

VEHICLE MILES TRAVELED ASSESSMENT

HEALTHPEAK TORREY PINES

PRJ 1056938

City of San Diego, California
March 2024

LLG Ref. 3-22-3613



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PURPOSE OF ASSESSMENT

Linscott, Law & Greenspan, Engineers (LLG) has prepared the following Vehicle Miles Traveled (VMT) Assessment in accordance with the California Environmental Quality Act (CEQA) Senate Bill 743 (SB 743) requirements provided in the City of San Diego Transportation Study Manual (TSM) (September 19, 2022).

The purpose of this VMT Assessment is to determine if a project-related significant transportation VMT impact would occur for the proposed Healthpeak Torrey Pines project (hereby referred to as the “Project”), and to propose mitigation to the extent feasible for a potential significant impact.

PROJECT DESCRIPTION

The 6.15-acre site is located at 11085-11095 Torreyana Road within the University Community Plan area in the City of San Diego. The site is zoned IP-1-1 and designated Industrial-Scientific Research within the University Community Plan area. Additionally, the project site is within the Coastal Overlay Zone (Non-Appealable-1) and the 2035 Transit Priority Area.

The Project proposes to entitle up to 122,980 SF. The project will require the demolition of two existing R&D buildings, each approx. 40,000 SF, totaling 80,000 SF.

Figure 1 shows the vicinity map. **Figure 2** shows a more detailed Project area map. **Figure 3** depicts the conceptual site plan.

PROJECT TRIP GENERATION

Based on the existing and proposed land use type (R&D), the trip rates in Table 1 of the City of San Diego’s *Trip Generation Manual*, May 2003 were used to calculate the Project trip generation. **Table 1** summarizes the Project trip generation. As shown in Table 1, the Project is calculated to generate 984 Average Daily Trips (ADT), with 157 AM peak hour trips (141 inbound, 16 outbound) and 138 PM peak hour trips (14 inbound, 124 outbound)

TABLE 1
PROJECT TRIP GENERATION

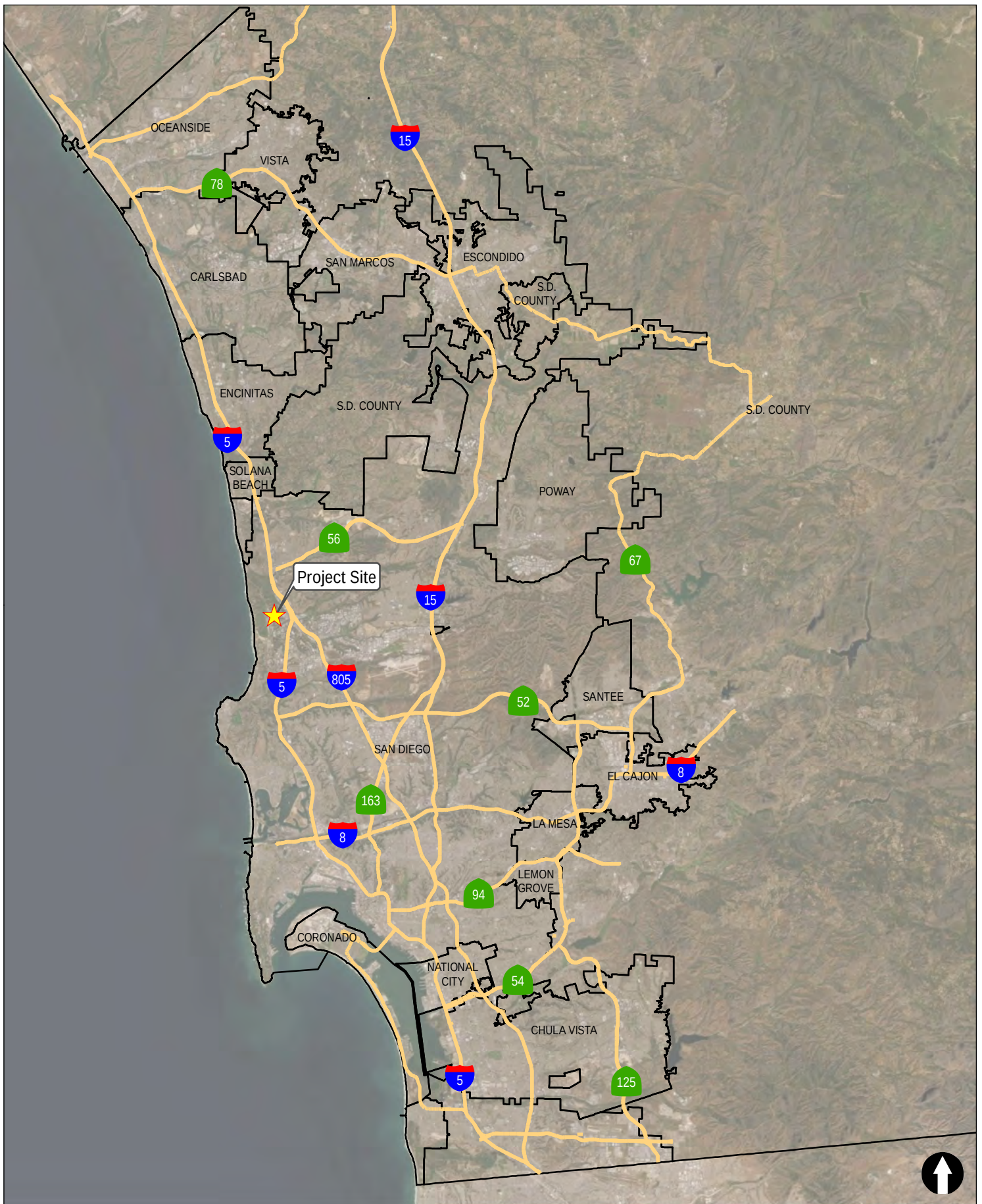
Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour						PM Peak Hour				
				% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume			
		Rate ^a	Volume			In	Out	Total			In	Out	Total	
Proposed Uses														
Research and Development	122.980 KSF	8/KSF	984	16%	90:10	141	16	157	14%	10:90	14	124	138	

