

# Built Environment & Transportation



The Climate Action Plan Update (CAP Update) project team held a virtual workshop on August 25, 2021, to solicit feedback on development of emissions reduction measures related to the built environment and transportation sector. 34 stakeholders participated in this workshop by answering five poll questions and asking 26 questions via the Q&A feature on Zoom. Poll questions covered measure development considerations, equity considerations, and solicited any other considerations or ideas not yet covered. Major themes identified by participants included stopping urban sprawl, providing equitable public transit, increasing electric vehicles (EVs) and EV infrastructure, and incentivizing green building practices. The summary below takes a closer look at each poll question presented and specific questions posed by participants.

## Measure Development Considerations

*What should be considered for the built environment/ transportation sector to achieve a net-zero emissions future?*

### Land Use

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No sprawl land use development

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Infill development

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Zoning to allow dense developments with both commercial and residential buildings together

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Preserve open spaces

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Preserve vegetation & trees in residential areas – don't defoliate with infill

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Build homes near transit

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Urban parkland

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Reforestation

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Create free or minimal cost public co-working spaces

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### Transportation Infrastructure

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Slow streets

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Active transportation: bike and pedestrian infrastructure

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Bike storage near transit

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Traffic calming

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Charging stations for electric vehicles (EVs) and bikes

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Create zero emissions vehicle (ZEV) only zones or roads

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### EVs and EV Infrastructure

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More EV charging stations

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Electrify school buses

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Green/electrify the County fleet

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Affordable EV programs with car dealers for all income levels

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Increase electricity storage to support EVs

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Self-driving EVs, especially for seniors

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### Buildings

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**Building electrification**

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All-electric new homes

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Electric building retrofits for County facilities

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Incentivize home & business retrofits: replace old, inefficient appliances, install electric heat pump systems for heating, cooling, and water heating

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All electric building reach codes

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Require e-bike charging outlets at work and businesses

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Building codes that require EV charging-ready homes

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Use less carbon-intensive building materials and require deconstruction

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**Energy**

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Micro grids

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Incentivize solar photovoltaic (PV)

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**Transit**

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Expand remote area public transportation

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No-cost transit passes for people 24 and younger

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Increased frequency of public transportation to encourage mode shift

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Transit proximity to residential areas

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Offer incentives to use public transportation

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Free door to door transport for disabled people

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Solve last mile problem – can't use transit if it doesn't go where one needs to go

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**Other Considerations**

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More telecommuting & work from home

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Senate Bill (SB) 743 implementation aligned with state guidance

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Provide composting waste management

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Involve Federal and Tribal organizations in the CAP Update

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Increase gas taxes over time

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*What should NOT be considered for the built environment/ transportation sector?*

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**Land Use**

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Do NOT allow sprawl development

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Do not encourage development by more freeways

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No Harvest Hills development

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Do not allow residential developments away from business districts and job centers

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Do not allow new housing in wildfire zones

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Do not remove urban tree canopy or defoliate established residential neighborhoods

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**Transportation**

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Slow the streets – stop setting the speed limits with the average speed

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No more expanding existing roads/freeways or building new roads/freeways

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No new gas stations

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No more noise polluting transportation; cars and trolley can be very loud

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Do not apply vehicle miles traveled (VMT) reductions to EVs

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The County's VMT significance threshold MUST be based on a combined whole-region average, NOT an unincorporated-trips average

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County fleet should NOT include any new fossil fuel vehicles

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### **Policies and Incentives & Disincentives**

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Do not violate the SB 743 implementation

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No tax breaks for corporations and large businesses

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Do not incentivize more development in low density areas

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Do not increase costs on people of lower means

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Do not propose anything that does not have an understanding of costs and benefits

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Ban leaf blowers instead of switching them to high noise electric. Leaf blowers still kick up dust for air pollution and serve little to no purpose

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Stop allowing gas generators which are allowed to pollute during emergencies, which will only increase with the climate problem

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Stop feeding the Urban Growth Machine -- recognize that we are nearing human population carrying capacity in the county

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No new gas infrastructure

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## **Equity Considerations**

*How can equity be considered for the built environment/transportation sector, while still achieving net-zero emissions?*

### **Housing**

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Provide affordable housing ONLY in urbanized communities

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LOTS of e-charging stations in rental housing

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Inclusionary housing policy to provide 20-25% affordable housing in every housing development

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Subsidize solar panels for rental housing

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Create a County program to help get solar on multifamily affordable housing (SOMAH) installed on more roofs

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Build more mixed income housing projects

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Provide incentives to landlords and apartment complexes to install solar and pass savings to renters

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Past sprawl development has sucked investment, public dollars and private, from existing communities esp. those with inequity. Ending sprawl will allow re-investment in existing communities, esp. disadvantaged

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### **Transportation**

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Affordable public transportation for disadvantaged communities

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Prioritize sustainable transportation investments in low-income communities and communities of color.

