

ONE ALEXANDRIA NORTH (PTS# 691942)

VEHICLE MILES TRAVELED (VMT) ASSESSMENT

CITY OF SAN DIEGO, CA

MARCH 14, 2022

JOB NUMBER: 19366-AT

RICK
RICK ENGINEERING COMPANY

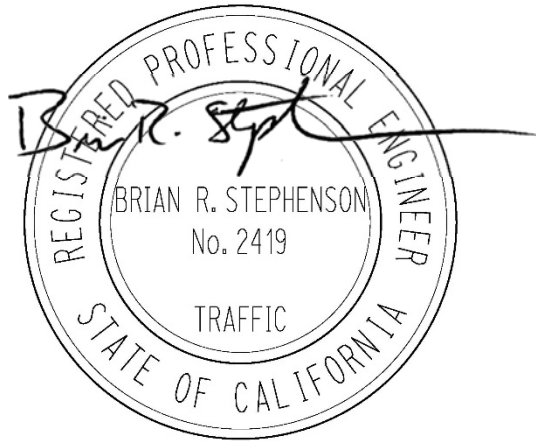


rickengineering.com

**ONE ALEXANDRIA NORTH
VEHICLE MILES TRAVELED (VMT) ASSESSMENT
PTS# 691942
CITY OF SAN DIEGO, CA**

MARCH 14, 2022

**PREPARED FOR:
ALEXANDRIA REAL ESTATE EQUITIES, INC
10996 TORREYANA ROAD, STE. 250
SAN DIEGO, CA 92121**



PREPARED BY:

TABLE OF CONTENTS

PURPOSE OF ASSESSMENT.....	1
PROJECT DESCRIPTION.....	1
VMT ASSESSMENT.....	5
SIGNIFICANCE DETERMINATION	5
MITIGATION MEASURES	5

EXHIBITS

EXHIBIT 1: VICINITY MAP.....	3
EXHIBIT 2: PROPOSED PROJECT SITE PLAN.....	4

TABLES

TABLE 1: VMT REDUCTION MEASURES FOR MOBILITY CHOICES COMPLIANCE	6
---	---

APPENDICES

APPENDIX A: SANDAG SCREENING MAP	
----------------------------------	--

PURPOSE OF ASSESSMENT

The following Vehicle Miles Traveled (VMT) Assessment was prepared in accordance with the California Environmental Quality Act (CEQA) Senate Bill (SB 743) requirements provided in the City of San Diego Transportation Study Manual (TSM) dated September 29, 2020.

The purpose of this VMT assessment is to conduct a VMT screening assessment of the proposed One Alexandria North project (PTS #691942) based on the City of San Diego's screening criteria, to determine if a project-related significant impact would occur, and to propose mitigation for the potential significant impact.

PROJECT DESCRIPTION

The One Alexandria North project (the project) is in a 11.4-acre site located at 11255-11355 N. Torrey Pines 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 proposes to demolish two existing buildings currently occupied by National University Corporate Headquarters Office totaling 133,660 square feet and a stand-alone amenity building and construct two new research and development buildings totaling 256,500 square feet (including 13,824 sf of amenity space). All parking will be provided onsite. The project will construct a parking structure that will provide 502 standard parking stalls and 11 ADA accessible stalls, with additional 52 standard parking stalls and 5 ADA accessible stalls within the two new research and development buildings for a total of 570 standard parking stalls and 16 ADA accessible stalls provided on-site. Out of the total 570 standard parking stalls, 46 designated clean air vehicle parking/carpool stalls will be provided in the parking structure. The project will also provide 36 long-term bicycle parking and 36 short-term bicycle racks on-site, as well as 11 motorcycle parking stalls.

Discretionary actions required by the project consists of a Coastal Development Permit (CDP), Site Development Permit (SDP), Neighborhood Development Permit (NDP) and Tentative Parcel Map (TM) to allow for development of a two building Research and Development campus with supporting amenity uses, 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.

