



COLLECTIVE

Mobility & Technology
In Transportation

Vehicle Miles Traveled (VMT) Review PB Hotel - PRJ-1129794

City of San Diego, California

April 13, 2026



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Vehicle Miles Traveled (VMT) Analysis

PB Hotel- PRJ-1129794

City of San Diego, California

April 13, 2026

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1. INTRODUCTION

The Consulting Collective (C²) prepared the following Vehicle Miles Traveled (VMT) review for the PB Hotel project in the City of San Diego. The VMT review was prepared in compliance with the *City of San Diego Transportation Study Manual (TSM, current version dated 2022)*, Complete Communities: Mobility Choices regulations, as codified in San Diego Municipal Code (SDMC) Chapter 14, Article 3, Division 11, and in accordance with direction provided by City staff.

The VMT analysis evaluates potential transportation impacts pursuant to California Environmental Quality Act (CEQA), consistent with the City's adopted methodology. The analysis also follows the state guidance provided in the Office of Planning and Research Technical Advisory (OPR, 2018), supplemented with criteria and thresholds specific to the City of San Diego.

1.1 PROJECT INTRODUCTION

The project site is located at 4545 Mission Bay Drive in the Pacific Beach community. The project proposes to demolish an existing 66-room hotel and surface parking lot to develop a 100-room, four-story lodging facility with subterranean parking for 84 vehicles and ancillary amenities. Such amenities include a pool, garden patios, lounge areas, fitness center, convenience retail, and food/beverage. The proposed hotel amenities, including the lounge/bar and pool, are intended to serve hotel guests exclusively and will not be open to the public. The proposed amenities are exclusively for the use of guests. The project is located within the Balboa Station Area Specific Plan within the Pacific Beach Community Plan Area. The project is within Complete Communities: Mobility Choices (CCMC) Mobility Zone 2. The project is also within both a Parking Standards Transit Priority Area (PSTPA) and Transit Priority Area (TPA). The project requires a Coastal Development Permit (CDP).

The 0.64-acre site is located within Assessor Parcel Number (APN) 424-140-03-00 and subject to the *Community Village* land use designation and zoned CC-3-8. The project is consistent with the Community Plan/Specific Plan and zoning.

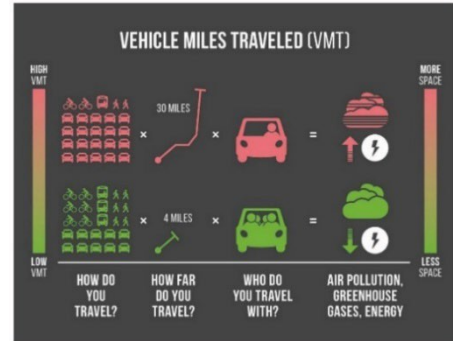
Figure 1-1 shows the regional vicinity map. **Figure 1-2** shows in more detail the local project area map. The project site plan is illustrated in **Figure 1-3**.

1.2 LEGISLATIVE AND TECHNICAL GUIDANCE BACKGROUND

Senate Bill 743 (SB 743) was signed into law in 2013 and changes the way transportation impacts are measured under CEQA. The intent of SB 743 is to bring CEQA transportation analyses into closer alignment with other statewide policies regarding greenhouse gases, active transportation, and infill development.

The Office of Planning and Research (OPR) published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* in 2018 which represents the current statewide guidance for the implementation of SB 743. OPR recommended the use of Vehicle Miles Traveled (VMT) as the required metric to replace automobile delay-based level of service (LOS).

VMT represents an efficiency metric of how the transportation infrastructure and underlying land uses interact. VMT is defined as the “amount and distance of automobile travel attributable to a project” per CEQA Guidelines Section 15064.3. VMT and VMT/capita or VMT/employee is a measure of the use and efficiency of the transportation network as well land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths.



The legislative intent of SB 743 has many consistencies with City of San Diego goals and policies contained in the General Plan, Climate Action Plan, and individual Community Plans. The *City of San Diego Transportation Study Manual (TSM, 2022)* provides direction to City staff, consultants, and project applicants regarding the methodologies and thresholds for VMT analysis pursuant to CEQA. The TSM generally follows the state guidance provided in OPR’s Technical Advisory but add detail that is specific to the City of San Diego.

1.3 REPORT ORGANIZATION

This report is structured to provide a comprehensive traffic impact analysis, consistent with City guidelines and industry best practices. The organization of the report is as follows:

1. Introduction
2. Project Description
3. VMT Analysis Approach & Methodology
4. Findings, Conclusions, and Recommendations

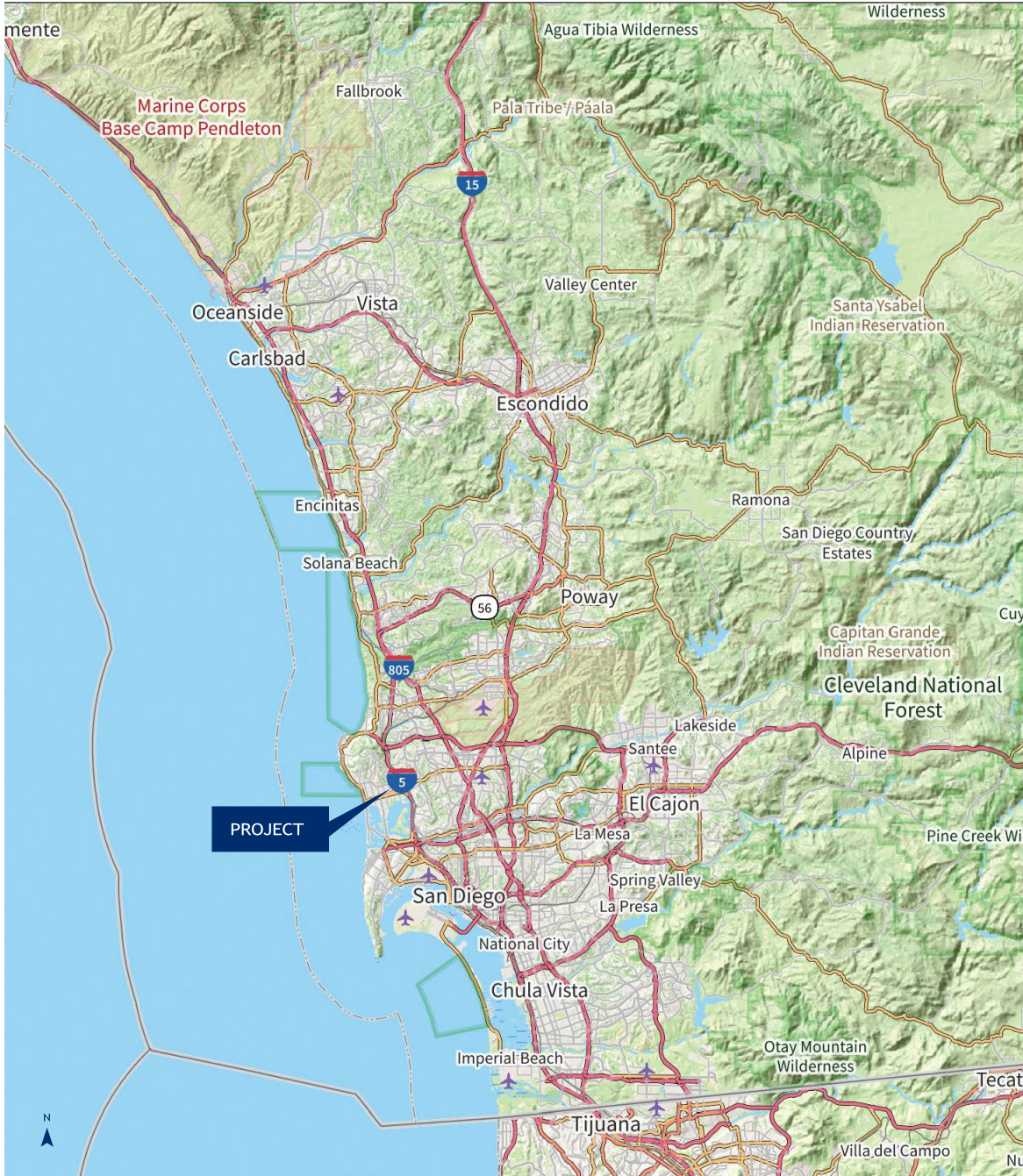


FIGURE 1-1 REGIONAL VICINITY MAP

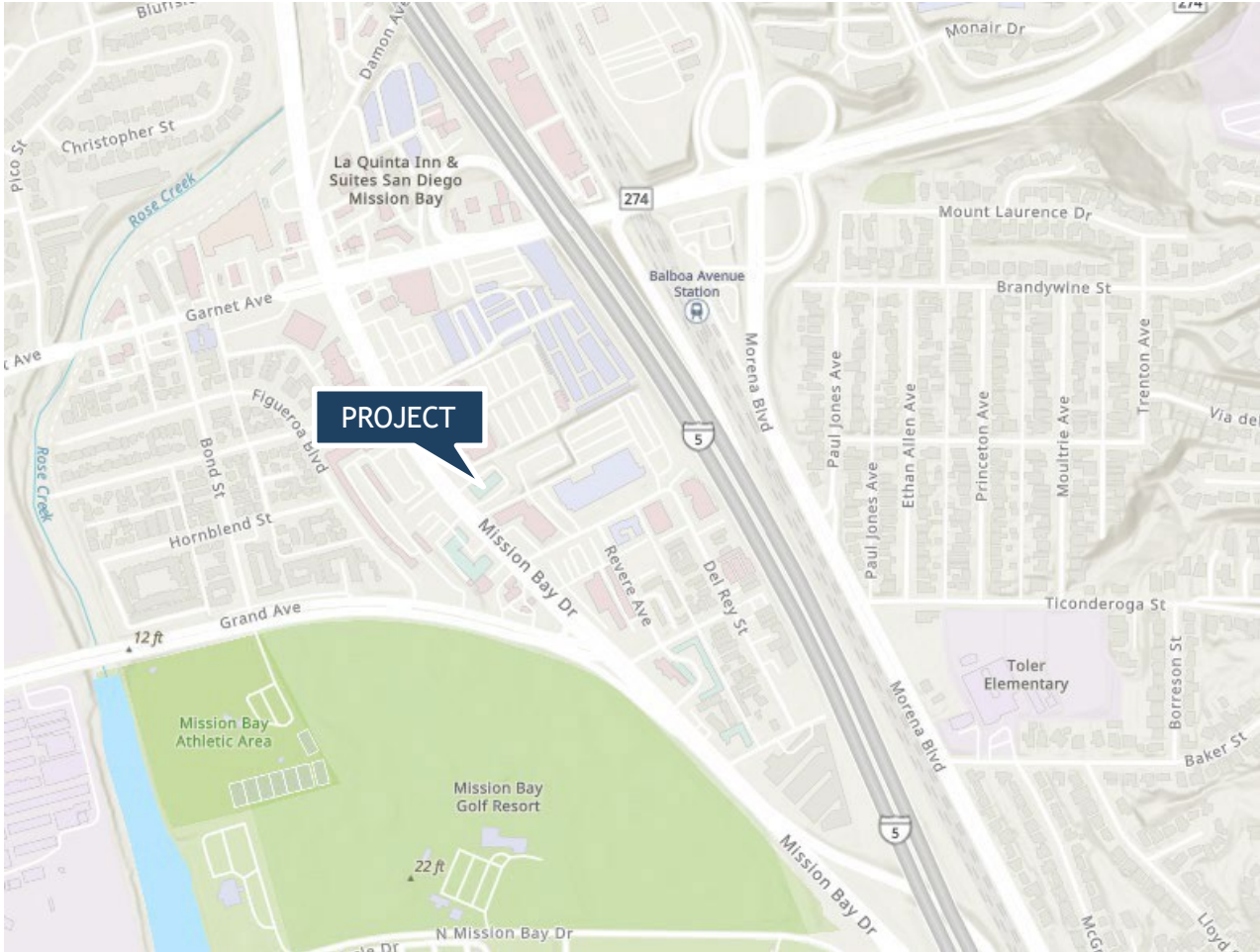


FIGURE 1-2 LOCAL PROJECT AREA MAP

2. PROPOSED PROJECT

2.1 PROJECT DESCRIPTION

The project site is located at 4545 Mission Bay Drive in the Pacific Beach community. The project proposes to demolish an existing 66-room hotel and surface parking lot to develop a 100-room, four-story hotel with subterranean parking for 84 vehicles and ancillary amenities. Such amenities include a pool, garden patios, lounge areas, fitness center, convenience retail, and food/beverage. The proposed hotel amenities are intended to serve hotel guests exclusively and will not be open to the public.

The project is located within the Balboa Station Area Specific Plan within the Pacific Beach Community Plan Area. The project is within Complete Communities Mobility Choices (CCMC) Mobility Zone 2. The project is also within both a Parking Standards Transit Priority Area (PSTPA) and Transit Priority Area (TPA). The project requires a Coastal Development Permit (CDP).

The site is located within Assessor Parcel Number (APN) 424-140-03-00 and subject to the Community Village land use designation and zoned CC-3-8. The project is consistent with the Community Plan/Specific Plan and zoning.

2.2 SITE ACCESS

Vehicular access to the project site will be provided via a proposed 24 ft wide driveway along Mission Bay Dr, serving as the primary point of entry and exit for visitors and guests. The design accommodates safe turning movements and adequate visibility while removing the two existing driveways to improve access efficiency and reduce potential pedestrian and bicycle conflicts.

Pedestrian and bicycle access will be provided through a new pedestrian plaza that connects the public right of way along Mission Bay Dr to the building's lower lobby. This plaza will function as the primary pedestrian gateway, creating an accessible path of travel to the public right-of-way. The project is proposing a 12 ft wide Class I multi-use path to be used by pedestrians and bicycles within the 23 ft wide parkway along the project's frontage, as required by Supplemental Design Regulation (SDR) 9 of the Balboa Avenue Station Area Specific Plan. Additionally, the project is proposing a Class II buffered bike lane along the project frontage, also as required by the Balboa Avenue Station Area Specific Plan.

Four MTS bus stops are located within one half mile of the site. The nearest is at Garnet Avenue and Mission Bay Drive (Stop ID 10396) served by Routes 8 and 27. Three additional Route 30 stops are located at Grand Avenue and Mission Bay Drive (Stop IDs 11166 and 10044) and at Grand Avenue and Bond Street (Stop ID 11158), providing convenient local transit access.

In addition to these direct site connections, the project benefits from its location within a Transit Priority Area and near the Balboa Avenue Transit Station, a major regional hub served by the Mid Coast Trolley and connecting bus routes. Improvements identified in the Balboa Avenue Station Area Specific Plan, including pedestrian and bicycle enhancements and first last mile connections, will further strengthen access to

transit and active modes. Collectively, these features enhance multimodal connectivity and ensure compliance with ADA standards, providing safe and inclusive access for all users.

Figure 2-1 provides added context for the built transportation environment in the immediate vicinity of the project.



FIGURE 2-1 AERIAL IMAGE OF PROJECT SITE

2.3 TRIP GENERATION

Table 2-1 presents the trip generation information used to forecast trips generated by the Project. The Project is forecast to generate 900 trips per day, which includes 72 AM peak hour trips and 81 PM peak hour trips; this is based on a rate of 9 daily trips/room for a 100 room motel per the City of San Diego Trip Generation Manual (2003). The highest directional (i.e. inbound or outbound) peak hour trips is 49 trips for the PM outbound movement.

Driveway counts were conducted on September 9, 2025 to document existing site traffic associated with the current hotel use. The observed daily driveway volumes were adjusted to represent full occupancy using the 94 percent occupancy rate observed on both the count date and the preceding night. The resulting adjusted ADT was used to validate the application of a daily trip generation rate of 9 trips per

room for the proposed 100-room hotel. No pass-by trip reductions were assumed, as hotel trips are primarily destination-based and not expected to represent intermediate stops from adjacent roadway traffic.

