Appendix F

Vehicle Miles Traveled Assessment

LINSCOTT LAW & GREENSPAN
engineers

VEHICLE MILES TRAVELED ASSESSMENT

LONGFELLOW ON LUSK

City of San Diego, California
September 2024

PRJ-1068155

LLG Ref. 3-22-3544

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EXECUTIVE SUMMARY

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Assessment for the Longfellow on Lusk Project (hereby referred to as the "Project"). The Project site is located at 6370, 6440, 6450, 6540, 6650, 6640 Lusk Blvd at the southwest corner of intersection of Pacific Center Boulevard / Lusk Boulevard in the Mira Mesa Community Planning Area in the City of San Diego. The approximately 15.1-acre Project site currently includes 278,491 square feet (sf) of office and light industrial uses split among six (6) buildings. The Project proposes to demolish the existing buildings and construct four (4) Research and Development (R&D) buildings and one (1) tenant-serving amenity building totaling approximately 1,313,190 sf, which encompasses 1,283,190 sf of R&D use and 30,000 sf[1] of tenant-serving amenity uses (such as gym facilities, bike facilities, large conference hall, public art, information and welcoming hub, coffee shop, and restaurant) and two (2) parking structures, consistent with the requirements of the City's General Plan, the Mira Mesa Community Plan, the IL-2-1 zone, the Coastal Overlay Zone, the Airport Land Use Compatibility Overlay Zone, the Coastal Parking Impact Overlay Zone, the 2035 Transit Priority Area, and the MCAS Miramar Airport Land Use Compatibility Plan, Airport Influence Area - Review Area 1. The Project requires approval of a Coastal Development Permit (CDP).

Based on the City of San Diego *Transportation Study Manual (TSM)* (current version dated September 2022), the proposed Project evaluated transportation impacts under the California Environmental Quality Act (CEQA) using a Vehicle Miles Traveled (VMT) metric, pursuant to guidance from the Governor's Office of Planning and Research (OPR) in December 2018 (*Technical Advisory on Evaluating Transportation Impacts in CEQA*).

For VMT purposes, the proposed Project is a commercial employment type project and therefore, the baseline SANDAG Series 14 ABM 2+, Base Year 2016, VMT per Employee data was reviewed. Per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the VMT per Employee for Census Tract 83.46 is shown as 25.6 and the regional average VMT per employee for comparison is 18.9. Therefore, the Project site is approximately 135.4% of the regional average. Using this data, the Project does not screen out from a VMT analysis.

Since the Project did not satisfy the above screening criterion, it must evaluate the VMT produced by the Project. The Project falls under the "Commercial Employment" land use type. The Project is calculated to generate 10,266 daily unadjusted driveway trips. Therefore, per the TSM standards, the Project would be required to provide project-specific inputs and run a SANDAG Regional Travel Demand Model to calculate the Project's VMT per employee. However, since the Project does not propose to quantify proposed mitigation measures, the Project's VMT per Employee will be considered the same as the VMT per Employee of the census tract in which it is located (i.e., Census Tract 83.46).

[1] 30,000 sf of amenity use = 20,000 sf in the amenity building + 10,000 sf spread across the four (4) R&D buildings

As stated above, the Project is in a census tract with a 25.6 VMT per Employee, or 135.4% 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.

The Project is within the Coastal Overlay Zone and is subject to the Complete Communities: Mobility Choices ordinance (effective July 11, 2022) due to its permit application being deemed complete on August 10, 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) to determine and provide mitigation to the extent feasible for its significant VMT transportation impact.

The Project will mitigate the significant VMT impact to the extent feasible through compliance with the City of San Diego's Complete Communities: Mobility Choices regulations (approved by the City Council on November 9, 2020) and through compliance with the Climate Action Plan (CAP) consistency checklist measures as project design features. The Project is located in Mobility Zone 2. Mitigation will be provision of VMT Reduction Measures totaling at least 8 points per the City of San Diego's Land Development Manual Appendix T, which is required of projects located within Mobility Zone 2 that provide more than the minimum parking requirement (2,758 spaces required, 3,301 spaces provided) under the Complete Communities: Mobility Choices ordinance. The Project proposes to provide the following VMT Reduction Measures:

- The Project will install high visibility crosswalk striping on the south leg of the intersection of Lusk Boulevard and Wateridge Circle (1.5 points / 3 legs of intersection = 0.5 points)
- As a part of the project frontage improvements, the Project will widen the sidewalk along its entire 2,200-ft frontage on Lusk Boulevard. This will be provided within a 22-ft parkway, consisting of an 8-ft non-contiguous sidewalk and a 14-ft landscape buffer, as part of the Project's widening of Lusk Boulevard to 4-lane Major standards (3 points per mile of widening x 0.417 miles = 1.25 points)
- The Project will provide two (2) on-site bicycle repair stations (1.5 points per station x 2 stations = 3 points)
- The Project will install five (5) electric bicycle charging stations (2 points)
- The Project will provide short-term bicycle parking spaces, at least 10% beyond minimum requirements. Per Appendix T (Mobility Choices Regulations Implementation Guidelines) of the Land Development Code (LDC), each multiple of 10% beyond the minimum equates to 1.5 points. The Project is required to provide 138 spaces and the project will provide 168 spaces, which is approximately 20% beyond the minimum requirements (3 points)

The Project's proposed VMT Reduction Measures total to 9.75 points, which exceeds the minimum 8 points required by City of San Diego's Complete Communities Mobility Choices regulations and intends to rely upon the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR.

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VEHICLE MILES TRAVELED ASSESSMENT

LONGFELLOW ON LUSK

San Diego, California
September 2024

1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Assessment for the Longfellow on Lusk Project ("Project"). The Project site is located at 6370, 6440, 6450, 6540, 6650, 6640 Lusk Blvd at the southwest corner of intersection of Pacific Center Boulevard / Lusk Boulevard in the Mira Mesa Community Planning Area in the City of San Diego. The approximately 15.1-acre project site currently includes 278,491 square feet (sf) of office and light industrial uses split among six (6) buildings. The Project proposes to demolish the existing buildings and construct four (4) Research and Development (R&D) buildings and one (1) tenant-serving amenity building totaling approximately 1,313,190 sf, which includes 1,283,190 sf of R&D use and 30,000 sf[2] of tenant-serving amenity uses (such as gym facilities, bike facilities, large conference hall, public art, information and welcoming hub, coffee shop, and restaurant) and two (2) parking structures, consistent with the requirements of the City's General Plan, the Mira Mesa Community Plan, the IL-2-1 zone, the Coastal Overlay Zone, the Airport Land Use Compatibility Overlay Zone, the Coastal Parking Impact Overlay Zone, the 2035 Transit Priority Area, and the MCAS Miramar Airport Land Use Compatibility Plan, Airport Influence Area - Review Area 1. The Project requires approval of a Coastal Development Permit (CDP) with an anticipated Opening Year of 2027.

This VMT Assessment has been prepared to evaluate the transportation impacts of the Project using VMT, as proposed by the California Governor's Office of Planning and Research (OPR) to implement California State Law Senate Bill (SB) 743. The analysis methodology contained in this report utilizes the City of San Diego's *Transportation Study Manual* (current version dated September 2022).

The report is organized as follows:

Section 1.0 Introduction
Section 2.0 Project Description and Trip Generation
Section 3.0 Report Approach
Section 4.0 VMT Significance Criteria & Methodology
Section 5.0 Project VMT Assessment
Section 6.0 VMT Impact Summary and Mitigation

[2] 30,000 sf of amenity use = 20,000 sf in the amenity building + 10,000 sf spread across the four (4) R&D buildings

2.0 PROJECT DESCRIPTION

2.1 Project Location

The Project site is located at 6370, 6440, 6450, 6540, 6650, and 6640 Lusk Boulevard in the Mira Mesa Community Planning Area in the City of San Diego. Vehicular access to the site is proposed via four (4) driveways along Lusk Boulevard – three (3) full access driveways and one (1) right-in/right-out/left-in driveway. Two (2) truck loading right-in/right-out/left-in driveways are also proposed along Lusk Boulevard.

2.2 Project Description

The Project proposes the construction of approximately 1,283,190 sf of research and development (R&D) use and 30,000 sf of tenant-serving amenity space (such as gym facilities, bike facilities, large conference hall, public art, information and welcoming hub, coffee shop, and restaurant). The Project site is currently occupied by 278,491 square feet (sf) of office and light industrial uses split among six (6) buildings. All existing buildings will be demolished as a part of the Project.

