

Planning Department

# Complete Communities: Mobility Choices SB 743 Implementation



Presentation to ITE  
February 13, 2020

Heidi Vonblum  
Program Manager

# Mobility Choices



# SB 743 Requirements

- Replace Level of Service (LOS) as the metric for CEQA Transportation Impact Analysis
- Governor's Office Planning and Research (OPR) mandated to:
  - Determine the appropriate metric for transportation analysis
  - Update the CEQA Guidelines
  - Provide guidance (Technical Advisory) for lead agencies to implement the changes
  - Addresses State and City goals related to reduction of greenhouse gas (GHG) emissions

# CEQA Transportation Impact Analysis: LOS → VMT

- **Level of Service (LOS) Challenges**

- Accommodates vehicles / Does not reduce trips
- Discourages investments in transit, pedestrian, and bike facilities
- Urban infill projects have high burden to mitigate
- Sprawl often has lower mitigation burden
- Complicated

- **Vehicle Miles Traveled (VMT) Opportunities**

- Accessibility over capacity
- Reduces burden on infill
- Facilitates transit, pedestrian, and bike facilities
- Looks at mobility holistically

# Mobility Choices Goals:

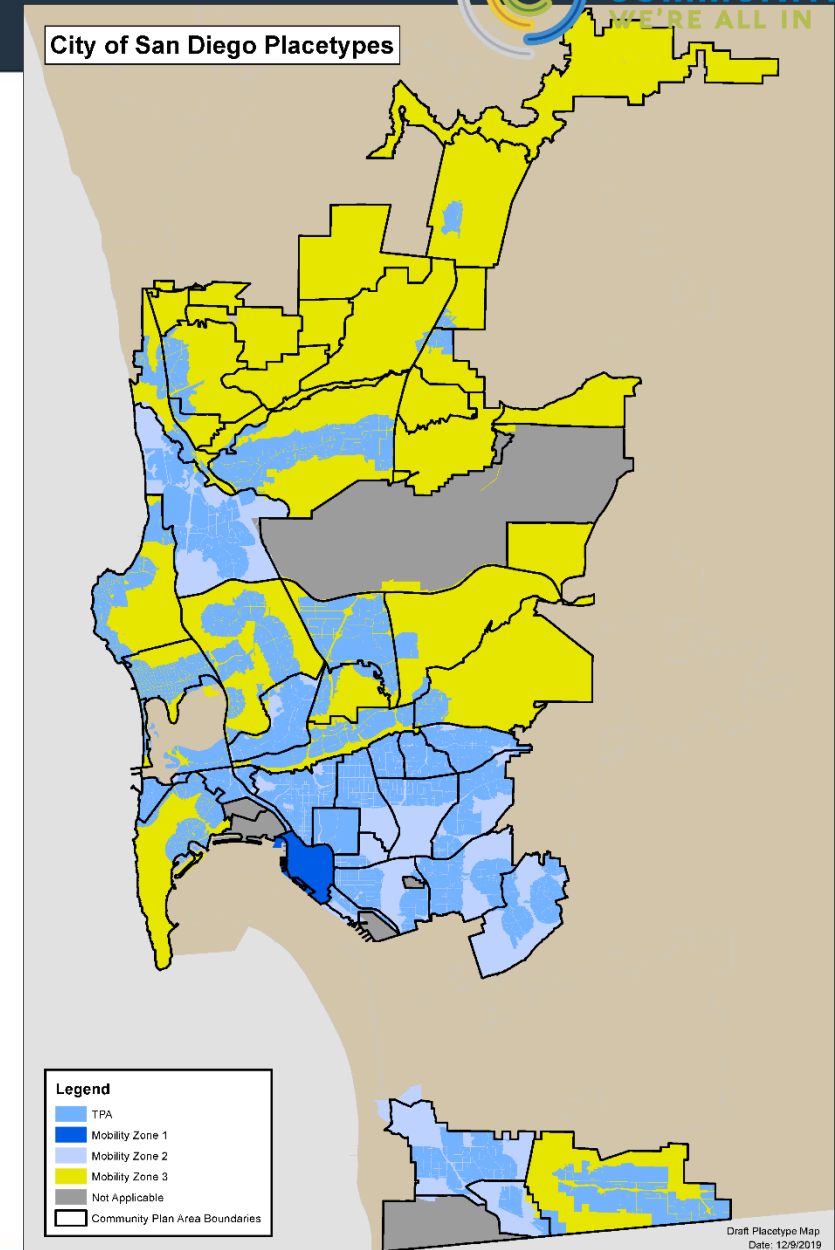


- Provide San Diegans with more mobility options for commuting and recreating.
- Provide safe and convenient transportation choices.
- Promote a healthier, more active lifestyle.
- Reduce greenhouse gas emissions and support clean air for all



# Mobility Choices: SB 743 Implementation

- Adoption of Amendments to Land Development Manual:
  - New City CEQA Significance Determination Thresholds for Transportation.
  - New Appendix R: Transportation Study Manual
  - New Appendix S: VMT Reducing Amenities
- Adoption of Mobility Choices Regulations Ordinance to ensure Citywide VMT reductions
- Adoption of Active Transportation In Lieu Fee to mitigate VMT impacts
- VMT Fee Calculator



# Update CEQA Significance Thresholds

## Significance Determination Thresholds for Transportation (Proposed):

- Question A: Would the project or plan/policy conflict with an adopted program, plan, ordinance or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities?
- **Question B: Would the project or plan/policy result in VMT exceeding thresholds identified in the [\*City of San Diego Transportation Study Manual\*](#)?**
- Question C: Would the project or plan/policy substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Question D: Would the project or plan/policy result in inadequate emergency access?



