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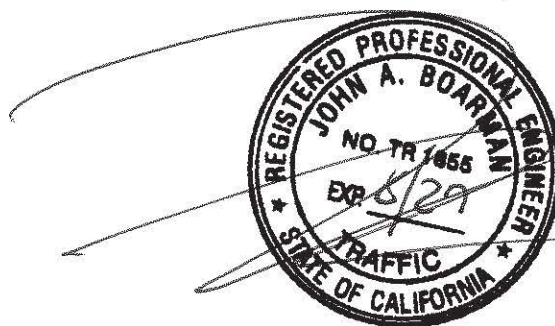
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VEHICLE MILES TRAVELED ASSESSMENT

RB CITY VIEW RESIDENTIAL

City of San Diego, California
April 2026
PRJ-1123397

LLG Ref. 3-24-3936



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EXECUTIVE SUMMARY

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Analysis for the RB City View Residential project (hereby referred to as the “Project”). The site is located at 11818 Bernardo Plaza Court (APN 274-781-1400) in the CC-2-3 zone within the Rancho Bernardo Community Plan Area in the City of San Diego.

The Project proposes to develop 122 multi-family residential townhome units, which include 13 affordable units. The Project is located within the Transit Priority Area, Mobility Zone 2, and Sustainable Development Area. The Project requires a Community Plan Amendment (CPA), and Vesting Tentative Map (VTM). A rezone from CC-2-3 to RM-2-5 is proposed.

Based on the City of San Diego *Transportation Study Manual* (current version dated September 19, 2022), the proposed Project evaluated transportation impacts under the California Environmental Quality Act (CEQA) using a Vehicle Miles Traveled (VMT) metric.

Trip generation rates for the Project were taken from the City of San Diego *Trip Generation Manual*, May 2003. The Project is estimated to generate approximately 732 unadjusted driveway average daily trips (ADT) with 59 AM peak hour trips (12 inbound, 47 outbound) and 66 PM peak hour trips (46 inbound, 20 outbound).

The proposed Project is a “Residential” type project and therefore, the SANDAG Series 14 ABM2+, Base Year 2016, VMT per Resident data was reviewed as applicable to the *VMT Efficient Area* screening criterion. Per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the VMT per Resident for Census Tract 170.14, in which the Project site is located, is 20.8 and the regional average VMT per resident is 18.9. Therefore, the Project site is approximately 110% of the regional average. Using this data, the Project does not screen out from a VMT analysis.

Since the Project does not satisfy the above screening criteria, the VMT produced by the Project shall be evaluated. The Project falls under the “Residential” land use type and is calculated to generate fewer than 2,400 daily unadjusted driveway trips. Therefore, per the *TSM* standards, the Project’s VMT per resident shall be considered the same as the VMT per resident of the census tract in which it is located (i.e., Census Tract 170.14).

As stated above, the Project is in a census tract with an average 20.8 VMT per resident, or 110% of the regional average. The Project would have a significant VMT impact based on the significance threshold for a residential project of 15% below the regional average VMT per resident. Therefore, mitigation is required to reduce the Project’s VMT impact to the extent feasible.

Per SDMC Section 143.1102(g), the Project is not subject to the Complete Communities: Mobility Choices Regulations (effective July 11, 2022) since the Project is a multi-family residential development within a Sustainable Development Area that provides transportation amenities. However, the Project is opting into the City of San Diego’s Complete Communities Mobility Choices Program in order to rely upon the Findings and Statement of Overriding Considerations

Choices Program in order to rely upon the Findings and Statement of Overriding Considerations (SOC) from the Complete Communities: Housing Solutions and Mobility Choices Program Final Program Environmental Impact Report (PEIR; May 2020)(SCH No. 2019060003) as mitigation to the extent feasible for its significant transportation VMT impact.

