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August 6, 2024

Ms. Ann Gonsalves, T.E.  
City of San Diego  
1222 First Avenue, MS 501  
San Diego, CA 92101

Subject: Southwest Village VTM-1 (up to 920 homes) Project Level Vehicle Miles Traveled Assessment (PRJ-0614791)

Dear Ms. Gonsalves:

The purpose of this VMT Assessment is to determine if project-related significant transportation VMT impact would occur for the proposed Southwest Village VTM-1 project and to propose mitigation to the extent feasible for a potential significant VMT impact.

The proposed Southwest Village Vesting Tentative Map 1 residential project (“project”) with up to 920 dwelling units is located within the Otay Mesa Southwest Village Specific Plan boundary and encompasses Planning Areas 8-14. The following discretionary approvals are required for the Specific Plan:

- 1) Ordinance approving the Southwest Village Specific Plan
- 2) Rezone Ordinance to implement Specific Plan land uses
- 3) General Plan/Otay Mesa Community Plan Amendment to remove the Neighborhood Village designation and designate Specific Plan land uses and circulation changes
- 4) Planned Development Permit (PDP) to implement requested deviations in the Specific Plan
- 5) Southwest Village VTM-1
- 6) Update to the Otay Mesa Public Facilities Financing Plan to include new parks, a sewer pump station, and other public facilities

Additional discretionary approvals required for VTM-1:

- 1) Site Development Permit
- 2) MHPA Boundary Adjustment

This project level Vehicle Miles Traveled (VMT) assessment is consistent with the methodologies outlined in the City of San Diego *Transportation Study Manual*, September 2022 (TSM) and includes the following sections:

- 1) Project Information Form
- 2) Project Description and Trip Generation
- 3) Vehicle Miles Traveled Assessment
  - a. Screening Criteria
  - b. Significance Thresholds
  - c. Methodology
  - d. Mitigation
- 4) Conclusion

## PROJECT INFORMATION FORM

A Project Information Form (PIF) is required by the City of San Diego to determine if a Local Mobility Analysis (LMA) and/or a full VMT transportation analysis to evaluate transportation impacts under CEQA are required. A LMA is required and is provided under separate cover. The project does not screen out from requiring VMT analysis; therefore, this project level VMT analysis is provided. The PIF is included as **Attachment A**.

## PROJECT DESCRIPTION AND TRIP GENERATION

The project includes up to 920 dwelling units (up to 142 single-family and up to 778 multi-family units) and is located in the southwest area of Otay Mesa within the Southwest Village Specific Plan as shown in **Figure 1**. The environmental analysis considers 920 units while the ultimate number of residential units in VTM-1 is refined through the planning process. The project site encompasses Planning Areas 8 through 14 within the Southwest Village Specific Plan as shown in **Figure 2**. A site plan is shown in **Figures 3 and 4**. The project site is vacant. The project is anticipated to open in 2024.

Access to the project will be from two Mobility Element roadways, Caliente Avenue located northeast of the site and Beyer Boulevard located west of the site. If Beyer Blvd is not extended by the 200<sup>th</sup> unit, then an alternative secondary access is proposed south of the Specific Plan area along an existing utility road to be improved as an emergency vehicle access (EVA) road to facilitate regional fire and emergency response.

The project trip generation was calculated using trip rates from the City of San Diego *Trip Generation Manual*, May 2003. The project (with up to 920 dwelling units) is forecasted to generate 7,084 ADT with 568 AM peak hour trips (114 inbound and 454 outbound) and 693 PM peak hour trips (484 inbound and 208 outbound). as shown in **Table 1**.

