

From: noreply@granicusideas.com
To: [Pallinger, David](#); [Barnhart, Douglas](#); [Calvo, Yolanda](#); [Hough, Tommy](#); [Ashman, Ronald](#); [Edwards, Michael \(LUEG\)](#); [Hitzke, Ginger](#); [Lynch, Dahvia](#); [LUEG, PDS.PlanningCommission](#); [Slovick, Mark](#); [Smith, Ashley](#); [Bray, Kelly](#); [Talleh, Rami](#)
Subject: [External] New eComment for Planning Commission Hearing
Date: Saturday, July 16, 2022 4:35:07 PM

[SpeakUp](#)

New eComment for Planning Commission Hearing

Kevin Keane submitted a new eComment.

Meeting: Planning Commission Hearing

Item: 7. Transportation Study Guide to Implement Vehicle Miles Traveled Analysis During Environmental Review in the Unincorporated Region (J. Armstrong)

eComment: Analyzing vehicle miles traveled is a fools errand until there are viable alternatives. Until the 1950s, our area was served by a train service and thrived. Today, the former town for Highpass, served by the train, has become one of three ghost towns in the area. We are currently served by one single bus line - once per week.

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From: noreply@granicusideas.com
To: [Pallinger, David](#); [Barnhart, Douglas](#); [Calvo, Yolanda](#); [Hough, Tommy](#); [Ashman, Ronald](#); [Edwards, Michael \(LUEG\)](#); [Hitzke, Ginger](#); [Lynch, Dahvia](#); [LUEG, PDS.PlanningCommission](#); [Slovick, Mark](#); [Smith, Ashley](#); [Bray, Kelly](#); [Talleh, Rami](#)
Subject: [External] New eComment for Planning Commission Hearing
Date: Monday, July 18, 2022 10:45:01 AM

[SpeakUp](#)

New eComment for Planning Commission Hearing

Gary Arant submitted a new eComment.

Meeting: Planning Commission Hearing

Item: 7. Transportation Study Guide to Implement Vehicle Miles Traveled Analysis During Environmental Review in the Unincorporated Region (J. Armstrong)

eComment: The TSG does not acknowledge the VMT's negative impact on Valley Center MWD. The District expanded the Woods Valley Ranch WRF to serve VC's N/S Villages. Funding came from an \$28.8M SRF Ln. with a \$1.8M annual payment met by Assessments. Only 510 of the 1247 units available are now connected. Landowners are concerned that the VMT Policy will make future projects difficult. The District's concern is that landowners may stop making AD payments. VCMWD requests a VMT carve out for the N/S Villages.

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Subject: [External] New eComment for Planning Commission Hearing
Date: Wednesday, July 20, 2022 11:10:58 AM

[SpeakUp](#)

New eComment for Planning Commission Hearing

Joe Stupar submitted a new eComment.

Meeting: Planning Commission Hearing

Item: 7. Transportation Study Guide to Implement Vehicle Miles Traveled Analysis During Environmental Review in the Unincorporated Region (J. Armstrong)

eComment: As the Ramona Chamber Executive Director and President of the San Diego Backcountry Coalition, I have concerns about VMT implementation negatively affecting growth in commerce and housing in Ramona. Many will have to leave Ramona for employment. Implementing the Revised VSG would be detrimental to rural, low-income residents who do not have the resources afforded to those living in urban/suburban areas. We request support for our vulnerable residents to create a thriving community for all.

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From: [Davis, Damon](#)
To: [Turner, Jessica](#); [Gaines, Georgina](#)
Subject: FW: [External] VMT
Date: Wednesday, July 20, 2022 1:52:32 PM

Hi Jessica -

Ecomment for the VMT hearing this Friday

Damon

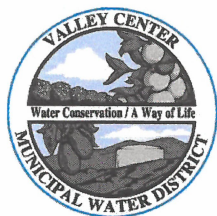
-----Original Message-----

From: Hadley Johnson <hadleyjohnsonjr@gmail.com>
Sent: Wednesday, July 20, 2022 1:40 PM
To: Davis, Damon <Damon.Davis@sdcounty.ca.gov>
Subject: [External] VMT

I am opposed to adoption to VTM as this requirement will increase the cost of housing. This and other studies delay projects increasing cost to the point that many families cannot afford to purchase a residence.

Hadley Johnson

RCE 14870



VALLEY CENTER MUNICIPAL WATER DISTRICT

A Public Agency Organized July 12, 1954

July 19, 2022

David C. Pallinger, Chair
San Diego County Planning Commission
5510 Overland Ave. Suite 110
San Diego, CA 92123

Sent Via E-mail to: PDS.PlanningCommission@sdcounty.ca.gov

Subject: July 22, 2022 - Agenda Item No. 7, VMT Transportation Study Guide

Dear Chair Pallinger and Members of the Commission;

We have completed our review on the County Staff Memo and the Transportation Study Guide (TSG) which the County Planning Commission will be considering on Friday, July 22, 2022. *To be blunt*, we are extremely frustrated that in the newest County documentation there is no reference or acknowledgement of the financial, economic, and social impact the VMT and the TSG will have on the Valley Center Municipal Water District. Great is the tone-deafness displayed for the well-being of a significant portion of unincorporated territory and population you all supposedly represent.

As expressed earlier this year, the Valley Center Municipal Water District (VCMWD) has great concerns over the financial and operational impacts of the proposed VMT. On Tuesday, January 18, 2022, its Board of Directors adopted VCMWD Board Resolution No. 2022-02, (which was forwarded to the County) requesting that the Board of Supervisors of San Diego County...

“consider the financial circumstances and hardships within the North and South Villages (of Valley Center) and the broader District, which could be associated with implementation of the revised VMT Policy and in making its final decision, the Board of Supervisors include policy provisions which honor past land use decisions on which financial commitments were made by the District and property owners in the North and South Villages of Valley Center.”

Background

Over the last eight years, the District has taken on the financial obligation to expand the treatment capacity of the Woods Valley Ranch Water Reclamation Facility to serve the wastewater needs of the Valley Center's North and South Villages. The Villages were created with the last County General Plan Update and contain land use densities requiring wastewater service. In response, the District planned, designed, and ultimately constructed an expansion of the Woods Valley Wastewater Treatment Facility to serve those approved densities; resulting in expansion of the treatment capacity from 75,000 gpd to 275,000 gpd, development of a 16MG seasonal storage facility, and a collection system to connect properties in both the North and South Villages to the treatment plant.

\$28.8 Million Loan Obligation to the State

The vast majority of funds needed to construct the project came from a State Water Resources Control Board Clean Water Revolving Fund Loan and Improvement Bond totaling \$28.8M. Funding to make the \$1.8 million-dollar annual payments on the 20-year loan comes from Assessment District Annual Assessments on the properties based upon the pro-rata share of the plant capacity committed to each property. Annual Assessments, as well as the annual operating and standby fees, are collected via the County Tax Rolls.

At this time, only 110 of the 1247 capacity units available are connected to the plant, 400 are under construction in the Park Circle Project to be connected; leaving 737 units (roughly 60% of the available capacity) unconnected. We have heard from the developers and investors who own the majority of this capacity, that they are concerned that if the County adopts the revised VMT Policy, it will be very difficult for them to move forward with their respective developments due to the costs of mitigation. Even though they are financially obligated to continue to pay their assessments for the wastewater system, the District is very concerned that they may not continue to meet those obligations if they cannot develop their respective projects, and the resulting impacts to the District that may result therefrom.

Conclusion

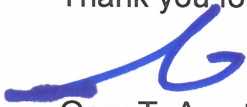
The County needs to recognize that a local Special District, VCMWD, serving an unincorporated community, in good faith, obligated itself financially to plan, design, construct, operate and maintain infrastructure needed to serve properties based upon land use determinations by the County of San Diego. Further, the Board of Supervisors should consider the financial impact on the property owners and ratepayers they represent if there are large-scale defaults by property owners who can no longer benefit from their wastewater capacity.

Request

Given the facts and circumstances in this case, Valley Center Municipal Water District Board of Directors does request that the Planning Commission recommend that the County Board of Supervisors approve modifications to the proposed TSG to include the Valley Center North and South Villages properties as areas within which no VMT analysis or mitigation would be required / provide a "carve out" from the VMT for these properties, where the County previously approved densities and development for which significant wastewater treatment infrastructure investments have been made and public debt has been incurred.

In this manner, the Valley Center Municipal Water District can maintain its financial integrity, its water and wastewater rate payers will be protected from a significant financial impact, and the Village areas (once developed) would provide housing the County needs to meet its obligations under the Regional Housing Needs Assessment.

Thank you for your consideration.



Gary T. Arant
General Manager

William R. Chappelow
President
Institutional Assets Group
2470 Unicornio Street
Carlsbad, CA 92009

July 20, 2022

David C. Pallinger, Chair
San Diego County Planning Commission
5510 Overland Ave. Suite 110
San Diego, CA 92123
E-Mail: PDS.PlanningCommission@sdcounty.ca.gov

Re: **Item 7: Transportation Study Guide to Implement Vehicle Miles Traveled Analysis**

Honorable Chair Pallinger and Members of the Planning Commission:

Thank you for the opportunity to comment on the proposed Transportation Study Guide (TSG) to Implement the Vehicle Miles Traveled Analysis. I am the proponent of a mixed use development project in Valley Center. Our project is located in the North Village planning area and incorporates a mix of 67% age- and income-restricted, medium- and high-density residential, and 33% complimentary retail and commercial uses with a walkable urban layout that is pedestrian, cyclist and electric vehicle friendly. Our project design encourages walking, cycling, electric vehicle and e-cart use, public transportation and telecommuting along with ride-share programs. It is exactly the type of project contemplated in the General Plan to implement its smart growth goals and meet the needs of unincorporated County communities for housing, jobs and alternative transportation opportunities.

Nothing in the County's proposed TSG facilitates this project, and with the fees anticipated under the regional mitigation program directed by the Board, this project- like many other projects in Village areas that meet the County's General Plan goals – will not be feasible. Landowners in Village areas like North Village may even walk away from their properties because land values will plummet due to the inability to develop in accordance with the General Plan.

Additionally, the local water district, Valley Center Municipal Water District (VCMWD), which has submitted its own comments, has advised that it may be forced to default on loans in the millions of dollars that were taken out in anticipation of the need to service future development that will not happen because development in this area is no longer feasible. Like the owners of property in Village areas, VCMWD relied on the General Plan designation and the development policy incorporated in that designation in anticipating future uses in those areas. The proposed TSG fails to acknowledge the dire impacts it will have on real property in the very places the General Plan contemplates for the type of development encouraged by SB 743 – the General Plan Villages.

We ask the Commission to recommend to the Board that -

1. Screening include all areas inside Villages identified in the General Plan. Property owners and even public agencies have relied on the development policies established by the General Plan for areas in Villages. The staff report states “the purpose of Infill Areas is to promote and streamline development within the County’s denser village areas to create a

greater diversity of land uses that will support transit service in the future.” Development in Villages achieves the purposes of SB 743 and should be screened from VMT analysis.

2. Fire Hazard Severity designations not be used to exclude projects that would otherwise be screened from VMT analysis. These designations are used to identify appropriate fire safety standards for development, not the significance of a project’s VMT.

3. Appendix G be modified to allow projects to present additional evidence in support of VMT reductions from their specific land use mix and TDM measures not expressly listed. Currently, Appendix G underestimates VMT reductions that can be achieved from the mix of land uses in a project by analyzing each use separately rather than the project-specific mix of uses. It should be revised to allow projects to present any measures they can demonstrate reduce the project’s VMT and acknowledge all the ways new development can help achieve the goal of reducing VMT.

- **A quick look at housing costs:** Federal, state and local government regulations account for more than 24% of the final price of a single-family home and more than 32% of the cost of an average multifamily development. In California, these costs are higher, which translate to tens of thousands of dollars being added to the cost of every new home (not including VMT mitigation costs). Not surprising, California is the most heavily-regulated state in the nation according to the **National Association of Home Builders**. Because of the above, California has the second-lowest homeownership rate in the USA, at 56%, only New York’s 52.3% is lower.
- **Finally**, San Diego tops the list of having the least affordable housing market in the nation. **(July 2022 Spectrum News1)**

Let’s not make another colossal mistake that will cause the San Diego housing market to get even worse.

Thank you for your consideration of these comments.

Sincerely,

William Chappelow



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KEVIN P. BUNDY
Attorney
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July 20, 2022

Via Electronic Mail

David Pallinger, Chair, and Members
San Diego County Planning Commission
County of San Diego
Planning & Development Services
5510 Overland Avenue, Suite 110
San Diego, CA 92123
E-Mail:
PDS.PlanningCommission@sdcounty.ca.gov

Re: Transportation Study Guide to Implement Vehicle Miles Traveled
Analysis (July 22, 2022 Agenda Item 7)

Dear Chair Pallinger and Members of the Commission:

This firm represents the Cleveland National Forest Foundation (“CNFF”) in matters related to transportation and housing policy in the San Diego region. The following comments concern the draft Transportation Study Guide (“TSG”),¹ particularly as it pertains to analysis of vehicle miles traveled (“VMT”) under the California Environmental Quality Act (“CEQA”). Our firm has previously commented on proposed revisions to the TSG in letters to the San Diego County Board of Supervisors (“Board”) dated February 8, 2022 and June 13, 2022. Those letters are hereby incorporated by reference.

The July 22, 2022 Planning Commission Staff Report (“Staff Report”) and draft TSG suffer from numerous significant flaws. The proposed resolution attached to the Staff Report, and the draft TSG itself, do not clearly reflect the direction that the Board gave to County staff at its February 9, 2022 meeting. Moreover, the draft TSG has

¹ The Commission’s agenda and the accompanying staff report refer to the “Transportation Study Guide,” while the draft document itself is entitled “Transportation Study Guidelines.”

not been revised to address the multiple deficiencies identified in our prior letters and further described below. In particular, the proposed “screening thresholds” for “infill” areas and “small projects”—both of which function as complete exemptions from VMT analysis and mitigation under CEQA—are contrary to law and unsupported by substantial evidence. Staff’s proposed CEQA findings regarding adoption of the TSG are also legally erroneous and inadequately supported. The Planning Commission cannot lawfully recommend adoption of the draft TSG until these errors are corrected.

