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May 16, 2022

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

Subject: Vehicle Miles Traveled Assessment for California Terraces PA61 Redesignation of Lot 1 from Community Commercial (Residential Prohibited) to Residential Medium (15-29 dwelling units per acre) PTS# 690358

Dear Ms. Gonsalves:

California Terraces PA61 was approved with 45,000 sf Commercial Neighborhood Shopping Center and a maximum of 267 multi-family units. The applicant proposes to replace the approved but never constructed 45,000 sf Commercial Neighborhood Shopping Center with 79 multi-family units. The final PA61 project would include 282 multi-family units (79 units proposed on Lot 1 and 203 units under construction on Lot 2) with no commercial component. As part of the redesignation, the following discretionary approvals are required as part of the project:

- 1) Vesting Tentative Map
- 2) Site Development Permit
- 3) Master Planned Development Permit
- 4) Neighborhood Development Permit

This Vehicle Miles Traveled (VMT) assessment is consistent with the methodologies outlined in the City of San Diego *Transportation Study Manual*, September 2020 (TSM) and includes the following sections:

- 1) Project Information Form
- 2) Project Description and Trip Generation
- 3) Vehicle Miles Traveled Analysis
 - a. Screening Criteria
 - b. Significance Thresholds
 - c. Analysis 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 VMT based transportation analysis to evaluate transportation impacts under CEQA are required. The PIF is included as **Attachment A**.

PROJECT DESCRIPTION AND TRIP GENERATION

The project is 79 multi-family units on 4.46 acres. The project location is shown in **Figure 1**. A site plan is shown in **Figure 2**. The project site is vacant. The project is anticipated to open in 2024.

The project trip generation was calculated using trip rates from the City of San Diego *Trip Generation Manual*, May 2003. The eastern half (Lot 2) of PA61 is under construction with 203 multi-family units on 8.91 acres (22.8 du/acre). The proposed PA61 commercial to residential portion is on the western half (Lot 1), with 79 multi-family units on 4.46 acres (17.7 du/ac). The approved, proposed (highlighted in yellow below), and difference in trip generation is shown in **Table 1**.

Table 1: Approved PA61 Trip Generation

| Land Use | Daily Rate | Size & Units | ADT | % | Split | AM | | % | Split | PM | | | |
|--|------------|--------------|-------|----|---------|-----|-----|----------|---------|-----|-----|--|--|
| | | | | | | IN | OUT | | | IN | OUT | | |
| Driveway Trips | | | | | | | | | | | | | |
| Neighborhood Shopping Center | 120 /KSF | 45,000 SF | 5,400 | 4% | 0.6 0.4 | 130 | 86 | 11% | 0.5 0.5 | 297 | 297 | | |
| Multi Family (over 20 du/ac) | 6 /DU | 267 DU | 1,602 | 8% | 0.2 0.8 | 26 | 103 | 9% | 0.7 0.3 | 101 | 43 | | |
| Developed Park | 50 /Acre | 0.19 Acres | 10 | 4% | 0.5 0.5 | 0 | 0 | 8% | 0.5 0.5 | 0 | 0 | | |
| SANDAG Traffic Model Internal Capture 2.8% | | | -196 | | | -4 | -5 | | | -11 | -10 | | |
| External Driveway Trips: | | | 6,816 | | | 152 | 184 | | | 387 | 330 | | |
| Cumulative Trips | | | | | | | | | | | | | |
| Neighborhood Shopping Center | 72 /KSF | 45,000 SF | 3,240 | 4% | 0.6 0.4 | 78 | 52 | 11% | 0.5 0.5 | 178 | 178 | | |
| Multi Family (over 20 du/ac) | 6 /DU | 267 DU | 1,602 | 8% | 0.2 0.8 | 26 | 103 | 9% | 0.7 0.3 | 101 | 43 | | |
| Developed Park | 50 /Acre | 0.19 Acres | 10 | 4% | 0.5 0.5 | 0 | 0 | 8% | 0.5 0.5 | 0 | 0 | | |
| SANDAG Traffic Model Internal Capture 2.8% | | | -136 | | | -3 | -4 | | | -8 | -6 | | |
| External Cumulative Trips: | | | 4,716 | | | 101 | 151 | | | 271 | 215 | | |
| AM Total | | | | | | 252 | | PM Total | | 486 | | | |

Source: City of San Diego *Trip Generation Manual*, May 2003. SF - Square Feet; ADT-Average Daily Traffic. Totals above ±1 due to Excel rounding.

SF - Square Feet; ADT-Average Daily Traffic; Split-percent inbound and outbound.

Project is now all residential with 282 multi-family units at different densities

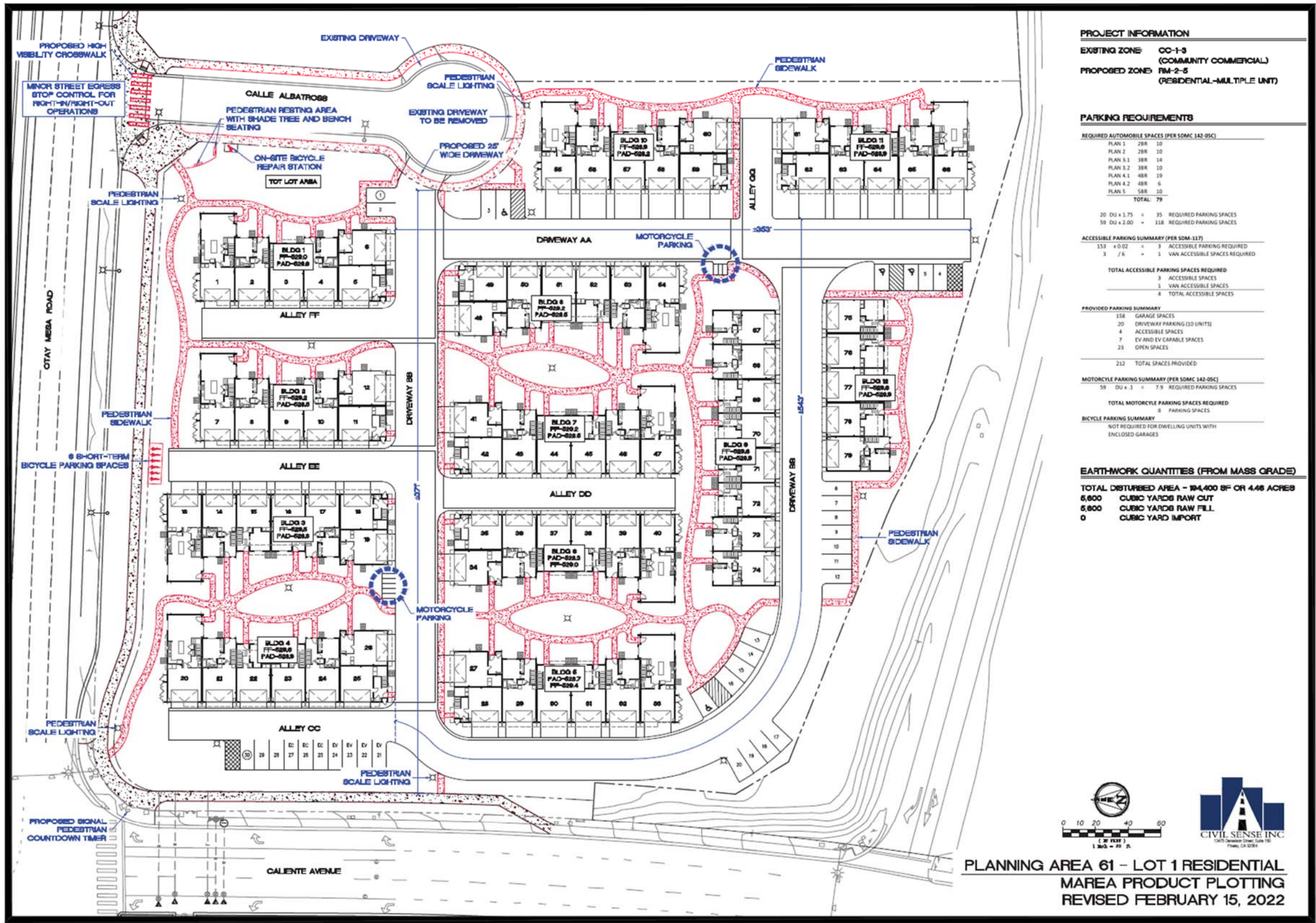
| Land Use | Daily Rate | Size & Units | ADT | % | Split | AM | | % | Split | PM | |
|---|------------|---------------|---------------|----|---------|------------|------------|-----|---------|-------------|-------------|
| | | | | | | IN | OUT | | | IN | OUT |
| Approved Under Construction | 6 /DU | 203 DU | 1,218 | 8% | 0.2 0.8 | 19 | 78 | 9% | 0.7 0.3 | 77 | 33 |
| Multi Family (over 20 du/ac) | | | | | | AM Total | | | | PM Total | |
| | | | | | | 97 | | | | 110 | |
| Proposed Multi Family | 8 /DU | 79 DU | 632 | 8% | 0.2 0.8 | 10 | 40 | 10% | 0.7 0.3 | 44 | 19 |
| (under 20 du/ac) | | | | | | AM Total | | | | PM Total | |
| | | | | | | 50 | | | | 63 | |
| Totals | | 282 DU | 1,850 | | | 29 | 118 | | | 121 | 52 |
| Difference btw above cumulative trips and new trips: | | | -2,866 | | | -72 | -33 | | | -150 | -163 |
| | | | -61% | | | -71% | -22% | | | -55% | -76% |

A LMA is not required for the proposed PA61 modified project because there is an overall decrease in project trips except for two intersections that have less than 50 newly redirected AM peak hour directional trips, which is the criterion for studying an intersection. Furthermore, since the net change in ADT is negative, the ADT threshold for requiring an LMA is not satisfied.

