ALVARADO CREEK APARTMENTS (PTS# 671912)

VEHICLE MILES TRAVELED (VMT) ANALYSIS

CITY OF SAN DIEGO, CA

DECEMBER 6, 2021

JOB NUMBER: 19048-AT

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PTS# 671912
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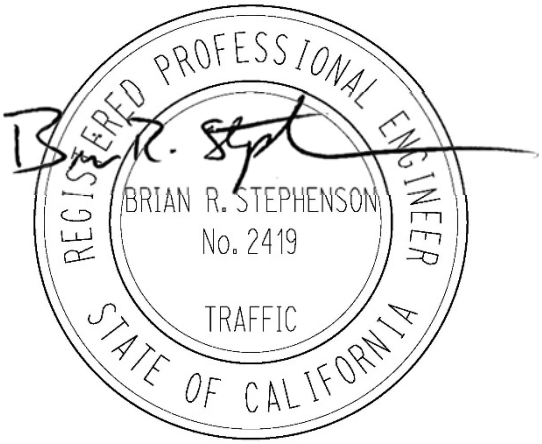

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EXECUTIVE SUMMARY

The Alvarado Creek Apartments' (the project) was required to prepare two transportation documents per the City of San Diego Transportation Study Manual (TSM), dated September 29, 2020, including a Local Mobility Analysis (LMA) and Vehicle Miles Traveled (VMT) Analysis. The following VMT Analysis addresses potential significant impact under the California Environmental Quality Act (CEQA) and the City's TSM. The project encompasses approximately 3.84 acres and is located at 5913, 5915 and 5927 Mission Gorge Road adjacent to Alvarado Creek, in the Grantville Community Plan Implementation Overlay Zone within the Navajo Community Planning area in the City of San Diego. The project site is located approximately 2,000 feet walking distance from the Grantville Transit Station.

The project proposes to demolish two vacant auto body shops totaling 8,685 square feet and a vacant 5,412 square foot of truck-driving school facility, and construct a 5-story building with 227 affordable multi-family residential units on an approximately 3.84-acre site. Currently, neither the auto body shops, nor the truck-driving school are operational. The level of affordability for the proposed housing will range from 30% to 80% Area Median Income (AMI), where 10% of the units are proposed at 30% AMI, 10% of the units at 50% AMI, 50% of the units at 60% AMI and 30% of units at 80% AMI. The project is expected to generate approximately 1,362 Average Daily Traffic (ADT) with 109 (22 inbound and 87 outbound) AM peak hour trips and 123 (86 inbound and 37 outbound) PM peak hour trips. The Project opening year is assumed to be in 2023 and with no phasing of development.

The project requires a Site Development Permit, Neighborhood Development Permit, and Easement Vacation for existing utilities. No rezoning or Community Plan Amendments are required or proposed.

VMT Analysis

The VMT analysis has been prepared in accordance with the City of San Diego's TSM which is consistent with the Office of Planning and Research (OPR)'s recommendations and evaluates potential transportation impacts. The City of San Diego TSM includes screening criteria, significance thresholds, analysis methodology, and potential mitigation.

The following screening criteria from the City's TSM were utilized to determine if the project would be screened out from VMT Analysis:

- If it is located within a VMT efficient location per SANDAG Screening Map
- If it is considered a small project (<300 average daily weekday trips)
- If it is a 100% affordable housing project with level of affordability of 50% or less AMI

Utilizing SANDAG's San Diego Region VMT Map from Transportation Forecast Information Center (TFIC) SB 743 VMT Web App, the census tract 96.04 in which the project is located is estimated to have **18.2** VMT per Capita, or **96.1%** of the regional average of **19.0** VMT (Series 14, Base Year 2016). Based on Table 3 of the TSM, the City's VMT significance threshold for residential land use is 85% of the regional average VMT per Capita of 19.0 VMT. Therefore, the project is not screened out of VMT Analysis and is required to perform a full VMT analysis.

The project's vehicular trip generation is expected to be approximately 1,362 weekly average daily trips. Based on the screening criteria listed in the TSM, the project's trip generation exceeds the City's screening

threshold of 300 daily trips for Small Projects; therefore, the project is not screened out from VMT analysis based on trip generation.

Although the project consists of 227 affordable housing multi-family units, as stated above, the level of affordability for the housing will range from 30% to 80% Area Median Income (AMI). 45 of the dwelling units are below 50% AMI and 182 dwelling units range between 50% - 80% AMI. Based on the screening criteria listed in the TSM, the dwelling units that are 50% of AMI or less are presumed to have less than significant VMT impact and screened out of VMT Analysis. However, the 182 dwelling units that are more than 50% AMI, are not screened out and required full VMT analysis.

Transportation Demand Management (TDM) Measures

The project is located within a Residential Parking Standards Transit Priority Area (TPA). Based on coordination with the City, project design features such as transportation amenities required by the Residential Parking Standards Regulations or measures required by the Climate Action Plan (CAP) Consistency checklist can be used to reduce the project's expected VMT per Capita below the SANDAG screening map baseline. For residential projects, TDM measures are not required by CAP consistency checklist. However, the VMT analysis has been prepared to evaluate TDM measures as mitigation for significant transportation VMT impacts, some of which would reduce the VMT per Capita.

TDM strategies that are proposed by the project are described in detail in **Table ES-1**. Table ES-1 also provides the associated TDM strategy category, strategy type (primary or supportive), and maximum allowed VMT reduction for each strategy category.

As shown in the table, the project's proposed VMT-reducing TDM strategies and improvements are expected to provide a total VMT reduction of **3.85%** based on the sum of the TDM categories per the zero California Air Pollution Control Officers Association (CAPCOA) Quantification Report equation.

Based on the project's total VMT reduction, the project's VMT per Capita is expected to be reduced to **17.53**, or **92.25%** of the regional mean. Accordingly, the project would continue to have a significant VMT impact with the implementation of the TDM strategies proposed.