I. The Proposed Resolution and Draft TSG Do Not Clearly or Accurately Reflect the Board’s Direction.

The language of the proposed resolution attached to the Staff Report as Attachment A, and the text of the draft TSG attached to the Staff Report as Attachment B, both depart from the specific direction that the Board gave Staff at its February 9, 2022 meeting regarding adoption of an “infill” screening criterion. As a result, both the proposed resolution and the draft TSG itself are ambiguous, giving rise to uncertainty as to what Staff is actually proposing and whether it is consistent with the Board’s clear direction.

According to the Board’s minute order from its February 9 meeting, the Board selected “Option 1-D,” which the Board described as “New VMT Screening Criteria for Infill Areas that are within Transit Opportunity Areas (TOAs).”² Within Option 1-D, the Board further selected “Option 1-D-3,” which it described as “infill area plus the village option – minus High and Very High Fire Hazard Severity Zone.”³ Materials presented to the Board by County staff further described Option 1-D as “Establish new screening criteria to allow projects within infill areas or one of the infill area options (buffer or village) that are located within Transit Opportunity Areas (TOA) to move forward without VMT analysis.”⁴

² County of San Diego, Board of Supervisors – Land Use (Wednesday, Feb. 9, 2022), Minute Order No. 7 at p. 10, available at <https://bosagenda.sandiegocounty.gov/cob/cosd/cob/doc?id=0901127e80e30161>.

³ *Id.* at p. 10.

⁴ February 9, 2022 Board Letter, Attachment F (Update on Options to Implement Vehicle Miles Traveled Analysis During Environmental Review in the Unincorporated Region and Options on Other County Programs that Relate to Vehicle Miles Traveled; Revised Action Sheet) at p. 3, available at <https://bosagenda.sandiegocounty.gov/cob/cosd/cob/doc?id=0901127e80e23ea8>.

The Board specifically rejected a substitute motion that would have selected Option 1-A, and within it Option 1-A-3, which the Board described as “New Screening Criteria” for all “infill area[s] plus the village option.”⁵ Those broader “infill” and “village” areas—not limited to areas within TOAs—were described and mapped in an October 29, 2019 Fehr & Peers technical memorandum attached to the February 9, 2022 Board Letter as Attachment A.⁶

The Board’s direction was therefore clear: Staff was to prepare a screening criterion for “infill” areas, plus adjacent “village” areas, that are *also* within Transit Opportunity Areas, but outside High and Very High Fire Hazard Severity Zones. The Board expressly rejected a screening criterion based on “infill” and “village” areas outside Transit Opportunity Areas.

The draft TSG now before the Commission does not clearly reflect the Board’s direction. The draft TSG includes a screening criterion for “Projects located in Infill Village Area (in TOAs and Outside of High/Very High Fire Severity Areas).”⁷ The text of the draft TSG defines TOAs as “areas in which the regional transit network has the best opportunity to be expanded within the unincorporated county and are near ore [*sic*] adjacent to SANDAG identified ‘Mobility Hubs.’”⁸ The TSG does not further identify or map the “infill” or “village” areas, but rather states that “[t]hese definitions, metrics and corresponding maps are further explained in Appendix D.”⁹ Appendix D, however, consists of the same October 29, 2021 Fehr & Peers memorandum that was attached to the February 9, 2022 Board Letter—the memorandum that defined and mapped “infill” areas *without* reference to TOAs.¹⁰ The broader definition of “infill” plus

⁵ February 9, 2022 Minute Order No. 7 at pp. 8, 10; see also February 9, 2022 Revised Action Sheet at pp. 1-2 (describing Option 1-A as encompassing all mapped “infill” areas, including areas outside Transit Opportunity Areas.

⁶ Fehr & Peers, Memorandum Re: Infill Areas in Unincorporated San Diego County (Oct. 29, 2021), available at <https://bosagenda.sandiegocounty.gov/cob/cosd/cob/doc?id=0901127e80e1e783>.

⁷ Draft TSG at p. 20 (Staff Report at p. 7-56).

⁸ *Ibid.* As discussed in our June 13, 2022 comments, the draft TSG does not clearly define Transit Opportunity Areas. Neither the Staff Report nor the current draft of the TSG adequately clarifies the definition.

⁹ *Id.* at p. 21 (Staff Report at p. 7-57).

¹⁰ Draft TSG Appx. D, Staff Report at pp. 7-100 to 7-125. The Fehr & Peers memorandum does not discuss TOAs or transit.

“village” areas reflected in the Fehr & Peers memorandum¹¹ is therefore precisely the definition that the Board *rejected* on February 9, 2022.¹² The TSG’s incorporation of the analysis and maps in the Fehr & Peers memorandum attached as Appendix D thus creates uncertainty as to both the scope of the “infill” screening criterion Staff is proposing and the extent to which that criterion conflicts with the Board’s direction.

Staff’s proposed resolution (Staff Report Attachment A) is similarly ambiguous. The resolution would adopt the revised TSG attached to the Staff Report, including “[n]ew VMT screening criteria for projects within Infill Areas and any surrounding “Village” as identified in the General Plan, excluding areas outside of existing or planned transit and areas mapped as High and Very High Fire Hazard Severity Zones.”¹³ However, neither the proposed resolution nor the Staff Report explains whether “excluding areas outside of existing or planned transit” (as described in the proposed resolution) means the same thing as “Areas that are within Transit Opportunity Areas” (as described in the Board’s direction). Staff’s imprecision in drafting the proposed resolution and the revised TSG introduces additional ambiguity as to what areas would be covered by the “infill” screening criterion and whether the proposal is, in fact, consistent with the Board’s direction.

As discussed below, substantial evidence does not support adoption of a VMT screening criterion for the “infill plus village within a TOA” areas the Board identified in its direction to Staff. But at the very least, both Staff and the Planning Commission must be clear about what, exactly, they are considering and proposing to the Board. The proposed resolution and draft TSG currently before the Commission fall short of that standard.

II. Substantial Evidence Does Not Support the Draft TSG’s Screening Criteria.

The screening criteria proposed in the draft TSG are intended to identify projects that “would have a less than significant VMT impact due to project characteristics and/or location.”¹⁴ The screening criteria thus effectively function as thresholds of significance under CEQA and must be supported by substantial evidence.¹⁵ In this context, “substantial evidence” means evidence that the environmental impact

¹¹ See Draft TSG Appx. D, Fig. 14 (Staff Report at p. 7-124).

¹² February 9, 2022 Minute Order No. 7 at p. 10.

¹³ Staff Report at p. 7-22.

¹⁴ Draft TSG at p. 19 (Staff Report at p. 7-55).

¹⁵ CEQA Guidelines § 15064.7(b).

addressed by the threshold will normally be less than significant if the threshold is met.¹⁶ Such evidence is entirely lacking here.

A. The “Infill Plus Village in a TOA” Screening Criterion Lacks Support.

The draft TSG’s screening threshold exempting “infill” and adjoining “village” areas within TOAs from VMT analysis and mitigation lacks substantial evidentiary support.¹⁷ There is no substantial evidence that development within these areas will have less-than-significant VMT impacts. Indeed, the County’s own data show that most of these areas already have high VMT and that additional development in these areas likely *will* have significant VMT impacts.¹⁸

The Staff Report explains how to measure the significance of VMT impacts: “When analyzing a project’s impact on the environment from VMT, the estimated VMT from the project is compared to the average VMT in a defined area. If a project decreases VMT from existing conditions within the defined area, it may be considered to have a less than significant impact on transportation, depending on the decrease.”¹⁹ The Staff Report notes that “a project’s VMT is largely based on the location of the project, which cannot easily be changed.”²⁰ As the Staff Report acknowledges, the Office of Planning and Research (“OPR”) has recommended that counties measure projects’ VMT impacts against a threshold based on 85% of regional average VMT.²¹

¹⁶ See CEQA Guidelines §§ 15064(b)(2), 15064.7(a); *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1111.

¹⁷ This discussion assumes that the Staff Report and draft TSG are proposing a screening threshold consistent with the Board’s February 9, 2022 direction, despite the lack of clarity in those documents. If, on the other hand, the proposed screening threshold is not limited to “infill plus village” areas within TOAs, the threshold is even less defensible because it would exempt even more high-VMT development from analysis and mitigation.

¹⁸ Staff conceded in prior reports to the Planning Commission and the Board of Supervisors that they anticipated development in TOAs would have significant VMT impacts because transit facilities do not yet exist in these areas. See January 7, 2022 Planning Commission Staff Report at p. 11; February 9, 2022 Board Letter at p. 19.

¹⁹ Staff Report at p. 7-2.

²⁰ *Id.* at p. 7-3.

²¹ *Id.* at p. 7-3. The draft TSG appropriately identifies OPR’s recommended threshold as the significance threshold for project-level VMT analysis. See Draft TSG at pp. 23-24 (Staff Report at pp. 7-59 to 7-60).

The proposed screening threshold for “infill plus villages within TOAs” largely ignores the Staff Report’s description of how significance should be determined. As shown in the attached Figures 1-4, the County’s own GIS data show that a considerable number of the Traffic Analysis Zones (“TAZs”) mapped as “Infill Transit Village” have per-resident VMT that exceeds the regional average (or at least exceeds 85% of the regional average, which is the relevant significance threshold). Projects located in these TAZs can also be expected to have similarly high VMT—VMT that would be considered significant under the draft TSG’s own thresholds. Accordingly, there is no substantial evidence to support a conclusion that locating a project within these TAZs will reduce average VMT sufficiently to avoid significant VMT impacts. If anything, the data show the opposite. As a result, the screening threshold is unsupported by substantial evidence.

Rather than identifying any evidence linking project location to reduced VMT, the Staff Report falls back on assertions about the desired effect of the exemption on development. “The screening criteria will allow projects located in Infill Areas and any surrounding “village” to move forward without VMT analysis or mitigation. This option would allow up to 5,870 homes to move forward without VMT analysis based on the General Plan (Infill Areas combined with VMT efficient areas).”²² But this shows only Staff’s purpose in advancing the exemption; it does nothing to show that the exemption itself is proper because the screening criterion ensures that this development will not have significant VMT impacts.

The Staff Report and draft TSG also lack evidence to support a conclusion that projects in “village plus infill” areas within TOAs may have less-than-significant VMT impacts based on the potential for future transit service.²³ According to a memorandum attached to the Staff Report as Attachment I, certain developments in Transit Priority Areas—that is, areas where high-quality transit *already exists*—may still have significant VMT impacts if they are low-density or provide excess parking.²⁴ The same memorandum makes clear that the extension of transit facilities into TOAs—where

²² Staff Report at p. 7-5. Note that the 5,870 figure may be erroneous; neither the Series 13 nor the Series 14 estimates of “Planned Housing Units in General Plan” within VMT-efficient or “infill” areas add up to 5,870.

²³ See Staff Report at pp. 7-16 to 7-17 (suggesting that promoting “infill” will encourage development of “planned transit”).

²⁴ Intersecting Metrics, Memorandum Re: Potential Transit Expansion within the County of San Diego (Nov. 9, 2021) at pp. 2-3 (Staff Report Attachment I); Staff Report at pp. 7-151 to 7-152.

by definition high-quality transit options *do not yet exist*—remains largely aspirational and uncertain.²⁵ Indeed, the memorandum frankly concedes that development within these areas prior to the extension of transit service would have significant VMT impacts.²⁶ Notably, although the memorandum suggests several options for streamlining and incentivizing development in a manner that supports future transit, it does *not* recommend (or provide substantial evidence for) screening projects within TOAs from VMT analysis altogether.²⁷

The Board Letter for the Board’s February 9, 2022 meeting candidly acknowledged that substantial evidence did not yet exist, and would have to be developed, to support a screening criterion based on “infill,” “villages,” and TOAs.²⁸ The Board Letter referred to the Fehr & Peers memorandum from October 2021 as a possible source of evidence, but the Fehr & Peers memorandum itself acknowledges that an “infill” screening criterion “would require evidence to support the determination that projects in these locations would have a less than significant transportation impact and meet the intent of SB 743.”²⁹ Nothing in the draft TSG or the Staff Report before the Commission provides adequate evidence that the proposed screening criterion will avoid significant VMT impacts. The evidence that was missing in October 2021, and again in February 2022, is still missing.

Adopting the draft TSG in the absence of the necessary supporting evidence would be unlawful and would expose the County to significant legal risk. It is disheartening, to say the least, that Staff continues to press forward with these screening proposals in the absence of adequate evidence.

B. The “Small Project” (110 ADT) Criterion Lacks Support.

Prior comments (from CNFF and others) have repeatedly pointed out that the draft TSG’s “small project” screening criterion is based solely on the *number* of average daily trips (“ADT”) a project might generate, and that it does not take into

²⁵ *Id.* at pp. 7-161, 7-165.

²⁶ *Id.* at pp. 7-167 to 7-168.

²⁷ See *id.* at pp. 7-167 to 7-170 (discussing potential for specific plans, focused General Plan updates, and transit overlay zones).

²⁸ February 9, 2022 Board Letter at p. 12 (promising that “[t]he substantial evidence to support the infill areas and any buffers would be prepared as part of a new transportation study guide (TSG) . . . or a separate VMT screening threshold based on the information provided in” the October 2021 Fehr & Peers memorandum).

²⁹ Fehr & Peers Memorandum at 10 (Staff Report at p. 7-109).

account the *length* of those trips. The number of daily trips alone cannot provide an evidentiary basis for a screening threshold designed to exempt projects with less-than-significant impacts from VMT analysis and mitigation. Even if a project in the unincorporated County generates a relatively small number of trips, it may still generate a large amount of VMT, and have a significant impact, if those trips are many miles long.

