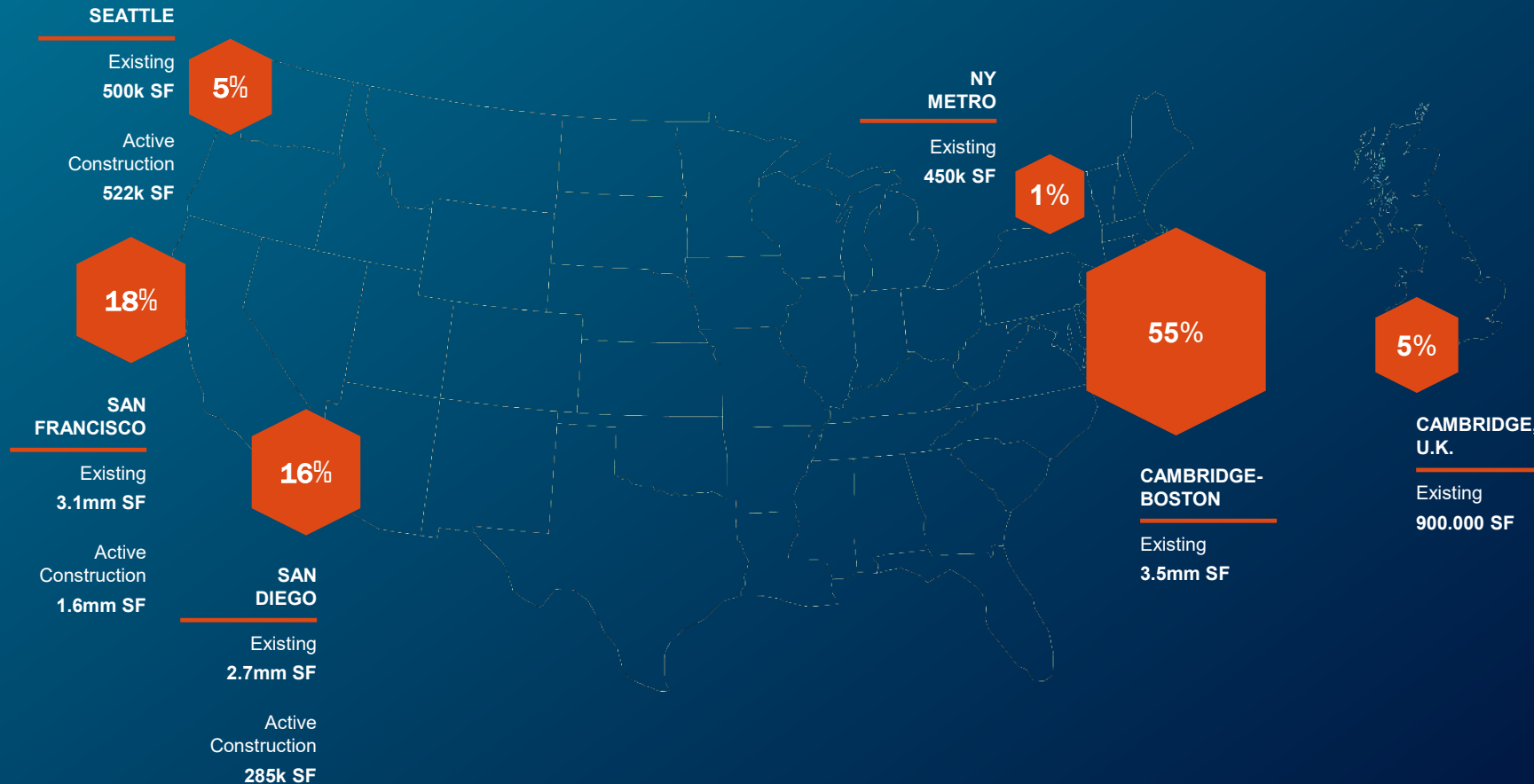


Towne Centre View

Agenda:

- Project Overview
- EIR Analysis
 - Summary
 - Land Use
 - Visual Effects
 - Cultural Resources
 - Biology
 - Transportation

International Footprint Focused on Highest Quality Core Life Science Markets



About BioMed Realty

FOUNDED AND HEADQUARTERED IN SAN DIEGO SINCE 2004, BIOMED REALTY, A BLACKSTONE PORTFOLIO COMPANY, IS THE LEADING PROVIDER OF REAL ESTATE SOLUTIONS TO THE LIFE SCIENCE AND TECHNOLOGY INDUSTRIES

We own and operate high quality life science real estate comprising 11.2 million square feet located in the leading innovation markets throughout the United States and United Kingdom, led by Boston-Cambridge, San Francisco, San Diego, Seattle, New York and Cambridge, U.K.

