



# MEMO



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**TOTAL PAGES** (Including 5 +  
Cover): Attachments

**DATE:** *January 13, 2023*

**TIME:** *11:24:40 AM*

**JOB NUMBER:**  
*PTS# 697307*

**SUBJECT:** *Clairemont Village Apartments – Vehicle Miles Traveled (VMT) Assessment*

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The purpose of this memo is to provide an assessment of the project’s Vehicle Miles Traveled (VMT) CEQA transportation impact in accordance with the methodology provided in the City of San Diego Transportation Study Manual (September 29, 2020).

**Project Location / Context:**

The project is located at 3001 through 3089 Clairemont Drive (APN 425-608-09 and 425-680-10) on the northwest corner of the intersection of Field Street / Cowley Way within the City of San Diego. The existing site is considered a “Community Retail” with residential development land use with CC-1-3 base zone within the Clairemont Mesa Community Plan area. The existing CC-1-3 zone allows mixed use of residential and community commercial. The proposed residential development will be at a density of 1 unit per 1,500 S.F. (or 29 units per acre) of lot area (SDMC section 131.0531 Table 131-05E). The 12.96 acre site would allow up to 376 dwelling units. The project is proposing to redevelop an existing commercial parking lot into a multi-family residential use with 224 dwelling units, 23 of which will be deed-restricted affordable units at 60% AMI. The project will also include the demolition of approximately 3,770 square feet of retail commercial space; this would leave 120,313 square feet of existing retail space. Access to and from the project will be on two existing driveways, one driveway is located along Field Street and is an existing driveway for the shopping center, and the other existing driveway is located along Cowley Way. The discretionary approvals required as part of the project include a Neighborhood Development Permit (NDP), Site Development Permit (SDP), and Easement Vacation.

A project site plan is provided on **Attachment 1**.

The Clairemont Mesa Community Plan Land Use figure is shown on **Attachment 2**.

The project vicinity map is provided in **Attachment 3**.

**Project Land-Use and Trip Generation:**

The project’s trip generation was determined using the City of San Diego’s Trip Generation Manual (dated May 2003). The project is expected to generate approximately **1,792** average daily trips with **143 AM (29 in and 119 out)** peak hour trips and **179 PM (125 in and 54 out)** peak hour trips. Table 1 shows the Trip Generation calculations.

**Table 1: Project Trip Generation**

Land Use	Intensity	Rate*	ADT	AM					PM						
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
Multiple Dwelling Units	224 units	8 /unit	1,792	8%	143	20%	80%	29	115	10%	179	70%	30%	125	54
<b>Total</b>			1,792		143			29	115		179			125	54

**Source:**

\*Rates taken from the City of San Diego Trip Generation Manual, May 2003

**Note:**

ADT= Average Daily Trips  
units = dwelling units

**Background**

This VMT Assessment evaluates the Project’s potential transportation impacts using a VMT metric, in accordance with the standards and requirements in the City of San Diego Transportation Study Manual (TSM). The TSM presents the guidelines for the analysis of CEQA Transportation requirements, which include provisions for screening criteria, significance thresholds, analysis methodology, and mitigation.

**Screening Criteria**

As specified in the City of San Diego’s TSM, the requirements to prepare a detailed transportation VMT analysis applies to all land development projects, except for those projects that meet at least one of the screening criteria listed below:

1. Residential or Commercial Project Located in a VMT Efficient Area: The project is a residential or commercial employment project located in a VMT efficient area (15% or more below the base year average VMT per Capita or VMT per Employee) based on the applicable location-based screening map produced by SANDAG.
2. Industrial or Agricultural Project Located in a VMT Efficient Area: The project is an industrial employment or agricultural employment project located in VMT efficient area (in an area with average or below average base year VMT per Employee) based on the applicable location-based screening map produced by SANDAG.
3. Small Project: The project is a small project defined as generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates/procedures.
4. Locally Serving Retail/Recreational Project: The project is a locally serving retail/recreational project defined as having 100,000 square feet gross floor area or less and demonstrates through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less. Locally serving retail is consistent with the definitions of

Neighborhood Shopping Center in the San Diego Municipal Code Land Development Code Trip Generation Manual. Locally serving recreation land uses are listed in Appendix B, if they meet the square footage and market capture area above. Adding retail/recreation square footage (even if it is 100,000 square feet gross floor area or less) to an existing regional retail shopping area is not screened out.