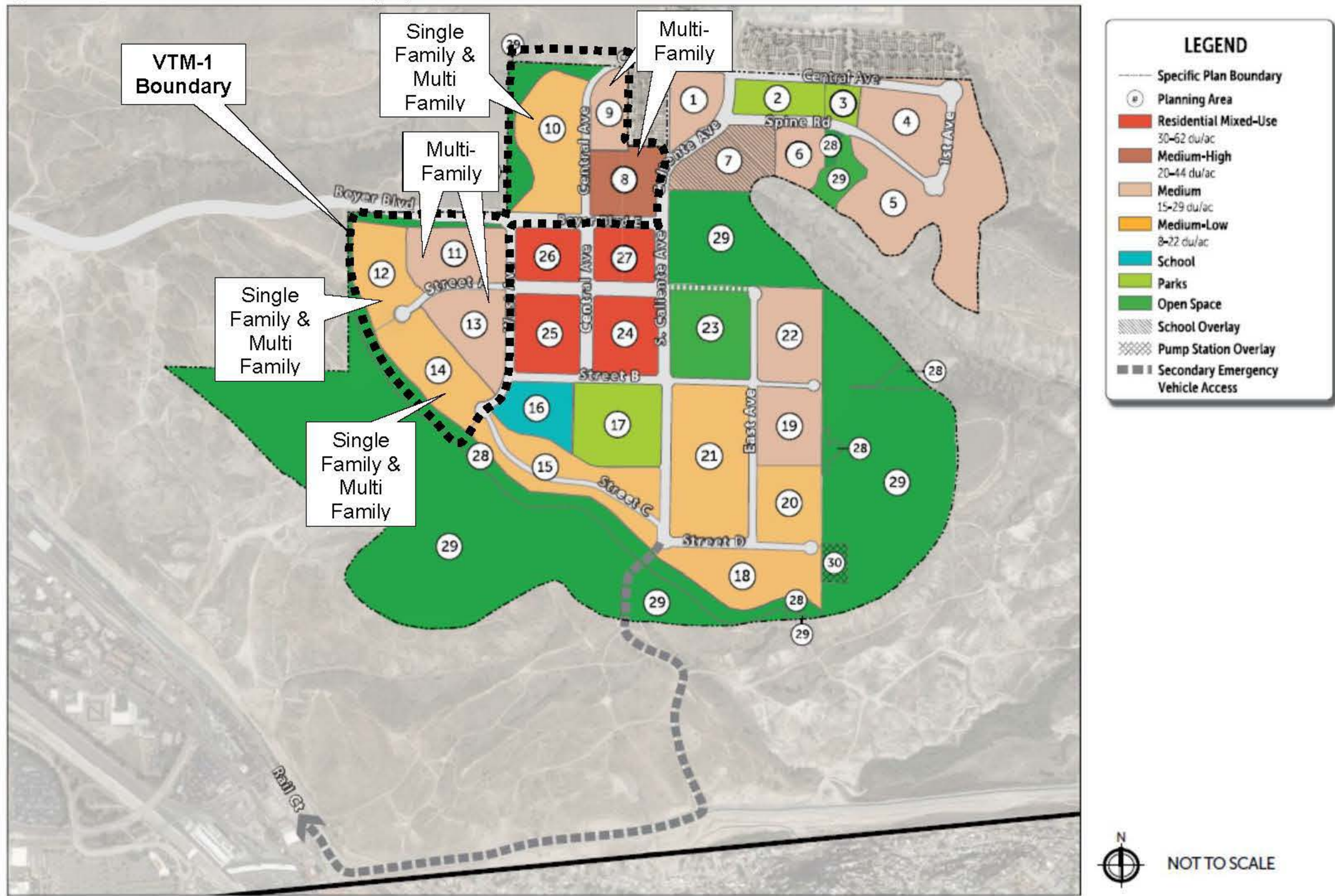
**Table 1: Project Trip Generation**

| Proposed Land Uses            | ADT    |               |              |               |         |           |            |               | AM      |            |           |  | PM |  |  |  |
|-------------------------------|--------|---------------|--------------|---------------|---------|-----------|------------|---------------|---------|------------|-----------|--|----|--|--|--|
|                               | Rate   | Size & Units  | ADT          | %             | Split   | IN        | OUT        | %             | Split   | IN         | OUT       |  |    |  |  |  |
| Single-Family                 | 10 /DU | 142 DU        | 1,420        | 8%            | 0.2 0.8 | 23        | 91         | 10%           | 0.7 0.3 | 99         | 43        |  |    |  |  |  |
| Multi-Family (under 20 du/ac) | 8 /DU  | 498 DU        | 3,984        | 8%            | 0.2 0.8 | 64        | 255        | 10%           | 0.7 0.3 | 279        | 120       |  |    |  |  |  |
| Multi-Family (over 20 du/ac)  | 6 /DU  | <u>280</u> DU | <u>1,680</u> | 8%            | 0.2 0.8 | <u>27</u> | <u>108</u> | 9%            | 0.7 0.3 | <u>106</u> | <u>45</u> |  |    |  |  |  |
| Totals:                       |        | 920           |              |               |         | 114       | 454        |               |         | 484        | 208       |  |    |  |  |  |
| Trip Totals: 7,084            |        |               |              | AM Total: 568 |         |           |            | PM Total: 693 |         |            |           |  |    |  |  |  |

Source: City of San Diego *Trip Generation Manual*, May 2003. Spreadsheet rounding may result in ±1 to above numbers.

[illegible]