TABLE 2-1 TRIP GENERATION

Land Use	Size	Daily Trip Rate ^a	ADT	% of ADT	AM Peak Hour ^c				% of ADT	PM Peak Hour			
					In:Out Split	In	Out	Total		In:Out Split	In	Out	Total
<i>Proposed</i>													
Motel	100 rooms	9 / room	900 ^b	8%	40:60	29	43	72	9%	40:60	32	49	81
<i>Existing</i>													
Motel	66 rooms	n/a	305	-	-	7	14	21	-	-	17	17	34
TOTAL			595			22	29	51			15	32	47

Notes:

- Trip generation rates are based on San Diego Land Development Code - Trip Generation Manual (May 2003)
- ADT based on 9/9/2025 driveway counts, adjusted to full occupancy using the 94 percent occupancy observed on both the count date and the night prior.
- No pass-by or diverted trips were assumed, in accordance with City guidance. As a result, the trip estimates represent both driveway volumes and total cumulative project trips.

3. ANALYSIS APPROACH & METHODOLOGY

3.1 VMT REVIEW FRAMEWORK

The City of San Diego Transportation Study Manual (current version dated 2022) provides guidance for evaluating a project’s Vehicle Miles Traveled (VMT) impacts in conformance with SB 743 and CEQA requirements.

Project VMT is evaluated under the following sequence:

- Screening Criteria – Screening criteria for land use and transportation projects is provided to determine whether VMT analysis is required.
- Significance Thresholds – Significance thresholds define what constitutes a significant VMT impact that requires mitigation. This process is governed by CEQA Guidelines Section 15064.7 and the City’s Significance Determination Thresholds. Analysis Methodology provides procedures for evaluating VMT for land use and transportation projects.
- VMT Mitigation – Projects that are found to have a significant transportation VMT impact based on the City’s significance thresholds are required to implement mitigation measures to reduce impacts to a less than significant level. The guidelines establish appropriate mitigation and the methodology for evaluating mitigation effectiveness.

3.2 SCREENING CRITERIA

For projects that meet at least one of the screening criteria, the project would be presumed to have a less than significant VMT impact. The screening criteria are shown in **Table 3-1**.

TABLE 3-1 CEQA VMT SCREENING CRITERIA

Project Type	Screening Criteria	Project Screened Out / Screening Applicable?
Residential or Commercial Project Located in a VMT Efficient Area	The project is a residential or commercial employment project located in a VMT efficient area (15% or more below the base year average VMT per Capita or VMT per Employee) based on the applicable location-based screening map produced by SANDAG.	No
Industrial or Agricultural Project Located in a VMT Efficient Area	The project is an industrial employment or agricultural employment project located in VMT efficient area (in an area with average or below average base year VMT per Employee) based on the applicable location-based screening map produced by SANDAG.	N/A
Small Project	The project is a small project defined as generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates/procedures.	No
Locally Serving Retail and Recreational Project	The project is a locally serving retail/recreational project defined as having 100,000 square feet gross floor area or less <u>and</u> demonstrates through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less. Locally	N/A

Project Type	Screening Criteria	Project Screened Out / Screening Applicable?
	<p>serving retail is consistent with the definitions of Neighborhood Shopping Center in the San Diego Municipal Code Land Development Code Trip Generation Manual.</p> <p>Locally serving recreation land uses, per City guidelines, include bowling center, movie theater, racquetball/tennis/health club, sport facility (indoor/outdoor), and must the square footage and market capture area above. Adding retail/recreation square footage (even if it is 100,000 square feet gross floor area or less) to an existing regional retail shopping area is <u>not</u> screened out.</p>	
Locally Serving Public Facility	The project is a locally serving public facility defined as a public facility that serves the surrounding community or a public facility that is a passive use. The following are considered locally serving public facilities: transit centers, public schools, libraries, post offices, park-and-ride lots, police and fire facilities, and government offices. Passive public uses include communication and utility buildings, water sanitation, and waste management.	N/A
Affordable Housing Project	<p>The project has access to transit within a reasonable walking distance (1/2 mile) and is wholly or has a portion that meets one of the following criteria: is affordable to persons with a household income equal to or less than 50% of the area median income, housing for senior citizens, housing for transitional foster youth, disabled veterans, or homeless persons.</p> <p>The units shall remain deed restricted for a period of at least 55 years. The project shall provide no more than the minimum amount of parking per unit, per San Diego Municipal Code. Only the portion of the project that meets the above criteria is screened out. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for the non-affordable housing portion of the project (since the affordable housing portion is screened out).</p>	N/A
Mixed Use Project Screening Considerations	The project's individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project's land uses to be screened out and some to require further analysis. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for portions of the project that are <u>not</u> screened out based on other screening criteria.	N/A
Redevelopment Project Screening Considerations	The project is a redevelopment project that demonstrates that the proposed project's total project VMT is less than the existing land use's total VMT. Exception: If a project replaces affordable housing (either deed restricted or other types of affordable housing) with a smaller number of moderate-income or high-income residential units, the project is not screened out.	No

Notes:

- Source: *City of San Diego Transportation Study Manual (TSM, 2022)*.

The applicable CEQA transportation screening criteria were evaluated for the proposed Project and none are met. While the Project is a commercial employment use, it is not a commercial employment land use located within a VMT per employee efficient area as defined by the City and SANDAG screening maps. The Project also does not qualify as an industrial or agricultural employment use. Based on City of San Diego trip generation procedures, the Project is forecast to generate approximately 900 daily unadjusted driveway trips and therefore does not qualify as a small project. In addition, the Project is not a locally serving retail or recreational use and does not meet the associated square footage or market capture criteria. As a result, the Project does not screen out from CEQA transportation analysis and further evaluation is required.

3.3 VMT IMPACT SIGNIFICANCE THRESHOLDS

For projects that do not meet any of the screening criteria listed above, a detailed analysis of the VMT produced by the project must be provided. The VMT analysis involves the review of efficiency metrics under the appropriate land use(s) which are evaluated against the established significance thresholds. Table 3-2 summarizes the VMT efficiency metrics and significance thresholds per the City’s guidelines. The proposed project is a hotel that would be considered a commercial employment project per the City’s TSM.

TABLE 3-2 CEQA VMT IMPACT SIGNIFICANCE THRESHOLDS

Land Use Type	Efficiency Metric & Significance Threshold
Residential	15% below Regional mean VMT per Capita
Commercial Employment	15% below Regional mean VMT per Employee
Industrial and Agricultural Employment	Below Regional mean VMT per Employee
Regional Retail	Zero net increase in total Regional VMT
Hotel	See Commercial Employment
Regional Recreational	See Regional Retail
Regional Public Facilities	See Regional Retail
Mixed-Use	Analyze each land use individually per above categories
Redevelopment	Apply the relevant threshold based on proposed land use (ignore the existing land use)
Transportation Projects	Zero net increase in total regional VMT

Notes:

- The regional mean and total regional VMT are determined using the SANDAG Regional Travel Demand Model. The specific model version and model year will be identified by the Development Services Department’s Transportation Development Section.
- Projects that exceed these thresholds would have a significant impact.
- Source: *City of San Diego Transportation Study Manual (TSM, 2022)*.

3.4 ANALYSIS METHODOLOGY

Transportation VMT analysis for CEQA is conducted using the SANDAG Regional Travel Demand Model. The baseline SANDAG Series 14 (ABM 2+, Base Year 2016) VMT per Capita and VMT per Employee maps display the regional mean as well as VMT metrics at the census tract (CT) level. This analysis applies the TSM census tract lookup method because the project generates fewer than 2,400 unadjusted daily driveway trips and is a commercial employment project. For projects below this threshold, the TSM directs use of the SANDAG VMT per Employee value associated with the project's census tract.

Vehicle Miles Traveled for CEQA transportation analysis in the City of San Diego is evaluated using output from the SANDAG Regional Travel Demand Model. The SANDAG model is an activity-based regional forecasting tool that estimates daily vehicle travel based on regional land use patterns, employment distribution, household characteristics, and the multimodal transportation network. Model outputs include total VMT and VMT efficiency metrics summarized at the regional, census tract, and traffic analysis zone levels, and are used by the City to establish consistent, location-based CEQA significance thresholds.

For non-residential land uses such as hotels, the City's Transportation Study Manual identifies VMT per employee as the appropriate efficiency metric. This metric evaluates how efficiently employment-related trips are accommodated within the regional transportation system by normalizing total vehicle travel by the number of on-site employees. VMT per employee reflects the accessibility of the site, availability of non-auto travel options, and proximity to housing and services, and provides a consistent basis for comparing project performance against the regional average and adopted significance thresholds.

Table 3-3 provides guidance on conducting transportation VMT analysis for CEQA based on the project land use.

TABLE 3-3 VMT ANALYSIS METHODOLOGY BY LAND USE

Land Use Type	Analysis Methodology
Residential	<p>For projects that generate less than 2,400 daily unadjusted driveway trips: Identify the location of the project on the SANDAG VMT per Capita map. The project's VMT per Capita will be considered the same as the VMT per Capita of the census tract in which it is located. Compare the project's VMT per Capita to the threshold to determine if the impact is significant OR input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT per Capita.</p> <p>For projects that generate greater than 2,400 daily unadjusted driveway trips: Input the project into the SANDAG Regional Travel Demand Model for SANDAG to provide the project's VMT per Capita. To perform the analysis, all project land uses should be inputted, and the VMT/Capita should be determined using the same method/scripts that SANDAG utilizes to develop the SANDAG VMT per Capita maps.</p>
Commercial Employment	<p>For projects that generate less than 2,400 daily unadjusted driveway trips: Identify the location of the project on the SANDAG VMT per Employee map. The project's VMT per Employee will be considered the same as the VMT per Employee of the census tract in which it is located. Compare the project's VMT per Employee to the threshold to determine if the impact is significant OR input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT per Employee.</p> <p>For projects that generate greater than 2,400 daily unadjusted driveway trips: Input the project into the SANDAG Regional Travel Demand Model for SANDAG to provide the project's VMT per Employee. To perform the analysis, all project land uses should be inputted, and the VMT per Employee should be determined using the same method/scripts that SANDAG utilizes to develop the SANDAG VMT per Employee maps.</p>
Industrial or Agricultural Employment	<p>For projects that generate less than 2,400 daily unadjusted driveway trips: Identify the location of the project on the SANDAG VMT per Employee map. The project's VMT per Employee will be considered the same as the VMT per Employee of the census tract in which it is located. Compare the project's VMT per Employee to the threshold to determine if the impact is significant OR input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT per Employee.</p> <p>For projects that generate greater than 2,400 daily unadjusted driveway trips: Input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT per Employee. To perform the analysis, all project land uses should be inputted, and the VMT per Employee should be determined using the same method/scripts that SANDAG utilizes to develop the SANDAG VMT per Employee maps.</p>
Regional Retail	<p>Calculate the change to regional VMT using the SANDAG Travel Demand Model. To calculate the change in regional VMT, the regional retail component of the project should be inputted into the travel demand model (year that is used to determine the VMT thresholds). The "with project regional retail" regional VMT produced by the model run is compared to the "no project" regional VMT.</p>
Hotel	See Commercial Employment
Regional Recreation	See Regional Retail

Land Use Type	Analysis Methodology
Regional Public Facilities	See Regional Retail
Mixed-Use	Analyze based on appropriate land use above
Redevelopment	Analyze based on appropriate land use above Exception: If a project replaces affordable housing (either deed restricted or other affordable housing) with a smaller number of moderate-income or high-income residential units, the VMT assessment should incorporate an estimate of the aggregate VMT increase experienced by the displaced residents. The additional VMT due to displaced residents should be incorporated into the VMT per Capita for the project.
Transportation Projects	Calculate the change to regional VMT using the SANDAG Travel Demand Model. To calculate the change in regional VMT, the roadway network in the model should be adjusted to include the proposed transportation project. The “with transportation project” regional VMT produced by the model run is compared to the “no transportation project” regional VMT do determine if there is an increase in regional VMT.

Notes:

- Source: *City of San Diego Transportation Study Manual (TSM, 2022)*.

3.5 VMT MITIGATION STRATEGIES

A Project specific VMT analysis may consider intrinsic characteristics of a project (i.e. Project Design Features) or Transportation Demand Management (TDM) measures to lower the calculated VMT below the significance threshold. Typically, VMT is reduced by implementing strategies that achieve one or both of the following:

- Reduce the number of daily vehicle trips (especially single-occupant vehicle trips)
- Reduce the length of vehicle trips

Transportation Demand Management (TDM) are measures designed to maximize the efficiency of the existing transportation system by reducing dependence on single-occupant vehicles. TDM focuses on the demand-side of the transportation system. The *City of San Diego Transportation Study Manual (TSM)* contains VMT reduction strategies, which present several quantifiable TDM strategies that can be used to reduce a project’s VMT.

Complete Communities Mobility Choices (CCMC)

The Mobility Choices Regulations support implementation of Senate Bill 743 (SB 743) by reducing Citywide vehicle miles traveled (VMT) and support implementation of the City’s Climate Action Plan (CAP) by strategically planning the mobility network to support infill development, promote active transportation modes and transit use, reducing GHG emissions and supporting public health goals. The Mobility Choices Regulations apply to both discretionary and to ministerial- only development projects.

The City is divided into Mobility Zones. Mobility Zones are designated based on VMT-reducing potential of new development. Investments in VMT efficient areas give the City the greatest potential for VMT

reductions at the lowest costs. **Figure 3-1** illustrates the City’s four-tier Mobility Zone framework, which classifies areas based on their relative Vehicle Miles Traveled (VMT) efficiency compared to the regional average. Lower-numbered zones (Mobility Zones 1 and 2) generally represent locations with VMT less than 85% of the regional average, typically corresponding to areas with high accessibility to transit, employment, and services. Higher-numbered zones (Mobility Zones 3 and 4) represent areas with VMT equal to or greater than 85% of the regional average, generally located in less transit-accessible or more auto-dependent parts of the region.

Mobility Choices regulations provide a list of VMT reducing, active transportation measures with corresponding point values. Depending on the Mobility Zone, the project is required to implement a subset of improvements from this list to meet the requirements and mitigate any VMT impacts. **Table 3-4** provides details on each Mobility Zone and their corresponding requirements. **Appendix B** contains the Mobility Choices Regulations. **Appendix C** contains the Mobility Choices Regulations: Implementation Guidelines (Appendix T).

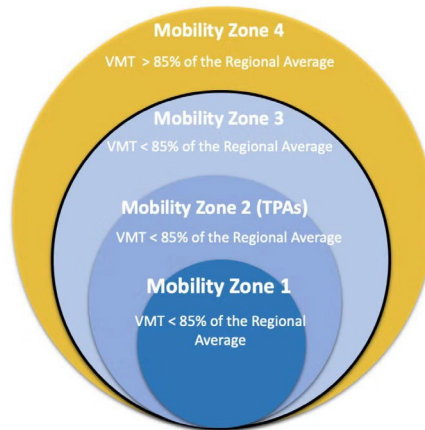


FIGURE 3-1 MOBILITY ZONES

TABLE 3-4 MOBILITY ZONES VMT REDUCTION MEASURES

Mobility Zone	Definition	VMT Reduction / Active Transportation Measures
Mobility Zone 1	Downtown Community Planning Area	Development in this zone is not required to implement active transportation measures.
Mobility Zone 2	located either partially or entirely in a <i>Sustainable Development Area</i> (SDA) defined as an area in proximity to a major transit stop, otherwise referred to as a Transit Priority Area (TPA).	Multifamily residential to provide Transit Priority Area (TPA) Parking Amenities requirements. All other development to provide VMT reduction measures in accordance with Land Development Manual (Appendix T) totaling at least 5 points. If more than the minimum parking requirement is provided, measures totaling at least 8 points is required.

Mobility Zone	Definition	VMT Reduction / Active Transportation Measures
Mobility Zone 3	A community planning area boundary with a VMT efficiency that is 85% or less than the Regional Average	All developments to provide VMT reduction measures in accordance with Land Development Manual (Appendix T) totaling at least 8 points. If more than the minimum parking requirement is provided, measures totaling at least 11 points is required.
Mobility Zone 4	A community planning area with a VMT efficiency greater than 85% of the Regional Average	Unless exempt, pay an Active Transportation In Lieu Fee to fund active transportation and VMT-reducing infrastructure projects located within Mobility Zone 1, Mobility Zone 2, or Mobility Zone 3.

