stop or corridor and that include low VMT-supporting features will produce low VMT per capita. These areas are shown in Figure 12. Projects must include features that are similar to or better than what exists today for density and parking to support an overall reduction in VMT per capita.
- **Office Employment Land Use Projects in Planned Growth Areas with Low VMT and/or High-Quality Transit Areas**
  - Office Employment land use projects located in areas with VMT below the threshold and/or within a half mile of a major transit stop or corridor and that include low VMT-supporting features will produce low VMT per employee. These areas are shown in Figure 13. Projects must include features that are similar to or better than what exists today for density and parking to support an overall reduction in VMT per office employee.
- **Industrial Employment Land Use Projects in Planned Growth Areas with Low VMT and/or High-Quality Transit Areas**
  - Industrial employment land use projects located in areas with below average VMT and/or within a half mile of a major transit stop or corridor and that include low VMT-supporting features will produce low VMT per employee. This is based on a threshold of average VMT per employee, rather than 15% below average VMT per employee, as applies to other employment land uses, to accommodate valuable industrial land uses outside of the most dense, walkable and transit oriented areas. These areas are shown in Figure 14. Projects must include features that are similar to or better than what exists today for density and parking to support no increase in VMT per industrial employee.
- **Affordable Housing in Low VMT Areas**
  - Deed-restricted affordable housing, defined as developments that are 100 percent affordable for low-income families making 80% or less of area median income, correlate with reductions in VMT compared with market-rate housing. Figure 15 shows the recommended affordable housing screen based on the geographic criteria: located in an area with a below average VMT per capita and/or within a half mile of a major transit stop or corridor. This is based on a threshold of average VMT per capita, rather than 15% below average VMT per capita, as applies to other residential land uses, to expand the area where affordable housing projects can be streamlined by screening them out of the CEQA transportation analysis process.