Footnotes:

a. Trip rates from *Trip Generation Manual*, City of San Diego, May 2003.

General Notes:

1. KSF - 1,000 Square Feet.





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Date: 03/02/22

Figure 2

Project Area Map

11095 TORREYANA PROJECT

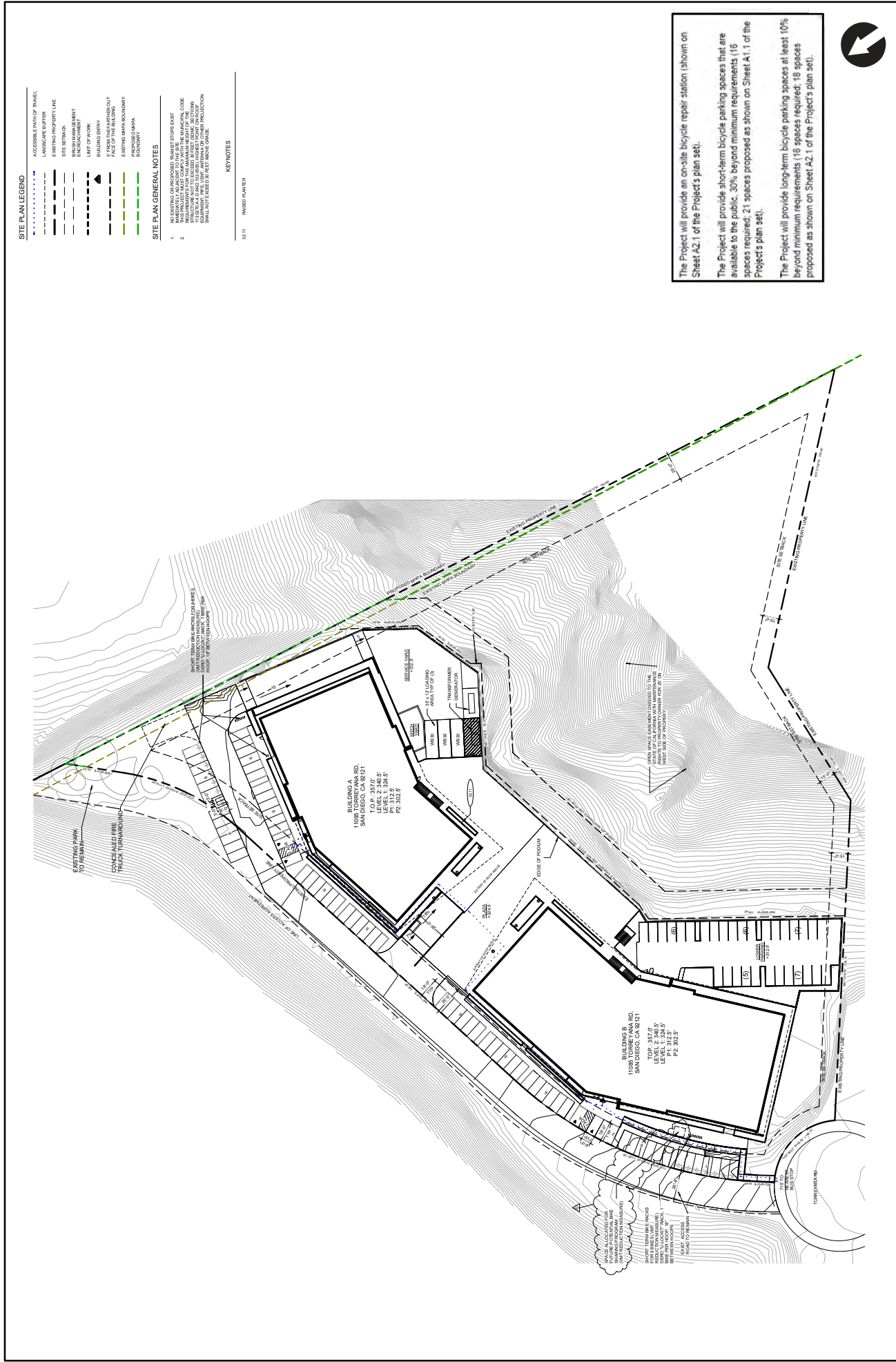


Figure 3

Conceptual Site Plan

111095 TORREYANA PROJECT

VMT SCREENING ASSESSMENT

The City of San Diego's TSM provides a number of screening criteria to identify development projects that could be presumed to have a less than significant VMT impact due to project characteristics and/or location. The existing and proposed use for the Project site is R&D, which falls within the "Commercial Employment" category for VMT screening and analysis purposes. The following VMT screening criterion from the TSM was selected to determine if the Project would be screened out from VMT analysis:

- **Commercial Employment Project Located in a VMT Efficient Area** (15% or more below the regional average commute VMT per employee)

The SANDAG Series 14, ABM2+ (Base Year 2016) screening map from the Traffic Forecast Information Center (TFIC) SB 743 VMT Web App provides the following information for census tract 83.39, in which the Project site is located:

- San Diego County Regional Commute VMT per Employee: 18.9 VMT
- Project Site (within Census Tract 83.39) Commute VMT per Employee: 25.1 VMT
- Percent of Regional Mean Commute VMT per Employee: 132.8%

A development project located within a census tract with a commute VMT of 16.1 VMT (85% of the regional mean) or higher would be considered to be located in a VMT-inefficient area, and would not be screened out from VMT analysis. The census tract in which the Project site is located is shown to generate 25.1 commute VMT per employee, or 132.8% of the regional mean. Therefore, the Project site is considered to be located in a VMT-inefficient area and is not screened out from VMT analysis.

Attachment A contains a screen shot from the web app showing the Project site on the SANDAG Series 14, ABM2+ (Base Year 2016) screening map.

SIGNIFICANCE DETERMINATION

Since the Project did not satisfy the above screening criterion, evaluation of the VMT attributable to the Project is required. The Project, which is considered a commercial employment land use for VMT analysis purposes, generates fewer than 2,400 ADT, as shown in *Table 1*. Therefore, per TSM guidelines, the Project's commute VMT per employee is considered to be the same as the commute VMT per employee of the census tract in which it's located.

As stated above, the Project is located in census tract 83.39, with 25.1 commute VMT per employee, or 132.8% of the regional mean. The Project would therefore have a significant VMT impact based on the significance threshold for a commercial employment project of 15% below the regional mean commute VMT per employee. Therefore, mitigation is required to reduce the Project's VMT impact to the greatest extent feasible.