# Which Areas Are VMT Efficient for CEQA?

## Legend

TPA



CPA Boundary



VMT Efficiency

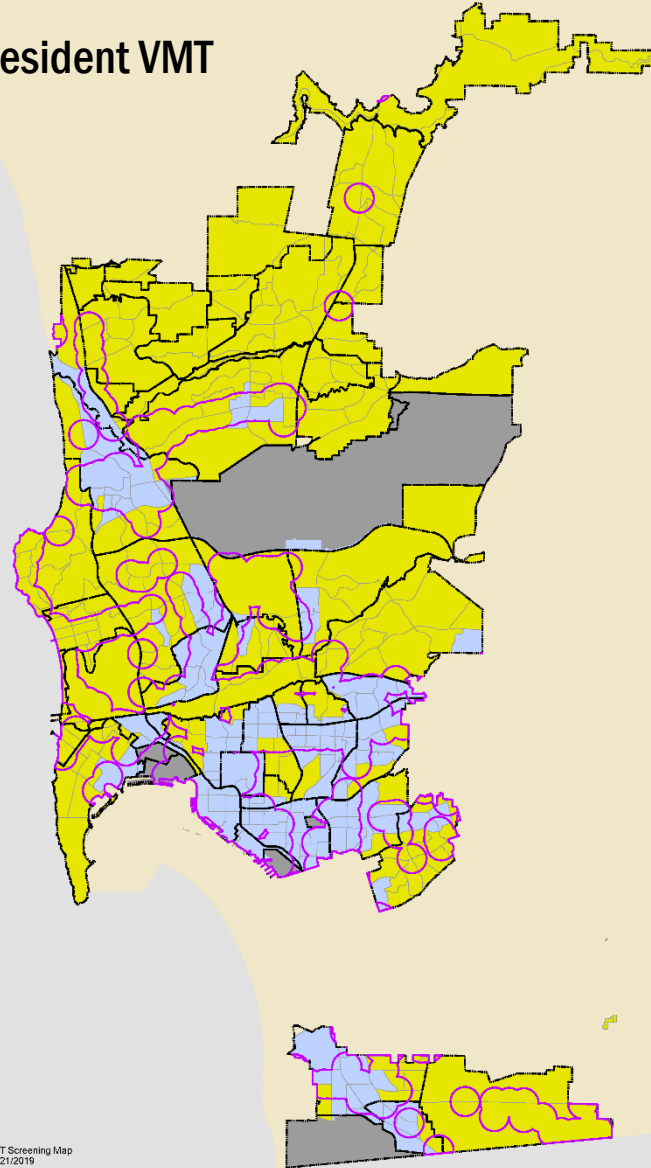


Below 85% of Regional Average



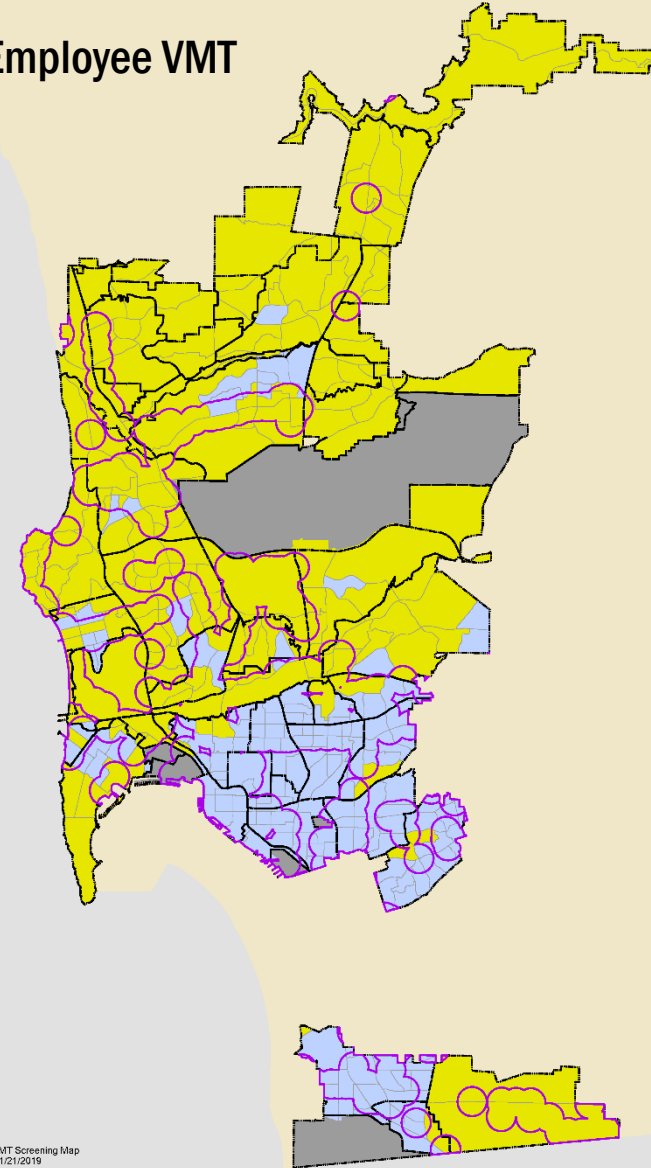
Above 85% of Regional Average

Resident VMT



Draft VMT Screening Map  
Date: 11/21/2019

Employee VMT