Notes:

- a. Where a premises is located in two or more Mobility Zones, the entire premises shall be subject to the regulations applicable to the lowest Mobility Zone.
- b. Where development is located within a Specific Plan area, where the Specific Plan was adopted prior to July 1, 2020, any portion of the development located within the Specific Plan area shall be subject to the regulations applicable to the lowest Mobility Zone included within the Specific Plan area.

Mobility Evaluation Tool (MET)

The City has developed a Mobility Evaluation Tool (MET) to assist in estimating VMT reductions achieved through CAPCOA Travel Demand Management (TDM) strategies used in California Environmental Quality Act (CEQA) transportation analyses. This is referred to as the TDM Calculator within the MET.

In addition, the MET helps projects track compliance with the Complete Communities: Mobility Choices (CCMC) regulations and to support the implementation of measures that reduce vehicle miles traveled (VMT). These measures, in turn, help advance the goals of the Climate Action Plan. This is referred to as Ordinance Tracking within the MET.

For the discretionary approval required by the project, both the TDM Calculator and Ordinance Tracking was applied to the project.

4. VMT ANALYSIS

4.1 PROJECT VMT SCREENING

If a project meets at least one of the screening criteria, it may be presumed to have a less than significant transportation impact and therefore a VMT analysis would not be required.

As discussed in Section 3.2, the proposed project does not meet any applicable VMT screening. Therefore, a VMT analysis is required to determine if the project triggers a VMT impact. The VMT analysis is presented in the subsequent section.

4.2 PROJECT VMT SIGNIFICANCE THRESHOLDS

For projects that do not meet the screening criteria, a VMT analysis is required. The VMT analysis involves the review of efficiency metrics under the appropriate land use(s) and against the established significance thresholds.

As discussed in Section 3.3, the proposed project is a hotel, which falls within the “commercial employment” category for VMT screening and analysis purposes.

Given the project generates less than 2,400 ADT, the VMT per employee was determined using screening maps from the 2016 base year SANDAG regional model. The information is derived from SANDAG’s Activity Based Model (ABM), specifically the ABM2+ with the Series 14 Growth Forecast version 38. This represents the currently approved ABM version that was used in the 2021 SANDAG Regional Plan.

Per the Transportation Study Manual, the VMT analysis shall be performed at the census tract level. Per the current SANDAG VMT screening maps, the project is located within census tract 78 with a VMT per employee of 19.5 miles (Series 14 2016 Base Year), which is 103% of the regional average of 18.9 miles per employee. Therefore, the Project site is considered to have a significant VMT impact.

The project location relative to the census tract is shown in **Figure 4-1**. The maps display VMT per employee compared to the regional VMT average.

Table 4-1 summarizes the results.

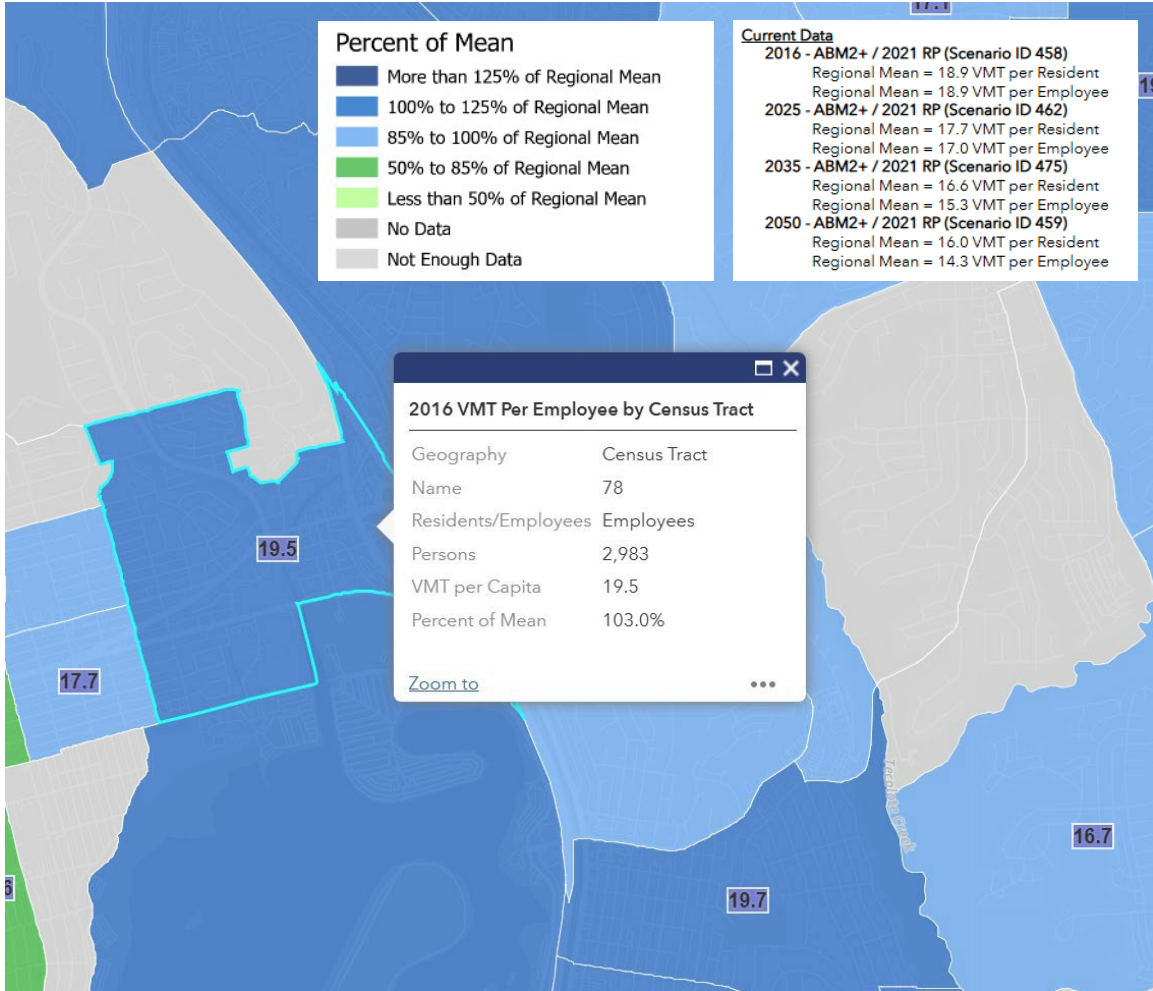


FIGURE 4-1 CENSUS TRACT MAP

TABLE 4-1 PROJECT VMT/EMPLOYEE PER CENSUS TRACT

Census Tract & Metric	VMT/Employee & Percentage
Census Tract 78 (Project Location)	19.5
Regional Average	18.9
TAZ 2817 Percentage of City-Wide Average	103.1%
VMT Percentage Target Threshold	85.0%
VMT/Employee Target (85% of Regional Average)	16.1

Notes:

- Source: SANDAG’s Activity Based Model (ABM), specifically the ABM2+ 2021 RP, for the 2016 Base Year

4.3 PROJECT VMT MITIGATION

MET TDM Calculator

CAPCOA VMT reduction strategies included in the TDM Calculator within the MET were utilized. The project is providing an Employee Transit Discount/Subsidy Program to encourage transit use among employees, consistent with the CAPCOA T-9 measure. The program will include the following elements:

Transit Fare Discount/Subsidy - The Applicant will offer employees a transit fare discount or subsidy of 75% of the monthly cost of public transit passes.

Employee Eligibility - 100% of full-time employees and part-time employees shall be eligible for the full subsidy amount.

T-9 Reduction Calculations

The project includes a transit subsidy program providing a 75 percent fare subsidy to all employees (100 percent participation). This measure was evaluated using the Mobility Evaluation Tool (MET) TDM Calculator, with project-specific inputs applied consistent with the guidance provided in CAPCOA.

Based on the MET calculations, the transit subsidy corresponds to an estimated 0.76 percent reduction in project VMT. Supporting MET TDM Calculator worksheets are provided in **Appendix D**.

Consistent with CAPCOA methodology, VMT reduction measures are applied on a non-additive basis and are subject to applicable caps at both the measure and subcategory level to avoid overestimation of total reductions. After applying the calculated reduction, the project’s net VMT per capita is 19.35. The VMT per capita remains over the established significance threshold of 16.1 and would therefore require additional mitigation.

Additional details regarding CAPCOA Measure T-9 is provided in **Appendix E**.

MET Ordinance Tracking

Complete Communities Mobility Choices (CCMC) VMT reduction strategies included in the Ordinance

Tracking within the MET were also utilized. Mobility Choices is a programmatic approach to ensure Citywide VMT reductions. The project is located within Mobility Zone 2 and therefore subject to the Complete Communities Mobility Choices regulations. Per SDMC Ordinance Number O-21274 (adopted December 9, 2020), Mobility Zone 2 represents a location either partially or entirely within a Transit Priority Area (TPA). The Project’s location on the City’s Complete Communities Mobility Zones map is shown in **Figure 4-2**.

These regulations provide a path forward for projects to rely upon the Findings and Statement of Overriding Considerations (SOC) from the Complete Communities: Housing Solutions and Mobility Choices Program Final Program Environmental Impact Report (PEIR; May 2020) (SCH No. 2019060003) to determine and provide mitigation to the extent feasible for its significant VMT transportation impact.

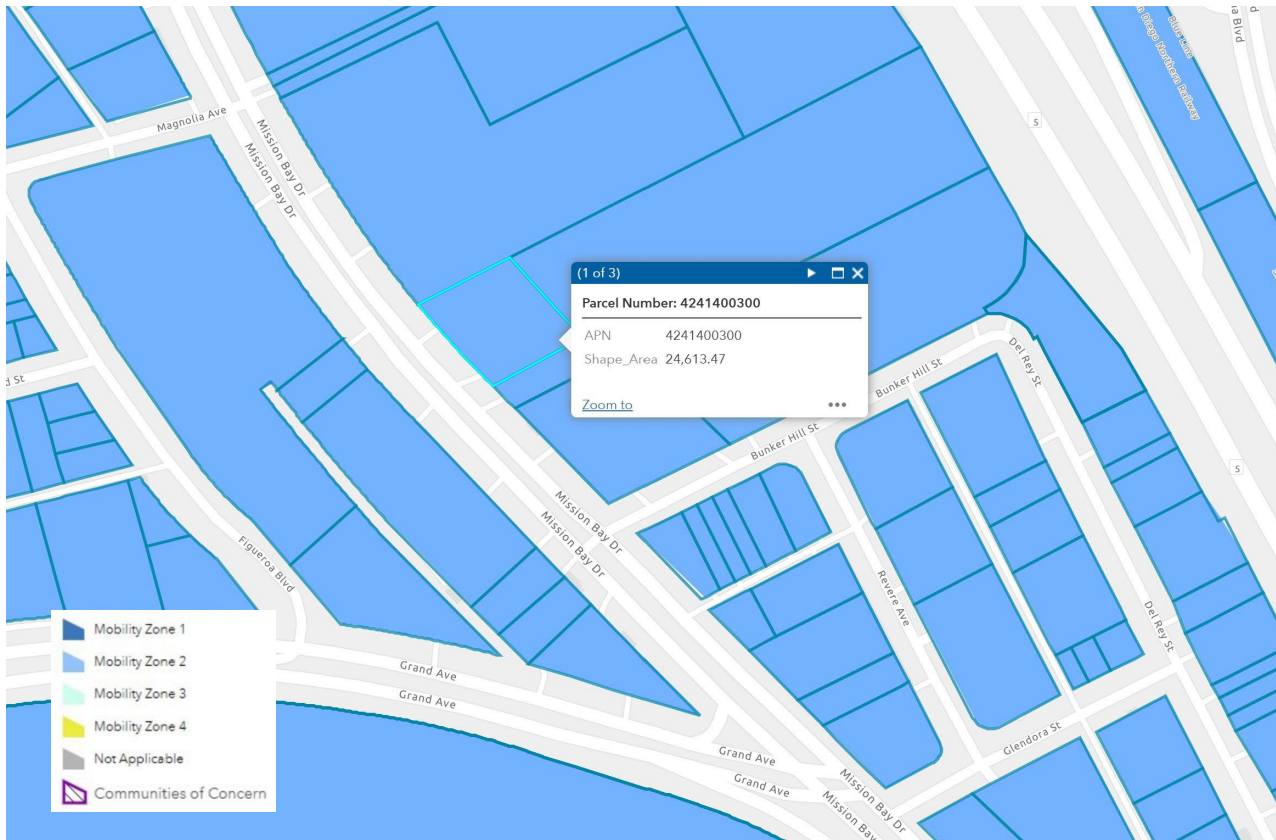


FIGURE 4-2 MOBILITY ZONE MAP

As previously noted, developments located within Mobility Zone 2 is required to provide VMT Reduction Measures in accordance with the City of San Diego’s Land Development Manual Appendix T. This documentation includes a list of VMT Reduction Measures, each of which are given an assigned point value per unit of measure. Per SDMC Section 143.1103(b)(6), developments in Mobility Zone 2 that provides no more than the minimum parking requirement are required to provide VMT Reduction Measures totaling at

least 5 points. The minimum number of off-street parking spaces required for the project is 100 and the project proposes to provide 84 spaces.

The Project will provide measures as required by the ordinance that add up to at least 5 points. The Project will provide the following measures described in **Table 4–2** below. Supporting MET Ordinance Tracking worksheets are provided in **Appendix D**.

The Project’s proposed VMT Reduction Measures total to 6 points, which exceeds the minimum 5 points required to opt in. Therefore, the Project will mitigate its significant VMT transportation impact to the extent feasible and rely upon the Findings and SOC’s from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR.

TABLE 4-2 MOBILITY CHOICES VMT REDUCTION MEASURES

VMT Reduction Measure	Project Measures	Unit / Points per Unit	Project Points
Pedestrian Measures			
Pedestrian-scale lighting adjacent to public pedestrian walkways along the entire frontage ³	The project will provide pedestrian-scale lighting adjacent to public pedestrian walkways along the project frontage	0.5 / Yes-No	0.5
Pop-outs at adjacent intersections or curb extensions at mid-block crosswalks	n/a	2.5 / Full intersection ¹	-
High-visibility crosswalk striping at adjacent intersection (if not otherwise required)	n/a	1.5 / Full intersection ¹	-
Enhanced crosswalk paving at adjacent intersection	n/a	2.5 / Full intersection ¹	-
Pedestrian-enhancing hardscape amenities (median refuges, raised crosswalks)	n/a	2.5 / Each measure	-
Pedestrian countdown heads (if not otherwise required)	n/a	2.0 Each intersection	-
Shade trees adjacent to public pedestrian walkways beyond minimum standards (20 ft spacing)		0.2 ² / Each tree	-
On-site pedestrian resting area/recreation node adjacent to public walkway (≥250 sq. ft.)	n/a	2.5 ⁴ / Each area	-
Widening sidewalk within ROW to Street Design Manual standards ³	n/a	3.0 ⁴ / Per mile	-
Widening an urban parkway through dedication of private property	n/a	3.0 ⁴ / Per mile	-
Bicycle Supportive Measures			
On-site shared bicycle fleet (≥5 bicycles or SDMC Table 142-05C requirement) ³	The project will provide a 5-bicycle fleet for shared use. SDMC Table 142.05C is only applicable to dwelling units.	1.5 / Yes-No	1.5
On-site bicycle repair station ³	n/a	1.5 / Yes-No	-
New bicycle infrastructure (Class I, II, IV) closing a bikeway gap	n/a	3.0 / Per mile	-



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VMT Reduction Measure	Project Measures	Unit / Points per Unit	Project Points
Upgrading bicycle infrastructure adjacent to development (e.g., signage, green paint, protected facility)	n/a	2.5 / Each upgraded feature	-
E-bike or micro-mobility charging stations (≥5 stations, public) ³	n/a	2.0 / Each 5 stations	-
Short-term bicycle parking ≥10% above minimum (publicly accessible)	n/a	1.5 / Each multiple of 10% beyond the minimum	-
Long-term bicycle parking ≥10% above minimum	Long-term bicycle parking required: 5 (5% of 84 auto spaces, rounded up); provided: 6 (+20% above minimum)	2.0 / Each multiple of 10% beyond the minimum	4.0
On-site showers/lockers ≥10% above minimum	n/a	2.0 / Yes-No	-
Transit Supportive Measures			
High-cost transit stop upgrades (e.g., shelter, real-time bus info) ³	n/a	2.5 / Each upgraded feature	-
Low-cost transit stop upgrades (e.g., bench, schedule display, trash receptacle) ³	n/a	1.0 / Each upgraded feature	-
Other Measures			
On-site multi-modal information kiosk (above minimum, larger sites only) ³	n/a	2.0 / Yes-No	-
On-site car-share vehicle space (designated, public access)	n/a	2.0 / Each space	-
On-site designated micro-mobility parking area (e.g., e-bikes, scooters)	n/a	1.5 / Yes-No	-
On-site passenger loading/delivery zone above minimum ³	n/a	0.5 / Per loading space	-
Traffic calming feature (e.g., speed feedback signs, speed tables, chokers)	n/a	2.5 / Each feature	-
Carpool parking ≥10% above minimum (non-residential projects)	n/a	1.5 / Each multiple of 10% beyond the minimum	-
Parking supply not exceeding SDMC minimums and provision of permit/time-limit/metered controls	n/a	2.0 / Yes-No	-
Mobility Zone 2 Points Required (parking supply ≤ minimum parking requirement)			5
Project Points Provided			6

Notes:

1. Measures must be provided on each leg of the adjacent intersection. If installed on fewer legs, total points are prorated accordingly.
2. Shade tree points are relatively higher compared to strict VMT effectiveness in order to support CAP Strategy 5 goals for urban greening and climate resilience.
3. Measures also qualify as TPA parking standards and count toward both Mobility Choices and parking compliance.