Mobility Choices Program

Since the project would continue to have a significant VMT impact after calculating VMT reductions due to mitigation measures, the project will choose to participate in the City's Complete Communities Mobility Choices Program, to rely upon the Findings and Statement of Overriding Considerations from the *Complete Communities: Housing Solutions and Mobility Choices Program FEIR* adopted on November 17, 2020.

Per City's Mobility Choices Ordinance No. 21274 (dated December 9, 2020), the project is exempt from Mobility Choices Regulations because the project is a multi-family residential development in a Residential Parking Standards and 2035 Transit Priority Area that provides the transportation amenities required by Section 142.0528 of the San Diego Municipal Code. However, the project will choose to participate in the program, in efforts to reduce VMT impacts to the extent feasible.

The City of San Diego is categorized into four Mobility Zones. These zones are designated based on VMT-reducing potential of new development.

Based on the Complete Communities Initiative WebApp, the project is in Mobility Zone 2, as a result of the site being partially located within a 2035 TPA and a Residential Parking Standards TPA.

Mitigation Measures

As mentioned above, the project will choose to participate in the program, in efforts to reduce VMT impacts to the extent feasible. Per the Ordinance, the City requires projects in Mobility Zone 2 to provide VMT reductions totaling at least 5 points.

VMT reduction measures and associated points are listed in Appendix T of the Mobility Choices Implementation Guidelines. The project proposes a few pedestrian measures and bicycle supportive measures that can be applied towards reduction of project VMT. These are detailed in **Table ES-2**.

As shown in the table, the project can provide **12.3 points** worth of VMT reduction points, above the required 5 points for projects in Mobility Zone 2. In addition, the project is also planned with a ride share drop off/pick up area on-site.

TABLE ES-1
TDM MEASURES – PROJECT FEATURES

#	PROPOSED PROJECT IMPROVEMENT	DESCRIPTION	CITY OF SAN DIEGO TDM STRATEGY	STRATEGY TYPE	% VMT REDUCTION PER STRATEGY[2]	NOTES
NEIGHBORHOOD/SITE ENHANCEMENT CATEGORY						
1	**Bicycle Infrastructure Improvements**	The project will implement Class II bike lanes along the project frontage on Mission Gorge between Fairmount Avenue and Mission Gorge Place on both sides of street.	Bicycle TDM: Bicycle Infrastructure Improvements	Primary	1.55%	Max 5% reduction allowed for this category without Neighborhood Electric Vehicle (NEV)
2	**Bicycle Infrastructure Improvements**	The project will install bike loop detectors at Mission Gorge Road/Fairmount Avenue, Mission Gorge Road/Mission Gorge Place, and Mission Gorge Road/Twain Avenue intersections.	Bicycle TDM: Bicycle Infrastructure Improvements	Primary		
3	**Bike Sharing Program**	The project will provide on-site bike sharing (upto 4 bikes for tenant's short term use on a reservation basis) to reduce vehicular trips	Bike Share-Micromobility Fleet	Primary	0.35%	
4	**Pedestrian Network Improvements (Project Site Improvements)**	The project will construct 10-foot wide contiguous sidewalk along the project site frontage along Mission Gorge Road.	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary	0.00%	
5	**Pedestrian Network Improvements (Project Site Improvements)**	The project will install a public trail access walkway thorugh the site to connect to the future Alvarado Creek Trail as part of the future Alvarado Creek Improvement project	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary	1.00%	
6	**Pedestrian Network Improvements**	The project will install high visibility crosswalks for the northbound, southbound and westbound approaches and modify the traffic signal to include pedestrian countdown signal heads at the intersection of Mission Gorge Road/Mission Gorge Place	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary	1.00%	
7	**Pedestrian Network Improvements**	The project will install high visibility crosswalks at all four approaches and modify the traffic signal to include pedestrian countdown signal heads at Mission Gorge Road/Twain Avenue intersection	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary		
8	**Pedestrian Network Improvements**	The project will install high visibility crosswalks along the north, east and west approaches and modify the traffic signal to include pedestrian countdown signal heads at Mission Gorge Road/Vandever Avenue intersection	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary		
				TOTAL PROJECT VMT REDUCTION [1]:	**3.85%**	

Source: Appendix E, City of San Diego Transportation Study Manual (September 29, 2020).

[1] Sum of TDM Category VMT reductions per the CAPCOA Quantification Report equation.
CAPCOA Equation: Overall % VMT Reduction = 1 – (1 – A) * (1 – B) * (1 – C) * (1 – D) * … (A, B, C, D … = individual TDM strategy VMT reduction percentages)
[2] Due to the project's location within a Transit Priority Area, the mid-range percentage values were applied to the proposed TDM strategies and improvements.