In addition, we maintain a premier development platform with 2.4 million square feet of Class A environmentally sustainable properties in active development to meet the growing demand of the life science and technology industries.



i3

Executive Drive

300,000 SF COMPLETED 2017

TENANT: Illumina



Apex

Towne Centre Drive

200,000 SF UNDER CONSTRUCTION

TENANT: Apple



Axiom

Towne Centre Court

180,000 SF REDEVELOPED 2017

TENANT: Roche



Discover@UTC

Towne Centre Drive

290,000 SF REDEVELOPED 2017

TENANT: Samumed & Poseida

Towne Centre View

UCPG Timeline:

- July 14, 2020 – UCPG Approved Initiation of Community Plan Amendment
- August 27, 2020 – Planning Commission Initiates Community Plan Amendment
- December 3, 2020 – UCPG Subcommittee Formed – Project Overview
- March 23, 2021 – UCPG Subcommittee Meeting – Presentation Landscape and Land Use
 - Native West added to team and peer review of Landscape Plan.
- April 13, 2021 – UCPG Project Overview Meeting
- June 14, 2021 – UCPG Subcommittee Meeting – Site Tour & Question and Answer Session
- May 25, 2022 – UCPG Subcommittee Meeting – Traffic / VMT and Transportation
- November 8, 2022 – UCPG Meeting on Draft EIR

Existing / Proposed Land Use Conditions:

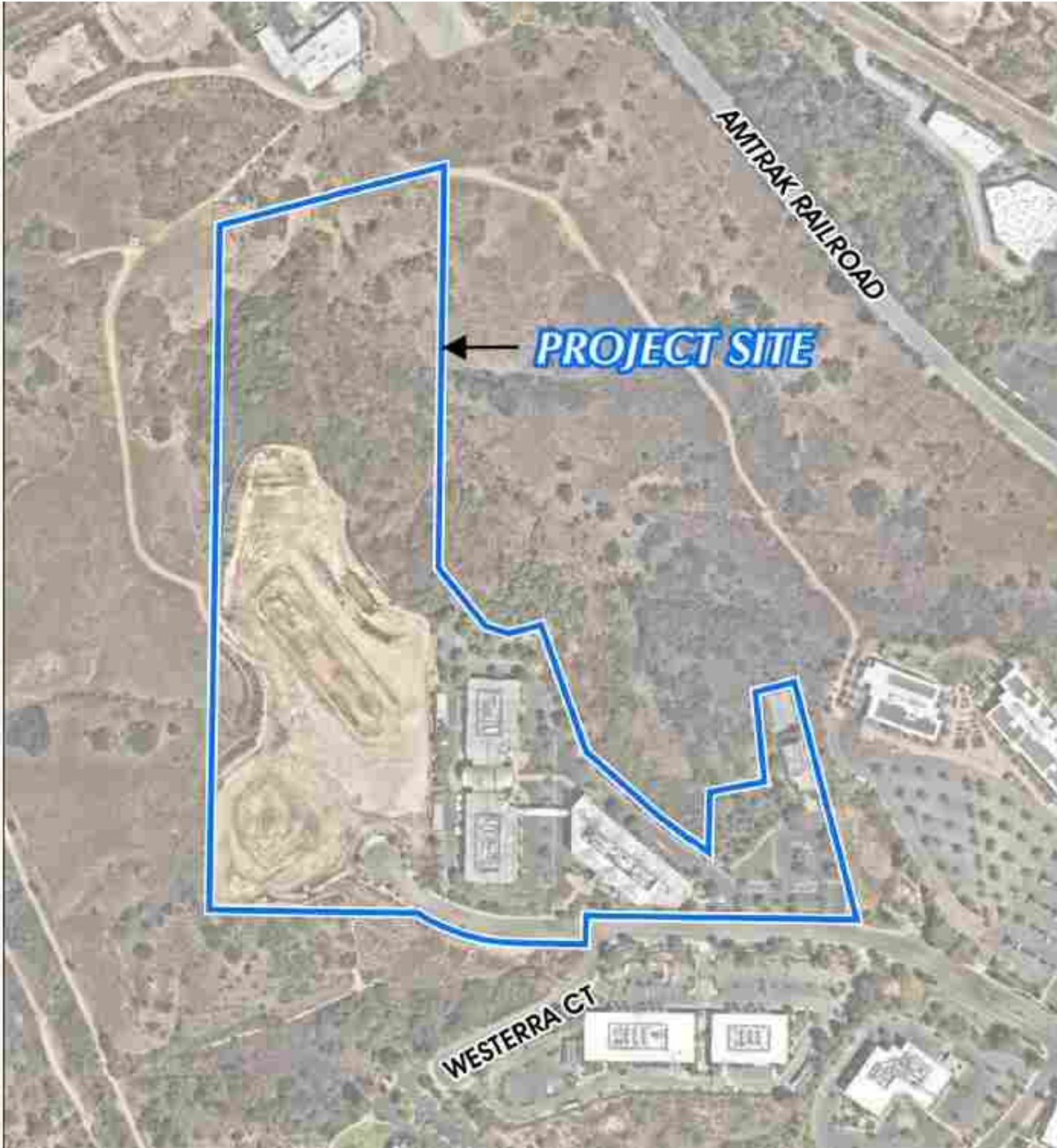
Regulation	Existing	Proposed
CP – Land Use	SR – Scientific Research / Prime Industrial	SR – Scientific Research / Prime Industrial
CP – Intensity	400,000 SF	999,386 SF
Zone	IP-1-1	IP-1-1
Zone FAR	2.0	0.86
Intensity Allowed by Zone	2.3 million SF	999,386 SF