5. **Locally Serving Public Facility:** The project is a locally serving public facility defined as a public facility that serves the surrounding community or a public facility that is a passive use. The following are considered locally serving public facilities: transit centers, public schools, libraries, post offices, park-and-ride lots, police and fire facilities, and government offices. Passive public uses include communication and utility buildings, water sanitation, and waste management.
6. **Affordable Housing:** The project has access to transit and is wholly or has a portion that meets one of the following criteria: is affordable to persons with a household income equal to or less than 50% of the area median income (as defined by California Health and Safety Code Section 50093), housing for senior citizens [as defined in Section 143.0720(e)], housing for transitional foster youth, disabled veterans, or homeless persons [as defined in 143.0720(f)]. The units shall remain deed restricted for a period of at least 55 years. The project shall provide no more than the minimum amount of parking per unit, per San Diego Municipal Code Section 143.0744. Only the portion of the project that meets the above criteria is screened out. For example, if the project is 100 units with 10 deed-restricted affordable housing units, transportation VMT analysis would not be necessary for the 10 affordable units but would be necessary for the remaining 90 units (unless they meet one of the other screening criteria). For purposes of applying the small project screening criteria, the applicant would only include the trip generation for the non-affordable housing portion of the project (since the affordable housing portion is screened out).
7. **Mixed Use Project Screening Considerations:** The project's individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project's land uses to be screened out and some to require further analysis. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria. For example, if a project includes residential and retail, and the retail component was screened out because it is locally serving; only the trip generation of the residential portion would be used to determine if the project meets the definition of a small project.
8. **Redevelopment Project Screening Considerations:** The project is a redevelopment project that demonstrates that the proposed project's total project VMT is less than the existing land use's total VMT. Exception: If a project replaces affordable housing (either deed restricted or other types of affordable housing) with a smaller number of moderate-income or high-income residential units, the project is not screened out and must analyze VMT impacts per Table 3.

### Significance Determination

The screening assessment below evaluates the project with applicable screening criteria elements.

