

## **APPENDIX G**

### **Vehicle Miles Traveled Analysis**

This document is designed for double-sided printing to conserve natural resources.

VEHICLE MILES TRAVELED STUDY  
**CHICK-FIL-A (# 5524), 13TH & CENTRE CITY**  
Escondido, California  
July 19, 2024

LLG Ref. 3-23-3792

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## **1.0 INTRODUCTION**

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) study to determine the potential VMT impacts of the proposed Chick-Fil-A (CFA) # 5524, 13th & Centre City project (hereby referred to as the “Project”). The Project proposes a 3,124 SF CFA to be located on the southwest corner of the 13th Street / Centre City Parkway intersection in the City of Escondido.

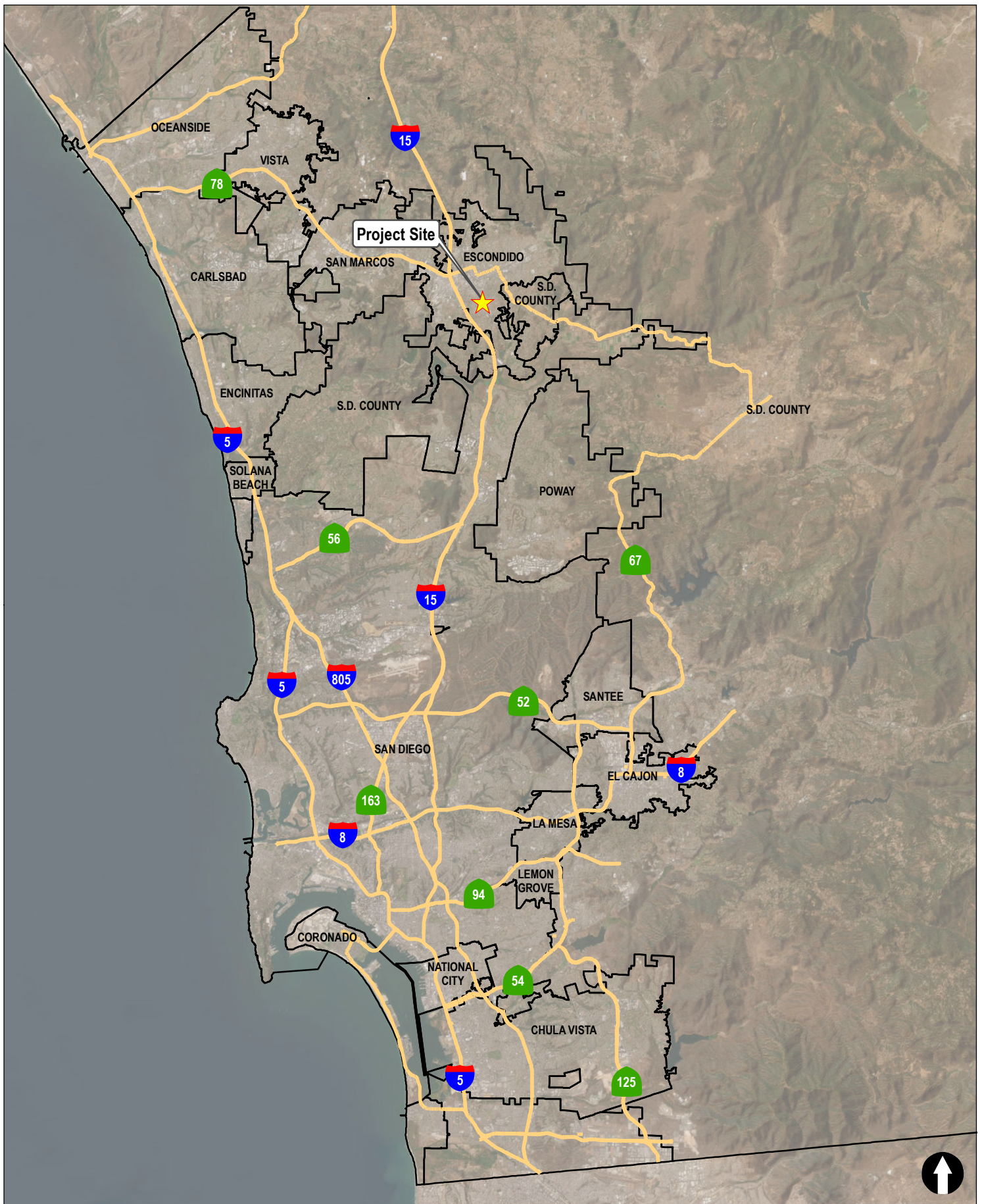
The VMT analysis presented in this report includes the following:

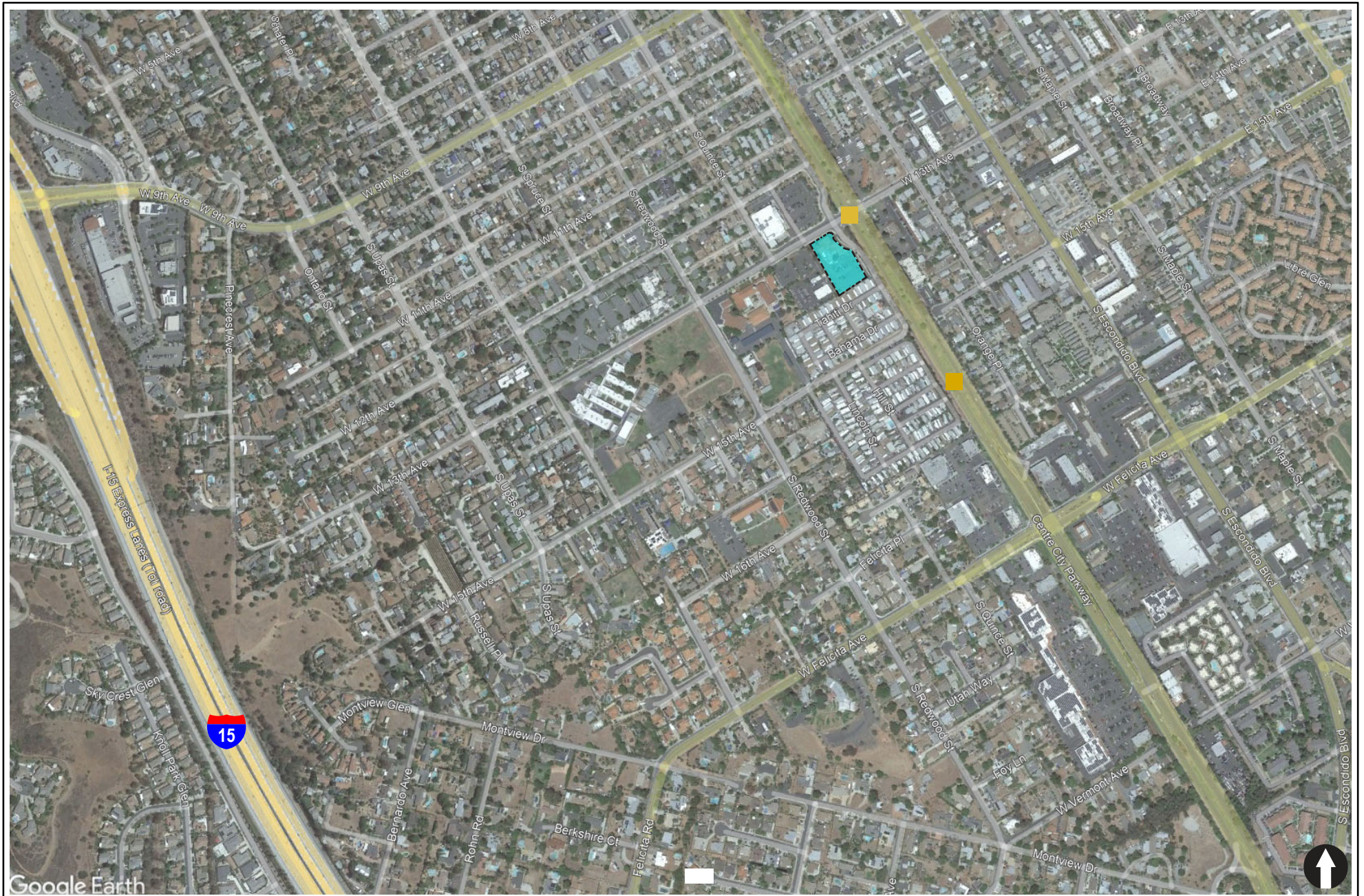
- Project Description
- Vehicle Miles Traveled: Overview and Background
- VMT Methodology and Significance Criteria
- VMT Analysis

## 2.0 PROJECT DESCRIPTION

The Project proposes a 3,124 SF CFA to be located on the southwest corner of the 13th Street / Centre City Parkway intersection in the City of Escondido. The CFA restaurant is designed to provide drive-through and walk-up service only. No indoor dining areas are provided but the restaurant does provide 48 outdoor patio seats. Site access is proposed via two (2) full access driveways: one on 13th Avenue and the other on Pine Street. These driveways currently exist and serve a sit-down restaurant at the site that is permanently closed.