Miramar ALUCP:

- Property in the APZ II and Transition Zone.
- Project received ALUC consistency determination.
- Project received FAA No Hazard Determination

Open Space / MHPA Boundary:

- No Change to Open Space
- Project footprint is in already graded or developed areas of the property.
- Property surrounded by MHPA. No entry access into MHPA. Project will comply with MHPA adjacency regulations



Existing Entitlements

- Site 1 is developed with approximately 200,000 sf of R&D Office in three buildings
- Site 2 is graded and entitled at 190,000 square feet in 3 buildings with surface parking. Most recently used as the Mid-Coast Trolley Equipment Storage Yard.

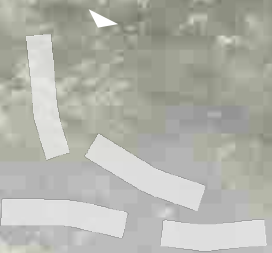


Proposed Project:

- Approximately 1,000,000 SF R&D Campus.
- Project is wholly within the existing developed and previously graded area used for the Trolley Staging Yard.
- Majority of parking is moved underground from existing and entitled condition.
- Buildings and parking moved away from canyon edges and surrounded with Native Landscape (reviewed and approved by Native West).



Eastern Aerial View





Entry





Recreation Trails



Eastern Overlook



Project Entitlements

Permit	Explanation
Community Plan Amendment	Amend Community Plan Development Intensity table to increase the allowed intensity to 1 million square feet.
Planned Development Permit	Amendment to PID 96-7756 for Eastgate Acres (existing Biomed Property) and required deviations to the San Diego Municipal Code
Coastal Development Permit	Amendment to CDP 117798 as the eastern portion of the property is located in the non-appealable area of the City’s Coastal Overlay Zone. No vertical development will be completed in this area, but a CDP will still be required due to location.
Site Development Permit	ESLs on site and surrounding the Project site consisting of sensitive biological resources. The Project involves development within the Airport Land Use Compatibility Overlay for MCAS Miramar. The Project is within the ALUC Overlay Zone and involves a Community Plan Amendment. The Project is within the CPIOZ Type “A” identified in the University Community Plan.
Neighborhood Development Permit	Needed for Alternative Method of calculation for ALUC Overlay Zone .
Tentative Map	Needed to subdivide and configure the property appropriately for the proposed development, to provide necessary easements.
Street Vacation	The existing western terminus of Towne Centre Drive west of Westerra Court would be vacated and included as part of the Project site.

EIR Summary:

The Project will have no significant impacts on the environment after City Standard Requirements and Conditions (eg. Biology, Geology, Paleontology) and Mitigation for Transportation is applied.