The Project will mitigate its significant VMT impact to the extent feasible through compliance with the City of San Diego's Complete Communities: Mobility Choices Program (Ordinance Number O-21274, adopted on December 9, 2020). The Project site is in Mobility Zone 2. Mitigation will be the provision of VMT Reduction Measures totaling at least 8 points per the City of San Diego's *Land Development Manual Appendix T*, which is required for projects located within Mobility Zone 2 that provide more than the minimum parking requirement under the Complete Communities: Mobility Choices program and ordinance. The Project proposes to provide the following VMT Reduction Measures:

- The Project will provide an on-site bicycle repair station (1.5 points).
- The Project will provide short-term bicycle parking spaces that are available to the public, at least 10% beyond minimum requirements. Per SDMC 142-05C footnote 5, bicycle racks are not required for a dwelling unit with a garage accessible only by residents of the dwelling unit. All of the Project's proposed dwelling units will include a 2-car garage with direct, private access. Therefore, the Project is required to provide 0 bicycle spaces. The Project will provide 10 short-term spaces (3 points).
- The Project will provide on-site multi-modal information kiosks (2 points).
- The Project will provide signal pedestrian countdown heads for the traffic signal at all pedestrian crossings of the Bernardo Center Drive / Bernardo Plaza Court intersection (2 points).

The Project's proposed VMT Reduction Measures total 8.5 points, which exceeds the minimum 8 points required to opt into the City of San Diego's Complete Communities Mobility Choices Program and rely upon the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR.

It should be noted that the proposed rezone of the site would allow for certain limited commercial employment uses, including Intermediate Care Facilities & Nursing Facilities. This type of use is not proposed to be developed on the site. However, to provide a comprehensive "worst-case" analysis of the most intense and most impactful use allowed with approval of the proposed rezone, commercial employment use types were reviewed.

To review the "worst-case" scenario, the SANDAG Series 14 ABM2+, Base Year 2016, VMT per Employee data was reviewed. Per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the VMT per Employee for Census Tract 170.14, in which the Project site is located, is 23.1 VMT, which is approximately 122% of the regional average of 18.9 VMT per Employee, which exceeds the 85% regional VMT/employee threshold for commercial employment use. Therefore, it can be concluded that a commercial employment use on the site would similarly result in a

significant VMT impact and mitigation would be required to reduce the VMT impact to the extent feasible.

Based on this review, it can be concluded that a commercial employment use on the site would similarly result in a potentially significant VMT impact and mitigation would be required to reduce the VMT impact to the extent feasible through compliance with the City of San Diego's Complete Communities: Mobility Choices Program. The Project site is in Mobility Zone 2. Mitigation would be the provision of VMT Reduction Measures totaling 5 points or 8 points (for projects located within Mobility Zone 2 that provide more than the minimum parking requirement under the Complete Communities: Mobility Choices program and ordinance) per the City of San Diego's *Land Development Manual Appendix T*.

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VEHICLE MILES TRAVELED ANALYSIS

RB CITY VIEW RESIDENTIAL

San Diego, California

April 2026

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1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Analysis for the RB City View Residential project (hereby referred to as the “Project”). The 5.5-acre site is located at 11818 Bernardo Plaza Court (APN 274-781-1400) in the CC-2-3 zone within the Rancho Bernardo Community Plan Area in the City of San Diego.

The Project proposes to develop 122 residential townhome units, which includes 13 affordable units. The Project is located within the Transit Priority Area, Mobility Zone 2, and Sustainable Development Area. The Project requires a Community Plan Amendment (CPA), and Vesting Tentative Map (VTM). A rezone from CC-2-3 to RM-2-5 is proposed.

Based on the City of San Diego *Transportation Study Manual* (current version dated September 19, 2022), the proposed Project evaluated transportation impacts under the California Environmental Quality Act (CEQA) using a Vehicle Miles Traveled (VMT) metric, as presented herein.

2.0 PROJECT DESCRIPTION & TRIP GENERATION

2.1 Project Description

The Project site is located at 11818 Bernardo Plaza Court (APN 274-781-1400) in the CC-2-3 zone within the Rancho Bernardo Community Plan Area in the City of San Diego.

