

VEHICLE MILES TRAVELED ANALYSIS

MODERA MELROSE

Oceanside, California

April 8, 2022

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1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled Analysis Report for the proposed Modera Melrose Project to be built on an unoccupied site on the southeast corner of the Oceanside Boulevard (W. Bobier Drive) / N. Melrose Drive intersection in the City of Oceanside. The Project proposes the development of 323 apartments, and 2,336 SF of retail. Since the analysis for this Project was conducted, the number of units and the retail square footage was changed. The analysis was conducted assuming 324 units and 2,338 SF and is therefore, slightly conservative.

2.0 PROJECT DESCRIPTION

The Project site is located at the southeast corner of the Oceanside Boulevard / N. Melrose Drive intersection in the City of Oceanside. The Project is a proposed residential with retail development with surface and subterranean parking. The Project is located within a walking distance of approximately 1,500 feet from Melrose Drive Sprinter Light Rail Station.

The apartment Project proposes 174, 1-bedroom units, 139, 2-bedroom units and 11, 3-bedroom units and 2,338 SF of retail with surface and subterranean parking. Vehicular access to the site is proposed via an access driveway forming the fourth/south leg of the signalized Bobier Drive / Sports Park Way intersection.

Figure 2-1 depicts the Vicinity Map and *Figure 2-2* depicts the Conceptual Site Plan.

2.1 Project Trip Generation

Trip generation rates were obtained from the (Not So) *Brief guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) by SANDAG. The “Residential, Apartment” (6 ADT / DU)” were used for the apartments, and the “Strip Commercial” (40 ADT /KSF)” trip rates were used for the local serving retail to estimate the Project trip generation.

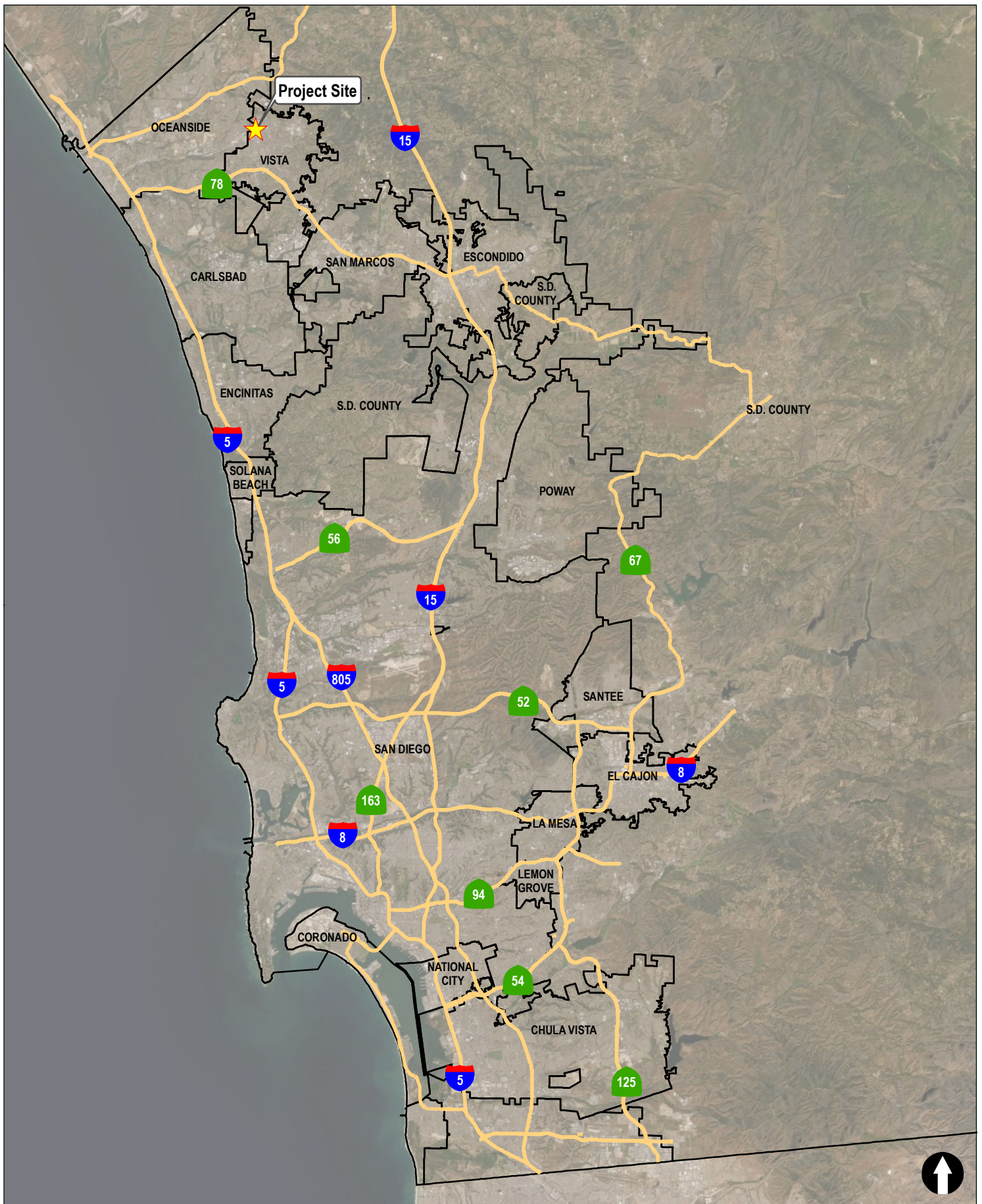
Table 2-1 summarizes the trip generation for the Project. As shown in *Table 2-1*, the Project is calculated to generate 2,038 daily trips with 159 trips during the AM peak hour (33 inbound/ 126 outbound trips) and 183 trips during PM peak hour (127 inbound/ 56 outbound trips).