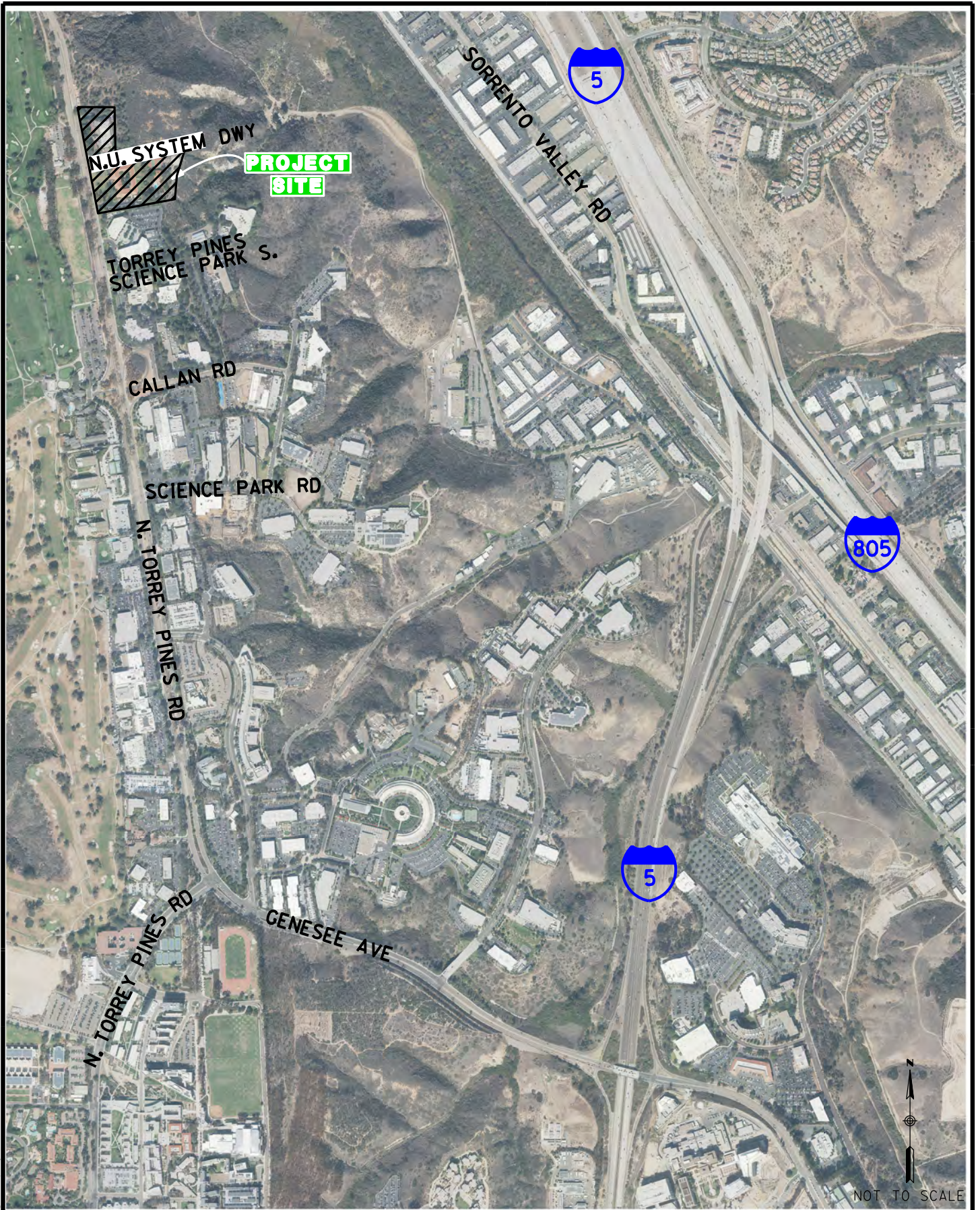
The project proposes four access points via one forty five-foot wide existing signalized entry way, two thirty-foot wide existing right-in/right-out only driveways and a new thirty-foot wide right-in/right-out only driveway all along N. Torrey Pines Road. The project proposes to reconstruct the three existing project driveways to current standards per City of San Diego Standard Drawings. The reconstructed existing northernmost driveway is proposed as emergency access only driveway to provide a fire access loop at N. Torrey Pines Road on the northern parcel. The main signalized project driveway at N. Torrey Pines Road and N.U. System Dwy intersection will remain as full access and the remainder three driveways will operate as right-in/right-out only access.

Regional access to the site is provided by the I-5 Freeway, I-805 Freeway and SR-56 Highway, and local access to the site is provided via N. Torrey Pines Road and Genesee Avenue.