The Staff Report fails to respond to these points. Instead, the Staff Report makes two assertions: (1) that the 110-ADT threshold was recommended by OPR, and (2) that only a few thousand units would be “screened out from VMT analysis.”³⁰ Neither assertion provides the evidentiary justification that CEQA requires.

OPR’s VMT guidance, like Staff’s proposed screening criterion, did not consider trip length in connection with “small project” trip generation, and thus cannot supply the evidence that is also missing from Staff’s proposal.³¹ Indeed, OPR recommended the 110-ADT screening threshold only “[a]bsent substantial evidence that a project would generate a potentially significant level of VMT.”³² As shown in the attached Figure 5, existing VMT levels exceed either the regional average, OPR’s suggested significance threshold of 85% below the regional average, or both, in nearly all of unincorporated San Diego County.³³ Given the overwhelming evidence that even small projects in high-VMT areas of the unincorporated County may have significant VMT impacts, Staff cannot rely on OPR’s recommendation to support the 110-ADT screening threshold.

Nor can the County justify exempting “small projects” from VMT analysis based on assertions that only a few thousand exempt units might be built.³⁴ Staff has not even attempted to assess the VMT impact of exempting this (or any other) number of units from analysis and mitigation. The number of units affected by the proposed exemption alone is not evidence to support a conclusion that each unit will have a less-than-significant impact.

³⁰ Staff Report at p. 7-17.

³¹ See Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA at p. 12 (Dec. 2018) (Staff Report Attachment C; Staff Report at p. 7-234.)

³² *Ibid.*

³³ See County of San Diego SB 743 Location Based Screening Maps, at <https://gis-portal.sandiegocounty.gov/arcgis/apps/webappviewer/index.html?id=c8baf13775b844cd8e3e1fd820d9a881> (accessed July 19, 2022).

³⁴ See Staff Report at p. 7-17.

III. Staff's Proposed CEQA Findings Are Erroneous and/or Unsupported.

The Staff Report and proposed resolution continue to advance several legally erroneous and unsupported rationales for concluding that adoption of the TSG is either not a “project” under CEQA or is otherwise exempt from CEQA. We have addressed the deficiencies in these rationales numerous times, most recently in our February 8 and June 13, 2022 letters, and we incorporate those discussions by reference here.

Moreover, the Staff Report’s acknowledgment that the County is preparing a programmatic EIR on a future screening criterion for projects in TOAs³⁵ undercuts all of Staff’s rationales for forgoing CEQA review of the screening criteria in the draft TSG. Staff conceded in prior reports to both this Commission and the Board that a screening criterion for TOAs would “incentivize development within TOAs.” Staff further acknowledged that “because these areas do not currently have transit service . . . *it is anticipated that projects in these areas could have significant VMT impacts.*” Staff recommended preparation of a programmatic EIR to address these impacts.³⁶

The same analysis applies to the proposed screening criteria for “infill plus villages in TOAs” and “small projects” in the draft TSG. These screening criteria are intended to, and will, incentivize development in certain locations. By definition, transit service does not currently exist in any of the “infill plus villages in TOAs” areas because all of these areas are within TOAs, and transit service does not yet exist in TOAs. The same is likely true for the location of many “small projects,” which could occur anywhere in the unincorporated County. Staff’s admissions that projects in areas not yet served by transit “could have significant VMT impacts” forecloses any argument that the draft TSG is not a “project” under CEQA. These admissions also defeat applicability of all other exemptions on which the Staff Report and proposed resolution rely, including the categorical exemption in CEQA Guidelines section 15308 and the “common sense” exemption. Staff has correctly determined that a program EIR is necessary to evaluate the impacts of a future screening criterion for TOAs. An EIR is no less necessary for the screening criteria currently proposed in the draft TSG.

³⁵ Staff Report at p. 7-13 (describing work already underway on “a Programmatic EIR to evaluate the impacts from screening out projects from VMT analysis if they are located within Transit Opportunity Areas (TOAs)”).

³⁶ January 7, 2022 Planning Commission Staff Report at p. 11; February 9, 2022 Board Letter at p. 19 (emphasis added).

David Pallinger, Chair, and Members
July 20, 2022
Page 10

In sum, adoption of the TSG is a “project” and is not subject to any of the exceptions or exemptions identified in the Staff Report or the proposed resolution. The County must comply with CEQA before approving the TSG.

For all of the foregoing reasons and for the reasons stated in our prior comment letters, the County cannot lawfully adopt the draft TSG as presented in the Staff Report. The Planning Commission should direct Staff to correct the deficiencies in the draft TSG and to comply with CEQA before taking any further action.

Thank you for your consideration of these comments.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

A handwritten signature in black ink, appearing to read 'Kevin P. Bundy', is written over a light blue horizontal line.

Kevin P. Bundy

Attachment: Figures 1-5

1536681.2

Figure 1: Spring Valley/Valle de Oro “Infill Transit Village” Areas and VMT

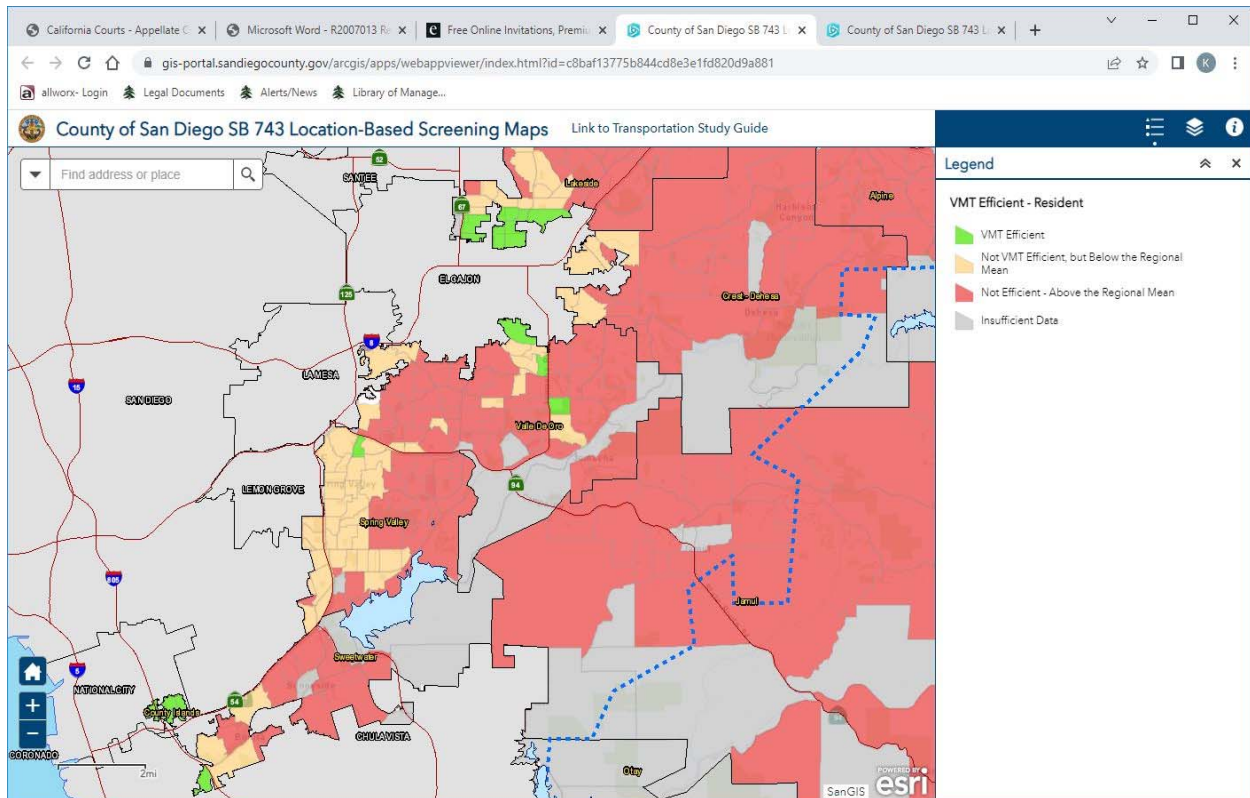
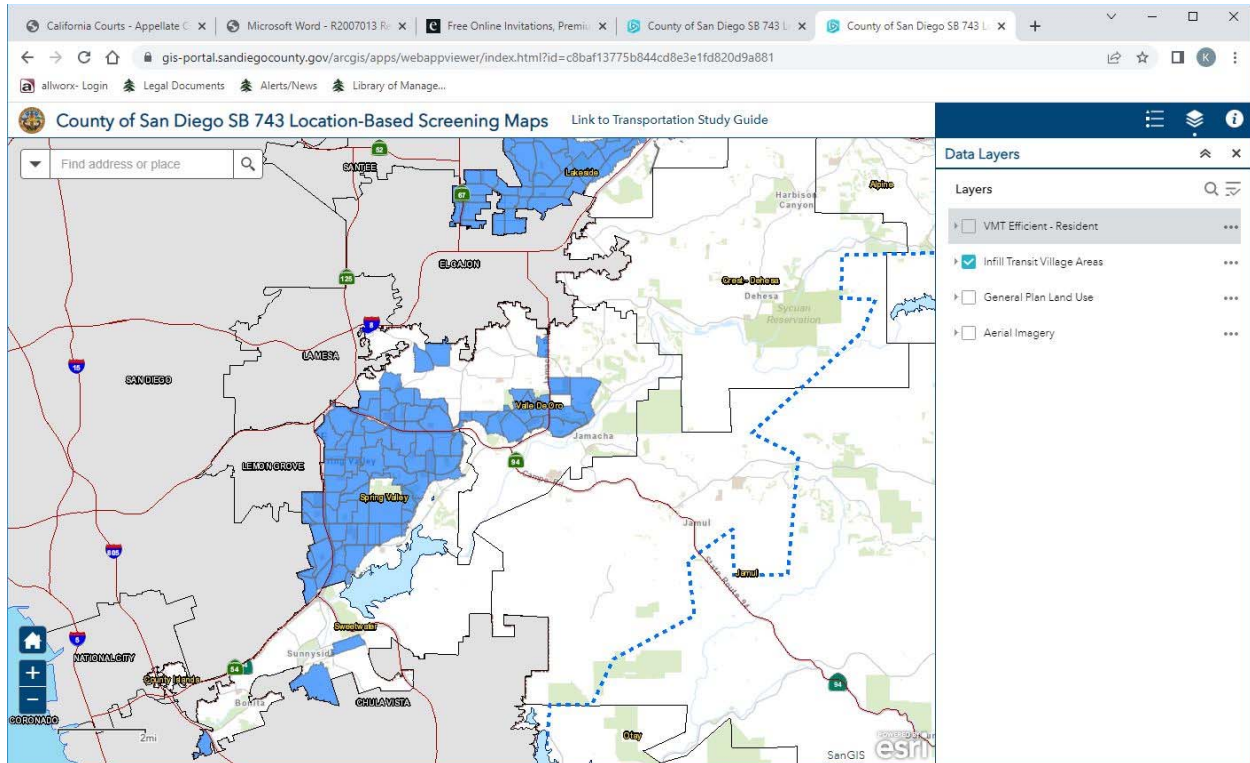