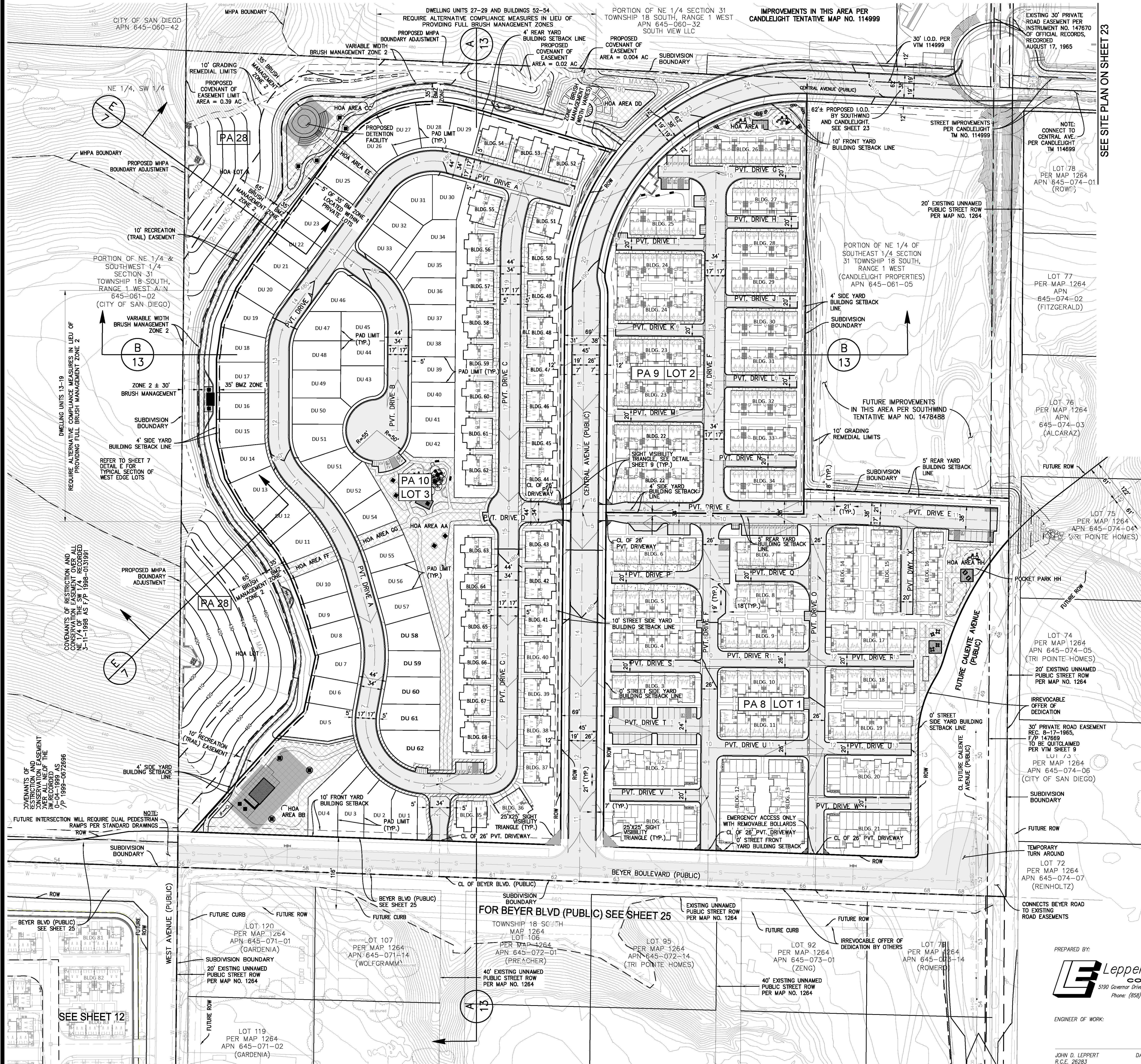
Figure 2: Project Location within Southwest Village Specific Plan



Source: Rick Engineering



Figure 3: Project Site Plan (Planning Areas 8-10 north of Beyer Blvd)



### SITE ACREAGES AND DENSITY - NORTH

| PLANNING AREA | LOT NO | NET ACREAGE | UNITS | DENSITY    | SPECIFIC PLAN DENSITY RANGE |
|---------------|--------|-------------|-------|------------|-----------------------------|
| 8             | 1      | 7.1         | 185   | 26.1 DU/AC | 20-44 DU/AC                 |
| 9             | 2      | 4.4         | 95    | 21.6 DU/AC | 15-29 DU/AC                 |
| 10            | 3      | 13.0        | 130   | 10.0 DU/AC | 8-22 DU/AC                  |

### NOTES:

- SEE SHEET 1 FOR IMPROVEMENT LEGEND.
- SEE SHEETS 15 & 16 FOR GRADING, STORM DRAIN AND RETAINING WALL INFORMATION.
- SEE SHEETS 17 & 18 FOR WATER AND SEWER DESIGN DATA.
- NO EXISTING FIRE HYDRANTS ARE WITHIN 600' OF THE PROJECT AREA.
- SEE SHEET 19 & 20 FOR PARKING CALCULATIONS.
- HOA AREA AA THROUGH II WILL HAVE A RECREATION EASEMENT DEDICATED FOR ALL PRIVATELY OWN PARK, HOA AREAS, LOTS AND TRAILS SHOWN TO BE USED BY THE PUBLIC.
- A RECREATION EASEMENT FOR THE TRAIL WILL BE DEDICATED ON A PORTION OF HOA LOT A.
- HOA LOT A WILL HAVE A BUILDING RESTRICTED EASEMENT DEDICATED.
- A PORTION OF PRIVATE HOA LOT "A" WILL HAVE A COVENANT OF EASEMENT FOR HOA MAINTAINED OPEN SPACE DEDICATION.