Environmental Topic	Proposed Project	No Project/ Development Pursuant to Existing Entitlements
Land Use	N	N
Transportation	SM	N
Air Quality and Odors	N	N-
Biological Resources	N	N
Energy	N	N
Geologic Conditions	N	N
Greenhouse Gas Emissions	N	N-
Health and Safety	N	N
Historical Resources	N	N
Hydrology	N	N
Noise	N	N-
Paleontological Resources	N	N
Population and Housing	N	N
Public Services and Facilities	N	N
Public Utilities	N	N-
Tribal Cultural Resources	N	N
Visual Effects/Neighborhood Character	N	N-
Water Quality	N	N
Wildfire	N	N

SM = significant but mitigable impacts; SU = significant and unmitigated impacts; N = no significant impacts; - = reduced impact level(s) relative to the Project; + = increased impact level(s) relative to the Project

EIR Land Use Analysis

- **Issue 1**- Would the project result in a conflict with the environmental goals, objectives, and recommendations of the community plan in which it is located?

Plan	Analysis	Consistent
General Plan	Land use designation - Industrial Employment. Located in Prime Industrial Lands. GP directs new employment development to Subregional Employment Centers (University City is a Subregional Employment Center.)	Yes
UCCP	No change to land use designation of Scientific Research. No development in environmentally sensitive lands. Project is consistent with policies in the UCCP. Project would increase the allowed intensity for the site to 1 million sf.	Yes
ALUC	Project in APZII and Transition Zone. Project complies with people per acre maximums.	Yes
SANDAG Regional Plan	Regional Plan encourages increased employment density in Subregional Employment Center near Transit. Project does just that, in an area designated for scientific research, near Trolley and Rapid Bus connections.	Yes
Zoning	Consistent with FAR. Variance required for rear setbacks, retaining wall height, number of loading berths. Variances are covered in PDP.	Yes

EIR Land Use Analysis:

<u>Threshold</u>	<u>Analysis</u>	<u>Impact</u>
Issue 2 - Would the project require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?	Deviations for rear set-back, loading space quantity, driveway width, retaining wall height.	Less Than Significant Impact
Issue 3 - Would the project result in a conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan?	The Project would not introduce land uses adjacent to the MHPA that would result in significant edge effect nor would the Project introduce invasive species of plants into natural open space.	Less Than Significant Impact
Issue 4- Would the project physically divide an established community?	The Project would not divide the UC Community.	Less Than Significant impact
Issue 5 Would the project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP) including aircraft noise levels as defined by the plan?	The Project would be compatible with and would not conflict with the MCAS Miramar ALUCP or AICUZ. Additionally, the FAA has made a "No Hazard Determination" for the proposed buildings.	Less Than Significant Impact

EIR – Visual Effects & Neighborhood Character Analysis

Issue 1:

Would the project result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the Community Plan?

Impact Threshold:

A significant impact would occur if the project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program.

The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan. The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area.

Impact Analysis: No Impact.

There are no designated viewpoints, view corridors, scenic routes, or scenic vistas identified in the University Community Plan, General Plan, or Local Coastal Program onsite or in the vicinity of the Project site.

There are limited distant views of the Pacific Ocean from a vantage point along Towne Centre Drive when looking over four miles northwest through an open space canyon north of the Project site. Public views from Towne Centre Drive are not designated as a public view corridor or public viewing area, and the primary viewers would be pedestrians traveling along the north side of Towne Centre Drive. Therefore, the Project would not result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan. No impact would occur and no mitigation is required.

EIR Analysis – Cultural Resources

Issue 1:

Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k),

Analysis:

- The Project site is located within an area identified as sensitive on the City of San Diego Historical Resources Sensitivity Maps; furthermore, there are recorded tribal cultural resources within a one-mile buffer of the site.
- A Sacred Lands File (SLF) search was requested from the NAHC during preparation of the Cultural Resources Survey and the results of the SLF search did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the search radius.
- Site SDI-4609, which has been established as portion of the Village of Ystagua, is recorded north of the Project site. Due to the steep slopes along the site's northern perimeter, SDI-4906 is located within the valley below the Project site and not directly abutting the Project site or within the limit of physical impact associated with the Project. The Project would not impact Site SDI-4609 or any other known Tribal Cultural Resources.
- Formal consultation with the Lipay and Jamul Nation were completed. No comments were provided by the Tribes.