The Project proposes to demolish the existing buildings on the site to construct 122 multi-family residential townhome units, which includes 13 affordable units. The Project will provide 261 vehicular parking spaces, consisting of 244 spaces within individual garages and 17 surface parking spaces. The Project proposes a Community Plan Amendment to change the land use from Specialized Commercial to Residential Medium (14-29 du/acre) and Rezone from CC-2-3 to RM-2-5. The 5.5-acre site is located within the Transit Priority Area, Mobility Zone 2, and Sustainable Development Area. The project requires a Rezone, Community Plan Amendment (CPA), and Vesting Tentative Map (VTM).

Figure 2–1 shows the vicinity map. *Figure 2–2* shows a more detailed Project area map. *Figure 2–3* depicts the conceptual site plan.

2.2 Project Trip Generation

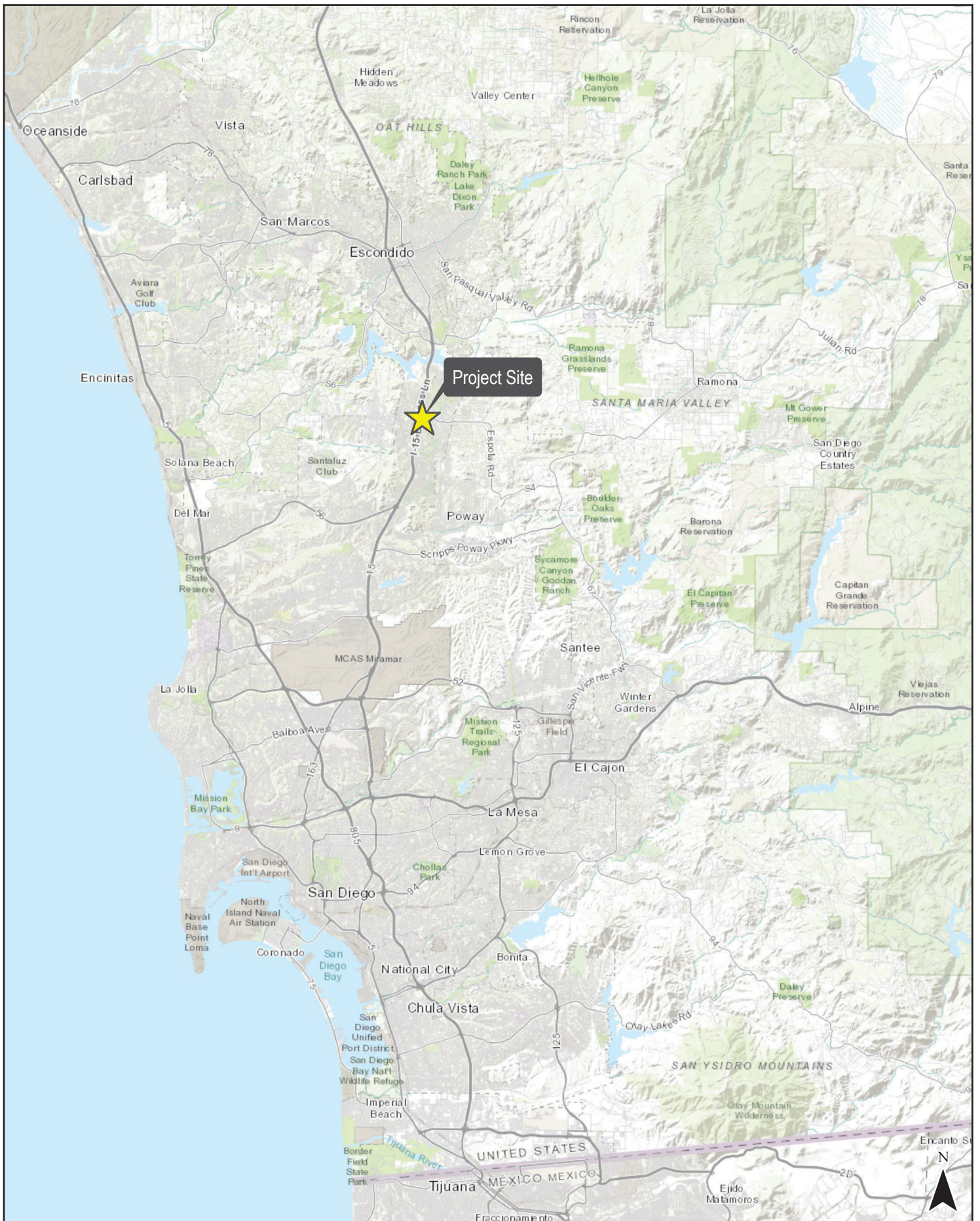
Trip generation rates for the proposed residential development were taken from the City of San Diego *Trip Generation Manual*, May 2003. **Table 1** summarizes the Project trip generation. The Project is estimated to generate approximately 732 unadjusted driveway average daily trips (ADT) with 59 AM peak hour trips (12 inbound, 47 outbound) and 66 PM peak hour trips (46 inbound, 20 outbound).