Map of San Diego County showing the project location. The map includes major highways (Interstates 5, 15, 805, and State Routes 56, 52, 163, 94, 905, 78, 79, 67, 125, 54), cities (Fallbrook, Temecula, Warner Springs, Vista, Oceanside, Carlsbad, Encinitas, Poway, Ramona, Santee, El Cajon, La Mesa, Chula Vista, Imperial Beach, Tecate, Campo, Julian, Santa Ysabel, Pine Valley, Boulder), and geographical features (Pacific Ocean, United States/Mexico border). A callout box labeled "PROJECT LOCATION" points to a specific site near Chula Vista. A legend indicates that solid lines represent existing roadways and dashed lines represent proposed roadways. A north arrow and "No Scale" note are also present.

Source: LOS Engineering, Inc.

Figure 2: Site Plan



VEHICLE MILES TRAVELED ANALYSIS

VMT is as 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 ADT)
- 4) Locally Serving Retail/Recreational Project
- 5) Locally Serving Public Facility
- 6) Affordable Housing

The project does not satisfy any of the above criteria and is required to provide a VMT assessment. The project trip generation of 632 ADT is under 2,400 ADT and; therefore, is required to use a SANDAG VMT per Capita map as outlined in **Table 2**.

Table 2: Transportation VMT Analysis Methodology by Land Use

| Land Use | Analysis Methodology |
|-------------|---|
| Residential | <p>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.</p> <p>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 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 2020.

Significance Criteria

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

Table 3: City of San Diego VMT Thresholds

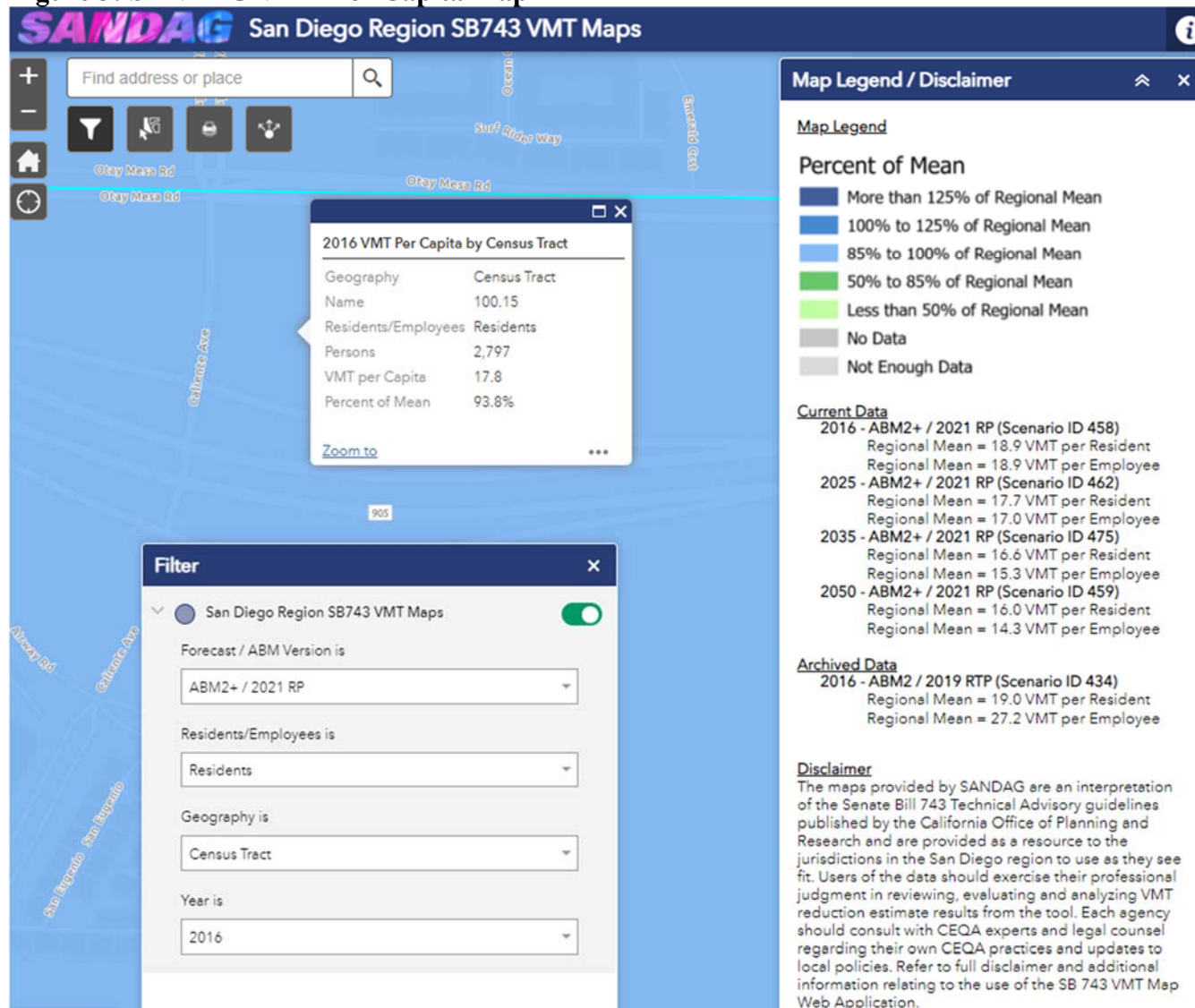
| Project Type | Metric | Significance Thresholds |
|--------------|---------------------|-------------------------|
| Residential | Resident VMT/Capita | 15% below regional mean |

Source: City of San Diego *Transportation Study Manual*, September 2020.

Analysis Methodology and Findings

The project VMT per Capita by Census Tract was obtained from the SANDAG ABM2+ Series 14 Base Year 2016 screening map. The project is located in census tract 100.15 that has an existing VMT per capita of 17.8 that is 93.8% of the regional mean of 18.9 VMT per capita, which is above the 85th percentile mean VMT per Capita for the region; therefore, the project has a significant transportation VMT impact. The VMT per Capita by Census Tract is shown in **Figure 3.**

Figure 3: SANDAG VMT Per Capita Map



VMT Mitigation

VMT impacts can be mitigated through reducing the number of automobile trips or by reducing the distance that people drive. If this cannot be achieved, then mitigation is possible by implementation of VMT reduction strategies as outline in the City of San Diego Complete Communities.

The City of San Diego Complete Communities: Mobility Choices can be found in the San Diego Municipal Code Chapter 14, Article 3, Division 11. The purpose of the Mobility Choices Regulations is to implement SB 743 and for the City to reduce VMT impacts to the extent feasible through the implementation of VMT reduction measures and/or paying the Active Transportation In-Lieu Fee that provides for transit, pedestrian, and cyclist improvements that would decrease vehicle miles traveled within the City as a whole. The project is in Mobility Zone 2, which requires VMT reduction measures totaling at least 5 points. The Owner/ Permittee is proposing the following VMT reduction measures as outlined in the Mobility Choice Regulations: Implementation Guidelines.

- 1) City of SD Pedestrian Measure 8: Installing pedestrian resting area/recreation node on-site, adjacent to public pedestrian walkway. An area of 250 square feet will be designated near the intersection of Otay Mesa Rd/Calle Albatross as shown in Attachment A on Figure 8 (2.5 points for 250 square feet of resting area)
- 2) City of SD Bicycle Supportive Measure 12: Providing one on-site bicycle repair station (1.5 points). Location is shown in Attachment A on Figure 9.
- 3) City of SD Bicycle Supportive Measure 16: Providing short-term bicycle parking spaces that are available to the public, at least 10% beyond minimum requirements. The project is required to have 49.4 bicycle spaces based on Municipal Code Table 142-05C (0.5 spaces for 2 bedroom units [20 du x 0.5 = 10 bike spaces], 0.6 for 3-4 bedroom units [49 du x 0.6 = 29.4 bike spaces], and 1 space for 5 bedroom units [10 du x 1 = 10 bike spaces]). Bicycle parking spaces are not required since each dwelling unit will have an enclosed garage. Additional short-term bicycle parking spaces are being provided in excess of the minimum requirement. Therefore, 10% beyond the minimum would be five spaces. Six short term spaces are being proposed (1.5 points). Locations are shown in Attachment A on Figure 9.

TOTAL = 5.5 Points

The project's proposed 5.5 points of VMT reduction measures meets the minimum requirement of 5.0 points as required by the Mobility Choices regulations for developments located in Mobility Zone 2. Implementation of these reduction measures would ensure a reduction in VMT impacts to the extent feasible and consistent with the City's Mobility Choices Ordinance and consistent with the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final EIR.

CONCLUSION

California Terraces PA61 was approved with 45,000 sf Commercial Neighborhood Shopping Center and a maximum of 267 multi-family units. The applicant proposes to replace the approved but never constructed 45,000 sf Commercial Neighborhood Shopping Center with 79 multi-family units. The final PA61 project would include 282 multi-family units (79 units proposed on Lot 1 and 203 units under construction on Lot 2) with no commercial component.

The project with 79 multi-family units is forecasted to generate less traffic than the previously approved commercial center on Lot 1. A LMA is not required for the proposed PA61 modified project because there is an overall decrease in project trips except for two intersections that have less than 50 newly redirected AM peak hour directional trips, which is the criterion for studying an intersection. Furthermore, since the net change in ADT is negative, the ADT threshold for requiring an LMA is not satisfied.

