



MEMORANDUM

TO: Bret Illich; Warmington Residential California, Inc.
FROM: Phuong Nguyen, PE; CR Associates
Cristian Belmudez; CR Associates
DATE: August 27, 2024
RE: Vista II – VMT Analysis

The purpose of this memorandum is to document the results of the Vehicle Miles Traveled (VMT) Analysis conducted for the proposed Vista II project (the “Project”). The analysis is based on the County of San Diego Transportation Study Guidelines (September 2022), as well as the revised (2021) State of California Environmental Quality Act (CEQA) Guidelines Section 15064.3. Under Section 15064.3, VMT, which includes the amount and distance of automobile traffic attributable to a project, is identified as the “most appropriate measure of transportation impacts”.

Project Description

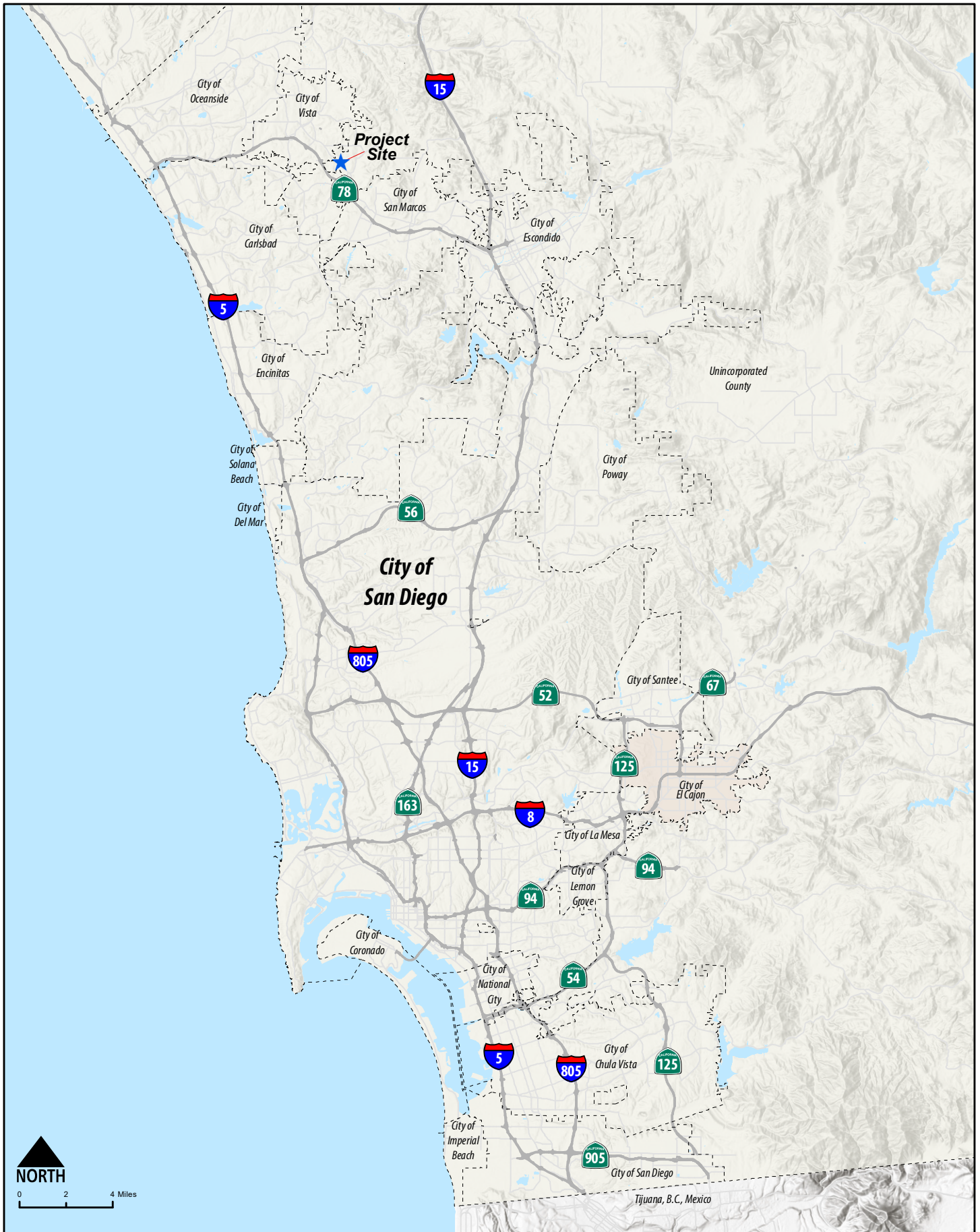
The Project is located at 145 Hannalei Drive, just east of the Stonebrook Church where multiple baseball/sports fields currently exist. The project is a Tentative Map and Major Use Permit to subdivide an 8.93-acre site into three lots. Lot 1 contains an existing church and an existing driveway that will be improved as a secondary access for Lot 2. Lot 2, which is 5.33 acres, will be improved with 37 multi-family condominium units with associated parking and 14,800 square feet of private usable open space. The third lot, Lot A, consists of an existing cellular facility and is not approved for any future development. Access to the site will be from Hannalei Drive with a secondary emergency access in the northwestern area of the site connecting to the adjacent church property to the west (on Lot 1).