Impact: No Impacts. Implementation of the Project would result in no impacts to Tribal Cultural Resources that are listed or eligible for listing in the CRHR or local register of historical resources or pursuant to subdivision (c) of California Public Resources Code Section 5024.1.

EIR Analysis - Biology

Issue 1: Would the project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

Issue 2: Would the project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

Issue 3: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?

Impact Analysis:

Less than Significant Impact. The Project would impact less than 0.10 acre of sensitive (Tier II) habitats but would preserve 3.98 acres in open space that supports Tier I scrub oak chaparral, Tier II Diegan coastal sage scrub and Diegan coastal sage scrub-disturbed, Tier IIIB non-native grassland, and southern willow scrub. The Project would have no direct impacts on sensitive plant species, would not result in direct impacts on the coastal California gnatcatcher, and is not expected to have direct impacts on other sensitive animal species with moderate potential to occur. The Project would not interfere with wildlife movement. The Project's potential indirect impacts would be addressed through compliance with the LUAG and City-prescribed measures, which would be incorporated into the Project and included in the Project's conditions of approval. Project impacts would be less than significant.



EIR Analysis - Biology

Issue 4:

Would the project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact Analysis:

No Impact. The Project would not result in impacts to wetlands or jurisdictional features due to the absence of such features occurring within the development footprint of the Project. No impacts would occur.

Issues 5, 6, 7:

Issue 5: Would the project result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?

Issue 6: Would the project introduce a land use within an area adjacent to the MHPA that would result in adverse edge effects?

Issue 7: Would the project result in an introduction of invasive species of plants into a natural open space area?

Impact Analysis:

Less than Significant Impact. The Project would not result in a conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. The Project would not introduce land uses adjacent to the MHPA that would result in significant edge effect nor would the Project introduce invasive species of plants into natural open space. Impacts would be less than significant.



EIR Analysis - Transportation

Issue 1:

Would the project conflict with an adopted program, plan, ordinance or policy addressing the transportation system including transit, roadways, bicycle and pedestrian facilities?

Impact Threshold:

Transportation impacts may be significant if a project would conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks). A significant transportation impact could occur if the project would conflict with the General Plan Mobility Element or other adopted transportation programs, plans, ordinances, or policies such as the City's Bicycle Master Plan.

Impact Analysis:

Less than Significant. Project is consistent with plans and programs addressing transportation.

Consistency with SANDAG Regional Plan:

- The Project would increase the intensity of employment uses in a previously developed area identified in the 2021 Regional Plan as a Major Employment Center Mobility Hub. These areas are planned for increased development intensity and employment opportunities by 2050.

Consistency with City Mobility Choices:

- The Project is required to complete 5-points of mobility choices projects. The Project will complete 11.5 points.

Consistency with General Plan Mobility Element:

- The Project is located in close proximity to the Mid-Coast Trolley. Pursuant to Mitigation Measure MM 5.2-1, the Property Owner would subsidize transit passes for employees, and would provide a shuttle service to increase the Project site's connectivity within the University Community. The shuttle service would connect with the UTC transit station and to a SuperLoop transit stop.
- Additionally, the Project would provide 50 short bicycle parking spaces, which are not required by the City for industrial uses; 120 long-term bicycle parking space (118 are required); and associated bicycle facilities including a bicycle repair station and changing/shower facilities

EIR Analysis - Transportation

Issue 2:

Would the project result in VMT exceeding thresholds identified in the City's Transportation Study Manual?

Impact Threshold:

A significant impact will occur for Commercial Employment projects with a VMT per employee that is in excess of 85% of the regional mean VMT per employee (22.015 VMT per employee).

Impact:

