

VEHICLE MILES TRAVELED STUDY
WOODWARD 46 APARTMENT PROJECT
San Marcos, California
March 27, 2024

LLG Ref. 3-22-3703

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1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) study to determine the VMT impacts for the Woodward 46 Apartment Project (hereafter referred to as “Project”). The Project proposes to construct 46 condominium units east of Woodward Street, north of Mission Road and south of Vineyard Road in the City of San Marcos.

The VMT analysis presented in this report includes the following:

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

2.0 PROJECT DESCRIPTION

The Project proposes to develop 46 condominium units east of Woodward Street, north of Mission Road and south of Vineyard Road in the City of San Marcos. Site access is proposed via one (1) full-access driveway to Woodward Street. The proposed Project would require a General Plan Amendment but is consistent in terms of *Section 3.11* under Threshold #2, General Plan Consistency in the Project's Environmental Impact Report.

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.

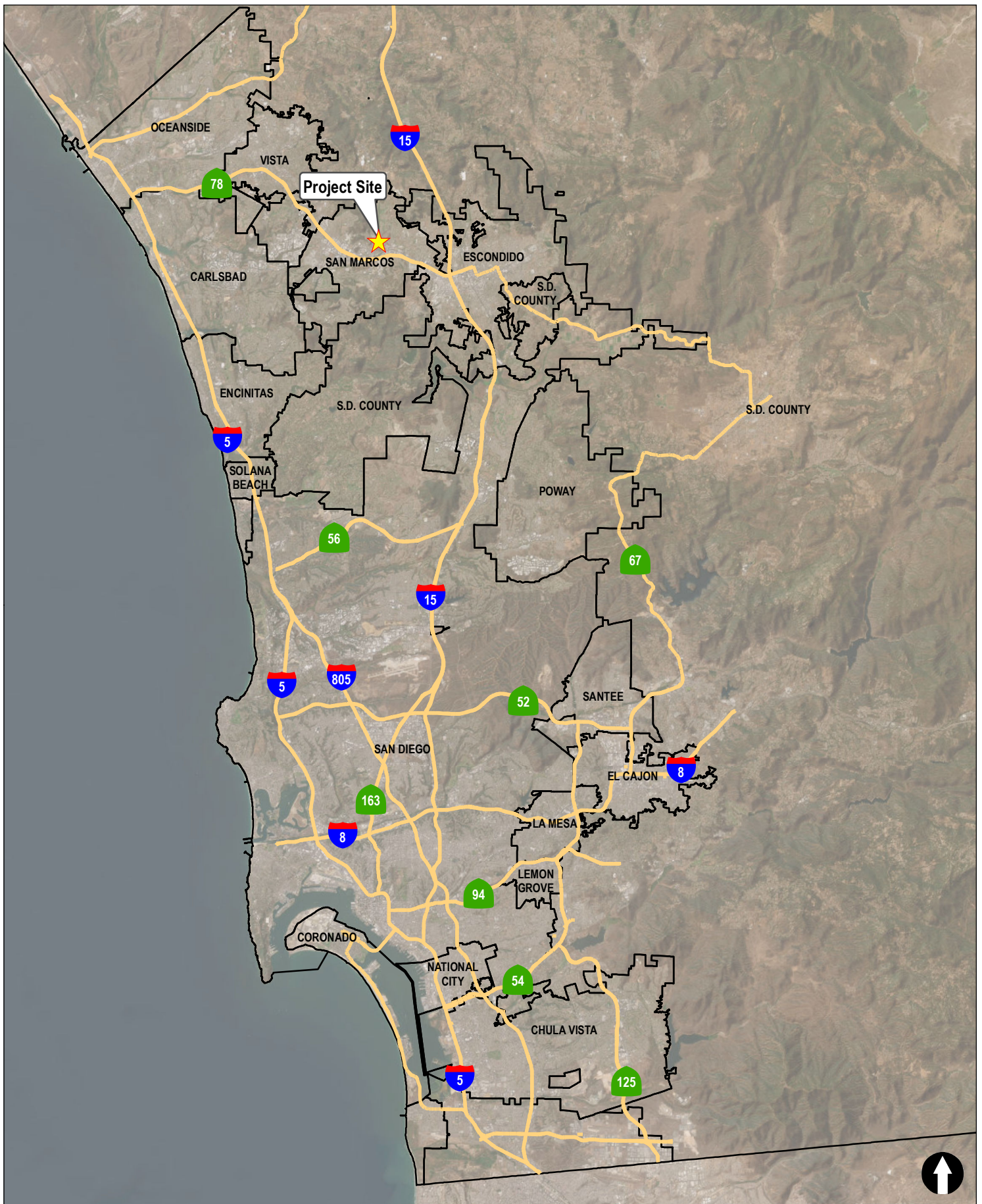




Figure 2-2
Project Area Map

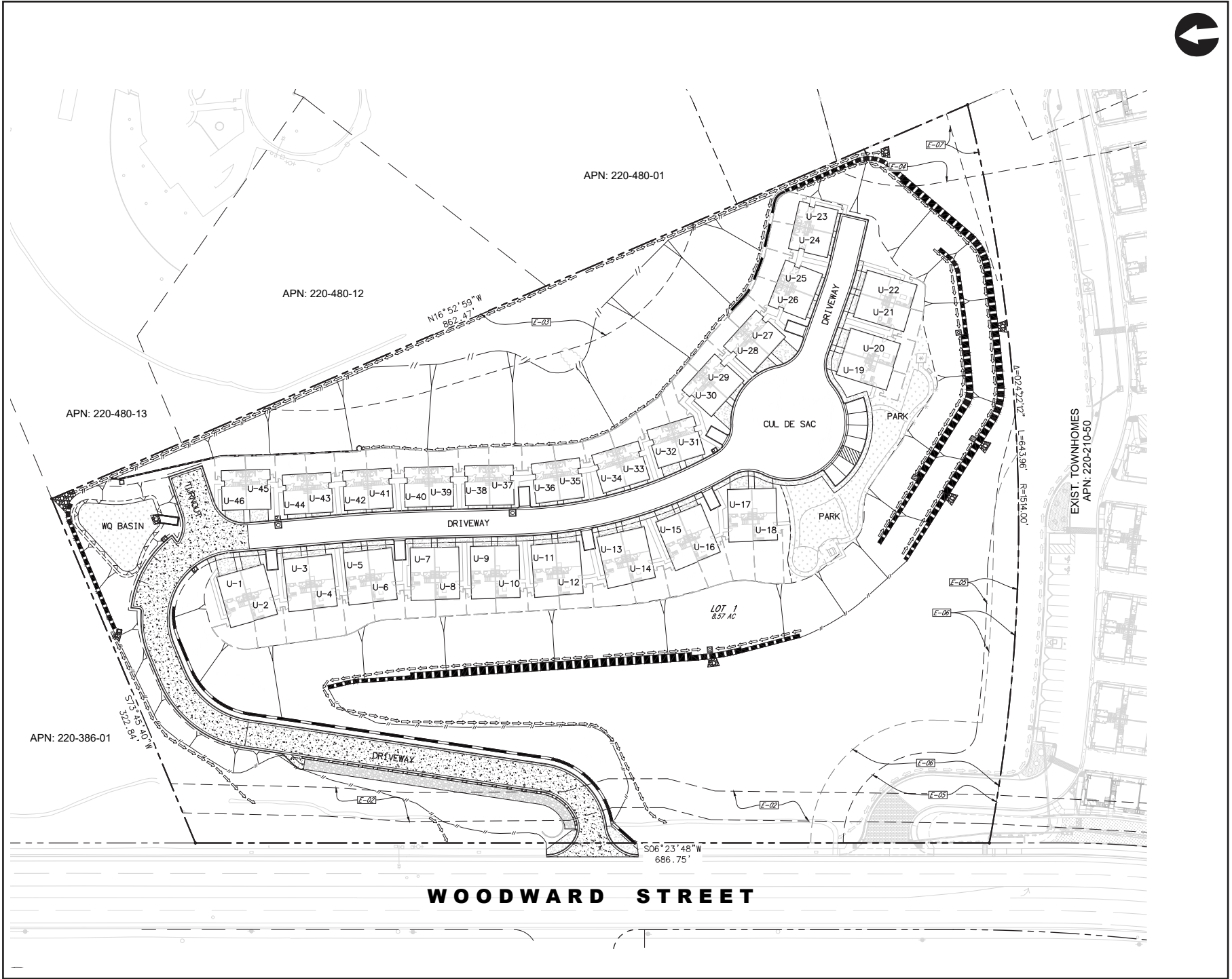


Figure 2-3
Site Plan

WOODWARD 46 APARTMENT PROJECT

N:\3703\Figures
 Date: 02/01/23

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 LAW &
 GREENSPAN**
engineers

3.0 VEHICLE MILES TRAVELED: OVERVIEW AND BACKGROUND

This section presents background on an evaluation of potential transportation impacts of the Project per the California Governor's Office of Planning and Research (OPR) to implement California State Law Senate Bill (S.B.) 743 and the City's adopted *Transportation Impact Analysis Guidelines*, December 2020.

3.1 VMT Background

