Appendix H

Alpine Community Park VMT Analysis

TO: Mary Bilse, ICF

FROM: Jonathan Sanchez, PE, TE, PTOE; CR Associates

DATE: September 24, 2021

RE: Alpine Community Park – Vehicle Miles Traveled Analysis

The purpose of this memorandum is to document the results of the Vehicle Miles Traveled (VMT) Analysis conducted for the Alpine Community Park project (the "Proposed Project"). The analysis is based on 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". This methodology is consistent with the guidance provided in the Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, authored by the Governor's Office of Planning and Research (OPR).

Project Description

The Proposed Project will be located on the west side of South Grade Road, east of Tavern Road, and south of Alpine Boulevard, within the unincorporated community of Alpine, in San Diego County. The Proposed Project will construct 24 acres of community park including baseball fields, soccer fields, a skate park, equine staging area, corral, amphitheater, dog park, bike park, community garden, playground, shade structure, restrooms, picnic areas, RV Volunteer pad, and a parking lot. **Figures 1** and **2** illustrate the project's regional location and site plan, respectively, while **Figure 3** displays the location of other County Parks in relation to the proposed project.

Analysis Methodology

On September 15th, 2021, the San Diego County Board of Supervisors took action to rescind the currently adopted County of San Diego Transportation Study Guidelines (County TSG) for analyzing VMT as part of the discretionary and CEQA review process. Therefore, the VMT analysis for this project was conducted following the State's OPR guidance.

OPR's technical advisory suggests that lead agencies may screen out VMT using project size, location, transit availability, and provision of affordable housing. Many agencies use these screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study, and these thresholds are identified below:

- Small Project – Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.
- Map-Based Screening for Residential and Office Projects – Residential and office projects located in areas with low VMT per capita, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT.
- Presumption of Less Than Significant Impact Near Transit Stations – Certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT.



Alpine Community Park
VMT Analysis

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Figure 1
Proposed Project Regional Location



SITE ELEMENT KEY

1. MULTI-USE TRAIL
2. ADMIN/RESTROOM
3. RESTROOM
4. SHADE PAVILION
5. SHADE SHELTER
6. SHADE SAIL
7. LEACH FIELD
8. SKATE PARK GATEWAY
9. COMMUNITY GARDEN
10. GARDEN STORAGE
11. NATURE PLAY AREA
12. 2-5 PLAY AREA
13. VOLUNTEER PAD
14. PICKLEBALL COURTS
15. BASKETBALL COURT
16. GAME TABLE PLAZA
17. PICNIC AREA
18. CORRAL
19. EQUESTRIAN STAGING
20. DROP-OFF/PICK-UP
21. BIKE PARK
22. SKATE PARK
23. BASEBALL FIELD
24. SOCCER FIELD OUTLINE
25. SECONDARY PARK ENTRANCE
26. PRIMARY PARK ENTRANCE
27. PARKING
28. DOG PARK
29. EXISTING TRAIL
30. EXISTING TREE/SHRUB
31. BERMED LANDSCAPE SCREEN
32. PARK MONUMENT SIGN
33. OPEN LAWN AREA
34. FITNESS STATIONS
35. ENGINEERED WOOD FIBER
36. TRASH ENCLOSURE
37. RETENTION BASIN
38. EXISTING LANDSCAPE/TERRAIN

PARKING SUMMARY

229	STANDARD SPACES
10	ADA SPACES
2	VOLUNTEER PAD SPACE
5	EQUESTRIAN STAGING SPACES
246	TOTAL SPACES

DPR DIRECTOR SIGNATURE/APPROVAL DATE

NORTH

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Figure 2
Proposed Project Site Plan



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VMT Analysis
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Figure 3
County Parks Relative to the Project Site

- Presumption of Less Than Significant Impact for Affordable Residential Development – Adding affordable housing to infill locations generally improves jobs-housing match in turn shortening commutes and reducing VMT per capita. In areas where existing jobs-housing match is closer to optimal, affordable housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT.

Based upon the criterion provided at above, the Proposed Project would not be screened out from conducting a VMT Analysis because of the following reasons:

- Project is anticipated to generate 480 ADT (more than 110 ADT);
- Project is not a residential nor office project in a VMT efficient area;
- Project is not located near a high-quality transit station; and
- Project is not an affordable residential development.

Transportation Impact Analysis

The Proposed Project will construct 24 acres of much-needed park space in a community where there currently is no other park space with the same amenities. The proposed park is a locally serving public facility that will serve the community of Alpine and surrounding communities. While a "local serving public facility" category is not included in OPR's Technical Advisory screening criteria, the technical advisory does state the following for local serving land uses, such as local serving retail:

> "Because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts. By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact."

Similar to local serving retail, local serving public facilities would redistribute trips rather than creating new trips. Thus, trips are generally shortened as longer trips from a regional facility are redistributed to the local serving public facility.

Based on a GIS exercise as well as aerial imagery, the nearest parks to the residents of Alpine and surrounding communities with comparable amenities are Flinn Springs County Park and Pine Valley County Park (See Figure 3), located approximately 8.2 miles (driving distance – one way) and 15.1 miles (driving distance – one way) away from the community of Alpine.

Therefore, with the construction of the Proposed Project, trips made by Alpine residents associated with parks would be largely internalized within the community of Alpine, hence, shortening trips and reducing their VMT per capita. Reduction in VMT per capita helps the County of San Diego to achieve its long-term climate goals of reducing GHG emissions.

Finally, according to Section 15064.3 "Determining the Significance of Transportation Impacts" of the 2021 CEQA Statute & Guidelines, projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Conclusion

Based on the analysis results documented above, the Proposed Project is presumed to have a less than significant VMT impact, and no additional analysis would be required.