Draft VMT Screening Map  
Date: 11/21/2019

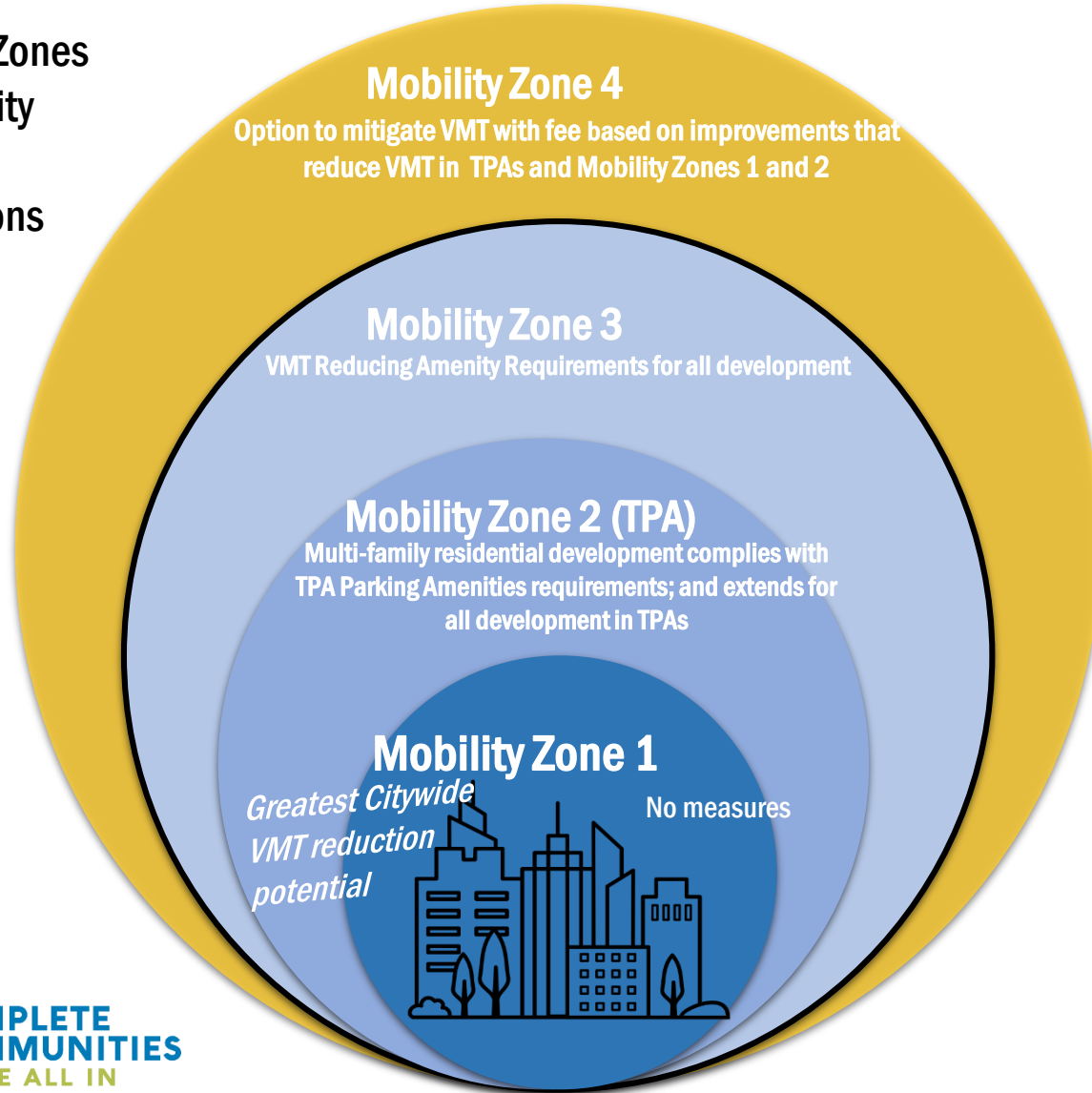


# Update CEQA Significance Thresholds

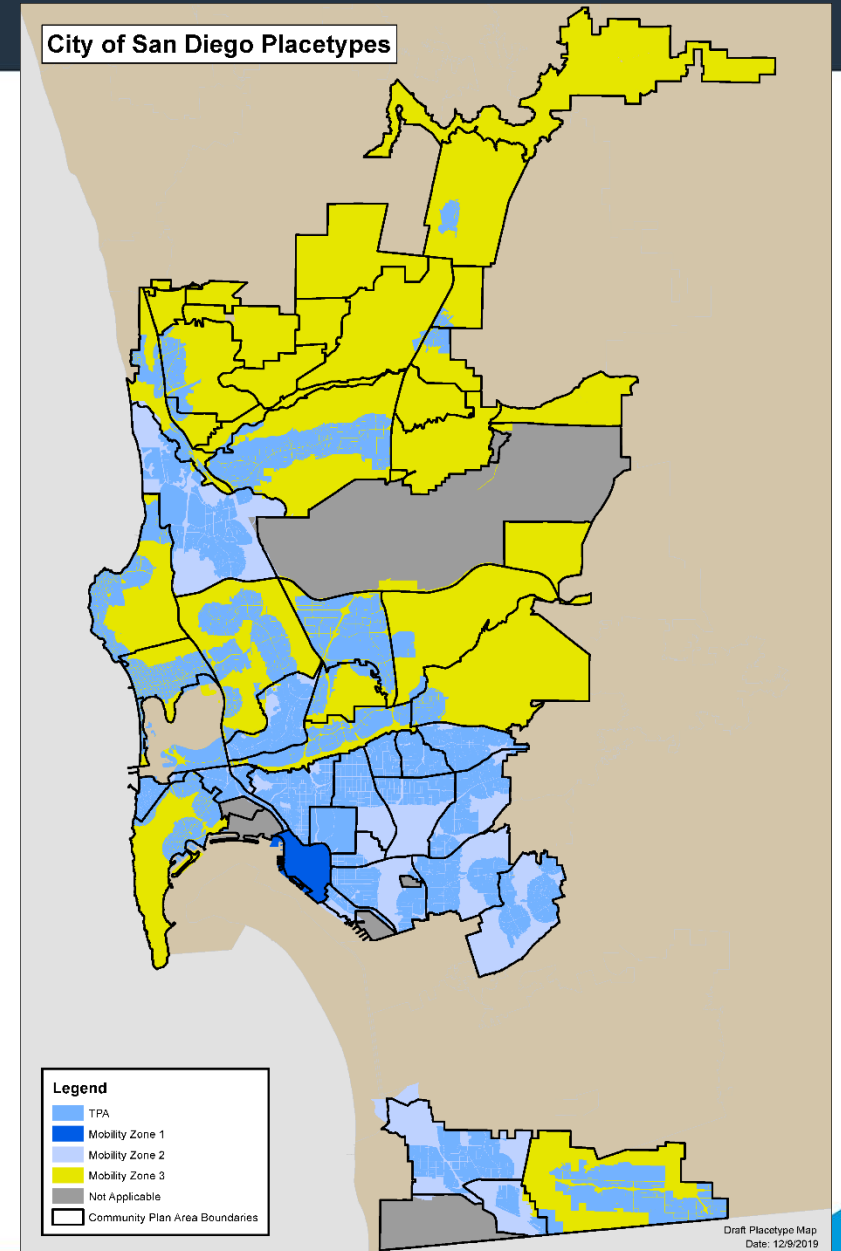
## Other Proposed Screening Criteria

1. Residential or Commercial Project Located in a VMT Efficient Area (15% Below Regional Average)
2. Industrial Project Located in a VMT Efficient Area (Regional Average)
3. Certain Small Projects
4. Locally Serving Retail Project
5. Locally Serving Public Facility
6. Affordable Housing
7. Mixed Use Project Consistent with Individual Use Screening Criteria
8. Redevelopment Project

## Mobility Zones for Mobility Choices Regulations



## Mobility Choices Regulations



# Next Steps

- **Developing VMT fee nexus study to offset VMT impacts in Mobility Zone 3 (Expected February 2020)**
- **Draft EIR released December 12, 2019**
  - **Analyzes VMT regulations and fee programmatically**
  - **Public comment through March 12, 2020**
- **Expected public hearings in Spring 2020**