

VEHICLE MILES TRAVELED ANALYSIS

SANTA FE FLORES PROJECT

San Marcos, California
July 27, 2022

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Prepared by:
Amelia Giacalone
Senior Transportation Planner

Under the Supervision of:
John Boarman, P.E.
Principal

**Linscott, Law &
Greenspan, Engineers**
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

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April 27, 2022

1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared the following Vehicle Miles Traveled (VMT) analysis for the proposed Santa Fe Flores project (proposed Project) located at 2972 and 2982 S. Santa Fe Avenue on the northwest corner of the S. Santa Fe Avenue / Las Flores Drive intersection in the City of San Marcos.

A Non-CEQA Local Transportation Analysis is provided under separate cover.

The following items are included in this transportation study:

- Project Description
- VMT Assessment
- Conclusions

2.0 PROJECT DESCRIPTION

2.1 Project Location & Description

The Project is located in the city of San Marcos at 2972 and 2982 South Santa Fe Avenue adjacent to Las Flores Drive on assessor parcel numbers 217-161-1800 and 217-161-1900. The 2.5-acre Project site is undeveloped and is currently designated Commercial and Light Industrial in the City General Plan and zoned as Commercial and Light Industrial. The Project would be located on a previously graded site and require a General Plan amendment and Rezone to Multifamily Residential to allow the development of 50 multi-family residential units that would be 3-4 stories in height. The Project would also include a 1,000 square-foot roof deck for fitness and leisure, a 1,170 square-foot ground floor leasing and amenity center, and a 120 square-foot ground floor fire command center. Vehicle parking would include a total of 107 surface parking spaces and bicycle parking would include a total of 11 lockers or bike storage rooms located on the upper and lower levels.

Access to the site will be provided via a single right-in/right-out only driveway on S. Santa Fe Avenue.

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

2.2 Project Trip Generation

As described in *Section 2.1*, the proposed Project would provide 50 apartment units. The following is a discussion of the traffic expected to be generated by the Project.

2.3 Trip Generation

2.3.1 Trip Rates

Trip generation for the Project’s multi-family housing was estimated using trip rates from SANDAG’s *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002*. The trip generation rate for “Apartment (or any multi-family units more than 20 DU/acre)” was used based on the proposed use.

