

PART 1

General Project Information and Description

Project Information

Project Name:	
Project Location:	intersection

Project Description

Land Uses and Intensities:	
Gross and Developable Acreage:	
Building Square Footage or Number of Dwelling Units:	
Vehicle Parking Spaces:	
Bicycle Parking Spaces:	
Motorcycle Spaces:	
Electric Vehicle Spaces:	

Project Applicant:

Name:	
Address:	
Telephone and Email:	

Consultant

Firm:	
Project Manager:	
Address:	
Telephone and Email:	

Project Trip Generation

Source:	Pass-by Trips:
Total Daily Trips*:	Diverted Trips:
Internal Capture Rate:	Trip Credit:
Alternative Modes:	Net New Daily Trips:

*If truck traffic accounts for 25% or more of project trips, then a Passenger Car Equivalent (PCE) factor of 2.5 should be applied to all truck trips.

General Plan Consistency

Is this project consistent with the General Plan?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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Site Plan

Attach 11x17 copies of the project location/vicinity map and site plan containing the following:

- Driveway locations and access type
- Pedestrian access, bicycle access, and on-site pedestrian circulation
- Location and distance to nearest existing transit stop (measure as walking distance to project entrance or middle of parcel)
- Location of planned or proposed pedestrian or bicycle improvements within ¼ mile of the project identified in the General Plan Mobility and Infrastructure Element or the Bicycle Master Plan

CEQA Transportation Analysis Screening

Project Type Screening Criteria for CEQA Vehicle Miles Travelled (VMT) Analysis

	Screened Out	Not Screened Out
	Yes	No
1) Select the Land Uses that apply to your project		
2) Answer the questions for each Land Use that applies to your project <i>(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA VMT Analysis; If a project is screened out, a technical memorandum is still required to document the screening process)</i>		
<input type="checkbox"/> 1. Small Residential and Employment Projects:		
a. Does the project result in 200 daily trips or less?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 2. Project is Located in a Transit-Accessible Area:		
a. Is the project located within a half-mile walking distance of an existing major transit stop or an existing stop along a high-quality transit corridor?	<input type="checkbox"/>	<input type="checkbox"/>
b. Additional project features:		
i. Does the project have a Floor Area Ratio ≥ 0.75 ?	<input type="checkbox"/>	<input type="checkbox"/>
ii. Does project include the least amount of parking required for residents, customers, or employees (i.e. not more than required)?	<input type="checkbox"/>	<input type="checkbox"/>
iii. Is the project consistent with SANDAG's most recent Sustainable Communities Strategy or the City of Escondido General Plan?	<input type="checkbox"/>	<input type="checkbox"/>
iv. Does the project replace affordable residential units with a greater number of moderate- or high-income residential units?	<input type="checkbox"/>	<input type="checkbox"/>
v. Does the project have basic walking and biking access to transit (e.g., sidewalks connecting to transit stops)?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 3. Project is in a VMT-Efficient Area:		
a. Is the project in a VMT/Capita or VMT/Employee Efficient Area per SANDAG screening maps?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 4. Locally-Serving Retail Project:		
a. Is the project less than 50,000 square feet and expected to draw at least 75% of customers from the local area?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 5. Locally Serving Public Facility:		
a. Is the project a locally serving public facility?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 6. Redevelopment Project:		
a. Does the project result in a net decrease in total Project VMT than the existing use?	<input type="checkbox"/>	<input type="checkbox"/>

Non-CEQA Local Mobility Analysis

Local Mobility Analysis (LMA) Requirement

1) Select the Street Classifications for each street in the study area		Yes	No
2) Answer the questions for each Street Classification that applies to your project			
<input type="checkbox"/> 1. Prime Arterial:			
a. Does the project add 900 ADT or more to any segment classified as 8-lane Prime Arterial?		<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project add 800 ADT or more to any segment classified as 6-lane Prime Arterial?		<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 2. Major Road:			
a. Does the project add 700 ADT or more to any segment classified as 6-lane Major Road?		<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project add 500 ADT or more to any segment classified as 4-lane Major Road?		<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 3. Collector:			
a. Does the project add 500 ADT or more to any segment classified as 4-lane Collector without parking?		<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project add 250 ADT or more to any segment classified as 4-lane Collector with parking?		<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 4. Local Collector and other:			
a. Does the project add 200 ADT or more to any segment classified as 2-lane Local Collector or any other classifications?		<input type="checkbox"/>	<input type="checkbox"/>

Certain types of projects which generate less than 500 ADT may be considered by the City staff for an LMA waiver only where the affected segments and intersections operate at LOS C or better. Please briefly explain why your project might be eligible for an LMA waiver.

PART 2

Trip Distribution and Trip Assignment N/A since no LMA needed

- | | |
|--|---|
| <input type="checkbox"/> Select Zone (Model Series _____) | Projects that generate greater than 2,400 daily trips |
| <input type="checkbox"/> Manual Estimation | Projects that generate less than 2,400 daily trips |

**Provide an exhibit detailing the project's trip distribution and trip assignment.
Provide a table with the project's daily trip assignment for each street segment in the study area.**



Study Intersections and Roadway Segments (NOTE: Subject to change based of staff review)

1.	6.
2.	7.
3.	8.
4.	9.
5.	10.

Attach a separate page if the number of study locations exceeds 10.