MITIGATION

The Project is within the Coastal Overlay Zone and is subject to the Complete Communities: Mobility Choices ordinance (effective July 11, 2022). Therefore, the Project is required to participate in the City of San Diego's Complete Communities Mobility Choices Program and intends to rely upon the Findings and Statement of Overriding Considerations (SOC) from the Complete Communities: Housing Solutions and Mobility Choices Program Final Program Environmental Impact Report (PEIR; May 2020)(SCH No. 2019060003) to determine and provide mitigation to the extent feasible for its significant VMT transportation impact.

The San Diego Municipal Code (SDMC) Ordinance Number O-21274, adopted on December 9, 2020, provides the development regulations for the Mobility Choices portion of the Complete Communities program. According to the ordinance, the Project is located in Mobility Zone 2, which means it is located either partially or entirely within a Transit Priority Area (TPA). The Project's location on the City's Complete Communities Mobility Zones map is included in **Attachment B**.

SDMC Section 143.1103(b) states that all development located within Mobility Zone 2 is required to provide VMT Reduction Measures in accordance with the City of San Diego's Land Development Manual Appendix T. The City of San Diego's Land Development Manual Appendix T includes a list of VMT Reduction Measures, each of which are given an assigned point value per unit of measure. Per SDMC Section 143.1103(b)(6), development in Mobility Zone 2 that provides more than the minimum required parking is required to provide VMT Reduction Measures totaling at least 8 points.

The Project will provide measures as required by the ordinance that add up to at least 8 points as identified in the City of San Diego's *Land Development Manual Appendix T* (see **Attachment C**). The Project will provide the following measures described in **Table 2** below. As shown in Table 2, the Project's proposed VMT Reduction Measures total to 8 points, which meets the minimum 8 points required. Therefore, the Project will mitigate its significant VMT transportation impact to the extent feasible through participation in the City of San Diego's Complete Communities Mobility Choices Program and relying upon the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR.

In addition, the applicant will provide electrical charging for 14 e-bikes, on-site bike sharing, access to services at offsite nearby properties that reduce the need to drive, along with transit subsidy passes for any Healthpeak employees that will work on the property.

TABLE 2
MOBILITY CHOICES VMT REDUCTION MEASURES

Category	Measures	Unit Type	Points per Unit	Total Points
Bicycle Supportive Measures	The Project will provide an on-site bicycle repair station. (Shown on Sheet A2.1 of the Project's plan set.)	Yes/No	1.5	1.5
	The Project will provide short-term bicycle parking spaces that are available to the public, 30% beyond minimum requirements (16 spaces required; 21 spaces proposed as shown on Sheet A1.1 of the Project's plan set).	Each multiple of 10% beyond the minimum required	1.5	4.5
	The Project will provide long-term bicycle parking spaces at least 10% beyond minimum requirements (16 spaces required; 18 spaces proposed as shown on Sheet A2.1 of the Project's plan set).	Each multiple of 10% beyond the minimum required	2	2
Total Points				8

Source: City of San Diego's Land Development Manual Appendix T (see Attachment C)

