
Appendix B1

Vehicle Miles Traveled Analysis

VEHICLE MILES TRAVELED ASSESSMENT

RENZULLI ESTATES

PTS 674401

City of San Diego, California

April 2024

LLG Ref. 3-20-3272



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EXECUTIVE SUMMARY

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Assessment for Renzulli Estates (hereby referred to as the “Project”). The 40.56-acre Project site is located between the two termini of Cypress Canyon Road in the Scripps Miramar Ranch Community Planning Area. Angelique Street is the nearest cross street. The nearest arterial to access the regional roadway network is Scripps Poway Parkway. The Project proposes to construct 100 single-family homes and 12 affordable multi-family units. The project proposes a Community Plan Amendment to redesignate the site from 0-3 dwelling units per acre with a maximum of 45 dwelling units to a designation that would allow up to 100 dwelling units. The Project also proposes to construct the connection of Cypress Canyon Road from Angelique Street to Cypress Canyon Park Drive. In addition, as part of the Project, it is proposed to downgrade this segment of Cypress Canyon Road from a two-lane collector to a two-lane sub-collector street. The Project as proposed also requires a VTM, Site Development Permit, and MSCP boundary adjustment. A rezone from AR-1-1 to RX-1-2, RM-2-4 and OR-1-2 is also required.

Based on the City of San Diego *Transportation Study Manual (TSM)* (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, pursuant to guidance from the Governor’s Office of Planning and Research (OPR) in December 2018 (*Technical Advisory on Evaluating Transportation Impacts in CEQA*).

The proposed Project is a residential type project and therefore, the baseline SANDAG Series 14 ABM 2+, Base Year 2016, Resident VMT per capita data was reviewed. Per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the Resident VMT per Capita for Census Tract 170.44 is shown as 23.4 and the regional average VMT per resident for comparison is 18.9. Therefore, the Project site is approximately 123.4% of the regional average. Using this data and the screening criteria outlined in the *TSM*, the Project is not screened out from a VMT analysis.

Since the Project did not satisfy the above screening criterion, it must evaluate the VMT produced by the Project. The Project falls under the “Residential” land use type. The Project is calculated to generate 1,096 average daily trips (ADT). Therefore, per the TSM standards for residential projects generating less than 2,400 ADT, 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.”

As stated above, the Project is in a census tract with 18.9 VMT per capita, or 123.4% of the regional mean. The Renzulli Estates Project would have a significant VMT impact based on the significance threshold for a residential project of 15% below the regional mean VMT per Capita. Therefore, mitigation is required to reduce the Project’s VMT impact to the greatest extent feasible.

The Project is required to comply with the Complete Communities: Mobility Choices ordinance (effective January 8, 2021 outside the Coastal Zone) and will rely upon the Findings and Statement of Overriding Considerations (SOC) from the Complete Communities: Housing Solutions and

Mobility Choices Final Program Environmental Impact Report (PEIR) as mitigation to the extent feasible for its significant unmitigated VMT impact.

The Project will mitigate the significant VMT impact to the extent feasible through compliance with the City of San Diego's Complete Communities: Mobility Choices Program (approved by the City Council on November 9, 2020) and through compliance with the Climate Action Plan (CAP) consistency checklist measures as project design features. The Project is located in Mobility Zone 4. Mitigation will be payment of the Active Transportation In-Lieu Fee, which is required of projects located within Mobility Zone 4 under the Complete Communities: Mobility Choices program and ordinance and provision of the following project design features required by the CAP Consistency checklist:

- One (1) parking space with a listed cabinet, box, or enclosure connected to a conduit to allow for the future installation of electric vehicle charging stations.

Since the Project is not able to guarantee specific VMT reductions associated with the above VMT reduction measures and that the Project improvements will not lower the Project's VMT per Capita below the 85% threshold, the Project will continue to have a significant and unavoidable VMT transportation impact.

