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The purpose of this memo is to discuss the Vehicle Miles Traveled (VMT) Assessment for the proposed Campus Pointe Master Plan Project (the “Project”) in accordance with the methodology provided in the City of San Diego Transportation Study Manual (September 29, 2020).

Project Description

The Project proposes to redevelop the site through the increase of development intensity of the site by 227,980 square feet (SF) of Gross Floor Area (GFA) over the existing entitlement of 1,673,633 SF to the proposed 1,901,613 SF. This will be accomplished with the demolition of three (3) existing scientific research and development buildings that consists of Building “10260”, Building “CP2”, and Building “4161”, which are currently in operation and have a total building area of 315,276 SF of GFA. These three (3) buildings will be replaced with five (5) new buildings supporting scientific research and development uses totaling 621,032 SF of GFA and accessory amenity uses consisting of 5,000 SF of GFA and consisting of the following:

- Building “CP3” 103,559 SF of GFA 4-Story over 1-Level Subterranean Parking
Multi-Tenant Building
- Building “CP5” 99,481 SF of GFA 3-Story over 2-Levels Subterranean Basement
Single-Tenant Building
- Building “CP6” 136,500 SF of GFA 4-Story over 1-Level Subterranean Parking
Multi-Tenant Building
- Building “CP7” 211,792 SF of GFA 7-Story over 2-Levels Subterranean Parking
Multi-Tenant Building
- Building “P2” 69,700 SF of GFA 5 Levels over 2 Levels Subterranean Parking (1,251 parking spaces)
5,000 SF of GFA Accessory Amenity Space

➤ **Total of Proposed New Buildings** = 626,032 SF of GFA

The new project buildings under the Campus Point Master Plan update consist of 621,032 SF of GFA of scientific research and development space and 5,000 SF of GFA of accessory amenity space totaling 626,032 SF of GFA of new building space. The accessory amenity uses are planned to provide food service or specialty retail services to the site.

As a result of the planned project development, **this will result in a net increase in development intensity of 227,980 SF resulting from the existing entitlement of 1,673,633 SF to the proposed 1,901,613 SF.**

The project will be built in two (2) separate phases. Phase 1 of the project consists of the demolition of the three buildings and construction of two (2) parking structures that are considered non-trip generating space. Phase 2 of the project consists of the construction of the five (5) new buildings supporting scientific research and development uses and accessory amenity uses. The anticipated Opening Day of the project is estimated to be during Year 2023. Discretionary actions associated with the project include an amendment to the Neighborhood Development Permit and Site Development Permit (Permit No/ 1388122, PTS# 336364).

Access to the project site will consist of an existing driveway at the cul-de-sac western terminus of Campus Point Court and an existing driveway at the cul-de-sac northern terminus of Campus Point Drive. Both access driveways will provide users with full access to and from the Project. The existing access driveway along Campus Point Drive will remain unchanged, while the existing access driveway along Campus Point Court will be reconstructed to current City standards.

At buildout of the Campus Point Master Plan, parking will consist of a total supply of 4,864 vehicle parking spaces, 10 off-street loading spaces, 85 motorcycle spaces, and 305 (224 short-term and 81 long-term) bicycle spaces.

The Project will provide features supporting mobility for bicycling, walking, and transit based on the City of San Diego's Climate Action Plan (CAP) Consistency Checklist requirements. Per the Project's CAP Consistency Checklist, the Project will provide the following:

- A. More short-term bicycle parking than required by the SDMC.
 - 200 spaces required
 - 224 spaces provided
- B. More long-term bicycle parking than required by the SDMC.
 - 10 spaces required
 - 81 spaces provided
- C. Employee showers and lockers per the CAP Consistency Checklist.
- D. Designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles per the CAP Consistency Checklist.
 - At least 10% of the total number of parking spaces (486 spaces required)
 - 355 carpool/low emission parking spaces + 292 electric vehicle supply equipment (EVSE) spaces = 647 spaces provided
- E. Transportation Demand Management (TDM) Program
 - The Project will implement a TDM Program for the Project's employees as discussed in the LMA

Please refer to **Figure 1** for a project location map.