### HOA AREAS WITHIN NORTH VTM

| HOA AREA             | PLANNING AREA | LOT NO. | ACREAGE  | DESCRIPTION                   |
|----------------------|---------------|---------|----------|-------------------------------|
| N/A                  | 8             | 1       | 1.94 AC. | PRIVATE STREETS               |
| HH                   | 8             | 1       | 0.30 AC. | POCKET PARK WITH REC EASEMENT |
| N/A                  | 9             | 2       | 1.02 AC. | PRIVATE STREETS               |
| II                   | 9             | 2       | 0.25 AC. | POCKET PARK WITH REC EASEMENT |
| N/A                  | 10            | 3       | 2.26 AC. | PRIVATE STREETS               |
| AA                   | 10            | 3       | 0.66 AC. | POCKET PARK WITH REC EASEMENT |
| BB                   | 10            | 3       | 0.53 AC. | POCKET PARK WITH REC EASEMENT |
| EE                   | 10            | 3       | 0.04 AC. | PASEO W/ REC. ESMT.           |
| FF                   | 10            | 3       | 0.05 AC. | PASEO W/ REC. ESMT.           |
| GG                   | 10            | 3       | 0.04 AC. | PASEO W/ REC. ESMT.           |
| A                    | 28            | A       | 4.41 AC. | HOA AREA                      |
| CC                   | 28            | A       | 0.35 AC. | POCKET PARK WITH REC EASEMENT |
| DD                   | 28            | A       | 0.45 AC. | POCKET PARK WITH REC EASEMENT |
| BEYER BLVD.          |               |         | 1.16 AC. | PUBLIC STREET                 |
| BEYER BLVD. OFFSITE  |               |         | 5.10 AC. | PUBLIC STREET                 |
| CENTRAL AVE.         |               |         | 2.14 AC. | PUBLIC STREET                 |
| CENTRAL AVE. OFFSITE |               |         | 0.93 AC. | PUBLIC STREET                 |
| CALIENTE AVE.        |               |         | 1.48 AC. | PUBLIC STREET                 |

NOTE: HOA AREA'S CC & DD ARE NOT INCLUDED IN HOA AREA A.

### PLANNING AREA IMPLEMENTATION ZONING

| NORTH     |         |          |          |
|-----------|---------|----------|----------|
| PA NUMBER | LOT NO. | EXISTING | PROPOSED |
| 8         | 1       | AR-1-1   | RM-3-7   |
| 9         | 2       | AR-1-1   | RM-2-5   |
| 10        | 3       | AR-1-1   | RM-1-3   |

### BUILDING SETBACK TABLE

|             | RM 3-7<br>(STD/MIN)<br>PA 8 | RM 2-5<br>(STD/MIN)<br>PA 9 | RM 1-3<br>(STD/MIN)<br>PA 10 |
|-------------|-----------------------------|-----------------------------|------------------------------|
| FRONT       | 0'/0'                       | 10'                         | 10'/8'                       |
| REAR        | 5'                          | 10'                         | 10'                          |
| SIDE        | 0'                          | 4'                          | 4'                           |
| STREET SIDE | 0'/0'                       | 10'                         | 10'                          |

(1) SETBACKS DEFINED IN CHAPTER 13, ARTICLE 1, DIVISION 4 OF LAND DEVELOPMENT CODE AND EXCEPTIONS AS IDENTIFIED IN THE SPECIFIC PLAN

### NOTE:

THE PROJECT WILL PROVIDE 3 WASTE BINS AND ELECTRICAL OUTLETS IN THE GARAGES TO ALLOW FOR BICYCLE CHARGING FOR ALL UNIT TYPES.

### NOTE:

BEYER BOULEVARD IS A REIMBURSABLE PUBLIC FACILITY, AND MAY UTILIZE FACILITIES BENEFIT ASSESSMENT (FBA) FOR REIMBURSEMENT FOR THE CONSTRUCTION OF PUBLIC FACILITIES THAT BENEFIT THE SOUTHWEST VILLAGE SPECIFIC PLAN.

### NOTE:

FOR TYPICAL PLOT PLAN DETAIL, SEE SHEET 11A.

**KEY MAP**  
NOT TO SCALE

193 DENOTES PLANNING AREA LOT NUMBER

PTS: 614791  
LO: 24007991

PREPARED BY:  
NAME: CIVIL SENSE, INC.  
ADDRESS: 13475 DANIELSON STREET, SUITE 150  
POWAY, CA 92128  
PHONE: 858-843-4253

PROJECT NAME:  
SOUTHWEST VILLAGE  
VTM/PDP/SDP

REVISIONS:

| REVISION NO. | DATE       |
|--------------|------------|
| REVISION 10: |            |
| REVISION 9:  |            |
| REVISION 8:  |            |
| REVISION 7:  | 03/27/2024 |
| REVISION 6:  | 11/02/2023 |
| REVISION 5:  | 06/23/2023 |
| REVISION 4:  | 12/16/2022 |
| REVISION 3:  | 07/15/2022 |
| REVISION 2:  | 08/07/2020 |
| REVISION 1:  | 11/15/2019 |