TABLE ES-2
VMT REDUCTION MEASURES – MOBILITY CHOICES OPT-IN

#	VMT REDUCTION MEASURE	DESCRIPTION	UNIT or YES/NO	POINTS /UNIT	NOTES
	PEDESTRIAN MEASURES				
1	Installing high-visibility crosswalk striping adjacenct intersection (if not otherwise required)	The project will install high visibility crosswalks for the northbound, southbound and westbound approaches at the intersection of Mission Gorge Road/Mission Gorge Place	Full Intersection	1.13	
2	Installing high-visibility crosswalk striping adjacenct intersection (if not otherwise required)	The project will install high visibility crosswalks at all four approaches at Mission Gorge Road/Twain Avenue intersection	Full Intersection	1.50	
3	Installing high-visibility crosswalk striping adjacenct intersection (if not otherwise required)	The project will install high visibility crosswalks along the north, east and west approaches at Mission Gorge Road/Vandever Avenue intersection	Full Intersection	1.13	
4	Signal pedestrian countdown heads (if not otherwise required)	The project will modify the traffic signal to include pedestrian countdown signal heads at the intersection of Mission Gorge Road/Mission Gorge Place Intersection	Each Intersection	2.00	
5	Signal pedestrian countdown heads (if not otherwise required)	The projecy will modify the traffic signalto include pedestrian countdown signal heads at Mission Gorge Road/Twain Avenue intersection	Each Intersection	2.00	
6	Signal pedestrian countdown heads (if not otherwise required)	The project will modify the traffic signal to include pedestrian countdown signal heads at Mission Gorge Road/Vandever Avenue intersection	Each Intersection	2.00	
7	Widening sidewalk within the existing public right-of-way to Street Design Maual Standards	The project will construct 10-foot wide contiguous sidewalk along the project site frontage along Mission Gorge Road.	Each mile of widening	0.04	3 points per mile
	BICYCLE SUPPORTIVE MEASURES				
8	Providing onsite shared bicycle fleet	The project will provide on-site bike sharing (upto 4 bikes for tenant's short term use on a reservation basis)	Yes	1.50	
9	Installing new bicycle infrastructure (Class I, II, IV) that is part of the City's planned bikeway network that closes or incrementally closes an existing gap between exisitng bikeways	The project will construct Class II bike lanes along the project frontage on Mission Gorge between Fairmount Avenue and Mission Gorge Place on both sides of street.	Each mile	1.01	3 points per mile
			TOTAL PROJECT VMT REDUCTION MEASURE POINTS	**12.30**	

Source: Appendix T, City of San Diego Mobility Choices Regulations (Ordinance No. 21274, Dated Dec 9, 2020).

1.0- BACKGROUND INFORMATION

1.1- INTRODUCTION

The Alvarado Creek Apartments'- (the project) was required to prepare two transportation documents per the City of San Diego Transportation Study Manual (TSM), dated September 29, 2020, including a Local Mobility Analysis (LMA) and Vehicle Miles Traveled (VMT) Analysis. The following VMT Analysis addresses potential significant impact under the California Environmental Quality Act (CEQA) and the City's TSM. The project encompasses approximately 3.84 acres and is located at 5913, 5915 and 5927 Mission Gorge Road adjacent to Alvarado Creek, in the Grantville Community Plan Implementation Overlay Zone within the Navajo Community Planning area in the City of San Diego. The project site is located approximately 2,000 feet walking distance from the Grantville Transit Station.

The project requires a Site Development Permit, Neighborhood Development Permit, and Easement Vacation for existing utilities. No rezoning or Community Plan Amendments are required or proposed.

Exhibit 1 shows the project vicinity map.

1.2- PROJECT DESCRIPTION

The project proposes to demolish two vacant auto body shops totaling 8,685 square feet and a vacant 5,412 square foot truck-driving school facility, and construct a 5-story building with 227 affordable multi-family residential units on an approximately 3.84-acre site. Currently, neither the auto body shops, nor the truck-driving school are operational. The level of affordability for the proposed housing will range from 30% to 80% Area Median Income (AMI), where 10% of the units are proposed at 30% AMI, 10% of the units at 50% AMI, 50% of the units at 60% AMI and 30% of units at 80% AMI. This equates to 45 of the units below 50% AMI and the remainder 182 units will be ranging between 50% - 80% AMI.

The site is located in the CC-3-9 zone within the Grantville Community Plan Implementation Overlay Zone, Type A Zoning (Grantville), Transit Area Overlay Zone, Residential Tandem Parking Zone, 2035 Transit Priority Area (TPA), Residential Parking Standards TPA, within the Navajo Community Planning Area. Surrounding land uses include Community Village, Business Park – Residential and Community Commercial.

The project traffic volumes generated by the proposed development were estimated utilizing City of San Diego's Trip Generation Manual (May 2003). Using the driveway trip rates of 6 weekday trips/dwelling unit for Multiple Dwelling Unit (Over 20 dwelling units/acre), the project is expected to generate approximately 1,362 Average Daily Traffic (ADT) with 109 (22 inbound and 87 outbound) AM peak hour trips and 123 (86 inbound and 37 outbound) PM peak hour trips. Currently, due to the vacancy of the two existing auto body shops and the truck-driving school, no existing trips generated by these uses were subtracted from the trip generation. In addition, although this project is near the Grantville Trolley Station (~2,000 ft walking distance), no trip reductions were applied.

Table 1 summarizes the anticipated trips that would be generated by the project.

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EXHIBIT 1

VICINITY MAP

ALVARADO CREEK APARTMENTS

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TABLE 1
PROJECT TRIP GENERATION SUMMARY

LAND USE	QUANTITY		DWY Rate[2]	ADT[3]	AM PEAK HOUR						PM PEAK HOUR					
					Peak Hr Rate	SPLIT		VOLUMES			Peak Hr Rate	SPLIT		VOLUMES		
						IN	OUT	IN	OUT	TOTAL		IN	OUT	IN	OUT	TOTAL
Multiple Dwelling (Over 20 DU/acre) Residential	227	DU[1]	6	1,362	8%	20%	80%	22	87	109	9%	70%	30%	86	37	123
Total	**227.0**			**1,362**				**22**	**87**	**109**				**86**	**37**	**123**

[1]DU = Dwelling Unit
[2] Rates based on City of San Diego's Trip Generation Manual (May 2003).
[3]ADT = Average Daily Traffic

The project proposes one full twenty-foot wide access on Mission Gorge Road via an existing driveway that the project will reconstruct to current City standards. The project will also reconstruct an adjacent thirty-six feet wide existing driveway on Mission Gorge Road to thirty-feet wide and current City Standards. This driveway currently serves a private roadway that is used by other businesses and is proposed to serve as a secondary access for maintenance and emergency only use for the project. The Project opening year is assumed to be in 2023 with no phasing of development.

Regional access to the site is provided by the I-8 Freeway and I-15 Freeway, and local access to the site is provided via Mission Gorge Road and Fairmount Avenue.

The project proposes to re-construct the project access driveway and provide a 15-foot-wide parkway consisting of 10-foot contiguous sidewalk and 5-foot landscape area along the project frontage on Mission Gorge Road.

Exhibit 2 shows the proposed project site plan.