Figure 1: Project Location Map



Legend



= Project Location



= Transit Stop Location



ID	Transit Stop Location	Walking Distance from Project	Route(s)	Transit Frequency of Service (*)
1	N corner of Genesee Ave. / Campus Point Dr.	0.47 mi.	(979)	AM: 5-10 min. (Weekdays); PM: 5-15 min. (Weekdays); no weekend service.
2	NE corner of Genesee Ave. / Scripps Hospital Drwy.	0.57 mi.	(979)	AM: 5-10 min. (Weekdays); PM: 5-15 min. (Weekdays); no weekend service.
3	SW corner of Genesee Ave. / Scripps Hospital Drwy.	0.58 mi.	(979)	AM: 5-10 min. (Weekdays); PM: 5-15 min. (Weekdays); no weekend service.
4	S corner of Genesee Ave. / Campus Point Dr.	0.54 mi.	(979)	AM: 5-10 min. (Weekdays); PM: 5-15 min. (Weekdays); no weekend service.
5	Midblock along Voigt Dr. (north side btn. Gilman Dr. - Campus Point Dr.)	0.50 mi.	(201)	AM: 15 min. (Weekdays) & 15 min. (Weekends); PM: 10 min. (Weekdays) & 15 min. (Weekends)
6	Midblock along Voigt Dr. (south side btn. Gilman Dr. - Campus Point Dr.)	0.54 mi.	(202)	AM: 10 min. (Weekdays) & 15 min. (Weekends); PM: 10 min. (Weekdays) & 15 min. (Weekends)
7	Voigt Dr. Station (Mid-Coast Trolley Station)	0.71 mi.	(Blue Line)	AM: 15 min. (Weekdays) & 15 min. (Weekends); PM: 15 min. (Weekdays) & 15 min. (Weekends)
8	Executive Dr. Station (Mid-Coast Trolley Station)	1.21 mi.	(Blue Line)	AM: 15 min. (Weekdays) & 15 min. (Weekends); PM: 15 min. (Weekdays) & 15 min. (Weekends)
9	UTC Station (Mid-Coast Trolley Station)	1.58 mi.	(Blue Line)	AM: 15 min. (Weekdays) & 15 min. (Weekends); PM: 15 min. (Weekdays) & 15 min. (Weekends)

*Note: The peak period frequencies reported are from 7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM.

VTM Assessment

The City of San Diego provides guidance for the determination and evaluation of significant transportation VMT impacts resulting from a land development project. The City of San Diego Transportation Study Manual (TSM; dated *September 29th, 2020*) presents the guidelines for the analysis of CEQA Transportation VMT requirements which include screening criteria, significance thresholds, analysis methodology, and mitigation.

Screening Assessment:

As specified in the City of San Diego's TSM, the requirements to prepare a detailed transportation VMT analysis applies to all land development projects, except for those projects that meet at least one of the screening criteria listed below:

1. Residential or Commercial Project Located in a VMT Efficient Area: The project is a residential or commercial employment project located in a VMT efficient area (15% or more below the base year average VMT per Capita or VMT per Employee) based on the applicable location-based screening map produced by SANDAG.
2. Industrial or Agricultural Project Located in a VMT Efficient Area: The project is an industrial employment or agricultural employment project located in VMT efficient area (in an area with average or below-average base year Employee VMT per employee) based on the applicable location-based screening map produced by SANDAG.
3. Small Project: The project is a small project defined as generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates/procedures.
4. Locally Serving Retail/Recreational Project: The project is a locally serving retail/recreational project defined as having 100,000 square feet gross floor area or less and demonstrates through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less. Locally serving retail is consistent with the definitions of Neighborhood Shopping Center in the San Diego Municipal Code Land Development Code Trip Generation Manual. Locally serving recreation land uses are listed in Appendix B of the TSM, if they meet the square footage and market capture area above. Adding retail/recreation square footage (even if it is 100,000 square feet gross floor area or less) to an existing regional retail shopping area is not screened out.
5. Locally Serving Public Facility: The project is locally serving public facility defined as a public facility that serves the surrounding community or a public facility that is passive use. The following are considered locally serving public facilities: transit centers, public schools, libraries, post offices, park-and-ride lots, police and fire facilities, and government offices. Passive public uses include communication and utility buildings, water sanitation, and waste management.
6. Affordable Housing: The project has access to transit (located within a reasonable walking distance of ½ mile from the project site) and is wholly or has a portion that meets one of the following criteria: is affordable

to persons with a household income equal to or less than 50% of the area median income (as defined by California Health and Safety Code Section 50093), housing for senior citizens [as defined in Section 143.0720(e)], housing for transitional foster youth, disabled veterans, or homeless persons [as identified in 143.0720(f)]. The units shall remain deed-restricted for a period of at least 55 years. The project shall provide no more than the minimum amount of parking per unit, per San Diego Municipal Code Section 143.0744. Only the portion of the project that meets the above criteria is screened out.

