



TO: Jonathan D. Rilling, Manager; Capalina SMA, LLC

FROM: Jonathan Sanchez, PE, TE, PTOE; CR Associates
Joseph Perez, EIT; CR Associates

DATE: May 19, 2023

RE: Capalina Development – Vehicle Miles Traveled (VMT) Analysis Technical Memorandum

This technical memorandum documents the results of the SB-743 compliant transportation impact analysis conducted for the proposed Capalina Development project (the “Proposed Project”). The analysis is based on the recently revised (January 2019) State California Environmental Quality Act (CEQA) Guidelines and the City of San Marcos Transportation Impact Analysis (TIA) Guidelines dated November 16, 2020.

Project Description

The project applicant is requesting approval of a General Plan Amendment (GPA22-0003), Rezone (R22-0003), and a Site Development Plan (SDP22-0007). If approved, these entitlements would allow for the development of 119 apartment units and 4,000 square feet (s.f.) of commercial use. Of the 119 apartment units, 6 are affordable units. Access to the project site would be provided via two full-access driveways, one on each end of the project site, along Capalina Road which will operate as two-way stop-controlled intersections. Additionally, the project proposes to re-stripe Capalina Road along the project frontage with a center left-turn lane.

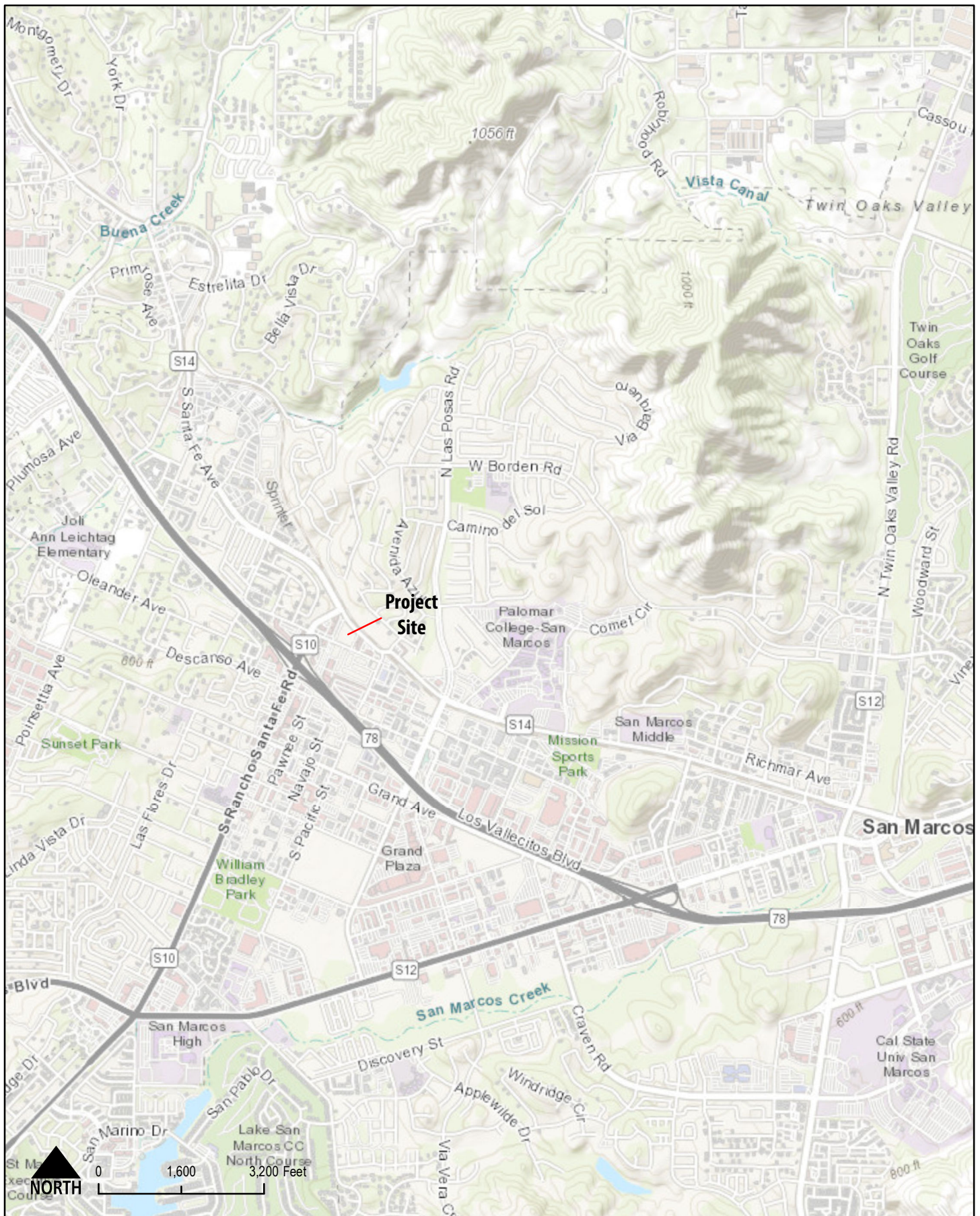
The Proposed Project is located on a 2.5-acre vacant infill parcel at North Rancho Santa Fe & Capalina Road, in the incorporated City of San Marcos. The site is surrounded by commercial, institutional, and residential uses, located along a light-rail transit line (SPRINTER). The existing zoning is MU-3 (Mixed Use Commercial - No Residential) with a maximum height of 4-stories/54 feet.