The project VMT per Capita by Census Tract was obtained from the SANDAG ABM2+ Series 14 Base Year 2016 screening map. The project is located in census tract 100.15 that has an existing VMT per capita of 17.8 that is 93.8% of the regional mean of 18.9 VMT per capita, which is above the 85th percentile mean VMT per Capita for the region. Therefore, the project has a significant transportation VMT impact. The project is in Mobility Zone 2, which requires VMT reduction measures totaling at least 5 points. The Owner/Permittee is proposing the following VMT reduction measures as outlined in the Mobility Choice Regulations: Implementation Guidelines.

- 1) Install pedestrian resting area/recreation node on-site, adjacent to public pedestrian walkway. An area of 250 square feet will be designated near the intersection of Otay Mesa Road and Calle Albatross (2.5 points for 250 square feet of resting area).
- 2) Provide one on-site bicycle repair station (1.5 points).
- 3) Provide six short-term bicycle parking spaces that are available to the public, and at least 10 percent bicycle parking beyond minimum requirements (1.5 points).

The project's proposed 5.5 points of VMT Reduction Measures meets the minimum requirement of 5.0 points as required by the Mobility Choices regulations for developments located in Mobility Zone 2. Implementation of these Reduction Measures would ensure a reduction in VMT impacts to the extent feasible and consistent with the City's Mobility Choices Ordinance and consistent with the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final EIR.

Sincerely,
LOS Engineering, Inc.

Justin Rasas

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

Job 1727
Attachments



SEALED ON 5/16/2022

ATTACHMENT A

Project Information Form

Project Information

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City of San Diego Project Information Form

| | | | | |
|---|---------------------------|--|---------------------|--|
| Trip Generation Estimates (calculated using the process described in the TSM): | Unadjusted Driveway Trips | | Total Net New Trips | |
| | Daily: | | Daily: | |
| | AM Peak Hour: | | AM Peak Hour: | |
| | PM Peak Hour: | | PM Peak Hour: | |

Preliminary Screening Criteria

| CEQA Transportation Analysis Screening | | Screened Out | Not Screened Out |
|--|--|-----------------|---------------------|
| 1) Select the Land Uses that apply to your project 2) Answer the questions for each Land Use that applies to your project <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: a. Does the project result in a net decrease in total Project VMT? 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="checkbox"/> | 2. Residential Project: a. Is the project in a VMT/Capita Efficient Area (per SANDAG screening maps)? b. Does the project include Affordable Housing? <div style="text-align: center;"> $\frac{\text{Affordable Units}}{\text{Total Units}} + \frac{\text{Market Rate Units}}{\text{Total Units}} = \frac{\text{Total Units}}{\text{Total Units}}$ <p>All affordable units are screened out.</p> </div> | | |
| <input type="checkbox"/> | 3. Commercial Employment Project: • Is the project in a VMT/Employee Efficient Area? (per SANDAG screening maps?) | | |
| <input type="checkbox"/> | 4. Industrial Employment Project • Is the project in a VMT/Industrial Employee Efficient Area? | | |
| <input type="checkbox"/> | 5. Retail/Public Facility/Recreational • Is the project locally serving: - Retail OR Public Facility OR Recreational | | |
| <input type="checkbox"/> | 6. Small Project • 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? <div style="border-bottom: 1px solid black; width: 200px; margin: 0 auto;"></div> Is it less than 300 daily trips? | | |

| Local Mobility Analysis | | | |
|---|---|---|--|
| Is your project's land use consistent with the Community Plan zoning? | <input type="checkbox"/> Consistent <input type="checkbox"/> Generates less than 1,000 daily trips (unadjusted driveway trips) | <input type="checkbox"/> Inconsistent <input type="checkbox"/> Generates less than 500 daily trips (unadjusted driveway trips) | |
| Will project development be phased? | | In what month are traffic counts planned to be conducted? | |



**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.

PA61 Commercial to Residential Redesignation Details

Trip Generation

The applicant proposes to replace the approved but never constructed 45,000 sf Commercial Neighborhood Shopping Center with 79 multi-family units. The approved PA61 TIA was based on 267 multi-family units and 45,000 sf Commercial. The proposed PA61 consists of 282 multi-family units with no commercial component.

The eastern half of PA61 is under construction with 203 multi-family units on 8.91 acres (22.8 du/acre). The proposed PA61 commercial to residential portion (western half), with 79 multi-family units on 4.46 acres is at 17.7 du/ac. The approved, proposed (highlighted in yellow below), and difference in trip generation is shown in **Table 1**.

Table 1: Approved PA61 Trip Generation

| Land Use | Daily Rate | Size & Units | ADT | % | Split | AM | | % | Split | PM | | | |
|--|---------------|--------------|-------|----|---------|-----|-----|----------|---------|-----|-----|--|--|
| | | | | | | IN | OUT | | | IN | OUT | | |
| Driveway Trips | | | | | | | | | | | | | |
| Neighborhood Shopping Center | 120 /KSF | 45,000 SF | 5,400 | 4% | 0.6 0.4 | 130 | 86 | 11% | 0.5 0.5 | 297 | 297 | | |
| Multi Family (over 20 du/ac) | 6 /DU | 267 DU | 1,602 | 8% | 0.2 0.8 | 26 | 103 | 9% | 0.7 0.3 | 101 | 43 | | |
| Developed Park | 50 /Acre | 0.19 Acres | 10 | 4% | 0.5 0.5 | 0 | 0 | 8% | 0.5 0.5 | 0 | 0 | | |
| SANDAG Traffic Model Internal Capture 2.8% | | | -196 | | | -4 | -5 | | | -11 | -10 | | |
| External Driveway Trips: | | | 6,816 | | | 152 | 184 | | | 387 | 330 | | |
| Cumulative Trips | | | | | | | | | | | | | |
| Neighborhood Shopping Center | 72 /KSF | 45,000 SF | 3,240 | 4% | 0.6 0.4 | 78 | 52 | 11% | 0.5 0.5 | 178 | 178 | | |
| Multi Family (over 20 du/ac) | 6 /DU | 267 DU | 1,602 | 8% | 0.2 0.8 | 26 | 103 | 9% | 0.7 0.3 | 101 | 43 | | |
| Developed Park | 50 /Acre | 0.19 Acres | 10 | 4% | 0.5 0.5 | 0 | 0 | 8% | 0.5 0.5 | 0 | 0 | | |
| SANDAG Traffic Model Internal Capture 2.8% | | | -136 | | | -3 | -4 | | | -8 | -6 | | |
| External Cumulative Trips: | | | 4,716 | | | 101 | 151 | | | 271 | 215 | | |
| AM Total | | | | | | 252 | | PM Total | | 486 | | | |

Source: City of San Diego *Trip Generation Manual*, May 2003. SF - Square Feet; ADT-Average Daily Traffic. Totals above ±1 due to Excel rounding.

SF - Square Feet; ADT-Average Daily Traffic; Split-percent inbound and outbound.

Project is now all residential with 282 multi-family units at different densities

| Land Use | Daily Rate | Size & Units | ADT | % | Split | AM | | % | Split | PM | |
|---|------------|---------------|---------------|----|---------|------------|------------|-----|---------|-------------|-------------|
| | | | | | | IN | OUT | | | IN | OUT |
| Approved Under Construction | 6 /DU | 203 DU | 1,218 | 8% | 0.2 0.8 | 19 | 78 | 9% | 0.7 0.3 | 77 | 33 |
| Multi Family (over 20 du/ac) | | | | | | AM Total | | | | PM Total | |
| | | | | | | 97 | | | | 110 | |
| Proposed Multi Family | 8 /DU | 79 DU | 632 | 8% | 0.2 0.8 | 10 | 40 | 10% | 0.7 0.3 | 44 | 19 |
| (under 20 du/ac) | | | | | | AM Total | | | | PM Total | |
| | | | | | | 50 | | | | 63 | |
| Totals | | 282 DU | 1,850 | | | 29 | 118 | | | 121 | 52 |
| Difference btw above cumulative trips and new trips: | | | -2,866 | | | -72 | -33 | | | -150 | -163 |
| | | | -61% | | | -71% | -22% | | | -55% | -76% |

Trip Distribution & Assignment

The approved PA61 distribution as shown in **Figure 1** was based on a Series 13 year 2050 SANDAG Select Zone Assignment that accounted for the commercial and residential distribution characteristics. The proposed PA61 with only residential uses will have different distribution characteristics. To represent a residential PA61 distribution, the nearby Candlelight residential distribution from an approved Candlelight TIA dated June 2013 (PTS# 40329) was used as a starting

point. The Candlelight project is located on Caliente Ave south of Airway Rd and is approximately 2,500 feet from PA 61 using existing roads. The Candlelight distribution is shown in **Figure 2**. Application of the Candlelight distribution to the proposed PA61 historical study area is shown in **Figure 3**.

The approved PA61 assignment is shown in **Figure 4**. The proposed residential only PA61 assignment is shown in **Figure 5**. While the proposed overall PA61 trip generation is less than the approved PA61, there is an overall increase of 33 AM peak hour trips at the intersection of Caliente Ave/SR-905 WB Ramps and an increase of 2 AM peak hour trips at the intersection of Caliente Ave/SR-905 EB Ramps due to the new residential only distribution as shown in **Figure 6**. All other intersections had a decrease in peak hour trips.