VMT is a measurement of miles traveled by vehicles within a specified region and for a specified time period. VMT measures the efficiency of the transportation network. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (round trip) travel and is often estimated for a typical weekday to measure transportation impacts.

3.2 Senate Bill 743

In September 2013, the Governor's Office signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. These changes include the 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. The guidance identifies VMT as the most appropriate CEQA transportation metric, along with the elimination of Auto Delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that Auto Delay/LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions.

In December 2018, after over five years of stakeholder-driven development, the California Natural Resource Agency certified and adopted the CEQA Statute. As of July 1, 2020, the VMT guidelines are applicable statewide.

4.0 VMT SIGNIFICANCE CRITERIA & METHODOLOGY

4.1 Local / Regional Agency Transition to SB743

The City of San Marcos adopted the *Transportation Impact Analysis (TIA) Guidelines*, November 2020 version, that provides significance determination thresholds for VMT and VMT analysis methodologies. The City's *TIA Guidelines* was utilized as the basis for this VMT analysis.

4.2 Screening Criteria

Based on the *TIA 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.

- Small Projects (less than 110 daily vehicle trips)
- Affordable Housing (100% deed restricted)
- Local Serving Retail and Public Facilities (50,000 square feet gross floor area or less)
- Adjacency to High-Quality Transit. A high-quality transit area is defined as the one-half mile walkshed around either of the following:
 - An existing major transit stop, defined as a site containing an existing rail transit station or the intersection of two or more bus routes with a combined frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. In addition, a rail transit station must be within 0.25 miles of bus stops serving at least one bus route with individual service intervals no longer than 30 minutes during peak commute periods per route in order to qualify as a high-quality transit area.
 - An existing stop along a high-quality transit corridor, defined as a corridor with fixed route bus service with combined service intervals (gaps between buses serving the corridor) no longer than 15 minutes during peak commute hours.

However, this presumption does not apply if the project:

1. has a floor area ratio (FAR) of less than 0.75;
 2. includes more parking for use by residents, customers, or employees of the project than required by the City;
 3. is inconsistent with the City's current General Plan, as determined by the City; or, replaces affordable residential units with a smaller number of moderate- or high-income residential units.
- 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

4.3 Mitigation Measures and Strategies for VMT Reduction

If a project is not presumed to have a less than significant VMT impact due to project characteristics and/or location, then it is considered to have a significant impact and will require mitigation measures and strategies.

5.0 VMT ANALYSIS

Per the *TIA Guidelines*, a VMT analysis for CEQA purposes will not be required as the project is located within a high-quality transit area. The High-Quality Transit Areas map shows the Project site is within this area. The following is a discussion of the three items (listed in *Section 4.2*) that are potential caveats:

FLOOR AREA RATIO AND GENERAL PLAN

Per coordination with City staff, the Specific Plan requires a minimum floor area ratio of 0.75. The proposed Project would require a General Plan Amendment but is consistent in terms of *Section 3.11* under Threshold #2, General Plan Consistency in the Project’s Environmental Impact Report.