The project traffic volumes generated by the proposed development were estimated utilizing City of San Diego's Trip Generation Manual (May 2003) for a Scientific Research and Development use. Using the driveway trip rates of 8 weekday trips/thousand square feet, the project is expected to generate approximately 2,052 Average Daily Traffic (ADT) with 328 (295 inbound and 33 outbound) AM peak hour trips and 287 (29 inbound and 259 outbound) PM peak hour trips. The two existing buildings totaling 133,660 square feet to be demolished are currently occupied by National University Corporate office. It is estimated that it currently generates approximately 1,337 Average Daily Traffic (ADT) with 201 (180 inbound and 21 outbound) AM peak hour trips and 201 (21 inbound and 180 outbound) PM peak hour trips. These trips were subtracted out for a net of 715 Average Daily Traffic (ADT) with 127 (115 inbound and 12 outbound) AM peak hour trips and 86 (8 inbound and 78 outbound) PM peak hour trips.

Exhibit 1 shows the project vicinity map.

Exhibit 2 shows the proposed project site plan.



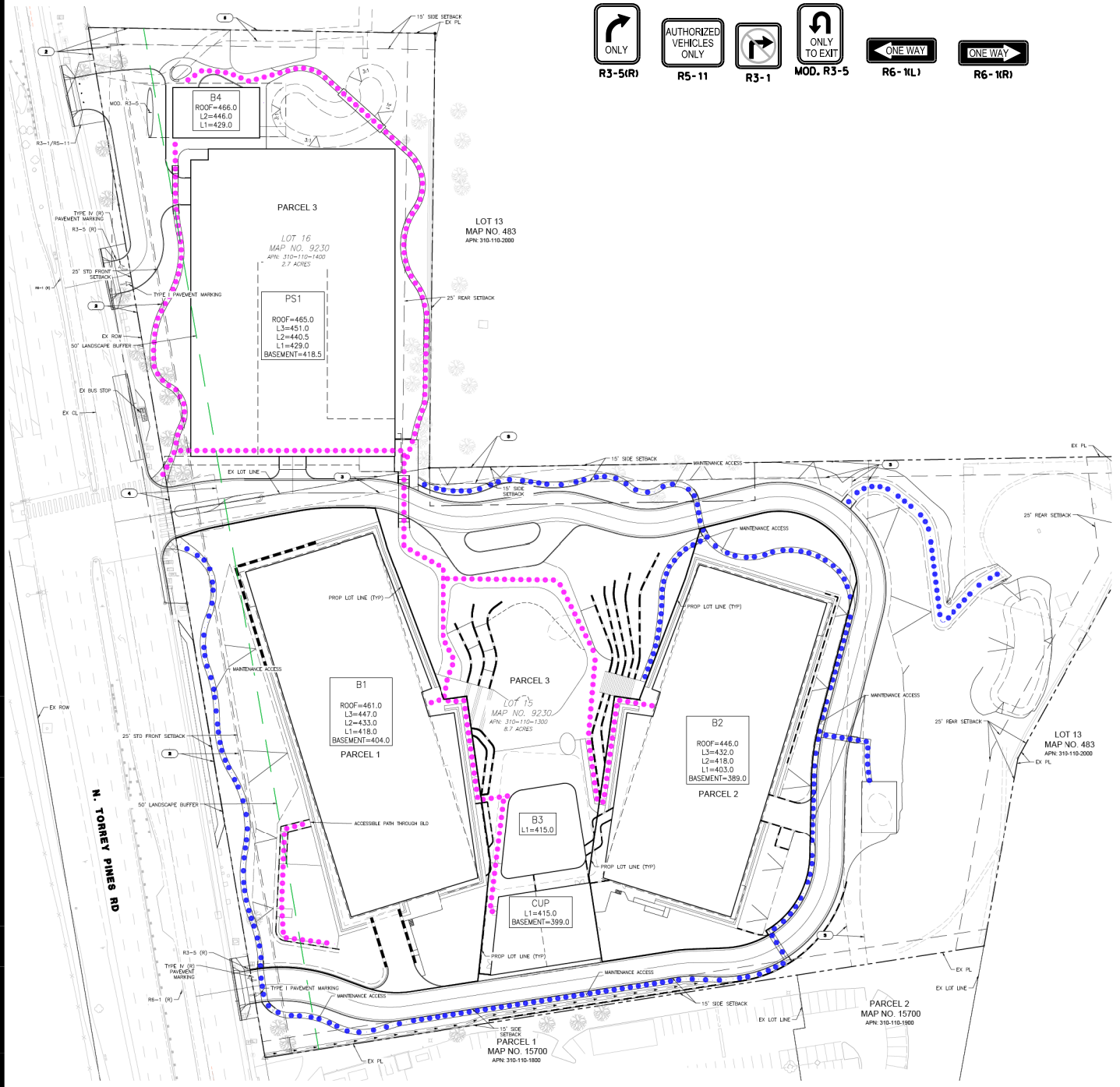
© 2021 Rick Engineering Company



EXHIBIT 1

VICINITY MAP

ONE ALEXANDRIA NORTH



NOT TO SCALE

© 2022 Rick Engineering Company



EXHIBIT 2
PROPOSED PROJECT SITE PLAN
ONE ALEXANDRIA NORTH

VMT ASSESSMENT

The following screening criterion from the City's TSM was utilized to determine if the project would be screened out from VMT Analysis due to project characteristics and/or location:

- Commercial Employment Project is located within a VMT efficient location per SANDAG Screening Map (15% or more below average employee VMT/employee)

As the proposed land use of the site is Scientific Research and Development, it 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 A**:

- SANDAG Series 14 ABM2 (Base Year 2016) Regional Mean employee VMT per Employee: **27.2**
- Project Site Series 14 ABM2 (Base Year 2016) Census Tract employee VMT per Employee: **32.1**
- Percent of Series 14 ABM2 (Base Year 2016) Regional Mean employee VMT per Employee: **118.0%**

Commercial Employment projects located in census tracts with higher than **23.1** employee 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 have **32.1** employee VMT per employee, or **118.0%** of the regional mean. Therefore, the project is not screened out from VMT analysis per the City's screening criteria, and due to the location of the project in a VMT-inefficient area, the project may result in a significant VMT impact.

SIGNIFICANCE DETERMINATION

