



PROJECT INFORMATION FOR TRAFFIC ANALYSES

FORM TIA-1

This form is required with the initial submittal package of any traffic-generating entitlement project. Please contact engineeringdivision@san-marcos.net and/or the assigned staff with questions.

PROJECT INFORMATION

Project Name:					
Project Applicant					
Name:					
Address:					
Phone Number:		Email:			
Project Location and Context					
Project Address:					
APN(s):					
Nearest Cross Streets:					
Community Plan Area:		Land Use Designation:		Zoning Designation:	
Project Description (with Proposed Land Uses and Intensities):					
Number of Parking Spaces:	Vehicles	Accessible	Bicycles	Motorcycles	
Attachments					
Attachment A – Project Vicinity Map					
Attachment B – Project Site Plan that clearly identifies the following:					
<ul style="list-style-type: none">• Land use types and quantities• Number of parking spaces provided (vehicle, ADA, bicycle, motorcycle).• Driveway locations and type (full access, partial access, right in/out only).• Pedestrian and bicycle access; on-site pedestrian circulation• Location/distance of closest existing transit stop, and proposed transit stops identified in RTIP (measured as walking distance to project entrance/or middle of parcel).					
Attachment C – Transportation Demand Management (TDM) – Identify any TDM project features/measures (see Section 2.1.4 of TIA Guidelines) (i.e. transit pass subsidies, unbundled parking, shuttle services, car share, bicycle supportive features such as repair stations, lockers, etcetera). Identify all transportation amenities. Attachment C may not be required with the initial entitlement submittal at the discretion of assigned staff.					



PRELIMINARY SCREENING INFORMATION

CEQA Transportation Analysis Screening			
Refer to Section 2.1.2 of the City Traffic Impact Analysis Guidelines . Review the exemption criteria below for each land use that applies to the project. The portion of a project that meets all of the exemption criteria in any of the applicable five categories below would be considered to have a less-than-significant VMT impact and may be screened out from requiring a CEQA transportation analysis.		Screened Out?	
1 SMALL PROJECT:		Yes	No
	a. Is the Project consistent with the General Plan?		
	b. Does the Project generate fewer than 110 daily vehicle trips?		
2 AFFORDABLE HOUSING:		Yes	No
	a. Is the Project located in a Smart Growth Opportunity Area ?		
	b. Does the Project include deed-restricted affordable housing? The affordable component does not require a detailed VMT analysis.		
3 LOCAL-SERVING RETAIL AND PUBLIC FACILITIES		Yes	No
	a. Is the Project a local-serving retail project of 50,000 square feet gross floor area or less OR a local-serving public facility?		
4 ADJACENCY TO HIGH-QUALITY TRANSIT		Yes	No
	a. Does the Project meet all of the following? <ul style="list-style-type: none">Floor Area Ratio > 0.75No parking beyond minimum required by Municipal CodeConsistent with current General PlanDoes not reduce existing affordable housing		
	b. Is the Project in a high-quality transit area per TIAG Attachment B ?		
5 MAP-BASED SCREENING		Yes	No
	c. Is the Project a non-retail project? Retail projects, retail portions of a mixed-use project, and projects that are not analyzed using VMT per capita or per employee metrics are ineligible.		
	d. Does the Project incorporate similar land use characteristics (uses, density, and mix) to development in the area or census tract?		
	e. Is the Project located in a low VMT area using the SANDAG residential and/or employment project maps , as applicable?		
Local Mobility Analysis			
Is the Project's land use consistent with the Community Plan zoning?	<input type="checkbox"/> Consistent <input type="checkbox"/> Generates less than 1,000 daily trips (unadjusted driveway trips) <input type="checkbox"/> Generates less than 100 peak hour vehicle trips?	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Generates less than 500 daily trips (unadjusted driveway trips) <input type="checkbox"/> Generates less than 50 peak hour vehicle trips?	
If a Local Transportation Analysis is required for the Project, provide an exhibit showing the project's trip distribution percentages, project trip assignment, and study area using the process described in Section 3.5 of the TIA Guidelines . Include all intersections and roadways where the Project adds 50 or more peak hour trips. This component may not be required with the initial entitlement submittal at the discretion of assigned staff.			
Study Scenarios (Check all Applicable)	<input type="checkbox"/> Existing <input type="checkbox"/> Existing w/ Project	<input type="checkbox"/> Opening Year <input type="checkbox"/> Opening Year w/ Project <input type="checkbox"/> Horizon Year <input type="checkbox"/> Horizon Year w/ Project	

PROJECT TRIP GENERATION

In addition to the CEQA analysis, a non-CEQA local transportation analysis may be required for land use projects to evaluate the effects of a development project on the circulation network, primarily on local access and circulation in the proximity of a project site. This analysis will address traffic operations, safety issues and needed project design features related to a proposed land use project, as well as site access and internal circulation.

Projected daily, AM peak hour, and PM peak hour trip generation estimates must be summarized in a table. Trip generation rates, factors, and source should be provided using the format below.

Land Use	Units	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Existing Land Use(s)													
Proposed Land Use(s)													
Net Trip Generation													

Source: SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2022)



REPORT OUTLINE

The typical Traffic Impact Analysis report will follow the report outline given below. The report will be submitted to the City as a PDF file with a hyperlinked table of contents considering these components:

- Local Transportation Analysis Requirements: Requirements for conducting LOS analysis, site access assessments, and other local transportation analyses for non-CEQA purposes.
- CEQA Analysis Requirements: CEQA analysis, which consists of VMT analysis as well as assessing impacts to pedestrians, bicyclists, transit, hazards, emergency access, and other impacts.

Local Transportation Analysis Report

- 0.0 Executive Summary
- 1.0 Introduction
 - 1.1 Project Description
 - 1.2 Report Organization
- 2.0 Local Transportation Analysis Methodology
 - 2.1 General Plan Consistency
 - 2.2 Determination of Project Study Area
- 3.0 Project Traffic
 - 3.1 Trip Generation
 - 3.2 Trip Distribution and Assignment
 - 3.3 Project Study Area
- 4.0 Existing Conditions
 - 4.1 Existing Transportation Network
 - 4.2 Existing Traffic Conditions
- 5.0 Near-Term Year Conditions
 - 5.1 Near-Term Transportation Network and Traffic Volumes
 - 5.2 Near-Term without Project Traffic Conditions
 - 5.3 Near-Term with Project Traffic Conditions
- 6.0 Horizon Year Conditions
 - 6.1 Horizon Year Transportation Network and Traffic Volumes
 - 6.2 Horizon Year without Project Traffic Conditions
 - 6.3 Horizon Year with Project Traffic Conditions
- 7.0 LOS Deficiencies and Improvement Requirements

Transportation Impact Analysis / CEQA VMT Analysis

- 0.0 Executive Summary
- 1.0 Introduction
 - 1.1 Project Description
 - 1.2 Report Organization
- 2.0 CEQA VMT Analysis
 - 2.1 VMT Analysis Methodology
 - 2.2 VMT Analysis Screening
 - 2.3 VMT Analysis
- 3.0 VMT Impact and Mitigation Measures
- 4.0 Site Access & Circulation