



TO: Conner Kloeppel, CFA; JPI  
FROM: Jonathan Sanchez, PE, TE, PTOE; CR Associates  
Cristian Belmudez; CR Associates  
DATE: June 5, 2025  
RE: 901 Mission Avenue – Vehicle Miles Traveled Analysis

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The purpose of this memorandum is to document the results of the Vehicle Miles Traveled (VMT) Analysis conducted for the 901 Mission Avenue (the “Project”). The analysis is based on the City of Oceanside’s (the “City”) Transportation Impact Analysis Guidelines (TIA Guidelines).

## Project Description

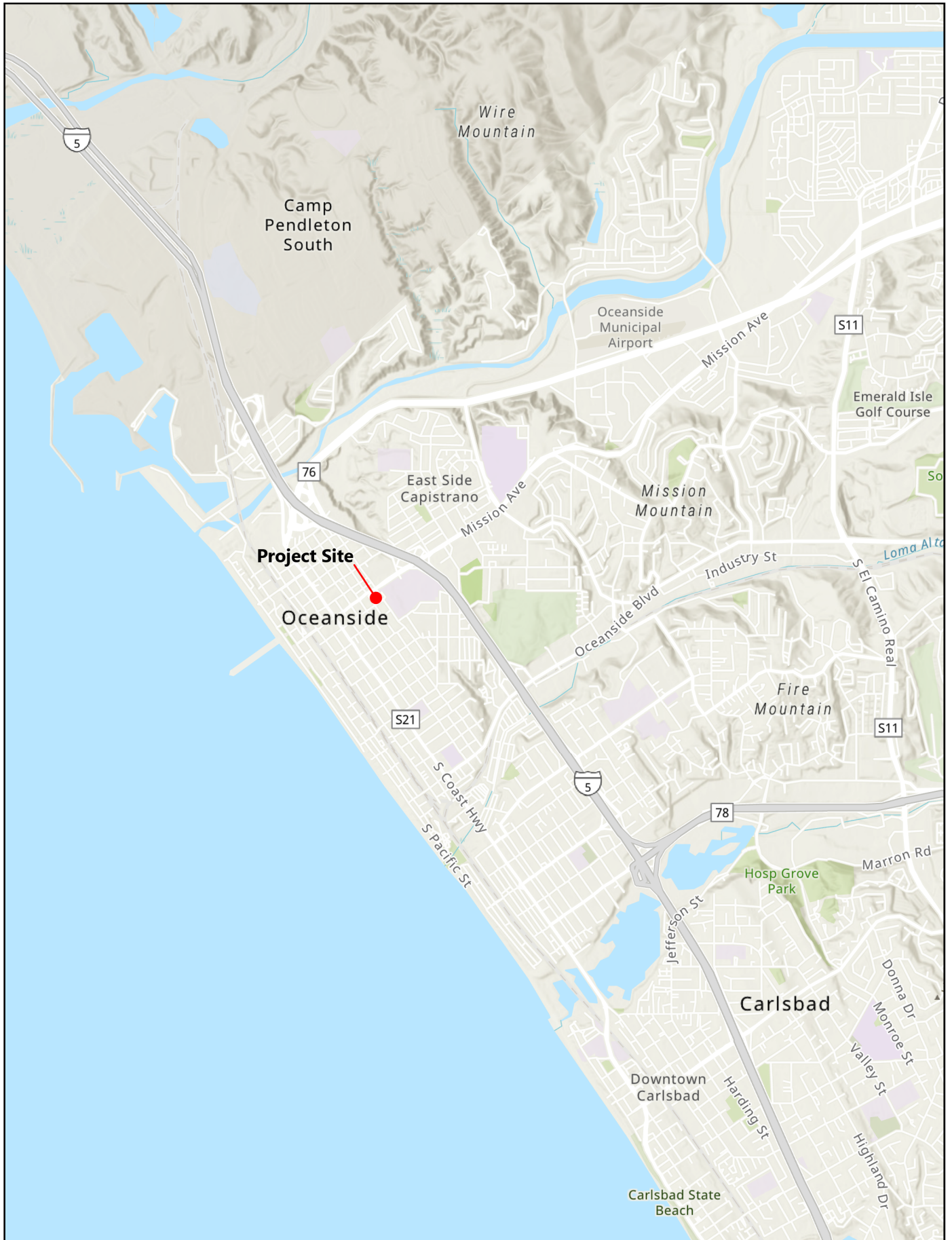
The Project seeks to construct 273 multi-family dwelling units, including 28 affordable units, and 4,006 square feet (SF) of retail at 901 Mission Avenue within the City of Oceanside. The project site is bounded by Mission Avenue to the north, Seagaze Drive to the south, Clementine Street to the west, and N Horne Street to the east. The Project will provide access via two new driveways, including one along Clementine Street and one along N Horne Street. Both project driveways will function as side-street stop-controlled intersections with the driveways as stop-controlled and Clementine Street and N Horne Street as uncontrolled. The anticipated opening year of the Project is 2030. **Figure 1** displays the Project’s regional location. **Figure 2** displays the project site plan.

