



MEMO



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SUBJECT: Clairemont Village VMT Assessment Supplemental Memo
(PRJ-0697307)

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The purpose of this memo is to demonstrate that the proposed project complies with the Complete Communities, Mobility Choices Regulation (Mobility Choices) as it relates to compliance with providing the required Vehicle Miles Traveled (VMT) reduction measures for the proposed Clairemont Village Project (the "Project"). This memo supplements and updates a previous memo dated January 13, 2023 titled, "Clairemont Village Apartments – Vehicle Miles Traveled (VMT) Assessment". Specifically, an amendment to the Mobility Choices Regulations as adopted by O-21618 effective May 6, 2023, altered the mobility zone which the project is located in from Mobility Zone 4 to Mobility Zone 2. As a result, mitigation to the extent feasible through reliance on the Findings and Statement of Overriding Considerations (SOCs) of the Complete Communities: Housing Solutions and Mobility Choices Final Environmental Impact Report (EIR) and compliance with the Mobility Choices regulations has been updated as discussed below.

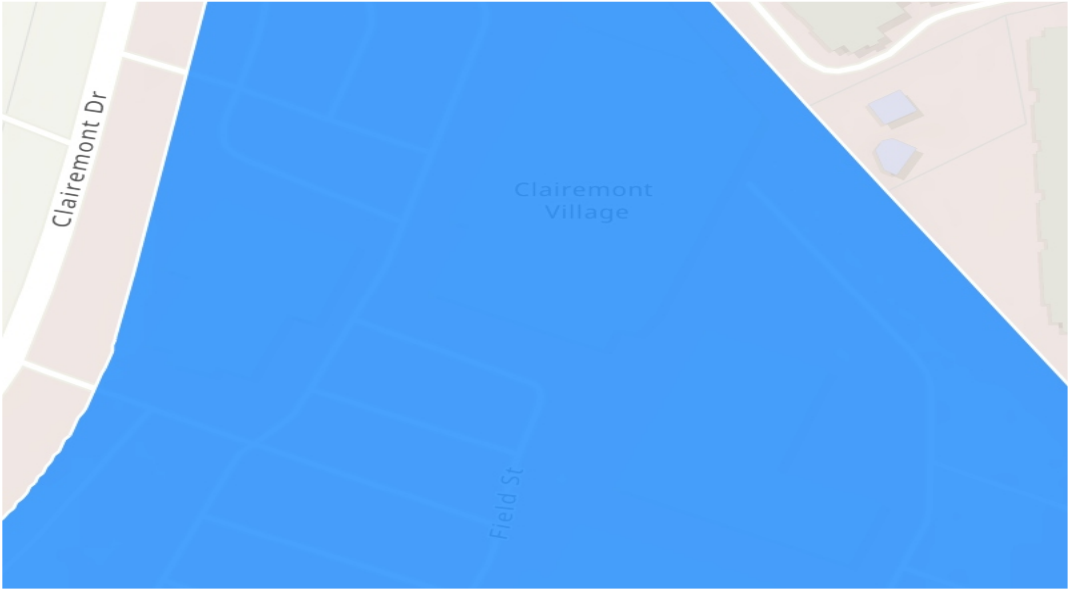
Since the project is now located in Mobility Zone 2, under the Complete Communities: Mobility Choices ordinance (effective January 8, 2021 outside the Coastal Zone), the project is required to provide VMT reduction measures totaling at least 5 points. The project is relying on the Findings and Statement of Overriding Considerations (SOCs) of the Complete Communities: Housing Solutions and Mobility Choices Final Environmental Impact Report (EIR) and will mitigate its significant VMT impact to the extent feasible by providing the required 5 points of VMT reduction measures. The proposed project is in compliance with requirements of Mobility Zone 2 as shown on the City of San Diego Mobility Choices Ordinance Tracking Report attached to this memo.