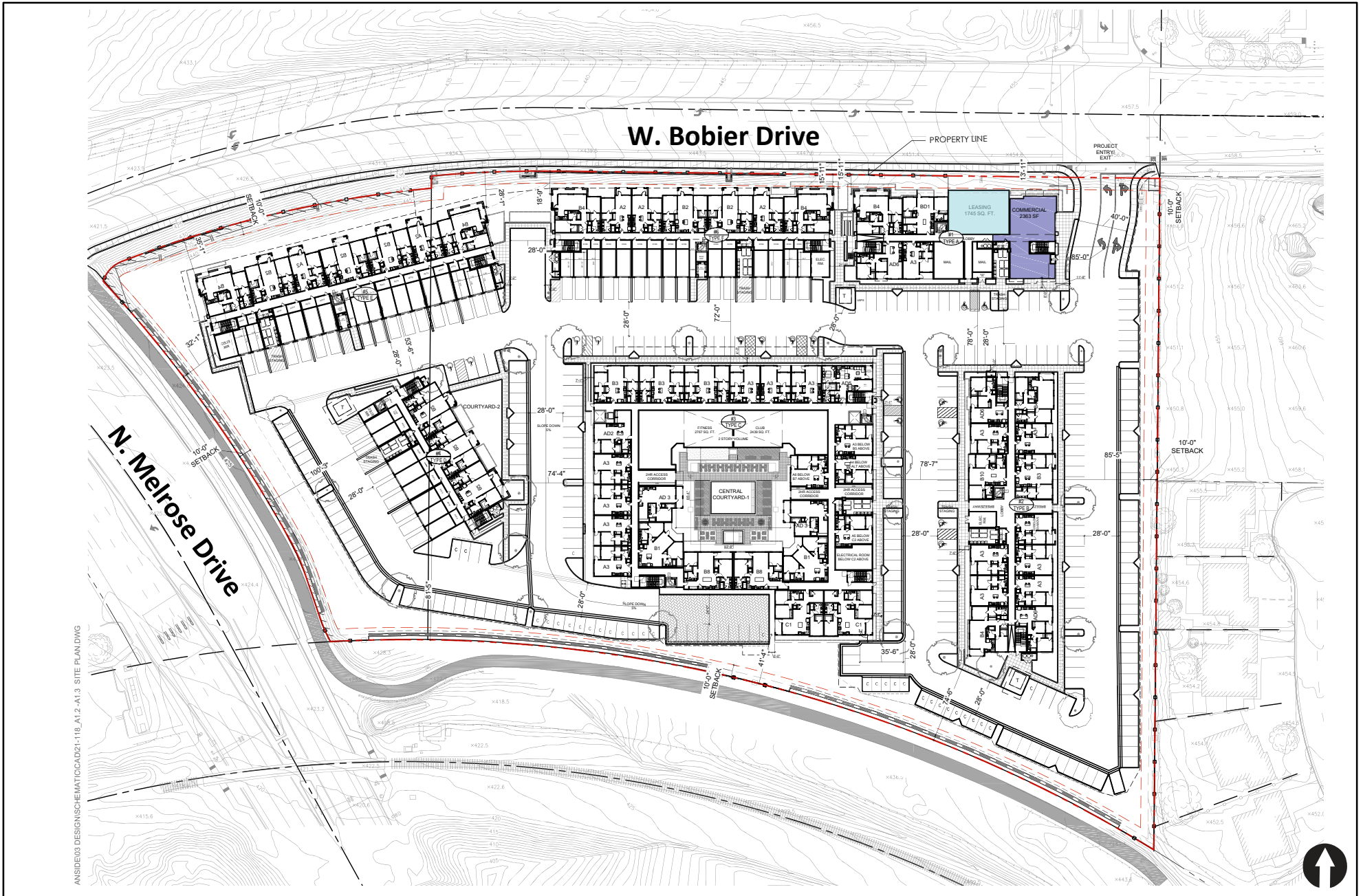
**TABLE 2-1
TRIP GENERATION SUMMARY**

Use	Quantity	Daily Trip Ends (ADT) ^a		AM Peak Hour					PM Peak Hour				
		Rate ^b	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out				In	Out	
Apartments	324 DU	6/ DU ^c	1,944	8%	2:8	31	125	156	9%	7:3	123	52	175
Retail ^c	2,338 SF	40/ KSF ^d	94	3%	6:4	2	1	3	9%	5:5	4	4	8
Total			2,038			33	126	159			127	56	183

Footnotes:

- a. Average Daily Trips
- b. Trip Generation Rate from the SANDAG's *Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, 2002*.
- c. Trip rates for Apartments used.
- d. Trip rates for Strip Commercial used.





ANSIDE03 DESIGN/SCHEMATIC/CAD/21-118_A1.2-A1.3 SITE PLAN.DWG

3.0 REPORT APPROACH

3.1 VMT Background

Vehicle Miles Traveled (VMT) is defined as the “amount and distance of automobile travel attributable to a project” per CEQA Guidelines Section 15064.3. VMT and VMT/capita or VMT/employee is a measure of the use and efficiency of the transportation network as well land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT is estimated for a typical weekday for the purposes of measuring transportation impacts. For hospital uses, the metric is employee VMT/employee.

3.2 Transportation Analyses

This potential transportation impacts of the proposed Project are based on VMT to satisfy the California Environmental Quality Act (CEQA) guidelines through Senate Bill 743 (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. The justification for this paradigm shift is that auto delay/LOS impacts may lead to improvements that increase roadway capacity and therefore sometimes induce more traffic and greenhouse gas emissions. In contrast, constructing projects in VMT-efficient locations assists California in meeting greenhouse gas emissions targets. Therefore, consistent with SB 743 and CEQA Guidelines 15064.3, the CEQA significance determination for the Project is based only on VMT and not on LOS.

3.3 Local Mobility Analysis

In addition to the VMT analysis, a Local Mobility Analysis (LMA) was prepared under separate cover that focuses on an analysis of automobile delay/Level of Service within the study area. The LOS analysis was conducted to identify the project traffic’s effect in the project study area and recommends project improvements to the multi-modal network.