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







### 3.0 VEHICLE MILES TRAVELED: OVERVIEW AND BACKGROUND

The *City of Escondido Transportation Impact Analysis Guidelines (TIAG)* were adopted on April 21, 2021. This document sets out the methodology for conducting a Transportation Study and a CEQA VMT (Vehicle Miles Traveled) analysis.

Prior to the City's guidelines, the California Office of Planning and Research (OPR) updated the CEQA Guidelines and provided a final Technical Advisory in December 2018, which recommended vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts under CEQA. The California Natural Resources Agency certified and adopted the CEQA Guidelines including the Guidelines section implementing Senate Bill (SB) 743. The changes have been approved by the Office of the Administrative Law and have been in effect since July 2020. SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving. The change is being made by replacing LOS with VMT for CEQA purposes and providing streamlined review of land use and transportation projects that will help reduce future VMT growth. This shift in transportation impact focus is expected to better align transportation impact analysis and mitigation outcomes with the State's goals to reduce GHG emissions, encourage infill development, and improve public health through more active transportation.

While VMT is the preferred quantitative metric for assessing potentially significant transportation impacts under CEQA, it should be noted that SB 743 does not prevent a city or county from using metrics such as LOS as part of the application of local general plan policies, municipal and zoning codes, conditions of approval, or any other planning requirements through a city's planning approval process; cities can still ensure adequate operation of the transportation system in terms of transportation congestion measures related to vehicular delay and roadway capacity. As such, the City continues to require congestion-related transportation analysis and mitigation projects through planning approval processes outside CEQA.

## 4.0 VMT METHODOLOGY AND SIGNIFICANCE CRITERIA

### 4.1 Methodology for VMT Analysis

The following summarizes the appropriate metric for various types of projects:

- *Residential*: VMT/capita
- *General Employment*: VMT/employee
- *Industrial Employment*: VMT/employee
- *Regional Retail., Regional Recreational, or Regional Public Facilities*: Change in total VMT (using the boundary method)
- *Mixed-Use*: Each project component evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail)
- *Transportation Project*: Change in total VMT (using the boundary method)
- Unique circumstances may require alternate metrics

### 4.2 Screening Criteria for CEQA VMT Analysis

The requirements to prepare a detailed transportation VMT analysis apply to all land development projects, except those that meet at least one of the screening criteria. A project that meets at least one of the following screening criteria below would be presumed to have a less than significant VMT impact due to project characteristics and/or location:

- Small Residential and Employment Projects
- Projects Located in a Transit-Accessible Area
- Projects in a VMT-Efficient Area
- Locally-Serving Retail Projects
- Locally-Serving Public Facilities
- Redevelopment Projects with Lower Total VMT

### 4.3 Thresholds of Significance

The significant thresholds and specific VMT metrics used to measure VMT are described by land use type below.

- *Residential*: 15% below regional average VMT/capita
- *Employment*: 15% below regional average VMT/employee
- *Industrial Employment*: At or below regional average VMT/employee
- *Mixed-Use*: Each project component evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail)
- *Regional Retail, Regional Recreational, or Regional Public Facilities*: A net increase in total regional VMT using the boundary method

