

Appendix T: Mobility Choices Implementation Guidelines

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.

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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)	
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/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). The table 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 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
¹ Impact 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. ² Pays 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.

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. 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.