A Local Mobility Analysis is NOT planned for the proposed PA61 modified project because there is an overall decrease in project trips except for two intersections that have less than 50 newly redirected AM peak hour directional trips, which is the criterion for studying an intersection. Furthermore, since the net change in ADT is negative, the ADT threshold for requiring an LMA is not satisfied. However, the Owner/Permittee will comply with existing PA61 Conditions of Approval (COA) for off-site improvements.

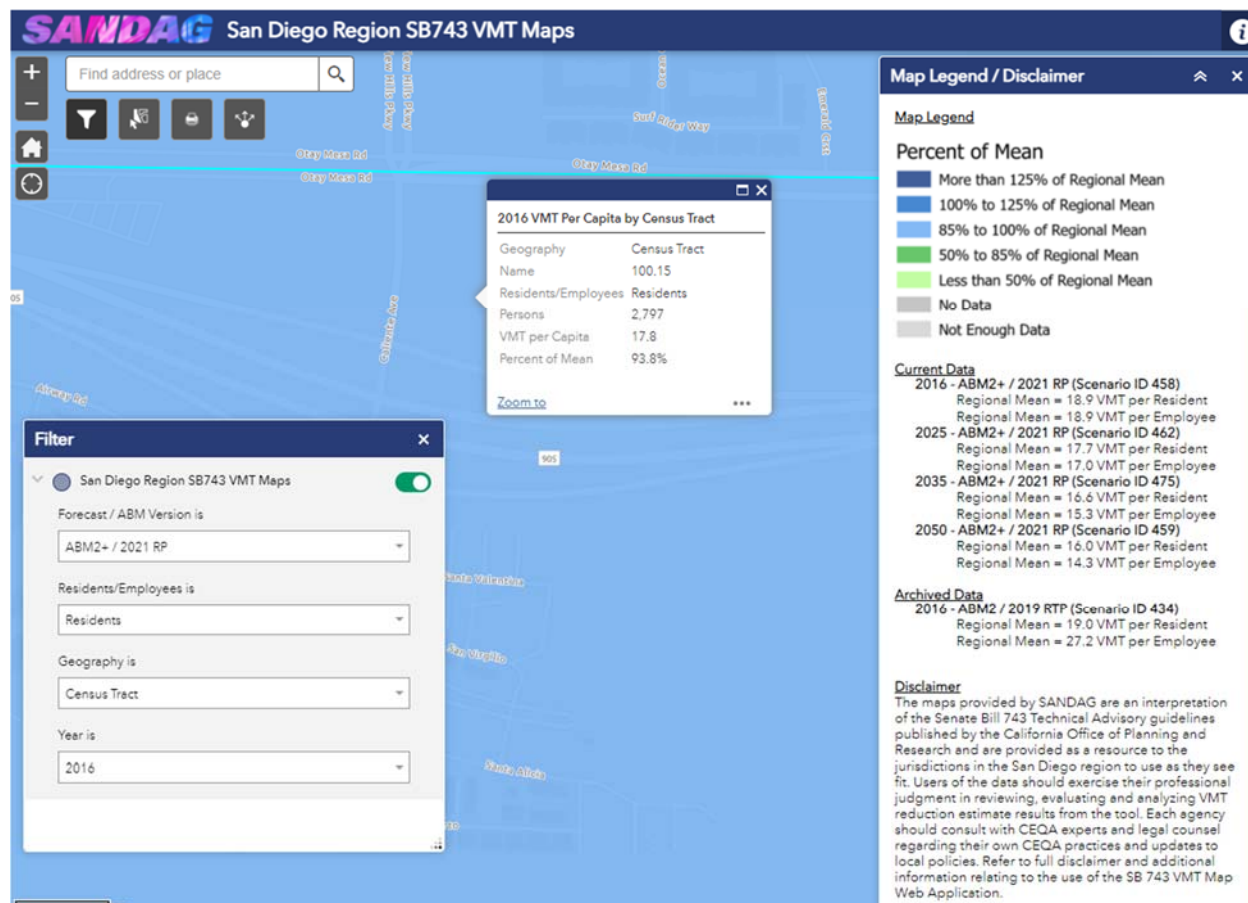
At the intersection of Caliente Ave/SR-905 WB Ramps, the refined project results in an overall increase of 33 AM peak hour trips (as shown in Figure 6); however, this intersection is operating at LOS B under near-term plus project conditions (as shown below). Therefore, the addition of 33 AM peak hour trips would not materially increase the delay nor change the LOS. In the PM peak hour, this intersection is operating at LOS E under near-term plus project conditions. Therefore, the reduction of 11 PM peak hour trips may marginally improve the delay but would not change the LOS. The AM increase of 33 trips and PM decrease of 11 trips would not change the LOS nor change the report findings.

At the intersection of Caliente Ave/SR-905 EB Ramps, the refined project results in an overall increase of 2 AM peak hour trips (as shown in Figure 6) ; however, this intersection is operating at LOS D (35.7 seconds of delay) under near-term plus project conditions. Therefore, the addition of 2 AM peak hour trips would not materially increase the delay nor change the LOS because 35.7 seconds is at the lower end of the LOS D range (35-55 seconds). In the PM peak hour, this intersection is operating at LOS C under near-term plus project conditions. A reduction of 6 PM peak hour trips may marginally improve the delay. The AM increase of 2 trips and PM decrease of 6 trips would not change the LOS nor change the report findings.

| From Table 20 of the approved PA61 TIA dated 1/14/2019 | | | | | | | | | |
|--|-------|--------|--------------------|------------------|---------------------|------------------|--------------------|------------------|------------------|
| Intersection | Move- | Study | Near-Term | | Near-Term + Project | | | | Refined Project |
| | ment | Period | Delay ² | LOS ³ | Delay ² | LOS ³ | Delta ⁴ | Sig ⁵ | |
| 7) Caliente Ave at SR-905 WB Ramps (S) | All | AM | 15.5 | B | 16.2 | B | 0.7 | No | AM up 33 trips |
| | All | PM | 57.3 | E | 66.6 | E | 9.3 | Yes | PM down 11 trips |
| 8) Caliente Ave at SR-905 EB Ramps (S) | All | AM | 34.2 | C | 35.7 | D | 1.5 | No | AM up 2 trips |
| | All | PM | 30.4 | C | 32.1 | C | 1.7 | No | PM down 6 trips |

VTM Analysis

The project VMT per Capita by Census Tract was obtained from the SANDAG ABM2+ Series 14 Base Year 2016 screening map. The project is located in census tract 100.15 that has an existing VMT per capita of 17.8 that is 93.8% of the regional mean of 18.9 VMT per capita, which is above the 85th percentile mean VMT per Capita for the region; therefore, the project has a significant transportation VMT impact. The VMT per Capita by Census Tract is shown below.



The project applicant is expecting to process an Addendum to the Otay Mesa CPU PEIR (3/18/2019)/Cal Terraces EIR (February 1985). The applicant has not received the City's formal environmental determination. The eastern half of PA61 is under construction with 203 multi-family dwelling units and will fulfill the Conditions of Approval per the previous LOS analysis.

For the project (site plan shown in **Figure 7**), the Owner/Permittee will not opt-in to the Active Transportation In-Lieu Fee. Rather, as the project is located in Mobility Zone 2, the Owner/Permittee is proposing the following VMT reduction measures as outlined in the Mobility Choice Regulations: Implementation Guidelines.

- 1) City of SD Pedestrian Measure 8: Installing pedestrian resting area/recreation node on-site, adjacent to public pedestrian walkway. An area of 250 square feet will be designated near the intersection of Otay Mesa Rd/Calle Albatross as shown in **Figure 8** (2.5 points for 250 square feet of resting area)

- 2) City of SD Bicycle Supportive Measure 12: Providing one on-site bicycle repair station (1.5 points). Location is shown on **Figure 9**.
- 3) City of SD Bicycle Supportive Measure 16: Providing short-term bicycle parking spaces that are available to the public, at least 10% beyond minimum requirements. The project is required to have 49.4 bicycle spaces based on Municipal Code Table 142-05C (0.5 spaces for 2 bedroom units [20 du x 0.5 = 10 bike spaces], 0.6 for 3-4 bedroom units [49 du x 0.6 = 29.4 bike spaces], and 1 space for 5 bedroom units [10 du x 1 = 10 bike spaces]). Bicycle parking spaces are not required since each dwelling unit will have an enclosed garage. Additional short-term bicycle parking spaces are being provided in excess of the minimum requirement. Therefore, 10% beyond the minimum would be five spaces. Six short term spaces are being proposed (1.5 points). Locations are shown in **Figure 9**.

TOTAL = 5.5 Points

Pedestrian Analysis

The Owner/Permittee will construct the pedestrian access and on-site walkways as shown in red on the attached site plan (Figure 7). There is one pedestrian access point from Caliente Ave, one from the corner of Otay Mesa Rd/Caliente Ave, one from the corner of Otay Mesa Rd/Calle Albatross, and multiple access points from Calle Albatross.

Bicycle Analysis

The Owner/Permittee proposes to comply with the approved PA61 Master Planned Development Permit that the Owner/Permittee will construct a non-buffered 7-foot bike lane on Otay Mesa Rd and a non-buffered 5-foot bike lane on Caliente Ave as shown on the attached **Figure 10** (also called out as Figure 2-5 as part of the PA61 document).

Transit Analysis

Metropolitan Transit System (MTS) bus stops that service Route 905 are located on the SR-905 WB on-ramp and EB off-ramp as shown on **Figure 11**. The walking distance from the center of the site using sidewalks and crossing Caliente Ave at Otay Mesa Road is 1,300± feet to the WB on-ramp bus stop and 1,700± feet to the EB off-ramp bus stop. There is also a bus stop that services MTS Route 905 on WB Otay Mesa Rd, which is 3,300± feet walking distance from the center of the project site. The site is in a year 2035 Transit Priority Area.