Figure 2: Lakeside “Infill Transit Village” Areas and VMT

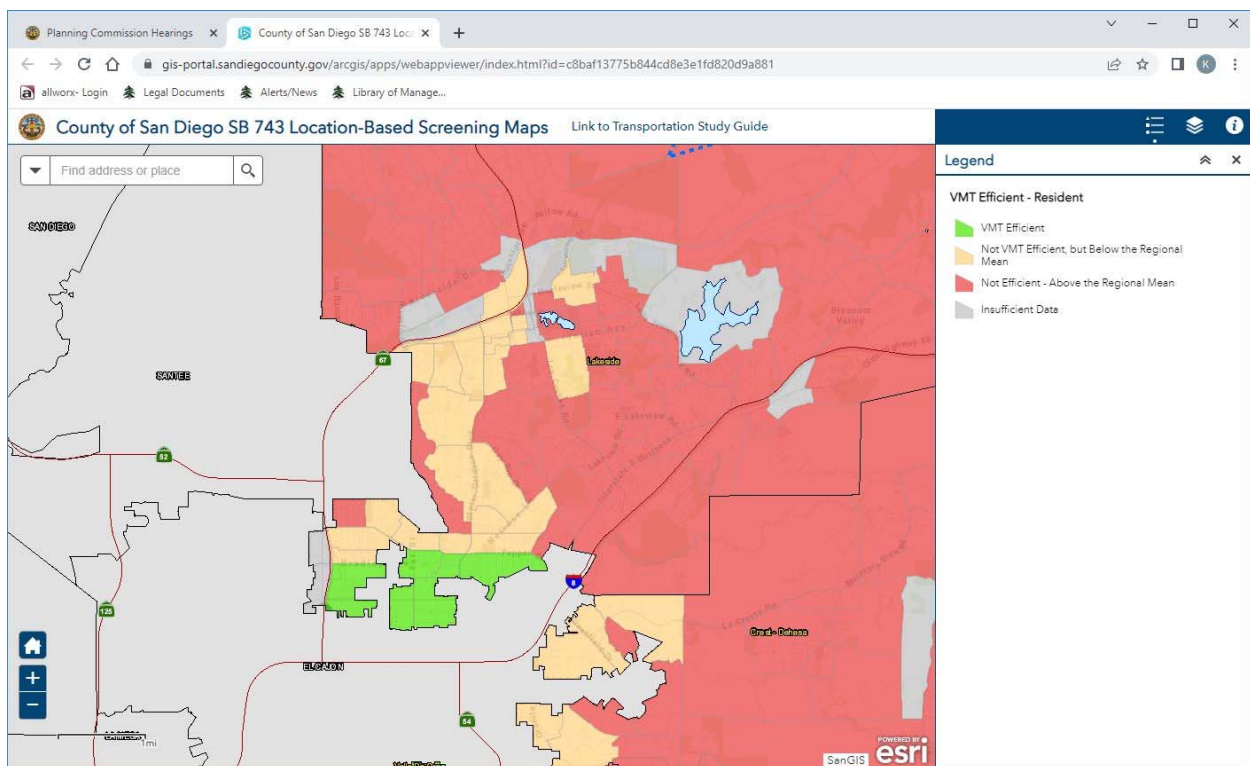
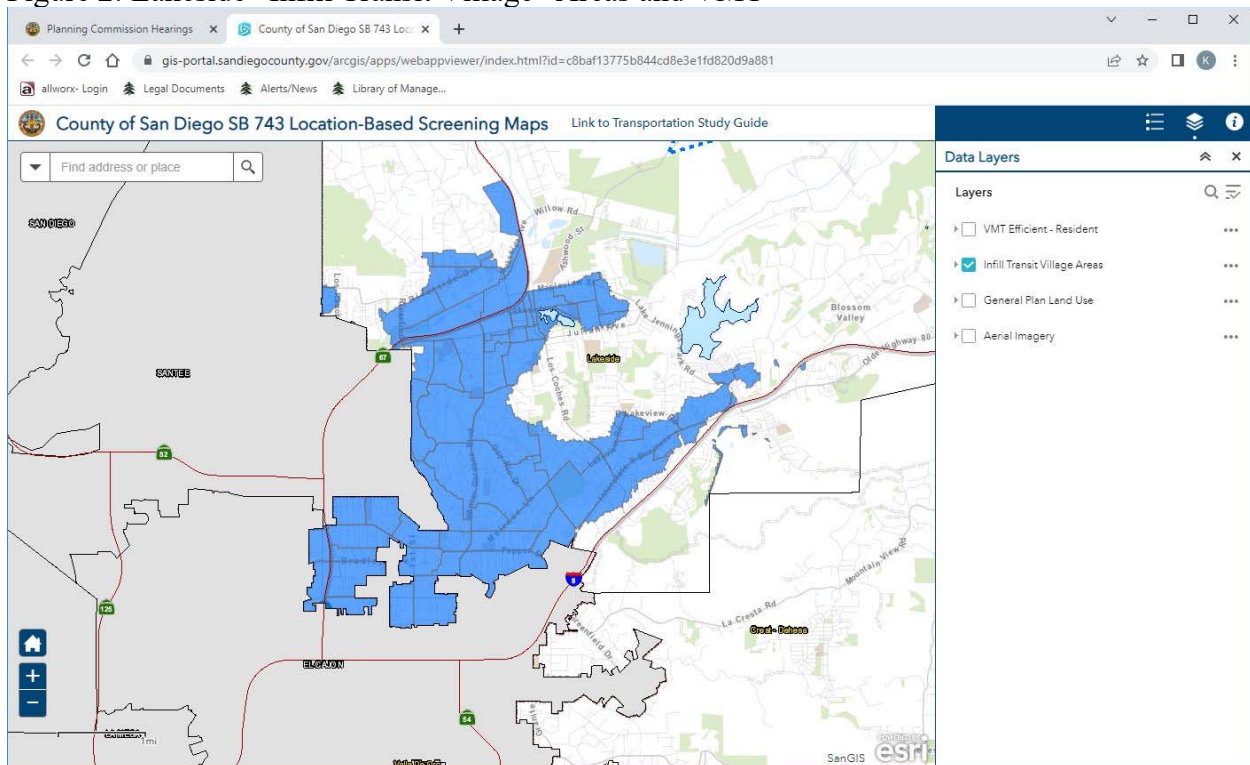


Figure 3: Bonsall/North Metro “Infill Transit Village” Areas and VMT

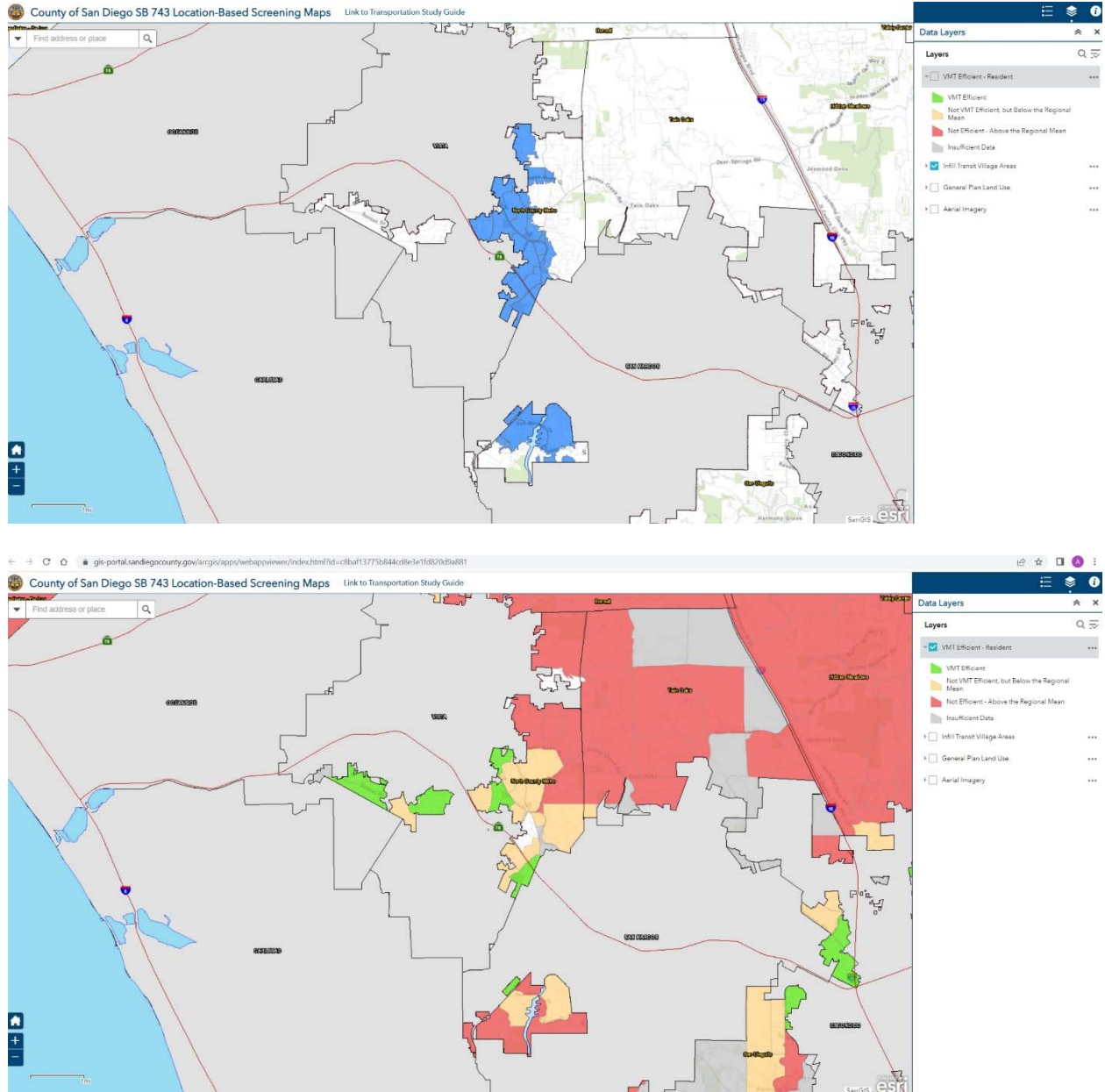


Figure 4: North County Metro “Infill Transit Village” Areas and VMT

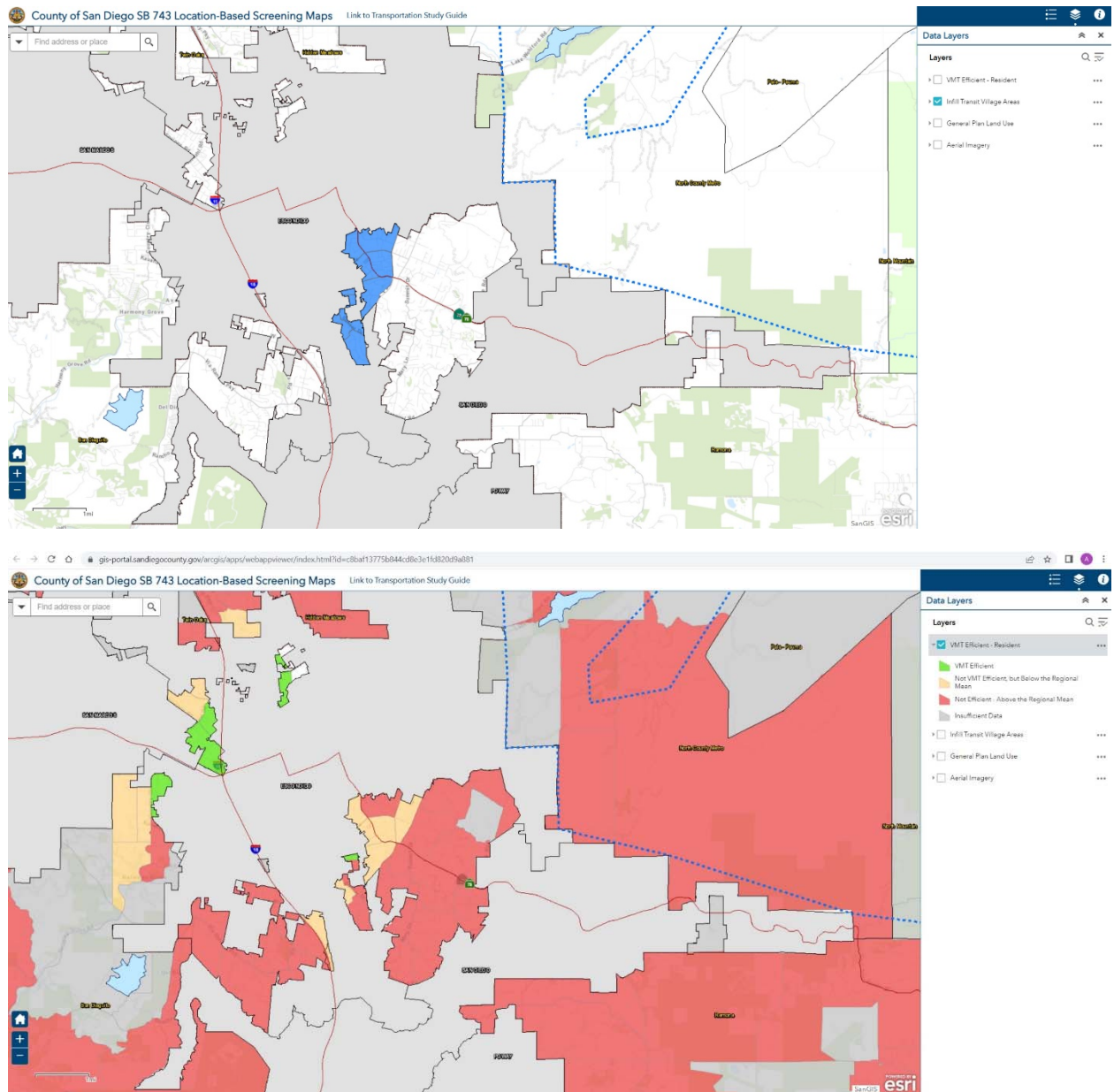
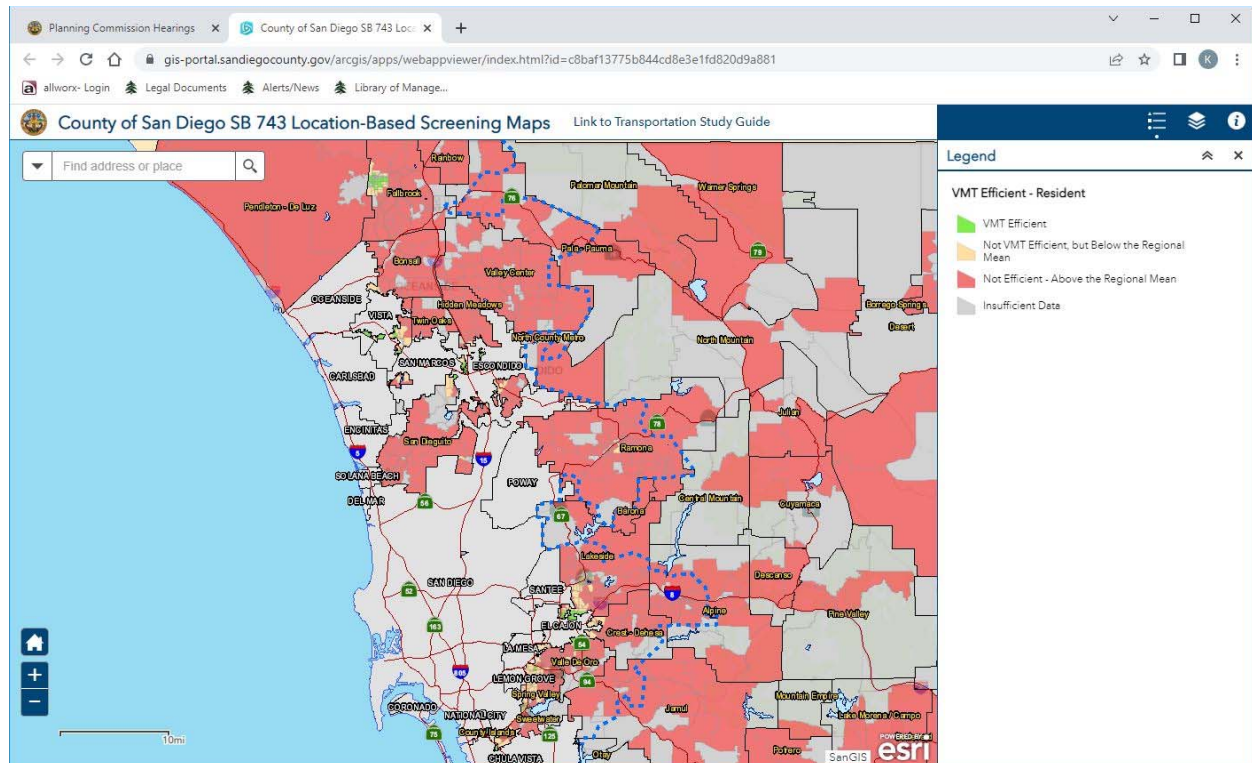


Figure 5: Unincorporated County VMT



Source for all figures:

County of San Diego SB 743 Location Based Screening Maps, at <https://gis-portal.sandiegocounty.gov/arcgis/apps/webappviewer/index.html?id=c8baf13775b844cd8e3e1fd820d9a881> (accessed July 19, 2022).

