

**ONE ALEXANDRIA SQUARE
(PTS #660043)
VEHICLE MILES TRAVELED (VMT) ASSESSMENT**

Revised: January 21, 2022

Prepared for:

**Alexandria Real Estate Equities, Inc.
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San Diego, CA 92121**



Prepared by:



Job Number: 18483-C

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Purpose of Assessment

The following Vehicle Miles Traveled (VMT) Assessment was prepared 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 (September 29, 2020).

The purpose of this VMT assessment is to conduct a VMT screening assessment of the proposed One Alexandria Square project (PTS #660043) based on the City of San Diego's screening criteria, to determine if a project-related significant transportation VMT impact would occur, and to propose mitigation for the potential significant impact.

Exhibit 1 shows the project vicinity map.

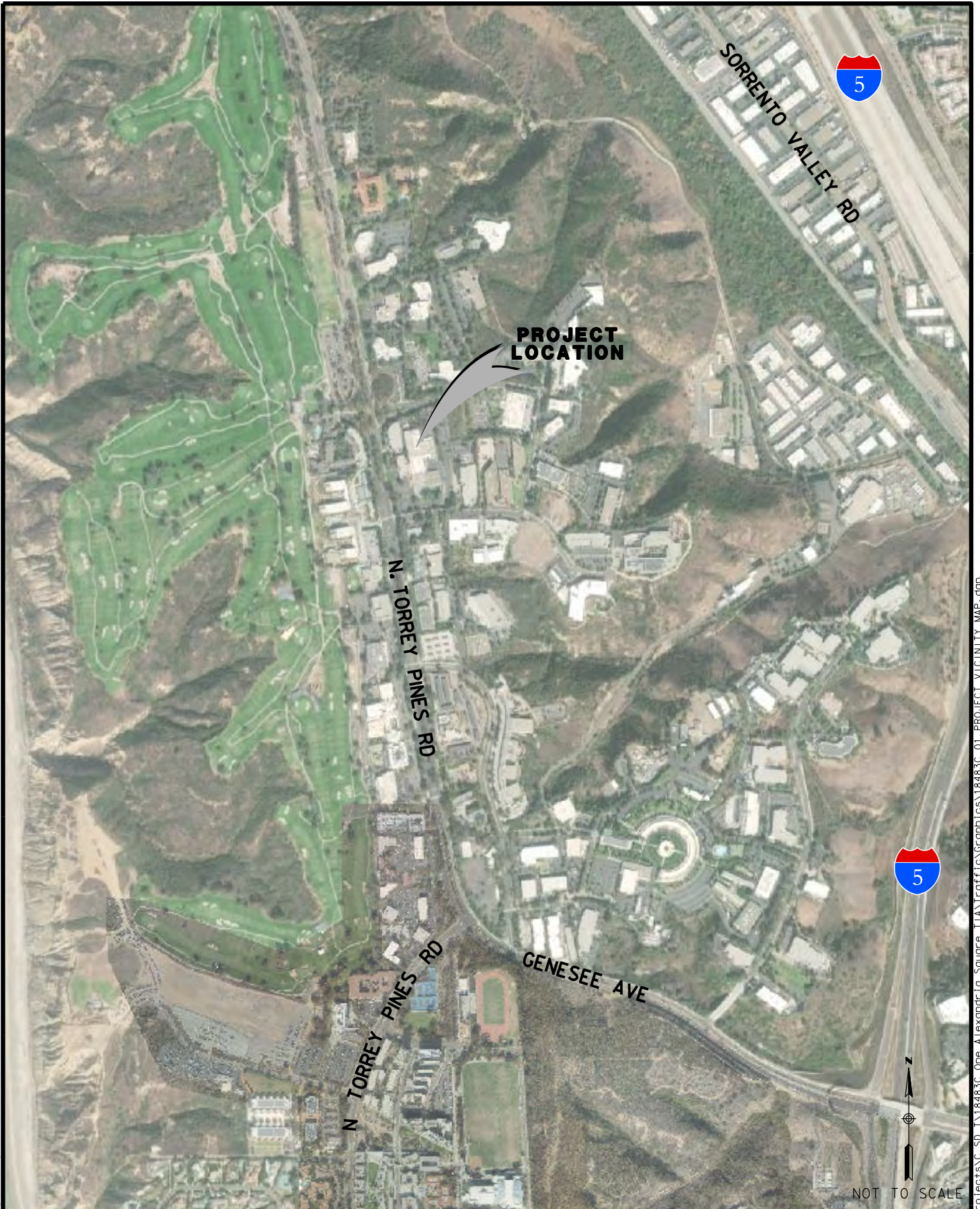
Project Description

The One Alexandria Square project is in a 22.2-acre site located at 10996 Torreyana Road, in the City of San Diego. The project site is located within the Torrey Pines Subarea of the University Community Plan. Figure 13 of the University Community Plan shows that the area in which the project site is located is designated for scientific research use. Therefore, the proposed project is consistent with the land use designation for the site per the University Community Plan.