Since the project did not satisfy the above screening criterion, it must evaluate the VMT produced by the project. For Commercial Employment projects that are expected to generate less than 2,400 daily trips, the project's VMT per Employee is considered the same as the employee VMT per Employee of the census tract in 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 Final Program Environmental Impact Report (PEIR) as mitigation to the extent feasible for its significant unmitigated VMT transportation impact.

The San Diego Municipal Code (SDMC) Ordinance Number O-21274, provides the development regulations for the Mobility Choices portion of the Complete Communities program. According to the ordinance, the project is within Mobility Zone 3. Mobility Zone 3 means a community planning area boundary with a VMT efficiency that is 85 percent or less of the regional average employee VMT per employee.

SDMC Section 143.1103(b) indicates the requirement for the application of VMT Reduction Measures for all development located within a Mobility Zone 3 in accordance with 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.

The Project will provide measures as required by the ordinance that add up to at least 8 points as identified in the Land Development Manual Appendix T, through the measures presented in Table 1 below.

**Table 1
VMT Reduction Measures for Mobility Choices Compliance**

#	VMT REDUCTION MEASURE	DESCRIPTION	UNIT or YES/NO	POINTS /UNIT	TOTAL POINTS
BICYCLE SUPPORTIVE MEASURES					
1	Providing short-term bicycle parking spaces that are available to the public, at least 10% beyond the minimum requirements	The project is required to provide 30 short term bike parking spaces and will provide 36 spaces.	Each multiple of 10% beyond the minimum	1.50	3.00
2	Providing long-term bicycle parking spaces, at least 10% beyond the minimum requirements	The project is required to provide 30 long term bike parking spaces and will provide 36 spaces.	Each multiple of 10% beyond the minimum	2.00	4.00
3	Providing on-site showers/lockers at least 10% beyond the minimum requirement	The project is required to provide 13 lockers and will provide 40 spaces. The project is also required to provide 4 shower facilities and will be providing 8 facilities.	Yes	2.00	2.00
TRANSPORTATION SUPPORTIVE MEASURES					
4	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 coordinate with NCTD to provide a bus shelter, a bench and a trash receptacle to the bus stop located approximately 65 feet north of N.U. System Dwy adjacent the project site.	Each upgraded feature	1.00	1.00
TOTAL PROJECT VMT REDUCTION MEASURE POINTS					10.00

As shown in Table 1, the Project’s proposed VMT reduction measures total to 10 points, meeting the minimum of 8 points required.