For example, if the project is 100 units with 10 deed-restricted affordable housing units, transportation VMT analysis would not be necessary for the 10 affordable units but would be necessary for the remaining 90 units (unless they meet one of the other screening criteria). For purposes of applying the small project screening criteria, the applicant would only include the trip generation for the non-affordable housing portion of the project (since the affordable housing portion is screened out).

7. Mixed-Use Project Screening Considerations: The project's individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project's land uses to be screened out and some to require further analysis. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria. For example, if a project includes residential and retail, and the retail component was screened out because it is locally serving; only the trip generation of the residential portion would be used to determine if the project meets the definition of a small project.

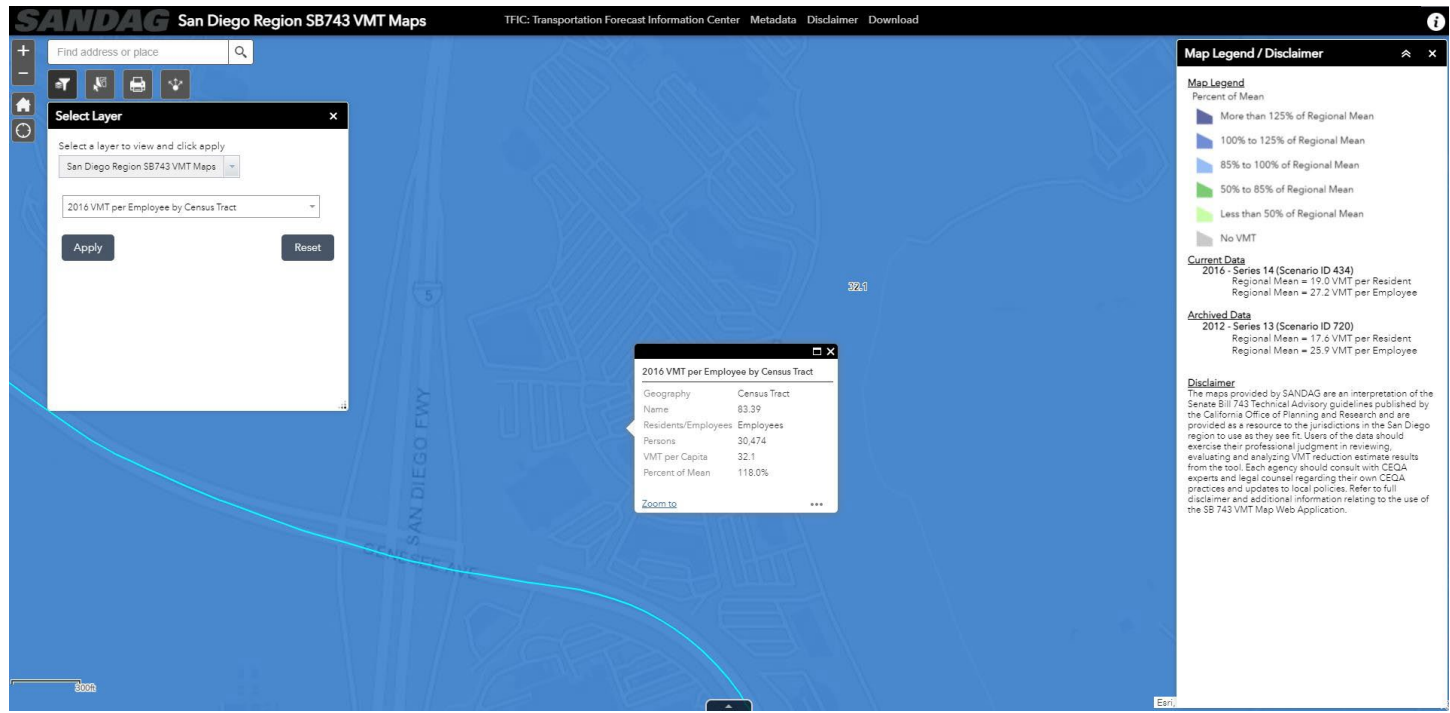
8. Redevelopment Project Screening Considerations: The project is a redevelopment project that demonstrates that the proposed project's total project VMT is less than the existing land use's total VMT. Exception: If a project replaces affordable housing (either deed-restricted or other types of affordable housing) with a smaller number of moderate- income or high-income residential units, the project is not screened out and must analyze VMT impacts per Table 3 of the TSM.