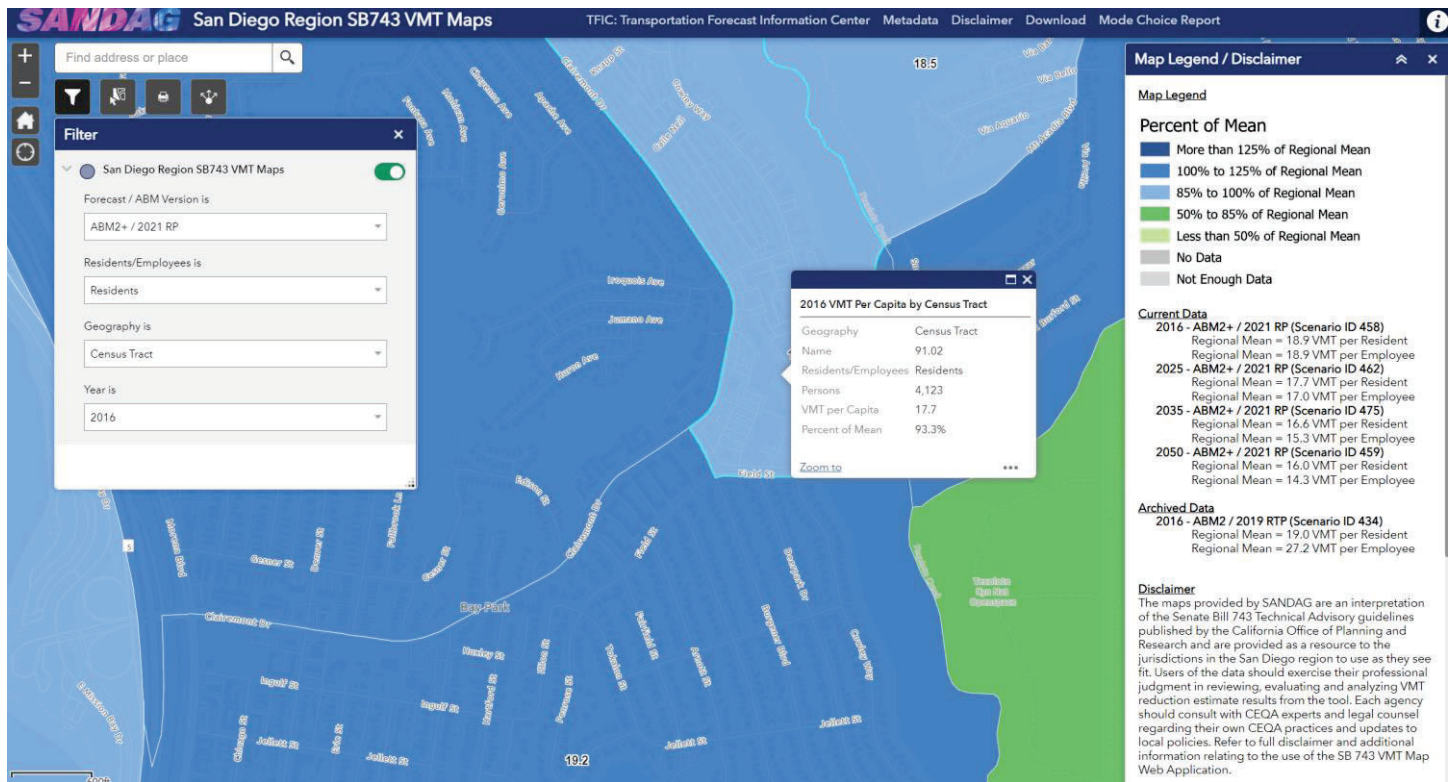
Residential or Commercial Project Located in a VMT Efficient Area: The project is a residential project which is not located in a VMT efficient area, as discussed below. Therefore, it is not screened out of VMT analysis.

Appendix B of the City of San Diego TSM provides a land-use type categorization for specific land-use designations. The proposed project's land use designation as a multi-tenant residential development is categorized as a Residential land-use type.

The project, as a Residential land use, has been evaluated using the current SANDAG base year screening map (Series 14 ABM2+, Year 2016), which is included in the table and figure below. As shown in the screening map, the regional mean VMT per resident for Census Tract 91.02 is 18.9 miles per resident. The project is located in Census Tract 91.02 with a VMT per resident of 17.7; which is 93.3% of the regional average. Therefore, the project is located within an area that is not defined as VMT efficient and would not be screened out of having to perform a VMT analysis.

Regional Mean (VMT / Resident)	Significance Threshold (VMT / Resident)	Significance Threshold (% of Regional Mean)	Project VMT Generation (VMT / Resident)	Project VMT Generation (% of Regional Mean)	Is this a Significant Impact?
18.9	16.065	85%	17.7	93.3	<u>Yes</u>

A screen capture of the SANDAG SB743 Screening Map is shown below.



A review of the remaining screening criteria demonstrates that the proposed project would not be screened out of providing a VMT Assessment.

**Significance Thresholds**

Since the project does not meet any of the screening criteria, it must evaluate the VMT produced by the project.

### **Assessment Methodology and Findings**

The proposed residential project is expected to generate approximately 1,792 daily unadjusted driveway trips and, the project's VMT/resident will be considered the same as the VMT per resident of the census tract it is located within. As stated above, the project is within Census Tract 91.02 with 17.7 VMT/resident, which is 93.3% of the regional mean. Therefore, based on the adopted VMT significance threshold for a residential project of 15% below the regional mean or 85% of the regional mean, (Significance Threshold equals 16.065 VMT per resident), the Clairemont Village project is found to have a significant transportation VMT impact.