5. FINDINGS, CONCLUSIONS & RECOMMENDATIONS

The Consulting Collective (C²) prepared the following Vehicle Miles Traveled (VMT) review for the PB Hotel project in the City of San Diego. The VMT review was prepared in compliance with the *City of San Diego Transportation Study Manual (TSM, 2022)*, Complete Communities: Mobility Choices regulations, as codified in San Diego Municipal Code (SDMC) Chapter 14, Article 3, Division 11, and in accordance with direction provided by City staff.

The project site is located at 4545 Mission Bay Drive in the Pacific Beach community. The project is proposing to demolish an existing 66-room hotel with surface parking lot to construct a 100-room, four-story lodging facility with subterranean valet only parking for 84 vehicles and ancillary amenities. Such amenities include a pool, garden patios, lounge areas, fitness center, convenience retail and food and beverage service. The proposed amenities are exclusively for the use of guests. The project is located within the Balboa Station Area Specific Plan within the Pacific Beach Community Plan Area. The project is within Complete Communities: Mobility Choices (CCMC) Mobility Zone 2. The project is also within both a Parking Standards Transit Priority Area (PSTPA) and Transit Priority Area (TPA). The project requires a Coastal Development Permit (CDP).

The project is expected to generate approximately 900 daily trips, including 72 AM peak hour trips and 81 PM peak hour trips. The existing 66-room hotel generates approximately 305 daily trips. This ADT was based on driveway count data collected September 2025 that was adjusted for full existing hotel capacity. The unadjusted project trip generation is 900 daily trips, below the 1,000 daily trip threshold requiring a Local Mobility Analysis (LMA).

Given the project is considered a commercial employment land use that generates less than 2,400 ADT, the VMT per employee was determined with maps from the 2016 base year SANDAG regional model. The information is derived from SANDAG's Activity Based Model (ABM), specifically the ABM2+ with the Series 14 Growth Forecast version 38. This represents the currently approved ABM version that is used in the 2021 SANDAG Regional Plan.

Per the Traffic Study Manual, the VMT analysis shall be performed at the census tract level. The project is located within census tract 78 with a VMT per employee of 19.5 miles (Series 14 2016 Base Year), which is 103% of the regional average of 18.9 miles per employee. The Project would therefore have a significant VMT impact based on the significance threshold for a commercial employment project of 15% below the regional mean commute VMT per employee. Therefore, mitigation is required to reduce the Project's VMT impact the greatest extent feasible.

To address this impact, the project utilized the City's Mobility Evaluation Tool (MET) for both TDM Calculator and Ordinance Tracking components. The project is providing an Employee Transit Discount/Subsidy Program to encourage transit use among employees, consistent with the CAPCOA T-9 measure. Based on the MET calculations, the transit subsidy corresponds to an estimated 0.76 percent reduction in project VMT. After applying the calculated reduction, the project's net VMT per capita is 19.35. The VMT per capita remains over the established significance threshold of 16.1 and would therefore require additional mitigation.

The project is located in Mobility Zone 2 and is therefore required by the Complete Communities: Mobility Choices program to implement VMT reduction measures totaling at least 5 points. The proposed project provides measures totaling 6 points, including pedestrian-scale lighting, an on-site shared bicycle fleet, and long-term bicycle parking above minimum requirements. Therefore, while the project is expected to exceed the City's VMT significance threshold, it complies with the Complete Communities: Mobility Choices requirements and relies upon the Findings and Statement of Overriding Considerations from the City's Complete Communities Final Program EIR (PEIR; May 2020)(SCH No. 2019060003) as mitigation for its VMT transportation impact.

Based on the results of the MET calculator, the proposed mitigation measures would reduce the project's VMT impact to a level of **less than significant**.

End of Report



APPENDIX A

Project Information Form (PIF)



City of San Diego Project Information Form

Date: 4/13/2026

C² Ref: 25.036

Project Information

Project Name:		Springhill Suites (PRJ-1129794)			
Project Applicant					
Name:		Walter B. Musial, PE, RTE			
Address:		1050 Kettner Blvd, Suite D-551			
Contact Information	Phone Number:	858.270.4444 ext.101	Email:	walter.musial@c2-mobility.com	
	Project Location and Context				
Project Address:		4545 Mission Bay Dr, San Diego, CA, 92109			
APN:		424-140-03-00			
Driveway Cross Streets:		Mission Bay Dr			
Please attach a Project Location Map that clearly identifies project driveways and access points.					
Community Plan Area:	Pacific Beach	Land Use Designation:	Community Village	Zoning Designation:	CC-3-8
Is any portion of the project located in an RTIP Transit Priority Area?: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
Project Description (with Proposed Land Uses and Intensities): The project proposes the a new 100-room four-story lodging facility with subterranean parking and associate ancillary amenities including a pool, garden patios, lounge areas, fitness center, convenience retail, and food/beverage. The site is currently occupied with an existing 66-room hotel. The project is within the Balboa Station Area Specific Plan and Complete Communities Mobility Choices (CCMC) Mobility Zone 2. The project is also within both a Parking Standards Transit Priority Area (PSTPA) and Transit Priority Area (TPA).					
Number of Parking Spaces:	Vehicle Spaces	Accessible Spaces	Bicycle Spaces <i>(racks and secure Storage)</i>	Motorcycle Spaces	
	84 (includes ADA)	4	12 (short & long-term)	2	
Identify any project features related to TDM and Identify any transportation amenities or travel demand management measures that are required based on the San Diego Municipal Code Section 142.0528 (transportation amenities) or the Climate Action Plan Consistency Checklist. For example: transit pass subsidies, unbundled parking, shuttle services, car share, bicycle supportive features (bike repair station, bike lockers, etc.).					
Please attach a project site plan that clearly identifies the following:					
<ul style="list-style-type: none"> • Land use types and quantities, and number of parking spaces provided (vehicle and bicycle) clearly identified. • Driveway locations and type (full access, partial access, right in/out only) identified. • Pedestrian access, bicycle access and on-site pedestrian circulation clearly identified. • Location/distance of closest existing transit stop and proposed transit stops identified in RTIP (measured as walking distance to project entrance/or middle of parcel). 					



City of San Diego Project Information Form

Trip Generation Estimates (calculated using the process described in the TSM):	Unadjusted Driveway Trips		Total Net New Trips	
	Daily:	900	Daily:	595
	AM Peak Hour:	72	AM Peak Hour:	51
	PM Peak Hour:	81	PM Peak Hour:	47

Preliminary Screening Criteria Project to provide VMT reduction measures consistent with CCMC Mobility Zone 2 requirements OR provide the required in-lieu fee (as a non-exempt land use)

CEQA Transportation Analysis Screening		Screened Out	Not Screened Out
1) Select the Land Uses that apply to your project 2) Answer the questions for each Land Use that applies to your project <i>(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)</i>		Yes	No
<input checked="" type="checkbox"/>	1. Redevelopment Project:		
	a. Does the project result in a net decrease in total Project VMT?	<input type="radio"/>	<input checked="" type="radio"/>
	b. Answer if yes to 1a. If the project replaces affordable housing with market rate housing, are there more market rate units planned than existing affordable units being replaced.	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	2. Residential Project:		
	a. Is the project in a VMT/Capita Efficient Area (per SANDAG screening maps)?	<input type="radio"/>	<input type="radio"/>
	b. Does the project include Affordable Housing?	<input type="radio"/>	<input type="radio"/>
	$\frac{\text{Affordable Units}}{\text{Total Units}} + \frac{\text{Market Rate Units}}{\text{Total Units}} = \frac{\text{Total Units}}{\text{Total Units}}$ All affordable units are screened out.	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/>	3. Commercial Employment Project:		
	• Is the project in a VMT/Employee Efficient Area? (per SANDAG screening maps?)	<input type="radio"/>	<input checked="" type="radio"/>
<input type="checkbox"/>	4. Industrial Employment Project		
	• Is the project in a VMT/Industrial Employee Efficient Area?	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	5. Retail/Public Facility/Recreational		
	• Is the project locally serving: - Retail OR Public Facility OR Recreational	<input type="radio"/>	<input checked="" type="radio"/>
<input type="checkbox"/>	6. Small Project		
	• For all components of a project that are not screened out above (all 'Yes' in a land use category), what is the daily unadjusted driveway trip generation?	<input checked="" type="radio"/>	<input type="radio"/>

	Is it less than 300 daily trips?	<input type="radio"/>	<input type="radio"/>

Local Mobility Analysis			
Is your project consistent with the community plan and zoning?	<input checked="" type="radio"/> Consistent	<input type="radio"/> Inconsistent	
	<input checked="" type="checkbox"/> Generates less than 1,000 daily trips (unadjusted driveway trips)	<input type="checkbox"/> Generates less than 500 daily trips (unadjusted driveway trips)	
Will project development be phased?	no	In what month are traffic counts planned to be conducted?	Existing driveway counts taken 9/2025

A Local Mobility Analysis (LMA) not required given project is consistent with community planning/zoning and generates less than 1,000 daily trips



City of San Diego Project Information Form

If a project generates 1,000 or more daily trips (consistent with community plan and zoning) or 500 or more daily trips (inconsistent with community plan or zoning), attach an exhibit showing the project's trip distribution percentages and project trip assignment using the process described in the TSM.



C2 CONSULTING COLLECTIVE
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City of San Diego
Project Information Form (PIF) Attachments
4/13/2026

C² Reference: 25.036

ATTACHMENTS SUMMARY

- A. Site Plan – Context Plan
- B. Site Plan – Internal Circulation
- C. Transit Network
- D. Transit Stops
- E. Planned Street Classifications
- F. Trip Generation
- G. Driveway Counts



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ATTACHMENT A Site Plan – Context Plan



C2 CONSULTING COLLECTIVE
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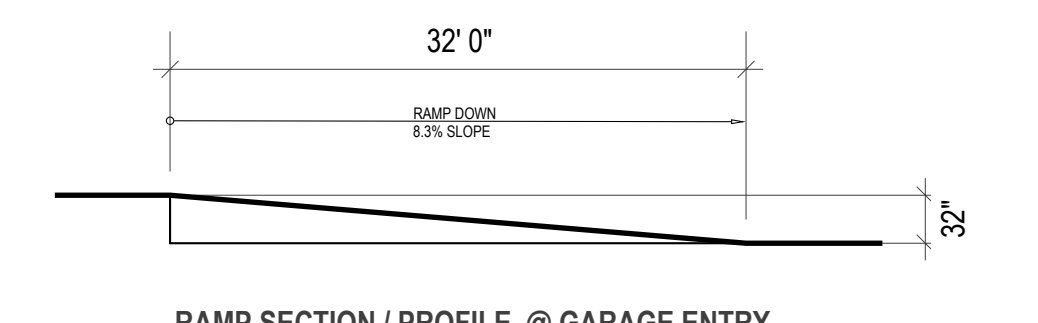
ATTACHMENT B

Site Plan – Internal Circulation

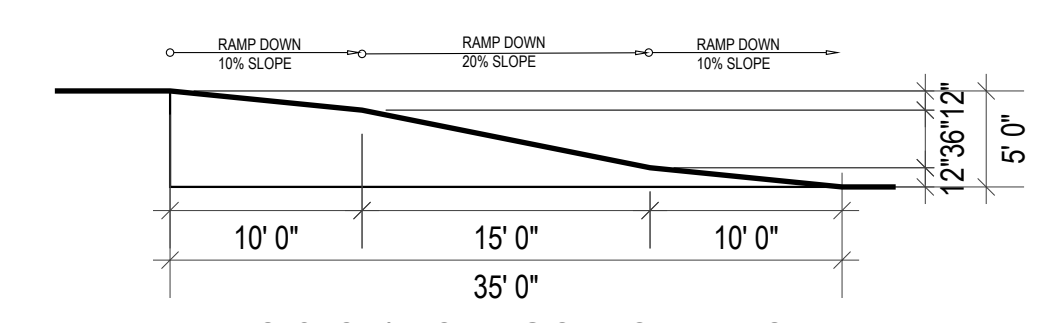
No.	Date	Description
	1/10/25	Entitlements - Initial Submittal
	5/15/25	Entitlements - Re-Submittal
	6/26/25	30% Design-Brand Submittal
	7/28/25	Entitlements - Re-Submittal
	10/29/25	Entitlements - Re-Submittal
	3/10/26	Entitlements - Re-Submittal

DATA SHEET PARKPLUS DP003 DOUBLE STACKER

Version 2022.07



RAMP SECTION / PROFILE @ GARAGE ENTRY



RAMP SECTION / PROFILE @ GARAGE LEVEL SPLIT

The PARKPLUS DP003 Double Stacker is a hydraulic 2-post, 2-level carstacker vehicle lift for parking cars one above another. The DP003 raises and locks a platform in place so that a second vehicle can be parked at grade.

Entire assembly comes pre-welded and is assembled in the field. Stackers may be installed as single units or in arrays with shared common legs. Stacker is designed to be mounted on grade, concrete or asphalt. Approved foundation system may be required for installation of stackers.

The PARKPLUS DP003 Double Stacker is designed to be installed indoors and outdoors. Platform height is field adjustable in 1/2" increments. Each city may have minimum height requirements and different clear requirements for code required parking. Owner/Architect should review with local planning and building departments. MEP coordination with project team must meet code requirements and satisfy equipment clearances.

Suitable for:

- Standard passenger vehicles
- SUVs

Clearance:

S = Standard SUV
C = Compact Sedan

MODEL	HEIGHT
C/C	10'-8"
C/S	12'-2"
S/S	14'-2"
S/S*	14'-6"

*LA City requirement
*Custom Height and Width Available

Specifications:

Load per Platform: 6,000 lbs.
Weight of Unit: ~3,050 lbs.
Length of Platform: 12'-4"
Length incl. Overhang: 16'-8"
Width of Unit: 7'-11" to 9'-4"
Height of Unit: 9'-8" to 9'-10"
Operation: Hydraulic
Control: Push Button Pendant
*Custom Height and Width Available

Power Pack:

Hydraulic Power System (HPS)

HPB1: 1-2 units
(208-230V / 1 PH / 60 HZ / 2.3 HP / 18 FLA)

HPB-IP10: 1-30 units
(208-230V / 1 PH / 60 HZ / 10 HP / 40 FLA)

HPB-3P10: 1-30 units
(208-230V / 3 PH / 60 HZ / 10 HP / 28.4 FLA)

Electrical:

1 Disconnector required per HPS
3 PH 208-230V / 40Amp
1 PH 208-230V / 40Amp
All control wiring in a Class 2 Circuit 24V

Applications:

DP003 Double Stacker can be installed in attended/valet and self-park applications:

- Single & Multi-Family Residential Buildings
- Indoor & Outdoor Installations
- Low & High Rise Buildings
- Commercial Buildings
- Surface Lots

Width:

MODEL	WIDTH
W01	7'-11"
W02	8'-3"
W03	8'-9"
W04	9'-0"
W05	Custom

Width = Center of Leg to Center of Leg

Components:

- CRADLE FRAME ASSEMBLY
- HYDRAULIC CYLINDER
- PARALLEL ARM ASSEMBLY
- ADJUSTABLE HEIGHT ASSEMBLY
- SAFETY LOCKS ASSEMBLY
- END LEG ASSEMBLY
- SEISMIC BEAM ASSEMBLY
- PLATFORM ASSEMBLY
- PUSH BUTTON CONTROLS

Layout:

PARKPLUS DP003 Double Stacker can be arranged in single or tandem arrays on either side of a drive aisle. Clearing space of at least 2 vehicles must be provided to allow for shuffling of cars. Clearing space may be in drive aisle. For commercial projects, during peak traffic, all platforms will be lowered for quick filing of stackers. Surface space to be provided for code-required Accessible Parking.