From: [Prasad Subramanian](#)
To: [Lawson-Remer, Terra](#); [Santiago, Joana](#); [Petterson, Cody](#)
Cc: [Lawson-Remer, Terra](#); [Fletcher, Nathan \(BOS\)](#); [Lueg, Zerocarbon](#); [Katz, Spencer](#); [Davis, Damon](#); [LUEG, PDS.PlanningCommission](#); [CouncilMember Joe LaCava](#); [Flahive, Richard](#); [Elliott, Brian](#)
Subject: [External] Re: Postpone planning commission meeting - Loop holes and in planning to encourage sprawl and GHG emissions
Date: Wednesday, July 20, 2022 3:30:44 PM

Hello Team Terra (Terra, Cody, Joana, et al)

I have not received a confirmation or an acknowledgement from your team to stop and delay the planning commission from proceeding with this meeting.
This hearing is a sham meant to side with developer/commercial interests and would defy the goals to reduce urban sprawl and keeping Vehicle Miles Traveled in check.

Best Regards
Prasad

On Fri, Jul 15, 2022 at 6:28 PM Prasad Subramanian <prasad.naga@gmail.com> wrote:

CC - County Planning Commission, Chairman Nathan Fletcher
CC - Council Member Joe La Cava

Hi Terra

I am a constituent in your District and am writing to you to notify you of an important change being proposed by the planning commission that will adversely impact unincorporated areas by encouraging more sprawl, increasing Vehicle Miles Traveled(VMT) and increasing **planet-harming greenhouse gases(GHG) which will harm your efforts to tackle Climate Change.**

From my initial review so far, it clearly looks like County staff are setting up huge holes/exemptions from VMT analysis, which will promote sprawl, the suburbanization/urbanization/industrialization of unincorporate backcountry. This is crucial: allowing this will be a death-knell for controlling GHG emissions related to VMT exemptions.

The planning commission and County Supervisors are putting up a facade of being pro-environment which is far disconnected from reality where sprawl continues to occur for the benefit of developers while endangering people and the planet. I am disgusted by the county staff and the Planning Commission.

Action Items: The planning commission public hearing is **scheduled for July 22 9am**. The public has not had time to read through the 300+ page report from the planning commission. **Postpone this hearing by 3 months** and have the planning commission **schedule more public workshops** to walk us through the plan and request public feedback transparently. This is being rushed through and the plan is riddled with loopholes. The planning commission must stop siding with developers. See notice of public hearing below.

Hi Nathan

Same holds true for you. You claim to be pro-environment and yet continue to encourage urban sprawl to bag political brownies by claiming to build cheap housing in unincorporated land thus encouraging urban sprawl.

Best Regards
Prasad

Sent: Monday, July 11, 2022 5:01 PM
Subject: VMT PC Notice of Public Hearing (Planning & Development Services)

topicheader



San Diego County

Notice of Public Hearing

Notice is Hereby Given that the Planning Commission of the County of San Diego will conduct a public hearing as follows:

Hearing Information:

Date: July 22, 2022

Time: 9:00 a.m.

Location: COC Campus Center Chambers, 5520 Overland Avenue, San Diego, CA 92123

Project Type

County Initiated Transportation Study Guide and CEQA Guideline Update

Project Name

Update on Implementing Vehicle Miles Traveled Analysis During Environmental Review in the Unincorporated Region

Project Case Number(s)

N/A

Applicant

County of San Diego

Location

The project site is located at the address below, within the planning area noted, within unincorporated San Diego County.

Address

Unincorporated Area

Community Plan Area

All Community Plan Areas

Project Description

This is a request for the Planning Commission to consider adopting a Transportation Study Guide for Vehicle Miles Traveled (VMT) that would establish a threshold based on the regional average VMT (rather than an unincorporated area average), which includes the entire San Diego region. In addition, the TSG identifies Infill Areas with higher densities, intersection counts, and near jobs and transit where no VMT analysis or mitigation would be required, excluding any areas designated as High or Very High Fire Hazard Severity Zones. Additionally, the TSG will provide screening criteria for small-projects, 100 percent affordable housing, locally serving uses and public facilities.

For more information, please review the Staff Report matching the project name above, located on the Planning Commission website at https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Environmental Status

It has been determined that the adoption of the proposed TSG complies with the CEQA and State and County CEQA Guidelines because the TSG is: (1) not a project as defined in the Public Resources Code section 21065 and CEQA Guidelines section 15378, and is therefore not subject to CEQA pursuant to CEQA Guidelines sections 15060(c)(3); (2) categorically exempt pursuant to section 15308 of the CEQA Guidelines because this action will enhance and protect the environment; and (3) subject to the common sense exemption, CEQA Guidelines section 15061(b)(3), because the resolution implements existing law and therefore it can be seen with certainty that there is no possibility that it may have a significant effect on the environment.

For more information, please review the Staff Report matching the project name above, located on the Planning Commission website at: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Staff Contact

For more information regarding the project, please contact the project manager at the contact noted below.

Damon Davis

(619) 346-5500

damon.davis@sdcounty.ca.gov

Public Participation

Those wishing to participate in the meeting and/or comment should visit the Planning Commission website at: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html. If you have any questions, please contact the Planning Commission Secretary at PDS.PlanningCommission@sdcounty.ca.gov.

Assistance for Persons with Disabilities or Requiring Interpretation

Contact the hearing secretary at (619) 517-4193 with questions or to request a disability-related accommodation or an interpreter. Individuals requiring sign language interpreters should contact the Countywide ADA Title II Coordinator at (619) 531-4908. Requests for accommodation or assistance should be submitted at least 72 hours in advance of the meeting so that arrangements may be made.

Note

For additional information regarding Staff Report Availability, Speaker Guidelines, General Hearing Procedures and Appeal Procedures please review the San Diego County Public Hearing Information located at the Planning Commission website: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Note

If you challenge the action which may be taken on this proposal in court, you may be limited to raising only those issues you or someone else raised at the above public hearing, or in written correspondence delivered to the Hearing Body at or before the hearing. Rules of the Hearing Body may limit or impose requirements upon the submittal of such written correspondence.

Condado de San Diego

Aviso de audiencia pública

Por la presente se da aviso de que la Comisión de Planificación del Condado de San Diego llevará a cabo una audiencia pública de la siguiente manera:

Información de la audiencia:

Fecha: 22 de julio de 2022

Hora: 9:00 a. m.

Ubicación: COC Campus Center Chambers, 5520 Overland Avenue, San Diego, CA 92123

Tipo de proyecto

Guía de estudio de transporte y actualización de las pautas de la CEQA iniciados por el condado

Nombre del proyecto

Actualización sobre la implementación del análisis de millas recorridas por vehículos durante la revisión ambiental en la región no incorporada

Números de caso del proyecto

N/C

Solicitante

Condado de San Diego

Lugar

El sitio del proyecto está ubicado en la dirección a continuación, dentro del área de planificación indicada, dentro del área no incorporada del Condado de San Diego.

Dirección

Área no incorporada

Área del plan comunitario

Todas las área del plan comunitario

Descripción del proyecto

Esta es una solicitud para que la Comisión de Planificación considere adoptar una Guía de estudio de transporte para millas recorridas por vehículos (Vehicle Miles Traveled, VMT) que establecería un umbral basado en las VMT promedio regionales (en lugar de un promedio del área no incorporada), que incluye la totalidad de la región de San Diego. Además, la Guía de Estudio del Transporte (Transportation Study Guide, TSG) identifica áreas de relleno con densidades más altas, conteos de intersecciones y trabajos cercanos y tránsito donde no se requeriría un análisis o una mitigación de las VMT, con excepción de cualquier área designada como Zonas de Severidad de Peligro de Incendio Alto o Muy Alto. Además, la TSG proporcionará criterios de selección

para proyectos pequeños, viviendas 100 por ciento asequibles, usos de servicios locales e instalaciones públicas.

Para obtener más información, revise el Informe del personal correspondiente al nombre del proyecto mencionado que se encuentra en el sitio web de la Comisión de Planificación en https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Estado ambiental

Se ha determinado que la adopción de la TSG propuesta cumple con la CEQA y las pautas de la CEQA estatal y del condado por las siguientes razones: (1) La TSG no es un proyecto como se define en la sección 21065 del Código de Recursos Públicos y la sección 15378 de las Pautas de la CEQA, por lo que no está sujeta a la CEQA de conformidad con las secciones 15060(c)(3) de las Directrices de CEQA; (2) la TSG está categóricamente exenta de conformidad con la sección 15308 de las Pautas de la CEQA porque esta acción mejorará y protegerá el medioambiente; y (3) la TSG está sujeta a la exención de sentido común, la sección 15061(b)(3) de las Pautas de la CEQA, porque la resolución implementa la ley existente, por lo que se puede ver con certeza que no existe una posibilidad de que pueda tener un efecto significativo en el medioambiente.

Para obtener más información, revise el Informe del personal correspondiente al nombre del proyecto mencionado que se encuentra en el sitio web de la Comisión de Planificación en: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Contacto con el personal

Para obtener más información sobre el proyecto, comuníquese con el gerente del proyecto al contacto que se indica a continuación.

Damon Davis

(619) 346-5500

damon.davis@sdcounty.ca.gov

Participación del público

Las personas que deseen participar en la reunión o hacer comentarios deben visitar el sitio web de la Comisión de Planificación en: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html. Si tiene alguna pregunta, póngase en contacto con la secretaria de la Comisión de Planificación enviando un correo electrónico a PDS.PlanningCommission@sdcounty.ca.gov.

Asistencia para personas con discapacidades o que necesiten intérprete

Comuníquese con la secretaria de la audiencia llamando al (619) 517-4193 si tiene preguntas o para solicitar una adaptación relacionada con una discapacidad o un intérprete. Las personas que necesiten intérpretes de lenguaje de señas deben ponerse en contacto con el Coordinador del Título II de la ADA de todo el condado llamando por teléfono al (619) 531-4908. Las solicitudes de adaptaciones o asistencia deben presentarse, por lo menos, 72 horas antes de la reunión para que se puedan hacer los arreglos necesarios.

Nota

Para obtener información adicional sobre la disponibilidad de los informes del personal, las directrices para los oradores, los procedimientos generales de las audiencias y los procedimientos de apelación, consulte la información sobre las audiencias públicas del condado de San Diego que se encuentra disponible en el sitio web de la Comisión de Planificación: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Nota

Si desea apelar la acción que el tribunal podría determinar con respecto a esta propuesta, podría estar limitado a presentar solo aquellas inquietudes que usted u otra persona presentó en la audiencia pública mencionada, o por correspondencia escrita presentada al organismo de la audiencia durante la audiencia o en una fecha anterior. Las reglas del organismo de la audiencia pueden limitar o imponer requisitos sobre la presentación de dicha correspondencia escrita.

San Diego County

Paunawa sa Pamublikong Pagdinig

Ito ay Isang Paunawa na ang Komisyon ng Pagpapalano ng County ng San Diego ay magsasagawa ng isang pampublikong pagdinig ayon sa mga sumusunod:

Impormasyon sa Pagdinig:

Petsa: Hulyo 22, 2022

Oras: alas 9:00 ng umaga

Lokasyon: COC Campus Center Chambers, 5520 Overland Avenue, San Diego, CA 92123

Uri ng Proyekto

Pinasimulan ng County na Gabay sa Pag-aaral sa Transportasyon at Pagbabago sa Patnubay sa CEQA

Pangalan ng Proyekto

Pagbabago sa Pagpapatupad ng Vehicle Miles Traveled na Pagsusuri sa Panahon ng Kapaligirang Pagsusuri sa Hindi Pinagsamang Rehiyon

(Mga) Numero ng Proyekto

N/A

Aplikante

County ng San Diego

Lokasyon

Ang lugar ng proyekto ay matatagpuan sa address sa ibaba, sa loob ng lugar ng pagpapalano na nabanggit, sa loob ng hindi pinagsamang San Diego County.

Address

Hindi pinagsamang Lugar

Lugar ng Plano ng Komunidad

Lahat ng mga Lugar ng Plano ng Komunidad

Deskripsyon ng Proyekto

Ito ay isang kahilingan sa Komisyon ng Pagpapalano na isaalang-alang ang pag-aampon ng isang Transportation Study Guide para sa Vehicle Miles Traveled (VMT) na magtatatag ng isang hangganan batay sa rehiyonal na karaniwang pamantayan na VMT (sa halip na isang karaniwang pamantayan sa hindi pinagsamang lugar), na kinabibilangan ng buong rehiyon ng San Diego. Sa karagdagan, tinutukoy ng TSG ang mga Infill Area na may mas mataas na densidad, mga bilang ng interseksyon, at malapit sa trabaho at sakayan kung saan walang VMT na pagsusuri o mitigasyon ang kakailanganin, maliban sa anumang mga lugar na itinalaga bilang Mataas o Lubhang Mataas na Panganib sa Sunog na Sona ng Kalubhaan. Bukod pa rito, ang TSG ay magbibigay ng mga pamantayan sa pag-screen para sa maliliit na proyekto, 100 porsiyento ng abot-kayang pabahay, na pagsisilbihan ang lokal na paggamit at mga pampublikong pasilidad.