### **Mitigation:**

Since the project is located in Mobility Zone 4 under the Complete Communities: Mobility Choices ordinance (effective January 8, 2021 outside the Coastal Zone), it may mitigate its significant VMT impact by paying the Active Transportation In Lieu fee and relying on the findings and statement of overriding considerations of the Complete Communities: Housing Solutions and Mobility Choices Final EIR, as discussed below.

The Project site is not located within a Transit Priority Area (TPA). The SDMC Ordinance Number O-21274 (12/9/2020) provides the development regulations for the Mobility Choices portion of the Complete Communities program. The proposed project is in Mobility Zone 4. Per SDMC Section 143.1103(c), all development in Mobility Zone 4 shall pay an Active Transportation In Lieu Fee. Affordable dwelling units meeting applicable requirements are exempt from this requirement. Per SDMC 143.1103(c)(3), affordable dwelling units that are deed restricted at or below 120% of the area median income, as defined in Section 143.0720, are exempt from the Active Transportation In Lieu Fee in Section 143.11103(c). The proposed 23 affordable units at 60% AMI meets this criterion and would be exempt.

The Project will pay the Active Transportation In Lieu fee pursuant to SDMC Section 143.1103(c). A preliminary calculation of this fee, using the City of San Diego In Lieu fee calculator tool is shown in Attachment 4. The preliminary estimate of this fee, to be confirmed prior the first building permit by the Public Spaces group in the City's Planning Department is just over \$836,000. Fees collected under this program are intended to be spent to provide VMT reducing measures in more VMT-efficient areas of the City.

# Attachment 1 Project Site Plan

Provided on the following page. The page is intentionally left blank.



**LEGEND**

- (E) EXISTING RETAIL
- ☐ TRAFFIC SIGNAL
- ADA ACCESSIBILITY
- - - NEIGHBORHOOD CONNECTION
- ▨ AREA OF IMPACT

**PROJECT DESCRIPTION**

A 5 STORY TYPE III-A RESIDENTIAL BUILDING CONSISTING OF 224 UNITS OVER 2 STORY TYPE I PARKING STRUCTURE WITH 342 PARKING STALLS

GROSS SITE AREA:	564,537 S.F.	12.96 ACRES
TOTAL UNITS:	224 UNITS	
GROSS DENSITY:	17.28 DU/AC	
EXISTING RETAIL AREA:	124,083 S.F.	
EXISTING RETAIL PARKING PROVIDED:	666 STALLS	
EXISTING RETAIL PARKING RATIO:	5.37	
REMAINING RETAIL AREA:	120,313 S.F.	
REMAINING RETAIL PARKING PROVIDED:	516 STALLS	
REMAINING RETAIL PARKING RATIO:	4.29	
PROPOSED APARTMENT PARKING:	342 STALLS	
PROPOSED TOTAL PARKING:	858 STALLS	
AREA OF IMPACT	2.67 ACRES	