ADDITIONAL INFORMATION:

Safety:
Device is equipped with safety locking system. "Post-lock" double suspension system holds full weight of vehicle on platform in locked position. Device can be equipped with individual keypad controller for extra safety. Self-attended applications may require additional sensors to detect objects located under platform or entering the area below platform.

Fire Protection:
In most metropolitan areas, car stackers are reviewed as similar to high piled storage and non-building structures. Fire rating of structural components is not required. Sprinklers may be required per following section. Each city may have fire department guidelines.

Fire Sprinklers:
Outdoor: 1. Most cities do not require fire sprinklers. 2. May need to conform to additional zoning regulations and building code requirements.
Indoor: 1. Installation shall be in a sprinklered garage. In tandem array, additional sprinkler requirements may apply. 2. Sprinkler Piping field and approved by local municipality. 3. Sprinkler system designed as required by NFPA 13 and local building codes. 4. Clear building height within parking area must accommodate height of equipment plus additional requirements for adequate coverage of fire sprinklers.
*Miami Dade County Compliant
*Approved in Multiple U.S. Cities

Temperature:
Device is designed to operate between 20° and 120° F. For below freezing environments, hydraulic heaters for Power Packs are recommended.

Warranty:
12-month Standard Manufacturer's Warranty on new equipment.
Equipment Lifespan: Indoor ~ 7,500 cycles; Outdoor ~ 9,000 cycles.

Service:
At end of 12-month warranty period a service contract is available upon request.
Optional option may include Service & Maintenance for full term.

Approvals:

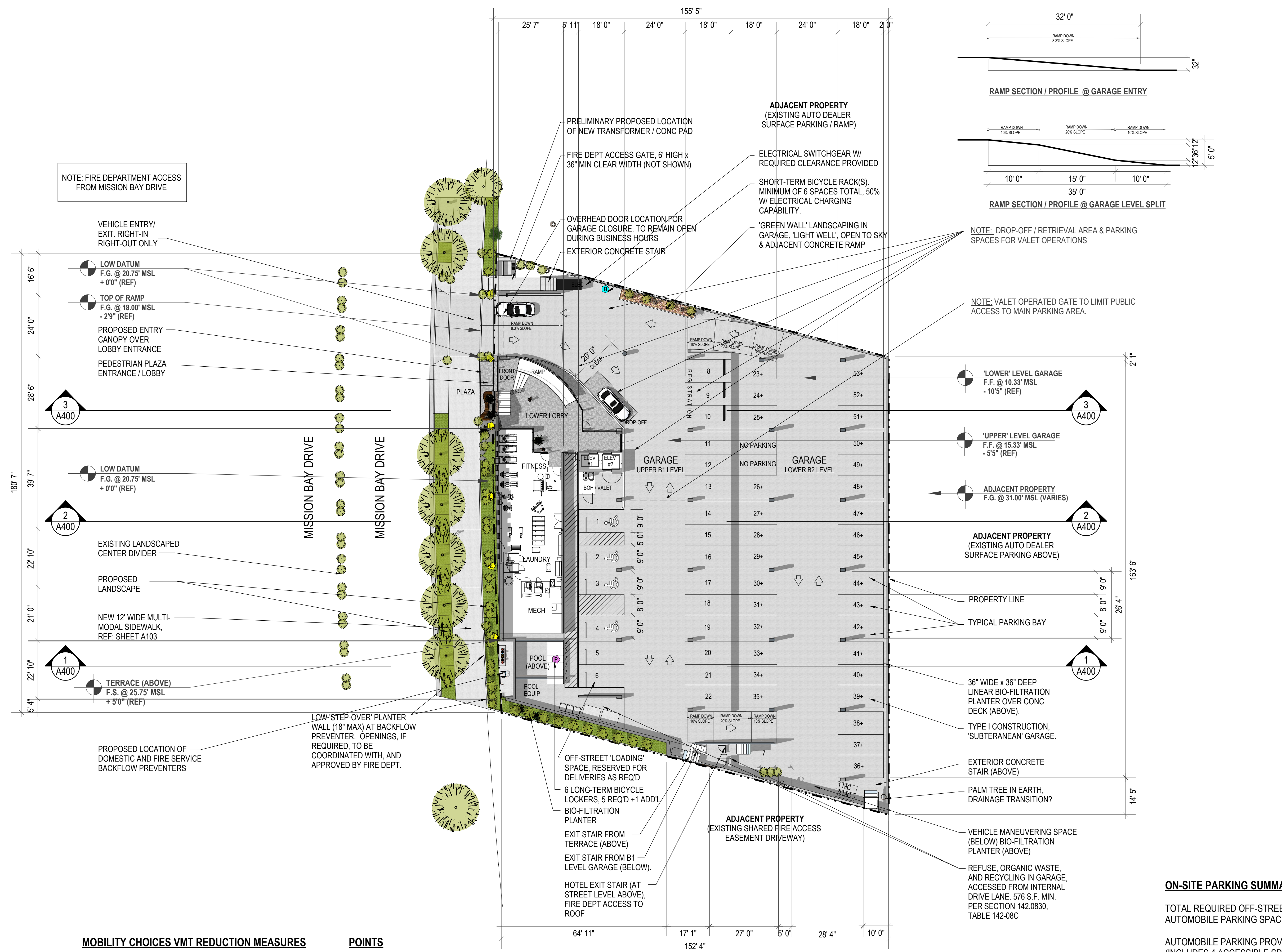
- MEA/OTCR Certified, City of New York
- LAETL Approved, LARR#930501, City of Los Angeles
- California Seismic Code Compliant
- Miami Dade County Compliant
- Approved in Multiple U.S. Cities

PARKPLUS, INC. HEADQUARTERS: 83 BROAD AVENUE, FAIRVIEW, NJ 07022

PARKPLUS CALIFORNIA: 8640 TAMARACK AVENUE, LOS ANGELES, CA 91352, CSLB# 1018794

PARKPLUS FLORIDA, INC.: 1111 OLD GRIFFIN ROAD, DANIA BEACH, FL 33004, CSLB# 1018794

INFO@PARKPLUS.COM | 844-472-7575



STREET PARKING SUMMARY		STREET DRIVEWAYS	
TOTAL EXISTING ON-STREET (2-HR) AUTOMOBILE PARKING SPACES:	2	TOTAL EXISTING DRIVEWAYS:	2
TOTAL PROPOSED ON-STREET AUTOMOBILE PARKING SPACES:	0	TOTAL PROPOSED DRIVEWAYS:	1

ON-SITE PARKING SUMMARY

TOTAL REQUIRED OFF-STREET AUTOMOBILE PARKING SPACES:	84
AUTOMOBILE PARKING PROVIDED: (INCLUDES 4 ACCESSIBLE SPACES)	84*
PASSENGER LOADING SPACES REQ'D:	0
PASSENGER LOADING SPACES PROVIDED:	2
OFF-STREET LOADING SPACE REQ'D	2
OFF-STREET LOADING SPACE PROVIDED	1
PROPOSED LOADING ZONE ON STREET	0
MOTORCYCLE PARKING REQ'D	2
MOTORCYCLE PARKING PROVIDED	2
BICYCLE PARKING (SHORT TERM) REQUIRED	6
BICYCLE PARKING (SHORT TERM) PROVIDED	6
BICYCLE PARKING (LONG TERM) REQUIRED	5
BICYCLE PARKING (LONG TERM) PROVIDED	6

NOTE:

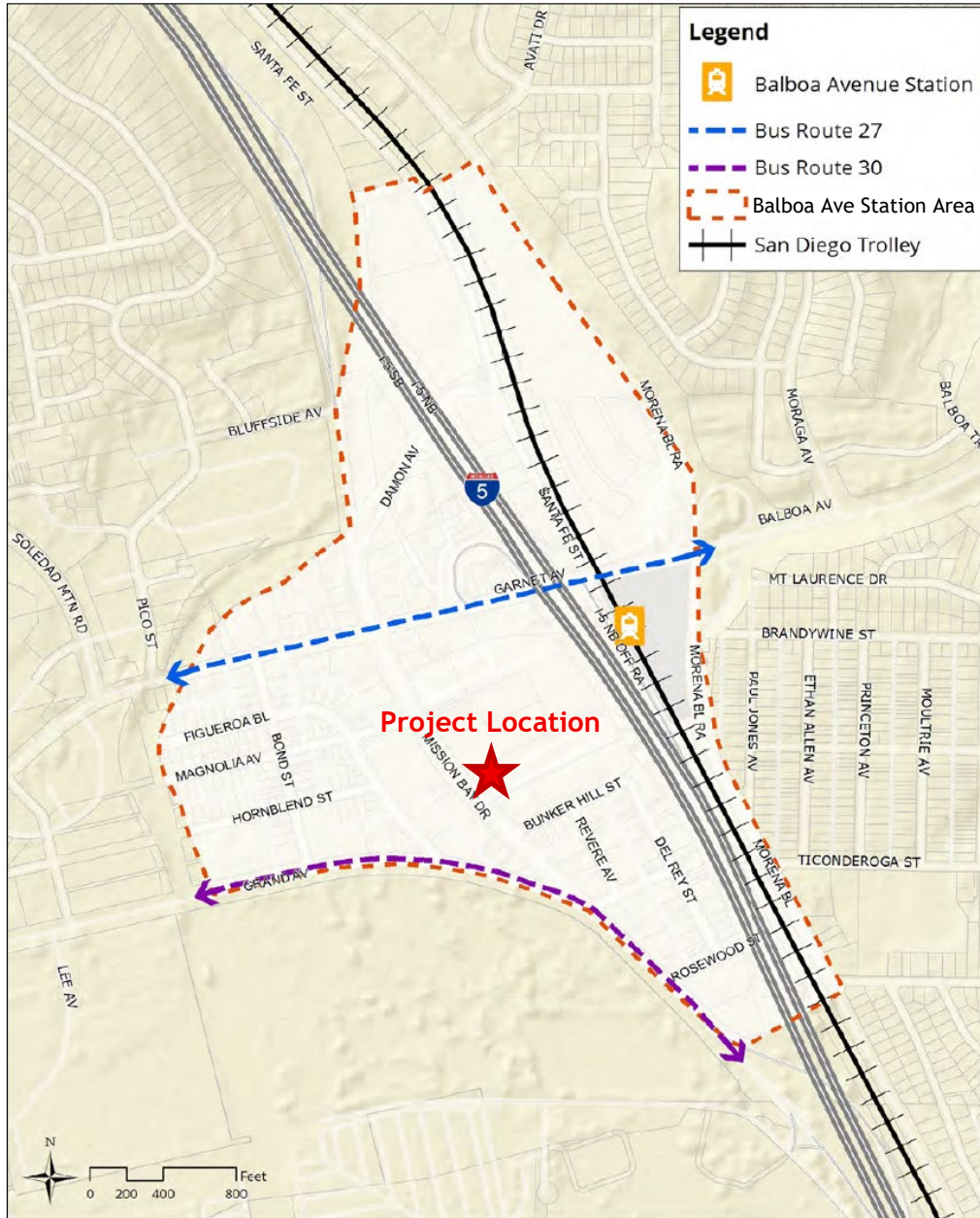
PARKING SPACES: #1-22 ARE SINGLE SPACES. (22 TOTAL VEHICLES)

PARKING SPACES: #23-53 ARE STACKED STANDARD & SUV PROFILE VEHICLE SPACES. (31 LIFTS, 62 TOTAL VEHICLES)

84 TOTAL PARKING SPACES PROVIDED

* INCLUDED IN PARKING TOTAL

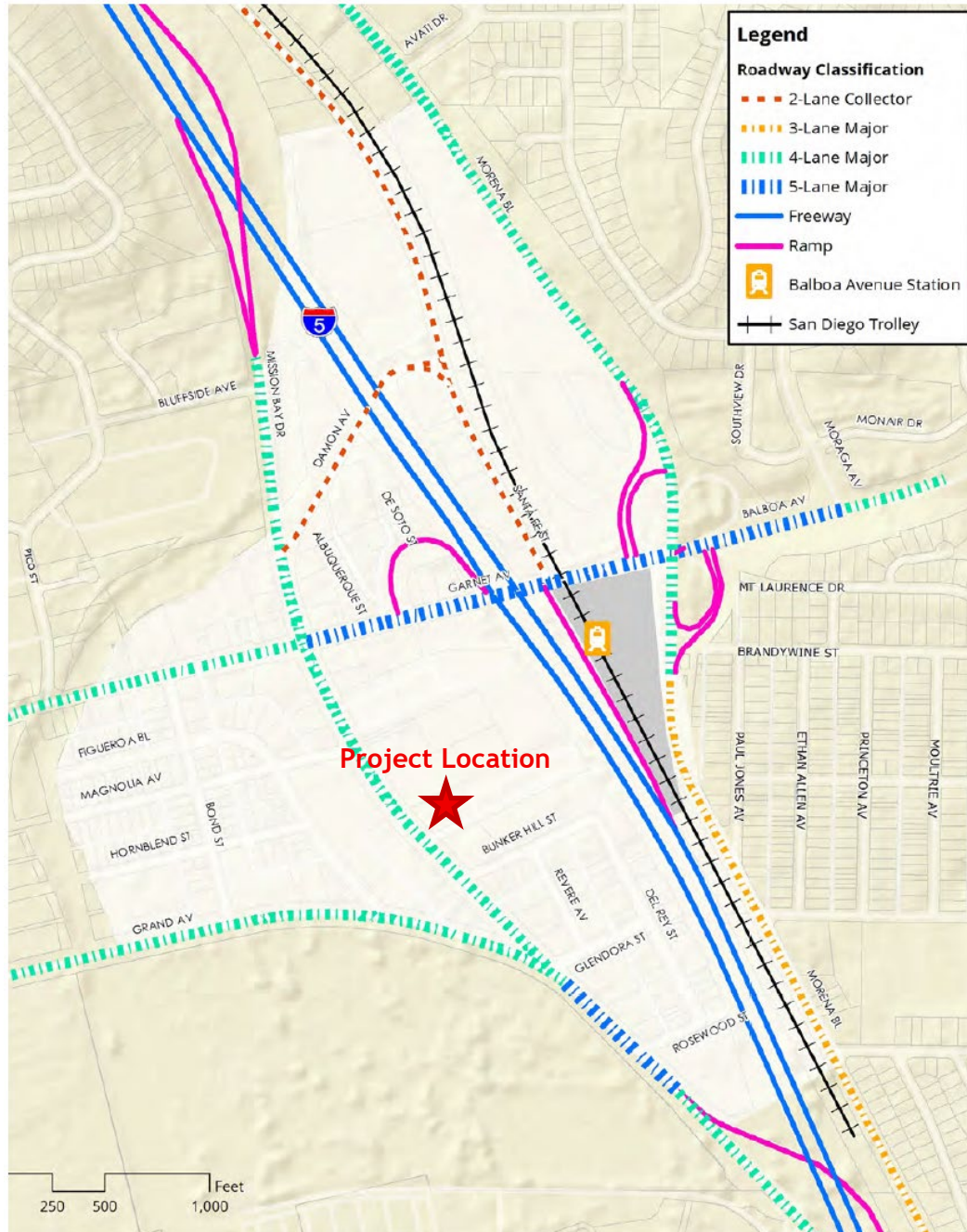
NOTE: REQUIRED ELECTRIC VEHICLE CHARGING EQUIPMENT WILL BE PROVIDED AT ACCESSIBLE PARKING AND MECHANICAL LIFTS OPERATED BY VALET STAFF. QUANTITY TO BE DETERMINED.