The project would also construct improvements to surrounding public infrastructure, including the following improvements:

- Installing Class II bike lanes along Mission Gorge Road between Fairmount Avenue and Mission Gorge Place on both sides of street.
- Extending eastbound left turn lane by an additional 65- feet at the intersection of Camino Del Rio N.-Alvarado Canyon Road/Fairmount Avenue.
- Extending northbound left turn lane by an additional 50- feet at the intersection of Fairmount Avenue/San Diego Mission Road-Twain Avenue
- Installing high visibility continental crosswalks for the northbound, southbound, and westbound approaches. Modifying the traffic signal to include pedestrian countdown signal heads. Extending westbound left turn lane by an additional 50- feet at the intersection of Mission Gorge Road/Mission Gorge Place and installing bicycle loop detectors on the approaches along Mission Gorge Road.

MISSION GORGE RD

LIMITS OF PROPOSED IMPROVEMENTS

20'

33'

30'

EXIST. 36' DWY. OPENING TO BE MODIFIED AS SHOWN

EXISTING 30' ROAD & UTILITY EASEMENT

MAINTENANCE VEHICLES AND EMERGENCY ACCESS

PRIVATE DR.

APN: 461-190-04

APN: 461-190-10

CR 1414

APN: 461-320-09

APN: 461-320-06

ROS 3926

RS 1287

APN: 461-320-05

APN: 461-320-08

APN: 461-320-12

ROS 3926

UPPER PLAZA

LOUNGE

ELECT. RM.

MAINT.

RAMP

2:1

ASPH

CONC

DENSE TREES

NOT TO SCALE

EXHIBIT 2

PROPOSED PROJECT SITE PLAN

ALVARADO CREEK APARTMENTS

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- Installing high visibility continental crosswalks all four approaches and modifying the traffic signal to include pedestrian countdown signal heads at the intersection of Mission Gorge Road/Twain Avenue.
- Installing high visibility continental crosswalks along the northbound, eastbound and westbound approaches and modifying the traffic signal to include pedestrian countdown signal heads and installing retroreflective borders to the traffic signal heads to improve visibility at the intersection of Mission Gorge Road/Vandever Avenue.
- Installing bicycle loop detectors on the approaches along Mission Gorge Road at the intersection of Mission Gorge Road/Fairmount Avenue.
- To improve visibility, and to comply with the improvements outlined in City's TSM and Systemic Safety The Data-Driven Path to Vision Zero dated April, 2019 document, it is recommended that the project applicant install backplates with retroreflective borders to the traffic signal heads at the intersections of Mission Gorge Road/Mission Gorge Place and Mission Gorge Road/Vandever Avenue. However, if the City determines that the implementation is not desired at these locations at this time, it is recommended that the applicant provide the necessary backplates and hardware to the City for future implementation.

Consistent with the Navajo Community Plan, parking is located within a parking garage at the center of the site, reducing conflicts between vehicles and pedestrians. Per the City Council adopted Ordinance 21057, dated March 19, 2019, zero minimum parking spaces are required for all multifamily residential development that are located within Residential Parking Standards Transit Priority Areas (TPA) and provides transportation amenities based upon requirements per section 142.0528 of the San Diego Municipal Code (SDMC). The project is providing 100 total parking stalls, including 4 accessible and 11 electric vehicle parking spaces and is required to provide 5 points Transportation Amenities. Section 3 of the report discusses these points in detail. Per information provided on the Development Plans, the project will provide Transit and Rideshare information in the lobby, and on-site bicycle repair station and delivery support.

2.0- VEHICLE MILES TRAVELED (VMT) METHODOLOGY

2.1- VMT BACKGROUND

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process intended to fundamentally change transportation impact analysis as part of California Environmental Quality Act (CEQA) compliance. The Office of Planning and Research (OPR) published its latest Technical Advisory on Evaluating Transportation Impacts in CEQA to the California Natural Resources Agency in December 2018. This Technical Advisory provides recommendations on how to evaluate transportation impacts under SB 743. These changes include elimination of auto delay, Level of Service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant CEQA transportation impacts. The OPR guidance covers specific changes to the CEQA Guidelines and recommends elimination of auto delay for CEQA purposes and the use of Vehicle Miles Traveled (VMT), as the preferred CEQA transportation metric. This new legislation requires the selection of a VMT analysis methodology, establishment of VMT thresholds for CEQA transportation impacts, and identification of feasible mitigation strategies.

2.2- VMT SIGNIFICANCE CRITERIA AND METHODOLOGY

The following VMT Analysis has been prepared in accordance with the City of San Diego's TSM which is generally consistent with OPR's recommendations and evaluates potential transportation impacts using a VMT metric. The City of San Diego TSM includes screening criteria, significance thresholds, analysis methodology, and mitigation. The following screening criteria from the City's TSM were utilized to determine if the project would be screened out from VMT Analysis:

Screening Criteria

- **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.

Significance Thresholds

- **Residential**: 15% below regional mean VMT per capita

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 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.

Transportation Demand Management (TDM) Measures

TDM measures are not required by the Climate Action Plan (CAP) consistency checklist for residential projects. However, the VMT analysis has been prepared to evaluate TDM measures as mitigation for significant transportation VMT impacts. Additional information about project design features required by the CAP Consistency Checklist, Transportation Amenities per Section 142.0528 of the SDMC, and mitigation measures that will be implemented as part of the project's opt-in to Complete Communities: Mobility Choices, are discussed in Chapter 3.

If a project is found to have a significant transportation VMT impact, the impact must be addressed by reducing the project's impact to less than significant, or to the maximum extent feasible. City's TSM recommends Transportation Demand Management (TDM) strategies to reduce a project's VMT that would achieve one of the following:

- Reducing the number of automobile trips generated by the project; OR
- Reducing the distance that people drive.

There are several resources for determining the reduction in VMT due to TDM measures such as the 2010 California Air Pollution Control Officers Association (CAPCOA) Quantification Report and the SANDAG Mobility Management Guidebook/VMT Reduction Calculator Tool.