ORIGINAL DATE: 03/29/2019

SHEET 11 OF 47

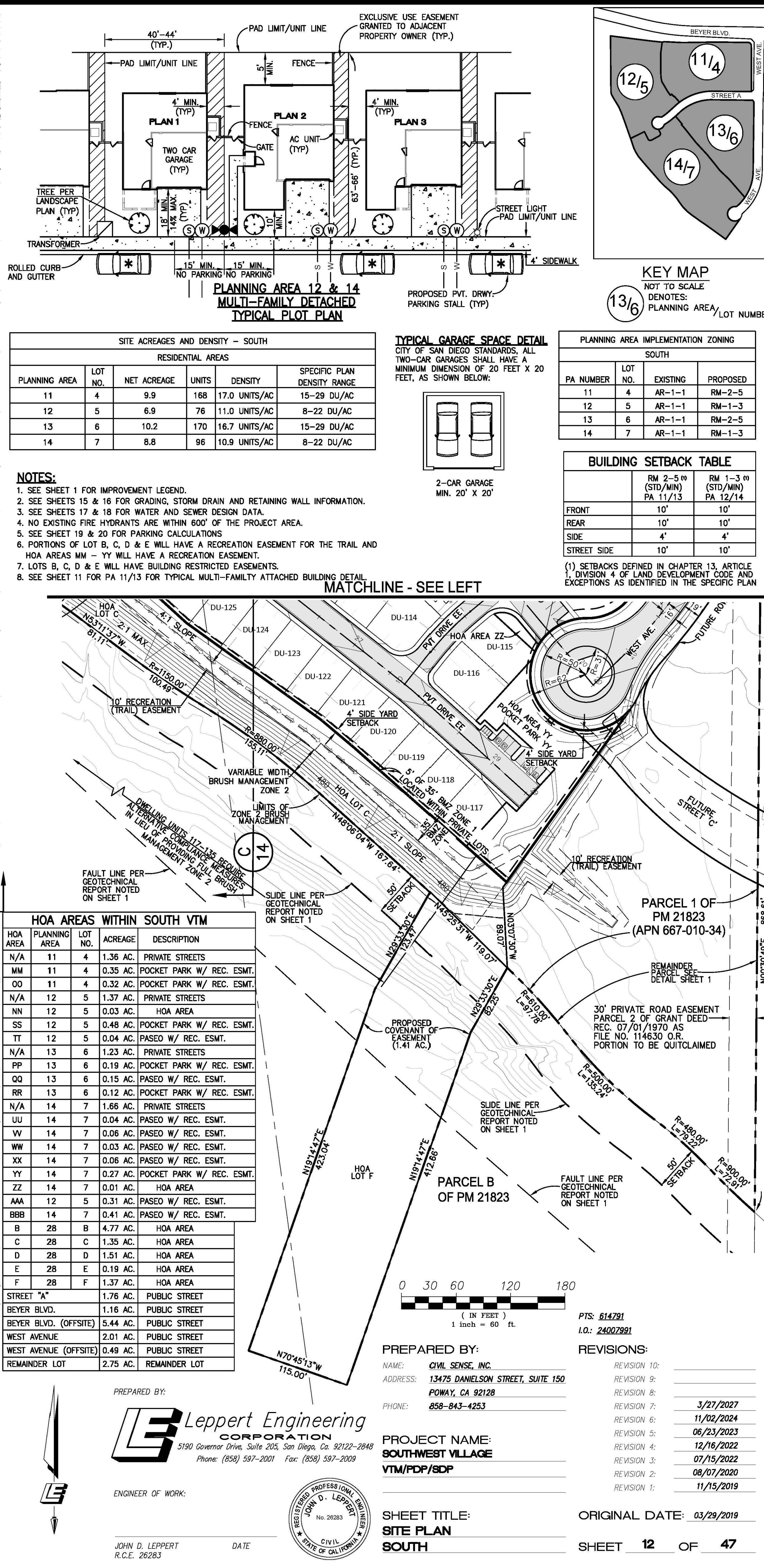
PREPARED BY:  
**Leppert Engineering CORPORATION**  
5190 Governor Drive, Suite 205, San Diego, Ca. 92122-2848  
Phone: (619) 597-2001 Fax: (619) 597-2009

ENGINEER OF WORK:  
JOHN D. LEPPERT  
R.C.E. 26283

DATE:



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## VEHICLE MILES TRAVELED ASSESSMENT

VMT is a measure of network use or efficiency generally measured as a function of population (VMT per Capita) or employment (VMT per Employee). VMT is calculated by multiplying all project trips by their associated trip lengths and is typically determined for a weekday.

### Screening Criteria

The TSM provides screening criteria for land use projects to determine what level or whether a VMT analysis is required. A detailed transportation VMT analysis is required for all land development projects, except for projects that meet one of the following criteria:

- 1) Residential or Commercial Project Located in a VMT Efficient Area
- 2) Industrial or Agricultural Project Located in a VMT Efficient Area
- 3) Small Project (less than 300 unadjusted driveway ADT)
- 4) Locally Serving Retail/Recreational Project
- 5) Locally Serving Public Facility
- 6) Affordable Housing (meeting certain criteria)

The project does not satisfy any of the above criteria and is required to provide a detailed VMT analysis as documented in the PIF (Attachment A). The methodology for detailed VMT analysis by land use is outlined in **Table 2**.