2.3.2 Project Trips

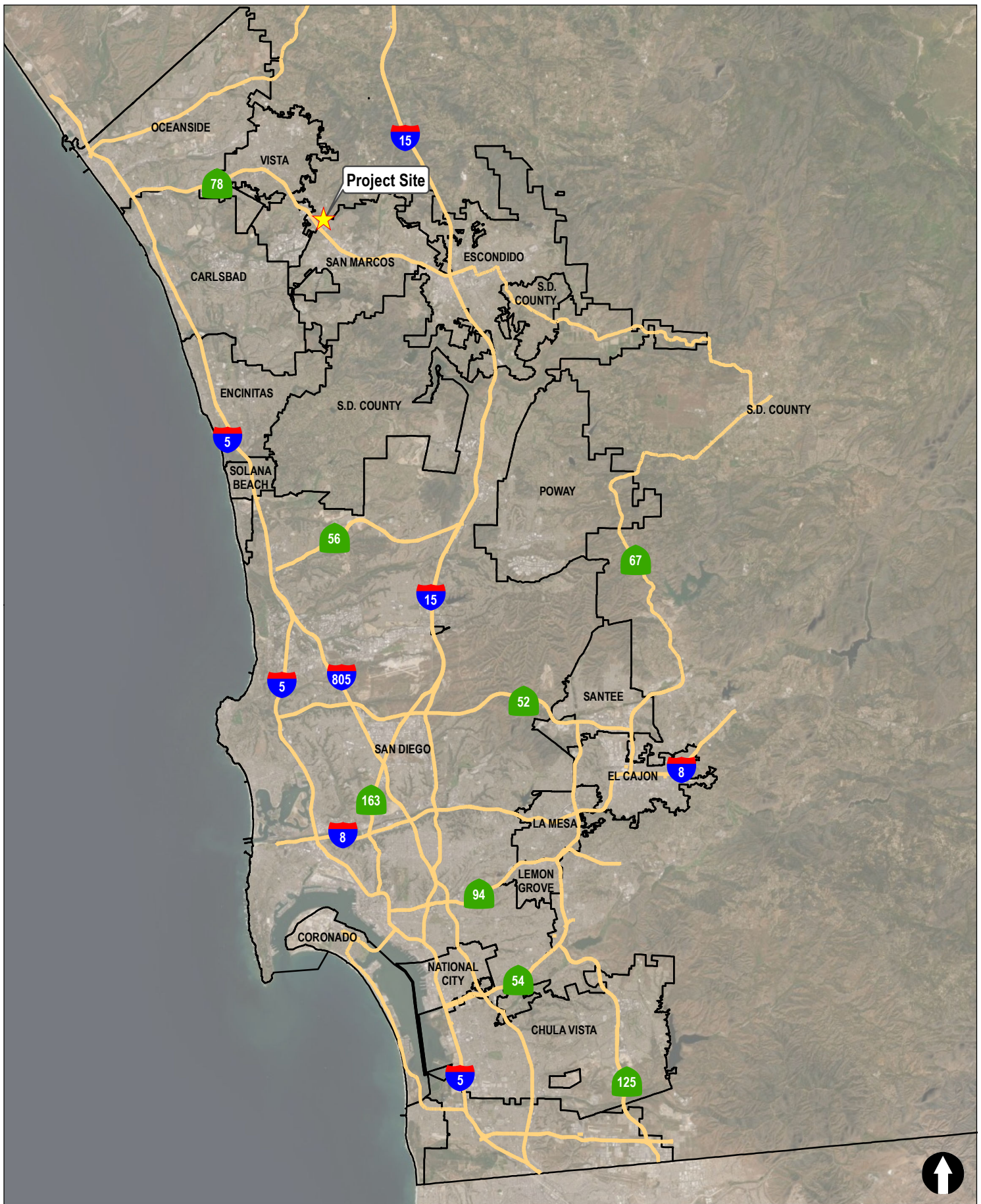
Table 2–1 tabulates the total Project traffic generation. The Project is calculated to generate a total of 300 ADT with 24 AM peak hour trips (5 inbound / 19 outbound) and 27 PM peak hour trips (19 inbound and 8 outbound).