Figure 1: Approved PA61 Distribution

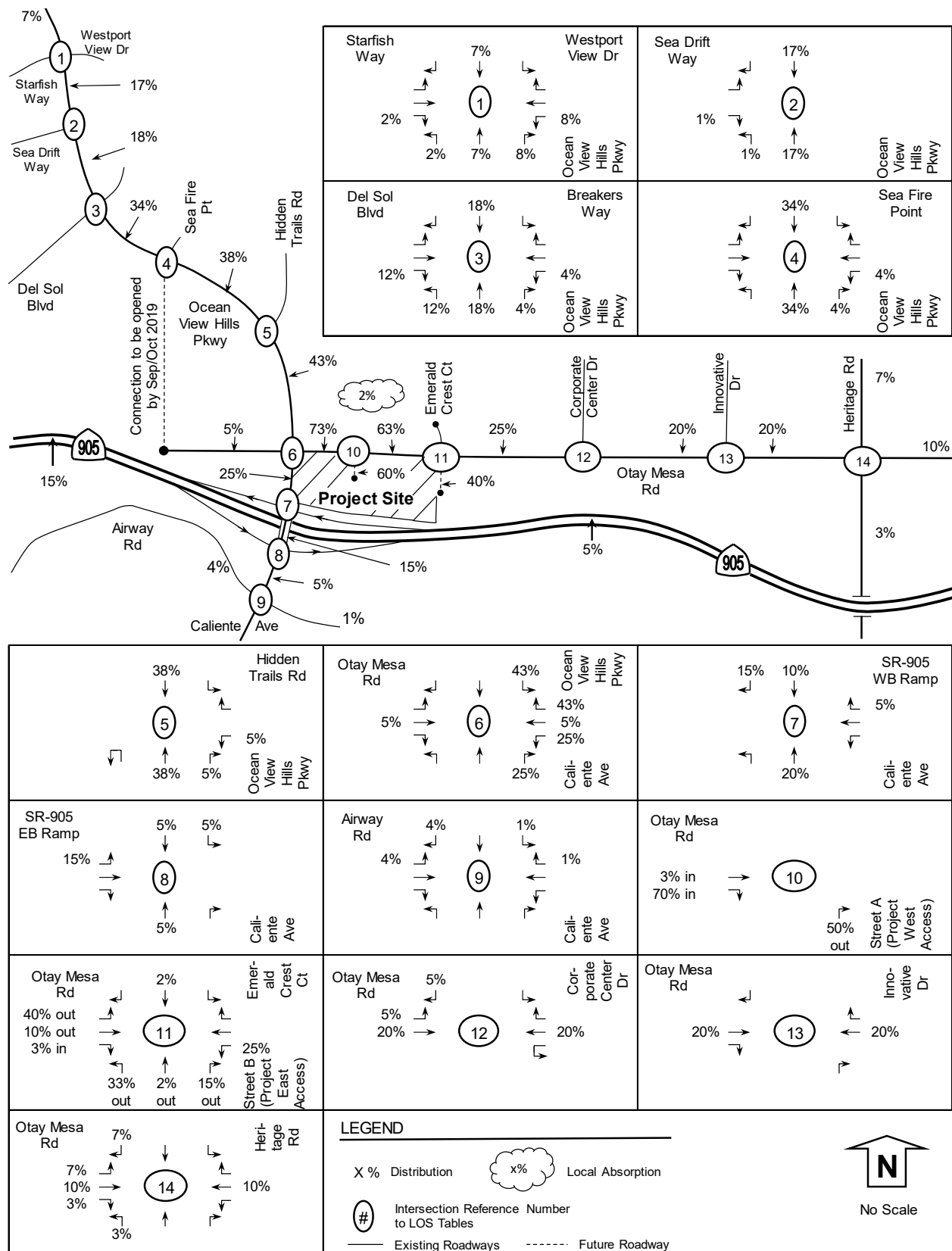


Figure 2: Candlelight Distribution

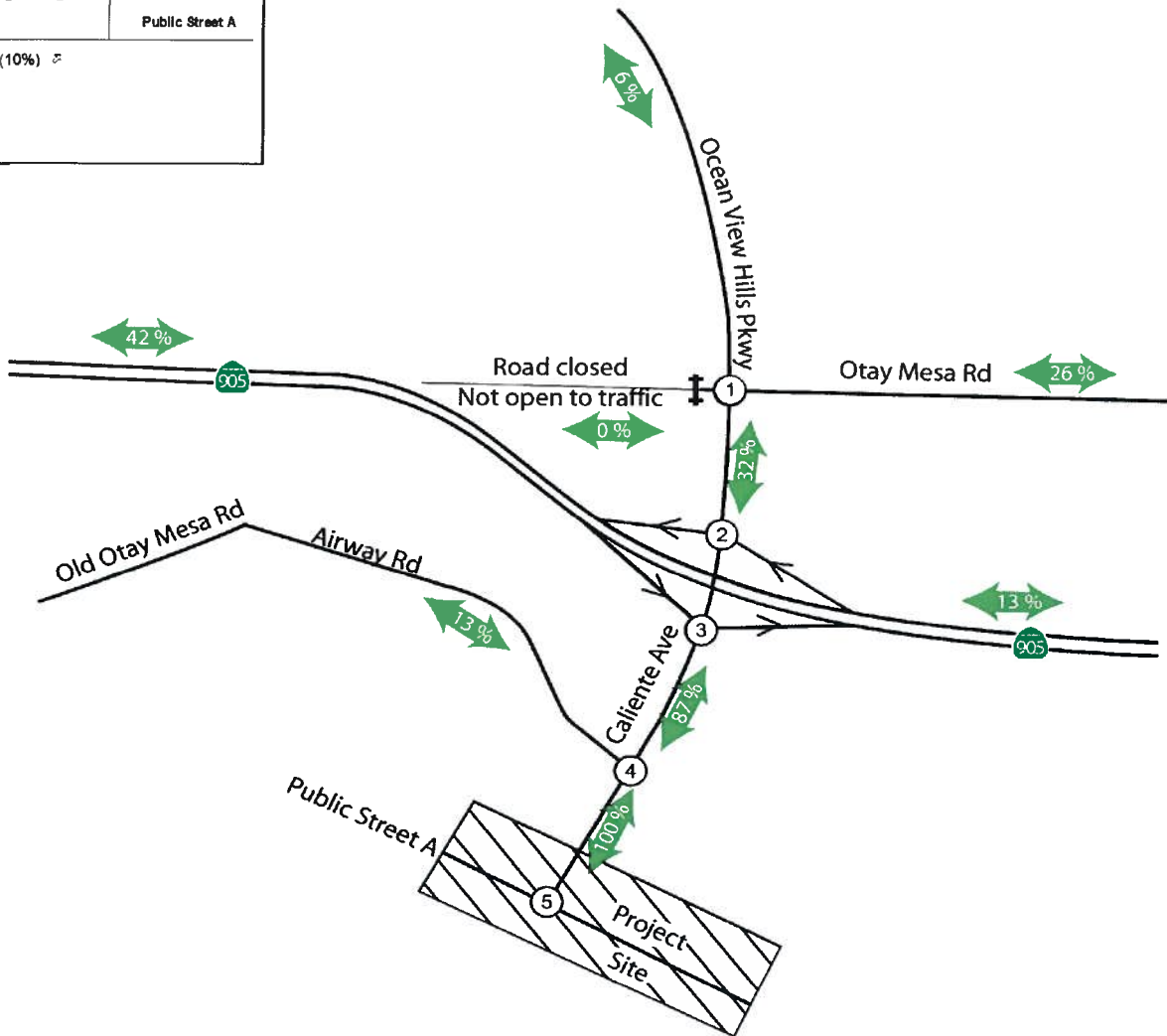
Candlelight

| | | | |
|--|---|---|---|
| <div>1</div> <div><div><div>6%</div><div>Ocean View Hills Pkwy</div></div><div><div>26%</div><div>Otay Mesa Rd</div></div><div><div>Caliente Ave</div><div><div>(6%)</div><div>(26%)</div></div></div></div> | <div>2</div> <div><div><div>32%</div><div>Caliente Ave</div></div><div><div>13%</div><div>SR-905 WB Ramps</div></div><div><div><div>(42%)</div><div>(32%)</div></div></div></div> | <div>3</div> <div><div><div>45%</div><div>Caliente Ave</div></div><div><div>SR-905 EB Ramps</div></div><div><div>42%</div><div><div>(74%)</div><div>(13%)</div></div></div></div> | <div>4</div> <div><div><div>87%</div><div>Caliente Ave</div></div><div><div>Airway Rd</div></div><div><div>13%</div><div><div>(13%)</div><div>(87%)</div></div></div></div> |
| <div>5</div> <div><div><div>10%</div><div>90%</div><div>Caliente Ave</div></div><div><div>(90%)</div><div>Public Street A</div></div><div><div>(10%)</div></div></div> | | | |

6%

6%

60



Legend

X% / (Y%) = IN / OUT PERCENT DISTRIBUTION



NOT TO SCALE

Figure 3: Proposed PA61 Distribution (Residential Only Land Uses)