The project currently consists of approximately 310,357 square-feet of research and development space, including 40,000 square-feet of ancillary retail and food and beverage, within a total of four (4) buildings on the project site per approved SCR #1250085 (PTS #344643). The project proposes to redevelop the existing One Alexandria Square site, which consists of demolishing two existing buildings totaling 167,371 square-feet (Buildings "A" and "B" in **Appendix A**) and constructing eight (8) new buildings with a total of 285,175 square-feet. The new buildings are proposed for research and development use with 15,500 square-feet of ancillary retail and food/beverage uses. The project also proposes to construct a new parking structure that will provide a total of 968 parking spaces, for a total of 1,487 parking spaces on the project site.

The project requires a Site Development Permit (SDP) and Coastal Development Permit (CDP) to amend existing development permits, a Neighborhood Development Permit (NDP) to process setback deviations and a Tentative Map to allow for development of a ten building R&D campus with supporting and ancillary uses, surface parking lots and a parking structure. No rezoning or Community Plan Amendments are required or proposed. The Project opening year is assumed to be in 2023 and with no phasing of development.

All parking for the project will be provided on-site. The project will construct a parking structure that will provide a total of 968 parking stalls. An additional 265 parking stalls will be provided within the existing and new buildings on-site, and an additional 254 surface parking stalls will be provided on-site. The project will provide a total of 1,487 parking stalls, which include a total of 1,210 standard parking stalls, 50 ADA accessible parking stalls, 14 van accessible parking stalls, 10 loading area spaces, 94 EV charging stations, and 109 clean air vehicle or carpool parking stalls. The project will also provide 54 long-term bicycle parking spaces and 58 short-term bicycle parking spaces on-site, as well as 21 motorcycle parking stalls that will be provided on-site.



A total of eight driveways are currently provided for the existing site. Two driveways are currently provided on North Torrey Pines Road, three driveways on Science Park Road, two driveways on Torreyana Road, and one driveway on Callan Road. The project will remove the two existing driveways on North Torrey Pines Road and construct a new driveway on North Torrey Pines Road that will serve as one of the project's two primary entrances (the second primary entrance will be Driveway 3 on Science Park Road). The project will also improve the existing driveways that will serve the new traffic to current standards per City of San Diego Standard Drawings.

The project proposes to construct a separated bicycle facility (Class IV two-way cycle track) along one side of the internal roadway that extends from Driveway 1 at North Torrey Pines Road to Driveway 3 at Science Park Road.

The project proposes to construct non-contiguous sidewalks along portions of the project frontage on the east side of North Torrey Pines Road and the north side of Science Park Road where existing street trees will be removed and replaced per Arborist Tree Evaluation. The construction of the non-contiguous sidewalks along the project frontage on North Torrey Pines Road and Science Park Road would also set back the existing transit stops farther from the curb, which would improve pedestrian conditions at the transit stops adjacent to the project site. Non-contiguous sidewalks are not proposed along the project frontage on the south side of Callan Road due to topographical constraints.

Exhibit 2 shows the proposed project site plan.

VMT Screening Assessment

The following VMT screening criterion from the City of San Diego's Transportation Study Manual was utilized to determine if the project would be screened out from VMT analysis due to project characteristics and/or location:

- **Commercial Employment Project Located in VMT Efficient Area** (15% or more below average VMT/employee)

VMT Efficient Area – The City of San Diego's Transportation Study Manual provides several transportation VMT significance thresholds by land use type. The existing and proposed uses for the project site are Scientific Research and Development, which would fall within the Commercial Employment category for VMT purposes, in which the VMT threshold is based on employee VMT per employee.

The SANDAG San Diego Region SB 743 VMT Maps from the Traffic Forecast Information Center (TFIC) SB 743 VMT Web App provides the following information about census tract 83.39, in which the project site is located, which is also contained in **Appendix B**:

- San Diego County Series 14 (Base Year 2016) Regional Mean VMT per Employee: **27.2**
- Project Site Census Tract VMT per Employee: **32.1**
- Percent of Regional Mean VMT per Employee: **118.0%**

Projects located in census tracts with higher than **23.1** VMT per employee (85% of regional mean) are considered to be located in a VMT-inefficient area and are not screened out from VMT analysis. The census tract in which the project site is located is shown to generate **32.1** VMT per employee, or **118.0%** of the regional mean; therefore, the project site is located in a VMT-inefficient area and is not screened out from VMT analysis.