Para sa karagdagang impormasyon, repasuhin lamang ang Ulat ng Kawani na tumutugma sa pangalan ng proyekto sa itaas, na matatagpuan sa website ng Komisyon ng Pagpapalano

https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Pangkapaligirang Katayuan

Napagpasiyahan na ang pag-aampon ng iminungkahing TSG ay sumusunod sa CEQA at sa mga Patnubay ng CEQA sa Estado at County dahil ang TSG ay: (1) hindi isang proyekto ayon sa tinukoy sa Public Resources Code 21065 at Patnubay ng CEQA section 15378, at samakatuwid ay hindi napapailalim sa Patnubay ng CEQA section 15060 (c)(3); (2) hindi saklaw ng seksyon 15308 ng Patnubay ng CEQA dahil ang aksyong ito ay magpapahusay at magpoprotekta sa kapaligiran; at (3) sa ilalim ng karaniwang pagkalibre, Patnubay ng CEQA seksyon 15061 (b)(3), dahil ang resolusyon ay nagpapatupad ng umiiral na batas at samakatuwid ito ay makikita nang may katiyakan na walang posibilidad na magkaroon ng malaking epekto sa kapaligiran.

Para sa karagdagang impormasyon, repasuhin lamang ang Ulat ng Kawani na tumutugma sa pangalan ng proyekto sa itaas, na matatagpuan sa website ng Komisyon ng Pagpapalano sa:

https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Pakikipag-ugnayan sa Tauhan

Para sa karagdagang impormasyon tungkol sa proyekto, kontakin lamang ang tagapangasiwa ng proyekto sa ugnayan na nabanggit sa ibaba.

Damon Davis

(619) 346-5500

damon.davis@sdcounty.ca.gov

Pampublikong Pakikilahok

Ang mga nagnanais makilahok sa pulong at /o agkomento ay dapat bisitahin ang website ng Komisyon ng Pagpapalano sa: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html. Kung mayroon kang mga katanungan, mangyaring kontakin ang Komisyon ng Pagpapalano Kalihim sa PDS.PlanningCommission@sdcounty.ca.gov.

Tulong para sa mga Taong may Kapansanan o Nangangailangan ng Pagsasalin sa Wika

Kontakin ang kalihim ng pagdinig sa (619) 517-4193 para sa mga tanong o humiling ng akomodasyon na may kinalaman sa kapansanan o pagsasalin. Dapat kontakin ng mga indibidwal na nangangailangan ng mga pagsasalin sa wika ang Countywide ADA Title III Coordinator sa (619) 531-4908. Ang mga kahilingan para sa akomodasyon o tulong ay dapat isumite nang hindi kukulangin sa 72 oras bago ang pulong upang magawa ang dapat na pagsasaayos.

Tandaan

Para sa karagdagang impormasyon tungkol sa Paggamit ng Ulat ng Kawani, Mga Patnubay sa Tagapagsalita, Pangkalahatang Pamamaraan sa Pagdinig at Pamamaraan sa Apela mangyaring repasuhin ang Impormasyon sa Pampublikong Pagdinig ng San Diego County na matatagpuan sa website ng Komisyon ng Pagpapalano: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Tandaan

Kung hahamunin mo ang aksyon na maaaring gawin sa panukala na ito sa hukuman, maaari kang limitahan sa pagtataas lamang ng mga isyung iyon o ng ibang tao sa pampublikong pagdinig, o sa nakasulat na liham na ipinadala sa Katawan ng Pagdinig sa o bago ang pagdinig. Ang mga tuntunin ng Katawan ng Pagdinig ay maaaring maglimita o magpataw ng mga kinakailangan sa pagsusumite ng gayong nakasulat na liham.

Quận San Diego

Thông Báo về Điều Trần Công Khai

Đây là thông báo rằng Ủy Ban Quy Hoạch Quận San Diego sẽ tiến hành một phiên điều trần công khai như sau:

Thông Tin Điều Trần:

Ngày: 22/07/2022

Thời gian: 9:00 sáng

Địa điểm: COC Campus Center Chambers, 5520 Overland Avenue, San Diego, CA 92123

Loại Dự Án

Quận khởi xướng Hướng Dẫn Nghiên Cứu Giao Thông và Cập Nhật Nguyên Tắc CEQA

Tên Dự Án

Cập Nhật về Thực Hiện Phân Tích Số KM Xe Đã Đi Trong Thời Gian Đánh Giá Môi Trường Ở Khu Vực Chưa Hợp Nhất

(Các) Mã Số Hồ Sơ Dự Án

Không áp dụng

Người Nộp Đơn

Quận San Diego

Địa Điểm

Địa điểm dự án nằm ở địa chỉ dưới đây, trong khu vực quy hoạch đã nêu, thuộc khu vực Quận San Diego chưa hợp nhất.

Địa Chỉ

Khu vực chưa hợp nhất

Khu Vực Quy Hoạch Cộng Đồng

Tất cả Khu Vực Quy Hoạch Cộng Đồng

Mô Tả Dự Án

Đây là yêu cầu để Ủy Ban Quy Hoạch cân nhắc áp dụng Hướng Dẫn Nghiên Cứu Giao Thông về Số KM Xe Đã Đi (VMT) sẽ thiết lập một ngưỡng dựa trên VMT trung bình của khu vực (thay vì mức trung bình của khu vực chưa hợp nhất), bao gồm toàn bộ Khu Vực San Diego. Ngoài ra, TSG xác định các Khu Vực Lắp Đặt có mật độ cao hơn, số lượng giao lộ nhiều hơn và gần các công sở cũng như điểm giao thông công cộng mà không cần phân tích hoặc giảm thiểu VMT, ngoại trừ các khu vực được chỉ định là Khu Vực Có Nguy Cơ Cháy Nổ Cao Hoặc Rất Cao. Ngoài ra, TSG sẽ cung cấp các tiêu chí sàng lọc cho các dự án nhỏ, 100% nhà ở giá rẻ, phục vụ cho mục đích sử dụng tại địa phương và các cơ sở công cộng.

Để biết thêm thông tin, vui lòng xem lại Báo Cáo Nhân Viên ứng với tên dự án ở trên, có trên trang web của Ủy Ban Quy Hoạch tại https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Hiện trạng môi trường

Việc áp dụng TSG đề xuất được xác định sẽ tuân thủ CEQA và Nguyên Tắc CEQA của Tiểu Bang và Quận vì TSG: (1) không phải là một dự án như được định nghĩa trong Phần 21065 của Bộ Luật Tài Nguyên Công Cộng và Phần 15378 của Nguyên Tắc CEQA, và do đó không phải tuân thủ CEQA theo các Phần 15060(c)(3) của Nguyên Tắc CEQA; (2) được miễn trừ theo Phần 15308 của Nguyên Tắc CEQA vì hành động này sẽ nâng cao và bảo vệ môi trường; và (3) theo miễn trừ thông thường, Phần 15061(b)(3) của Nguyên Tắc CEQA, bởi vì nghị quyết tuân thủ luật hiện hành và do đó có thể thấy chắc chắn không có khả năng ảnh hưởng đáng kể đến môi trường.

Để biết thêm thông tin, vui lòng xem lại Báo Cáo Nhân Viên ứng với tên dự án ở trên, có trên trang web của Ủy Ban Quy Hoạch tại: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Nhân viên liên hệ

Để biết thêm thông tin chi tiết về dự án, vui lòng liên hệ với người quản lý dự án theo địa chỉ liên hệ ghi bên dưới.

Damon Davis

(619) 346-5500

damon.davis@sdcounty.ca.gov

Sự tham gia của công chúng

Những người muốn tham gia cuộc họp và/hoặc để lại nhận xét vui lòng truy cập Ủy Ban Quy Hoạch trang web tại: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html. Nếu quý vị có bất kỳ câu hỏi nào, vui lòng liên hệ với Ủy Ban Quy Hoạch Thư Ký theo địa chỉ PDS.PlanningCommission@sdcounty.ca.gov.

Hỗ Trợ Người Khuyết Tật hoặc Yêu Cầu Thông Dịch

Liên hệ với thư ký điều trần theo số (619) 517-4193 nếu quý vị có thắc mắc hoặc đề yêu cầu sự sắp xếp cho người khuyết tật hoặc yêu cầu thông dịch viên. Những cá nhân yêu cầu phiên dịch ngôn ngữ ký hiệu cần liên hệ với Điều Phối Viên ADA Title II Toàn Quận theo số (619) 531-4908. Các yêu cầu về sắp xếp hoặc hỗ trợ phải được gửi trước cuộc họp ít nhất 72 giờ để có thể thu xếp.

Ghi chú

Để biết thêm thông tin về Tính Sẵn Có của Báo Cáo Nhân Viên, Hướng Dẫn Phát Biểu, Quy Trình Điều Trần Chung và Quy Trình Kháng Cáo, vui lòng xem lại Thông Tin Điều Trần Công Khai của Quận San Diego có tại trang web của Ủy Ban Quy Hoạch: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Ghi chú

Nếu quý vị phản đối hành động có thể được thực hiện đối với đề xuất này trước tòa, quý vị có thể bị giới hạn là chỉ được nêu ra những vấn đề mà quý vị hoặc người khác đã nêu ra tại phiên điều trần công khai nói trên hoặc bằng văn bản thư từ gửi đến Cơ Quan Điều Trần tại

hoặc trước phiên điều trần. Các quy tắc của Cơ Quan Điều Trần có thể hạn chế hoặc áp đặt các yêu cầu đối với việc gửi thư từ bằng văn bản đó.

聖地亞哥縣

公開聽證會通知

特此通知，聖地亞哥縣將舉行公開聽證會，詳情如下： 規劃委員會

聽證會資訊：

日期： 2022 年 7 月 22 日

時間： 上午 9 點

地點： COC Campus Center Chambers, 5520 Overland Avenue, San Diego, CA 92123

專案類型

由縣府發起 交通研究指南 (TSG) 和 加州環境品質法 (CEQA) 指引更新

專案名稱

更新在非建制地區環境審查期間實施車輛行駛里程 (VMT) 分析

專案/個案編號

不適用

申請人

聖地亞哥縣

地點

專案場地在非建制聖地亞哥縣內，地址如下

地址

非建制區

社區規劃區

所有社區規劃區域

專案介紹

這是要求規劃委員會考慮採用一份車輛行駛里程 交通研究指南，根據區域平均車輛行駛里程（而不是非建制區平均數）建立一個閾值，其中包括整個聖地亞哥地區 此外，交通研究指南 還確定了不需要車輛行駛里程分析或緩解措施的高密度 交叉口數及靠近工作和交通的填充區域，但不包括任何指定為很高或非常高火災危險嚴重區的區域 此外，交通研究指南 將為小型專案 100% 平價住宅 當地服務用途和公共設施提供篩選標準

有關詳細資訊，請查看規劃委員會網站上與上述專案名稱相關的工作人員報

告：https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html

環境狀況

已確定採用擬議的 交通研究指南 符合 加州環境品質法 及州縣 加州環境品質法 指引，因為 交通研究指南：(1) 不屬於 公共資源法 第 21065 節和 加州環境品質法 指引第 15378 節規定的專案，因此根據 加州環境品質法 指引第 15060(c)(3) 節無需遵守 加州環境品質法；(2) 根據 加州環境品質法 指引第 15308 節有明確豁免，因為此行動將強化和保護環境；(3) 根據 加州環境品質法 指引第 15061(b)(3) 節規定有常識性豁免，因為決議實施了現行法律，因此可以完全肯定不可能對環境有顯著影響

有關詳細資訊，請查看規劃委員會網站上與上述專案名稱相關的工作人員報

告：https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html

工作人員聯絡方式

有關該專案的更多資訊，請使用以下聯絡方式與專案管理員聯絡

Damon Davis

(619) 346-5500

damon.davis@sdcounty.ca.gov

公眾參與

規劃委員會如欲參加會議及/或發表評議，應造訪網

站：https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html 如有任何疑問，請電郵 PDS.PlanningCommission@sdcounty.ca.gov 聯絡規劃委員會秘書

為殘障人士或需要口譯的人士提供援助

如有疑問或要求殘障相關的便利安排或要求口譯員，請致電 (619) 517-4193 聯絡聽證會秘書 如需手語譯員，請致電 (619) 531-4908 聯絡 美國殘障人法案 (ADA)第 II 篇事務全縣協調員 如需便利安排或援助，請在會議前至少 72 小時提出請求，以便作出安排

註

有關工作人員報告可用性 發言人指引 一般聽證會程序及上訴程序的更多資訊，請查看規劃委員會網站提供的聖地亞哥縣公共聽證會資訊：https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html

註

如在法庭上對可能為此提案採取的行動提出異議，可能只能限於您或其他人在上述公開聽證會上或在聽證會時或之前交給聽證機構的書面信函中提出的問題 聽證機構的規則可能會限制或強加此類書面信函的遞交

Degmada San Diego

Ogeysiiska Dhageysiga Dadweynaha

Waxaa halkaan lagu bixinayaa ogeysiis ah Guddiga Qorshaynta in degmada San Diego ay qaban doonto dhageysi dadweyne sida soo socota:

Macluumaadka Dhageysiga:

Taariikhda: Luulyo 22, 2022

Wakhtiga: 9:00 a.m.

Goobta: COC Campus Center Chambers, 5520 Overland Avenue, San Diego, CA 92123

Nooca Mashruuca

Ay Degmadu Bilowday Hagaha Daraasadda Gaadiidka iyo Cusboonaysiinta Tilmaamaha CEQA

Magaca Mashruuca

Warbixin cusub oo ku saabsan Hirgelinta Falanqaynta Inta Mayl Uu Gaariga Safray Inta lagu jiro Dib-u-eegista Deegaanka ee Gobolka Aan La wadaagin

Lambarka (Iambarada) Kiiska Mashruuca

N/A

Codsadaha

Gobolka San Diego

Goobta

Goobta mashruuca waxay ku taalaa ciwaanka hoose, gudaha aagga qorshaynta ee la sheegay, gudaha degmada San Diego ee aan la wadaagin.