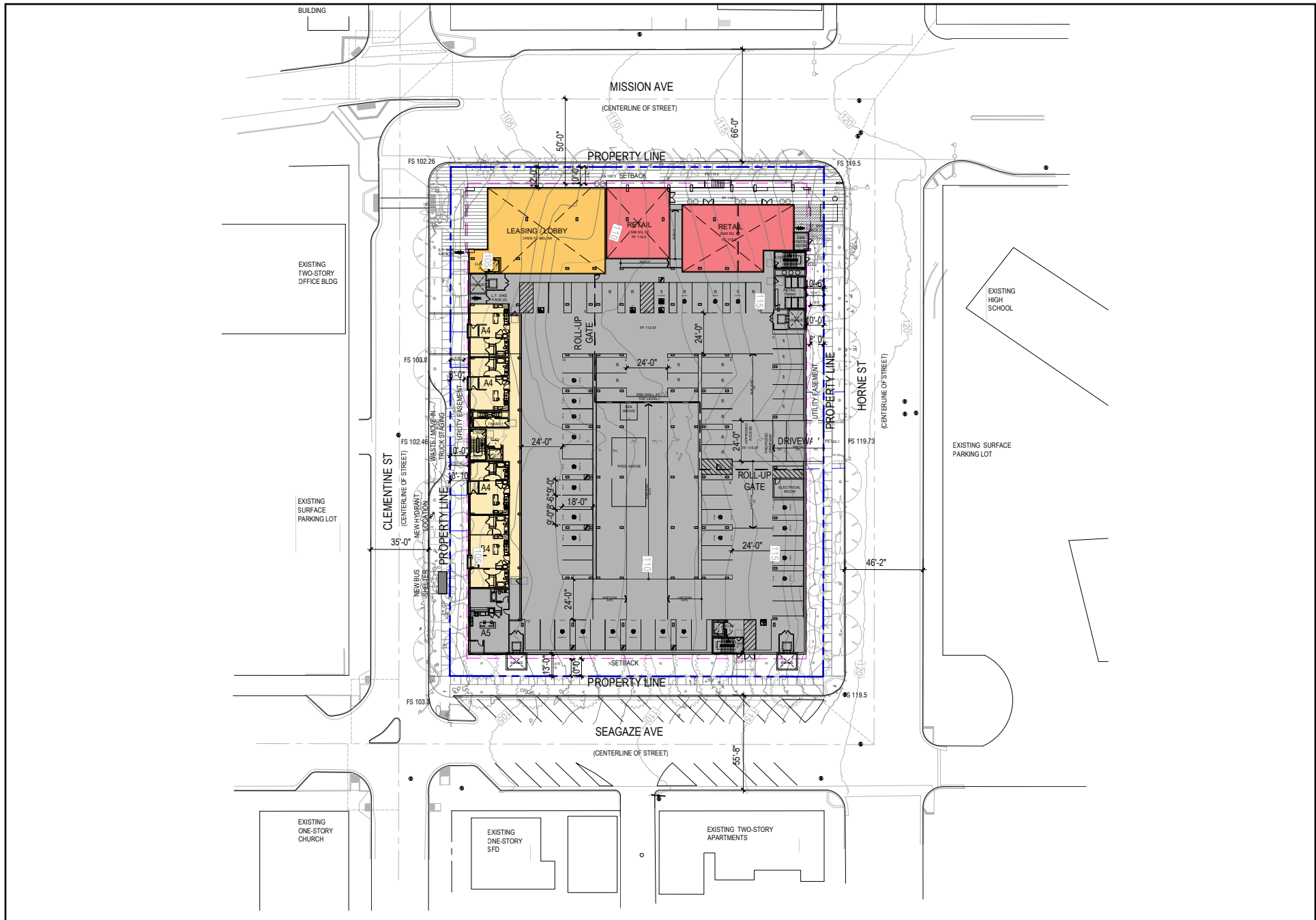
## VMT Analysis Screening

VMT analysis screening criteria were obtained from Table 2 of the City’s TIA Guidelines. The following are the screening criteria relevant to the Project’s proposed land uses:

- Based on SANDAG VMT screening maps, the Project is located in an area where the average VMT per Capita is 14.2 miles or 74.8% of the regional average. Since the Project would generate less than 85% of the regional average VMT per Capita, the Project’s residential component would be deemed to have a less-than-significant VMT impact and no additional VMT analysis would be required. **Figure 3** displays the Project’s VMT per Capita.
- Per the TIA Guidelines, projects that are consistent with the General Plan and located within a Smart Growth Opportunity Area as identified in the SANDAG San Diego Forward Regional Plan are presumed to be VMT-reducing projects. The Project is located within existing smart growth opportunity area OC-1, which is identified as a Town Center and serviced by Rapid Transit, Coaster/AMTRAK/Metrolink, Sprinter Express, and Local Bus. Therefore, the Project is presumed to be VMT-reducing and no additional VMT analysis would be required. **Figure 4** displays the Project’s location within smart growth opportunity area OC-1.
- Per the TIA Guidelines, retail projects less than 50,000 are considered local serving and presumed to decrease VMT. The Project’s retail component is 4,006 square feet. Therefore, the Project’s retail component is presumed to have a less-than-significant VMT impact and no additional VMT analysis would be required.