Figure 2–1 depicts the conceptual site plan.

2.3 Project Trip Generation

Based on the proposed land use type, the rates for "Research and Development" found in the City of San Diego's *Trip Generation Manual, May 2003* were used for the proposed Project. ***Table 2–1*** summarizes the Project trip generation. As shown in *Table 2–1*, the Project is estimated to generate approximately 10,266 ADT with 1,643 AM peak hour trips (1,479 inbound / 164 outbound) and 1,438 PM peak hour trips (144 inbound / 1,294 outbound).

TABLE 2–1
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	1,283.190 KSF	8 /KSF	10,266	16%	90:10	1,479	164	1,643	14%	10:90	144	1,294	1,438

Footnotes:

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

General Notes:

1. KSF - 1,000 Square Feet.
2. The site-serving amenity space of 30,000 SF will be for tenant use only and considered an ancillary use to the primary use (i.e., Research and Development). Therefore, the trip generation for the amenity space is not included.

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Date: 09/04/24

Figure 2-1
Site Plan

LUSK ON LUSK PROJECT

3.0 REPORT APPROACH

3.1 VMT Background

Vehicle Miles Traveled (VMT) is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (roundtrip) travel and is estimated for a typical weekday for the purposes of measuring transportation impacts.

3.2 Vehicle Miles Traveled

The potential transportation impacts of the proposed Project are based on VMT to satisfy the California Environmental Quality Act (CEQA) guidelines through SB 743. Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring transportation impacts along with the elimination of auto delay/Level of service (LOS) for CEQA purposes statewide, effective July 1, 2020. The justification for this paradigm shift is that auto delay/LOS impacts may lead to improvements that increase roadway capacity and therefore sometimes induce more traffic and greenhouse gas emissions. In contrast, constructing projects in VMT-efficient locations assists California in meeting greenhouse gas emissions targets. Therefore, consistent with SB 743 and CEQA Guidelines 15064.3, the CEQA significance determination for the Project is based only on VMT and not on LOS.

4.0 VMT SIGNIFICANCE CRITERIA & METHODOLOGY

4.1 Local / Regional Agency Transition to SB743

A *Transportation Study Manual* (TSM) has been published by the City of San Diego on September 29, 2020, and was adopted by City Council on November 9, 2020, as part of the Complete Communities: Mobility Choices program.

Given that the City of San Diego has developed significance thresholds and technical methodologies, the *TSM* (current version dated September 2022) thresholds and methodologies were utilized for this report.

4.2 Significance Criteria

Per the City of San Diego's *TSM,* the transportation VMT thresholds of significance are shown in ***Table 4–1***. Since this proposed Project is considered 100% commercial employment, the VMT/Employee threshold applies as shown below.

TABLE 4–1
VMT SIGNIFICANCE THRESHOLDS

Land Use Type[1]	Thresholds for Determination of a Significant Transportation VMT Impact[2]
Commercial Employment	15% below regional average[3] VMT/Employee

Source: Table 3: Transportation VMT Thresholds of Significance by Land Use per the TSM, September 2022

Footnotes:

1. See *Appendix B* of the TSM for specific land use designations.
2. Projects that exceed these thresholds would have a significant impact.
3. The regional average is determined by SANDAG using the SANDAG Regional Travel Demand Model.

4.3 Project-Specific VMT Threshold

4.3.1 *City of San Diego Screening Criteria*

According to the *TSM*, a project that meets at least one of the following screening criteria would be presumed to have less than significant VMT impact due to project characteristics and/or location and would not require a full VMT analysis.

1. **Residential or Commercial Employment 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 household VMT/capita or VMT/employee) based on the applicable location-based screening map produced by SANDAG.

2. **Industrial Project Located in a VMT Efficient Area:** The project is an industrial employment project located in VMT efficient area (in an area with average or below average base year VMT/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 is consistent with the land uses listed in Appendix B of the *TSM*, given that it meets 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 a locally serving public facility defined as a public facility that serves the surrounding community or a public facility that is a 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* 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 143.0720I], housing for transitional foster youth, disabled veterans, or homeless persons [as defined 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 ten deed-restricted affordable housing units, transportation VMT analysis would not be necessary for the ten 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).