Other Jurisdictions

Is this project located within one mile of another Local Jurisdiction? Yes No

If yes, name of Jurisdiction:

Specific Issues to be addressed within the Study

(in addition to requirements described in the Guidelines – to be filled out by City Staff)

1.
2.
3.
4.
5.

Recommended by:

Consultant's Representative

Date

Scoping Agreement Submitted on _____ Date

Scoping Agreement Re-submitted on _____ Date

Approved Scoping Agreement:

City of Escondido
Transportation Specialist

Date

Table 1
Trip Generation Summary
Gamble Lane Project

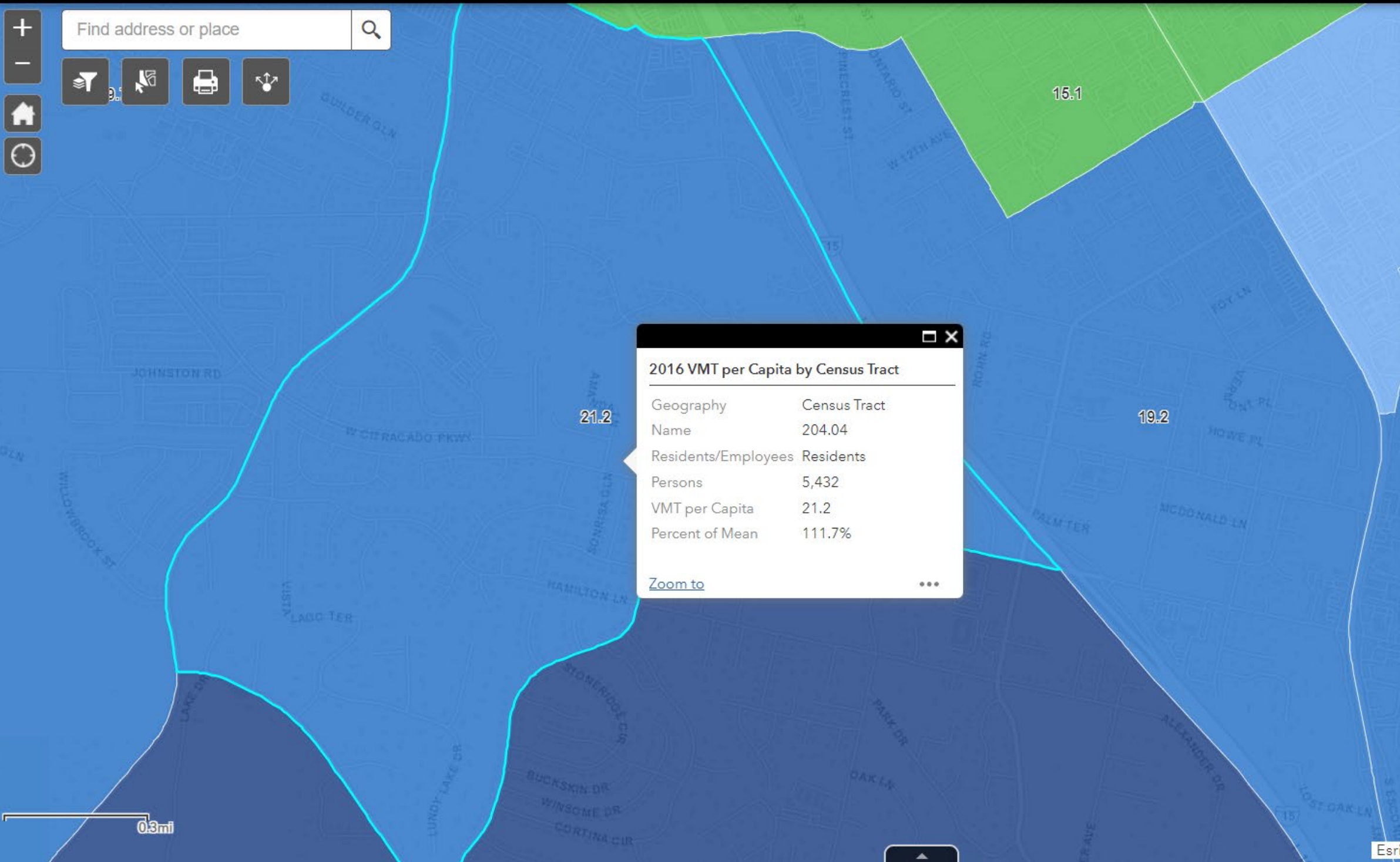
Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	% of ADT ^a	In:Out Split	Volume			% of ADT ^a	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
Single-Family Residential	3 DU	12 /DU	36	8%	30 : 70	1	2	3	10%	70 : 30	3	1	4

Footnotes:

- a. Rates are based on SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002.

Find address or place

Map navigation icons: Home, Refresh, Print, Share, Full Screen, Zoom In, Zoom Out



Map Legend / Disclaimer

Map Legend

Percent of Mean

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No VMT

Current Data

2016 - Series 14 (Scenario ID 434)
Regional Mean = 19.0 VMT per Resident
Regional Mean = 27.2 VMT per Employee

Archived Data

2012 - Series 13 (Scenario ID 720)
Regional Mean = 17.6 VMT per Resident
Regional Mean = 25.9 VMT per Employee

Disclaimer

The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map Web Application.

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