EXHIBIT 2 PROJECT SITE PLAN

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

LEGEND

 =NON-CONTIGUOUS
SIDEWALK



Significance Determination

Since the project did not satisfy the above screening criterion, it must evaluate the VMT produced by the project. This commercial employment project generates less than 2,400 daily unadjusted driveway trips and therefore, the project's VMT per employee will be considered the same as the VMT per employee of the census tract which it is located.

As stated above, the project is in a census tract with 32.1 VMT per employee, or 118.0% of the regional mean. The proposed project would have a significant VMT impact based on the significance threshold for a commercial employment project of 15% below the regional mean VMT per Employee. Therefore, mitigation is required to reduce the project's VMT impact to the greatest extent feasible.

Mitigation Measures

Although the project is within the Coastal Overlay Zone and not yet subject to the Complete Communities: Mobility Choices ordinance (effective January 8, 2021 outside the Coastal Zone), the project has chosen to participate in the City of San Diego's Complete Communities Mobility Choices Program and 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) and SDMC Ordinance Number O-21274 (12/9/2020) as mitigation to the extent feasible for its significant unmitigated 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. Mobility Zone 2 means any premises located either partially or entirely within a Transit Priority Area (TPA). **Exhibit 3** shows that the Project site is located entirely within a TPA.

SDMC Section 143.1103(b) indicates the requirement for the application of VMT Reduction Measures for all development located within Mobility Zone 2 in accordance with the Land Development Manual Appendix T. The City of San Diego's Land Development Manual Appendix T provides a list of VMT Reduction Measures that are split into a series of categories, which include Pedestrian Measures, Bicycle Supportive Measures, Transit Supportive Measures, and Other Measures. Each of the individual measures is given an assigned point value per unit of measure.

For development in Mobility Zone 2, SDMC Section 143.1103(b)(1) identifies the requirement to provide VMT Reduction Measures totaling at least 5 points. SDMC Section 143.1103(b)(5) indicates that in lieu of providing the VMT Reduction Measures in Section 143.1103(b)(1) or (2), the applicant may pay the Active Transportation In Lieu Fee referenced in Section 14.1103(c).

The Project will provide measures as required by the ordinance that add up to at least 5 points as identified in the City of San Diego's Land Development Manual Appendix T. The Project will obtain at least 5 points through the following measures shown in **Table 1**:



Table 1
VTM Reduction Measures for Mobility Choices Compliance

#	VMT REDUCTION MEASURE	DESCRIPTION	UNIT or YES/NO	POINTS/UNIT	NOTES
BICYCLE SUPPORTIVE MEASURES					
1	Providing on-site bicycle repair station.	The project will provide an on-site bicycle repair station.	Yes	1.50	
2	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).	The project will restripe Science Park Road from North Torrey Pines Road to Torreyana Road to provide a buffered Class II bike lane in each direction of travel. The project will also install bicycle "sharrow" pavement markings along Torreyana Road and Callan Road to provide a circuitous bicycle route around the project site.	Each upgraded feature	2.50	
3	Providing on-site showers/lockers at least 10% beyond the minimum requirement	The project will provide 12 showers and 120 lockers. The project is required to provide a minimum of 7 showers and 26 lockers.	Yes	2.00	
TRANSIT SUPPORTIVE MEASURES					
4	Providing high cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of shelter, real time bus information monitors.	The project will provide a bus shelter, bench and a trash receptable for the transit bus stop located along northbound North Torrey Pines Road approximately 100 feet north of Science Park Road.	Each upgraded feature	2.50	
5	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.	The project will provide a bench and a trash receptable for the transit bus stop located along northbound North Torrey Pines Road approximately 300 feet north of Callan Road.	Each upgraded feature	2.00	
		The project will provide route signage and benches for the four existing MTS Route 978 transit bus stops located along Science Park Road (one stop), Torreyana Road (two stops), and Callan Road (one stop).	Each upgraded feature	2.00	Total of 8.00 points
TOTAL PROJECT VMT REDUCTION MEASURE POINTS				18.50	

Source: Appendix T, City of San Diego Mobility Choices Regulations (Ordinance No. 21274, Dated Dec 9, 2020).

As shown in Table 1, the Project's proposed VTM reduction measures total to 18.50 points, and a minimum of 5 points is required to opt in. Therefore, the Project will opt in to be in compliance with the Mobility Choices program regulations as mitigation to the extent feasible by relying upon the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR for its significant VTM impact.