   *Access to transit is defined as transit being located within a reasonable walking distance (1/2 mile) from the project driveway.

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*.

4.3.2 *Analysis Methodology*

If a project is not screened out using the above criteria, the following methodology for completing the VMT analysis should be performed. Per the TSM, for commercial employment projects that are expected to generate more than 2,400 daily unadjusted driveway trips, the project would be required to provide project-specific inputs and run a SANDAG Regional Travel Demand Model to calculate the project's VMT per Employee. By utilizing the SANDAG screening map, the VMT per Employee is shown at both the regional and census tract level. Definitions of these efficiency metrics are described below per the *TSM*:

Table 4–2 further details the SANDAG methodology based on the land use per the *TSM*.

TABLE 4–2
TRANSPORTATION VMT ANALYSIS METHODOLOGY BY LAND USE

Land Use Type	Analysis Methodology
Commercial Employment	**For projects that generate less than 2,400 daily unadjusted driveway trips:** Identify the location of the project on the SANDAG Employee VMT/Employee map. The project's Employee VMT/Employee will be considered the same as the Employee VMT/Employee of the census tract it is located in. Compare the project's Employee VMT/Employee to the threshold to determine if the impact is significant OR input the project into the SANDAG Regional Travel Demand Model to determine the project's Employee VMT/Employee. **For projects that generate greater than 2,400 daily unadjusted driveway trips:** Input the project into the SANDAG Regional Travel Demand Model for SANDAG to provide the project's Employee VMT/Employee. To perform the analysis, all project land uses should be inputted, and the VMT/Employee should be determined using the same method/scripts that SANDAG utilizes to develop the SANDAG Employee VMT/Employee maps.

Source: City of San Diego TSM (September 2022) Table 4: Transportation VMT Analysis Methodology by Land Use

5.0 PROJECT VMT SCREENING ASSESSMENT

5.1 TSM Screening Criteria

Based on the screening criteria described in *Section 4.3.1*, the Project does not screen out from a VMT analysis as detailed below. ***Table 5–1*** summarizes the Project applicability of the TSM screening criteria.

TABLE 5–1
VMT SCREENING CRITERIA – PROJECT APPLICABILITY

Screening Criteria[1]	Applicable to the Project?	Project Screen out?
1. Residential or Commercial Employment Project Located in a VMT Efficient Area	Yes	No
2. Industrial Project Located in a VMT Efficient Area	No	—
3. Small Project	No	—
4. Locally Serving Retail/Recreational Project	No	—
5. Locally Serving Public Facility	No	—
6. Affordable Housing	No	—
7. Mixed-Use Project Screening Considerations	No	—
8. Redevelopment Project Screening Considerations	Yes	No

Footnotes:

1. *TSM*, September 2022.

Screening Criteria 1:

Residential or Commercial Employment 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 household VMT/capita or VMT/employee) based on the applicable location-based screening map produced by SANDAG."

Result:

The proposed Project is a commercial employment project, however, per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the VMT per Employee for Census Tract 83.46 is shown as 25.6 and the regional average VMT per employee for comparison is 18.9. Therefore, the Project site is approximately 135.3% of the regional average. Using this data, the Project does not screen out from a VMT analysis. ***Appendix A*** contains excerpts of the SANDAG screening map.

5.2 Project VMT Assessment

Since the Project did not satisfy the above screening criterion, it must evaluate the VMT produced by the Project. As shown in *Table 4–1* earlier in this report, the Project falls under the "Commercial Employment" land use type. As shown in *Table 2–1*, the Project is calculated to generate 10,266 daily unadjusted driveway trips. Therefore, per the TSM standards, the Project would provide project-specific inputs and run a SANDAG Regional Travel Demand Model to calculate the Project's VMT per employee. However, since the Project does not propose to quantify proposed mitigation measures because it is not possible to mitigate from 135.3% of the regional average to below 85% of the regional average, the Project's VMT per Employee will be considered the same as the VMT per Employee of the census tract in which it is located (i.e., Census Tract 83.46).

Per the SANDAG Series 14 ABM 2+ Model Base Year 2016 available on the SANDAG website[3], the Project site is located in Census Tract 83.46 with a VMT per Employee of 25.6. The regional average VMT per Employee is 18.9 miles and the 85% regional VMT threshold is calculated as 16.07 miles. The Project's VMT per Employee would therefore be 135.3% of the regional average, which is higher than the 85% significance threshold. Therefore, based on the significance criteria, the Project is calculated to result in a significant transportation impact.