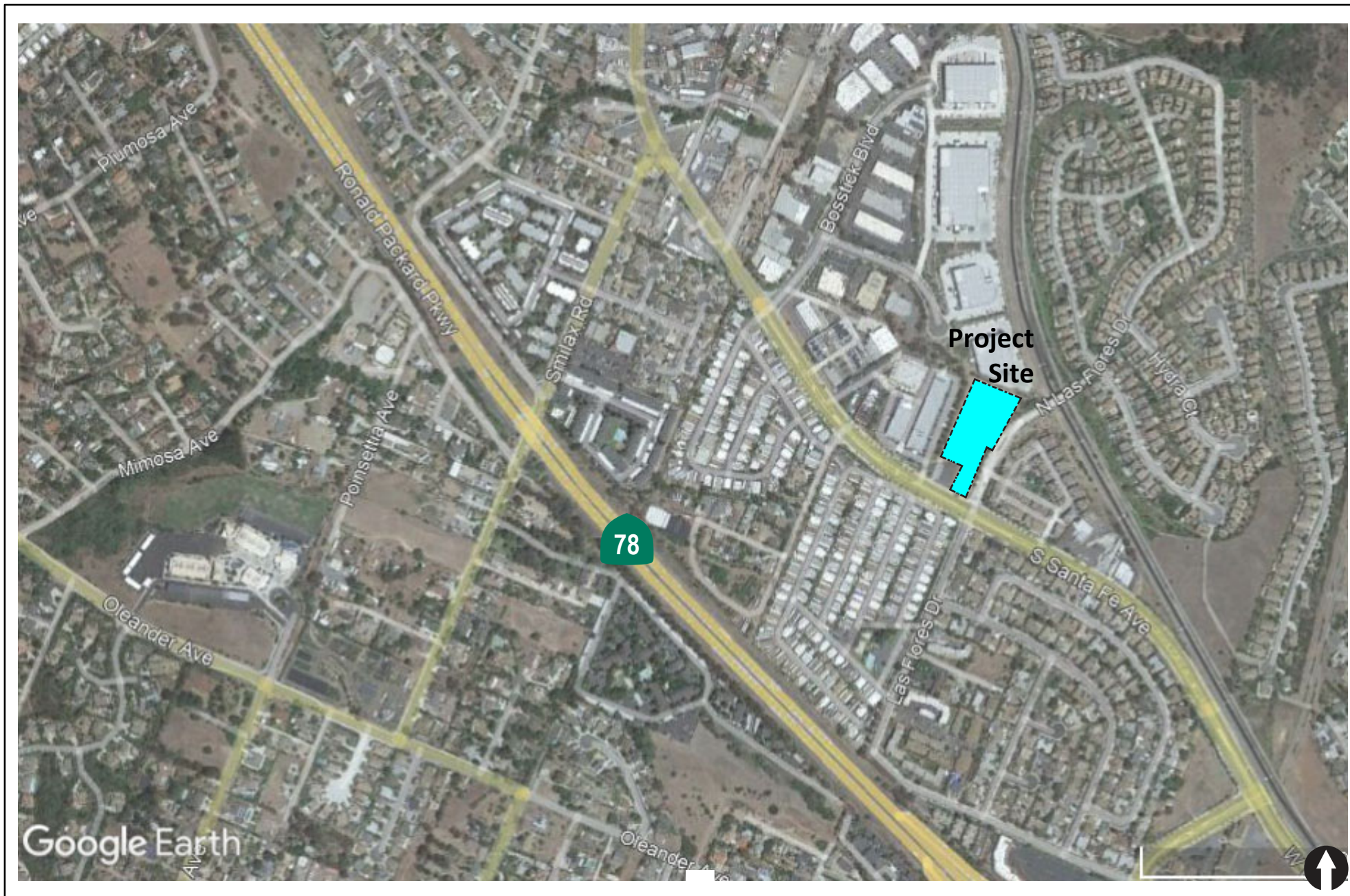
**TABLE 2-1
PROJECT TRIP GENERATION**

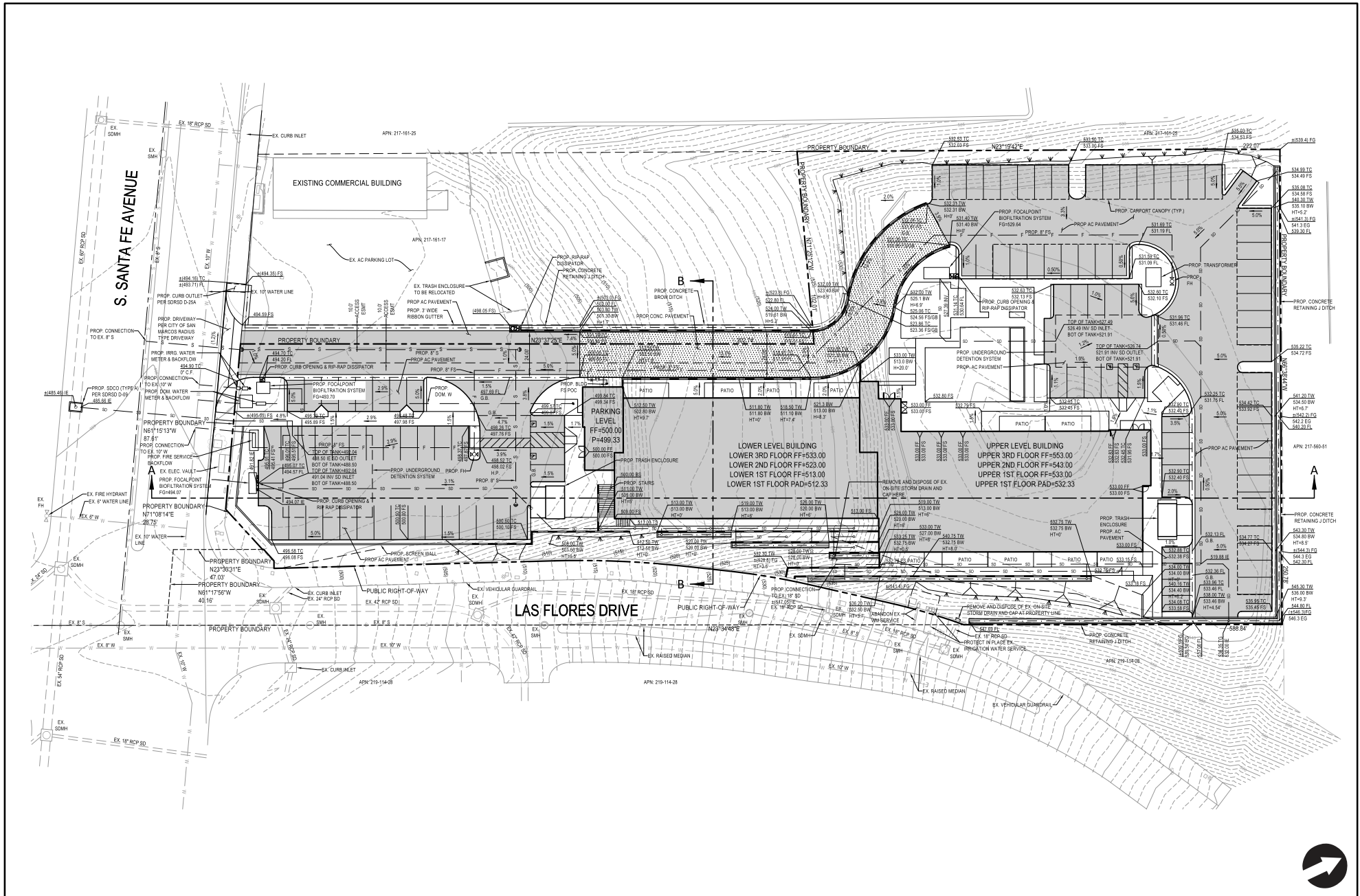
Land Use	Size	Daily Trip Ends (ADT) ^b		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
Proposed Project													
Apartments	50 DU	6 /DU	300	8%	20 : 80	5	19	24	9%	70 : 30	19	8	27
Project Total			300			5	19	24			19	8	27

Footnotes:

- a. Trip rates from SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region
- b. Average Daily Trips







3.0 VEHICLE MILES TRAVELED ASSESSMENT

The following VMT assessment has been prepared to evaluate the effects of the Project based on VMT, as proposed by the California Governor's Office of Planning and Research (OPR) to implement California State Law Senate Bill (SB) 743 and subsequently adopted by the City of San Marcos in November 2020. The analysis methodology contained in this report utilizes the City of San Marcos' latest *Transportation Impact Analysis Guidelines* (November 16, 2020).

3.1 VMT Background

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 as 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.

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.