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APPENDIX

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VEHICLE MILES TRAVELED ASSESSMENT

RENZULLI ESTATES

San Diego, California
April 2024

1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Assessment for Renzulli Estates (hereby referred to as the “Project”). The 40.56-acre Project site is located between the two termini of Cypress Canyon Road in the Scripps Miramar Ranch Community Planning Area. Angelique Street is the nearest cross street. The nearest arterial to access the regional roadway network is Scripps Poway Parkway. The Project proposes to construct 100 single-family homes and 12 affordable multi-family units. The Project proposes a Community Plan Amendment to redesignate the site from 0-3 dwelling units per acre with a maximum of 45 dwelling units to a designation that would allow up to 100 dwelling units. The Project also proposes to construct the connection of Cypress Canyon Road between Angelique Street and Cypress Canyon Park Drive. In addition, as part of the Project, it is proposed to downgrade this segment of Cypress Canyon Road from a two-lane collector to a two-lane sub-collector street. The Project as proposed also requires a VTM, Site Development Permit, and MSCP boundary adjustment. A rezone from AR-1-1 to RX-1-2, RM-2-4 and OR-1-2 is also required.

This VMT Assessment has been prepared to evaluate the effects of the Project using VMT, as proposed by the California Governor’s Office of Planning and Research (OPR) to implement California State Law Senate Bill (SB) 743. The analysis methodology contained in this report utilizes the City of San Diego’s latest *Transportation Study Manual* (September 2022).

The report is organized as follows:

<i>Section 1.0</i>	Introduction
<i>Section 2.0</i>	Project Description and Trip Generation
<i>Section 3.0</i>	Report Approach
<i>Section 4.0</i>	VMT Significance Criteria & Methodology
<i>Section 5.0</i>	Project VMT Assessment
<i>Section 6.0</i>	VMT Impact Summary and Implementation

2.0 PROJECT DESCRIPTION

2.1 Project Location

The Project is located at 11495 Cypress Canyon Road within the Scripps Miramar Ranch Community. Access to the Project site is proposed via Cypress Canyon Road. The multi-family site for the 12 affordable dwelling units will be accessed off of Cypress Canyon Road on the east side of the Project site.

Figure 2–1 shows the vicinity map. *Figure 2–2* shows a more detailed Project area map.

2.2 Project Description

The Project proposes the construction of 100 single-family homes and 12 affordable multi-family units. The Project site encompasses approximately 40.56 acres and is currently occupied by an existing vacant single-family residence and several out buildings. All existing buildings will be removed as a part of the project. As part of the Project, it is proposed to construct the connection of Cypress Canyon Road between Angelique Street and Cypress Canyon Park Drive as well as downgrade this segment of Cypress Canyon Road from a two-lane collector to a two-lane sub-collector.

Figure 2–3 depicts the conceptual site plan.

2.3 Project Trip Generation

The single-family and multi-family residential unit rates from the City of San Diego *Trip Generation Manual*, were applied to the proposed Project. *Table 2–1* summarizes the Project trip generation. As shown in *Table 2–1*, the Project is estimated to generate 1,096 ADT with 88 AM peak hour trips (18 inbound/ 70 outbound) and 110 PM peak hour trips (77 inbound/ 33 outbound). No trip credit was taken for the existing single-family residence and out buildings that will be removed from the Project site.

**TABLE 2-1
PROJECT TRIP GENERATION**

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour						PM Peak Hour					
		Rate ^a	Volume	% of ADT ^a	In:Out		Volume			% of ADT ^a	In:Out		Volume		
					Split ^a		In	Out	Total		Split ^a		In	Out	Total
Single-Family Units	100 DU	10 /DU	1,000	8%	20%	80%	16	64	80	10%	70%	30%	70	30	100
Affordable Multi-Family Units	12 DU	8 /DU	96	8%	20%	80%	2	6	8	10%	70%	30%	7	3	10
Total Proposed	112 DU	—	1,096	—	—	—	18	70	88	—	—	—	77	33	110

Footnotes:

- a. Rates taken from the *City of San Diego Trip Generation Manual*.