It is important to note that the land uses (commercial and office) allowed under the MU-3 zone category are anticipated to generate significantly higher trips than those generated by the Proposed Project.

Figure 1 displays the Proposed Project regional location, while **Figure 2** displays the project site plan.

Project Trip Generation

Per the City’s TIAG, trip generation rates were derived from the SANDAG’s (not so) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region (April 2002).



PROJECT SUMMARY

4-STORY STACKED FLATS
CONSTRUCTION TYPE
OCCUPANCY
SPRINKLERS

V-A (1-HOUR)
R-2 / B
NFPA 13

ADDRESS	APN	EXISTING ZONING	PROPOSED ZONING
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CAPALINA ROAD
2191153300
MU-3
MU-2

COMMERCIAL

4,000 S

TOTAL HOMES
GROSS AREA
NET AREA
DENSITY
PARKING
FAR

119 APTS
2.51 AC
2.41 AC
47.4 DU/AC
147 SPACES
1.24

UNIT MIX

11	PLAN 1	STUDIO/1BA	600 SF
8	PLAN 2	1BD/1BA	680 SF
45	PLAN 3	1BD/1BA	710 SF
6	PLAN 4	2BD/1BA	925 SF
41	PLAN 5	2BD/2BA	1,080 SF
8	PLAN 6	3BD/2BA	1,130 SF
119	TOTAL UNITS		