The TSM categorizes TDM strategies as either primary or supportive, with primary TDM strategies having a VMT reduction effectiveness that can be calculated using the CAPCOA Quantification Report. Supportive TDM strategies are not eligible for VMT reductions; however, they are considered to make the primary TDM strategies more effective.

The CAPCOA Quantification Report calculates the effectiveness of multiple TDM strategies based on a formula that diminishes the effectiveness of subsequent TDM strategies when proposed simultaneously.

The equation used in the CAPCOA Quantification Report and per the City's TSM to calculate the effectiveness of primary TDM strategies is as follows:

a. Overall % VMT Reduction = $1 – (1 – A) * (1 – B) * (1 – C) * (1 – D) * …$

(A, B, C, D … = individual TDM strategy VMT reduction percentages)

3.0- VMT ANALYSIS

3.1- VMT ANALYSIS

As detailed in the earlier section, the following screening criteria from the City's TSM were utilized to determine if the project would be screened out from VMT Analysis:

- If it is located within a VMT efficient location per SANDAG Screening Map
- If it is considered a small project (<300 average daily weekday trips)
- If it is a 100% affordable housing project with level of affordability of 50% or less AMI

As the proposed land use of the site is multi-family residential, the project falls within the residential category for VMT purposes in which the threshold is based on VMT per Capita. For residential projects that are expected to generate less than 2,400 daily trips, the project's VMT per Capita is considered the same as the VMT per Capita of the census tract in which it is located.

The project's vehicular trip generation, which is provided in detail in the previous sections, is expected to be approximately 1,362 average daily trips. Based on the screening criteria listed in the TSM, the project's trip generation exceeds the City's screening threshold of 300 daily trips for Small Projects; therefore, the project is not screened out from VMT analysis based on trip generation.

Although the project consists of 227 affordable housing multi-family units, the level of affordability for the housing will range from 30% to 80% Area Median Income (AMI), where 10% of the units are proposed at 30% AMI, 10% of the units at 50% AMI, 50% of the units at 60% AMI and 30% of units at 80% AMI. This equates to 45 of the units below 50% AMI and the remainder 182 units ranging between 50% - 80% AMI. Based on the screening criteria listed in the TSM, the dwelling units that are 50% of AMI or less are presumed to have less than significant VMT impact and screened out of VMT Analysis. However, for the 182 dwelling units that are more than 50% AMI, these units are not screened out from performing VMT analysis.

According to Table 3 of the TSM, the City's VMT significance threshold for Residential use is at least 15% Below Regional Average VMT per Capita. SANDAG Series 14 (Base Year 2016) census tract VMT per Capita does not account for VMT-reducing Transportation Demand Management (TDM) strategies proposed by the project. Therefore, VMT reductions for TDM strategies that are proposed by the project as project features may need to be applied to the census tract VMT per Capita to determine the project's VMT. The project VMT is then compared to the significance threshold.

The SANDAG San Diego Region SB 743 VMT Maps from the Traffic Forecast Information Center (TFIC) SB 743 VMT Web App provides the following information about census tract 96.04, in which the project site is located, which is also contained in **Appendix A**:

- San Diego County Series 14 (Base Year 2016) Regional Mean VMT per Capita: **19.0**
- Project Site Census Tract VMT per Capita: **18.2**
- Percent of Regional Mean VMT per Capita: **96.1%**

Projects located in census tracts with higher than **16.2** VMT per Capita (85% of regional mean) are considered to be located in a VMT-inefficient area and are not screened out from VMT analysis. The census tract in which the project site is located is estimated to have **18.2** VMT per Capita, or **96.1%** of the

regional mean; therefore, the project site is not screened out from VMT analysis, and the 182 dwelling units at > 50% AMI would result in a significant VMT impact. To get the project below the 85% of the regional mean, the project would need to reduce the VMT by at least **11.1%.**

3.2- TDM MEASURES

Based on coordination with the City, TDM measures are not required by the CAP consistency checklist for residential projects. However, the VMT analysis has been prepared to evaluate TDM measures as mitigation for significant transportation VMT impacts. TDM strategies that are proposed by the project are described in detail in **Table 2**. Table 2 also provides the associated TDM strategy category, strategy type (primary or supportive), and maximum allowed VMT reduction for each strategy category. Each of the TDM strategies listed in Table 2 has an associated range of percent VMT reduction based on Appendix E of the City's TSM.

The TDM strategies are listed within their respective categories (4 categories total), and each category has a maximum VMT reduction percentage that can be applied for the combined effectiveness of that category. The four categories and their **maximum** VMT reductions are listed below:

- Neighborhood/Site Enhancement: 5% Without NEV; 15% With NEV maximum
- Parking Policy/Pricing: 20% maximum
- Transit System Improvements: 10% maximum
- Commute Trip Reduction Programs: 15% maximum

As discussed earlier, the effectiveness of multiple TDM strategies was calculated based on the equation used in the CAPCOA Quantification Report. Multiple TDM strategies within particular categories were calculated together to provide the maximum VMT reduction allowed for the category.

Appendix E of the City's TSM provides "Global Max Reductions" for the combined four categories based on geographic location of the project site within the City of San Diego according to urban area type. These "Global Max Reductions", which are listed below, would apply to TDM strategies that are recommended as mitigation measures rather than proposed as project features:

- Urban: 60% maximum
- Compact Infill: 30% maximum
- Suburban Center: 15% maximum
- Suburban: 10% maximum

The TSM does not specify which areas of the City of San Diego fall into the above-listed urban areas. Based on the location of the project site, the project would likely fall into a "Suburban Center" area type.

As shown in Table 2, the project's proposed VMT-reducing TDM strategies and improvements is expected to provide a total VMT reduction of approximately **3.85%** based on the sum of the TDM categories per the CAPCOA Quantification Report equation.