TECHNICAL APPENDICES

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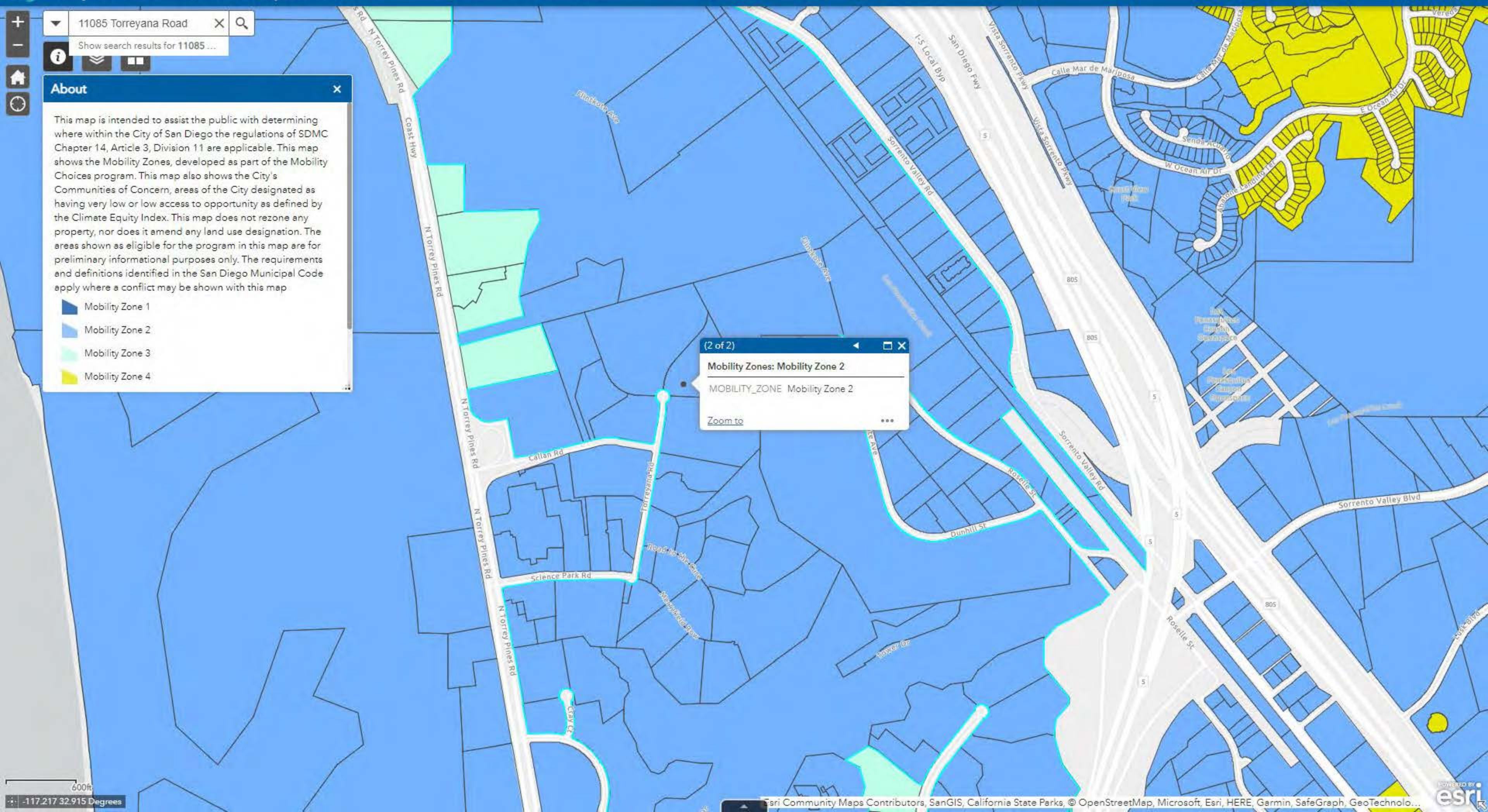
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APPENDIX A

EXCERPT FROM SANDAG SB 743 SERIES 14 ABM 2+ BASE YEAR 2016 VMT MAP

APPENDIX B

EXCERPT FROM CITY OF SAN DIEGO'S COMPLETE COMMUNITIES MOBILITY ZONES MAP



About

This map is intended to assist the public with determining where within the City of San Diego the regulations of SDMC Chapter 14, Article 3, Division 11 are applicable. This map shows the Mobility Zones, developed as part of the Mobility Choices program. This map also shows the City's Communities of Concern, areas of the City designated as having very low or low access to opportunity as defined by the Climate Equity Index. This map does not rezone any property, nor does it amend any land use designation. The areas shown as eligible for the program in this map are for preliminary informational purposes only. The requirements and definitions identified in the San Diego Municipal Code apply where a conflict may be shown with this map.