Figure 6 Recommended Residential Land Use Screen

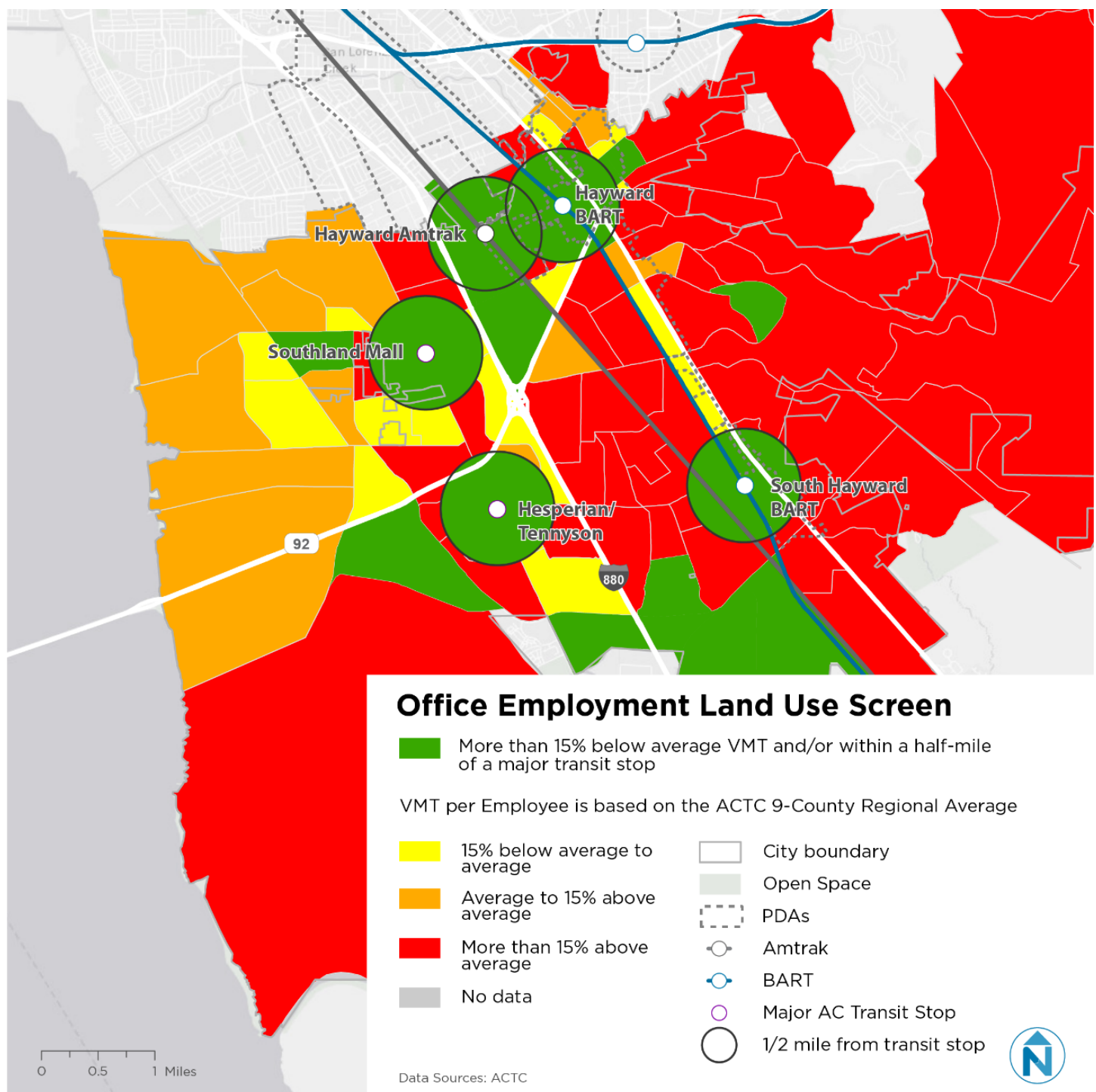


**Residential Projects in Planned Growth Areas with Low VMT and/or High-Quality Transit Areas**

Residential land use projects located in areas with VMT below the threshold and/or within a half mile of a major transit stop or corridor and that include low VMT-supporting features will produce low VMT per capita. These areas are shown in green in Figure 12. Projects must include features that are similar to or better than what exists today for density and parking to support an overall reduction in VMT per capita.