Based on the project's total VMT reduction, the project's VMT per Capita is expected to be reduced to **17.53**, or **92.25%** of the regional mean. Accordingly, the project would continue to have a significant VMT impact with the implementation of the TDM strategies proposed.

TABLE 2
TDM MEASURES – PROJECT FEATURES

#	PROPOSED PROJECT IMPROVEMENT	DESCRIPTION	CITY OF SAN DIEGO TDM STRATEGY	STRATEGY TYPE	% VMT REDUCTION PER STRATEGY[2]	NOTES
NEIGHBORHOOD/SITE ENHANCEMENT CATEGORY						
1	**Bicycle Infrastructure Improvements**	The project will implement Class II bike lanes along the project frontage on Mission Gorge between Fairmount Avenue and Mission Gorge Place on both sides of street.	Bicycle TDM: Bicycle Infrastructure Improvements	Primary	1.55%	Max 5% reduction allowed for this category without Neighborhood Electric Vehicle (NEV)
2	**Bicycle Infrastructure Improvements**	The project will install bike loop detectors at Mission Gorge Road/Fairmount Avenue, Mission Gorge Road/Mission Gorge Place, and Mission Gorge Road/Twain Avenue intersections.	Bicycle TDM: Bicycle Infrastructure Improvements	Primary		
3	**Bike Sharing Program**	The project will provide on-site bike sharing (upto 4 bikes for tenant's short term use on a reservation basis) to reduce vehicular trips	Bike Share-Micromobility Fleet	Primary	0.35%	
4	**Pedestrian Network Improvements (Project Site Improvements)**	The project will construct 10-foot wide contiguous sidewalk along the project site frontage along Mission Gorge Road.	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary	0.00%	
5	**Pedestrian Network Improvements (Project Site Improvements)**	The project will install a public trail access walkway thorugh the site to connect to the future Alvarado Creek Trail as part of the future Alvarado Creek Improvement project	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary	1.00%	
6	**Pedestrian Network Improvements**	The project will install high visibility crosswalks for the northbound, southbound and westbound approaches and modify the traffic signal to include pedestrian countdown signal heads at the intersection of Mission Gorge Road/Mission Gorge Place	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary	1.00%	
7	**Pedestrian Network Improvements**	The project will install high visibility crosswalks at all four approaches and modify the traffic signal to include pedestrian countdown signal heads at Mission Gorge Road/Twain Avenue intersection	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary		
8	**Pedestrian Network Improvements**	The project will install high visibility crosswalks along the north, east and west approaches and modify the traffic signal to include pedestrian countdown signal heads at Mission Gorge Road/Vandever Avenue intersection	Pedestrian/Walking TDM: Pedestrian Network Improvements	Primary		
TOTAL PROJECT VMT REDUCTION[1]:					**3.85%**	

Source: Appendix E, City of San Diego Transportation Study Manual (September 29, 2020).

[1] Sum of TDM Category VMT reductions per the CAPCOA Quantification Report equation.
CAPCOA Equation: Overall % VMT Reduction = 1 – (1 – A) * (1 – B) * (1 – C) * (1 – D) * …
(A, B, C, D … = individual TDM strategy VMT reduction percentages)

[2] Due to the project's location within a Transit Priority Area, the mid-range percentage values were applied to the proposed TDM strategies and improvements.

3.3- MITIGATION MEASURES

In the efforts to reduce VMT impacts to the extent feasible, the project will choose to participate in the Mobility Choices Program describe in detail below. Per the Ordinance, the City requires projects in Mobility Zone 2 to provide VMT reductions totaling at least 5 points.

VMT reduction measures and associated points are listed in Appendix T of the Mobility Choices Implementation Guidelines. The project proposes a few pedestrian measures and bicycle supportive measures that can be applied towards reduction of project VMT. These are detailed in **Table 3**.

As shown in Table 3, the project will provide VMT reduction measures that total **12.3 points**, greater than the required 5 points for projects in Mobility Zone 2.

In addition, the project is also planned with a ride share drop off/pick up area on-site.

3.4- MOBILITY CHOICES PROGRAM

As stated in the earlier section, since the project would continue to have a significant VMT impact after calculating VMT reductions due to project features, the project will choose to participate in the City's Complete Communities Mobility Choices Program, to rely upon the Findings and Statement of Overriding Considerations from the *Complete Communities: Housing Solutions and Mobility Choices Program FEIR* adopted on November 17, 2020.

Per City's Mobility Choices Ordinance No. 21274 (dated December 9, 2020), the project is exempt from Mobility Choices Regulations because the project is a multi-family residential development in a Residential Parking Standards and 2035 Transit Priority Area that provides the transportation amenities required by Section 142.0528 of the San Diego Municipal Code. However, the project will choose to participate in the program, in efforts to reduce VMT impacts to the extent feasible.

The Mobility Choices Program was adopted to reduce citywide VMT to align with OPR guidelines, SB 375 targets and the City's CAP targets and address the environmental impacts of development related to noise, air pollution, and greenhouse gas emissions, and to promote public health, by investing in active transportation infrastructure and amenities that will result in the greatest reductions to Citywide VMT. Mobility Choices regulations are found in the San Diego Municipal Code Chapter 14, Article 3, Division 11.

The City of San Diego is categorized into four Mobility Zones. These zones are designated based on VMT-reducing potential of new development.

Based on the Complete Communities Initiative WebApp, the project is in Mobility Zone 2, as a result of the site being partially located within a Residential Parking Standards TPA.

