

## Optional VMT Screening Criteria Updates

Council could add more TPAs to #2 or if the criteria is updated to allow projects in any TPAs to be screened, #2 could state, “Projects within any transit priority area and meet the following additional criteria:” and #3 would be deleted as it would be captured in #2.

### “Screening Criteria

A development project that meets any of the below VMT screening thresholds would be cleared from having to conduct VMT impact analysis to comply with CEQA, as a less than significant impact would be presumed, absent substantial evidence as defined in the California Code of Regulations<sup>1</sup> to the contrary. If there is substantial evidence showing that the presumption does not apply for a particular project, as determined by the City, a quantitative analysis shall be required.

1. Small projects that result in less than 250 daily or 25 peak hour trips
2. If any part of a project is within a ½ mile from these key TPAs: Metro E (Expo) Line Culver City Station, Metro E (Expo) Line La Cienega Station, Westfield-Culver City Transit Center, or Sepulveda/Venice Boulevard intersection ([Attachment B](#)) and meet the following additional criteria:
  - a. Is high density (minimum floor area ratio of 0.75),
  - b. Does not exceed parking requirements,
  - c. Is consistent with the Southern California Association of Government’s (SCAG) [2020-2045 Regional Transportation Plan/Sustainable Communities Strategy](#) as determined by the City, with input from SCAG), and
  - d. Does not replace existing affordable units with smaller numbers of moderate- or above moderate-income units.

Threshold may be updated in response to changes in TPAs without requiring Planning Commission or City Council approval when mutually agreed upon by the Directors in the Transportation, public Works, and Community Development Departments.

3. Projects located within any TPA where at least 15% of the on-site residential units are affordable, and does not replace existing affordable units with smaller numbers of moderate- or above moderate-income units
4. Affordable housing projects where 100% of the dwelling units are affordable, and does not result in a net reduction in affordable units
5. Local serving retail projects having less than 50,000 square feet in size at a single store, improve the convenience of shopping close to home and has the effect of reducing VMT<sup>2</sup>

Thresholds 4 and 5 apply to specific land uses-meaning these land uses can also be screened from a mixed use project, and other uses in the same project not otherwise screened would have to analyze VMT impacts.”

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<sup>1</sup> [California Code of Regulations, 14 CCR § 15384.](#)

*(a) “Substantial evidence” as used in these guidelines means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence.*

*(b) Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.*

<sup>2</sup> If it is found that the effects of a retail project on VMT need to be studied, the applicant shall discuss the method of analysis with City staff.