The project will not be required to pay the Active Transportation In-Lieu Fee referenced in Section 143.1103(c) for projects within Mobility Zone 4, since the project is now located within Mobility Zone 2. Rather, the Project will provide the required VMT reduction measures totaling 5.0 points through the following measures:

Description of Mobility Choices VMT Reduction Measures	VMT Reduction Points Credited towards Compliance
Provide long-term bicycle parking spaces at least 10% beyond minimum requirements (2 points for each 10% beyond the minimum) <ul style="list-style-type: none"> ○ Required long-term bicycle parking = 100 spaces ○ Provided long-term bicycle parking = 110 spaces 	2.0
Provide an on-site bicycle repair station (two stations provided) (1.5 points/unit) <ul style="list-style-type: none"> ● Two on-site bicycle repair stations will be provided 	3.0
Total Points	5.0 points

As shown above, the Project’s proposed VMT reduction measures total to 5.0 points, which meets the minimum of 5.0 points required. Therefore, the Project will mitigate the project’s significant VMT impact through compliance with the Mobility Choices program regulations and rely upon the Findings and SOCs from the Complete Communities: Housing Solutions and Mobility Choices Final EIR as mitigation to the extent feasible.

Project Details	
Analysis Time & Date:	August 02, 2024, 12:13:29 PM
Project Name:	Clairemont Village
Project Screening:	Not Screened Out
Project Description:	5-Story Multi-Family residential building with 224 units adjacent to a retail shopping center.
SANDAG Model Version:	SANDAG ABM2+ / 2021 RP



APN	CPA	Mobility Zone	typology	TPA	Census Tract	MGRA	TAZ	VMT per Capita	VMT per Employee	Residential Density	Employee Density
4256801000	CLAIREMONT MESA	2	2	0	91.02	5954	2823	17.7	18.5	15.656	2.958

PROJECT INFORMATION FORM	
Project Name	Clairemont Village
Project Description	5-Story Multi-Family residential building with 224 units adjacent to a retail shopping center.
Project Type	Discretionary
Project Mobility Zone	2
Number of parking spaces (Vehicle)	385
Number of parking spaces (Accessible)	7
Number of parking spaces (Bicycle)	110
Number of parking spaces (Motorcycle)	23
For Mobility Zone 2 & 3: Select project specific mitigation (TDM Calculator) OR VMT Reduction Measure points compliance (Mobility Choices Ordinance Tracking)	Ordinance Tracking
Land Use 1 - Residential (Dwelling Units)	224
Affordable Units (Residential) %	10
Market Rate Units (Residential) %	90
Land Use 2 – Commercial Employment (ksf)	0
Land Use 3 - Industrial (ksf)	0
Land Use 4 – Retail / Public Facility / Recreational (ksf)	0

PRELIMINARY SCREENING CRITERIA	SCREENED OUT?
1. REDEVELOPMENT PROJECT:	
(a) Does the project result in net decrease in total project VMT? (If not a redevelopment project, answer N/A)	No
(b) Answer, if 'YES' to 1a. If the project replaces affordable housing with market rate housing, are there equal or more market rate units planned than existing affordable units being replaced? (If the existing use is not affordable housing, answer N/A)	
2. RESIDENTIAL PROJECT (LAND USE 1):	
(a) Is the project in a VMT/Capita Efficient Area? (per SANDAG Screening Maps)	No
(b) Is the project 100% affordable?	No
(c) Small project criteria: Is the daily unadjusted driveway trip generation 300 or less?	No
3. COMMERCIAL EMPLOYMENT PROJECT (LAND USE 2):	
(a) Is the project in a VMT/Employee Efficient Area? (per SANDAG Screening Maps)	N/A
(b) Small project criteria: Is the daily unadjusted driveway trip generation 300 or less?	N/A
4. INDUSTRIAL EMPLOYMENT PROJECT (LAND USE 3):	
(a) Is the project in a VMT/ Employee Efficient Area? (per SANDAG Screening Maps)	N/A
(b) Small project criteria: Is the daily unadjusted driveway trip generation 300 or less?	N/A
5. RETAIL, PUBLIC FACILITY, OR RECREATIONAL PROJECT (LAND USE 4):	
(a) Is the project locally serving: Retail, Public Facility, or Recreational as defined by TSM?	N/A
(b) Small project criteria: Is the daily unadjusted driveway trip generation 300 or less?	N/A

LANDUSE	METRIC	PROJECT VMT	REGIONAL AVERAGE VMT	VMT IMPACT
Residential	VMT/Cap	17.7	18.9	YES

Note : When submitted to the City, the information contained is subject to verification by City staff.

