

VEHICLE MILES TRAVELED ASSESSMENT

11011 TORREYANA ROAD

PRJ 1058759

City of San Diego, California

April 2024

LLG Ref. 3-22-3527



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11011 TORREYANA ROAD

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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 11011 Torreyana Road project (hereby referred to as the “Project”), and to propose mitigation for any potential significant impact.

PROJECT DESCRIPTION

The Project site is located at the terminus of Torreyana Road, north of Callan Road within the University Community Plan area in the City of San Diego.

The Project proposes to demolish 76,694 SF of Research and Development space and build 152,080 SF of Research and Development space. The site’s existing use is currently occupied and operational. Redevelopment of the Project requires Coastal and Site Development permits. The anticipated opening year is 2026.

Access to the site is proposed via two driveways off of Torreyana Road. The southern driveway is proposed opposite Callan Road, forming the fourth leg of the Torreyana Road / Callan Road intersection, and will be used solely for deliveries and fire access. The northern driveway, which currently serves the site, will remain and serve as the primary day-to day access point.

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 (Research and Development), 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.

It should be noted that the Project’s trip generation is based on the Project’s *total building area* of 203,096 SF. Since the time in which the Project’s trip generation and analysis were conducted, the Project’s gross floor area was refined to 152,080 SF based on coordination with City staff and using

the City of San Diego Municipal Code as a guide to exclude non-occupiable areas. This includes space dedicated to support-type uses.

Assuming the Project's total building area of 203,096 in the Project's trip generation calculations is a conservative approach as it assumes more occupiable area as compared to the proposed 152,080 SF.

Table 1 summarizes the Project trip generation calculations assuming the total building area of 203,096 SF. As shown in *Table 1*, the Project is calculated to generate 1,625 Average Daily Trips (ADT), with 260 AM peak hour trips (234 inbound, 26 outbound) and 228 PM peak hour trips (23 inbound, 205 outbound).

**TABLE 1
PROJECT TRIP GENERATION**

Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour			PM Peak Hour				
		Rate ^a	Volume	% of ADT	In:Out Split	Volume		In:Out Split	Volume		
						In	Out		In	Out	Total
Research and Development	203,096 KSF	8/KSF	1,625	16%	90:10	234	26	10:90	23	205	228

Footnotes:

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

General Notes:

1. KSF - 1,000 Square Feet.

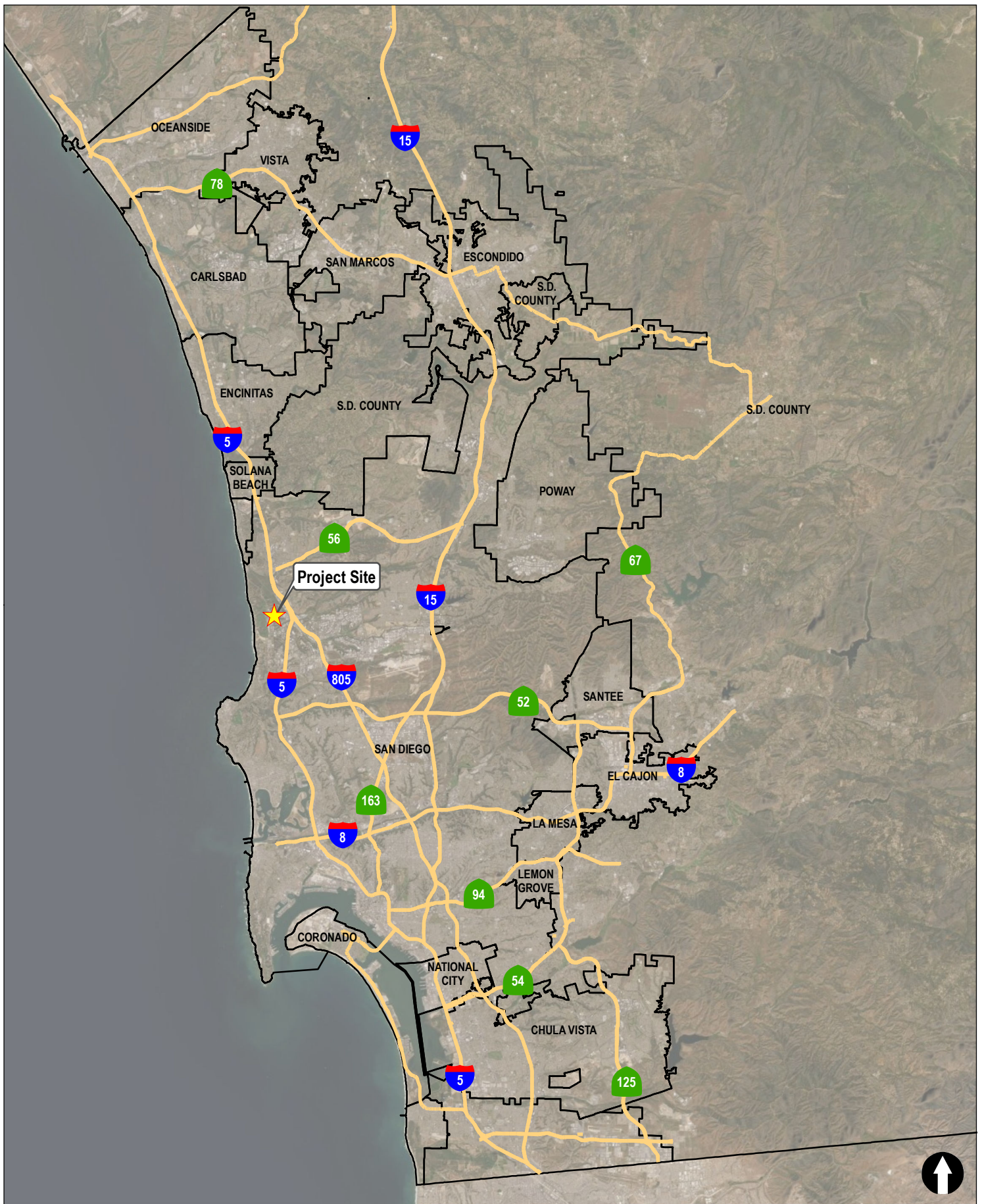


Figure 1
Vicinity Map



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Date: 07/19/22

Figure 2

Project Area Map

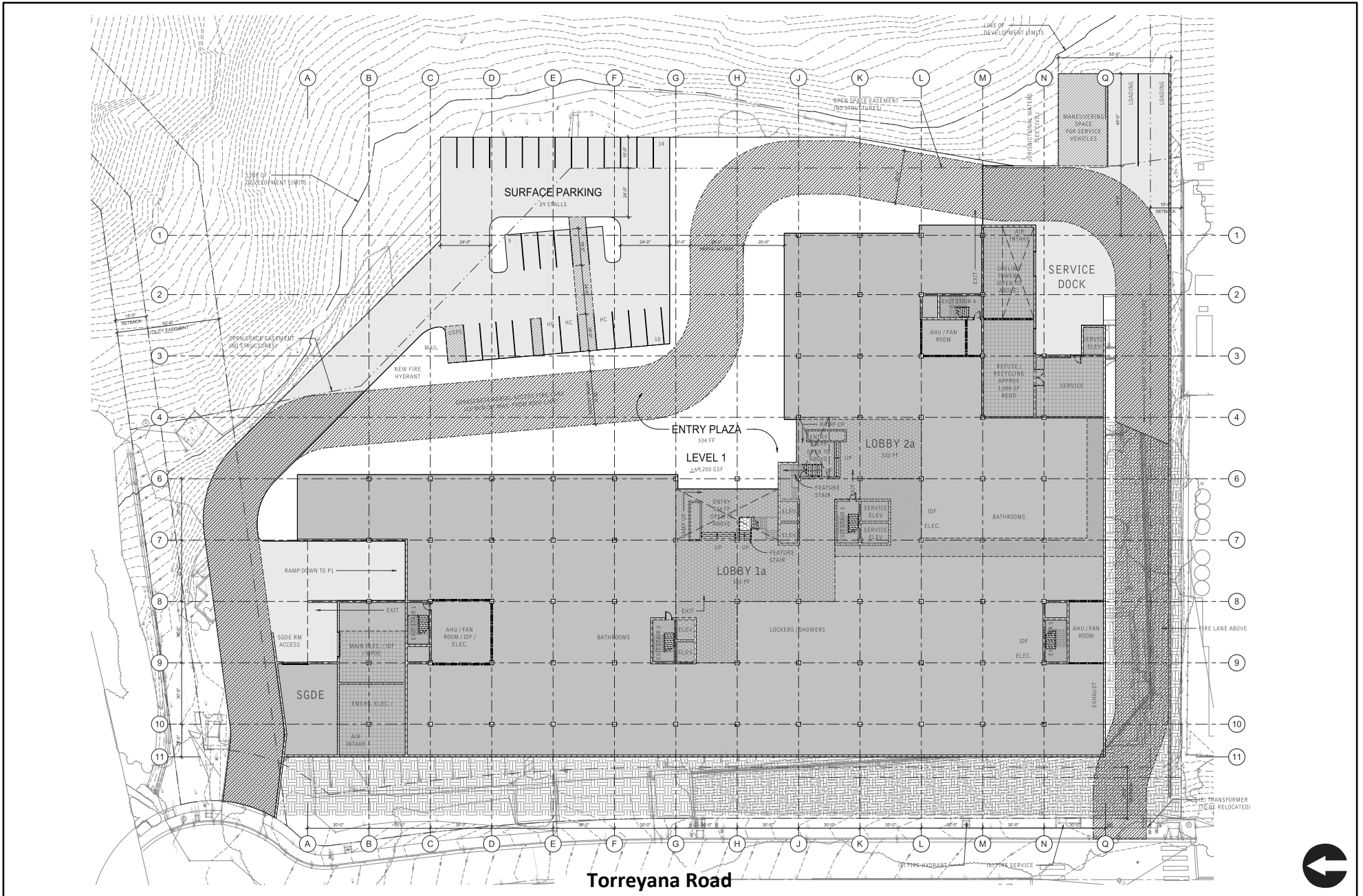


Figure 3

Conceptual Site Plan

11011 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 uses for the Project site are Research & Development, 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 the greatest extent feasible.

MITIGATION

The Project is within the Coastal Overlay Zone and is subject to the Complete Communities: Mobility Choices ordinance (effective January 11, 2022). Therefore the Project is required to participate in the City of San Diego's Complete Communities Mobility Choices Program and has chosen 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) as 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), developments in Mobility Zone 2 that provides more than the minimum required parking is required to provide VMT Reduction Measures totaling at least 8 points or may pay the Active Transportation In Lieu Fee instead of providing the VMT Reduction Measures.

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. The Project will provide the following measures described in **Table 2** below. As shown in 2, the Project's proposed VMT Reduction Measures total to 12 points, which meets the minimum 8 points required to opt in. Therefore, the Project will mitigate its significant VMT transportation 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 Final PEIR.

TABLE 2
MOBILITY CHOICES VMT REDUCTION MEASURES

Category	Measures	Points
Bicycle Supportive Measures	The Project will provide an on-site bicycle repair station.	1.5
	The Project will provide a minimum of five (5) electric bicycle charging stations / micro mobility charging stations that are available to the public.	2
	The Project will provide short-term bicycle parking spaces available to the public, at least 10% beyond minimum requirements. The minimum required per the SDMC is zero (0) spaces and three (3) spaces will be provided.	4.5 ^a
	The Project will provide long-term bicycle parking spaces at least 10% beyond minimum requirements. The minimum required per the SDMC is twenty-one (21) spaces and twenty-four (24) spaces will be provided.	2 ^b
Other Measures	The Project will provide on-site multi-modal information kiosks	2
Total		12

Footnotes:

- a. 1.5 points for each multiple of 10% beyond the minimum requirement. Credit for one unit of points is taken for each space proposed.
- b. 2 points for each multiple of 10% beyond the minimum requirement.