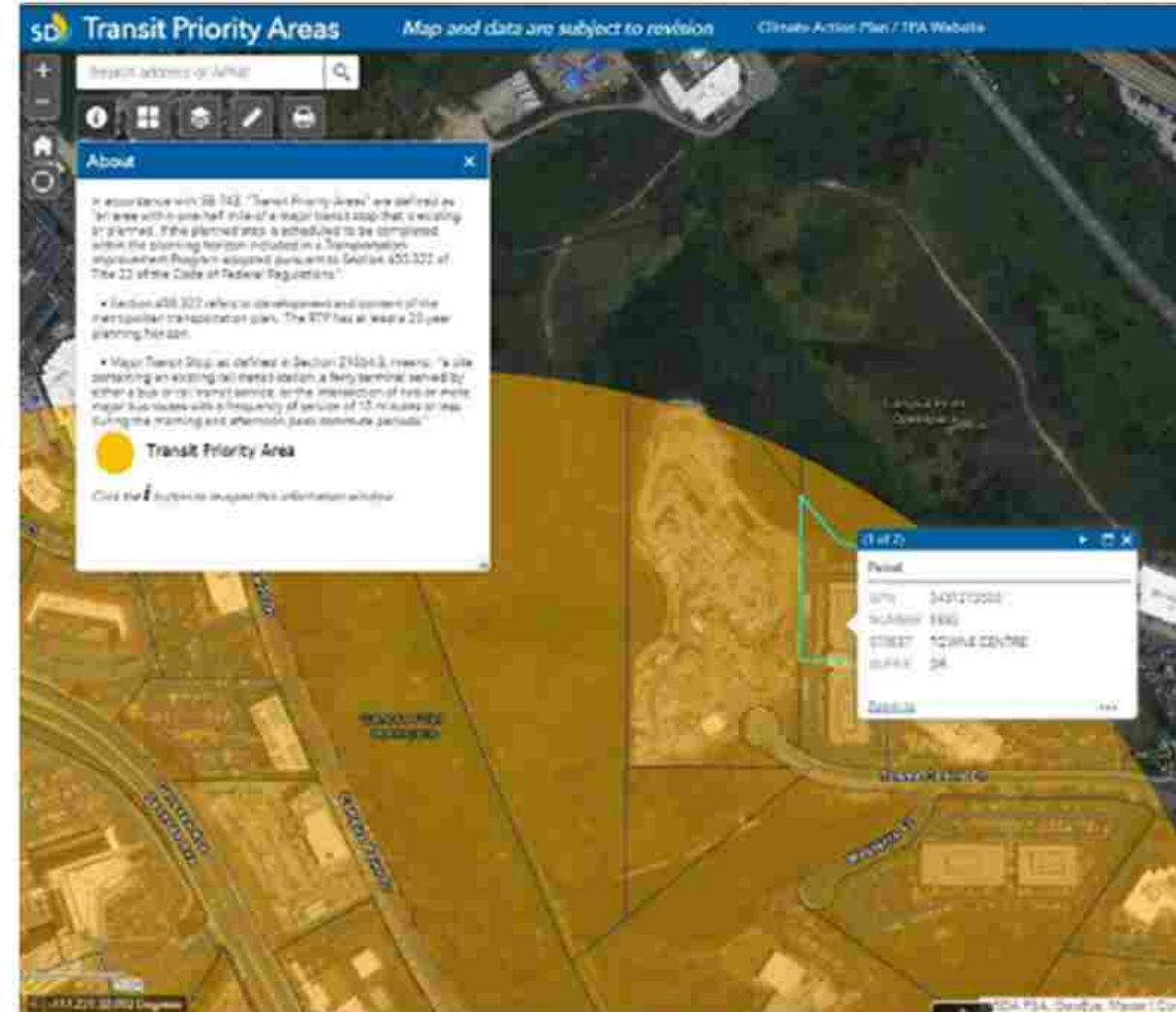
Less than Significant after mitigation is applied.

Analysis:

- The Project will have a significant impact under CEQA for VMT.
- The Project is required to reduce VMT by 32.47%
- The Project will utilize CAPCOA mitigation measures T-6 and T-12 as well as supportive measures to mitigate the VMT impacts.
- Mitigation Measures reduce VMT by 32.7%.
- After mitigation is applied, the Project will not have a significant VMT impact under CEQA.

VMT Analysis:

- Project is located in a Transportation Priority Area (“TPA”) pursuant to City policy.
- The Project is not within a 0.5 mile walkshed of a high quality transit stop and therefore the VMT Analysis was completed as if the Project was NOT in a TPA. Closest trolley stop is a 0.69 mile walk from Project.