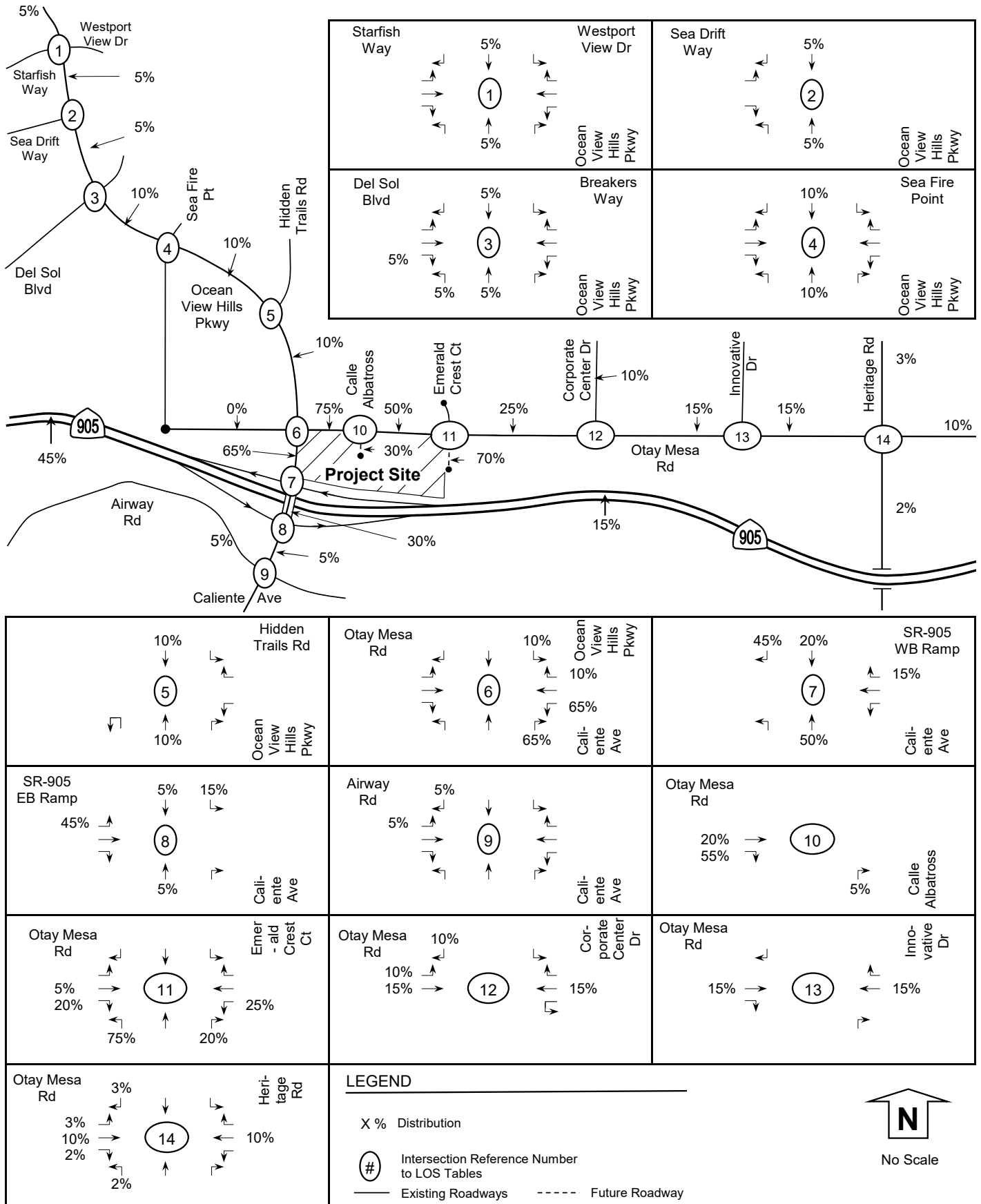


Figure 4: Approved PA61 Assignment

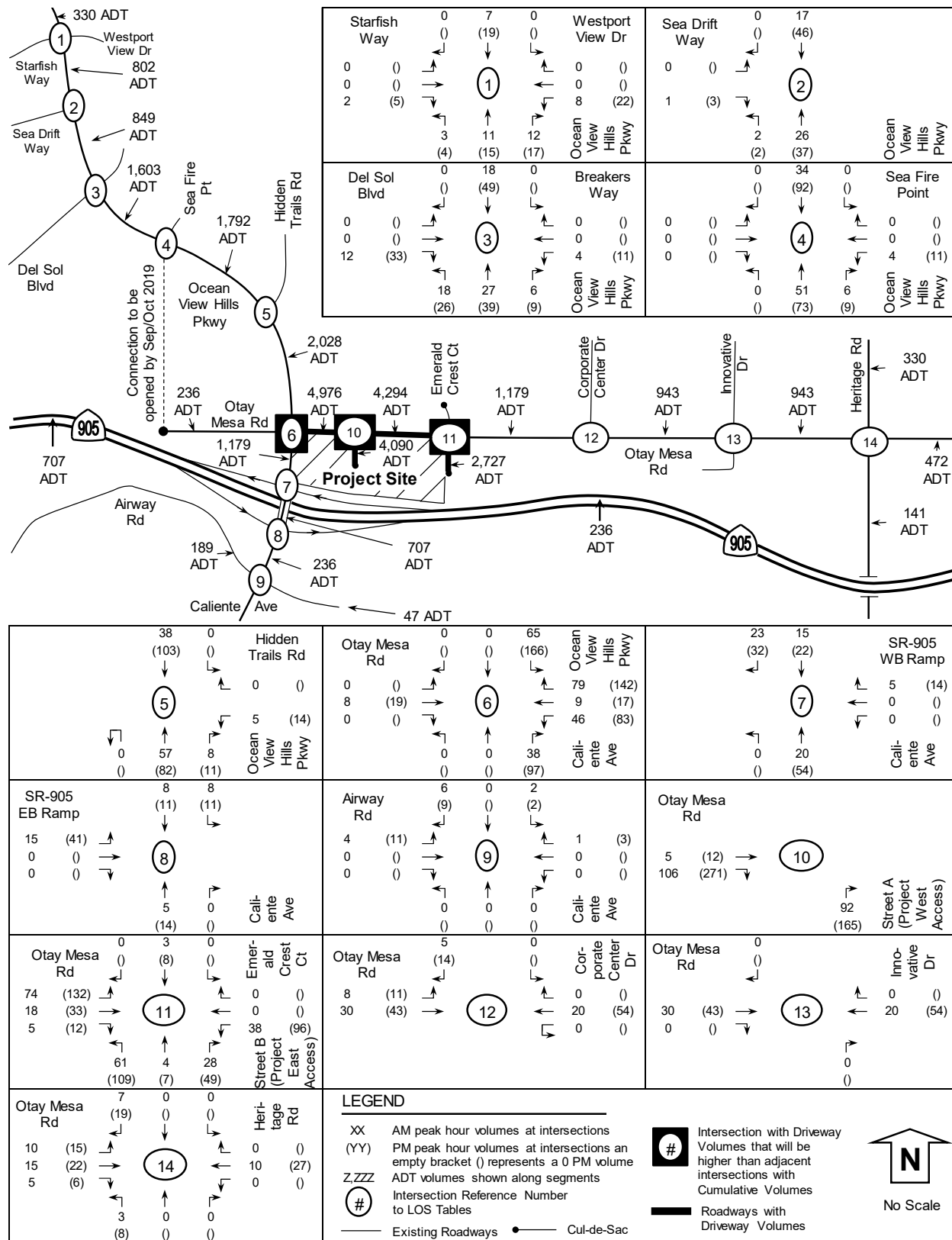


Figure 5: Proposed PA61 Assignment (new residential only project)