- Mobility Zone 1
- Mobility Zone 2
- Mobility Zone 3
- Mobility Zone 4

(2 of 2)

Mobility Zones: Mobility Zone 2

MOBILITY_ZONE Mobility Zone 2

[Zoom to](#)

600ft

-117.217 32.915 Degrees

APPENDIX C

CITY OF SAN DIEGO'S LAND DEVELOPMENT MANUAL APPENDIX T

APPENDIX T:

Mobility Choices Regulations: Implementation Guidelines

The Mobility Choices Regulations aim to connect every San Diegan with safe and convenient mobility alternatives that can reliably connect them to jobs, shopping, services, neighborhood parks, open spaces, and other amenities. The Mobility Choices Regulations support implementation of Senate Bill 743 (SB 743) by reducing Citywide vehicle miles traveled (VMT) and support implementation of the City's Climate Action Plan (CAP) by strategically planning the mobility network to support infill development, promote active transportation modes and transit use, reducing GHG emissions and supporting public health goals. The purpose of this appendix is to support implementation of the Mobility Choices Regulations, as set forth in San Diego Municipal Code (SDMC) Chapter 14, Article 3, Division 11.

Appendix T includes the following guidelines to implement the Mobility Choices Regulations: a list of VMT Reducing Measures and corresponding point values to satisfy the requirements set forth in SDMC section 143.1103(b), a template Notice of VMT Reducing Measures to be posted in accordance with SDMC section 143.1103(b)(3), identification of land uses that are subject to payment of the Active Transportation In Lieu Fee in accordance with SDMC section 143.1103(c), and guidelines for calculating VMT and applicable requirements under the regulations.

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[Section B: Notice of VMT Reduction Measures Form](#)

[Section C: VMT Active Transportation In Lieu Fee Land Use Exemptions](#)

[Section D: Active Transportation In Lieu Fee Calculator Tool](#)

Section A: VMT Reduction Measures and Points

Section A: In accordance with SDMC sections 143.1101, 143.1102, and 143.110, development that is required to provide VMT reduction measures, shall satisfy those requirements by implementing the measures identified below.

The measures shall be located on-site or adjacent to the development site such that the measure can be shown on a site plan. On-site measures shall be privately maintained in perpetuity. Any measure that is on-site for public use shall ensure public access. Any measure that is off-site, but to be maintained by the property owner shall be subject to an Encroachment Maintenance and Removal Agreement (EMRA). Measures within the right-of-way shall comply with the City of San Diego Street Design Manual, Land Development Code, San Diego Municipal Code, and applicable Council Policies.

TABLE 1: VMT REDUCTION MEASURES AND POINTS

VMT Reduction Measure		Unit	Points Per Unit	Included as a Parking Standard in TPAS Transportation Measure?
<i>Pedestrian Measures</i>				
1	Pedestrian scale lighting adjacent to public pedestrian walkways along the entire development frontage.	Yes/no	0.5	Yes
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.	Full Intersection ¹	2.5	
3	Installing high-visibility crosswalk striping at adjacent intersection (if not otherwise required).	Full Intersection ¹	1.5	
4	Installing enhanced crosswalk paving at adjacent intersection.	Full Intersection ¹	2.5	
5	Installing pedestrian enhancing amenities at adjacent intersections (hardscape): Median refuges, raised crosswalks	Each measure	2.5	
6	Signal pedestrian countdown heads (if not otherwise required).	Each Intersection	2	

VMT Reduction Measure		Unit	Points Per Unit	Included as a Parking Standard in TPAS Transportation Measure?
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.	Each Tree	0.20 ²	
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.	Each resting area (multiple of 250 square feet)	2.5 (Partial Points Available)	
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.	Each mile of widening	3 points per mile of widening to standard (Partial Points Available)	Yes
10	Widening an urban parkway through dedication of private property in accordance with the Street Design Manual Standards. This requires replacement of existing sidewalk.	Each mile of widening	3 points per mile of widening to standard (Partial Points Available)	
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.	Yes/No	1.5	Yes
12	Providing on-site bicycle repair station	Yes/No	1.5	Yes