**Table 2: Transportation VMT Analysis Methodology by Land Use**

| Land Use    | Analysis Methodology  |
|-------------|---|
| Residential | <p><b>For projects that generate less than 2,400 daily unadjusted driveway trips:</b><br/>Identify the location of the project on the SANDAG VMT per Capita map. The project's VMT per Capita will be considered the same as the VMT per Capita of the census tract in which it is located. Compare the project's VMT per Capita to the threshold to determine if the impact is significant OR input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT per Capita.</p> <p><b>For projects that generate greater than 2,400 daily unadjusted driveway trips:</b><br/>Input the project into the SANDAG Regional Travel Demand Model for SANDAG to provide the project's VMT per Capita. To perform the analysis, all project land uses should be inputted, and the VMT/Capita should be determined using the same method/scripts that SANDAG utilizes to develop the SANDAG VMT per Capita maps.</p> |

Source: City of San Diego *Transportation Study Manual*, September 2022.

The project trip generation of 7,084 ADT is over 2,400 ADT and therefore would typically be required to be coded into a SANDAG Regional Travel Demand Model to determine the project's VMT per Capita. However, since the project does not propose to quantify proposed mitigation measures, the project's VMT/Capita will be considered the same as the VMT/Capita of the census tract it is located within. The project land uses are included in the adopted Otay Mesa Community Plan Update regional model; therefore, the SANDAG screening map was used for this assessment.

Significance Criteria

The TSM documents the significance thresholds for residential projects as shown in **Table 3**.

**Table 3: City of San Diego VMT Thresholds**

| Project Type | Metric              | Significance Thresholds |
|--------------|---------------------|-------------------------|
| Residential  | Resident VMT/Capita | 15% below regional mean |

Source: City of San Diego *Transportation Study Manual*, September 2022.

Assessment Methodology and Findings

The project VMT was calculated using a the most recent SANDAG Series 14 Base Year 2016 Regional Travel Demand Activity Based Model 2 plus (ABM2+) screening map.

The SANDAG Series 14 Base Year 2016 screening map is included in **Attachment B**. The project is expected to have VMT/Capita at 93.8% of the regional mean, which is above 85<sup>th</sup> percentile mean VMT and therefore has a significant VMT transportation impact as shown in **Table 4**.

**Table 4: City of San Diego VMT Thresholds (Series 14 ABM2+)**

| Base Year 2016<br>Project<br>VMT/Capita | Series 14 Regional<br>Mean VMT/Capita | Project %<br>Compared to<br>Regional Mean | Significant<br>Transportation<br>Impact (over 85%)? |
|---|---------------------------------------|---|---|
| 17.8                                    | 18.9                                  | 93.8%                                     | Yes   |

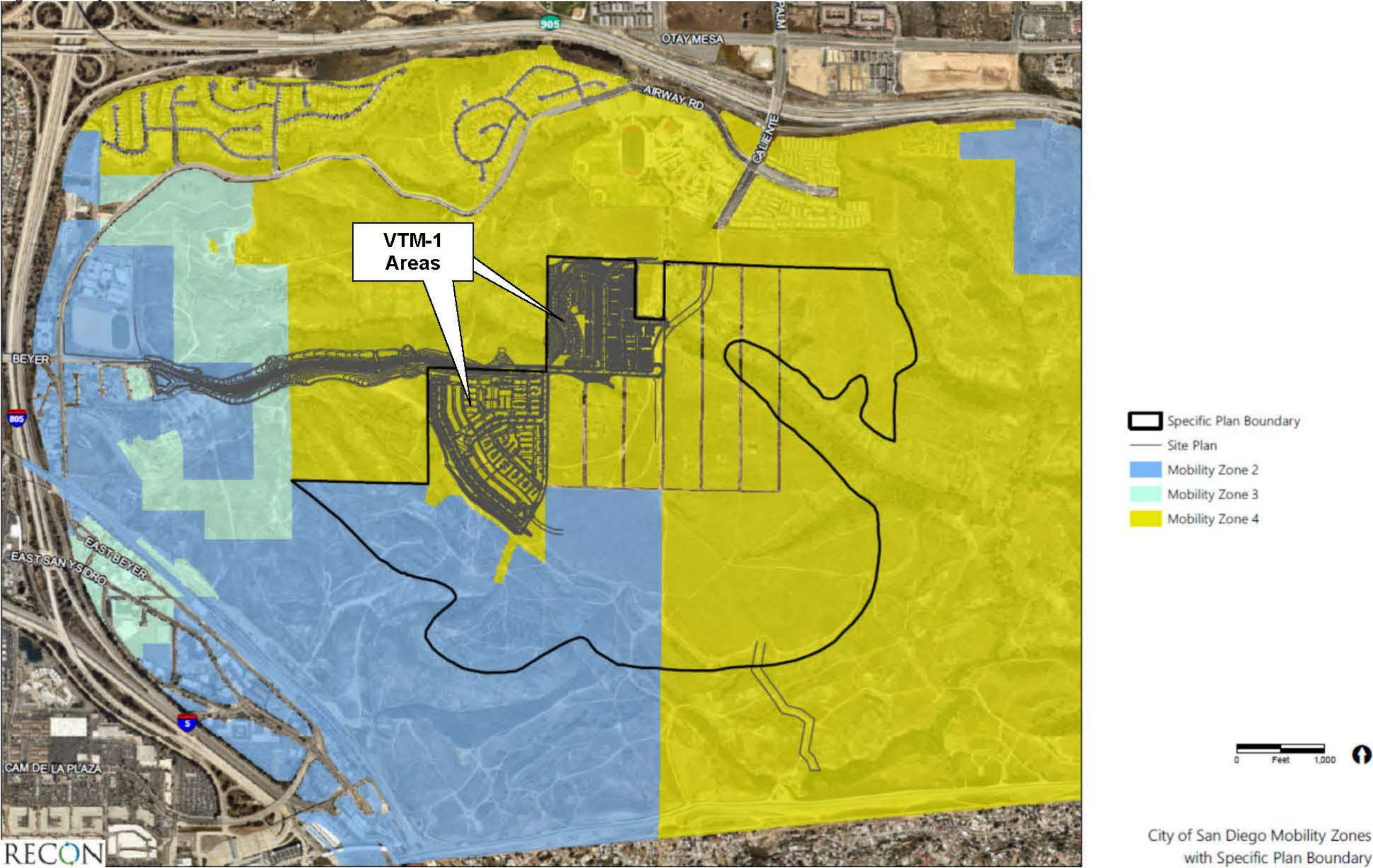
Source: SANDAG Series 14 ABM2+ Base Year 2016.