Conclusions

This VMT assessment showed that the project site is located in a VMT-inefficient area and would accordingly result in a significant VMT impact. Based on the project's location in Mobility Zone 2 (Transit Priority Area), the project chooses to provide VMT reduction measures that will exceed the minimum required 5 points for eligibility to opt in to the City of San Diego's Complete Communities Mobility Choices Program.

Therefore, the project will mitigate its significant VMT impact to the extent feasible by opting into 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 Program Final PEIR.

APPENDIX A

SITE PLAN OF EXISTING ON-SITE BUILDINGS

Alexandria Real Estate Equities, Inc.

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San Diego CA 92121

225 Broadway
Suite 1600
San Diego CA 92101
Tel: 619.537.2500
Fax: 619.537.2520

Gensler

Drawn: Date & Issue Description: By: Check:
1: 02/02/14
2: 02/12/14

APPROVED
EXHIBIT "A"
Approved Date: 02/04/2014
Project No.: SDP # 151106
PTS # 344443

Project Name:
Torreyana / Central

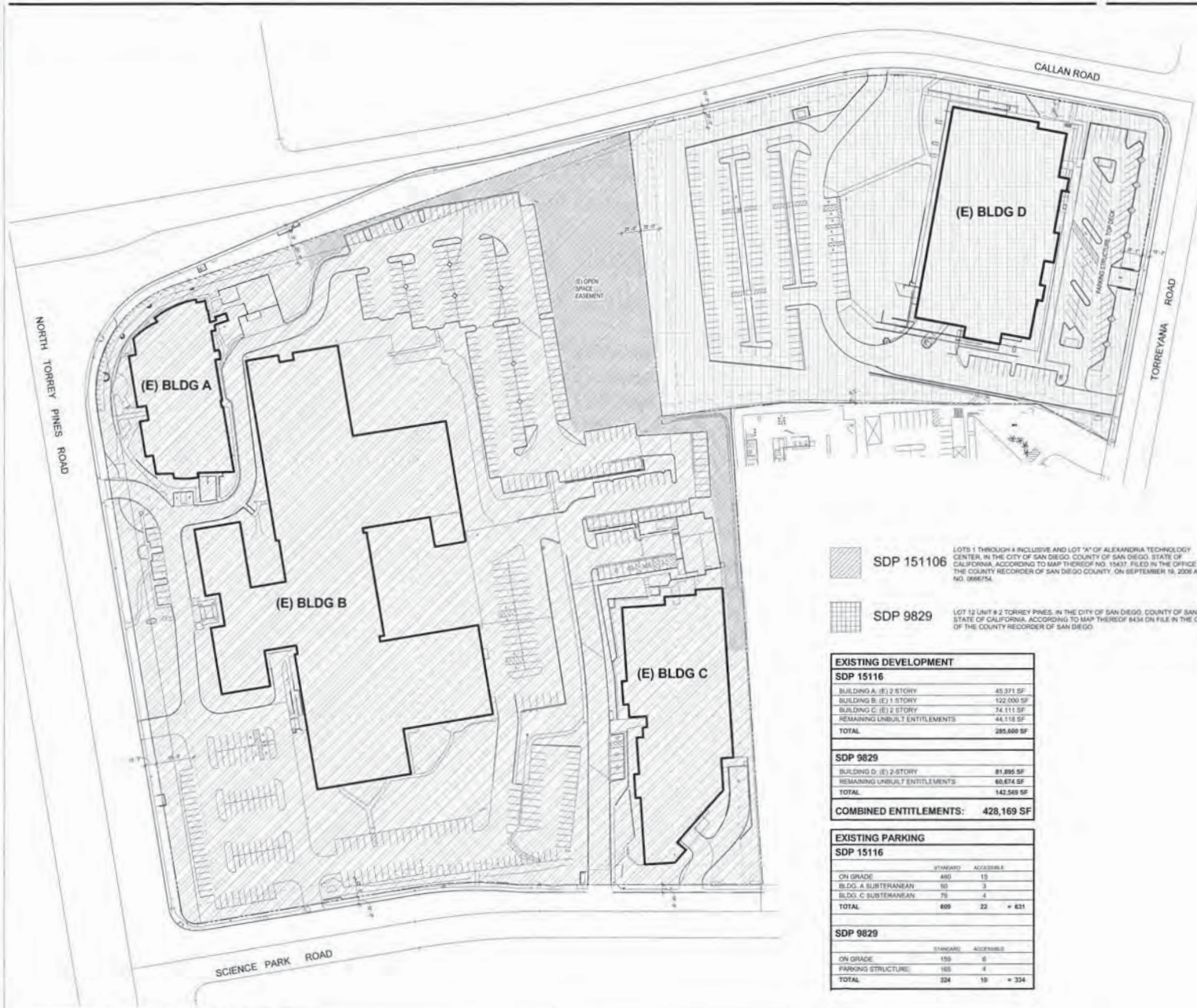
Project Number:
55.7106.016

Description:
SDP 151106 + SDP 9829 EXISTING DEVELOPMENT

Scale:
1" = 32' 0"