PARKING

The Project proposes a total of 46 condominium units. Per the *City of San Marcos Municipal Code, Chapter 20.340*, 108 parking spaces are required. A summary of the parking code requirements and calculations are shown in **Table 5–1**. The project proposes to provide 108 parking spaces. Therefore, the project meets the parking requirements and does not exceed.

**TABLE 5–1
CITY OF SAN MARCOS MUNICIPAL CODE PARKING REQUIREMENTS & CALCULATIONS**

Parking Code Land Use	Required Off-Street Parking Rate ^a	Project Quantity (dwelling units)	Required Parking
Residential Uses			
Duplex	2 spaces / dwelling unit	46 3-bedroom	92
Guest	1 space / 3 dwelling unit	46 3-bedroom	16
Total Spaces			108

Footnotes:

a. Rates from the *City of San Marcos Municipal Code, Chapter 20.340*.

Appendix A contains the TIA Guidelines’ High-Quality Transit Areas map, excerpts from the City of San Marcos Municipal Code Parking Rate and floor area ratio calculation.

Therefore, based on the City’s TIA Guidelines, a VMT analysis is not required as the Project is located in a high-quality transit area. VMT impacts are presumed to be less than significant.

TECHNICAL APPENDICES
WOODWARD 46 APARTMENT PROJECT
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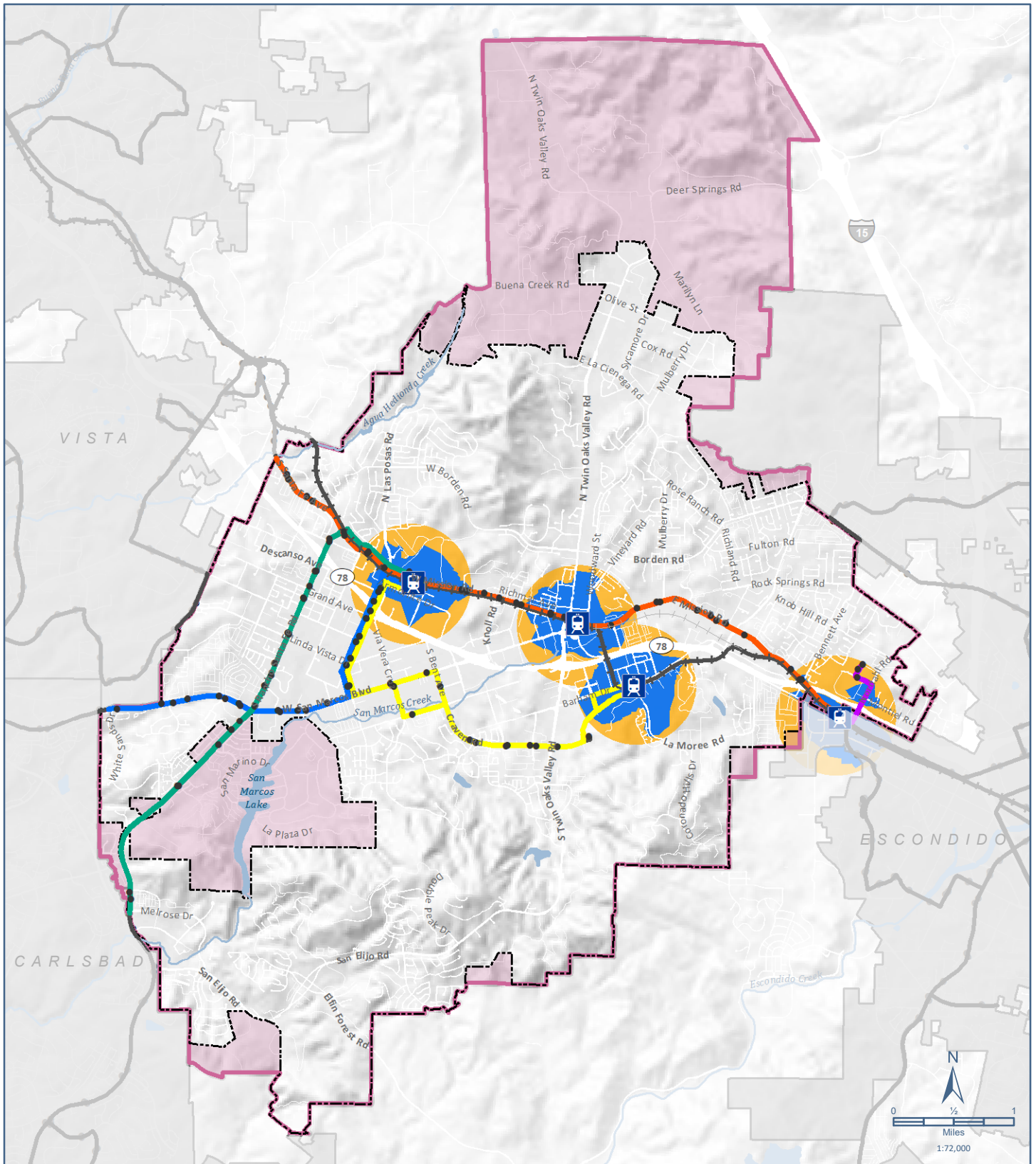
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APPENDIX A