4.0 VMT SIGNIFICANCE CRITERIA & METHODOLOGY

4.1 Local / Regional Agency Transition to SB743

The *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* (Guidelines) has been published by the City of Oceanside in August 29, 2020, pursuant to guidance from the Governor’s Office of Planning and Research (OPR) in December 2018 (*Technical Advisory on Evaluating Transportation Impacts in CEQA*).

The City of Oceanside has developed significance thresholds and technical methodologies in their Transportation Analysis Guidelines (August 2020) and these Guidelines were utilized to perform a Project-Specific VMT analysis.

4.2 Significance Criteria

According to the City of San Diego’s *TSM*, the City’s transportation VMT thresholds of significance are shown in *Table 4-1*.

**TABLE 4-1
CITY OF OCEANSIDE PROJECT THRESHOLDS**

Project Type	Metric	Significance Threshold ⁽¹⁾
Residential	Resident VMT / Capita	15 % below regional average
Commercial	Employee VMT / Employee	15 % below regional average
Industrial	Employee VMT / Employee	15 % below regional average
Retail ⁽²⁾	Net increase in the regional VMT	Net increase in regional VMT
Mixed-Use	Evaluate each land use separately	Based on proposed land use
Redevelopment ⁽³⁾	Based on the proposed land use	Based on the proposed land use

- 1) The City may request the applicant to analyze VMT using a more localized threshold if the project requires.
- 2) Locally serving retail is presumed to decrease VMT however retail projects over 50,000 square feet are considered regionally serving.
- 3) A redevelopment project that reduces VMT is presumed to have less than a significant impact and is screened out. The removal of affordable housing will require VMT analysis.

4.3 Project-Specific Threshold

The project-specific threshold for the Project is comprised of the following two components, and each are explained in detail below.

- City of Oceanside Screening Criteria
- VMT Analysis Methodology

4.3.1 City of Oceanside Screening Criteria

According to City *Guidelines*, a project that meets at least one of the following screening criteria would be presumed to have a less than significant VMT impact due to project characteristics and/or location.