PARKING SUMMARY*

RESIDENTIAL	
TOTAL REQUIRED	142 SP

COMMERCIAL PARKING

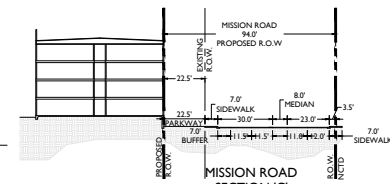
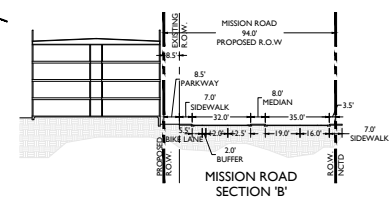
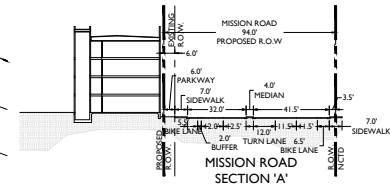
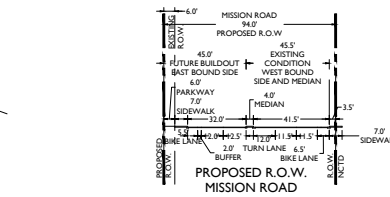
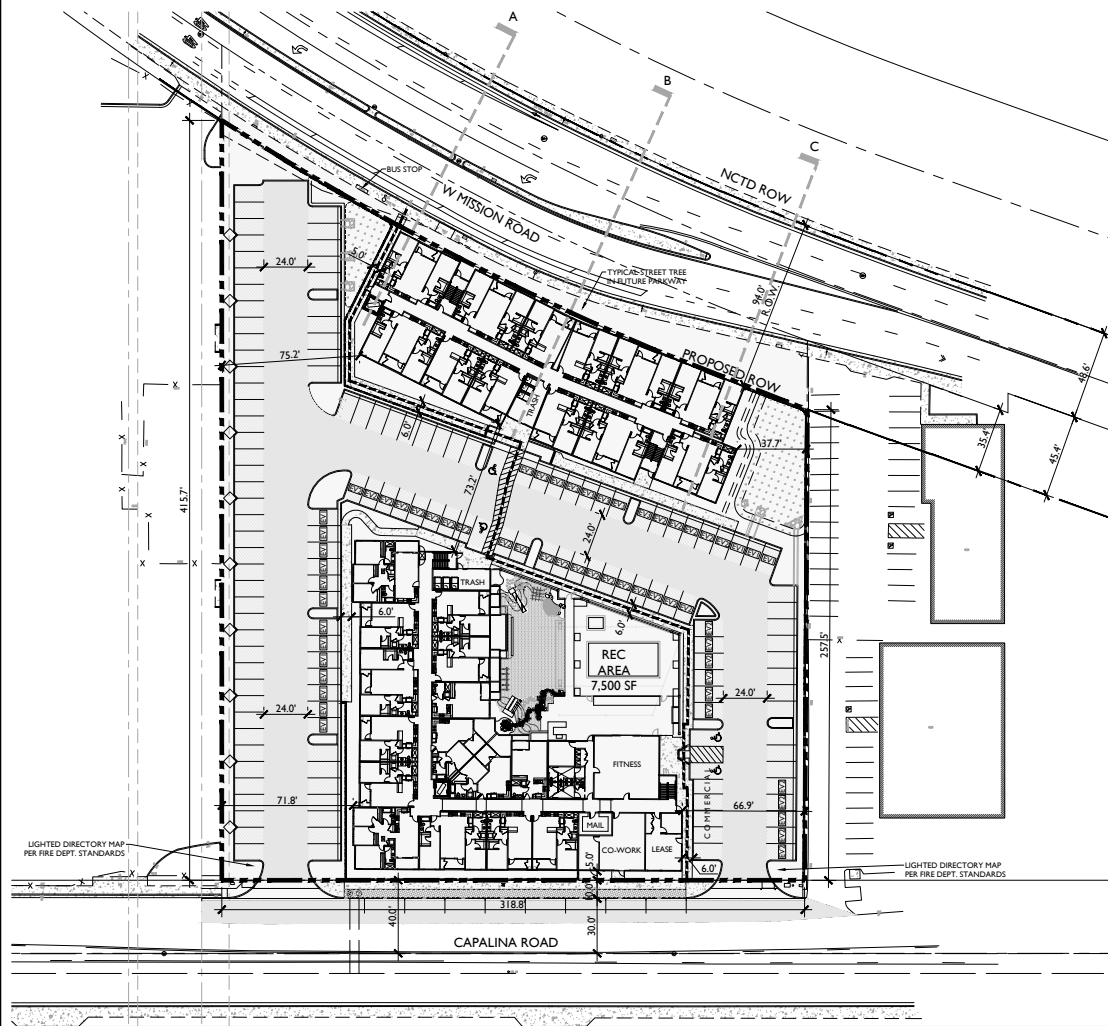
TOTAL REQUIRED	5 SP
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TOTAL PROVIDED	147 SP
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OPEN SPACE*

PRIVATE	7,632 SF
INDOOR COMMON	1,250 SF
OUTDOOR COMMON	25,700 SF
TOTAL	34,582 SF

*REFER TO SHEET A-SP2 FOR DETAILED INFORMATION



LEGEND

- | | | | |
|---|------------------|---|---------------------------|
|  | ACCESSIBLE SPACE |  | ACCESSIBLE PATH OF TRAVEL |
|  | EV CAPABLE SPACE |  | RETAINING WALL |
|  | EV READY SPACE | | |
|  | EV CHARGERS | | |



SAN MARCOS, CA

Capalina SMA, LLC
179 Calle Magdalena #201
Encinitas, CA 92024
Attn: Jon Rilling

CAPALINA APTS

APRIL 5, 2023

SCALE: 0 30 60 90 

CONCEPTUAL SITE PLAN



5256 S. Mission Road, Ste 404
Bonsall, CA 92003
760.724.1198

A-SP

Figure 2
Project Site Plan

Table 1 displays the projected daily, as well as AM and PM peak hour, project trip generation.