The screening assessment below evaluates the project with applicable Screening Criteria.

Residential or Commercial Project Located in a VMT Efficient Area: The project is a residential or commercial employment project located in a VMT efficient area (15% or more below the base year average resident VMT per Capita or employee VMT per Employee) based on the applicable location-based screening map produced by SANDAG.

- Appendix B of the City of San Diego TSM provides a land-use type categorization for specific land-use designations. The proposed project's land use designation as a scientific research and development is categorized as a Commercial Employment land-use type.
- The project, as a Commercial Employment land use, has been evaluated using the SANDAG current base year screening map (Series 14, Year 2016) included in **Figure 2**. As shown in the screening map, the regional mean Employee VMT per employee is 27.2 miles per employee. The project is located in Census Tract 83.39 in which the Employee VMT per employee is 32.1; which is 118.0% of the regional average. Therefore, the project is not located within a VMT efficient area and would not be screened out of having to perform a VMT analysis.

Figure 2: SANDAG VMT Screening Map (Series 14, Year 2016)



Significance Determination:

Since the project did not meet any of the screening criteria, it must evaluate the VMT produced by the project. The proposed commercial employment project is expected to generate approximately 1,784 net new daily unadjusted driveway trips and therefore, the project's Employee VMT/Employee will be considered the same as the VMT per employee of the census tract it is located within. As stated above, the project is within a census tract with 32.1 Employee VMT/Employee, which is 118.0% of the regional mean.

The significance thresholds and specific VMT metrics used for different types of land uses are shown in *Table 3 from the City of San Diego TSM*. Therefore, the proposed project would have a significant transportation VMT impact based on the significance threshold for a commercial employment project of 15% below the regional mean VMT per employee. Additionally, mitigation is required to reduce the project's VMT impact to the greatest extent feasible.

Mitigation:

The project is required to comply with the Complete Communities: Mobility Choices ordinance (effective January 8, 2021 outside the Coastal Zone) and will rely upon the Findings and Statement of Overriding Considerations (SOC) from the Complete Communities: Housing Solutions and Mobility Choices Final Program Environmental Impact Report (PEIR; May 2020)(SCH No. 2019060003) as mitigation to the extent feasible for its significant unmitigated VMT impact.

As shown in **Figure 3**, the Project site is partially located within a Transit Priority Area (TPA).