The project is part of the North County Metro Community Planning Area. Fire service will be provided by the Vista Fire Protection. Sewer will be provided by the Buena Sanitation District and water from the Vista Irrigation District. The site is subject to the General Plan Designation VR-7.3. Zoning for the site is RS. The project includes 111 total parking spaces and 61,462 total square feet of open space. Earthwork will consist of 10,700 cubic yards of cut, 22,500 cubic yards of fill and 11,800 cubic yards of imported material. The site contains a stockpile of approximately 3,500 cubic yards soil spread over a 1-acre area, which is in violation of the County's Grading Ordinance. The stockpile will remain on the site and is considered part of the project.

Final Mapping for the project would occur in phases. The first unit would be to create lots 1 and 2 and lot A for finance and conveyance purposes only, not for development. Once the first unit is recorded, Lot 2 will be transferred to the future developer. Lot 2 will then be developed per the conditions of approval for Tentative Tract Map 5647.

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

SDC PDS RCVD 09-13-24
TM5647





Project Trip Generation

Project trip generation estimates were derived utilizing the trip generation rates outlined in SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates for The San Diego Region (2002)*. It should be noted that although the Project would replace three (3) existing baseball/sport fields, as a conservative approach no trips from eliminating these fields were credited to the Project. **Table 1** displays the anticipated trip generation for the current site plan.

Table 1 - Project Trip Generation

Land Use	Units	Trip Rate	ADT	AM Peak Hour				PM Peak Hour					
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Single-Family Residential	37 Units	10 / DU	370	8%	30	3:7	9	21	10%	37	7:3	26	11

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

Notes:

¹Trip rates calculated from information received by the project applicant.

As shown in Table 1, the Project as analyzed in this memo would generate a total of 370 daily trips, with 30 occurring in the AM peak Hour and 37 occurring in the PM peak.

Analysis Methodology

The VMT analysis for the Project was conducted following the County TSG as well as in accordance with CEQA Statutes and Guidelines. Land development projects within the County of San Diego are required to conduct a detailed transportation VMT analysis for each land use component of the project¹, unless the project is presumed to have a less than significant impact based on Table 1 of the County TSG. The screening approach is consistent with those provided in the California Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA². **Table 2** displays the County TSG screening criteria.

¹ Both the County TSG and the OPR Technical Advisory stated that land uses within a mixed-use development should be analyze separately to determine the impact of each land use type.

² https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Table 2 - VMT Screening Criteria

Screening Criteria
<p>1. Projects Located in VMT Efficient Areas Based on Regional Average</p> <ul style="list-style-type: none"> ▪ Region being defined by OPR as the MPO/RTPA geographical boundary ▪ Use location-based screening maps (consistent with project land uses)
<p>2. Projects Located in Infill Village Areas</p> <ul style="list-style-type: none"> ▪ Use location-based screening maps ▪ VMT Screening Criteria for Infill Areas (see County TSG Appendix D)
<p>3. Small Residential and Employment Projects</p> <ul style="list-style-type: none"> ▪ Projects that generate less than 110 average daily trips (trips based on the number of vehicles trips after any alternative modes/location-based adjustments applied)
<p>4. Locally Serving Retail Projects</p> <ul style="list-style-type: none"> ▪ Projects that are 50,000 square feet or less
<p>5. Locally Serving Public Facilities</p> <ul style="list-style-type: none"> ▪ Public facilities that serve the local community including transit centers, public schools, libraries, post office, park-and-ride lots, other government offices, parks/trail heads, emergency shelters, and passive public uses.
<p>6. Redevelopment Projects with Lower Total VMT</p> <ul style="list-style-type: none"> ▪ The proposed project's total daily project VMT is less than the existing land use's total daily VMT
<p>7. Affordable Housing</p> <ul style="list-style-type: none"> ▪ 100% affordable housing

Source: County TSG (2022)

Project or parts of a project that do not meet screening requirements are required to conduct a detailed transportation VMT analysis.

VMT Analysis

In accordance with the County TSG, the Project's VMT per Resident was obtained from the County TSG location-based screening maps for residential land uses. **Figure 3** displays the VMT results. As shown, the Project is located in an area with an average VMT per resident 15 percent or below the baseline average for the entire San Diego County region. Based on the screening criteria above, since the Project is located within a VMT efficient area, the Project may be presumed to have a less than significant VMT impact, and no further analysis is required

Figure 3 – VMT Screening Result