General Notes:

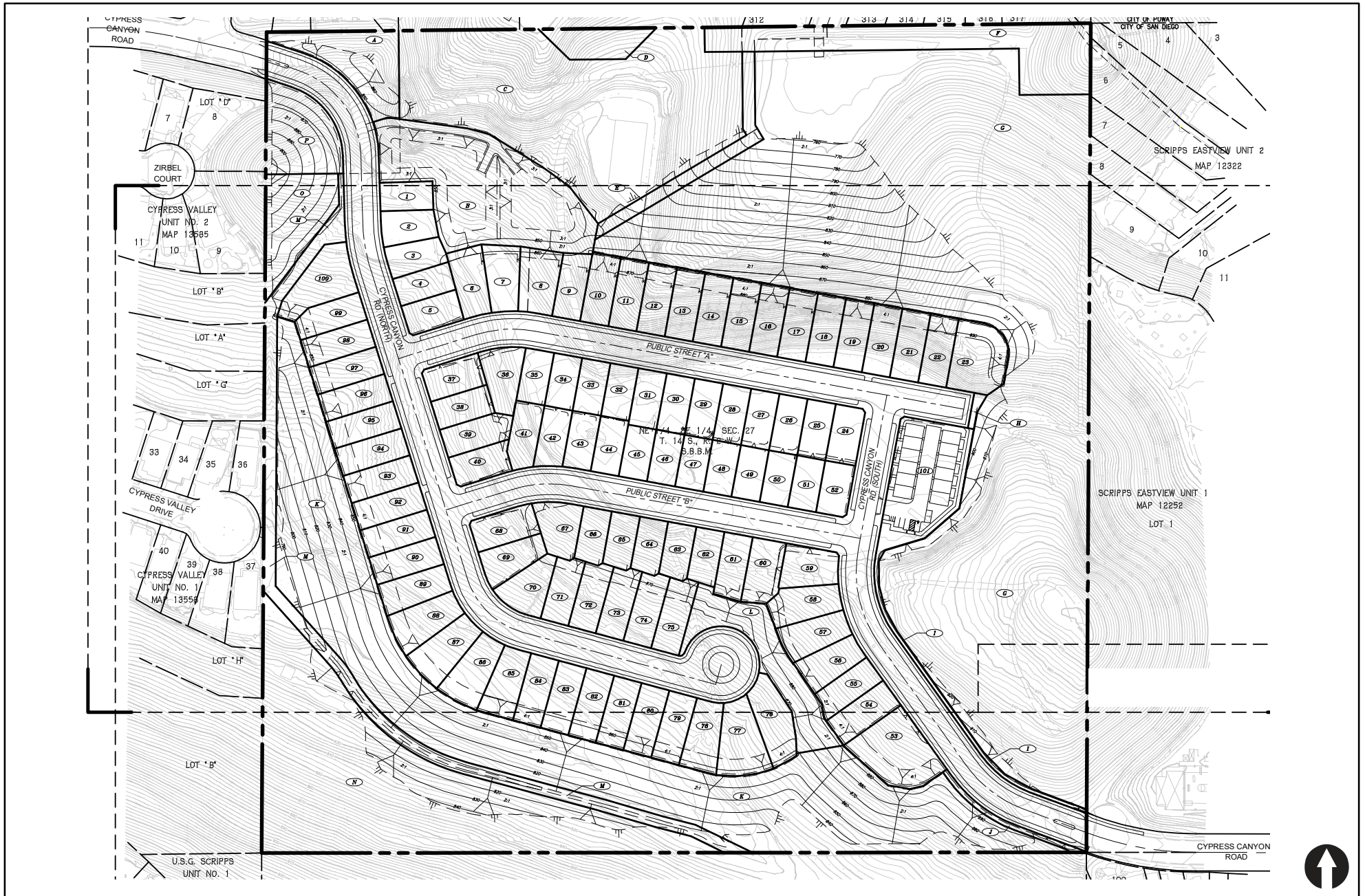
- 1. No trip credit was taken for the existing single-family residence and out buildings that will be removed from the Project site
- 2. ADT = Average daily traffic volumes
- 3. DU = Dwelling unit



Figure 2-1

Vicinity Map





3.0 REPORT APPROACH

3.1 VMT Background

Vehicle Miles Traveled (VMT) is defined as the “amount and distance of automobile travel attributable to a project” per CEQA Guidelines Section 15064.3. VMT is a measure of the use and efficiency of the transportation network as well land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (roundtrip) travel and is estimated for a typical weekday for the purposes of measuring transportation impacts.