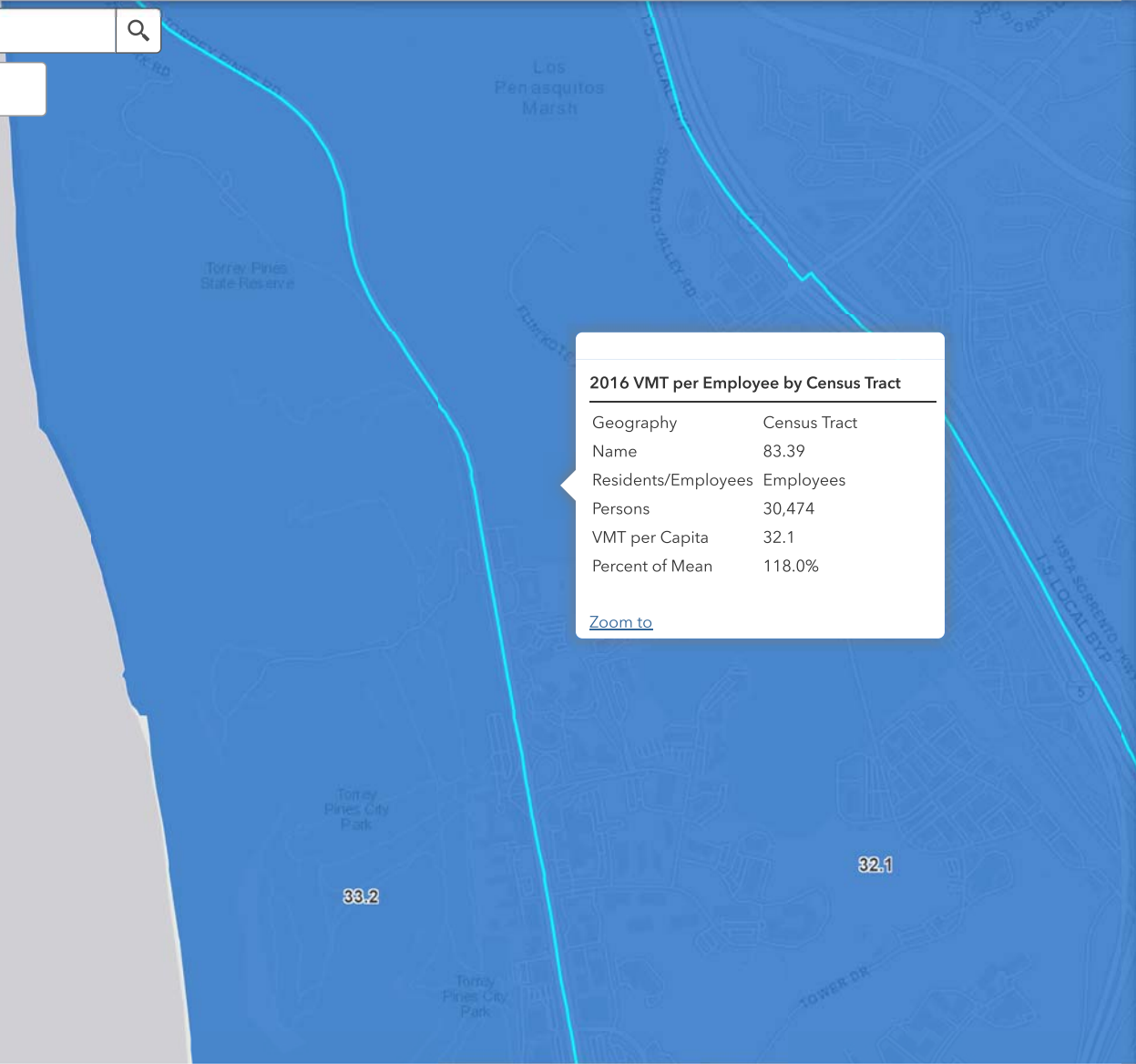
CONCLUSIONS

This VMT screening assessment showed that the project site is located in a VMT-inefficient area and the project VMT evaluation results in a significant VMT impact. Based on the project's location in Mobility Zone 3, the project chooses to provide VMT reduction measures that will exceed the minimum required 8 points for eligibility to opt into 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 SOCs from the Complete Communities: Housing Solutions and Mobility Choices Program Final PEIR.

APPENDIX A

SANDAG SCREENING MAP



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.