VMT Mitigation

VMT impacts can be mitigated through reducing the number of automobile trips or by reducing the distance that people drive. If full mitigation cannot be achieved, then mitigation to the greatest extent feasible is possible by payment of the current Active Transportation In Lieu Fee and the project's environmental document will rely upon the Findings and Statement of Overriding Considerations from the Complete Communities: Housing Solutions and Mobility Choices Final EIR. The project is in Mobility Zone 4 as shown in **Figure 5**.



Figure 5: Project Location within City of San Diego Mobility Zones





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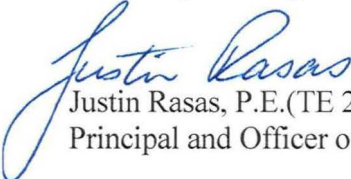
## CONCLUSION

The project includes up to 920 dwelling units (up to 142 single-family and up to 778 multi-family units) and is located in the southwest area of Otay Mesa within the Southwest Village Specific Plan area.

The project VMT was obtained from a Series 14 ABM2+ Base Year 2016 screening map. The project is expected to have VMT/Capita at 93.8% of the regional mean, which is above 85<sup>th</sup> percentile mean VMT and therefore has a significant VMT transportation impact.

The project is in Mobility Zone 4, which requires the project to pay an Active Transportation In Lieu Fee as mitigation to the extent feasible and intends to rely upon the Findings and Statement of Overriding Considerations from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR (City of San Diego SCH No. 2019060003 May 2020).

Sincerely,  
**LOS Engineering, Inc.**

  
Justin Rasas, P.E. (TE 2135), PTOE  
Principal and Officer of LOS Engineering, Inc.

Job 1733  
Attachments



SEALED ON 8/6/2024

## Attachment A

### Project Information Form



## City of San Diego Project Information Form

### Project Information

|  |                |  |   |                     |                                  |
|--|----------------|--|---|---------------------|----------------------------------|
| Project Name:  |                | Southwest Village VTM-1 (920 dwelling units) |   |                     |                                  |
| Project Applicant  |                |  |   |                     |                                  |
| Name:  |                | Tri Pointe Homes                             |   |                     |                                  |
| Address:   |                | 13520 Evening Creek Dr N #300, SD 92128      |   |                     |                                  |
| Contact Information  |                | Phone Number:                                | 858-794-2500  | Email:              | allen.kashani@tripointehomes.com |
|  |                |  |   |                     |                                  |
| Project Location and Context   |                |  |   |                     |                                  |
| Project Address:   |                | South of southern terminus of Caliente Ave   |   |                     |                                  |
| APN:   |                | 645-061-04,06,07,08,09 667-010-01,22         |   |                     |                                  |
| Driveway Cross Streets:  |                | Caliente Ave at Airway Rd                    |   |                     |                                  |
| Please attach a Project Location Map that clearly identifies project driveways and access points.  |                |  |   |                     |                                  |
| Community Plan Area:   | Otay Mesa      | Land Use Designation:                        | Residential   | Zoning Designation: | Residential (15-25 du/ac)        |
| Is any portion of the project located in an RTIP Transit Priority Area?: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |                |  |   |                     |                                  |
| Project Description (with Proposed Land Uses and Intensities):   |                |  |   |                     |                                  |
| Project will include up to 920 dwelling units (up to 142 single-family & 778 multi-family). Beyer Blvd will be extended into San Ysidro at the 200th residential unit.   |                |  |   |                     |                                  |
| Number of Parking Spaces:  | Vehicle Spaces | Accessible Spaces                            | Bicycle Spaces<br><i>(racks and secure Storage)</i> | Motorcycle Spaces   |                                  |
|  | 2,305          | 24   | 533 in garages                                      | 94                  |                                  |
| Identify any project features related to TDM and Identify any transportation amenities or travel demand management measures that are required based on the San Diego Municipal Code Section 142.0528 (transportation amenities) or the Climate Action Plan Consistency Checklist. For example: transit pass subsidies, unbundled parking, shuttle services, car share, bicycle supportive features (bike repair station, bike lockers, etc.).  |                |  |   |                     |                                  |
| Please attach a project site plan that clearly identifies the following:   |                |  |   |                     |                                  |
| <ul style="list-style-type: none"> <li>Land use types and quantities, and number of parking spaces provided (vehicle and bicycle) clearly identified.</li> <li>Driveway locations and type (full access, partial access, right in/out only) identified.</li> <li>Pedestrian access, bicycle access and on-site pedestrian circulation clearly identified.</li> <li>Location/distance of closest existing transit stop and proposed transit stops identified in RTIP (measured as walking distance to project entrance/or middle of parcel).</li> </ul> |                |  |   |                     |                                  |