3.2 Vehicle Miles Traveled

The potential transportation impacts of the proposed Project are based on VMT to satisfy the California Environmental Quality Act (CEQA) guidelines through SB 743. Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring transportation impacts along with the elimination of auto delay/Level of service (LOS) for CEQA purposes statewide, effective July 1, 2020. The justification for this paradigm shift is that auto delay/LOS impacts may lead to improvements that increase roadway capacity and therefore sometimes induce more traffic and greenhouse gas emissions. In contrast, constructing projects in VMT-efficient locations assists California in meeting greenhouse gas emissions targets. Therefore, consistent with SB 743 and CEQA Guidelines 15064.3, the CEQA significance determination for the Project is based only on VMT and not on LOS.

4.0 VMT SIGNIFICANCE CRITERIA & METHODOLOGY

4.1 Local / Regional Agency Transition to SB743

A *Transportation Study Manual* (TSM) has been published by the City of San Diego on September 19, 2022 and was adopted by City Council on November 9, 2020 as part of the Complete Communities: Mobility Choices program.

Given that the City of San Diego has developed significance thresholds and technical methodologies, the TSM (September 2022) was utilized for this report.

4.2 Significance Criteria

According to the City of San Diego's TSM, the transportation VMT thresholds of significance are shown in **Table 4-1**. Since this proposed Project is 100% residential, the VMT/Capita threshold applies as shown below.

**TABLE 4-1
VMT SIGNIFICANCE THRESHOLDS**

Land Use Type¹	Thresholds for Determination of a Significant Transportation VMT Impact²
Residential	15% below regional average ³ Resident VMT/Capita

Source: Table 3: Transportation VMT Thresholds of Significance by Land Use per the TSM, September 2020

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.

4.3 Technical Methodology

The technical approach for the Project is broken into the following two components.

- City of San Diego Screening Criteria
- VMT Analysis Methodology

4.3.1 City of San Diego 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.
6. **Affordable Housing:** The project has access to transit and is wholly or has a portion that meets one of the following criteria: is affordable to persons with a household income equal to or less than 50% of the area median income (as defined by California Health and Safety Code Section 50093), housing for senior citizens [as defined in Section 143.0720(e)], housing

for transitional foster youth, disabled veterans, or homeless persons [as defined in 143.0720(f)]. The units shall remain deed restricted for a period of at least 55 years. The project shall provide no more than the minimum amount of parking per unit, per San Diego Municipal Code Section 143.0744. Only the portion of the project that meets the above criteria is screened out. For example, if the project is 100 units with 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).

7. **Mixed-Use Project Screening Considerations:** The project's individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project's land uses to be screened out and some to require further analysis. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria. For example, if a project includes residential and retail, and the retail component was screened out because it is locally serving; only the trip generation of the residential portion would be used to determine if the project meets the definition of a small project.
8. **Redevelopment Project Screening Considerations:** The project is a redevelopment project that demonstrates that the proposed project's total project VMT is less than the existing land use's total VMT. Exception: If a project replaces affordable housing (either deed restricted or other types of affordable housing) with a smaller number of moderate-income or high-income residential units, the project is not screened out and must analyze VMT impacts per *Table 3* of the *TSM*.

4.3.2 Analysis Methodology

If a project is not screened out using City criteria, the following methodology for completing the VMT analysis should be performed. Per the *TSM*, for residential projects generating less than 2,400 ADT, the project's Resident VMT per Capita will be considered the same as the Resident VMT per Capita of the census tract it is located in. SANDAG provides base year 2016 VMT data using the SANDAG Series 14 ABM 2+ model. By utilizing the SANDAG screening map, the Resident VMT per Capita can be observed at both the regional and census tract level. Definitions of these efficiency metrics are described below per the *TSM*:

Resident VMT per Capita: Includes all vehicle-based resident trips grouped and summed to the home location of individuals on the trip. It includes all trips: home-based and non-home-based trips. The VMT for each home is then summed for all homes in a particular census tract and divided by the population of that census tract to arrive at Resident VMT per Capita.

Table 4–2 further details the SANDAG methodology based on the land use per the *TSM*.