**A1.3**

SHEET 7 OF 38

**OVERALL SITE PLAN**

DATE: 08-10-22  
JOB NO.: 2020-020

SAN DIEGO, CA

**CLAIREMONT VILLAGE**

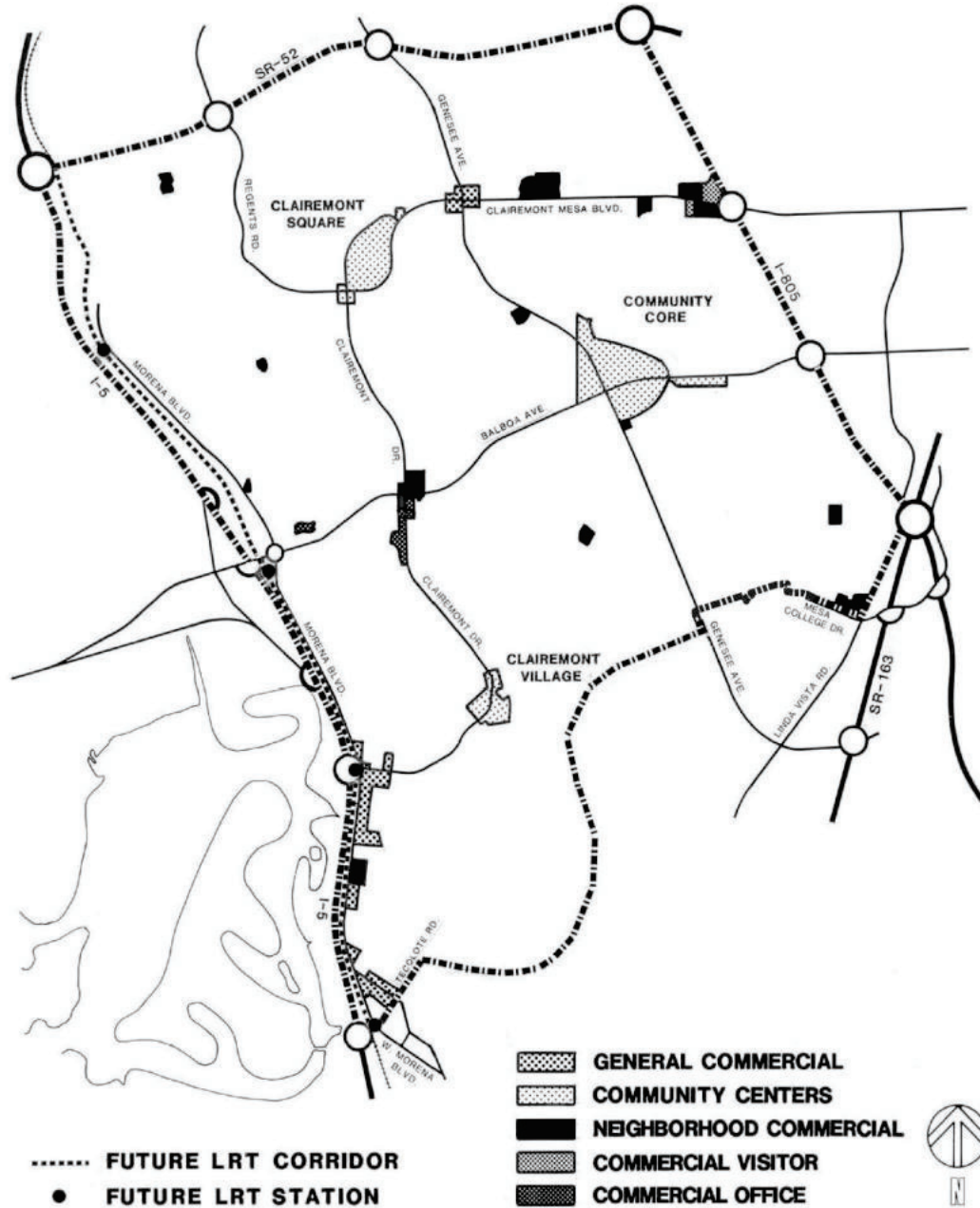
**CLAIREMONT VILLAGE QUAD, LLC**  
12625 HIGH BLUFF DR #310, SAN DIEGO CA. 92130  
858.481.3081