Table 5–2 shows the results of the VMT assessment comparison.

TABLE 5–2
PROJECT VMT FINDINGS

Scenario	Regional Baseline VMT (miles)	Significance Threshold (miles)	Project VMT per Employee (miles)	Percentage of Regional Average	Transportation Impact? (Over Threshold)
Proposed Project	18.9	16.07	25.6	135.3%	Yes

[3] https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=bb8f938b625c40cea14c825835519a2b

6.0 VMT ASSESSMENT SUMMARY AND MITIGATION

6.1 VMT Assessment Summary

The Longfellow on Lusk Project was determined to have a significant VMT impact using the methodology applied from the City of San Diego *TSM*, September 2022. The Project's VMT per Employee was determined to be 25.6, which is 135.3% of the regional average VMT per Employee of 18.9 miles.

6.2 Mitigation

the Project is within the Coastal Overlay Zone and is subject to the Complete Communities: Mobility Choices ordinance (effective July 11, 2022) due to its permit application being deemed complete on August 10, 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 ***Appendix 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 parking requirement are 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. The Project will provide the following measures described in ***Table 6–1*** below. As shown in *Table 6–1*, the Project's proposed VMT Reduction Measures total to 9.75 points, which exceeds the minimum 8 points required to opt in. Therefore, the Project will mitigate its significant VMT transportation impact to the extent feasible and rely upon the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR.

The Project also proposes to implement Transportation Demand Management (TDM) measures to reduce reliance on automobile trips, which includes the following:

- provision of a mobility hub, which will provide for multi-modal connectivity with space for private vehicle drop-off, rideshare services, bikeshare/moped share docks, and a bicycle repair station
- parking cash out
- last mile transportation options
- flexible work hours
- on-site amenities
- marketing information

TABLE 6–1
MOBILITY CHOICES VMT REDUCTION MEASURES

Category	Measures	Points
Pedestrian Measures	The project will install high visibility crosswalk striping on the south leg of the intersection of Lusk Boulevard and Wateridge Circle. (=1.5 points / 3 legs of intersection)	0.5
	As a part of the project frontage improvements, the Project will widen the sidewalk along its entire 2,200-ft frontage on Lusk Boulevard. This will be provided within a 22-ft parkway, consisting of an 8-ft non-contiguous sidewalk and a 14-ft landscape buffer, as part of the Project's widening of Lusk Boulevard to 4-lane Major standards. (=3 points per mile of widening x 0.417 miles)	1.25
Bicycle Supportive Measures	The Project will provide two (2) on-site bicycle repair stations. (=1.5 points per station x 2 stations)	3
	The Project will install five (5) electric bicycle charging stations.	2
	The Project will provide short-term bicycle parking spaces, at least 10% beyond minimum requirements. The Project is required to provide 138 spaces and the project will provide 168 spaces which is approximately 20% beyond the minimum requirements. Per Appendix T (Mobility Choices Regulations Implementation Guidelines) of the Land Development Code (LDC), each multiple of 10% beyond the minimum equates to 1.5 points.	3
	Total	9.75