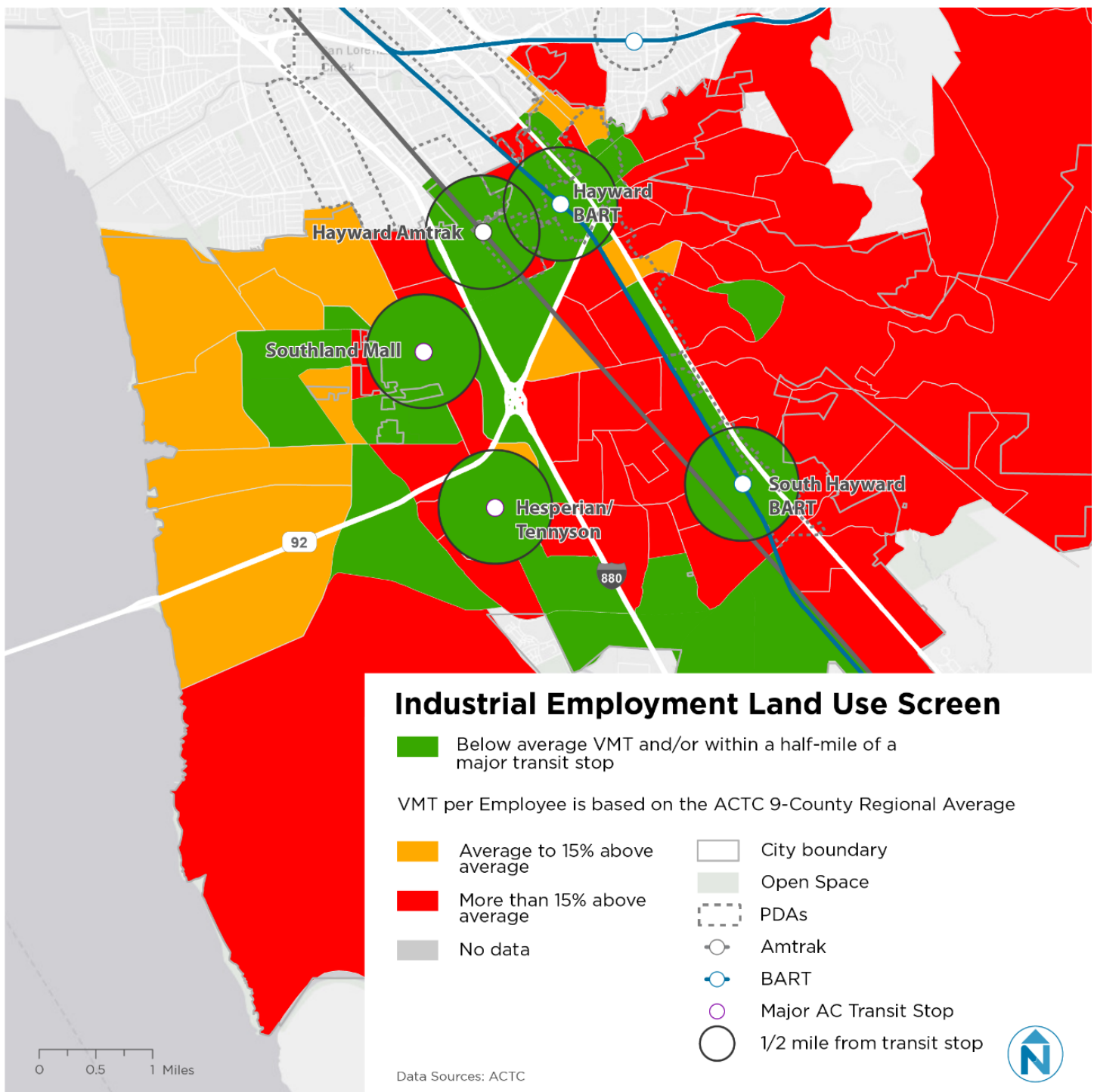
Figure 7 Recommended Employment - Office Land Use Screen



**Office Employment Land Use Projects in Planned Growth Areas with Low VMT and/or High-Quality Transit Areas**

Office Employment land use projects located in areas with VMT below the threshold and/or within a half mile of a major transit stop or corridor and that include low VMT-supporting features will produce low VMT per employee. These areas are shown in Figure 13. Projects must include features that are similar to or better than what exists today for density and parking to support an overall reduction in VMT per office employee.