**AO ARCHITECTS**  
144 NORTH ORANGE ST., ORANGE, CA 92866  
(714) 639-9860



# Attachment 2

## Clairemont Mesa Community Land Use Map

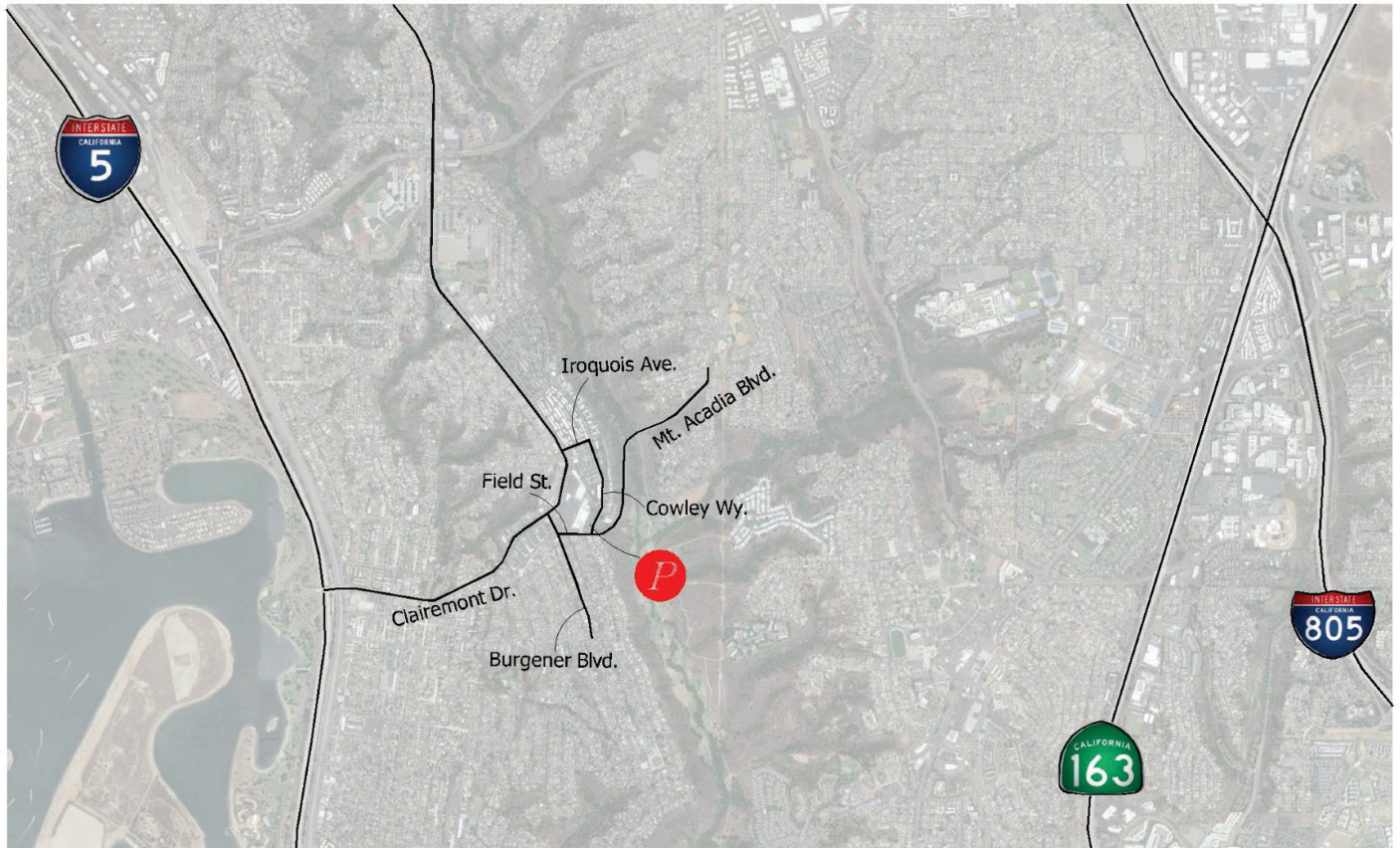


**Commercial Land Use Recommendations**  
Clairemont Mesa Community Plan

**12**  
FIGURE



# Attachment 3 Project Location Map



Legend

 = Project Location



# Attachment 4 In-Lieu Fee Calculator

City of San Diego  
Active Transportation In Lieu Fee Calculation Tool

Project Input					Fee Calculation																																																		
<p><b>Project Address</b></p> <p>Street Number<sup>1</sup>: <input type="text"/> OR APN#: 4256801000</p> <p>Zip Code: <input type="text"/> Address: 3005 CLAIREMONT DR, 92117</p> <p>Address APN: 4256801000 Find your APN Number Using the Link Below:</p> <p>Community: CLAIREMONT MESA <a href="https://sdgis.sandag.org/">https://sdgis.sandag.org/</a></p> <p><small><sup>1</sup>Only provide abbreviation for roadway type (Dr, Ave, St, Etc.)</small></p>					<p><b>Project Area Characteristics</b></p> <p>Within Year 2035 TPA (2015 RTP): No</p> <p>Mobility Zone: 4</p> <p>Prime Industrial Area: No</p> <p>Existing Retail (sf) 0</p>																																																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #0056b3; color: white;"> <th>Land Use Category</th> <th>Specific Land Use</th> <th>Units<sup>1</sup></th> <th>Size (sf) - GFA<sup>2</sup></th> <th>Land Use Exempt?</th> <th>Cost Per Unit</th> <th>Cost Per SF</th> <th>Total Cost</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>Multi-Family</td> <td>201</td> <td>1,000</td> <td>No</td> <td>\$4,160</td> <td>\$0</td> <td>\$836,160</td> </tr> <tr> <td>Residential</td> <td>Affordable Housing</td> <td>23</td> <td>1,000</td> <td>Yes</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td colspan="5"><b>Sub-Total</b></td> <td>\$3,733</td> <td>\$0</td> <td>\$836,160</td> </tr> <tr> <td colspan="5"></td> <td colspan="2" style="text-align: center;">Existing Land Use