Table 1 - Project Trip Generation - LTA

Land Use	Units	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Multi-Family (More than 20 DU/acre)	119 DU	6/DU	714	8	58	2:8	12	46	9	65	7:3	46	19
Specialty Retail/Strip Commercial	4,000 SF	40/KSF	160	3	5	6:4	3	2	9	15	5:5	8	7
Total			874		63		15	48		80		54	26

Source: SANDAG (not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002)

Notes:

ADT = Average Daily Traffic

DU = Dwelling Unit

SF = Square Feet

KSF = 1,000 SF

As shown in Table 1, the Project is anticipated to generate 874 daily trips, including 63 trips (15-in/48-out) during the AM peak hour and 80 (54-in/26-out) trips during the PM peak hour. Whereas the current site plan would generate a total of 788 daily trips, with 61 occurring in the AM peak hour (14-in/47-out) and 72 occurring in the PM peak hour (50-in/22-out). Therefore, the trip generation as studied in the LTA provides a more conservative analysis from a trip generation perspective.

Analysis Methodology

On September 27, 2013, Governor Edmund G. Brown, Jr. signed SB-743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Related revisions to the State's CEQA Guidelines include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts, and replacement with Vehicle Miles Traveled (VMT) as the preferred CEQA transportation metric.

In December 2018, the California Resources Agency certified and adopted revised CEQA Guidelines, including the new section 15064.3. Under Section 15064.3, vehicle miles traveled (VMT), which includes the amount and distance of automobile traffic attributable to a project, is identified as the "most appropriate measure of transportation impacts." As of July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT. On November 16, 2020, the City of San Marcos adopted its Transportation Impact Analysis Guidelines.

Screening Thresholds

Many agencies use these screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. The City of San Marcos TIA Guidelines suggest that a detailed transportation VMT analysis applies to all land development projects, except those that meet at least one of the screening criteria. Relevant screening criteria for the Proposed Project is described below:

- *Presumption of Less Than Significant Impact for Affordable Residential Development* – Residential projects with 100 percent deed restricted affordable housing can be presumed

to have a less-than-significant transportation impact and would not require a detailed VMT analysis. If a project contains less than 100 percent affordable housing, the portion that is affordable should be screened out of requiring a detailed VMT analysis. Projects can only be screened out if they are located in parts of the city that have been identified by SANDAG and the City as Smart Growth Opportunity Areas. For mixed-use projects, this screening criteria should be applied to the residential component separately to determine if that portion of the project screens out of a detailed VMT analysis.

- *Local-Serving Retail* - Retail projects that have 50,000 square feet gross floor area or less can be presumed to have a less than-significant transportation impact and would not require a detailed VMT analysis. For a mixed-use project, this screening criteria should be applied to the retail/commercial component separately to determine if that portion of the project screens out of a detailed VMT analysis.
- *Map-Based Screening for Residential and Office Projects* – Residential and employment projects that are proposed in areas that generate VMT below adopted City thresholds can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis. This determination must be made using SANDAG’s online residential and employment VMT maps for existing year or model baseline year VMT (whichever is available at the time analysis is being conducted), which show census tracts in the city where the VMT is below the regional average. The following types of projects could be screened out using this approach:
 - o Residential projects proposed in census tracts with residential VMT per capita below the City’s threshold of exceeding 85 percent of the SANDAG regional average.

In order to utilize this screening approach, the project must incorporate similar land use characteristics to other projects in the census tract. For mixed-use projects, this screening criteria should be applied to the residential and employment components separately to determine if any portions of the project screen out of a detailed VMT analysis.