The map is also contained in **Appendix B** of this report.

https://www.arcgis.com/apps/webappviewer/index.html?id=b5154746cb954e758daf47bddfcaf9e8

TABLE 3
VMT REDUCTION MEASURES – MOBILITY CHOICES OPT-IN

#	VMT REDUCTION MEASURE	DESCRIPTION	UNIT or YES/NO	POINTS /UNIT	NOTES
	PEDESTRIAN MEASURES				
1	Installing high-visibility crosswalk striping adjacenct intersection (if not otherwise required)	The project will install high visibility crosswalks for the northbound, southbound and westbound approaches at the intersection of Mission Gorge Road/Mission Gorge Place	Full Intersection	1.13	
2	Installing high-visibility crosswalk striping adjacenct intersection (if not otherwise required)	The project will install high visibility crosswalks at all four approaches at Mission Gorge Road/Twain Avenue intersection	Full Intersection	1.50	
3	Installing high-visibility crosswalk striping adjacenct intersection (if not otherwise required)	The project will install high visibility crosswalks along the north, east and west approaches at Mission Gorge Road/Vandever Avenue intersection	Full Intersection	1.13	
4	Signal pedestrian countdown heads (if not otherwise required)	The project will modify the traffic signal to include pedestrian countdown signal heads at the intersection of Mission Gorge Road/Mission Gorge Place Intersection	Each Intersection	2.00	
5	Signal pedestrian countdown heads (if not otherwise required)	The projecy will modify the traffic signalto include pedestrian countdown signal heads at Mission Gorge Road/Twain Avenue intersection	Each Intersection	2.00	
6	Signal pedestrian countdown heads (if not otherwise required)	The project will modify the traffic signal to include pedestrian countdown signal heads at Mission Gorge Road/Vandever Avenue intersection	Each Intersection	2.00	
7	Widening sidewalk within the existing public right-of-way to Street Design Maual Standards	The project will construct 10-foot wide contiguous sidewalk along the project site frontage along Mission Gorge Road.	Each mile of widening	0.04	3 points per mile
	BICYCLE SUPPORTIVE MEASURES				
8	Providing onsite shared bicycle fleet	The project will provide on-site bike sharing (upto 4 bikes for tenant's short term use on a reservation basis)	Yes	1.50	
9	Installing new bicycle infrastructure (Class I, II, IV) that is part of the City's planned bikeway network that closes or incrementally closes an existing gap between exisitng bikeways	The project will construct Class II bike lanes along the project frontage on Mission Gorge between Fairmount Avenue and Mission Gorge Place on both sides of street.	Each mile	1.01	3 points per mile
			TOTAL PROJECT VMT REDUCTION MEASURE POINTS	**12.30**	

Source: Appendix T, City of San Diego Mobility Choices Regulations (Ordinance No. 21274, Dated Dec 9, 2020).

APPENDIX A

SANDAG SERIES 14, YEAR 2016 VMT PER RESIDENT

SCREENING MAP

grantville

Show search results for grantville

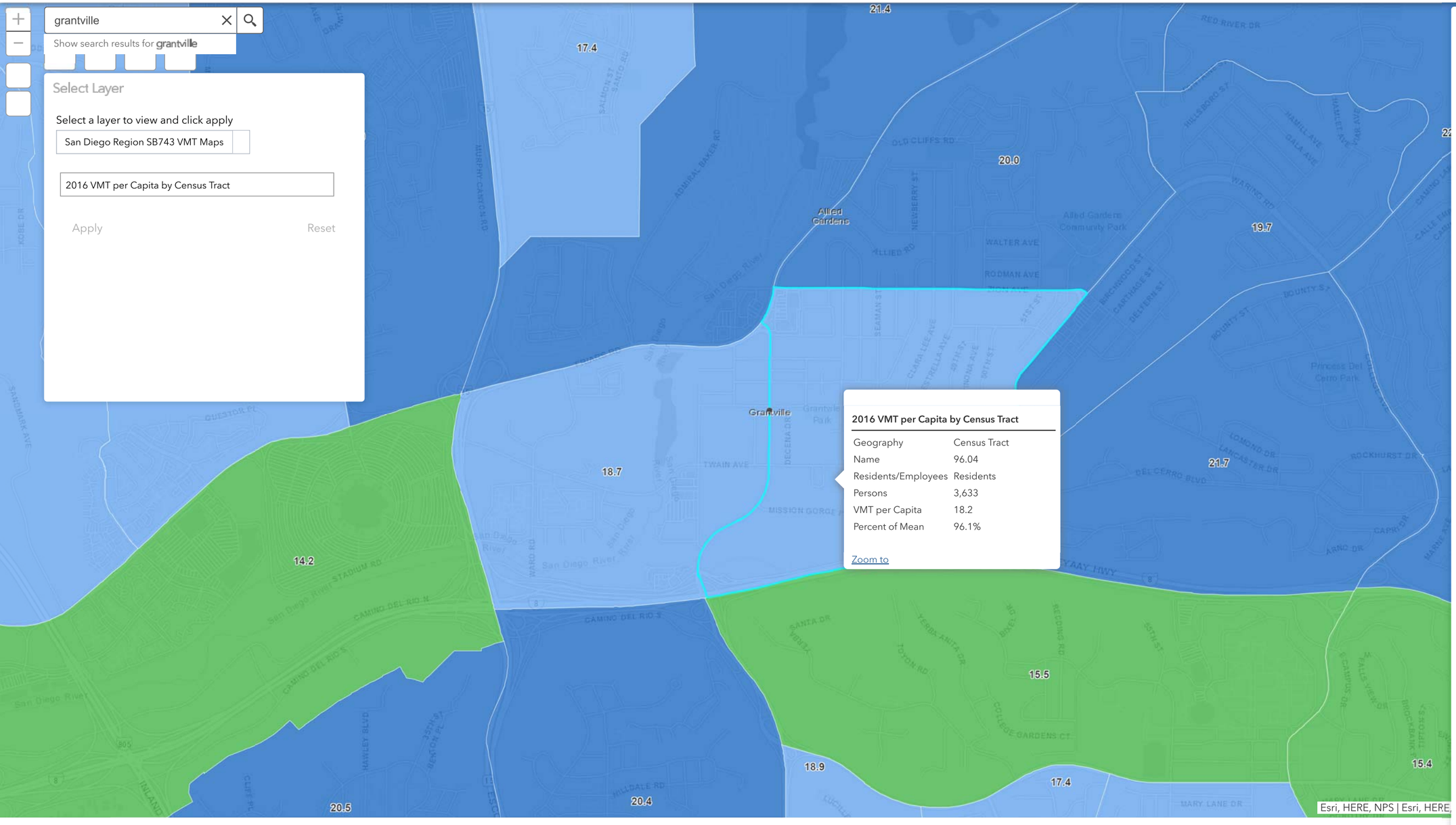
Select Layer

Select a layer to view and click apply

San Diego Region SB743 VMT Maps

2016 VMT per Capita by Census Tract

Apply Reset



2016 VMT per Capita by Census Tract

Geography	Census Tract
Name	96.04
Residents/Employees	Residents
Persons	3,633
VMT per Capita	18.2
Percent of Mean	96.1%