TABLE 1
PROJECT TRIP GENERATION

Land Use	Quantity	Daily Trip Ends (ADT) ^b		AM Peak Hour						PM Peak Hour					
		Rate ^a	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume				
						In	Out	Total			In	Out	Total		
Proposed Uses															
Multi-Family Residential	122	DU	6	/DU	732	8%	20:80	12	47	59	9%	70:30	46	20	66

Footnotes:

- a. Trip rates from *Trip Generation Manual*, City of San Diego, May 2003 for over 20 du/acre (122 units/5.5 acres = 22.18 du/acre).
- b. ADT – Average Daily Trips



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Date: 7/2/2025

SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Figure 2-1
Vicinity Map

XXXXXXXX XXXXXX XXXXXX



Figure 2-2

Project Area Map

BERNARDO PLAZA COURT



3.0 VMT SIGNIFICANCE CRITERIA & METHODOLOGY

3.1 Local / Regional Agency Transition to SB743

The City of San Diego *Transportation Study Manual* (TSM, current version dated September 19, 2022) was adopted by City Council on November 9, 2020 as part of the Complete Communities: Mobility Choices program and was utilized for this assessment.

3.2 City of San Diego VMT Screening Criteria

According to the *TSM*, a project that meets at least one of the following screening criteria would have less than significant VMT impact due to project characteristics and/or location.

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 household VMT/capita or VMT/employee) based on the applicable location-based screening map produced by SANDAG.
2. **Industrial Project Located in a VMT Efficient Area:** The project is an industrial employment project located in VMT efficient area (in an area with average or below average base year VMT/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 is consistent with the land uses listed in Appendix B of the *TSM*, given that it meets 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.

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 143.0720I], 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 ten deed-restricted affordable housing units, transportation VMT analysis would not be necessary for the ten 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).

*Access to transit is defined as transit being located within a reasonable walking distance (1/2 mile) from the project driveway.

6. **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.
7. **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* of the *TSM*.

3.3 Significance Criteria

The transportation VMT thresholds of significance are shown below in **Table 3–1**, per the City of San Diego's *TSM*. Since this proposed Project is 100% residential, the "VMT/Resident" threshold applies as shown below.

TABLE 3-1
VMT SIGNIFICANCE THRESHOLDS

Land Use Type ¹	Thresholds for Determination of a Significant Transportation VMT Impact ²
Residential	15% below regional average ³ VMT/Capita

Source: Table 3: Transportation VMT Thresholds of Significance by Land Use per the TSM, September 2022

Footnotes:

1. See *Appendix B* of the TSM for specific land use designations.
2. Projects that exceed these thresholds would have a significant impact.
3. The regional average and total regional VMT are determined using the SANDAG Regional Travel Demand Model.

3.4 Analysis Methodology

If a project is not screened out from performing a VMT analysis, a project should include a detailed evaluation of the VMT produced by the project. Per the *TSM*, for residential projects that are expected to generate less than 2,400 daily unadjusted driveway trips, the project's VMT/Capita will be considered the same as the VMT/Capita of the census tract it is located in. By utilizing the SANDAG screening map, the VMT per Capita can be observed at both the regional and census tract level.