**TABLE 4-2
SCREENED OUT PROJECTS**

Project Type
Projects located in a Transit Priority Areas (TPA) or Smart Growth Opportunity Area as identified in the most recent SANDAG San Diego Forward Regional Plan and is consistent with the General Plan at the time of project application. ⁽¹⁾⁽²⁾
Locally serving K-12 schools
Day care centers
Local parks
Locally serving retail uses less than 50,000 square feet, including: gas stations, banks, restaurants, grocery stores, and shopping centers
Community institutions (Public libraries, fire stations, local government)
Locally serving hotels (e.g., non-destination hotels, non-regionally serving)
Student housing projects on or adjacent to college campuses
Local serving community colleges that are consistent with the assumptions noted in the most recent SANDAG Regional Transportation Plan/Sustainable Communities Strategy
Affordable housing projects ⁽³⁾
Assisted living facilities
Senior housing (as defined by HUD)
Transit projects
Bike projects
Pedestrian projects
Safety improvement projects (e.g. RRFBs and high visibility crosswalks at uncontrolled locations, pedestrian count down timers, additionally projects identified through the Highway Safety Improvement Program)
Safe Routes to School
Projects generating less than 500 daily vehicle trips (if inconsistent with adopted General Plan)
Projects generating less than 1,000 daily vehicle trips (if consistent with adopted General Plan)

- (1) Projects located in a TPA must be able to access the transit station within a ½ mile walking distance or 6-minute walk continuously without discontinuity of sidewalk or obstructions to the route. Qualifying transit stops means a site containing an existing rail transit station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (OPR, 2017). A high-quality transit corridor may also be considered if a corridor with fixed route bus service has service intervals no longer than 15 minutes during peak commute hours (OPR, 2017).
- (2) Smart Growth Opportunity Area Map is provided in Appendix B. The most recent version available shall be used.
- (3) If a project is a mix of affordable housing and market rate housing or unscreened use, only the affordable housing component would qualify as screened out. Additionally, any removal of affordable housing automatically requires CEQA VMT analysis.

4.3.2 VMT Analysis Methodology

If a project is not screened out, additional criteria is used to determine the methodology for completing the VMT analysis. Per the *Guidelines*, transportation VMT analysis for CEQA shall be conducted using the SANDAG Regional Travel Demand Model, which provides base year VMT data. By utilizing the SANDAG screening maps, the Resident VMT per Capita and Employee VMT per Employee can be estimated at both the regional and census tract level. Definitions of these efficiency metrics are described below per the *Guidelines*.

VMT/Capita:

Includes all vehicle-based person trips grouped and summed to the home location of individuals who are drivers or passengers on each trip. It includes home-based and non-homebased trips. The VMT for each home is then summed for all homes in a particular census tract and divided by the population of that census tract to arrive at Resident VMT/Capita.

VMT/Employee:

Includes all vehicle-based person trips grouped and summed to the work location of individuals on the trip. This includes all trips, not just work-related trips. The VMT for each work location is then summed for all work locations in a particular census tract and divided by the number of employees of that census tract to arrive at Employee VMT/Employee.

5.0 PROJECT VMT ANALYSIS

The City of Oceanside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* provides guidance on the preparation of VMT studies including the City's significance thresholds, screening criteria, and analysis methodology for a variety of land uses. Per the City guidelines, a VMT analysis is not required for General Plan conforming projects located in a Transit Priority Area (TPA) or Smart Growth Opportunity Area as identified in the most recent SANDAG San Diego Forward Regional Plan. Projects located in a TPA must be able to access the transit station (within a ½ mile walking distance or 6-minute walk continuously) without discontinuity of sidewalk or obstructions to the route. Qualifying transit stops means a site containing an existing rail transit station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor may also be considered if a corridor with fixed route bus service has service intervals no longer than 15 minutes during peak commute hours.

The Project is located approximately 1,500 feet (1/4 mile) from the Melrose Drive Sprinter station. A direct route without discontinuity of sidewalk or obstructions is provided between the Project site and the station. The Sprinter runs at a 30-minute frequency on weekdays. In addition, Bus Route 318 stops adjacent to the Project site on Oceanside Boulevard west of N. Melrose Drive and on Oceanside Boulevard east of Marabou Lane. Weekend service is at 45-minute frequency.

The following exist or will be provided by the Project:

- The Project will provide sidewalks along its frontage on Melrose Drive and Oceanside Boulevard.
- The existing sidewalk ramp at the southwest corner of the site will be upgraded to ADA compliance.
- An existing bike trail begins at the southeast corner of the Oceanside Blvd / Melrose Drive intersection.

The Project is consistent with the City's adopted General Plan and is located in a TPA. This project is therefore screened out of requiring a Transportation VMT Analysis.

6.0 CONCLUSIONS

Based on the above VMT analysis, the proposed Project is screened out from requiring a VMT analysis. Thus, the Project's VMT transportation impact is presumed to be less than significant.