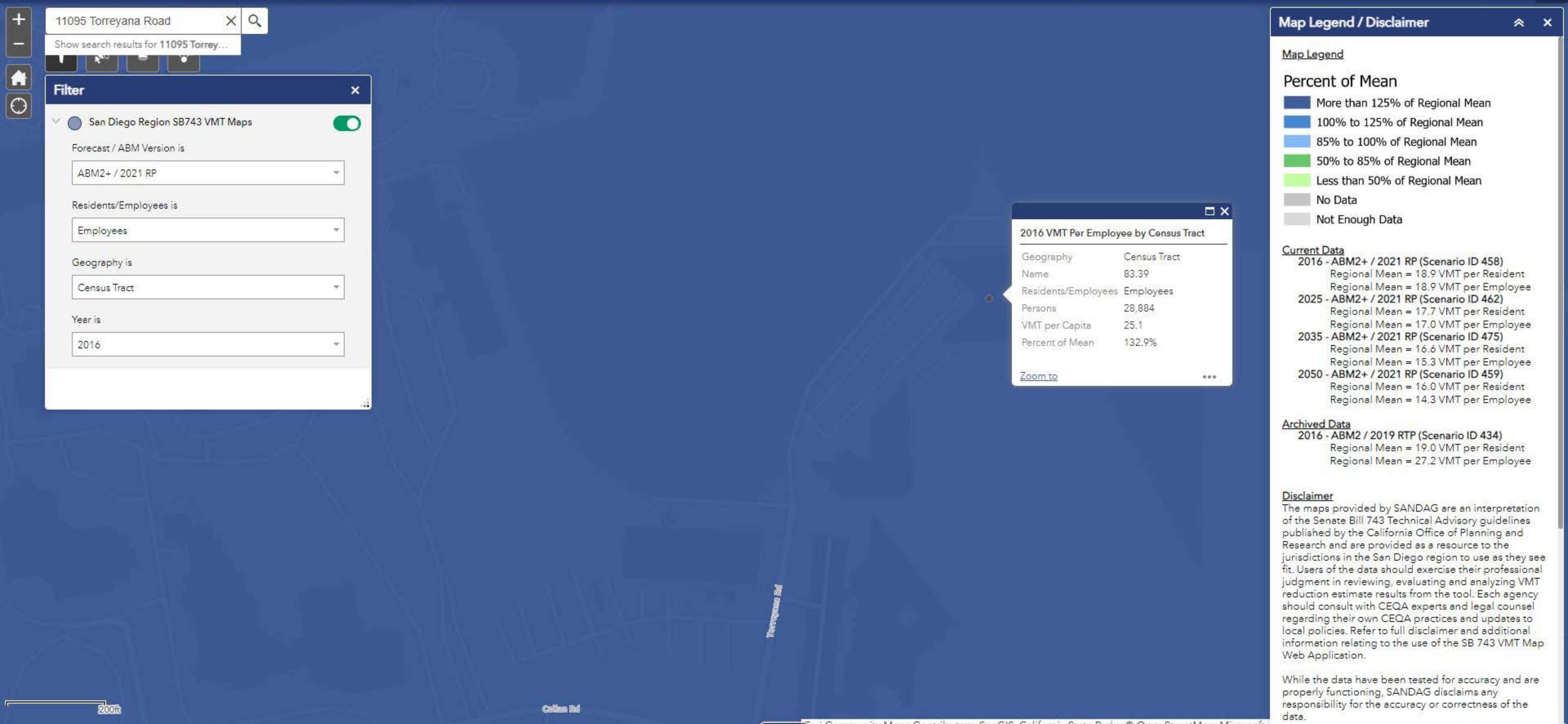
TECHNICAL APPENDICES TO THE VMT REPORT
11011 TORREYANA PROJECT
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ATTACHMENT A

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



Filter

San Diego Region SB743 VMT Maps

Forecast / ABM Version is

Residents/Employees is

Geography is

Year is

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 Data
- Not Enough Data

Current Data

- 2016 - ABM2+ / 2021 RP (Scenario ID 458)
 Regional Mean = 18.9 VMT per Resident
 Regional Mean = 18.9 VMT per Employee
- 2025 - ABM2+ / 2021 RP (Scenario ID 462)
 Regional Mean = 17.7 VMT per Resident
 Regional Mean = 17.0 VMT per Employee
- 2035 - ABM2+ / 2021 RP (Scenario ID 475)
 Regional Mean = 16.6 VMT per Resident
 Regional Mean = 15.3 VMT per Employee
- 2050 - ABM2+ / 2021 RP (Scenario ID 459)
 Regional Mean = 16.0 VMT per Resident
 Regional Mean = 14.3 VMT per Employee

Archived Data

- 2016 - ABM2 / 2019 RTP (Scenario ID 434)
 Regional Mean = 19.0 VMT per Resident
 Regional Mean = 27.2 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.

While the data have been tested for accuracy and are properly functioning, SANDAG disclaims any responsibility for the accuracy or correctness of the data.

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



11085 Torreyana Road X Q

Show search results for 11085 ...

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](#) ...

END OF APPENDICES