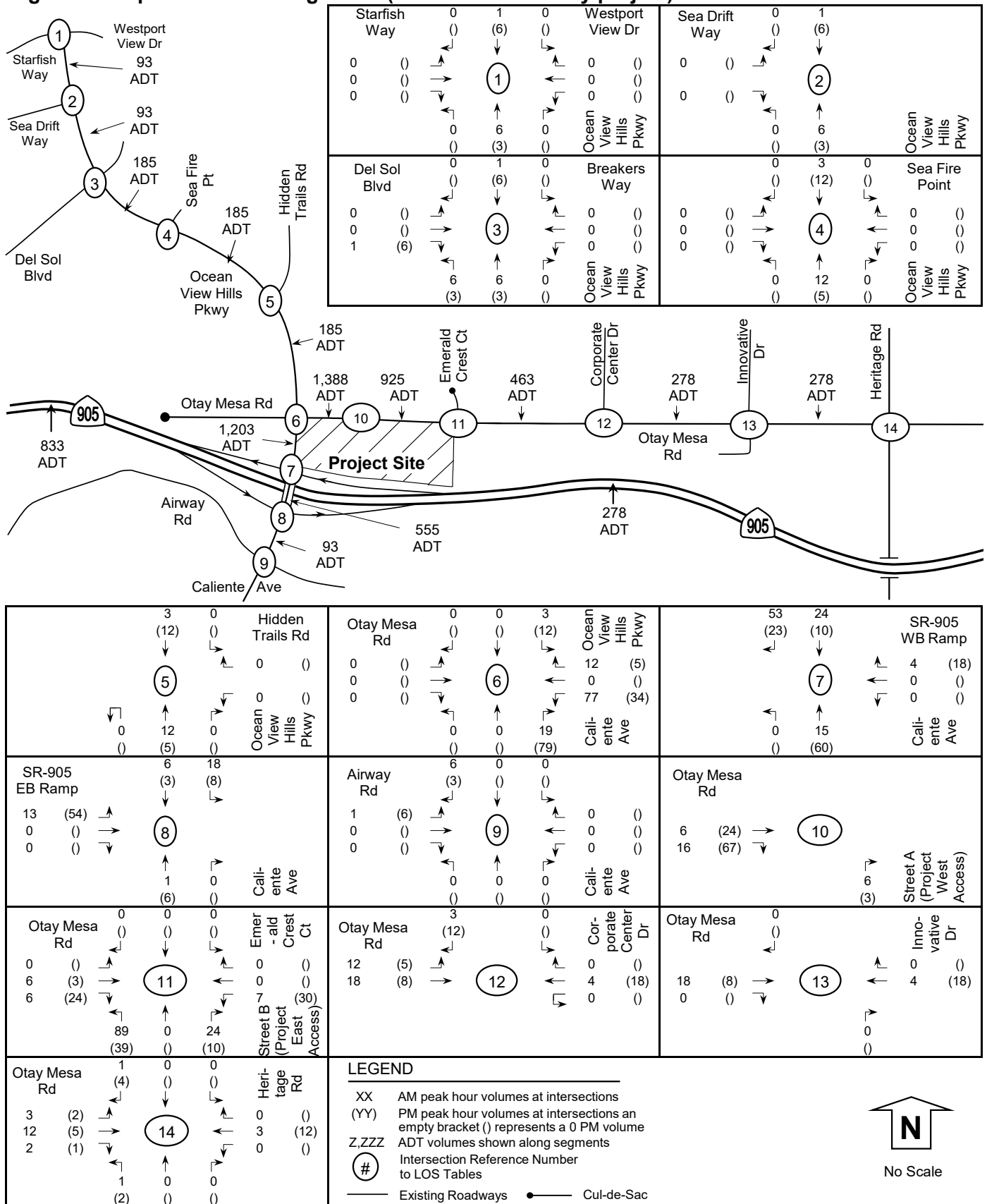
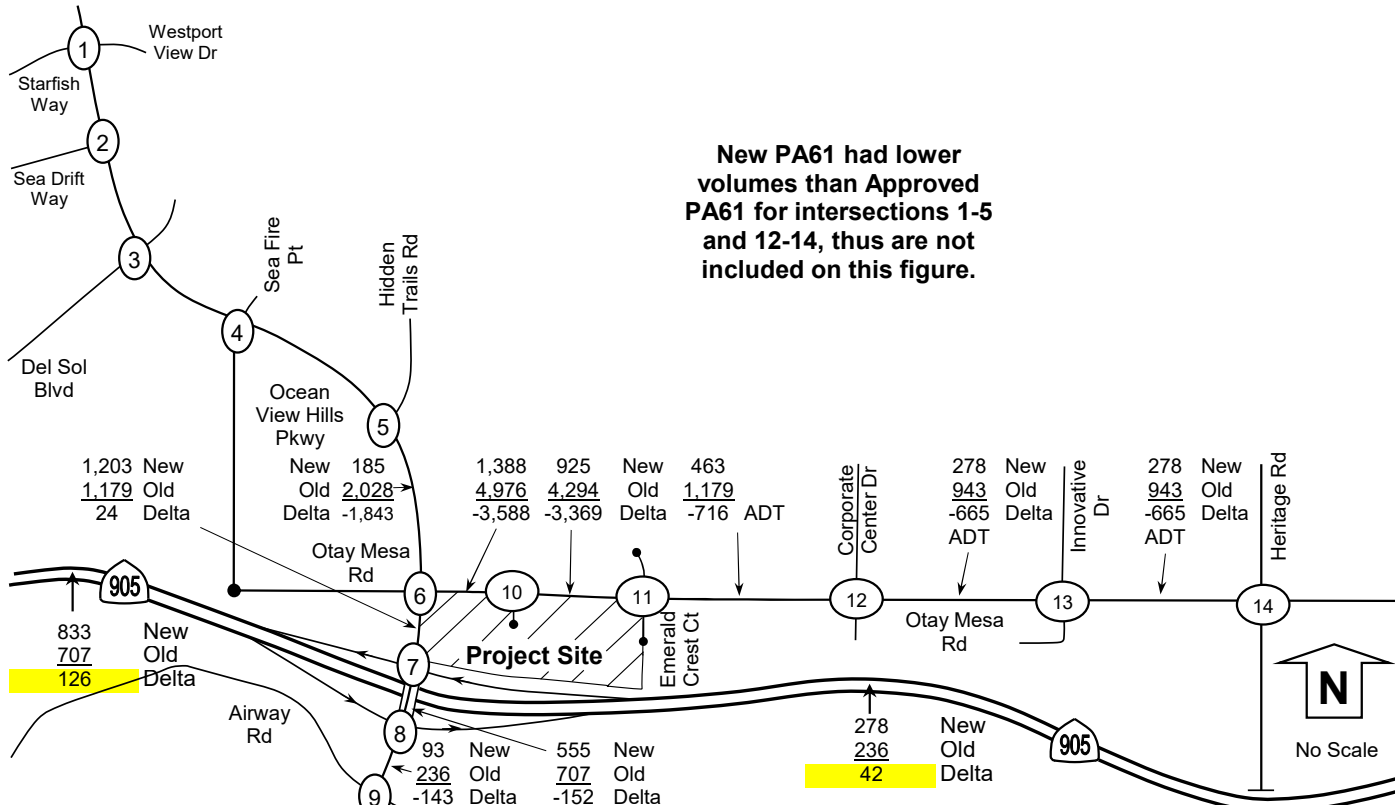


Figure 6: Trip Assignment Comparison Between Approved PA61 and 282 DU Total at Different Densities



| Approved PA61 (Mixed Use) | | | Proposed PA61 (All Residential) | | | Increase over approved PA61 | | |
|--|--|--|---|--|--|---|--|--|
| <div><div><div>Caliente Ave</div><div>Otay Mesa Rd</div><div>8 (19)</div><div>6</div><div>65 (166)</div><div>79 (142)</div><div>9 (17)</div><div>46 (83)</div><div>38 (97)</div><div>Caliente Ave</div></div><div><div>SR-905 WB Ramps</div><div>23 (32)</div><div>15 (22)</div><div>7</div><div>5 (14)</div><div>20 (54)</div><div>Caliente Ave</div></div><div><div>SR-905 EB Ramps</div><div>15 (41)</div><div>8 (11)</div><div>8</div><div>5 (14)</div><div>Caliente Ave</div></div><div><div>Airway</div><div>4 (11)</div><div>6 (9)</div><div>2 (2)</div><div>1 (3)</div><div>Caliente Ave</div></div></div> | | | <div><div><div>Caliente Ave</div><div>Otay Mesa Rd</div><div>3 (12)</div><div>6</div><div>12 (5)</div><div>77 (34)</div><div>19 (79)</div><div>Caliente Ave</div></div><div><div>SR-905 WB Ramps</div><div>53 (23)</div><div>24 (10)</div><div>7</div><div>4 (18)</div><div>15 (60)</div><div>Caliente Ave</div></div><div><div>SR-905 EB Ramps</div><div>13 (54)</div><div>6 (3)</div><div>18 (8)</div><div>1 (6)</div><div>Caliente Ave</div></div><div><div>Airway Rd</div><div>1 (6)</div><div>6 (3)</div><div>9</div><div>Caliente Ave</div></div></div> | | | <div><div><div>Caliente Ave</div><div>Otay Mesa Rd</div><div>-8 (-19)</div><div>6</div><div>-62 (-154)</div><div>-67 (-137)</div><div>-9 (-17)</div><div>31 (-49)</div><div>-19 (-18)</div><div>Caliente Ave</div></div><div><div>Intersection total trip delta</div><div>AM PM</div><div>-134 -394</div><div>30 9</div><div>-9 (-12)</div><div>7</div><div>-5 (6)</div><div>10 (-3)</div><div>8</div><div>-4 (-8)</div><div>Caliente Ave</div></div><div><div>SR-905 WB Ramps</div><div>-2 (13)</div><div>-2 (-8)</div><div>-2 (-2)</div><div>-1 (-3)</div><div>Caliente Ave</div></div><div><div>Intersection total trip delta</div><div>AM PM</div><div>2 -6</div><div>0 (-6)</div><div>-2 (-2)</div><div>-1 (-3)</div><div>Caliente Ave</div></div></div> | | |

[illegible]