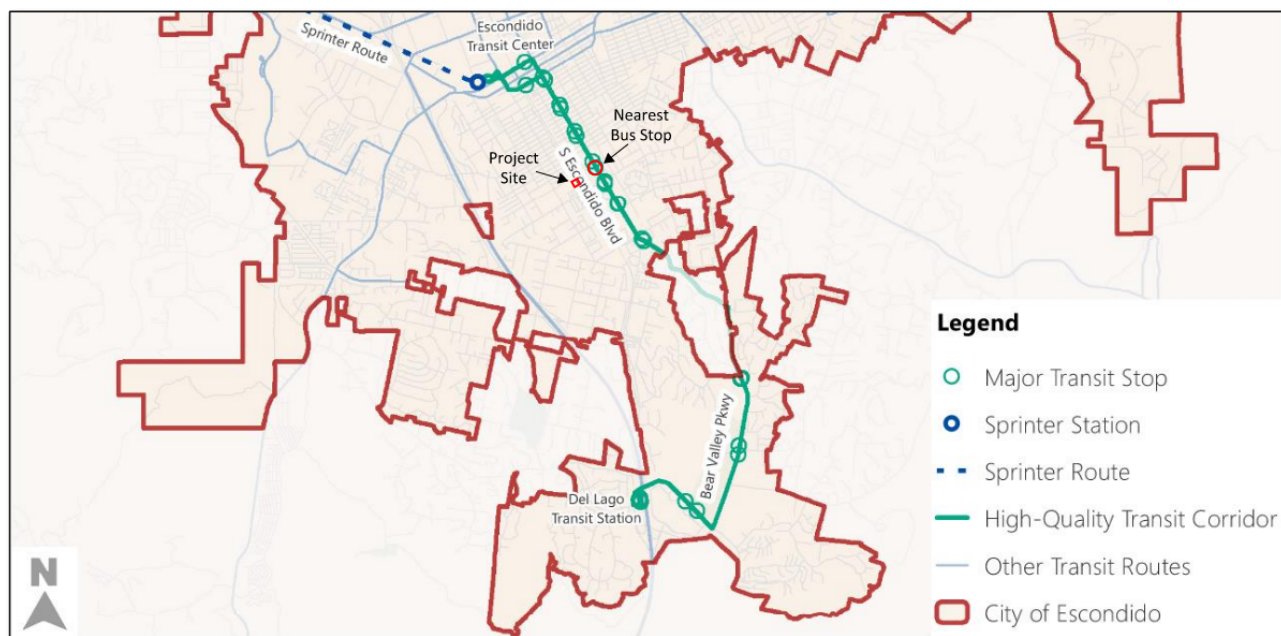
## 5.0 VMT ANALYSIS

The City of Escondido TIAG sets out the methodology for conducting a Transportation Study and a CEQA VMT Analysis. The VMT analysis contained in this section is based on those guidelines. A VMT analysis is required for all land development projects unless they meet one of the screening criteria. The Project was evaluated under the following two (2) screening criteria mentioned in *Section 4.2*:

- Projects Located in a Transit-Accessible Area
- Locally-Serving Retail Projects

### PROJECTS LOCATED IN A TRANSIT-ACCESSIBLE AREA

Per the City's guidelines, projects located within a half-mile walking distance of an existing major transit stop or an existing stop along a high-quality transit corridor may be presumed to have less-than-significant impact absent substantial evidence to the contrary. The North County Transit District (NCTD) operates within the study area. Bus route 350 runs along Escondido Boulevard with 15-minute headways during the peak commute periods. The nearest bus stop is located approximately 1,200 feet away from the Project site, on the southwest corner of the 13th Avenue / Escondido Boulevard intersection. A screenshot of the City guidelines' Existing Major Transit Stops and Existing High-Quality Transit Corridors figure is shown below. As shown below, the nearest bus stop serving route 350 is considered a Major Transit Stop and is along a High-Quality Transit Corridor. Therefore, the Project is screened out based on being located in a transit-accessible area.



## LOCALLY-SERVICE RETAIL PROJECTS

Per the City's guidelines:

*“Local serving retail projects less than 50,000 square feet that are expected to draw at least 75% of customers from the local area (based on a market study and/or qualitative information provided by the applicant) may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.”*

As mentioned in *Section 2.0*, the Project proposes to develop a 3,124 SF fast food restaurant which is well below the 50,000 square feet mentioned in the City guidelines for a local serving retail project threshold. In addition, a review of the Project's location indicates that there are approximately five (5) other fast food restaurants located within a one mile radius and one other CFA restaurant within a two mile radius of the Project site. Therefore, based on a review of the Project size and its location, it was deemed appropriate to identify the Project as a local serving retail and presumed to have a less than significant CEQA VMT impact based on the screening criteria outlined in the City guidelines.