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Revised *Proposed* Appendix M: Performance Standards for Infill Projects Eligible for Streamlined Review

I. Introduction

Section 15183.3 provides a streamlined review process for infill projects that satisfy performance standards that promote a set of statewide policy objectives set forth in Section 21094.5.5 of the Public Resources Code. This appendix contains those performance standards. The lead agency's determination that the project satisfies the performance standards shall be supported with substantial evidence, which may be documented on the Infill Checklist in Appendix N. Section II defines terms used in this Appendix. Performance standards that apply to all project types are set forth in Section III. Section IV contains performance standards that apply to particular project types (i.e., residential, commercial/retail, office building, transit stations, and schools).

II. Definitions

The following definitions apply to the terms used in this Appendix.

"High-quality transit corridor" means an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Unless more specifically defined at the local level, "high-volume roadway" means freeways, highways, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.

"Low vehicle travel area" means a traffic analysis zone that exhibits a below average existing level of vehicle travel as determined using a regional travel demand model. For residential projects, travel refers to either home-based or household vehicle miles traveled. For commercial and retail projects, travel refers to average non-work attraction trip length; however, where such data are not available, commercial projects may reference residential travel. For office projects, travel refers to commute attraction vehicle miles traveled per employee; however, where such data are not available, office projects may reference household or home-based VMT.

"Major Transit Stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with frequencies of service intervals of 15 minutes or less during the morning and afternoon peak commute periods.

“Office building” generally refers to centers for governmental or professional services; however, the lead agency shall have discretion in determining whether a project is “commercial” or “office building” for the purposes of this Appendix based on local zoning codes.

A “Traffic Analysis Zone” is an analytical unit used by a travel demand model. A regional travel demand model develops an origin-destination table for all origins and destinations within the region, and these origins and destinations are aggregated into TAZs. The travel demand model, which is the best tool to depict the effect of regional location on VMT, can provide estimates of vehicle travel as fine-grained as the TAZ

III. Performance Standards Applying to All Project Types

To be eligible for streamlining pursuant to Section 15183.3, a project must implement all of the following:

Renewable Energy. All non-residential projects shall include on-site renewable power generation, such as solar photovoltaic, solar thermal and wind power generation, and clean back-up power supplies, where feasible. Residential projects are also encouraged to include such on-site renewable power generation.

Soil and Water Remediation. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, the project shall document how it has remediated the site, if remediation is completed. Alternatively, the project shall implement the recommendations provided in a preliminary endangerment assessment or comparable document that identifies remediation appropriate for the site.

Residential Units Near High-Volume Roadways and Stationary Sources. If a project includes residential units located within 500 feet, or other distance determined to be appropriate by the local agency or local air district based on local conditions, of a high volume roadway or other readily identifiable stationary source of air pollutants, the project shall comply with any policies and standards identified in the local general plan, specific plan, zoning code, ordinance or community risk reduction plan for the protection of public health. If the local government has not adopted such plans or policies, the project shall include measures, such as enhanced air filtration and project design, that the lead agency determines, based on substantial evidence, will promote the protection of public health. Those measures may include, among others, the recommendations of the California Air Resources Board and local air districts.

IV. Performance Standards by Project Type

In addition to the project features described above in Section III, specific eligibility requirements are provided below by project type.

Several of the performance standards below refer to “low vehicle travel areas”. Such areas can be illustrated on maps based on data developed by the regional Metropolitan Planning Organization (MPO) using its regional travel demand model.

Several of the performance standards below refer to distance to transit. Distance should be calculated so that at least 75 percent of the surface area of the project site is within the specified distance.

A. Residential

To be eligible for streamlining, a residential project must satisfy one of the following:

Projects achieving below average regional per capita vehicle miles traveled (VMT). A residential project is eligible if it is located in low vehicle travel area within the region. If maps or data from a regional travel demand model are not available, a project may instead use publicly accessible sketch tools to demonstrate that project-generated per capita VMT is less than regional per capita VMT.

Projects located within ½ mile of an Existing Major Transit Stop or High Quality Transit Corridor. A residential project is eligible if it is located within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor.

B. Commercial/Retail

To be eligible for streamlining, a commercial/retail project must satisfy one of the following:

Regional Location. A commercial project with no single-building floor-plate greater than 50,000 square feet is eligible if it locates in a low vehicle travel area within the region.

Proximity to Households. A project with no single-building floor-plate greater than 50,000 square feet located within one-half mile of 1800 households is eligible.

Any commercial and retail project, including one with a single-building floor-plate exceeding 50,000 square feet, is eligible if a transportation study prepared for the project demonstrates that the project would reduce total existing VMT.

C. Office Building

To be eligible for streamlining, an office project must satisfy one of the following:

Regional Location. Office buildings, both commercial and public, are eligible if they locate in a low vehicle travel area within the region.

Proximity to a Major Transit Stop. Office buildings within ¼ mile of an existing major transit stop are eligible.

D. Transit

Transit stations, as defined in Section 15183.3(e)(1), are eligible.

E. Schools

Elementary schools within one mile of fifty percent of the projected student population are eligible. Middle schools and high schools within two miles of fifty percent of the projected student population are eligible. Alternatively, any school within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor is eligible.

Additionally, in order to be eligible, all schools shall provide parking and storage for bicycles and scooters and shall comply with Sections 17213, 17213.1 and 17213.2 of the California Education Code.

F. Small Walkable Community Projects

Small walkable community projects, as defined in Section 15183.3, subdivision (e)(6), that implement the project features described in Section III above are eligible.

G. Mixed-Use Projects

Where a project includes some combination of residential, commercial and retail, public office building, transit station, and/or schools, the performance standards in this Section that apply to the predominant use shall govern the entire project.