**TABLE 4-2
TRANSPORTATION VMT ANALYSIS METHODOLOGY BY LAND USE**

Land Use Type	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 Resident VMT/Capita map. The project’s Resident VMT/Capita will be considered the same as the Resident VMT/Capita of the census tract it is located in. Compare the project’s Resident 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 Resident VMT/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 Resident 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 Resident VMT/Capita maps.</p>

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

5.0 PROJECT VMT SCREENING ASSESSMENT

5.1 TSM Screening Criteria

Based on the screening criteria described in *Section 4.3.1*, the Project does not screen out from a VMT analysis as detailed below. *Table 5–1* summarizes the Project applicability of the TSM screening criteria.

**TABLE 5–1
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	Yes	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 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.”

Result:

The proposed Project is a residential type project, however, per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the Resident VMT per Capita for Census Tract 170.44 is shown as 23.4 and the regional average VMT per resident for comparison is 18.9. Therefore, the Project site is approximately 123.4% of the regional average. Using this data, the Project does not screen out from a VMT analysis. *Appendix A* contains excerpts of the SANDAG screening map.

Screening Criteria 6:

Affordable Housing: “The project has access to transit¹ and is wholly or has a portion that meets one of the following criteria: is affordable to persons with a household income equal to or less than 50% of the area median income (as defined by California Health and Safety Code Section 50093), housing for senior citizens [as defined in Section 143.0720(e)], housing for transitional foster youth, disabled veterans, or homeless persons [as defined in 143.0720(f)]. The units shall remain deed restricted for a period of at least 55 years. The project shall provide no more than the minimum amount of parking per unit, per San Diego Municipal Code Section 143.0744. Only the portion of the project that meets the above criteria is screened out. For example, if the project is 100 units with 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).

Result:

The proposed Project has 12 dwelling units that are considered “affordable”, however, transit is not located within ½ mile from any Project driveway and the affordable housing units have 60% of AMI. Therefore, the Project’s affordable units do not screen out from a VMT analysis.

5.2 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 4–1* 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 1,096 average daily trips (ADT). Therefore, per the TSM standards, 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.” Per the current SANDAG VMT screening maps (Series 14 ABM 2+ Base Year 2016) available on the website², the Project site is located in Census Tract 170.44 with a Resident VMT per capita of 23.4. The regional average VMT per resident is 18.9 miles and the 85% regional VMT threshold is calculated as 16.07 miles. The Project’s Resident VMT per Capita is shown to be 123.4% 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 impact.

Table 5–2 shows the results of the VMT assessment comparison.

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

² <https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=bb8f938b625c40cea14c825835519a2b>

**TABLE 5-2
PROJECT VMT ASSESSMENT**

Scenario	Regional Baseline VMT (miles)	Significance Threshold (miles)	Project VMT per Capita (miles)	Percentage of Regional Average	Transportation Impact? (Over Threshold)
Proposed Project	18.9	16.07	23.4	123.4%	Yes

6.0 VMT ASSESSMENT SUMMARY AND MITIGATION

6.1 VMT Assessment Summary and Mitigation

The Renzulli Estates Project was determined to have a significant VMT impact using the methodology applied from the City of San Diego *TSM*, September 2022. The Project's Resident VMT per Capita was determined to be 23.4, which is 123.4% of the regional average VMT per resident of 18.9 miles. The Project will mitigate the significant VMT impact to the extent feasible through compliance with the City of San Diego's Complete Communities: Mobility Choices Program (approved by the City Council on November 9, 2020) by relying upon the Findings and SOCs from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR for its significant unmitigated VMT impact, and through compliance with the Climate Action Plan consistency checklist measures as project design features. The Project is located in Mobility Zone 4. Mitigation will be payment of the Active Transportation In-Lieu Fee, which is required of projects located within Mobility Zone 4 under the Complete Communities: Mobility Choices program and ordinance.

Since the Project is not able to guarantee specific VMT reductions associated with the above VMT reduction measures and that the Project improvements will not lower the Project's VMT per Capita below the 85% threshold, the Project will continue to have a significant and unavoidable VMT transportation impact.