VMT Analysis Model Output:

Existing Conditions:

		VMT per Employee					
Geography		Scenario ID	Employees	Total Trips	Person Miles of Travel	Vehicle Miles of Travel	VMT per Employee
Regionwide		1324	1,513,412	5,222,766	42,631,576	37,429,822	24.7
Jurisdiction	SAN DIEGO	1324	811,528	2,745,323	22,128,768	19,610,387	24.2
CPA	University	1324	93,171	315,917	2,815,833	2,540,618	27.3
Site	TAZ 2202	1324	1,909	6,788	61,799	56,163	29.4

Report Generated: 11/22/21



With Project Conditions:

		VMT per Employee					
Geography		Scenario ID	Employees	Total Trips	Person Miles of Travel	Vehicle Miles of Travel	VMT per Employee
Regionwide		1326	1,513,412	5,199,392	42,263,675	37,077,453	24.5
Jurisdiction	SAN DIEGO	1326	811,157	2,729,352	22,142,397	19,631,406	24.2
CPA	University	1326	91,425	307,766	2,766,342	2,495,251	27.3
Site	TAZ 2202	1326	3,456	12,052	123,020	112,526	32.6

Report Generated: 11/22/21



- Significant Impact from VMT will occur prior to mitigation.
- The Project is required to reduce VMT by 32.47% to 22.01 VMT per employee to reduce impacts to below a level of significance.

Mitigation - Complete Communities: Mobility Choices

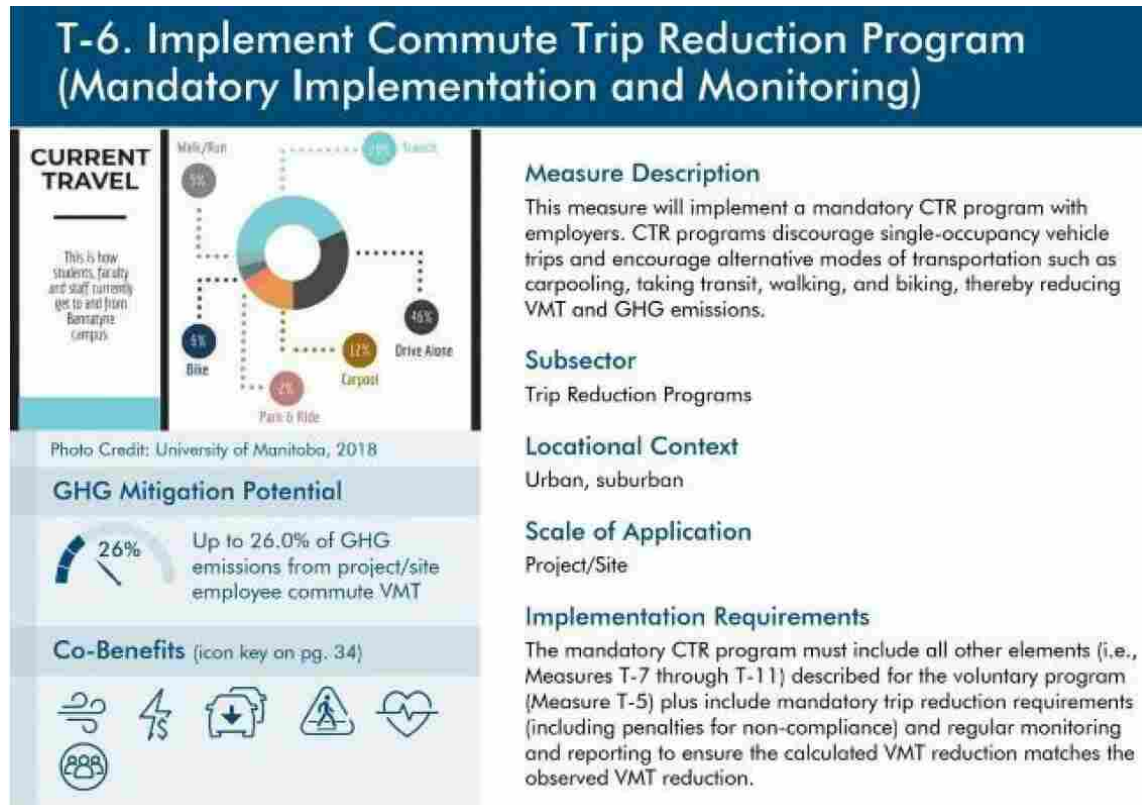


- The Project is required to complete 5 points of Mobility Choices Strategies.
- The Project will implement 11.5 Points of these Strategies.