Figure 8: Pedestrian Resting Area

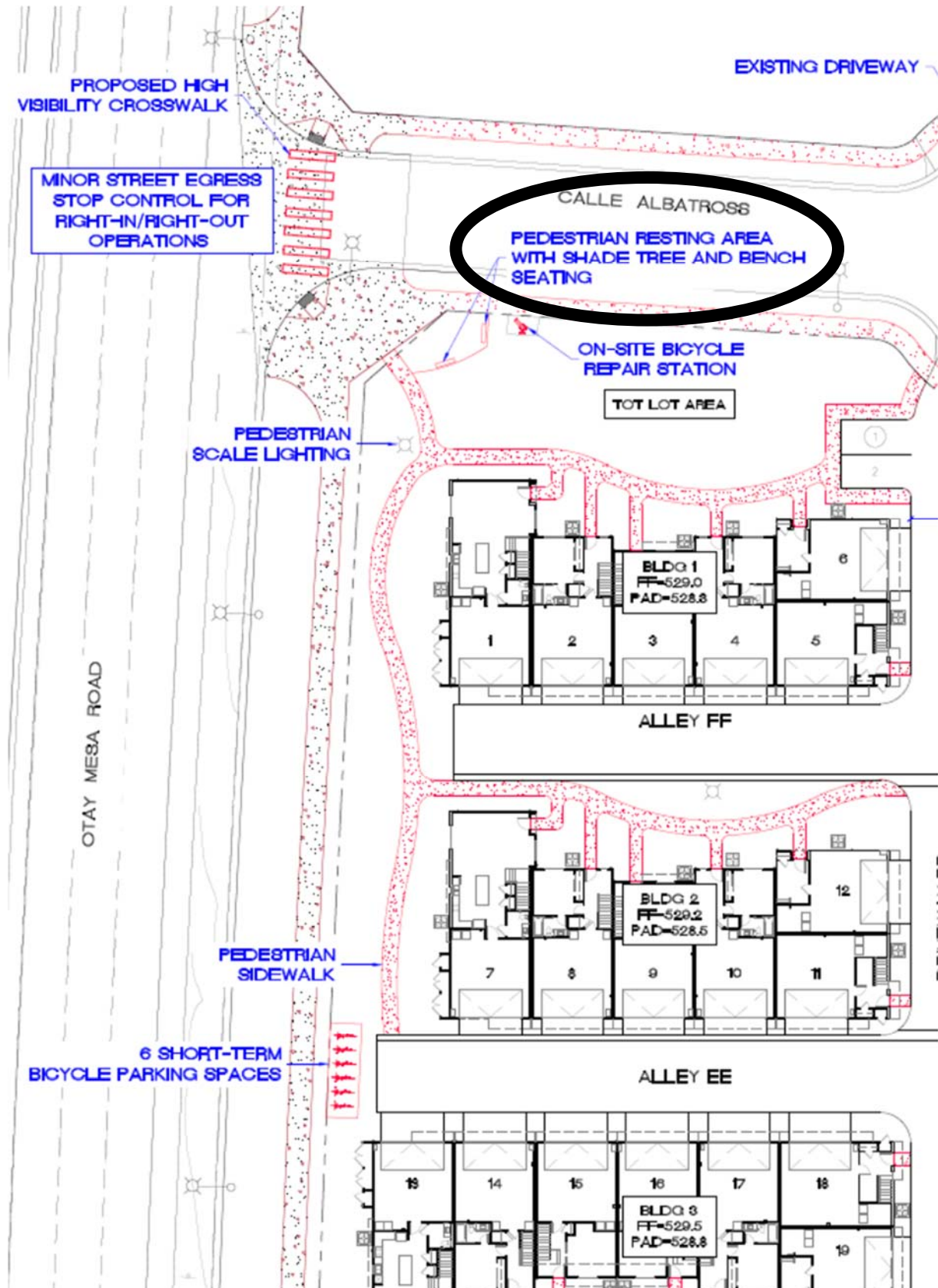


Figure 9: Bicycle Repair Station and Short-Term Bicycle Parking Locations

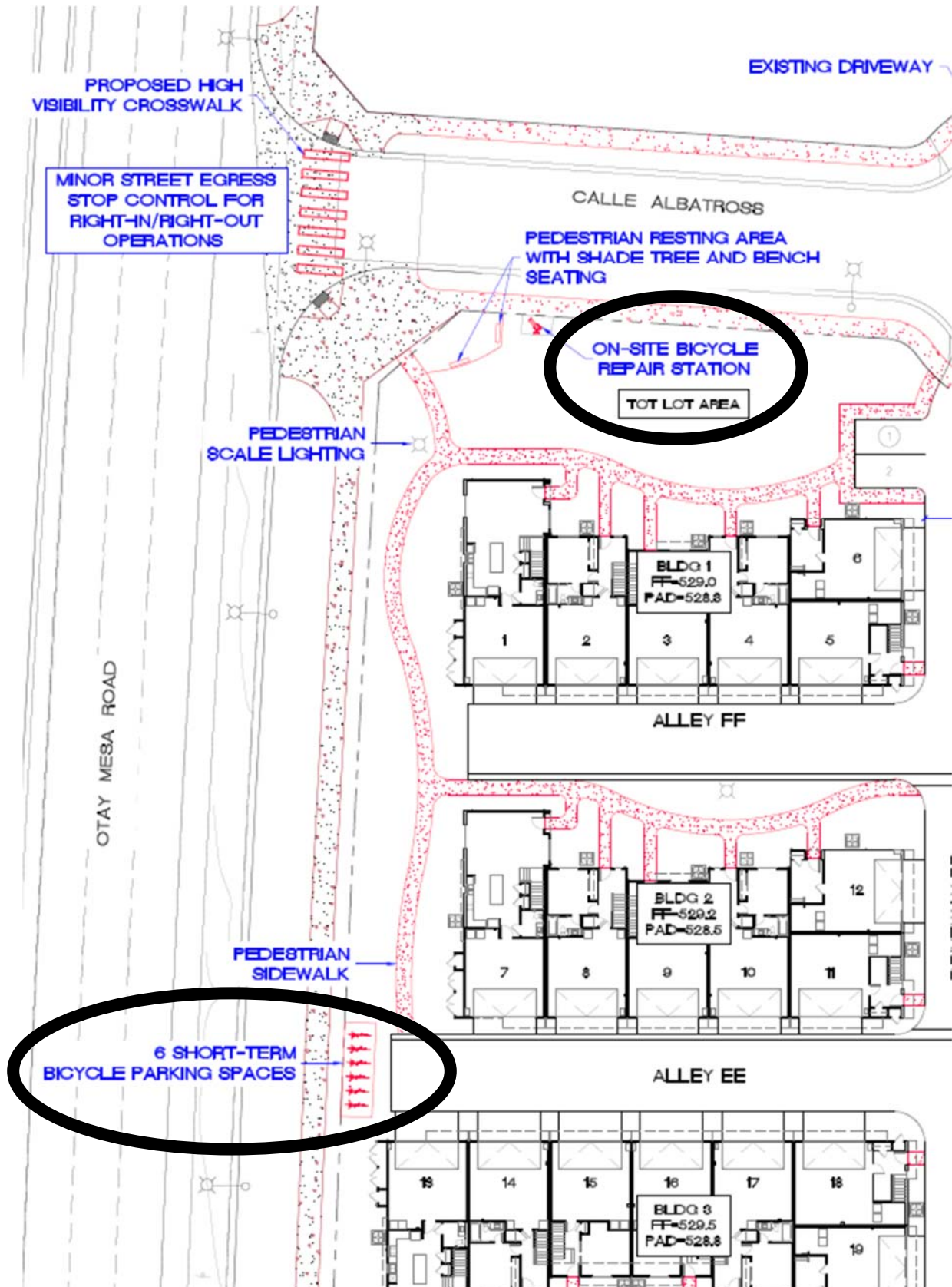
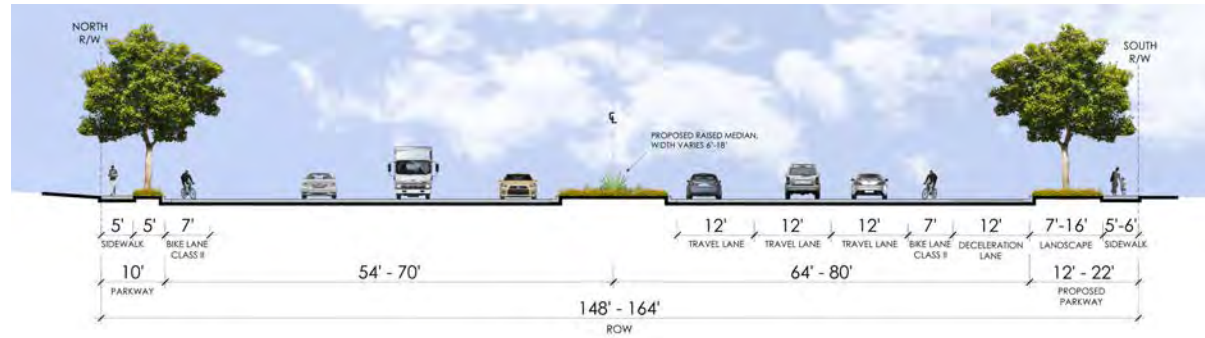


Figure 10

Figure 2-5 Street Sections

OTAY MESA ROAD



CALIENTE AVENUE

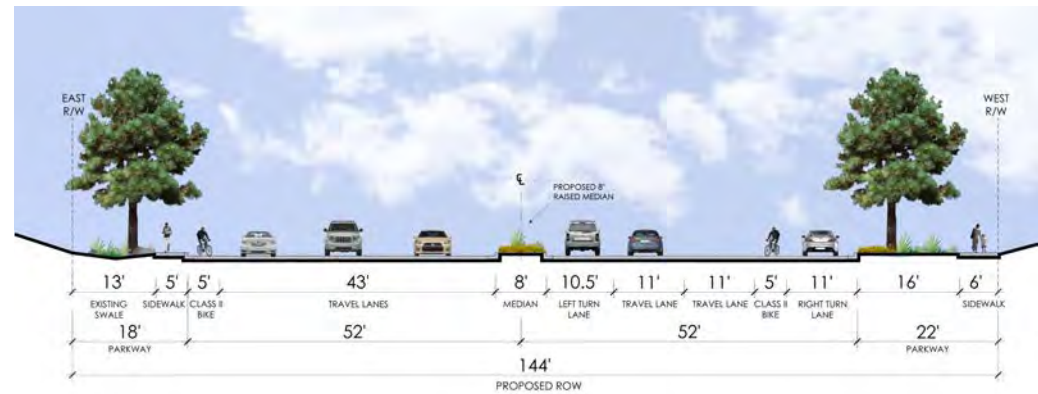


Figure 11: MTS Bus Stops Near PA61