End of Report

LINSCOTT
LAW &
GREENSPAN
engineers

TECHNICAL APPENDICES TO THE VEHICLE MILES TRAVELED ASSESSMENT

LONGFELLOW ON LUSK

City of San Diego, California
September 2024

LLG Ref. 3-22-3544

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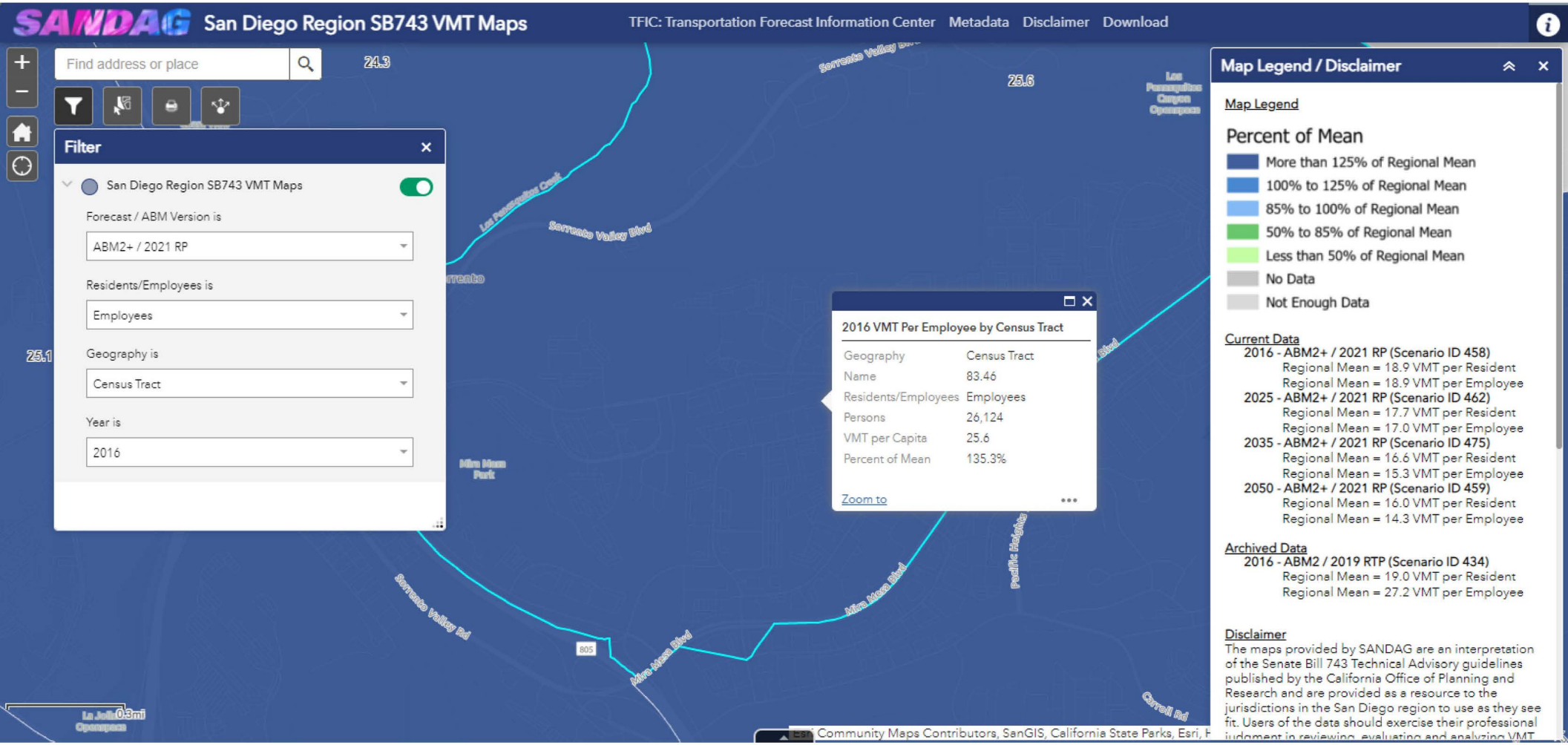
APPENDICES

APPENDIX	
A.	Excerpt from SANDAG SB 743 Series 14 ABM 2+ Base Year 2016 VMT Map
B.	Excerpt from City of San Diego's Complete Communities Mobility Zones Map