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EV use/purchase incentives based on income

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Make public transportation cheap as possible

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**Quality of Life & Public Health**

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Prioritize changes for communities of concern and low-income neighborhoods – what is done in affluent areas should be standard across the county

High-speed internet in disadvantaged communities

Increased tree canopy in disadvantaged communities

Ensure open space/park access in all residential areas

Ensure access to college

Provide opportunities to thrive

Install more air quality monitors, including ozone

Enhance air quality/filtration

Use air quality to determine where to adopt new measures to help reduce emissions

Those who live in far rural areas should not be penalized for longer mileages to services

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**Buildings & Energy**

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More EV charging stations

Building Electrification for all new construction

Incentivize solar

Ask SDG&E to close peaker plants and replace with solar roof tops and battery storage

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**Outreach & Engagement**

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Engage disadvantaged communities

Increase youth opportunity

Effective communication and education on new policies, encouraging feedback from communities

Use language that is easy to understand during discussions and in policies

Consistently engage communities identified in the Environmental Justice Element throughout the sustainable transportation investment process

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**Equitable Policies & Practices**

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If we have carbon taxes to disincentivize a move away from fossil fuels, make sure that they are collected in a way that includes income as a means of determining the tax--or give rebates to lower income people

Incentivize businesses taking responsibility for the pollution they create

Have equity champions involved in CAP

Use CalEnviroScreen

We have to make sure that the plans are not so odious that there is a political backlash

Seek funding available from state and federal government to address equity issues

Learn from other organizations on what they are doing about equity and other greenhouse issues

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**Other Considerations**

*Is there anything else that should be considered for the built environment/ transportation sector?*

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**CAP Update Development Process**

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In measuring GHGs from development and transportation, it will be vital to be as accurate and honest as possible

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Make sure there is consistency among all CAPs in the San Diego region

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Stick to the principle and don't create any loopholes

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I appreciate the Regional Climate Plan – let's make sure the CAP is very ambitious. Science keeps exposing that we're underestimating the need for quick change

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Encourage the cultural shift that will be needed

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Make sure that the supporting activities are being promoted so that our plan can work. For example, reducing the cost of goal electrical storage could be key to providing the extra electricity needed. How can we advocate for that research?

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Design to assist behavioral changes among residents

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### **Outreach, Education, Collaboration**

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Educate San Diegans about Climate Change, its Impacts, and what they should and should not do

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Outreach to educate about pre-apprenticeship and apprenticeship opportunities so we can have enough trades people to build everything everyone is suggest we build. Pull for Project Labor Agreements (PLA) which have languished for the skilled and trained, and local hire

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Cycling needs ambassadors and outreach to create real mode shift. Let's provide models for people to see the change.

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Please consider utilizing polls like this on social media platforms to ask one or two questions.

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Work with all cities to see where they are and how to pool resources

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Safety courses for these newer options

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Engage "disadvantaged" youth and all youth. They will be inheriting our "solutions"

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Persistent PSAs regarding best behavior for climate

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### **Land Use**

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Land development within urbanized areas is better than on urban edges, and much better than more sprawl

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The parallel Regional Decarbonization Plan effort provides the opportunity to be as land efficient as possible

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Evaluate and implement methods to increase use of density bonus program in transit-oriented development (TOD) development projects located in urbanized county communities

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### **Transportation**

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On-demand after hour public transportation options

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Subsidizing rideshare for the last mile

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Stop/disincentivize high-VMT sprawl

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Last mile (destination end) problem is the difficult one. This is where density belongs. First mile problem is trivial to solve with park-and-ride, bike-and-ride, etc. from home.

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Banning ICE vehicles from many places, including express lanes would greatly accelerate the necessary adoption

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reduce airport use until we have clean aircraft

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### **Infrastructure – EV & General**

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Street lights and other safety measures for pedestrians who are walking to and from transit stations or bus stops

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Power desalination and water reclamation plants with renewable energy

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Tesla has fast-charge rescue trucks for EV drivers who run out of range. I suppose EV charging facilities will become more common on tow trucks, for "just enough charge to get to the next charging station." Otherwise, EVs just get towed to a charging station.

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Emergency charging vehicles can carry batteries to provide charging for EV drivers who run out of charge (which is very rare since the remaining battery life is very accurate)

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