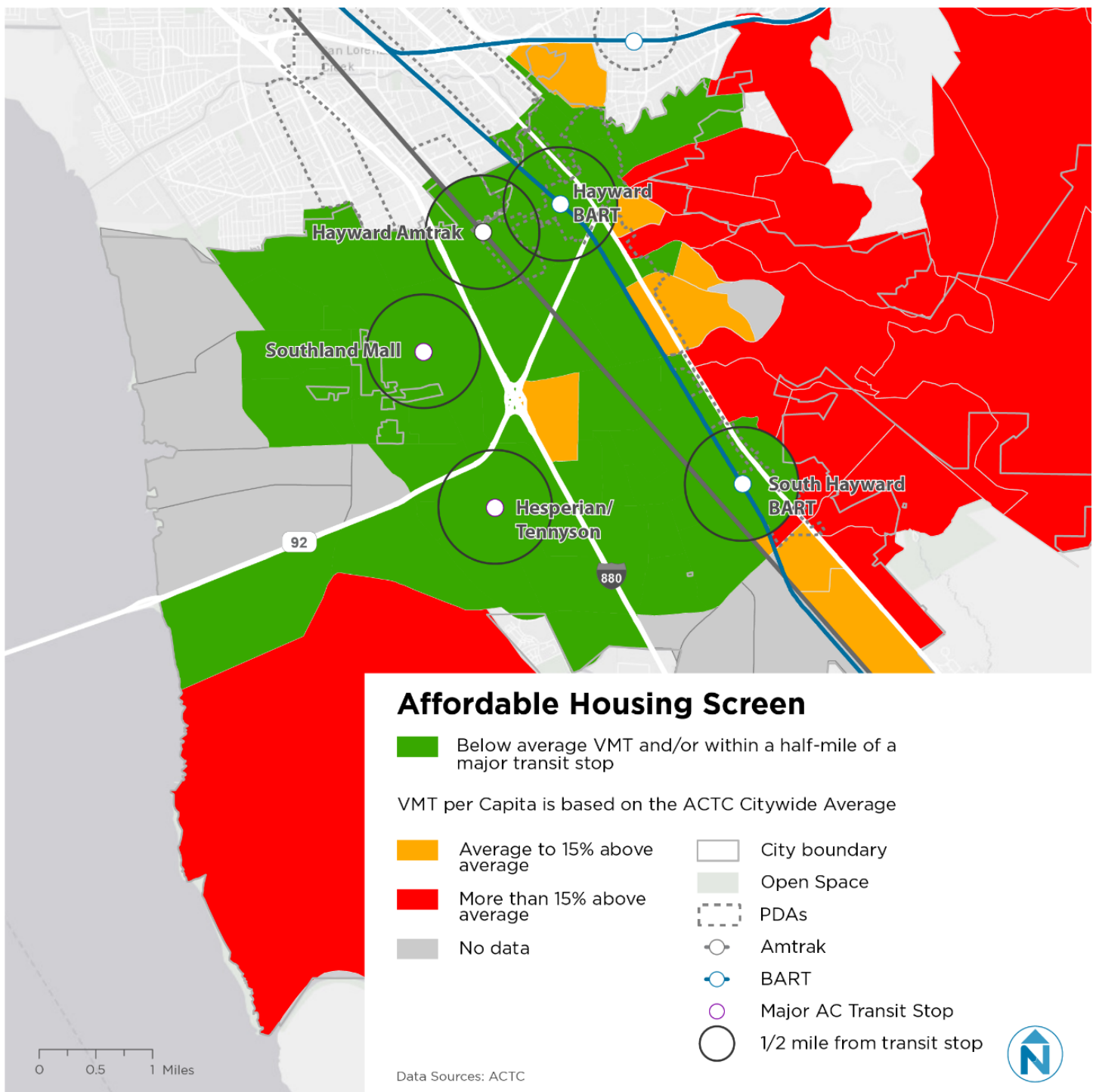
Figure 8 Recommended Employment - Industrial Land Use Screen



**Industrial Employment Land Use Projects in Planned Growth Areas with Low VMT and/or High-Quality Transit Areas**

Industrial employment land use projects located in areas with below average VMT per employee and/or within a half mile of a major transit stop or corridor and that include low VMT-supporting features will produce low VMT per employee. This is based on a threshold of average VMT per capita, rather than 15% below average VMT per employee, as applies to other employment land uses. These areas are shown in Figure 14. Projects must include features that are similar to or better than what exists today for density and parking to support no increase in VMT per industrial employee.

Figure 9 Recommended Affordable Housing Screen



**Affordable Housing in Low VMT Areas**

Deed-restricted affordable housing, defined as developments that are 100 percent affordable for low-income families making 80% or less of area median income, correlate with reductions in VMT compared with market-rate housing. Figure 15 shows the recommended affordable housing screen based on the geographic criteria: located in an area with a below average VMT per capita and/or within a half mile of a major transit stop or corridor. This is based on a threshold of average VMT per capita, rather than 15% below average VMT per capita, as applies to other residential land uses, to expand the area where affordable housing projects can be streamlined by screening them out of the CEQA transportation analysis process.