Challenges of Changing Mobility Zones

Executive Summary

The Planning Department has chosen to define mobility zones based on criteria that will change over time. VMT efficiencies are subject to change, although it is unclear:

- Who will be monitoring VMTs
- On what schedule
- How this information will be reported publicly and to DSD
- How often the City's maps will be updated with this information
- Who will be responsible for this function, etc.

This is an issue because we are aware of current situations where the City's Zoning and Parcel Information Portal (ZAPP) maps are 3.5 years out of date, showing the wrong zoning on parcels and making code enforcement problematic.

Further, the Planning Department has shared no maps of these Mobility Zones based on current data and they are not included as overlays on the current SDA ArcGIS map.

Given the still evolving SDA code, there are also modifications required before it even aligns internally. Mobility Zones 3 and 4 have geographic definitions that do not line up (*community planning area boundary* versus *area within a community planning area*) and require correction before codification.

It is our recommendation that the SDA code could be simplified and the burden on DSD significantly reduced if Mobility Zones were removed from this code altogether and SDAs were simply defined as an area within a reasonable walking distance from transit (experts concur that ½ mile would be the appropriate distance for creating transit-oriented development, GHG emissions reductions and realistic transit adoption).

Outstanding SDA Mobility Zones Issues

Changing VMTs Make Mobility Zones Challenging to Apply

The Planning Department has chosen to define mobility zones based on criteria that will change over time. Because VMT efficiencies are subject to change, these changes will potentially change the geographic boundaries of Mobility Zones 3 and 4. The following information has not been provided to the public:

- Who will be monitoring VMTs
- On what schedule
- How this information will be reported publicly and to DSD
- How often the City's maps will be updated with this information
- Who will be responsible for updating the maps, etc.

This is an issue because we are aware of current situations where the City's Zoning and Parcel Information Portal (ZAPP) maps are 3.5 years out of date, showing the wrong zoning on parcels and making building permit applications and code enforcement problematic.

Further, the Planning Department has shared no maps of these Mobility Zones based on current data and they are not included as overlays on the current SDA ArcGIS map.

Alignment Problem

Mobility Zones 3 and 4 have definitions that do not align. Mobility Zone 3 is tied to a *community planning area boundary* while Mobility Zone 4 is linked to *areas within a community planning area*. This misalignment should be corrected before SDAs are codified.

> 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.

> 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 either resident VMT per capita or employee VMT, as determined by the City Manager.

Conclusion

It is our recommendation that the SDA code could be simplified and the burden on DSD significantly reduced if Mobility Zones were removed from this code altogether and SDAs were simply defined as an area within a reasonable walking distance from transit (experts concur that ½ mile would be the appropriate distance for creating transit-oriented development, GHG emissions reductions and realistic transit adoption).