A0.05

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SDP 151106 + SDP 9829 EXISTING DEVELOPMENT
SCALE: 1" = 32' 0"

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APPENDIX B

SANDAG SB-743 VMT WEB APP MAP

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Find address or place

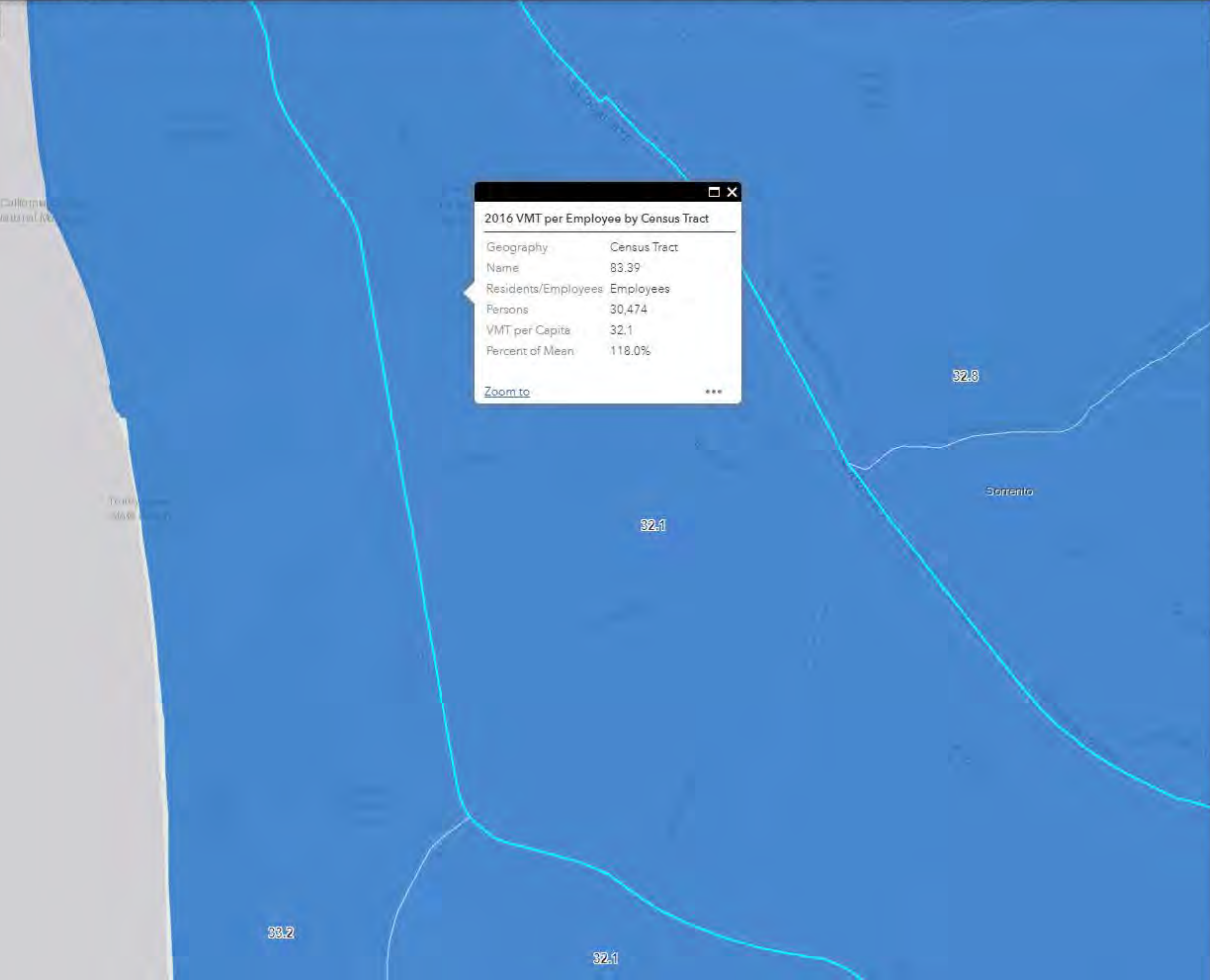
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Map Legend / Disclaimer

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.