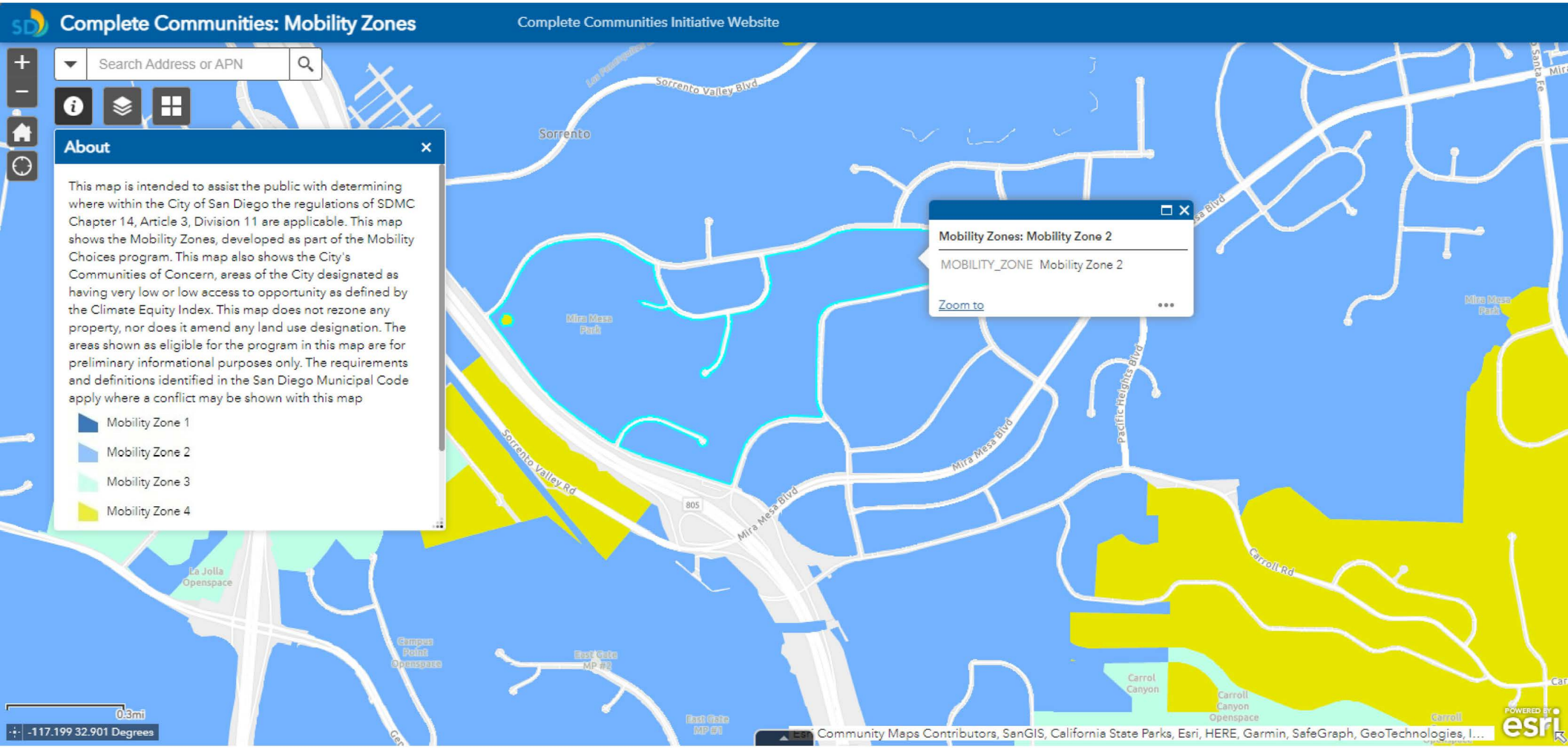
APPENDIX A

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


SANDAG
San Diego Region SB743 VMT Maps
TFIC: Transportation Forecast Information Center
Metadata
Disclaimer
Download
Find address or place
Filter
San Diego Region SB743 VMT Maps
Forecast / ABM Version is
ABM2+ / 2021 RP
Residents/Employees is
Employees
Geography is
Census Tract
Year is
2016
2016 VMT Per Employee by Census Tract
Geography Census Tract
Name 83.46
Residents/Employees Employees
Persons 26,124
VMT per Capita 25.6
Percent of Mean 135.3%
Zoom to
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
Community Maps Contributors, SanGIS, California State Parks, Esri, H
24.3
25.6
25.1
Sorrento Valley Blvd
Mira Mesa Blvd
Carroll Rd
805

APPENDIX B

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


Complete Communities: Mobility Zones
Complete Communities Initiative Website
Search Address or APN
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
Mobility Zones: Mobility Zone 2
MOBILITY_ZONE Mobility Zone 2
Zoom to
Sorrento Valley Blvd
Sorrento
Mira Mesa Park
Sorrento Valley Rd
Mira Mesa Blvd
Pacific Heights Blvd
805
Carroll Rd
La Jolla Openspace
Campus Point Openspace
East Gate MP #2
East Gate MP #1
Carroll Canyon
Carroll Canyon Openspace
0.3mi
-117.199 32.901 Degrees
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