



1 North San Antonio Road
Los Altos, California 94022-3087

MEMORANDUM

DATE: September 20, 2022
TO: City Council
FROM: Nick Zornes, Development Services Director
SUBJECT: MAJOR TRANSIT STOP – EL CAMINO REAL & SHOWERS DRIVE

The memorandum provided here is based upon Technical Assistance provided from MTC-Metropolitan Transportation Commission, received today via virtual meeting and is provided as late correspondence to the Los Altos City Council.

During a meeting with MTC this afternoon it was confirmed that the Bus Stop/Station located at El Camino Real & Showers Drive **does** meet the requirements of a Major Transit Stop. MTC informed staff that the agency is currently working on a guidance document regarding Major Transit Stops which should be available later this year.

MTC further explained that earlier this year they sought guidance from OPR-Office of Planning & Research regarding the multiple definitions contained throughout the Government and Public Resources Code for Major Transit Stop. OPR confirmed to MTC that the term “intersection” which is used in Public Resources Code Section 21064.3 **does not** mean that bus routes themselves must physically cross perpendicular with each other in the path of travel, rather it is that two or more bus routes must intersect or stop at the same location. Effectively this means that at one Bus Stop/Station when two or more bus routes are present and each stop at the bus stop/station with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods then the stop is determined to be a Major Transit Stop as defined.

Additionally, it was confirmed by MTC that Bus Route 522 is considered a Rapid Bus Route. The presence of a Rapid Bus by itself meets the definition of a Major Transit Stop.

Pursuant to Public Resources Code Section 21064.3:

“Major transit stop” means a site containing any of the following:

- a. An existing rail or bus rapid transit station.*
- b. A ferry terminal served by either a bus or rail transit service.*

- c. The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Furthermore, MTC weighed in on that the project site of 330 Distel falls within a Transit Priority Area, and that this would further constitute that any Housing Development within the Transit Priority Area as mapped may request the parking provisions contained within State law. MTC provides an open resource mapping tool on their website; the following link illustrates that 330 Distel and the majority of properties on El Camino Real in the City of Los Altos are within the Transit Priority Area: <https://opendata.mtc.ca.gov/datasets/transit-priority-areas-2021-1/explore?location=37.414835%2C-122.128334%2C17.35>

Pursuant to Public Resources Code Section 21155:

(a) This chapter applies only to a transit priority project that is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

(b) For purposes of this chapter, a transit priority project shall (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

Lastly, MTC acknowledged that multiple definitions between State law, regional agencies and each city differ greatly and are not consistent within themselves. The guidance that was sought by MTC from OPR provided much needed information that will be included in MTC's guidance. The forthcoming guidance document will look to further explain how, why and when a Major Transit Stop is determined.

As of today, the City of Los Altos relies on this for the determination of a Major Transit Stop, and concludes that the Bus Stop/Station located at El Camino Real and Showers Drive **does** meet the criteria to be considered a Major Transit Stop.