Based on the discussion above, the Project’s residential and retail components are both presumed to have a less-than-significant VMT impact and no additional VMT analysis would be required.





901 Mission Avenue

VMT Analysis



Figure 2  
Project Site Plan

Figure 3 - VMT per Capita

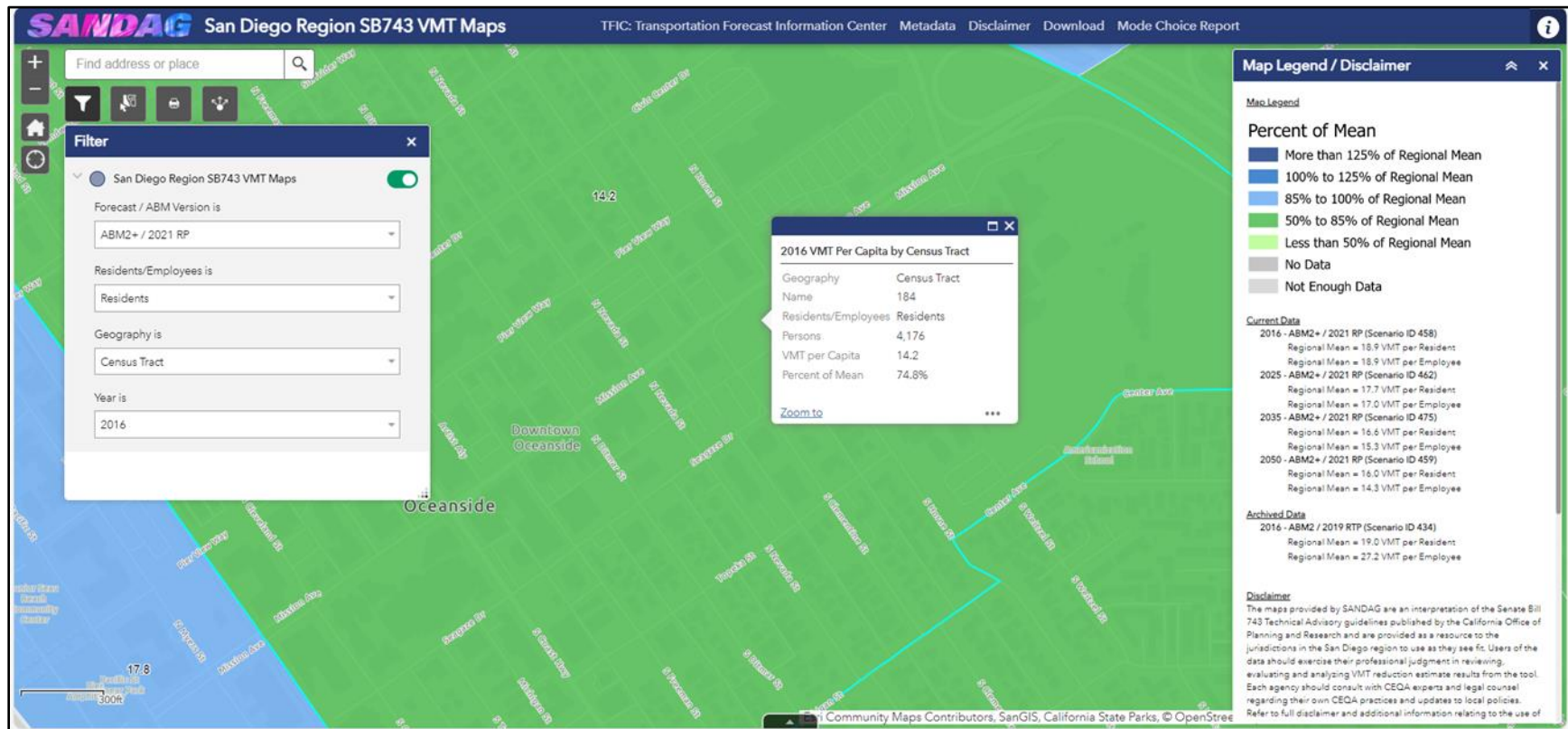


Figure 4 - Smart Growth Opportunity Map