Zoom to

Map Legend / Disclaimer

Map Legend

Percent of Mean

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No VMT

Current Data

2016 - Series 14 (Scenario ID 434)
Regional Mean = 19.0 VMT per Resident
Regional Mean = 27.2 VMT per Employee

Archived Data

2012 - Series 13 (Scenario ID 720)
Regional Mean = 17.6 VMT per Resident
Regional Mean = 25.9 VMT per Employee

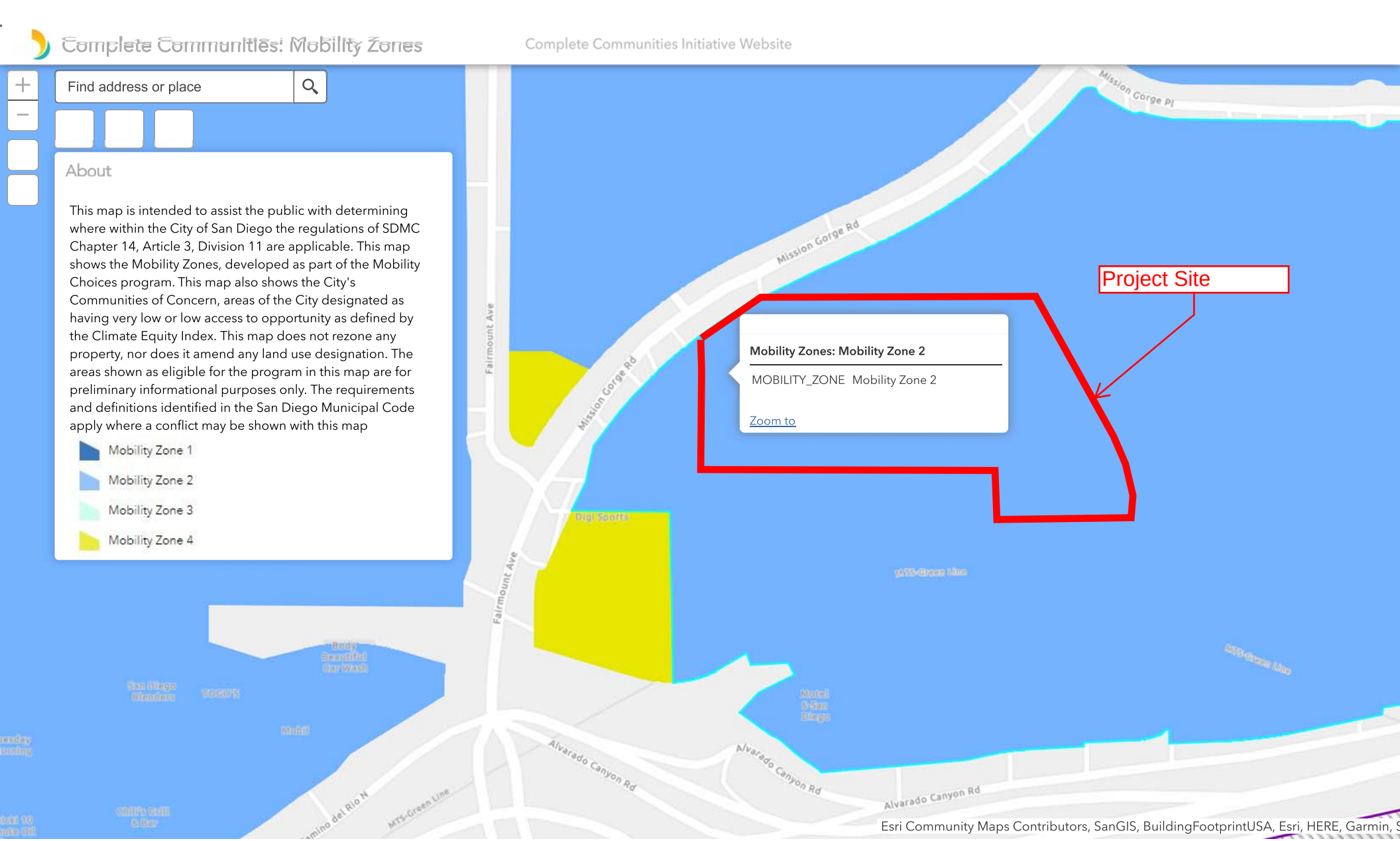
Disclaimer

The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map Web Application.

APPENDIX B

COMPLETE COMMUNITIES: MOBILITY CHOICES

MOBILITY ZONE MAP


Complete Communities: Mobility Zones
Complete Communities Initiative Website
Find address or place
About
This map is intended to assist the public with determining where within the City of San Diego the regulations of SDMC Chapter 14, Article 3, Division 11 are applicable. This map shows the Mobility Zones, developed as part of the Mobility Choices program. This map also shows the City's 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
Project Site
Mobility Zones: Mobility Zone 2
MOBILITY_ZONE Mobility Zone 2
Zoom to
Mission Gorge Rd
Mission Gorge Pl
Fairmount Ave
Digi Sports
Alvarado Canyon Rd
MTS-Green Line
Esri Community Maps Contributors, SanGIS, BuildingFootprintUSA, Esri, HERE, Garmin,
200ft
-117.096 32.783 Degrees