VMT Reduction Measure		Unit	Points Per Unit	Included as a Parking Standard in TPAS Transportation Measure?
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.	Each mile	3	
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).	Each upgraded feature	2.5	
15	Installing electric bicycle charging stations/micro-mobility charging stations that are available to the public.	Each multiple of 5 charging stations	2	Yes
16	Providing short-term bicycle parking spaces that are available to the public, at least 10% beyond minimum requirements.	Each multiple of 10% beyond the minimum	1.5	
17	Providing long-term bicycle parking spaces at least 10% beyond minimum requirements.	Each multiple of 10% beyond the minimum	2	
18	Providing on-site showers/lockers at least 10% beyond minimum requirement.	Yes/No	2	
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.	Each upgraded feature	2.5	Yes
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.	Each upgraded feature	1	Yes
Other Measures				
21	Providing on-site multi-modal information kiosks (above minimum kiosk requirement to serve a larger site). *Not applicable to small development sites.	Yes/No	2	Yes
22	Providing on-site car share vehicles spaces that are available to the public with designated parking shown on a site plan.	Each car-share vehicle space	2	

VMT Reduction Measure		Unit	Points Per Unit	Included as a Parking Standard in TPAS Transportation Measure?
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.	Yes/No	1.5	
24	Providing on-site passenger loading zones and delivery vehicle space (above minimum loading space requirements).	Per passenger loading zone space	0.5	Yes
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.	Each traffic calming feature	2.5	
26	Providing carpool parking spaces 10% beyond the minimum number of carpool spaces required (for non-residential projects).	Each multiple of 10% beyond the minimum	1.5	
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.	Yes/No	2	
¹ Measures shall be provided on each leg of the adjacent intersection (four-legged intersection, T-intersection, etc.). If the applicant only installs the measure on a portion of the adjacent intersection legs, the total number of points assigned to this measure shall be divided by the number of legs of the intersection and the resulting number of points shall be assigned to each individual measure included. For example, if the applicant constructs one pop-out at a T-intersection, the total number of points assigned to a pop-out intersection (2.5) would be divided by the number of intersection legs (3) equaling 0.83 and the total number of points the development would receive for this measure would be 0.83 points. ² Points for this measure are given this relatively higher value (compared to VMT reducing effectiveness) to support implementation of Climate Action Plan Strategy 5.				

Section B: Notice of VMT Reduction Measures Form (SDMC section 143.1103(b)(3))

The notice shall include contact information regarding the VMT Reduction Measures, as well as a statement that the measures are required pursuant to the San Diego Municipal Code. The notice shall be provided to the satisfaction of the Development Services Department. The notice shall be in substantially the same form as below.

Notice of VMT Reduction Measure(s)	
The Notice for Mobility Choices VMT Reduction measures, required for a development, shall be posted in a prominent and accessible common area where it can easily be viewed by residents and the public. The notice shall include the responsible party contact information and a statement regarding the measures which are required pursuant to SDMC Sections 143.1101, 143.1102, and 143.1103.	
Owner: Contact Information:	
Mobility Choices VMT Reduction Measure(s):	
Signature:	Date:
Print Name & Title:	
Company/Organization Name:	

Section C: Active Transportation In Lieu Fee Land Use Exemptions

Table 2 provides a list of land use types that are subject to or exempt from payment of the Active Transportation In Lieu Fee in accordance with SDMC Section 143.1103(c). Details by land use type, which development, as required by Division 11, Sections 143.1101, 143.1102, and 143.110 of the SDMC, is exempt from payment of the Active Transportation In Lieu Fee. In accordance with SDMC Section 143.1103(c)(2), locally serving development that is exempt from the Active Transportation In Lieu Fee shall provide VMT Reduction Measures equaling totaling at least 8 points.

TABLE 2: ACTIVE TRANSPORTATION IN LIEU FEE LAND USE EXEMPTIONS

Type	Land Uses	Exempt from Fee
Residential	Single Family Residential	No
	Multi-Family Residential	No
	Senior Housing	Yes
	Single Room Occupancy Units (SRO's)	No
	Mobile Home Park	No
Employee	Clinic	No
	Congregate Care Facility	No
	Convalescent/Nursing Facility	No
	Corporate Headquarters/Single Tenant Office	No
	Extended Stay Hotel	No
	Extractive Industry	No ¹
	Government Office (greater than 100,000 SF)	Yes
	Government Office (less or equal to 100,000 SF)	Yes
	Government Office/Civic Center	Yes
	Heavy Industry	No ¹
	Hospital - General	No
	Hotel (High-Rise)	No
	Hotel (Low-Rise) (Motel)	No
	Industrial Park	No
	Light Industry - General	No ¹
	Medical Office	No
	Office (High-Rise - greater than 100,000 SF)	No
	Office (Low-Rise -less than 100,000)	No
	Other Health Care	No
	Public Storage	No ¹
	Resort	No
	School District Office	Yes