ATTACHMENT C Transit Network



ATTACHMENT D
Transit Stops



ATTACHMENT E

Planned Street Classifications

ATTACHMENT F

Trip Generation

Land Use	Size	Trip Rate ^a	ADT _b	% of ADT	AM Peak Hour ^c				% of ADT	PM Peak Hour			
					In:Out Split	In	Out	Total		In:Out Split	In	Out	Total
<i>Proposed</i>													
Motel	100 rooms	9 / room	900	8%	40:60	29	43	72	9%	40:60	32	49	81
<i>Existing</i>													
Motel	66 rooms	n/a	305	n/a	n/a	7	14	21	n/a	n/a	17	17	34
TOTAL			595			22	29	51			15	32	47

Notes:

- Trip generation rates are based on San Diego Land Development Code - Trip Generation Manual (May 2003)
- ADT for Existing use based on driveway counts taken 9/9/2025 adjusted to full occupancy based on 94% occupancy rate taken from the day of counts and the day before.
- No pass-by or diverted trips were assumed, in accordance with City guidance. As a result, the trip estimates represent both driveway volumes and total cumulative project trips.



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ATTACHMENT G

Driveway Counts

24 Hour Driveway Counts

LOCATION: 4545 Mission Bay Drive
 TOTAL _____
 CITY: San Diego, CA

DATE: 9/9/2025
 DAY: Tuesday

Time	AM PERIOD					
	15 Minute Counts			Hourly		
	In	Out	TOTAL	In	Out	Total
0:00	2	1	3	5	3	8
0:15	1	0	1	3	2	5
0:30	0	0	0	2	2	4
0:45	2	2	4	2	2	4
1:00	0	0	0	0	1	1
1:15	0	0	0	5	3	8
1:30	0	0	0	6	4	10
1:45	0	1	1	6	4	10
2:00	5	2	7	6	4	10
2:15	1	1	2	1	2	3
2:30	0	0	0	0	2	2
2:45	0	1	1	1	2	3
3:00	0	0	0	1	1	2
3:15	0	1	1	1	1	2
3:30	1	0	1	1	0	1
3:45	0	0	0	1	0	1
4:00	0	0	0	1	0	1
4:15	0	0	0	2	2	4
4:30	1	0	1	2	2	4
4:45	0	0	0	1	3	4
5:00	1	2	3	1	3	4
5:15	0	0	0	1	4	5
5:30	0	1	1	1	5	6
5:45	0	0	0	1	4	5
6:00	1	3	4	1	6	7
6:15	0	1	1	1	5	6
6:30	0	0	0	3	6	9
6:45	0	2	2	4	9	13
7:00	1	2	3	5	7	12
7:15	2	2	4	4	8	12
7:30	1	3	4	3	7	10
7:45	1	0	1	4	9	13
8:00	0	3	3	3	12	15
8:15	1	1	2	5	13	18
8:30	2	5	7	7	13	20
8:45	0	3	3	5	9	14
9:00	2	4	6	6	12	18
9:15	3	1	4	4	11	15
9:30	0	1	1	2	10	12
9:45	1	6	7	3	12	15
10:00	0	3	3	4	7	11
10:15	1	0	1	6	7	13
10:30	1	3	4	5	10	15
10:45	2	1	3	6	9	15
11:00	2	3	5	4	10	14
11:15	0	3	3			
11:30	2	2	4			
11:45	0	2	2			

AM TOTAL

37	66	103
----	----	-----

Time	PM PERIOD					
	15 Minute Counts			Hourly		
	In	Out	TOTAL	In	Out	Total
12:00	1	0	1	5	5	10
12:15	2	2	4	5	7	12
12:30	1	0	1	5	8	13
12:45	1	3	4	7	9	16
13:00	1	2	3	8	6	14
13:15	2	3	5	8	7	15
13:30	3	1	4	8	4	12
13:45	2	0	2	10	4	14
14:00	1	3	4	8	7	15
14:15	2	0	2	10	5	15
14:30	5	1	6	10	8	18
14:45	0	3	3	8	9	17
15:00	3	1	4	11	7	18
15:15	2	3	5	11	9	20
15:30	3	2	5	15	10	25
15:45	3	1	4	15	14	29
16:00	3	3	6	16	16	32
16:15	6	4	10	17	13	30
16:30	3	6	9	14	13	27
16:45	4	3	7	14	11	25
17:00	4	0	4	14	8	22
17:15	3	4	7	16	11	27
17:30	3	4	7	15	9	24
17:45	4	0	4	13	8	21
18:00	6	3	9	10	10	20
18:15	2	2	4	6	7	13
18:30	1	3	4	5	6	11
18:45	1	2	3	7	4	11
19:00	2	0	2	9	4	13
19:15	1	1	2	11	7	18
19:30	3	1	4	10	7	17
19:45	3	2	5	10	8	18
20:00	4	3	7	12	6	18
20:15	0	1	1	9	3	12
20:30	3	2	5	11	3	14
20:45	5	0	5	10	2	12
21:00	1	0	1	9	2	11
21:15	2	1	3	10	4	14
21:30	2	1	3	9	3	12
21:45	4	0	4	8	3	11
22:00	2	2	4	5	3	8
22:15	1	0	1	3	1	4
22:30	1	1	2	4	2	6
22:45	1	0	1	3	1	4
23:00	0	0	0	2	1	3
23:15	2	1	3			
23:30	0	0	0			
23:45	0	0	0			

PM TOTAL

109	75	184
-----	----	-----

TOTAL

146	141	287
-----	-----	-----

AM Peak Hour (8:30-9:30 AM) 7 13 20
 Occupancy Adjusted 7 14 21

PM Peak Hour (4:00PM-5:00PM) 16 16 32
 Occupancy Adjusted 17 17 34

Note: Adjusted using occupancy rate of 94% based on data from existing facility



APPENDIX B

Mobility Choices Regulations

Article 3: Supplemental Development Regulations

Division 11: Mobility Choices Regulations

(“*Mobility Choices Regulations*” added 12-9-2020 by O-21274 N.S.; effective 1-8-2021.)

§143.1101 Purpose of Mobility Choices Regulations

The purpose of the Mobility Choices Regulations is to reduce Citywide vehicle miles traveled (VMT) to address the environmental impacts of *development* related to noise, air pollution, and greenhouse gas emissions, and to promote public health and enjoyment, by investing in active transportation infrastructure and amenities that will result in the greatest reductions to Citywide VMT.

(“*Purpose of Mobility Choices Regulations*” added 12-9-2020 by O-21274 N.S.; effective 1-8-2021.)

§143.1102 When Mobility Choices Regulations Apply

The Mobility Choices Regulations apply to any *development* for which a Building Permit is issued, except:

- (a) Residential *development* with four or fewer *dwelling units*;
- (b) Any commercial or office *development* with less than 5,000 square feet *gross floor area*;
- (c) *Development* located on property owned, leased, or maintained by the City where the City is the *applicant* or where a private party is the *applicant* acting on behalf of the City, that is a locally-serving public facility, as defined in the Land Development Manual, Transportation Study Manual, Appendix R;
- (d) *Development* located within a one-half mile pedestrian walk to an existing passenger rail station;
- (e) *Development* located in Mobility Zone 1;
- (f) Industrial Uses, as defined in the Land Development Manual, Transportation Study Manual (Appendix B), located within Prime Industrial Lands;
- (g) *Multiple dwelling unit development* within a *Sustainable Development Area* that provides the transportation amenities required by Section 142.0528; and

- (h) *Development* that does not require a Certificate of Occupancy.
(“When Mobility Choices Regulations Apply” added 12-9-2020 by O-21274 N.S.; effective 1-8-2021.)
(Amended 3-7-2023 by O-21618 N.S.; effective 5-6-2023.)

§143.1103 Mobility Choices Requirements

- (a) For the purposes of this Division, Mobility Zones shall be defined as follows:
- (1) Mobility Zone 1 means the Downtown Community Planning Area.
 - (2) Mobility Zone 2 means any *premises* located either partially or entirely in a *Sustainable Development Area*.
 - (3) Mobility Zone 3 means a community planning area boundary with a VMT efficiency that is 85 percent or less of the regional average for either resident VMT per capita or employee VMT per employee, as determined by the City Manager.
 - (4) Mobility Zone 4 means any area within a community planning area with a VMT efficiency that is greater than 85 percent of the regional average for both resident VMT per capita and employee VMT per employee, as determined by the City Manager.
 - (5) Where a *premises* is located in two or more Mobility Zones, the entire *premises* shall be subject to the regulations applicable to the lowest Mobility Zone.
 - (6) Where *development* is located within a Specific Plan area, where the Specific Plan was adopted prior to July 1, 2020, any portion of the *development* located within the Specific Plan area shall be subject to the regulations applicable to the lowest Mobility Zone included within the Specific Plan area.
- (b) Except as provided in Section 143.1103(b)(5) or (b)(6), all *development* located within Mobility Zone 2 or Mobility Zone 3 shall provide VMT Reduction Measures in accordance with Land Development Manual, Appendix T as follows:

- (1) *Development* in Mobility Zone 2 shall include VMT Reduction Measures totaling at least 5 points.
- (2) *Development* in Mobility Zone 3 shall include VMT Reduction Measures totaling at least 8 points.
- (3) A notice describing the VMT Reduction Measures provided shall be posted in a prominent and accessible common area of the *development* where it can easily be seen by residents and the public. The notice shall include the responsible party contact information and a statement that the VMT Reduction Measures are required pursuant to the San Diego Municipal Code and to the satisfaction of the Development Services Department. The notice shall be in the form required by Land Development Manual, Appendix T.
- (4) The types of VMT Reduction Measures that shall be used to satisfy the requirements in Section 143.1103(b) are included in Land Development Manual, Appendix T. VMT Reduction Measures that also satisfy other *development* regulations may be used to satisfy the requirements in Section 143.1103(b).
- (5) In lieu of providing the VMT Reduction Measures in Section 143.1103(b)(1) or (2), the *applicant* may pay the Active Transportation In Lieu Fee referenced in Section 143.1103(c).
- (6) *Development* in Mobility Zone 2 that provides more than the minimum parking required in Chapter 14, Article 2, Division 5 shall be required to provide 8 points of VMT Reduction Measures in accordance with the Land Development Manual, Appendix T. For purposes of this section, the Parking Standards Transit Priority Area regulations within Sections 142.0525 and 142.0528 shall not apply for the minimum required parking for *multiple dwelling units*.
- (7) *Development* in Mobility Zone 3 that provides more than the minimum parking required in Chapter 14, Article 2, Division 5 shall be required to provide 11 points of VMT reduction measures in accordance with the Land Development Manual, Appendix T or shall pay the Active Transportation In Lieu Fee referenced in Section 143.1103(c). The Parking Standards Transit Priority Area regulations within Sections 142.0525 and 142.0528 shall not apply for the minimum required parking for multiple dwelling units.

- (c) Unless exempt under Section 143.1103(c)(2), (3), (4), or (5) all *development* in Mobility Zone 4 shall pay an Active Transportation In Lieu Fee, as adopted by City Council resolution.
 - (1) The Active Transportation In Lieu Fee shall be used to fund active transportation and VMT-reducing infrastructure projects located within Mobility Zone 1, Mobility Zone 2, or Mobility Zone 3 to reduce Citywide VMT.
 - (2) Locally-serving *development*, as identified in Land Development Manual, Appendix T, and located in Mobility Zone 4, is exempt from the Active Transportation In Lieu Fee in Section 143.1103(c), but shall provide VMT Reduction Measures that reduce VMT in accordance with Section 143.1103(b)(2).
 - (3) For residential *development* in Mobility Zone 4, affordable *dwelling units* that are deed restricted at or below 120 percent of the area *median income*, as defined in Section 143.0720, are exempt from the Active Transportation In Lieu Fee in Section 143.1103(c).
 - (4) *Development* in Mobility Zone 4, where any portion of the *development* is located within a census tract that is 85 percent or less of the regional average for either resident VMT per capita or employee VMT per employee, as applicable to the *development*, as determined by the City Manager, is exempt from the Active Transportation In Lieu Fee in Section 143.1103(c), but shall provide VMT Reduction Measures that reduce VMT in accordance with Section 143.1103(b)(2).
 - (5) *Development* in Mobility Zone 4 that includes the design and construction of active transportation and VMT-reducing infrastructure located within Mobility Zone 1, Mobility Zone 2, or Mobility Zone 3 that reduces the *development's* required regional average reduction for either resident VMT per capita or employee VMT per employee, as applicable to the *development* and as determined by the City Manager, is exempt from the Active Transportation In Lieu Fee in Section 143.1103(c) for the VMT that is reduced by the active transportation and VMT-reducing infrastructure, if the City Manager determines all of the following requirements are satisfied:
 - (A) The active transportation and VMT-reducing infrastructure is a pedestrian, bicycle, or transit that does not accommodate additional vehicular traffic.

- (B) The active transportation and VMT-reducing infrastructure is located within a Community Planning Area that includes a Community of Concern, as determined by the City Manager.
 - (C) The *applicant* substantially completes the active transportation and VMT-reducing infrastructure to the satisfaction of the City Engineer at no cost to the City. For purposes of this section, the active transportation and VMT reducing infrastructure is substantially completed if it is 90 percent complete to the satisfaction of the City Engineer, and an adequate performance bond, as determined by the City Engineer, has been provided to the City.
 - (D) The *applicant* completes the active transportation and VMT-reducing infrastructure prior to requesting final inspection for any portion of the *development*.
- (6) If an *applicant* completes the active transportation and VMT-reducing infrastructure that meets the requirements in Section 143.1103(c)(5) and would reduce more than the *development's* required VMT reduction provided in Section 143.1103(c), the City Manager may grant VMT reduction credits to the *applicant* upon completion of the active transportation and VMT-reducing infrastructure. The VMT reduction credits expire within 5 years from the issuance of the credits. The VMT reduction credits may be assigned to other *development* within the City or may be used to offset another *development's* Active Transportation In Lieu Fee.

(“Mobility Choices Requirements” added 12-9-2020 by O-21274 N.S.; effective 1-8-2021.)

(Amended 1-27-2022 by O-21416 N.S.; effective 2-26-2022.)

(Amended 3-7-2023 by O-21618 N.S.; effective 5-6-2023.)

(Amended 7-22-2024 by O-21836 N.S.; effective 10-5-2024.)

[Editors Note: Amendments as adopted by O-21836 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-21836-SO.pdf]



APPENDIX C

Mobility Choices Regulations: Implementation Guidelines (Appendix T)

APPENDIX T:

Mobility Choices Regulations: Implementation Guidelines

The Mobility Choices Regulations aim to connect every San Diegan with safe and convenient mobility alternatives that can reliably connect them to jobs, shopping, services, neighborhood parks, open spaces, and other amenities. The Mobility Choices Regulations support implementation of Senate Bill 743 (SB 743) by reducing Citywide vehicle miles traveled (VMT) and support implementation of the City's Climate Action Plan (CAP) by strategically planning the mobility network to support infill development, promote active transportation modes and transit use, reducing GHG emissions and supporting public health goals. The purpose of this appendix is to support implementation of the Mobility Choices Regulations, as set forth in San Diego Municipal Code (SDMC) Chapter 14, Article 3, Division 11.

Appendix T includes the following guidelines to implement the Mobility Choices Regulations: a list of VMT Reducing Measures and corresponding point values to satisfy the requirements set forth in SDMC section 143.1103(b), a template Notice of VMT Reducing Measures to be posted in accordance with SDMC section 143.1103(b)(3), identification of land uses that are subject to payment of the Active Transportation In Lieu Fee in accordance with SDMC section 143.1103(c), and guidelines for calculating VMT and applicable requirements under the regulations.

Appendix T Table of Contents:

[Section A: VMT Reduction Measures and Points](#)

[Section B: Notice of VMT Reduction Measures Form](#)

[Section C: VMT Active Transportation In Lieu Fee Land Use Exemptions](#)

[Section D: Active Transportation In Lieu Fee Calculator Tool](#)

Section A: VMT Reduction Measures and Points

Section A: In accordance with SDMC sections 143.1101, 143.1102, and 143.110, development that is required to provide VMT reduction measures, shall satisfy those requirements by implementing the measures identified below.