Table 3-2 further details the SANDAG methodology for obtaining project VMT, based on the land use per the *TSM*.

TABLE 3-2
TRANSPORTATION VMT ANALYSIS METHODOLOGY BY LAND USE

Land Use Type	Analysis Methodology
Residential	For projects that generate less than 2,400 daily unadjusted driveway trips: Identify the location of the project on the SANDAG VMT/Capita map. The project's VMT/Capita will be considered the same as the VMT/Capita of the census tract it is located in. Compare the project's VMT/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/Capita. For projects that generate greater than 2,400 daily unadjusted driveway trips: Input the project into the SANDAG Regional Travel Demand Model for SANDAG to provide the project's VMT/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/Capita maps.

Source: City of San Diego TSM (September 2022) Table 4: Transportation VMT Analysis Methodology by Land Use

4.0 PROJECT VMT SCREENING ASSESSMENT

4.1 TSM Screening Criteria

Based on the screening criteria described in *Section 3.2*, the Project does not screen out from a VMT analysis as detailed below. *Table 4–1* summarizes the Project applicability of the *TSM* screening criteria.

TABLE 4–1
VMT SCREENING CRITERIA – PROJECT APPLICABILITY

Screening Criteria ¹	Applicable to the Project?	Project Screen out?
1. Residential or Commercial Project Located in a VMT Efficient Area	Yes	No
2. Industrial Project Located in a VMT Efficient Area	No	—
3. Small Project	No	—
4. Locally Serving Retail/Recreational Project	No	—
5. Locally Serving Public Facility	No	—
6. Affordable Housing	No	—
7. Mixed-Use Project Screening Considerations	No	—
8. Redevelopment Project Screening Considerations	No	—

Footnotes:

1. According to the *TSM*, September 2022.

Screening Criteria 1:

Residential Project Located in a VMT Efficient Area: “*The project is a residential project located in a VMT efficient area (15% or more below the base year average household VMT/capita) based on the applicable location-based screening map produced by SANDAG.*”

Result:

The proposed Project is a residential project. Per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the VMT per Capita for Census Tract 170.14, which the Project is located in, is 20.8 miles and the regional average VMT per capita is 18.9 VMT per Resident. Therefore, the Project site is approximately 110.0% of the regional average, which exceeds the 85% regional VMT/resident threshold for residential employment use. Using this data, the Project does not screen out from a VMT analysis. *Appendix A* contains excerpts of the SANDAG screening map.

The proposed Project is a residential project. However, it should be noted that the proposed rezone of the site would allow for certain limited commercial employment uses, including Intermediate Care Facilities & Nursing Facilities. This type of use is not proposed to be developed on the site. However, to provide a comprehensive “worst-case” analysis of the most intense and most impactful

use allowed with approval of the proposed rezone, commercial employment use types were reviewed.

To review the “worst-case” scenario, the SANDAG Series 14 ABM2+, Base Year 2016, VMT per Employee data was reviewed. Per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the VMT per Employee for Census Tract 170.14, in which the Project site is located, is 23.1 VMT, which is approximately 122% of the regional average of 18.9 VMT per Employee (see *Appendix A* for excerpts of the SANDAG screening map for commercial employment), which exceeds the 85% regional VMT/employee threshold for commercial employment use. Using this data, the Project does not screen out from a VMT analysis.

4.2 Project VMT Assessment

Since the Project did not satisfy the above screening criterion, it must evaluate the VMT produced by the Project. As shown in *Table 3–1* earlier in this report, the Project falls under the “Residential” land use type. As shown in *Table 2–1*, the Project is calculated to generate fewer than 2,400 daily unadjusted driveway trips. Therefore, per the *TSM*, 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 (i.e. Census Tract 170.14).

Per the SANDAG Series 14 ABM 2+ Model Base Year 2016¹, the Project site is located in Census Tract 170.14 with a VMT per Capita of 20.8. The regional average VMT per Capita is 18.9 miles and the 85% regional VMT threshold is calculated as 16.07 miles. The Project’s VMT per Capita is shown to be 110.0% of the regional average, which is higher than the 85% significance threshold. Therefore, based on the significance criteria, the Project is calculated to result in a significant transportation VMT impact and mitigation is required to reduce the project’s VMT impact to the extent feasible.