Type	Land Uses	Exempt from Fee
	Scientific Research and Development	No
	Warehousing	No ¹
Recreation	Public/Community Meeting Room Facility (Other Public Services)	Yes
	Racquetball/Tennis/Health Club	No
Retail	Arterial Commercial	No ²
	Automobile Parts Sale	No
	Automobile Rental Service	No
	Automobile Repair Shop	No
	Automobile Tire Store	No
	Building Material and lumber store (less or equal to 30,000 SF)	Yes
	Carwash (Full service)	Yes
	Carwash (Self service)	Yes
	Community Shopping Center (100,000 SF or more)	No
	Convenience Market Chain (Open 24 Hours)	Yes
	Convenience Market Chain (Open Up to 16 Hours Per Day)	Yes
	Discount Store/Discount Club	No ²
	Drinking Place/Bar Entertainment (Night and Day)	No ²
	Drinking Place/Bar Entertainment (Night Only)	No ²
	Drugstore (Stand alone)	Yes
	Financial Institution (with a drive-through)	Yes
	Financial Institution (without a drive-through)	Yes
	Furniture Store	No
	Golf Course Clubhouse	No
	Home Improvement Super Store	No
	Major Automobile Dealership	No
	Minor Automobile Dealership	No
	Movie Theater	No
	Neighborhood Shopping Center (30,000 SF or more)	Yes
	Nursery	No
	Regional Shopping Center (300,000 SF or more)	No
	Restaurant (Fast Food with or without drive-through)	Yes
	Restaurant (High Turnover sit-down)	Yes
	Restaurant (Quality)	No
	Service Station	Yes
	Service Station (with automated carwash)	Yes
	Service Station (with food mart and automated carwash)	Yes
	Service Station (with food mart)	Yes

Type	Land Uses	Exempt from Fee
	Supermarket (Standalone)	Yes
	Wholesale Trade	No
School	Elementary School (Public)	Yes
	Junior High School or Middle School (Public)	Yes
	Senior High School (Public)	Yes
	Elementary School (Private)	No
	Junior High School or Middle School (Private)	No
	Senior High School (Private)	No
¹ Impact is based on Regional VMT/Employee mean, not 85% of the mean. Industrial Uses defined in TSM Table Appendix B-1 located in Prime industrial areas are exempt from the fee. ² Pays for the full project size if it developed retail over 100,000sf, existing or planned, within the same develop project.		

Section D. Active Transportation In Lieu Fee Calculator Tool

The Active Transportation In Lieu Fee is based upon a unit cost per vehicle mile traveled reduced (\$/VMT reduced). The Active Transportation In Lieu Fee is calculated per project for the amount of additional VMT generated over the threshold. Industrial Uses are required to reduce VMT to the regional average VMT/capita or VMT/employee; all other projects are required to reduce VMT to 85% of the VMT/capita or VMT/employee in the region. The Active Transportation In Lieu Fee is based on SANDAG data available at the time the project application is deemed complete or at the time of building permit issuance, whichever the project applicant chooses.

To implement the Mobility Choices Regulations, assist in calculating project VMT, and to easily identify project requirements under the Mobility Choices Regulations, the Active Transportation In Lieu Fee Calculator (Calculator) was developed. The Calculator is an Excel based program that allows project applicants, developers, and City staff to calculate the Active Transportation In Lieu Fee associated with a specific project based on its location, land use, and size. The Calculator can be used to calculate the required fee for Mobility Zone 4 or to calculate the Opt-In Fee for projects in Mobility Zones 2 or 3 that would prefer to pay the fee rather than implement the required VMT Reduction Measures. For more information on the functions, inputs, data sources, methodology, and assumptions used in the Calculator, please see the Active Transportation In Lieu Fee Calculator Tool – User Manual.

Although the Calculator is based on the most current available and accurate data, if substantial evidence shows that a project's VMT would be less than the amount identified in the Calculator, the Development Services Department may use such information provided by the applicant in place of the Calculator.

END OF APPENDICES