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).
# SB 375 and CEQA Streamlining

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROJECT TYPE</th>
<th>QUALIFYING REQUIREMENTS</th>
<th>CEQA RELIEF</th>
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</table>
| Sustainable Communities Project (SCP) | Transit Priority Project (TPP)       | • 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 | • Full CEQA exemption                                                                 |
| Sustainable Communities Environmental Assessment (SCEA) | Transit Priority Project (TPP)       | • Avoid or mitigate impacts to a level of insignificance.                                | • Shall not treat as cumulatively considerable cumulative effects adequately addressed and mitigated in prior EIRs. |
|                                      |                                     | • Incorporate all feasible mitigation measures, performance standards, or criteria set forth in applicable EIRs. | • Not required to reference, describe, discuss (1) growth-inducing impacts or (2) project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.  
• Initial study must identify all significant/potentially significant impacts AND identify adequately addressed cumulative effects in prior applicable certified EIRs.  
• Shall not treat as cumulatively considerable cumulative effects adequately addressed and mitigated in prior EIRs.  
• Not required to reference, describe, or discuss reduced density alternative to address effects of car and light-duty truck trips generated by project.  
• Not required to analyze off-site alternatives to the TPP.  
• Not required to reference, describe, or discuss reduced density alternative to address effects of car and light-duty truck trips generated by project. | • Reviewed under ‘substantial evidence standard.’ |
| Streamlined EIR -1                   | Transit Priority Project (TPP)       | • 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. | • Shall not treat as cumulatively considerable cumulative effects adequately addressed and mitigated in prior EIRs.  
• Not required to reference, describe, discuss (1) growth-inducing impacts or (2) project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.  
• Not required to analyze off-site alternatives to the TPP.  
• Not required to reference, describe, or discuss reduced density alternative to address effects of car and light-duty truck trips generated by project. |
| Streamlined EIR -2                   | Residential/ Mixed Use Residential and Transit Priority Project (TPP) | • Incorporate all feasible mitigation measures, performance standards, or criteria set forth in applicable environmental documents. | • Not required to reference, describe, discuss (1) growth-inducing impacts or (2) project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.  
• Not required to reference, describe, or discuss reduced density alternative to address effects of car and light-duty truck trips generated by project. |
| Traffic Mitigation Measures          | Transit Priority Project (TPP)       | • Local jurisdiction has adopted traffic mitigation measures that avoid or mitigate traffic impacts of the project. | • No additional traffic mitigation measures required (but does not preclude lead agency from requiring additional mitigation measures.) |

For more information, contact Jennifer Sarnecki at (213) 236-1829 or sarnecki@scag.ca.gov.