Based upon the criterion provided above, the Proposed Project would be screened out from conducting a detailed VMT Analysis because of the following reasons:

- The residential portion of the Proposed Project is located in a low VMT area.
- The Proposed Project includes affordable housing.
- The commercial retail portion of the Proposed Project, 4,000 square feet, is less than 50,000 square feet and considered local-serving retail.

VMT Analysis

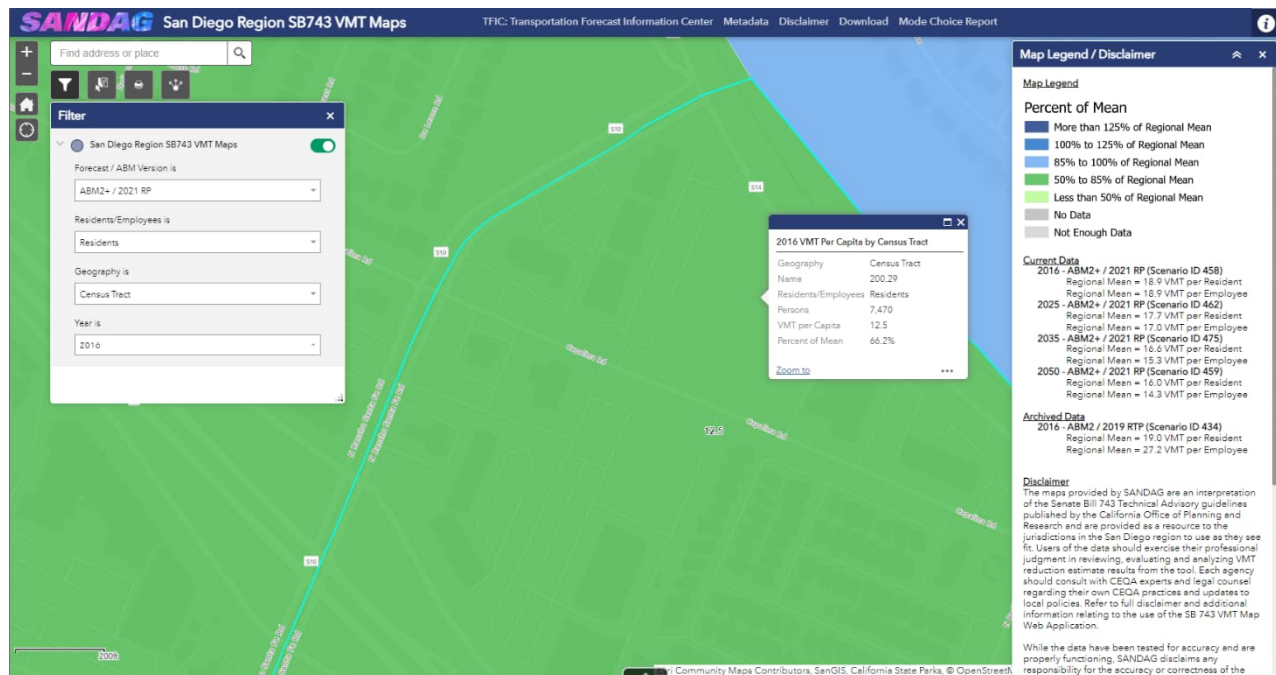
Analysis Metrics

Consistent with the City's TIAG, the residential portion of the Proposed Project shall be analyzed by the following VMT metric:

- VMT/Capita which includes, for all San Diego County residents, all vehicle-based resident travel grouped and summed to the home location of the individual. It includes all resident vehicle travel: home-based and non-home-based. The VMT for each individual is then summed for all individuals residing in a particular census tract and divided by the population of that census tract to arrive at Resident VMT/Capita. A significant impact will occur if the project generates VMT per resident greater than 85 percent of the regional average.

As shown in **Figure 3**, the Project is located within a census tract with a 12.5 VMT/Capita (66.2% of regional average).

Figure 3 - Project Location within SANDAG SB743 VMT Map



Therefore, the Proposed Project is considered to be screened out under the category of “Map Based Screening for Residential and Office Projects” and may be presumed to cause a **less-than-significant VMT impact** and no additional VMT analysis is required.