## City of San Diego Project Information Form

|   |                           |       |                     |       |
|---|---------------------------|-------|---------------------|-------|
| Trip Generation Estimates<br>(calculated using the<br>process described in the<br>TSM): | Unadjusted Driveway Trips |       | Total Net New Trips |       |
|   | Daily:                    | 7,084 | Daily:              | 7,084 |
|   | AM Peak Hour:             | 568   | AM Peak Hour:       | 568   |
|   | PM Peak Hour:             | 692   | PM Peak Hour:       | 692   |

### Preliminary Screening Criteria

| CEQA Transportation Analysis Screening   |  | Screened<br>Out       | Not Screened<br>Out              |
|--|--|-----------------------|----------------------------------|
| 1) Select the Land Uses that apply to your project<br>2) Answer the questions for each Land Use that applies to your project<br><i>(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)</i> |  | Yes                   | No                               |
| <input type="checkbox"/>   | 1. Redevelopment Project:  |                       |                                  |
| <input type="checkbox"/>   | a. Does the project result in a net decrease in total Project VMT?   | <input type="radio"/> | <input type="radio"/>            |
| <input type="checkbox"/>   | b. Answer if yes to 1a. If the project replaces affordable housing with market rate housing, are there more market rate units planned than existing affordable units being replaced. | <input type="radio"/> | <input type="radio"/>            |
| <input checked="" type="checkbox"/>  | 2. Residential Project:  |                       |                                  |
| <input type="checkbox"/>   | a. Is the project in a VMT/Capita Efficient Area (per SANDAG screening maps)?  | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="checkbox"/>   | b. Does the project include Affordable Housing?  | <input type="radio"/> | <input checked="" type="radio"/> |
|  | $\frac{92 \text{ (AMI TBD)}}{\text{Affordable Units}} + \frac{828}{\text{Market Rate Units}} = \frac{920}{\text{Total Units}}$ All affordable units are screened out.                | <input type="radio"/> | <input checked="" type="radio"/> |
| <input type="checkbox"/>   | 3. Commercial Employment Project:  |                       |                                  |
| <input type="checkbox"/>   | • Is the project in a VMT/Employee Efficient Area? (per SANDAG screening maps?)  | <input type="radio"/> | <input type="radio"/>            |
| <input type="checkbox"/>   | 4. Industrial Employment Project   |                       |                                  |
| <input type="checkbox"/>   | • Is the project in a VMT/Industrial Employee Efficient Area?  | <input type="radio"/> | <input type="radio"/>            |
| <input type="checkbox"/>   | 5. Retail/Public Facility/Recreational   |                       |                                  |
| <input type="checkbox"/>   | • Is the project locally serving: - Retail OR Public Facility OR Recreational  | <input type="radio"/> | <input type="radio"/>            |
| <input type="checkbox"/>   | 6. Small Project   |                       |                                  |
| <input type="checkbox"/>   | • For all components of a project that are not screened out above (all 'Yes' in a land use category), what is the daily unadjusted driveway trip generation?                         | <input type="radio"/> | <input type="radio"/>            |
|  | _____  |                       |                                  |
|  | Is it less than 300 daily trips?   |                       |                                  |

| Local Mobility Analysis   |   |  |          |
|---|---|--|----------|
| Is your project's land use consistent with the Community Plan zoning? | <input checked="" type="radio"/> Consistent<br><input type="checkbox"/> Generates less than 1,000 daily trips (unadjusted driveway trips) | <input type="radio"/> Inconsistent<br><input type="checkbox"/> Generates less than 500 daily trips (unadjusted driveway trips) |          |
| Will project development be phased?                                   | Yes, at 200th unit, Beyer Blvd will be extended into San Ysidro   | In what month are traffic counts planned to be conducted?  | Feb 2022 |



**City of San Diego  
Project Information Form**

If a project generates 1,000 or more daily trips (consistent with Community Plan Zoning) or 500 or more daily trips (inconsistent with Community Plan zoning), attach an exhibit showing the project's trip distribution percentages and project trip assignment using the process described in the TSM.

## Attachment B

### SANDAG Series 14 VMT Screening Map

## Year 2016 VMT per Capita