MEASURE	USER INPUT	POINTS
PEDESTRIAN SUPPORTIVE MEASURES		
1. Pedestrian scale lighting adjacent to public pedestrian walkways along the entire development frontage.		
2. Installing pop-outs at adjacent intersections or curb extensions at adjacent mid-block crosswalks. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or San Diego Metropolitan Transit System/North County Transit District may be required ¹ .	Number of improved legs= Total number of intersection legs= No of intersection improved=	
3. Installing high-visibility crosswalk striping at adjacent intersection (if not otherwise required) ¹ .	Number of improved legs= Total number of intersection legs= No of intersection improved=	
4. Installing enhanced crosswalk paving at adjacent intersection ¹ .	Number of improved legs= Total number of intersection legs= No of intersection improved=	
5. Installing pedestrian enhancing amenities at adjacent intersections (hardscape): Median refuges, raised crosswalks	Number of amenities installed=	
6. Signal pedestrian countdown heads (if not otherwise required).	Number of intersections=	
7. Planting shade trees adjacent to a public pedestrian walkway beyond minimum standards (shall be consistent with Land Development Code Landscape Standards and be maintained by the property owner). Minimum spacing between trees is 20 feet ² .	Number of trees=	
8. Installing pedestrian resting area/recreation node on-site, adjacent to public pedestrian walkway (with signage designating the space as publicly available). The resting area/recreation node shall be maintained by the property owner.	Square Feet of rest area =	
9. Widening sidewalk within the existing public right-of-way to Street Design Manual standards. The reduction of parkway/landscape buffer to less than the width required by the Street Design Manual standards to widen sidewalk width is not permitted. Requires replacement of existing sidewalk.	Number of miles =	
10. Widening an urban parkway through dedication of private property in accordance with the Street Design Manual Standards. This requires replacement of existing sidewalk.	Number of miles =	
BICYCLE SUPPORTIVE MEASURES		
11. Providing on-site shared bicycle fleet. The number of bicycles provided shall be equal to the number of bicycle parking spaces that would otherwise be required by SDMC Table 142-05C, or five bicycles, whichever is greater.		
12. Providing on-site bicycle repair station	Yes x2 (1.5 points per station)	3.0
13. Installing new bicycle infrastructure (Class I, II, IV) that is part of the City's planned bikeway network that closes or incrementally closes an existing gap between two existing bikeways.	Number of miles =	
14. Upgrading bicycle infrastructure adjacent to the development (along roadway and at intersections, i.e. signage, green paint, upgrade to a protected bicycle facility, etc. above required minimum bicycle infrastructure standards).	Number of upgraded feature=	
15. Installing electric bicycle charging stations/micro-mobility charging stations that are available to the public.	Number of stations=	

16. Providing short-term bicycle parking spaces that are available to the public, at least 10% beyond minimum requirements.	percent increase=	
17. Providing long-term bicycle parking spaces at least 10% beyond minimum requirements.	percent increase=10	2.00
18. Providing on-site showers/lockers at least 10% beyond minimum requirement.		
MEASURE	USER INPUT	POINTS
TRANSIT SUPPORTIVE MEASURES		
19. Providing high cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of shelter, real time bus information monitors.	Number of upgraded feature=	
20. Providing low cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of bench, public art, static schedule and route display, trash receptacle.	Number of upgraded feature=	
OTHER SUPPORTIVE MEASURES		
21. Providing on-site showers/lockers at least 10% beyond minimum requirement.		
22. Providing on-site car share vehicles spaces that are available to the public with designated parking shown on a site plan.	Number of car-share spaces=	
23. Providing on-site designated micro-mobility (e.g. bicycles, Ebikes, electric scooters, shared bicycles, and electric pedal assisted bicycle) parking area) that is available to the public.		
24. Providing on-site passenger loading zones and delivery vehicle space (above minimum loading space requirements).	Number of loading zone spaces=	
25. Installing a traffic calming measure, such as speed feedback signs, median slow points (chokers), and speed table/raised crosswalk. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or MTS/NCTD may be required.	Number of calming feature=	
26. Providing carpool parking spaces 10% beyond the minimum number of carpool spaces required (for non-residential projects).	percent increase=	
27. Number of parking spaces provided does not exceed the parking requirements contained in the SDMC and a permit system is provided (or other parking management such as time limited or metered spaces) to control off-site parking.		
TOTAL POINTS		5.00