Credit</td> <td>\$0</td> </tr> <tr> <td colspan="5"></td> <td colspan="2" style="text-align: center;">Fee</td> <td>\$836,160</td> </tr> </tbody> </table> <p><small>Notes: <sup>1</sup>Units only need to be input for Residential uses and Hotels <sup>2</sup>include the average residential unit size, by category, within the development <b>Orange Text:</b> indicates that an override from default value has been implemented</small></p>					Land Use Category	Specific Land Use	Units <sup>1</sup>	Size (sf) - GFA <sup>2</sup>	Land Use Exempt?	Cost Per Unit	Cost Per SF	Total Cost	Residential	Multi-Family	201	1,000	No	\$4,160	\$0	\$836,160	Residential	Affordable Housing	23	1,000	Yes	\$0	\$0	\$0	<b>Sub-Total</b>					\$3,733	\$0	\$836,160						Existing Land Use Credit		\$0						Fee		\$836,160	<p><b>Project Site VMT Efficiencies (SANDAG Series 14)</b></p> <p>Project VMT/Capita: 17.5</p> <p>Project VMT/Employee: 27.2</p> <p>Total VMT: 7,998</p> <p><b>VMT Targets (SANDAG 14)</b></p> <p>Target VMT/Capita: 16.2</p> <p>Target VMT/Employee (Non-Industrial): 23.1</p> <p>Target VMT/Employee (Industrial): 27.2</p> <p><b>Excess VMT</b></p> <p>VMT/Capita: 1.3</p> <p>VMT/Employee: (Non-Industrial): 4.1</p> <p>VMT/Employee: (Industrial): 0.0</p> <p><b>VMT Needed to be Reduced</b></p> <p>Residential: 594.1</p> <p>Employee: (Non-Industrial): 0.0</p> <p>Employee: (Industrial): 0.0</p> <p>Retail: 0.0</p> <p><b>VMT Reduction Needed to Meet Target: 594.1</b></p>		
Land Use Category	Specific Land Use	Units <sup>1</sup>	Size (sf) - GFA <sup>2</sup>	Land Use Exempt?	Cost Per Unit	Cost Per SF	Total Cost																																																
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<p>Project Opt-In Fee Calculation</p>		<p>Points Needed: <input type="text"/></p> <p>Opt-In Fee: <input type="text"/></p>	<p>Does the project provide parking above the minimum standard?</p>			<p style="text-align: center; border: 1px solid black; padding: 5px;">No</p>																																																	

Version 1.1