Ciwaanka

Aagga Aan la wadaagin

Aagga Qorshaha Bulshada

Dhammaan Goobaha Qorshaha Bulshada

Sharaxaadda Mashruuca

Kani waa codsi ku socda Guddiga Qorshayniga codsigaas oo ah inay tixgeliyaan dhaqangelinta Hagaha Daraasadda Gaadiidka ee ehicle Miles Traveled (VMT) kaas oo dejin doona xadka celceliska VMT ee gobolka (halkii laga isticmaali lahaa celceliska aagga aan la wadaagin), oo ay ku jiraan dhammaan Gobolka San Diego. Intaa waxaa dheer, TSG-gu wuxuu aqoonsadaa Aagagga Buuxinta ee cufnaanta sare leh, tirinta isgoysyada, iyo shaqooyinka iyo gaadiidka u dhow halkaas oo aan loo baahnayn falanqaynta ama wax ka qabashada VMT, marka laga reebo meel kasta oo loo qoondeeyay inay yihiin Aagagga Khatarta Dabka ee Sareeya ama Aadka U Sareeya. Intaa waxaa dheer, TSG-ga wuxuu bixin doonaa shuruudaha baarista ee mashaariicda yaryar, guryaha 100-kii boqol qiimahooda la awoodi karo, isticmaalka gudaha iyo xarumaha dadweynaha.

Wixii macluumaad intaas ka badan ah, fadlan dib u eeg Warbixinta Shaqaalaha ee la jaanqaadaya magaca mashruuca ee sare, oo laga helo websaydka Guddiga Qorshaynta ee ah https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Xaalada Deegaanka

Waxaa la ogaaday in dhaqangelinta TSG-da la soo jeediyay ay waafaqsan tahay CEQA iyo Xeerarka CEQA ee Gobolka iyo Degmada sababtoo ah TSG: (1) ma aha mashruuc sida lagu qeexay Xeerka Khayraadka Dadweynaha ee qaybta 21065 iyo Tilmaamaha CEQA qaybta 15378, oo sidaas awgeedna kuma waajib ahan CEQA iyada oo la raacayo Xeerarka CEQA qaybaha 15060(c)(3); (2) waa mid si gaar ah loo dhaafay iyadoo la raacayo qaybta 15308 ee Tilmaamaha CEQA sababtoo ah qaadista tallaabadani waxay wanaajin doontaa oo ay ilaalin doontaa deegaanka; iyo (3) waxaa ku dabaqan ka dhaafitaanka caqli-galnimada ah, Tilmaamaha CEQA qaybta 15061(b)(3), sababtoo ah qaraarku wuxuu fulinayaa sharciga hadda jira sidaas darteedna waxaa si hubaal ah loo arki karaa in aysan jirin suurtagalnimada ah in uu saameyn weyn ku yeesho deegaanka.

Wixii macluumaad intaas ka badan ah, fadlan dib u eeg Warbixinta Shaqaalaha ee la jaanqaadaya magaca mashruuca ee sare, oo laga helo websaydka Guddiga Qorshaynta ee ah: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Macluumaadka Lagala Xiriiro Shaqaalaha

Si aad u hesho wixii macluumaad dheeraad ah oo ku saabsan mashruuca, fadlan kala xiriir maamulaha mashruuca macluumaadka xiriirka ee hoose lagu xusay.

Damon Davis

(619) 346-5500

damon.davis@sdcounty.ca.gov

Ka Qeybqaadashada Dadweynaha

Kuwa doonaya inay ka qaybqaataan kulanka iyo/ama ay faallooyin ka bixiyaan waa inay booqdaan Guddiga Qorshaynta bogga internetka ee Guddiga Kormeeraha: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html. Haddii aad qabto su'aalo, fadlan Guddiga Qorshaynta Xog-hayaha kala xiriir PDS.PlanningCommission@sdcounty.ca.gov.

Gaawimaad Loogu Talagalay Dadka Naafada ah Ama u Baahan Turjumaad

Xoghayaha kala xiriir lambarka (619) 517-4193 wixii su'aalo ah ama si aad u codsato wixii qabanqaabo ah oo la xiriira naafonimada ama turjumaan. Shakhsiyaadka u baahan turjubaanada luqadda dhegoolaha waa inay la xiriiraan Iskuduwaha Title II ee Gobolka ADA (619) 531-4908. Codsiyada wixii qabanqaabo ah ama kaalmo ah waa in la soo gudbiyaa ugu yaraan 72 saacadood kahor kulanka si qabanqaabada loo sameeyo.

Ogoow

Wixii macluumaad dheeraad ah oo ku saabsan Helitaanka Warbixinta Shaqaalaha, Tilmaamaha Afhayeenka, Habraacyada Dhageysiga Guud iyo Habraacyada Rafcaanka fadlan dib u eeg Macluumaadka Dhageysiga Dadweynaha ee Degmada San Diego oo laga helo bogga Guddiga Qorsheynta: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

Ogoow

Haddii aad ka dooddoo tillaabada laga yaabo in maxkamada ay ka gaarto soo jeedintan, waxa laga yaabaa inaad ku koobnaato inaad soo bandhigto oo keliya arrimaha adiga ama qof kale aad ku soo hadal qaadeen dhegeysiga dadwaynaha ee kor ku xusan, ama warqad qoraal ah oo loo gudbiyey Hay'adda Dhegeysiga xilliga dhegeysiga ama kahor. Xeerarka Guddiga Dhegeysiga ayaa xaddidi kara ama soo rogi kara shuruudo marka la soo gudbiyo waraaqahaas qoraalka ah.

샌디에고 카운티

공청회 통지

샌디에고 카운티 계획위원회가 다음과 같이 공청회를 실시할 것임을 이에 통지합니다:

공청회 정보:

날짜: 2022년 7월 22일

시간: 오전 9시

장소: COC 캠퍼스 센터 회의실, 5520 Overland Avenue, San Diego, CA 92123

프로젝트 유형

카운티 주도 교통 연구 가이드 및 CEQA 지침 업데이트

프로젝트 이름

병합되지 않은 지역의 환경 검토 중 차량 주행 거리 분석 시행에 대한 업데이트

프로젝트 사례 번호

해당 없음

신청인

샌디에고 카운티

장소

프로젝트 사이트는 아래 주소의 샌디에고 카운티에 병합되지 않은 지역의 명시된 계획 지역 내에 위치하고 있습니다.

주소

병합되지 않은 지역

커뮤니티 계획 지역

모든 커뮤니티 계획 지역

프로젝트 설명

이것은 계획위원회가 샌디에고 지역 전체를 포함하는 지역 평균 차량 주행 거리(병합되지 않은 지역 평균 대신)를 기반으로 임계값을 설정하는 차량 주행 거리(VMT)에 대한 교통 연구 가이드(TSG) 채택을 고려하도록 요청하기 위한 것입니다. 또한, TSG는 화재 위험이 높거나 아주 높은 화재 위험이 심각한 구역으로 지정된 구역을 제외하고 VMT 분석 또는 완화가 필요하지 않은 고밀도, 교차로 수, 그리고 직장 및 대중 교통이 가까운 공터 지역을 식별합니다. 또한, TSG는 소규모 프로젝트, 100% 저렴한 주택, 지역 대상 서비스 사용 및 공공 시설에 대한 심사 기준을 제공합니다.

자세한 정보는, 다음 계획위원회 웹사이트에 있는 위의 프로젝트 이름과 일치하는 직원 보고서를 검토하십시오:

https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

환경 평가 현황

제안된 TSG의 채택은 다음과 같은 이유로 CEQA 및 주와 카운티 CEQA 지침을 준수하는 것으로 판단되었습니다: TSG는 (1) 공공자원 법 섹션 21065 및 CEQA 지침 섹션 15378에서 정의된 프로젝트가 아니므로 CEQA 지침 섹션 15060(c)(3)에 따라 CEQA의 적용을 받지 않습니다. (2) 이 조치가 환경을 개선하고 보호하기 때문에 CEQA 지침 섹션 15308에 따라 명확히 면제됩니다. 그리고 (3) 결의안은 기존 법률을 시행하는 것이므로 환경에 중대한 영향을 미칠 수 있는 가능성이 없음을 확실히 알 수 있기 때문에 CEQA 지침 섹션 15061(b)(3)의 상식적 면제 대상입니다.

자세한 정보는, 다음 계획위원회 웹사이트에 있는 위의 이름과 일치하는 직원 보고서를 검토하십시오:

https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

직원 연락처

이 프로젝트에 대한 자세한 정보는, 아래에 명시된 연락처로 프로젝트 관리자에게 문의하십시오.

Damon Davis

(619) 346-5500

damon.davis@sdcounty.ca.gov

일반 대중 참여

회의에 참여 그리고/또는 의견을 제시하기를 원하는 사람은 다음 계획위원회 웹사이트를 방문해야 합니다: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html. 질문이 있는 경우, 계획위원회 담당 비서에게 PDS.PlanningCommission@sdcounty.ca.gov로 문의하십시오.

장애가 있거나 통역이 필요한 사람을 위한 지원

질문이 있거나 장애 관련 편의 제공 또는 통역을 요청하려면 공청회 담당 비서에게 (619) 517-4193으로 연락하십시오. 수화 통역사가 필요한 개인은 카운티 전체 ADA 타이틀 II 코디네이터에게 (619) 531-4908로 연락해야 합니다. 편의 제공 또는 지원 요청은 이에 대한 준비를 할 수 있도록 회의 최소 72시간 전에 제출해야 합니다.

참고

직원 보고서 입수 가능성, 발언자 지침, 일반 공청회 절차 및 이의제기 절차에 관한 추가 정보는 계획위원회 웹사이트 https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html에 있는 샌디에고 카운티 공청회 정보를 검토하십시오.

참고

이 제안에 대해 취할 수 있는 조치에 대 귀하가 법원에 이의를 제기하는 경우, 귀하는 위의 공청회에서 귀하 또는 다른 사람이 제기했거나, 또는 공청회에서 또는 공청회 전에 청문위원회에 전달된 서면 통신문에 나와 있는 문제에 대한 이의제기만으로 제한될 수 있습니다. 청문위원회 규칙은 그러한 서면 통신문의 제출을 제한하거나 요건을 부과할 수 있습니다.

مقاطعة سان دييغو

إخطار بجلسة عامة

يُرسَل إشعار بموجب هذه الوثيقة للإفادة بأن لجنة التخطيط بمقاطعة سان دييغو ستعقد جلسة عامة إعلامية، على النحو التالي:

معلومات الجلسة:

التاريخ: 22 يوليو 2022

الوقت: 9:00 صباحًا

الموقع: COC Campus Center Chambers, 5520 Overland Avenue, San Diego, CA 92123

نوع المشروع

دليل دراسة وسائل النقل الذي بدأته المقاطعة وتحديث توجيه قانون الجودة البيئية في كاليفورنيا (CEQA)

اسم المشروع

تحديث بشأن تنفيذ تحليل الأبعاد المقطوعة للمركبات أثناء المراجعة البيئية في المنطقة غير المدمجة

رقم (أرقام) ملف المشروع

لا ينطبق

مقدم الطلب

مقاطعة سان دييغو

المكان

يقع المشروع في العنوان المذكور أدناه، ضمن منطقة التخطيط المشار إليها داخل مقاطعة سان دييغو غير المدمجة.

العنوان

منطقة غير مدمجة

منطقة خطة المجتمع

جميع مناطق خطة المجتمع

وصف المشروع

هذا طلب لجنة التخطيط للنظر في اعتماد دليل دراسة وسائل النقل للأميال المقطوعة للمركبات (VMT) التي من شأنها أن تحدد حدًا بناءً على متوسط VMT الإقليمي (بدلاً من متوسط منطقة غير مدمجة)، يتضمن كامل منطقة سان دييغو. بالإضافة إلى ذلك، تحدد TSG مناطق الملوثات ذات الكثافة العالية وعدد التقاطعات والوظائف القريبة والعبور حيث لا يلزم تحليل VMT أو التخفيف، باستثناء أي مناطق مصنفة كمناطق عالية أو عالية جداً لمخاطر الحريق. بالإضافة إلى ذلك، ستوفر TSG معايير فحص للمشاريع الصغيرة والمساكن ميسورة التكلفة بنسبة 100 في المائة، إلى جانب استخدامات الخدمة المحلية والمرافق العامة.

للحصول على مزيد من المعلومات، يرجى مراجعة تقرير الموظفين المطابق لاسم المشروع أعلاه، والموجود على الموقع الإلكتروني للجنة التخطيط على الرابط https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

الحالة البيئية

لقد تقرر أن اعتماد TSG المقترح يتوافق مع CEQA وتوجيهات CEQA للولاية والمقاطعة لأن TSG: (1) ليس مشروعاً كما هو محدد في قسم قانون الموارد العامة رقم 21065 وقسم توجيهات CEQA رقم 15378، وبالتالي لا يخضع لـ CEQA وفقاً للأقسام 15060(3)(c) من توجيهات CEQA؛ (2) معفاة بشكل قاطع وفقاً للقسم 15308 من توجيهات CEQA لأن هذا الإجراء سيعزز البيئة ويحميها؛ و(3) تخضع للإعفاء المنطقي، وفقاً للقسم رقم 15061(3)(b) من توجيهات CEQA، لأن القرار ينفذ القانون الحالي، وبالتالي يمكن أن نرى على وجه اليقين أنه لا يوجد احتمال أن يكون له تأثير كبير على البيئة.

للحصول على مزيد من المعلومات، يرجى مراجعة تقرير الموظفين المطابق لاسم المشروع أعلاه، والموجود على الموقع الإلكتروني للجنة التخطيط على الرابط https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

جهة التواصل مع الموظفين

للمزيد من المعلومات بشأن المشروع، يُرجى التواصل مع مدير المشروع على معلومات الاتصال المشار إليها أدناه.

ديمون ديفيس (Damon Davis)

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المشاركة العامة

ينبغي على من يرغب في المشاركة في الاجتماع و/أو التعليق زيارة الموقع الإلكتروني للجنة التخطيط على الرابط: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html. إذا كانت لديك أي أسئلة، يُرجى التواصل مع أمين لجنة التخطيط على PDS.PlanningCommission@sdcounty.ca.gov.