End of Report

VEHICLE MILES TRAVELED ASSESSMENT
TECHNICAL APPENDICES

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APPENDICES

APPENDIX

- A. Excerpt from SANDAG SB 743 Series 14 ABM 2+ Base Year 2016 VMT Map

APPENDIX A

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

Find address or place

Filter

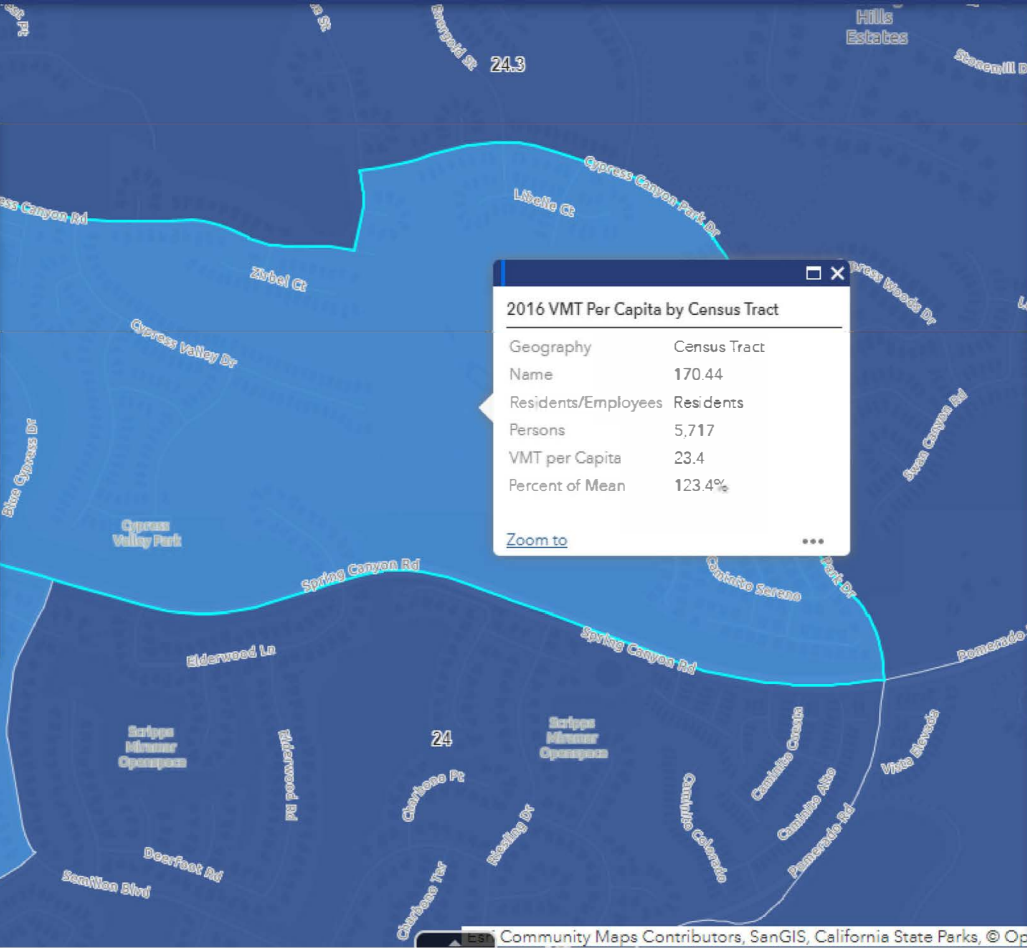
San Diego Region SB743 VMT Maps

Forecast / ABM Version is

Residents/Employees is

Geography is

Year is



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 Data
- Not Enough Data

Current Data

- 2016 - ABM2+ / 2021 RP (Scenario ID 458)**
 Regional Mean = 18.9 VMT per Resident
 Regional Mean = 18.9 VMT per Employee
- 2025 - ABM2+ / 2021 RP (Scenario ID 462)**
 Regional Mean = 17.7 VMT per Resident
 Regional Mean = 17.0 VMT per Employee
- 2035 - ABM2+ / 2021 RP (Scenario ID 475)**
 Regional Mean = 16.6 VMT per Resident
 Regional Mean = 15.3 VMT per Employee
- 2050 - ABM2+ / 2021 RP (Scenario ID 459)**
 Regional Mean = 16.0 VMT per Resident
 Regional Mean = 14.3 VMT per Employee

Archived Data

- 2016 - ABM2 / 2019 RTP (Scenario ID 434)**
 Regional Mean = 19.0 VMT per Resident
 Regional Mean = 27.2 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