Table 1 – Complete Communities: Mobility Choices VMT Reduction 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	1.5
(S) Provide an on-site bicycle repair station	1.5
(S) Provide on-site showers/lockers at least 10% beyond the minimum requirement	2
(S) Install pedestrian resting area/recreation node on-site, adjacent to the public pedestrian walkway (with signage designating the space is available), to be maintained by the property owner	2.5
(S) Install pedestrian-scale lighting adjacent to public pedestrian walkways along the entire development frontage.	0.5
(S) Provide on-site car-share vehicle spaces with designated parking shown on a site plan	2
(S) Provide an on-site parking area designated for micro-mobility travel (e.g. bicycles, e-bikes, electric scooters, shared bicycles, and electric pedal-assisted bicycles)	1.5
Total Points for Mobility Choices Compliance	11.5 points

CAPCOA – Mitigation Measures T-6



- T-7. Implement Commute Trip Reduction Marketing
- T-8. Provide Ridesharing Program
- T-9. Implement Subsidized or Discounted Transit Program
- T-10. Provide End-of-Trip Bicycle Facilities
- T-11. Provide Employer-Sponsored Vanpool

20.28% Reduction Quantified

CAPCOA – Mitigation Measure T-12

T-12. Price Workplace Parking



GHG Mitigation Potential



Co-Benefits (icon key on pg. 34)



Climate Resilience

Priced workplace parking could incentivize increased use of public transit and thus result in less traffic, potentially reducing congestion or delays on major roads during peak AM and PM traffic periods. When this reduction occurs during extreme weather

Measure Description

This measure will price onsite parking at workplaces. Because free employee parking is a common benefit, charging employees to park onsite increases the cost of choosing to drive to work. This is expected to reduce single-occupancy vehicle commute trips, resulting in decreased VMT, thereby reducing associated GHG emissions.

Subsector

Trip Reduction Programs

Locational Context

Urban, suburban

Scale of Application

Project/Site

Implementation Requirements

Implementation may include the following.

- Explicitly charging for employee parking.
- Implementing above-market rate pricing.
- Validating parking only for invited guests (or not providing parking validation at all).
- Not providing employee parking and transportation allowances.

In addition, this measure should include marketing and education regarding available alternatives to driving.

15.6% Reduction Quantified

CAPCOA – Supportive Mitigation Measures (Unquantified for Mitigation Purposes)

- Employer sponsored shuttle to Regional Transit Hub / Last Mile Connection. (LA VMT Calculator provides 13% reduction, CAPCOA, TSM)
- Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, either onsite or within 1,320 feet (1/4-mile) of the structure/use. (CAPCOA, CC, CAP, SANDAG)
- Provide short-term bicycle parking spaces that are available, at least 10% beyond minimum requirements. (CC, TSM)
- Provide an on-site bicycle repair station. (CC, TSM)
- Provide Bicycle Riders Guide / Promotion Programs. (CC, TSM)
- Provide on-site showers/lockers at least 10% beyond the minimum requirement (CC, CAP, TSM)
- Install pedestrian resting area/recreation node on-site, adjacent to the public pedestrian walkway (with signage designating the space is available), to be maintained by the property owner. (CAPCOA T-18, CC, TSM)
- Install pedestrian-scale lighting adjacent to public pedestrian walkways along the entire development frontage. (CC)
- Provide on-site car-share vehicle spaces with designated parking shown on a site plan. (CAPCOA, TSM, CC)
- Provide an on-site parking area designated for micro-mobility travel (e.g. bicycles, e-bikes, electric scooters, shared bicycles, and electric pedal-assisted bicycles) (TSM, CC, CAPCOA)
- At least 10% of total parking would be designated for a combination of low-emitting, fuel efficient, and carpool/van pool vehicles. (CC, CAP)
- Electric Vehicle Charging Infrastructure (CAPCOA T-14)
- Passenger Loading Zones. (CC, TSM)
- Transit Encouragement Programs (CC, TSM)
- Transit / TDM Concierge

EIR Analysis - Transportation

Issue 3:

Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections)?

Analysis: No Significant Impact.

Issue 4:

Would the project result in inadequate emergency access?

Analysis:

No Significant Impact. the Project includes emergency access to the Project site from the three driveways along Towne Centre Drive, and fire access roads would extend along the perimeter of the proposed development area as required by the California Fire Code and the San Diego Fire Prevention Bureau policy. Additional emergency requirements, such as fire hydrants, fire hydrant markers (i.e., blue reflectors installed in the roadway), adequate vertical clearances, adequate turning radii, and fire ladder clearances, would be provided in accordance with City requirements.



Towne Centre View

Q+A