The measures shall be located on-site or adjacent to the development site such that the measure can be shown on a site plan. On-site measures shall be privately maintained in perpetuity. Any measure that is on-site for public use shall ensure public access. Any measure that is off-site, but to be maintained by the property owner shall be subject to an Encroachment Maintenance and Removal Agreement (EMRA). Measures within the right-of-way shall comply with the City of San Diego Street Design Manual, Land Development Code, San Diego Municipal Code, and applicable Council Policies.

TABLE 1: VMT REDUCTION MEASURES AND POINTS

VMT Reduction Measure		Unit	Points Per Unit	Included as a Parking Standard in TPAS Transportation Measure?
<i>Pedestrian Measures</i>				
1	Pedestrian scale lighting adjacent to public pedestrian walkways along the entire development frontage.	Yes/no	0.5	Yes
2	Installing pop-outs at adjacent intersections or curb extensions at adjacent mid-block crosswalks. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or San Diego Metropolitan Transit System/North County Transit District may be required.	Full Intersection ¹	2.5	
3	Installing high-visibility crosswalk striping at adjacent intersection (if not otherwise required).	Full Intersection ¹	1.5	
4	Installing enhanced crosswalk paving at adjacent intersection.	Full Intersection ¹	2.5	
5	Installing pedestrian enhancing amenities at adjacent intersections (hardscape): Median refuges, raised crosswalks	Each measure	2.5	
6	Signal pedestrian countdown heads (if not otherwise required).	Each Intersection	2	

VMT Reduction Measure		Unit	Points Per Unit	Included as a Parking Standard in TPAS Transportation Measure?
7	Planting shade trees adjacent to a public pedestrian walkway beyond minimum standards (shall be consistent with Land Development Code Landscape Standards and be maintained by the property owner). Minimum spacing between trees is 20 feet.	Each Tree	0.20 ²	
8	Installing pedestrian resting area/recreation node on-site, adjacent to public pedestrian walkway (with signage designating the space as publicly available). The resting area/recreation node shall be maintained by the property owner.	Each resting area (multiple of 250 square feet)	2.5 (Partial Points Available)	
9	Widening sidewalk within the existing public right-of-way to Street Design Manual standards. The reduction of parkway/landscape buffer to less than the width required by the Street Design Manual standards to widen sidewalk width is not permitted. Requires replacement of existing sidewalk.	Each mile of widening	3 points per mile of widening to standard (Partial Points Available)	Yes
10	Widening an urban parkway through dedication of private property in accordance with the Street Design Manual Standards. This requires replacement of existing sidewalk.	Each mile of widening	3 points per mile of widening to standard (Partial Points Available)	
<i>Bicycle Supportive Measures</i>				
11	Providing on-site shared bicycle fleet. The number of bicycles provided shall be equal to the number of bicycle parking spaces that would otherwise be required by SDMC Table 142-05C, or five bicycles, whichever is greater.	Yes/No	1.5	Yes
12	Providing on-site bicycle repair station	Yes/No	1.5	Yes

VMT Reduction Measure		Unit	Points Per Unit	Included as a Parking Standard in TPAS Transportation Measure?
13	Installing new bicycle infrastructure (Class I, II, IV) that is part of the City's planned bikeway network that closes or incrementally closes an existing gap between two existing bikeways.	Each mile	3	
14	Upgrading bicycle infrastructure adjacent to the development (along roadway and at intersections, i.e. signage, green paint, upgrade to a protected bicycle facility, etc. above required minimum bicycle infrastructure standards).	Each upgraded feature	2.5	
15	Installing electric bicycle charging stations/micro-mobility charging stations that are available to the public.	Each multiple of 5 charging stations	2	Yes
16	Providing short-term bicycle parking spaces that are available to the public, at least 10% beyond minimum requirements.	Each multiple of 10% beyond the minimum	1.5	
17	Providing long-term bicycle parking spaces at least 10% beyond minimum requirements.	Each multiple of 10% beyond the minimum	2	
18	Providing on-site showers/lockers at least 10% beyond minimum requirement.	Yes/No	2	
Transit Supportive Measures				
19	Providing high cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of shelter, real time bus information monitors.	Each upgraded feature	2.5	Yes
20	Providing low cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of bench, public art, static schedule and route display, trash receptacle.	Each upgraded feature	1	Yes
Other Measures				
21	Providing on-site multi-modal information kiosks (above minimum kiosk requirement to serve a larger site). *Not applicable to small development sites.	Yes/No	2	Yes
22	Providing on-site car share vehicles spaces that are available to the public with designated parking shown on a site plan.	Each car-share vehicle space	2	

VMT Reduction Measure		Unit	Points Per Unit	Included as a Parking Standard in TPAS Transportation Measure?
23	Providing on-site designated micro-mobility (e.g. bicycles, Ebikes, electric scooters, shared bicycles, and electric pedal assisted bicycle) parking area) that is available to the public.	Yes/No	1.5	
24	Providing on-site passenger loading zones and delivery vehicle space (above minimum loading space requirements).	Per passenger loading zone space	0.5	Yes
25	Installing a traffic calming measure, such as speed feedback signs, median slow points (chokers), and speed table/raised crosswalk. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or MTS/NCTD may be required.	Each traffic calming feature	2.5	
26	Providing carpool parking spaces 10% beyond the minimum number of carpool spaces required (for non-residential projects).	Each multiple of 10% beyond the minimum	1.5	
27	Number of parking spaces provided does not exceed the parking requirements contained in the SDMC and a permit system is provided (or other parking management such as time limited or metered spaces) to control off-site parking.	Yes/No	2	

¹ Measures shall be provided on each leg of the adjacent intersection (four-legged intersection, T-intersection, etc.). If the applicant only installs the measure on a portion of the adjacent intersection legs, the total number of points assigned to this measure shall be divided by the number of legs of the intersection and the resulting number of points shall be assigned to each individual measure included. For example, if the applicant constructs one pop-out at a T-intersection, the total number of points assigned to a pop-out intersection (2.5) would be divided by the number of intersection legs (3) equaling 0.83 and the total number of points the development would receive for this measure would be 0.83 points.

² Points for this measure are given this relatively higher value (compared to VMT reducing effectiveness) to support implementation of Climate Action Plan Strategy 5.

Section B: Notice of VMT Reduction Measures Form (SDMC section 143.1103(b)(3))

The notice shall include contact information regarding the VMT Reduction Measures, as well as a statement that the measures are required pursuant to the San Diego Municipal Code. The notice shall be provided to the satisfaction of the Development Services Department. The notice shall be in substantially the same form as below.

Notice of VMT Reduction Measure(s)	
The Notice for Mobility Choices VMT Reduction measures, required for a development, shall be posted in a prominent and accessible common area where it can easily be viewed by residents and the public. The notice shall include the responsible party contact information and a statement regarding the measures which are required pursuant to SDMC Sections 143.1101, 143.1102, and 143.1103.	
Owner: Contact Information:	
Mobility Choices VMT Reduction Measure(s):	
Signature:	Date:
Print Name & Title:	
Company/Organization Name:	

Section C: Active Transportation In Lieu Fee Land Use Exemptions

Table 2 provides a list of land use types that are subject to or exempt from payment of the Active Transportation In Lieu Fee in accordance with SDMC Section 143.1103(c). Details by land use type, which development, as required by Division 11, Sections 143.1101, 143.1102, and 143.110 of the SDMC, is exempt from payment of the Active Transportation In Lieu Fee. In accordance with SDMC Section 143.1103(c)(2), locally serving development that is exempt from the Active Transportation In Lieu Fee shall provide VMT Reduction Measures equaling totaling at least 8 points.

TABLE 2: ACTIVE TRANSPORTATION IN LIEU FEE LAND USE EXEMPTIONS

Type	Land Uses	Exempt from Fee
Residential	Single Family Residential	No
	Multi-Family Residential	No
	Senior Housing	Yes
	Single Room Occupancy Units (SRO's)	No
	Mobile Home Park	No
Employee	Clinic	No
	Congregate Care Facility	No
	Convalescent/Nursing Facility	No
	Corporate Headquarters/Single Tenant Office	No
	Extended Stay Hotel	No
	Extractive Industry	No ¹
	Government Office (greater than 100,000 SF)	Yes
	Government Office (less or equal to 100,000 SF)	Yes
	Government Office/Civic Center	Yes
	Heavy Industry	No ¹
	Hospital - General	No
	Hotel (High-Rise)	No
	Hotel (Low-Rise) (Motel)	No
	Industrial Park	No
	Light Industry - General	No ¹
	Medical Office	No
	Office (High-Rise - greater than 100,000 SF)	No
	Office (Low-Rise -less than 100,000)	No
	Other Health Care	No
	Public Storage	No ¹
Resort	No	
School District Office	Yes	

Type	Land Uses	Exempt from Fee
	Scientific Research and Development	No
	Warehousing	No ¹
Recreation	Public/Community Meeting Room Facility (Other Public Services)	Yes
	Racquetball/Tennis/Health Club	No
Retail	Arterial Commercial	No ²
	Automobile Parts Sale	No
	Automobile Rental Service	No
	Automobile Repair Shop	No
	Automobile Tire Store	No
	Building Material and lumber store (less or equal to 30,000 SF)	Yes
	Carwash (Full service)	Yes
	Carwash (Self service)	Yes
	Community Shopping Center (100,000 SF or more)	No
	Convenience Market Chain (Open 24 Hours)	Yes
	Convenience Market Chain (Open Up to 16 Hours Per Day)	Yes
	Discount Store/Discount Club	No ²
	Drinking Place/Bar Entertainment (Night and Day)	No ²
	Drinking Place/Bar Entertainment (Night Only)	No ²
	Drugstore (Stand alone)	Yes
	Financial Institution (with a drive-through)	Yes
	Financial Institution (without a drive-through)	Yes
	Furniture Store	No
	Golf Course Clubhouse	No
	Home Improvement Super Store	No
	Major Automobile Dealership	No
	Minor Automobile Dealership	No
	Movie Theater	No
	Neighborhood Shopping Center (30,000 SF or more)	Yes
	Nursery	No
	Regional Shopping Center (300,000 SF or more)	No
	Restaurant (Fast Food with or without drive-through)	Yes
	Restaurant (High Turnover sit-down)	Yes
	Restaurant (Quality)	No
	Service Station	Yes
	Service Station (with automated carwash)	Yes
	Service Station (with food mart and automated carwash)	Yes
	Service Station (with food mart)	Yes

Type	Land Uses	Exempt from Fee
	Supermarket (Standalone)	Yes
	Wholesale Trade	No
School	Elementary School (Public)	Yes
	Junior High School or Middle School (Public)	Yes
	Senior High School (Public)	Yes
	Elementary School (Private)	No
	Junior High School or Middle School (Private)	No
	Senior High School (Private)	No

¹Impact is based on Regional VMT/Employee mean, not 85% of the mean. Industrial Uses defined in TSM Table Appendix B-1 located in Prime industrial areas are exempt from the fee.

²Pays for the full project size if it developed retail over 100,000sf, existing or planned, within the same develop project.

Section D. Active Transportation In Lieu Fee Calculator Tool

The Active Transportation In Lieu Fee is based upon a unit cost per vehicle mile traveled reduced (\$/VMT reduced). The Active Transportation In Lieu Fee is calculated per project for the amount of additional VMT generated over the threshold. Industrial Uses are required to reduce VMT to the regional average VMT/capita or VMT/employee; all other projects are required to reduce VMT to 85% of the VMT/capita or VMT/employee in the region. The Active Transportation In Lieu Fee is based on SANDAG data available at the time the project application is deemed complete or at the time of building permit issuance, whichever the project applicant chooses.

To implement the Mobility Choices Regulations, assist in calculating project VMT, and to easily identify project requirements under the Mobility Choices Regulations, the Active Transportation In Lieu Fee Calculator (Calculator) was developed. The Calculator is an Excel based program that allows project applicants, developers, and City staff to calculate the Active Transportation In Lieu Fee associated with a specific project based on its location, land use, and size. The Calculator can be used to calculate the required fee for Mobility Zone 4 or to calculate the Opt-In Fee for projects in Mobility Zones 2 or 3 that would prefer to pay the fee rather than implement the required VMT Reduction Measures. For more information on the functions, inputs, data sources, methodology, and assumptions used in the Calculator, please see the Active Transportation In Lieu Fee Calculator Tool – User Manual.

Although the Calculator is based on the most current available and accurate data, if substantial evidence shows that a project's VMT would be less than the amount identified in the Calculator, the Development Services Department may use such information provided by the applicant in place of the Calculator.



APPENDIX D

Mobility Evaluation Tool (MET)

Project Details	
Analysis Time & Date:	April 13, 2026, 12:06:52 PM
Project Name:	PB Hotel
Project Screening:	Not Screened Out
Project Description:	Lodging
SANDAG Model Version:	SANDAG ABM2+ / 2021 RP



APN	CPA	Mobility Zone	typology	TPA	Census Tract	MGRA	TAZ	VMT per Capita	VMT per Employee	Residential Density	Employee Density
4241400300	PACIFIC BEACH	2	2	1	78	3768	2817	18.3	19.5	5.117	29.59

PROJECT INFORMATION FORM	
Project Name	PB Hotel
Project Description	Lodging
Project Type	Discretionary
Project Mobility Zone	2
Number of parking spaces (Vehicle)	84
Number of parking spaces (Accessible)	4
Number of parking spaces (Bicycle)	6
Number of parking spaces (Motorcycle)	2
For Mobility Zone 2 & 3: Select project specific mitigation (TDM Calculator) OR VMT Reduction Measure points compliance (Mobility Choices Ordinance Tracking)	TDM Calculator
Land Use 1 - Residential (Dwelling Units)	0
Affordable Units (Residential) %	0
Market Rate Units (Residential) %	0
Land Use 2 – Commercial Employment (ksf)	76
Land Use 3 - Industrial (ksf)	0
Land Use 4 – Retail / Public Facility / Recreational (ksf)	0

PRELIMINARY SCREENING CRITERIA	SCREENED OUT?
1. REDEVELOPMENT PROJECT:	
(a) Does the project result in net decrease in total project VMT? (If not a redevelopment project, answer N/A)	No
(b) Answer, if 'YES' to 1a. If the project replaces affordable housing with market rate housing, are there equal or more market rate units planned than existing affordable units being replaced? (If the existing use is not affordable housing, answer N/A)	
2. RESIDENTIAL PROJECT (LAND USE 1):	
(a) Is the project in a VMT/Capita Efficient Area? (per SANDAG Screening Maps)	N/A
(b) Is the project 100% affordable?	N/A
(c) Small project criteria: Is the daily unadjusted driveway trip generation 300 or less?	N/A
3. COMMERCIAL EMPLOYMENT PROJECT (LAND USE 2):	
(a) Is the project in a VMT/Employee Efficient Area? (per SANDAG Screening Maps)	No
(b) Small project criteria: Is the daily unadjusted driveway trip generation 300 or less?	No
4. INDUSTRIAL EMPLOYMENT PROJECT (LAND USE 3):	
(a) Is the project in a VMT/ Employee Efficient Area? (per SANDAG Screening Maps)	N/A
(b) Small project criteria: Is the daily unadjusted driveway trip generation 300 or less?	N/A
5. RETAIL, PUBLIC FACILITY, OR RECREATIONAL PROJECT (LAND USE 4):	
(a) Is the project locally serving: Retail, Public Facility, or Recreational as defined by TSM?	N/A
(b) Small project criteria: Is the daily unadjusted driveway trip generation 300 or less?	N/A

LANDUSE	METRIC	PROJECT VMT	REGIONAL AVERAGE VMT	VMT IMPACT
Commercial Employment	VMT/Emp	19.5	18.9	YES

Note : When submitted to the City, the information contained is subject to verification by City staff.