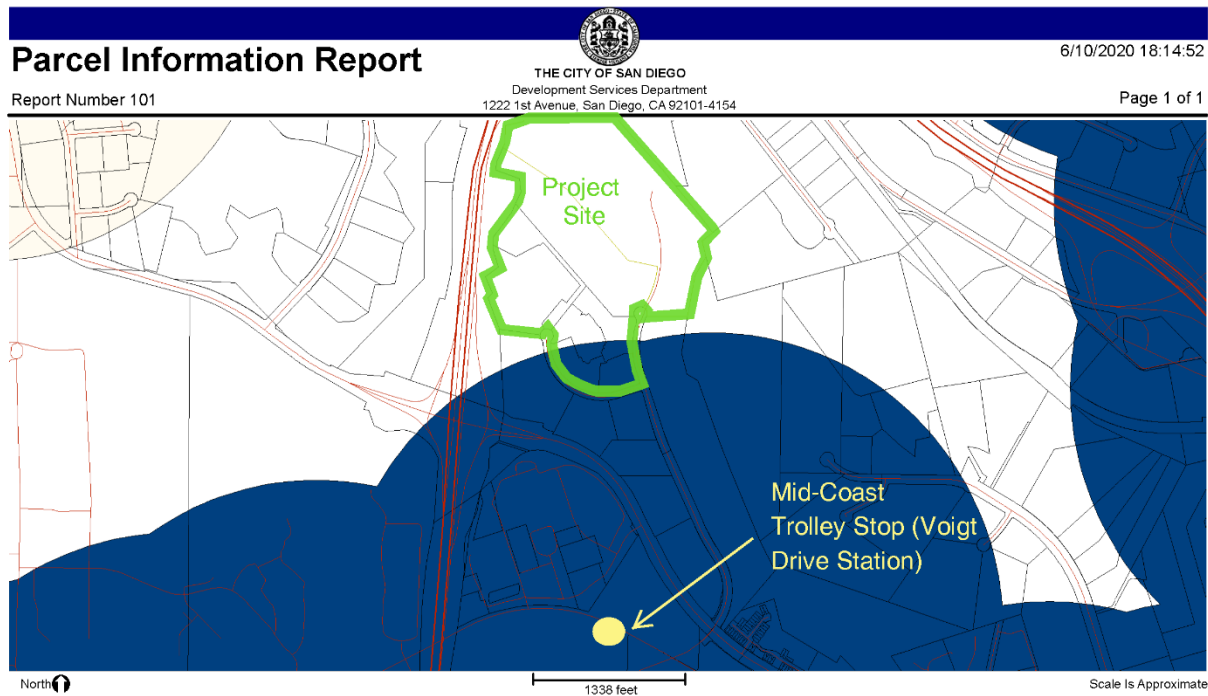
SDMC Ordinance No. O-21274 (12/9/2020) provides the development regulations for the Mobility Choices portion of the Complete Communities program. As defined in SDMC section 143.1103(a)(2), a site where any of the premises is located either partially or entirely in a TPA is defined to be a Mobility Zone 2 area. Because the Project is located within a TPA as described above, the Project is within Mobility Zone 2.

SDMC section 143.1103(b) contains the requirement for the application of VMT Reduction Measures for all development located within a Mobility Zone 2 area per the *Land Development Manual Appendix T*. The 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. Alternatively, SDMC section 143.1103(b)(5) provides the option for the applicant to pay the Active Transportation In Lieu Fee referenced in SDMC section 143.1103(c).

Though under the City definition, the Project is located in a TPA in Mobility Zone 2, this memo conservatively assumes that the Project is located in Mobility Zone 3. Projects in Mobility Zone 3 require TDM measures equal to at least 8 points. Please refer to **Figure 4** for a map showing the Mobility Zone designations for the project area.

Figure 3: Transit Priority Area Map



Map Layers Included In Report

Description	Visible	Transparent	Has Intersecting Features
Roads	<input checked="" type="checkbox"/>		Yes
Freeways	<input checked="" type="checkbox"/>		No
Parcels	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes
Transit Priority Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes

Every reasonable effort has been made to assure the accuracy of this map. However, neither the SanGIS participants nor San Diego Data Processing Corporation assume any liability arising from its use.