CITY OF SAN MARCOS TRANSPORTATION IMPACT ANALYSIS GUIDELINES – HIGH QUALITY TRANSIT AREAS MAP, CITY OF SAN MARCOS MUNICIPAL CODE PARKING RATE, AND FLOOR AREA RATIO CALCULATIONS



LEGEND

NCTD Breeze Routes		NCTD SPRINTER Light Rail Line Transit Stop Half Mile Transit Buffer Half Mile Walkshed	City of San Marcos Sphere of Influence Areas within the Sphere of Influence Neighboring City
304 305 347	353 445		

Data sources: SANGIS; CalAtlas. Map date: February 24, 2020.

City of San Marcos
SB 743 Implementation

FIGURE X

High Quality Transit Areas

Single-Family Detached	<p>≤3,000 s.f. unit: 2 attached covered spaces required;</p> <p>>3,000 s.f. unit: 3 attached covered spaces required</p>	See Table 20.340-5 for additional standards; Section 20.340.060.H
Sport Court, on a Residential Lot	None required.	Residential Zones only.
Supportive Housing	<p>Studio: 1 space/unit</p> <p>1 Bedroom Unit: 1.5 space/unit</p> <p>2+ Bedroom Unit: 2 spaces/unit; 1 space shall be covered, Guest Parking: 1 space/3 units</p>	
Transitional Housing	2 covered spaces/unit	
Recreation, Education & Public Assembly Uses		
Animal Keeping, Large	1 space/250 s.f. gross floor area	
Assembly and Recreation	To be determined by the Director during SDP or CUP review process.	
Automobile Parking Lot or Storage Garage (Enclosed or Freestanding)	Adequate for facility, building, or area served.	
Cemetery	As provided by internal circulation system.	
Child Care Facility, Daycare Center	1 space/2 employees plus 1 space/5 children (per maximum capacity) or 1 space/10 children where adequate drop-off facilities are provided per 20.340.040.I.1.	
Club	10 spaces/1,000 s.f. of assembly floor area	
College, Nontraditional Campus Setting	3 spaces/1,000 s.f.	
College, Traditional Campus	1 space/3 non-resident students; plus 1 space/3 employees and faculty	

Lot: 137,921 SF
 Bldg.: 103,460
 FAR: 0.75

APN: 220-480-01

APN: 220-480-12

APN: 220-480-13

APN: 220-386-01

EXIST. TOWNHOMES
 APN: 220-210-50

N16°52'59"W
 862.47'

A=024°22'12" L=643.96' R=1514.00'

S73°53'40"W
 572.84'

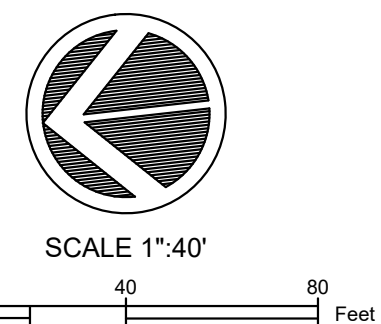
S06°23'48"W
 686.75'