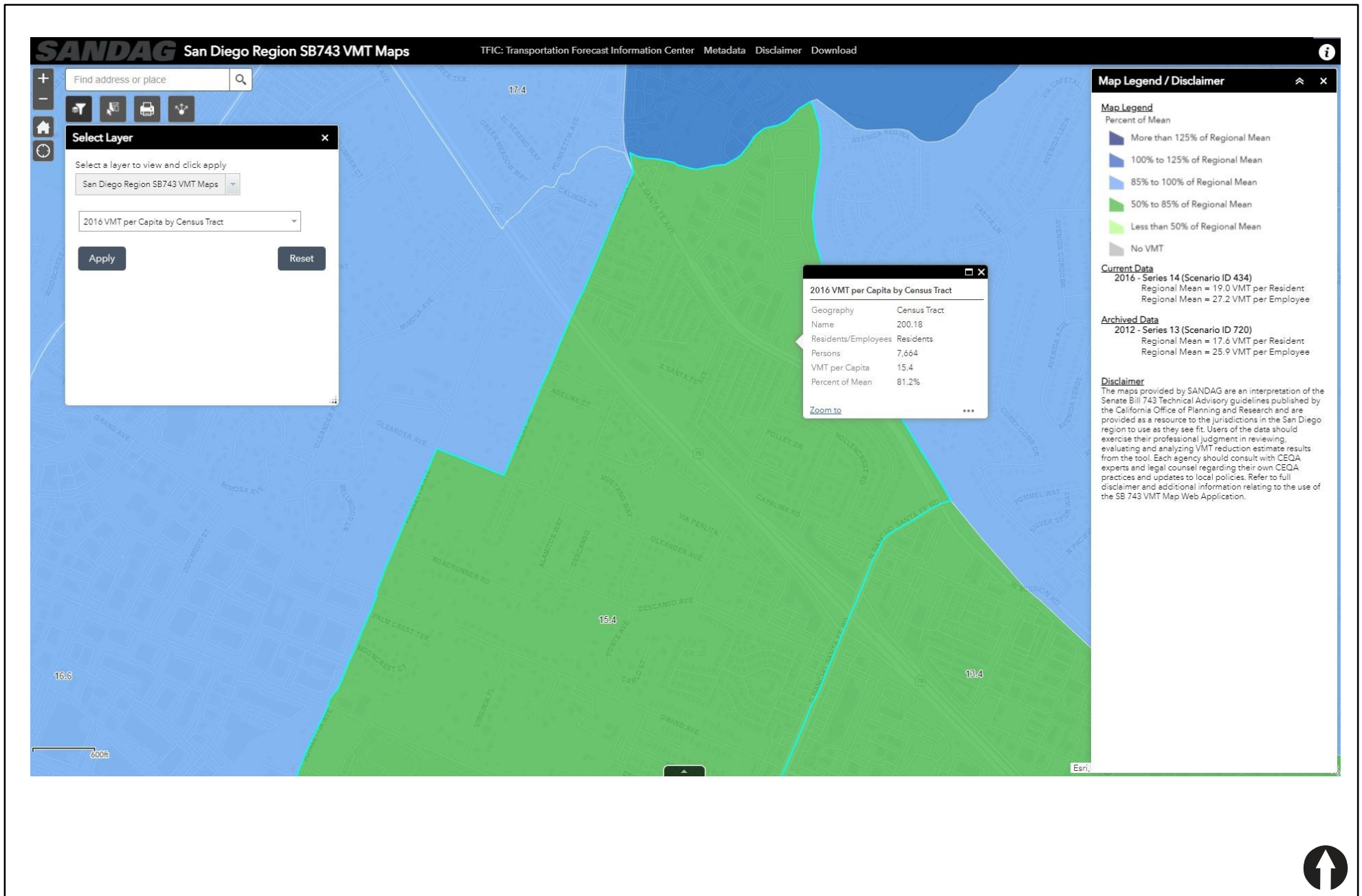
3.2 VMT Assessment

Based on the City of San Marcos *Transportation Impact Analysis Guidelines*, the requirement to prepare a detailed transportation VMT analysis applies to all land development projects except for those that meet at least one of the provided screening criteria. A project that meets at least one of the screening criteria listed below would be considered to have a less-than-significant impact due to the project or location characteristics.

1. Small Projects (less than 110 daily vehicle trips)
2. Affordable Housing (100% deed restricted)
3. Local Serving Retail and Public Facilities (50,000 square feet gross floor area or less)
4. Adjacency to High-Quality Transit
5. Map-Based Screening (projects located in VMT efficient areas): 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, 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:
 - 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

- Employment projects proposed in census tracts with work VMT per employee below the City's threshold of exceeding 85 percent of the SANDAG regional average

Per SANDAG's online residential VMT map, the Project site is located within Census Tract 200.18 as shown in **Figure 3-1**. The VMT per capita of this Census Tract is 15.4 VMT, which is 81.2% of the SANDAG regional average of 19.0 VMT per capita. Therefore, screening criteria number five (5) listed above is applicable. As such, the Project can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis.



4.0 CONCLUSIONS

The preceding Vehicle Miles Traveled analysis was prepared to determine and evaluate the potential impacts and effects to the local roadway system due to the proposed Project.

Based on the SANDAG's online residential VMT map, the Project's VMT per Resident is less than 15% below the regionwide average. As such, the Project can be presumed to have a less-than-significant transportation impact.