المساعدة للأشخاص من ذوي الإعاقات أو الذين يتطلبون ترجمة فورية

اتصل بأمين الجلسات على الرقم 4193-517 (619) لطرح الاستفسارات أو لطلب ترتيب تيسيري متعلق بالإعاقة أو مترجم فوري. ينبغي على الأشخاص الذين يحتاجون إلى مترجمين للغة الإشارة الاتصال بمنسق الباب الثاني من قانون الأمريكيين من ذوي الإعاقات (ADA) على مستوى المقاطعة على الرقم 4908-531 (619). ينبغي تقديم طلبات الترتيبات التيسيرية أو المساعدة قبل 72 ساعة على الأقل من الاجتماع، وذلك حتى يمكن إجراء الترتيبات.

ملحوظة

للحصول على معلومات إضافية حول توافر تقرير الموظفين والتوجيهات للمتحدث وإجراءات الجلسة العامة وإجراءات الطعن، يرجى مراجعة معلومات الجلسة العامة لمقاطعة سان دييغو على الموقع الإلكتروني للجنة تخطيط المشروعات على الرابط: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

ملحوظة

إذا طعنت في الإجراء الذي يمكن اتخاذه بشأن هذا المقترح في المحكمة، فقد لا يتم السماح لك إلا بإثارة تلك المسائل التي أثرتها أنت أو شخص آخر في الجلسة العامة المشار إليها أعلاه، أو في المراسلات الكتابية التي يتم تسليمها إلى هيئة الجلسة خلال الجلسة أو قبلها. ويجوز لهيئة الجلسة إرساء قواعد لتقييد تقديم هذه المراسلات الكتابية أو فرض اشتراطات على ذلك.

كانتى سن ديهغو

اطلاعيه جلسه علني سوال و جواب

بدین وسیله به اطلاع می‌رسد که کمیسیون پلان‌گذاری کانتی سن دیگو یک جلسه علنی سوال و جواب به شرح ذیل برگزار خواهد کرد:

معلومات جلسه سوال و جواب:

تاریخ: 22 جولای، 2022

زمان: 9:00 صبح

مکان: اتاق‌های مرکز پردیس COC، 5520 Overland Avenue, San Diego, CA 92123

نوع پروژه

مطرح شده از طرف کانتی رهنمای مطالعه ترانسپورت و به‌روز رسانی طرز‌العمل CEQA

نام پروژه

به روز رسانی پیاده‌سازی آنالیز مسافت طی شده ناوگان در جریان زمان بازنگری محیط زیست در منطقه ثبت نشده

نمبر(های) دوسیه پروژه

N/A

متقاضی

کانتی سن دیگو

موقعیت

مکان این پروژه در آدرس ذیل، در ناحیه پلان‌گذاری مذکور، در منطقه ثبت نشده کانتی سن دیگو واقع شده است.

آدرس

ناحیه ثبت نشده

ناحیه پروگرام جامعه

تمامی نواحی پروگرام جامعه

توصیف پروژه

این یک درخواست از کمیسیون پلان‌گذاری جهت تصویب نمودن یک رهنمای مطالعه ترانسپورت برای مسافت طی شده ناوگان (VMT) است که برپایه متوسط VMT منطقه (به جای متوسط منطقه ثبت نشده)، که بشمول تمام منطقه سن دیگو می‌باشد یک آستانه را تعیین می‌کند. در ضمن، TSG نواحی میان افزا دارای تراکم‌های بیشتر، شمارش چوک/چهارراهی و مشاغل و ترانزیت نزدیک که در آنجا ضرورت به آنالیز یا کاهش VMT نیست را شناسایی می‌کند، به استثنای مناطقی که به عنوان مناطق دارای خطر بالا و بسیار بالای آتش‌سوزی در نظر گرفته شدند. مضاف بر آن، TSG برای پروژه‌های کوچک، مسکن مقرون به صرفه 100 فیصد، کاربری‌های خدمات‌رسان محلی و مراکز دولتی معیارات غربالگری فراهم خواهد نمود.

جهت کسب معلومات بیشتر، لطفا مطابق با نام پروژه فوق، راپور اعضا که در وبسایت کمیسیون پلان‌گذاری به آدرس https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html درج شده است را ملاحظه نمایند.

وضعیت محیط زیست

به این نتیجه رسیده شد که تصویب TSG پیشنهادی با CEQA و طرز‌العمل‌های CEQA ایالت و کانتی مطابقت دارد چون TSG: (1) پروژه تعریف شده در بند 21065 مقررات منابع عمومی و بند 15378 طرز‌العمل‌های CEQA نمی‌باشد و بنابراین پیرو بندهای (c) 15060 (3) طرز‌العمل‌های CEQA مشمول CEQA نمی‌باشد؛ (2) بی شک پیرو بند 15308 طرز‌العمل‌های CEQA معاف است چون این اقدام محیط زیست را اصلاح و محافظت می‌کند و؛ (3) مشمول معافیت عظم سلیم، بند (b) 15061 (3) طرز‌العمل‌های CEQA است، چون این راه حل، قانون فعلی را اجرا می‌کند و بنابراین قطعاً به یقین می‌توان دریافت که امکان ندارد تاثیر قابل توجهی به محیط زیست داشته باشد.

جهت کسب معلومات بیشتر، لطفا مطابق با نام پروژه فوق، راپور اعضا که در وبسایت کمیسیون پلان‌گذاری به آدرس ذیل درج شده است را ملاحظه نمایند: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html

تماس با اعضا

جهت کسب معلومات بیشتر در مورد این پروژه، لطفا با مدیر پروژه از طریق معلومات تماس مندرج در ذیل به تماس شوید.

دیمون دیویس (Damon Davis)

(619) 346-5500

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مشارکت عمومی

اشخاصی که خواهان اشتراک در این جلسه و/ یا ارائه نظرات هستند باید به وبسایت کمیسیون پلان‌گذاری به این آدرس مراجعه کنند: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html. در صورت داشتن هر نوع سوال، لطفاً با منشی کمیسیون پلان‌گذاری از طریق PDS.PlanningCommission@sdcounty.ca.gov به تماس شوید.

کمک به اشخاص دارای ناتوانی یا نیازمند ترجمه شفاهی

جهت طرح سوالات خود یا درخواست امکانات مربوط به یک ناتوانی یا یک ترجمان شفاهی از طریق نمبر (619) 4193-517 با منشی جلسه سوال و جواب به تماس شوید. اشخاصی که به ترجمان زبان اشاره ضرورت دارند باید از طریق نمبر (619) 4908-531 با هماهنگ‌کننده ADA Title II سراسر کانتی به تماس شوند. درخواست برای تأمین امکانات یا کمک باید ظرف 72 ساعت قبل از برگزاری جلسه ارائه شود تا تهیم‌دات لازم صورت گیرد.

نوت

جهت کسب معلومات بیشتر در مورد در دسترس بودن راپور اعضا، طرز العمل‌های ناطق، پروسیجرهای جلسه علنی سوال و جواب و پروسیجرهای تجدیدنظر، لطفاً معلومات جلسه علنی سوال و جواب کانتی سن دیه‌گو مندرج در وبسایت کمیسیون پلان‌گذاری را ملاحظه نمایید: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

نوت

اگر اقدامی که ممکن است در مورد این پیشنهاد در محکمه صورت گیرد را به چالش بکشید، احتمالاً تنها به طرح مسائلی محدود شوید که شما یا یک شخص دیگر در جلسه علنی سوال و جواب فوق یا طی مکاتبات کتبی در وقت یا قبل از برگزاری جلسه به هیئت جلسه سوال و جواب تسلیم نمودید. قوانین هیئت سوال و جواب ممکن است محدودیت و ضوابطی را برای ارائه چنین مکاتبات کتبی وضع کنند.

کانتی سن دیه‌گو

اطلاعیه جلسه علنی پرسش و پاسخ

بدین وسیله به اطلاع می‌رسد که کمیسیون برنامه‌ریزی کانتی سن دیه‌گو یک جلسه علنی پرسش و پاسخ به شرح زیر برگزار خواهد کرد:

اطلاعات جلسه پرسش و پاسخ:

تاریخ: 22 جولای، 2022

زمان: 9:00 صبح

مکان: اتاق‌های مرکز پردیس COC، 92123 5520 Overland Avenue, San Diego, CA

نوع پروژه

مطرح شده از سوی کانتی راهنمای مطالعه حمل و نقل و به روز رسانی دستور العمل CEQA

نام پروژه

به روز رسانی پیاده سازی آنالیز مسافت طی شده ناوگان در طول زمان بازبینی محیط زیست در منطقه ثبت نشده

شماره(های) پرونده پروژه

N/A

متقاضی

کانتی سن دیه‌گو

موقعیت

مکان این پروژه در آدرس زیر، در ناحیه برنامه‌ریزی مذکور، در منطقه ثبت نشده کانتی سن دیه‌گو واقع شده است.

آدرس

ناحیه ثبت نشده

ناحیه برنامه جامعه

کلیه نواحی برنامه جامعه

توصیف پروژه

این یک درخواست از کمیسیون برنامه ریزی جهت تصویب کردن یک راهنمای مطالعه حمل و نقل برای مسافت طی شده ناوگان (VMT) است که بر اساس متوسط VMT منطقه (به جای متوسط منطقه ثبت نشده)، که شامل کل منطقه سن دیگو می باشد یک آستانه را تعیین می کند. بعلاوه، TSG نواحی میان افزا دارای تراکم های بیشتر، شمارش تقاطع و مشاغل و ترافیک نزدیک در آنجا نیازی به آنالیز یا کاهش VMT نیست را شناسایی می کند، به استثنای مناطقی که به عنوان مناطق دارای خطر بالا و بسیار بالای آتش سوزی در نظر گرفته شدند. مضاف بر آن، TSG برای پروژه های کوچک، ممکن مقرون به صرفه 100 درصد، کاربری های خدمات رسان محلی و مراکز دولتی معیارهای غربالگری فراهم خواهد کرد.

جهت کسب اطلاعات بیشتر، لطفا مطابق با نام پروژه فوق، گزارش اعضا که در وبسایت کمیسیون برنامه ریزی به نشانی https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html درج شده است را ملاحظه نمایید.

وضعیت محیط زیست

به این نتیجه رسیده شد که تصویب TSG پیشنهادی با CEQA و دستورالعمل های CEQA ایالت و کانتی مطابقت دارد زیرا TSG: (1) پروژه تعریف شده در بند 21065 آیین نامه منابع عمومی و بند 15378 دستورالعمل های CEQA نمی باشد و بنابراین پیرو بندهای (c) 15060 (3) دستورالعمل های CEQA مشمول CEQA نمی باشد؛ (2) بی شک پیرو بند 15308 دستورالعمل های CEQA معاف است زیرا این اقدام محیط زیست را بهسازی و محافظت می کند و؛ (3) مشمول معافیت عظم سلیم، بند (b) 15061 (3) دستورالعمل های CEQA است، زیرا این راه حل، قانون فعلی را اجرا می کند و بنابراین قطع به یقین می توان دریافت که امکان ندارد تأثیر قابل توجهی روی محیط زیست داشته باشد.

جهت کسب اطلاعات بیشتر، لطفا مطابق با نام پروژه فوق، گزارش اعضا که در وبسایت کمیسیون برنامه ریزی به نشانی زیر درج شده است را ملاحظه نمایید: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

تماس با اعضا

جهت کسب اطلاعات بیشتر در مورد این پروژه، لطفا با مدیر پروژه از طریق اطلاعات تماس مندرج در زیر تماس بگیرید.

دیمون دیویس (Damon Davis)

(619) 346-5500

damon.davis@sdcounty.ca.gov

مشارکت عمومی

افرادی که مایل به شرکت در این جلسه و/یا ارائه نظرات هستند باید به وبسایت کمیسیون برنامه ریزی مراجعه کنند: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html. در صورت داشتن هرگونه پرسش، لطفا با منشی کمیسیون برنامه ریزی از طریق PDS.PlanningCommission@sdcounty.ca.gov تماس بگیرید.

کمک به افراد دارای ناتوانی یا نیازمند ترجمه شفاهی

جهت طرح پرسش های خود یا درخواست امکانات مربوط به یک ناتوانی یا یک مترجم شفاهی از طریق شماره (619) 4193-517 با منشی جلسه پرسش و پاسخ تماس بگیرید. افرادی که به مترجم زبان اشاره نیاز دارند باید از طریق شماره (619) 4908-531 با هماهنگ کننده ADA Title II سراسر کانتی تماس بگیرند. درخواست برای تأمین امکانات یا کمک باید ظرف 72 ساعت قبل از برگزاری جلسه ارائه شود تا تهیمیدات لازم انجام گیرد.

توجه

جهت کسب اطلاعات بیشتر در مورد دستورس بودن گزارش اعضا، دستورالعمل های ناطق، روال های جلسه علنی پرسش و پاسخ و روال های تجدیدنظر، لطفا اطلاعات جلسه علنی پرسش و پاسخ کانتی سن دیگو مندرج در وبسایت کمیسیون برنامه ریزی را ملاحظه فرمایید: https://www.sandiegocounty.gov/content/sdc/pds/PC/sop/PCHearing_stream.html.

توجه

اگر اقدامی که ممکن است در مورد این پیشنهاد در دادگاه انجام شود را به چالش بکشید، احتمالا تنها به طرح مسائلی محدود شوید که شما یا فرد دیگری در جلسه علنی پرسش و پاسخ فوق یا طی مکاتبات کتبی حین یا قبل از برگزاری جلسه به هیئت جلسه پرسش و پاسخ تحویل دادید. قوانین هیئت پرسش و پاسخ ممکن است محدودیت و ضوابطی را برای ارائه چنین مکاتبات کتبی اعمال کنند.

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این خدمات ذریعه کانتی سن‌دیگو طرز رایگان به شما ارائه می‌شود.

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