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
LAND USE	
T-04 Integrate Affordable and Below Market Rate Housing (P/S)	null
Percent of multifamily units permanently dedicated as affordable (%)	Not Selected

INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
TRIP REDUCTION PROGRAM	
T-05 Implement Commute Trip Reduction Program - voluntary (P/S)	null
Percent of employees eligible for program (%)	Not Selected
T-06 Implement Commute Trip Reduction Program - mandatory (P/S))	null
Percent of employees eligible for program (%)	Not Selected
T-07 Implement Commute Trip Reduction Marketing - Employment Project (P/S)	null
Percent of employees eligible for program (%)	Not Selected
T-08 Provide Ride-Sharing Program - Employment Project (P/S)	null
Percent of employees eligible for program (%)	Not Selected
T-09 Implement Subsidized or Discounted Transit Program - Employment Project (P/S)	0.76%
Average transit fare without subsidy (\$)	2.5
Subsidy amount (\$)	1.875
Percent of employees eligible for subsidy (%)	100%
Percent of project-generated VMT from employees (%)	100%
T-10 Provide End-of-Trip Bicycle Facilities (P/S)	null
Project provides shower, lockers, and bike parking	Not Selected
T-11 Provide Employer-Sponsored Vanpool (P/S)	null
T-12 Price Workplace Parking (P/S)	null
Proposed parking price per day (\$)	Not Selected
Baseline parking price per day (\$)	Not Selected
Share of employees paying for parking (%)	Not Selected

T-13 Implement Employee Parking Cashout (P/S)	null
Percent of employees eligible (%)	Not Selected
T-07 Implement Commute Trip Reduction Marketing - Residential Project (P/S)	null
Percent of residents eligible for program (%)	Not Selected
T-08 Provide Ride-Sharing Program - Residential Project (P/S)	null
Percent of residents eligible for program (%)	Not Selected
T-09 Implement Subsidized or Discounted Transit Program - Residential Project (P/S)	null
Average transit fare without subsidy (\$)	Not Selected
Subsidy amount (\$)	Not Selected
Percent of residents eligible for subsidy (%)	Not Selected
Percent of project-generated VMT from residents (%)	Not Selected
INDIVIDUAL MEASURE REDUCTION RESULTS	VMT REDUCTION
PARKING OR ROAD PRICING MANAGEMENT	
T-15 Limit Residential Parking Supply (P/S)	null
Residential parking demand (parking space)	Not Selected
Project residential parking supply (parking space)	Not Selected
Percentage of project VMT generated by residents (%)	Not Selected
T-16 Unbundle Residential Parking Costs from Property Cost (P/S)	null
Annual Parking cost per space (\$/year)	Not Selected

APPLICABLE METRIC	VMT REDUCTION %	VMT AFTER REDUCTION
Applicable to Residential VMT	0.00%	Residential VMT : 18.30
Applicable to the portion of residential VMT that is commute related	0.00%	User calculates the reduction outside of the tool. See the user guide for details
Applicable to Employment VMT	0.76%	Commercial Employment : 19.35, Industrial Employment : 19.35, Retail/Public Facility/Recreational : User calculates the reduction outside of the tool. See the user guide for details

MEASURE	USER INPUT	POINTS
PEDESTRIAN SUPPORTIVE MEASURES		
1. Pedestrian scale lighting adjacent to public pedestrian walkways along the entire development frontage.	Yes	0.5
2. Installing pop-outs at adjacent intersections or curb extensions at adjacent mid-block crosswalks. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or San Diego Metropolitan Transit System/North County Transit District may be required ¹ .	Number of improved legs= Total number of intersection legs= No of intersection improved=	
3. Installing high-visibility crosswalk striping at adjacent intersection (if not otherwise required) ¹ .	Number of improved legs= Total number of intersection legs= No of intersection improved=	
4. Installing enhanced crosswalk paving at adjacent intersection ¹ .	Number of improved legs= Total number of intersection legs= No of intersection improved=	
5. Installing pedestrian enhancing amenities at adjacent intersections (hardscape): Median refuges, raised crosswalks	Number of amenities installed=	
6. Signal pedestrian countdown heads (if not otherwise required).	Number of intersections=	
7. Planting shade trees adjacent to a public pedestrian walkway beyond minimum standards (shall be consistent with Land Development Code Landscape Standards and be maintained by the property owner). Minimum spacing between trees is 20 feet ² .	Number of trees=	
8. Installing pedestrian resting area/recreation node on-site, adjacent to public pedestrian walkway (with signage designating the space as publicly available). The resting area/recreation node shall be maintained by the property owner.	Square Feet of rest area =	
9. Widening sidewalk within the existing public right-of-way to Street Design Manual standards. The reduction of parkway/landscape buffer to less than the width required by the Street Design Manual standards to widen sidewalk width is not permitted. Requires replacement of existing sidewalk.	Number of miles =	
10. Widening an urban parkway through dedication of private property in accordance with the Street Design Manual Standards. This requires replacement of existing sidewalk.	Number of miles =	
BICYCLE SUPPORTIVE MEASURES		
11. Providing on-site shared bicycle fleet. The number of bicycles provided shall be equal to the number of bicycle parking spaces that would otherwise be required by SDMC Table 142-05C, or five bicycles, whichever is greater.	Yes	1.5
12. Providing on-site bicycle repair station		
13. Installing new bicycle infrastructure (Class I, II, IV) that is part of the City's planned bikeway network that closes or incrementally closes an existing gap between two existing bikeways.	Number of miles =	
14. Upgrading bicycle infrastructure adjacent to the development (along roadway and at intersections, i.e. signage, green paint, upgrade to a protected bicycle facility, etc. above required minimum bicycle infrastructure standards).	Number of upgraded feature=	
15. Installing electric bicycle charging stations/micro-mobility charging stations that are available to the public.	Number of stations=	

16. Providing short-term bicycle parking spaces that are available to the public, at least 10% beyond minimum requirements.	percent increase=20	4.00
17. Providing long-term bicycle parking spaces at least 10% beyond minimum requirements.	percent increase=	
18. Providing on-site showers/lockers at least 10% beyond minimum requirement.		
MEASURE	USER INPUT	POINTS
TRANSIT SUPPORTIVE MEASURES		
19. Providing high cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of shelter, real time bus information monitors.	Number of upgraded feature=	
20. Providing low cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of bench, public art, static schedule and route display, trash receptacle.	Number of upgraded feature=	
OTHER SUPPORTIVE MEASURES		
21. Providing on-site showers/lockers at least 10% beyond minimum requirement.		
22. Providing on-site car share vehicles spaces that are available to the public with designated parking shown on a site plan.	Number of car-share spaces=	
23. Providing on-site designated micro-mobility (e.g. bicycles, Ebikes, electric scooters, shared bicycles, and electric pedal assisted bicycle) parking area) that is available to the public.		
24. Providing on-site passenger loading zones and delivery vehicle space (above minimum loading space requirements).	Number of loading zone spaces=	
25. Installing a traffic calming measure, such as speed feedback signs, median slow points (chokers), and speed table/raised crosswalk. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or MTS/NCTD may be required.	Number of calming feature=	
26. Providing carpool parking spaces 10% beyond the minimum number of carpool spaces required (for non-residential projects).	percent increase=	
27. Number of parking spaces provided does not exceed the parking requirements contained in the SDMC and a permit system is provided (or other parking management such as time limited or metered spaces) to control off-site parking.		
TOTAL POINTS		6.00



APPENDIX E

CAPCOA VMT Reduction Measures

T-9. Implement Subsidized or Discounted Transit Program



GHG Mitigation Potential



Up to 5.5% of emissions from employee/resident vehicles accessing the site

Co-Benefits (icon key on pg. 34)



Climate Resilience

Subsidized and discounted transit programs increase the capacity of low-income populations to use transit to evacuate or access resources during an extreme weather event. They could also incentivize more people to use transit, resulting in less traffic and better allowing emergency responders to access a hazard site during an extreme weather event. Lower overall out-of-pocket costs would also help increase community resilience by freeing up resources for other purposes.

Health and Equity Considerations

Program should include all onsite workers, such as contractors, interns, and service workers.

Measure Description

This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions.

Subsector

Trip Reduction Programs

Locational Context

Urban, suburban

Scale of Application

Project/Site

Implementation Requirements

The project should be accessible either within 1 mile of high-quality transit service (rail or bus with headways of less than 15 minutes), 0.5 mile of local or less frequent transit service, or along a designated shuttle route providing last-mile connections to rail service. If a well-established bikeshare service (Measure T-22-A) is available, the site may be located up to 2 miles from a high-quality transit service.

If more than one transit agency serves the site, subsidies should be provided that can be applied to each of the services available. If subsidies are applied for only one service, all variable inputs below should also pertain only to the service that is subsidized.

Cost Considerations

The employer cost is the recurring, direct cost for transit subsidies. The subsidies will lower the per capita income of the transit service, decreasing the revenue of the local transit agency. This cost may be offset by increased revenue from increased ridership. The beneficiaries include the program participants saving on commuting cost, the employer reducing onsite parking expenses, and the municipality reducing cars on the road, which leads to lower infrastructure and roadway maintenance costs.

Expanded Mitigation Options

This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.





GHG Reduction Formula

$$A = \frac{C}{B} \times G \times D \times E \times F \times H \times I$$

GHG Calculation Variables

If subsidies or discounts target employees, the GHG reduction from this measure may be limited to work-related employee trips only (i.e., home-to-work) and work-to-other, where at least one trip end is work). If residents are targeted, the GHG reductions extend to all trips.

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from employee/resident vehicles accessing the site	0–5.5	%	calculated
User Inputs				
B	Average transit fare without subsidy	[]	\$	user input
C	Subsidy amount	[]	\$	user input
D	Percent of employees/residents eligible for subsidy	0–100	%	user input
E	Percent of project-generated VMT from employees/residents	0–100	%	user input
Constants, Assumptions, and Available Defaults				
F	Transit mode share of all trips or work trips	Table T-3.1 or Table T-9.1	%	FHWA 2017
G	Elasticity of transit boardings with respect to transit fare price	-0.43	unitless	Taylor et al. 2008
H	Percent of transit trips that would otherwise be made in a vehicle	50	%	Handy & Boarnet 2013
I	Conversion factor of vehicle trips to VMT	1.0	unitless	assumption

Further explanation of key variables:

- (B and C) – The average transit fare and subsidy amount can be presented as either a fare per ride, or the cost of a monthly pass for typical transit service near the site. Pricing should be based on the expected means of subsidy implementation; for instance, if a monthly pass is provided to all residents, prices should be input on a monthly basis.
- (D) – The percentage of employees/residents associated with the site who have access to the subsidy. If subsidy is provided as an employee benefit, care should be taken to account for any contract or temporary workers who do not receive such benefits.
- (E) – The percentage of project-generated VMT from employees/residents is used to adjust the percent reduction in GHG emissions from the scale of employee and/or resident-generated VMT to project-generated VMT. If subsidies or discounts target employees at an office development, this value would simply be 100 percent. If the project site is a multifamily development with no onsite workers, this value would also be



100 percent. If the project site is a retail development, this value would be less than 100 percent, as it does not account for retail shopper trips to the site. The share of total VMT generated by employees for visitor-intensive uses, such as retail or medical offices, can be roughly estimated by multiplying the total number of employees by two (to account for both arrival and departure), divided by the total number of daily trips.

- (F) – Ideally, the user will calculate transit mode share for work trips or all trips of a Project/Site at a scale no larger than a census tract. Potential data sources include the U.S. Census, California Household Travel Survey (preferred), or local survey efforts. Care should be taken *not* to present the reported commute mode share as retrieved from the American Community Survey (ACS), unless the land use is office or employment based and the tables are based on work location (rather than home location). If the subsidies or discounts target employees and their commute trips, then the mode share should use the home-to-work trip purpose. If the user is not able to provide a project-specific value using one of the data sources described above, they have the option to input the transit mode share for one of the six most populated CBSAs in California. The transit mode share for work trips by CBSA is presented in Table T-9.1 in Appendix C (FHWA 2017). The transit mode share for all trips is provided in Table T-3.1 in Appendix C.
- (G) – A cross-sectional analysis of transit use in 265 urbanized areas in the U.S. found that a 0.43 percent decrease in transit boardings occurs for every 1 percent increase in transit fare price (Taylor et al. 2008). A policy brief summarizing the results of transit service strategies found this analysis to fall in the mid-point of observed, short-term values (Handy & Boarnet 2013). Price elasticities of transit demand vary based on both long-term and short-term demand, service type, and service location (Litman 2020 and Handy & Boarnet 2013).
- (H) – Not all new transit trips replace a vehicle trip. The share of transit trips that would otherwise be made by private vehicle ranges from less than 5 percent to 50 percent across studies. This assumption is based on observed values for high quality BRT service under the assumption that this measure is implemented alongside marketing measures and is targeted primarily at reducing vehicle commute trips. (Handy & Boarnet 2013). Note that this study looked at service improvements rather than fare changes and is used as a proxy variable. If project-specific or location-specific information is available, it should be substituted for this assumptive variable.
- (I) – The adjustment factor from vehicle trips to VMT is 1. This assumes that all vehicle trips will average out to typical trip length (“assumes all trip lengths are equal”). Thus, it can be assumed that a percentage reduction in vehicle trips will equal the same percentage reduction in VMT. Subsidies or discounts targeting commute trips may have a higher factor as they are generally longer than the trip lengths for other purposes.

GHG Calculation Caps or Maximums

Measure Maximum

(A_{max}) The GHG reduction is capped at 5.5 percent, which is based on the following assumptions:

- (C=B) – The subsidy coverage is capped at 100 percent of the typical transit fare.
- (D) – All employees are eligible for the subsidy.



- (E) – All project-generated VMT is from employee-generated VMT.
- (F) – Employees at an office development in the San Francisco-Oakland-Hayward CBSA have a default transit mode share for work trips of 25.60 percent.

Subsector Maximum

($\sum A_{\max T-5 \text{ through } T-13} \leq 45\%$) This measure is in the Trip Reduction Programs subsector. This subcategory includes Measures T-5 through T-13. The employee commute VMT reduction from the combined implementation of all measures within this subsector is capped at 45 percent.

Mutually Exclusive Measures

If this measure is selected, the user may not also take credit for either Measure T-5 or T-6. However, this measure may be implemented alongside other individual CTR measures (Measures T-7, T-8, T-10 through T-13). The efficacy of individual programs may vary highly based on individual employers and local contexts.

Example GHG Reduction Quantification

In this example, the user reduces VMT by providing all employees (D) of a proposed office development in the San Francisco-Oakland-Hayward CBSA a 100 percent transit subsidy in the form of a \$100 monthly transit pass (C=B). The user would reduce GHG emissions from VMT by 5.5 percent.

$$A = \left(\frac{\$100}{\$100} \times -0.43 \right) \times 100\% \times 100\% \times 25.60\% \times 50\% \times 1 = -5.5\%$$

Quantified Co-Benefits



Improved Local Air Quality

The percent reduction in GHG emissions (A) would be the same as the percent reduction in NO_x, CO, NO₂, SO₂, and PM. Reductions in ROG emissions can be calculated by multiplying the percent reduction in GHG emissions (A) by an adjustment factor of 87 percent. See *Adjusting VMT Reductions to Emission Reductions* above for further discussion.



Energy and Fuel Savings

The percent reduction in vehicle fuel consumption would be the same as the percent reduction in GHG emissions (A).



VMT Reductions

The percent reduction in VMT would be the same as the percent reduction in GHG emissions (A).



Sources

- Federal Highway Administration (FHWA). 2017. *National Household Travel Survey–2017 Table Designer*. Travel Day PMT by TRPTRANS by HH_CBSA, Workers by WRKTRANS by HH_CBSA. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.
- Handy, L. and S. Boarnet. 2013. *Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions*. Available: http://www.arb.ca.gov/cc/sb375/policies/transitservice/transit_brief.pdf. Accessed: January 2021.
- Litman, T. 2020. *Transit Price Elasticities and Cross-elasticities*. Victoria Transport Policy Institute. April. Available: <https://www.vtpi.org/tranelas.pdf>. Accessed: January 2021.
- Taylor, B., D. Miller, H. Iseki, and C. Fink. 2008. *Nature and/or Nurture? Analyzing the Determinants of Transit Ridership Across US Urbanized Areas*. Transportation Research Part A: Policy and Practice, 43(1), 60-77. Available: <https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.367.5311&rep=rep1&type=pdf>. Accessed: January 2021.



End of Appendices