To review the “worst-case” commercial employment use scenario, the SANDAG Series 14 ABM2+, Base Year 2016, VMT per Employee data was reviewed. Per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the VMT per Employee for Census Tract 170.14, in which the Project site is located, is 23.1 VMT, which is approximately 122% of the regional average of 18.9 VMT per Employee (see *Appendix A* for excerpts of the SANDAG screening map for commercial employment), which exceeds the 85% regional VMT/employee threshold for commercial employment use. Therefore, it can be concluded that commercial employment use on the site would similarly result in a significant VMT impact and mitigation would be required to reduce the VMT impact to the extent feasible.

Table 4–2 shows the results of the VMT assessment.

¹ <https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=bb8f938b625c40cea14c825835519a2b>

TABLE 4-2
PROJECT VMT FINDINGS

Scenario	Regional Baseline VMT (miles)	Significance Threshold (miles)	Project VMT per Capita (miles)	Percentage of Regional Average	VMT Transportation Impact? (Over Threshold)
Proposed Residential Project	18.9	16.07	20.8	110.0%	Yes
Worst Case Commercial Employment Use	18.9	16.07	23.1	122.2%	Yes

5.0 VMT ASSESSMENT SUMMARY AND MITIGATION

5.1 VMT Assessment Summary

The Project was determined to have a significant VMT impact using the methodology applied from the City of San Diego *TSM*, current version dated September 2022. The Project's VMT per Capita was determined to be 20.8, which is 110.0% of the regional average VMT per Capita of 18.9 miles.

5.2 Mitigation

Per SDMC Section 143.1102(g), the Project is not subject to the Complete Communities: Mobility Choices ordinance (effective July 11, 2022) since the Project is a multi-family residential development within a Sustainable Development Area that provides transportation amenities per SDMC Section 142.0528(c). However, the Project is opting into the City of San Diego's Complete Communities Mobility Choices Program in order to rely upon the Findings and Statement of Overriding Considerations (SOC) from the Complete Communities: Housing Solutions and Mobility Choices Program Final Program Environmental Impact Report (PEIR; May 2020)(SCH No. 2019060003) as mitigation to the extent feasible for its significant VMT transportation impact.

The San Diego Municipal Code (SDMC) Ordinance Number O-21274, adopted on December 9, 2020, provides the development regulations for the Mobility Choices portion of the Complete Communities program. According to the ordinance, the Project is located in **Mobility Zone 2**, which means it is located either partially or entirely within a Sustainable Development Area (SDA). The Project's location on the City's Complete Communities Mobility Zones map is included in **Appendix B**.

SDMC Section 143.1103(b) states that all development located within Mobility Zone 2 is required to provide VMT Reduction Measures in accordance with the City of San Diego's *Land Development Manual Appendix T*. The City of San Diego's *Land Development Manual Appendix T* includes a list of VMT Reduction Measures, each of which is given an assigned point value per unit of measure. Per SDMC Section 143.1103(b)(6), a development in Mobility Zone 2 that provides more than the minimum required parking is required to provide VMT Reduction Measures totaling at least 8 points.

The Project will provide measures as required by the ordinance that add up to at least 8 points as identified in the City of San Diego's *Land Development Manual Appendix T*. The Project will provide the following measures described in **Table 5-1** below. As shown in *Table 5-1*, the Project's proposed VMT Reduction Measures total to 8.5 points, which exceeds the minimum 8 points required to opt in. Therefore, the Project will mitigate its significant VMT transportation impact to the extent feasible by opting into the City of San Diego's Complete Communities Mobility Choices Program and therefore relying upon the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR.