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Intersecting Features

Roads

Road Name

CAMPUS POINT DR

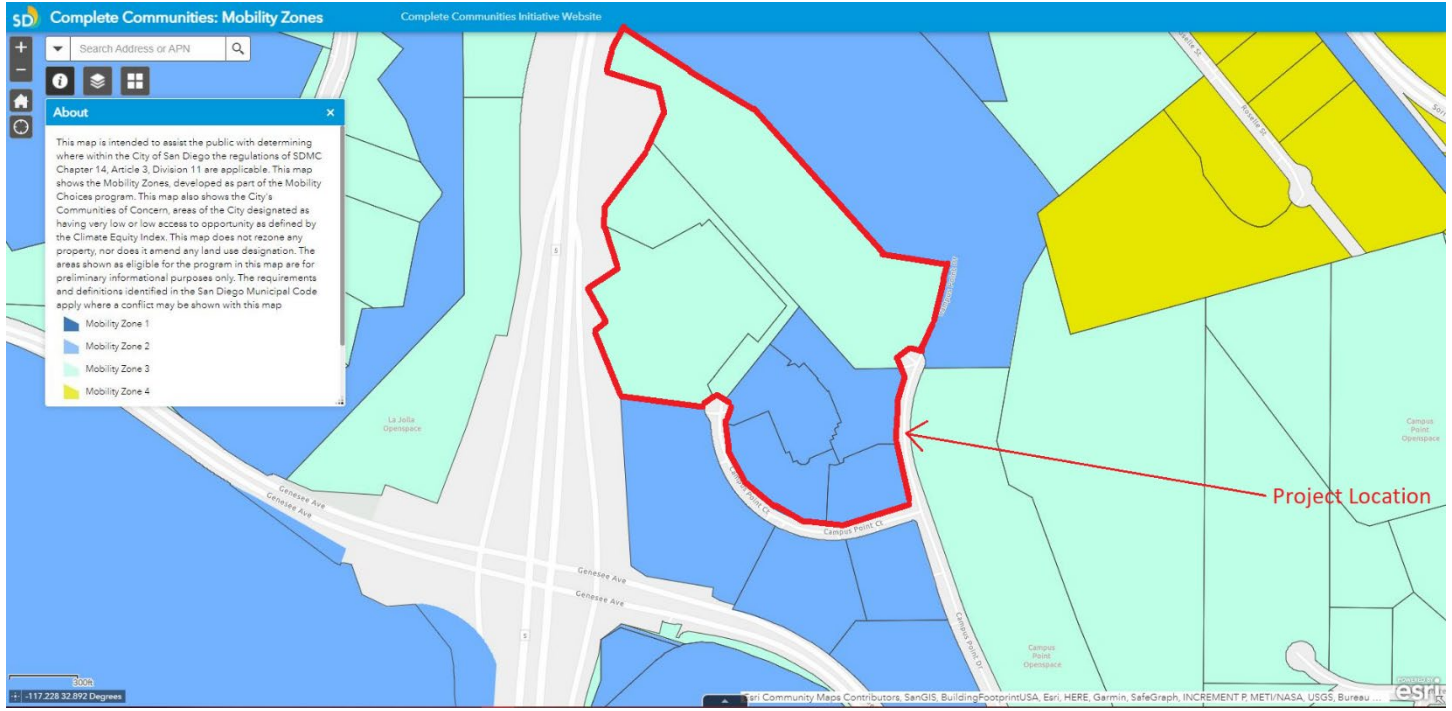
Parcels

APN	Recordation	Owner Information	Valuation	Other
343-230-1300	Record: 692003 Date: 2/15/2011	ARE-S D REGION NO 28 L L C	Land: \$57,425,227	Units: 1
	Legal:	P O BOX 847	Imp: \$101,246,211	Taxable: <input checked="" type="checkbox"/>
Address(es)	PAR 1	CARLSBAD CA 92018	Total: \$158,671,438	Own Occ: <input type="checkbox"/>
10399 CAMPUS POINT DR				

Transit Priority Areas

Feature Name	Feature Detail
Transit Priority Area	

Figure 4: Mobility Choices Zone Map



The Project will comply with the Mobility Choices Regulations by providing the following Mobility Choices Measures:

Pursuant to SDMC section 143.1103(b)(6), the Project will provide more than the minimum vehicular parking required in SDMC Chapter 14, Article 2, Division 5, for a Research and Development use and therefore must comply with the Mobility Choices program by providing VMT Reduction Measures in section 143.1103(b)(2) equivalent to at least 8 points. The project will not be required to pay the Active Transportation In-Lieu Fee referenced in Section 143.1103(c) as it is located within Mobility Zone 3. The Project will obtain at least eight (8) points through the following measures:

Description of Mobility Choices Measure	Points Credited towards Compliance
(S) Provide short-term bicycle parking spaces that are available, at least 10% beyond minimum requirements <ul style="list-style-type: none">Required short-term bicycle parking = 200 spacesProvided short-term bicycle parking = 224 spaces (12% more than required)	1.5
(S) Provide long-term bicycle parking spaces that are available, at least 10% beyond minimum requirements <ul style="list-style-type: none">Required long-term bicycle parking = 10 spacesProvided long-term bicycle parking = 81 spaces	162
(S) Provide an on-site bicycle repair station	1.5
(S) Provide on-site multi-modal kiosks (above minimum kiosk requirement to serve a larger site)	2
(S) Provide carpool parking spaces, at least 10% beyond minimum requirements <ul style="list-style-type: none">Required Carpool parking = 320 spacesCarpool parking = 355 spaces (11% more than required)	1.5
Total Points	168.5 points

As shown above, the Project's proposed VMT reduction measures total to 168.5 points, and a minimum of 8 points is required. Therefore, the Project will 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 VMT impact.