WOODWARD STREET

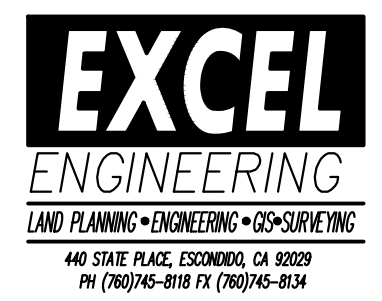
- EXISTING EASEMENTS**
- E-01 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED OCTOBER 19, 1948, IN BOOK 2985, PAGE 237 OF OFFICIAL RECORDS, IN FAVOR OF THE SAN DIEGO GAS & ELECTRIC COMPANY. THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
 - E-02 AN EASEMENT FOR DRAINAGE, SLOPE, PUBLIC STREET UTILITY AND RIGHTS INCIDENTAL THERETO RECORDED MARCH 26, 2002, AS DOCUMENT NO. 2002-0251944 OF OFFICIAL RECORDS, IN FAVOR OF THE CITY OF SAN MARCOS.
 - E-03 AN EASEMENT FOR ENTRY, VEGETATION, CLEARING AND REMOVAL OF COMBUSTIBLE MATERIALS AND RIGHTS INCIDENTAL THERETO RECORDED AUGUST 31, 2007, AS DOCUMENT NO. 2007-0580784 OF OFFICIAL RECORDS, IN FAVOR OF PETE DE JONG, A MARRIED MAN.
 - E-04 AN EASEMENT FOR ENTRY, VEGETATION, CLEARING AND REMOVAL OF COMBUSTIBLE MATERIALS AND RIGHTS INCIDENTAL THERETO RECORDED MAY 6, 2015, AS DOCUMENT NO. 2015-0225378 OF OFFICIAL RECORDS, IN FAVOR OF KB HOME CAPITAL LLC.
 - E-05 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED GRANT OF EASEMENT, RECORDED MARCH 4, 2020 AS INSTRUMENT NO. 2020-0113186 OF OFFICIAL RECORDS.
 - E-06 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED GRANT OF VEHICULAR AND PEDESTRIAN ACCESS EASEMENT, RECORDED MARCH 4, 2020 AS INSTRUMENT NO. 2020-0113187 OF OFFICIAL RECORDS.
 - E-07 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED OCTOBER 20, 1948, IN BOOK 2985, PAGE 440 OF OFFICIAL RECORDS, IN FAVOR OF THE SAN DIEGO GAS & ELECTRIC COMPANY.

LEGEND

- PROJECT BOUNDARY
- PROPERTY LINE -PL-
- RIGHT OF WAY -RW-
- EXIST MAJOR CONTOUR -100-
- EXIST MINOR CONTOUR -100-
- PROPOSE MAJOR CONTOUR -100-
- PROPOSE MINOR CONTOUR -100-
- GEOGRID TYPE RETAINING
- CMU TYPE RETAINING
- SOIL NAIL TYPE RETAINING
- EXIST WATER MAIN W
- EXIST SEWER MAIN S
- NEW WATER MAIN W
- NEW SEWER MAIN S
- FLOW LINE
- PCC BROW DITCH
- EXIST. FIRE LINE F
- FIRE HYDRANT
- STREET/PARKING LIGHT
- STORM DRAIN
- INLETS/CLEANOUTS
- WATER SERVICE LATERAL
- SEWER SERVICE LATERAL
- FIRE SERVICE LATERAL
- PCC CURB
- PCC CURB & GUTTER
- BLDG UNIT NUMBER U-18



DATE	REMARKS
10/2022	PLANNING SUBMITTAL



SHEET 3 OF 13 SHEETS
 TENTATIVE MAP

CORNERSTONE COMMUNITIES
WOODWARD
 APN 220-210-49
 WOODWARD ST, SAN MARCOS CA

V:\221\22022\Engineering\TM\TM01\TM-Pop\22022_TMDwg_10/24/2022_8:29 AM ORIGINAL PLOT SIZE: ---