TABLE 5-1
MOBILITY CHOICES VMT REDUCTION MEASURES

Category	Measures	Points
Pedestrian Measures	The Project will provide pedestrian countdown signal heads at all pedestrian crossings of the Bernardo Center Drive / Bernardo Plaza Court intersection	2
Bicycle Supportive Measures	The Project will provide an on-site bicycle repair station.	1.5
	The Project will provide short-term bicycle parking spaces that are available to the public, at least 10% beyond minimum requirements. Per SDMC 142-05C footnote 5, bicycle racks are not required for a dwelling unit with a garage accessible only by residents of the dwelling unit. All of the Project's proposed dwelling units will include a 2-car garage with direct, private access. Therefore, the Project is required to provide 0 short-term spaces. The Project will provide 10 short-term spaces.	3
Other Measures	The Project will provide on-site multi-modal information kiosks.	2
Total Points Provided		8.5
Points Required		8

6.0 REZONE CONSIDERATIONS

It should be noted that the proposed rezone of the site would allow for certain limited commercial employment uses, including Intermediate Care Facilities & Nursing Facilities. This use-type is not proposed to be developed on the site. However, to provide a comprehensive “worst-case” analysis of the most intense and most impactful use allowed with approval of the proposed rezone, the SANDAG Series 14 ABM2+, Base Year 2016, VMT per Employee data was reviewed.

Per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the VMT per Employee for Census Tract 170.14, in which the Project site is located, is 23.1 VMT, which is approximately 122% of the regional average of 18.9 VMT per Employee (see *Appendix A* for excerpts of the SANDAG screening map for commercial employment), which exceeds the 85% regional VMT/employee threshold for commercial employment use. Therefore, it can be concluded that commercial employment use on the site would similarly result in a significant VMT impact and mitigation would be required to reduce the VMT impact to the extent feasible.

A commercial employment use-type on the site could mitigate the expected significant VMT impact to the extent feasible in the same way as the proposed residential use type, which would be through compliance with the City of San Diego’s Complete Communities: Mobility Choices Program (Ordinance Number O-21274, adopted on December 9, 2020). The Project site is in Mobility Zone 2. Mitigation would be the provision of VMT Reduction Measures totaling 5 points or 8 points (for projects located within Mobility Zone 2 that provide more than the minimum parking requirement under the Complete Communities: Mobility Choices program and ordinance) per the City of San Diego’s *Land Development Manual Appendix T*.



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TECHNICAL APPENDICES TO THE VMT
RB CITY VIEW RESIDENTIAL
City of San Diego, California
April 2026

LLG Ref. 3-24-3936

APPENDICES

APPENDIX

- A. Excerpt from SANDAG SB 743 Series 14 ABM 2+ Base Year 2016 VMT Map
- B. Excerpt from City of San Diego's Complete Communities Mobility Zones Map



APPENDIX A

EXCERPT FROM SANDAG SB 743 SERIES 14 ABM 2+ BASE YEAR 2016 VMT MAP



APPENDIX B

EXCERPT FROM CITY OF SAN DIEGO'S COMPLETE COMMUNITIES MOBILITY ZONES MAP

Complete Communities: Mobility Zones

Complete Communities Initiative Website

bernardo center drive X Q

Show search results for bernar...

About

Communities of Concern, areas of the City designated as having very low or low access to opportunity as defined by the Climate Equity Index. This map does not rezone any property, nor does it amend any land use designation. The areas shown as eligible for the program in this map are for preliminary informational purposes only. The requirements and definitions identified in the San Diego Municipal Code apply where a conflict may be shown with this map

- Mobility Zone 1
- Mobility Zone 2
- Mobility Zone 3
- Mobility Zone 4
- Not-Applicable
- Communities of Concern

(1 of 2)

Mobility Zones: Mobility Zone 2

MOBILITY ZONE Mobility Zone 2

Zoom to

Loading...

300ft

George Cooke Express Dr

W Bernardo Dr

George Cooke Express Dr

George Cooke Express Dr

George Cooke Express Dr

George Cooke Express Dr

George Cooke Express Dr

George Cooke Express Dr

George Cooke Express Dr

George Cooke Express Dr

George Cooke Express Dr

esri

Community Maps Contributors: City of Poway, SanGIS, California State Parks, © OpenStreetMap, Microsoft, Esri, To...



END OF APPENDICES