LINSCOTT LAW & GREENSPAN engineers

TRANSPORTATION IMPACT ANALYSIS

SCRIPPS MERCY HOSPITAL CAMPUS PROJECT

San Diego, California
July 2022

(PTS #658548)

LLG Ref. 3-19-3072

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EXECUTIVE SUMMARY

Linscott, Law & Greenspan, Engineers (LLG) has been retained to prepare the following Transportation Impact Analysis associated with the *Scripps Mercy Hospital Campus Project* (the "Project"). The Project site encompasses approximately 21.07 acres and the campus includes multiple addresses at 550 Washington Street, 4060 4th Avenue, 4149 Fourth Avenue, 4020 Fifth Avenue, 4077 Fifth Avenue, 488 Lewis Street among others. The Project site is situated north of Washington Street, east of Fourth Avenue, east and west of Sixth Avenue. The Project requires a Conditional Use Permit (CUP) to amend existing CUP No. 304755 (Project #94392), Site Development Permit (SDP) to amend existing SDP No. 531932 (PTS #645493), and a Planned Development Permit (PDP). The Project does not require or propose a Community Plan Amendment nor a rezone. The Project also proposes a Tentative Map and Easement Vacation.

The Project proposes the demolition of several buildings and construction of new buildings on the Scripps Mercy Hospital Campus site.

Demolition would include the following:

- Facility Building (12,984 sq ft)
- Generator Building (555 sq ft) and Cooling Tower
- Behavioral Health Clinic (50 beds) (64,341 sq ft)
- Hospital Building (517 beds) (507,580 sq ft)
- 550 Washington Building (73,448 sq ft)
- 550 Washington Parking Structure (30,364 sq ft) (156 parking spaces)
- Mercy Manor (16,688 sq ft)
- Parking Structure Lot 4.1 (161,939 sq ft) (749 parking spaces)
- Emergency Department. (13,796 sq ft.)

The Cancer Center (40,000 sq ft) and associated parking structure (PTS #641848) would remain, as well as the College Building (40,700 sq ft), Mercy Gardens (26,790 sq ft), the Chapel (5,920 sq ft), Central Energy Plant (17,895 sq ft), and Parking Structure 12 (223,842 sq ft) (648 parking spaces).

The proposed Project would include construction of the following facilities:

- Hospital I (351 beds) (631,000 sq ft)
- Hospital II (166 beds) (380,000 sq ft)
- Hospital Support Building (67,000 sq ft)
- Medical Office Building (200,000 sq ft)
- Central Energy Plant Expansion (2,400 sq ft)
- Two Utility Yards. (18,500 sq ft)

The project would also construct improvements to surrounding public infrastructure, including improvements to Washington Street, Fourth Avenue, and Fifth Avenue.

Trip Generation

The total number of hospital beds does not change and the net increase in medical office space is 126,552 square feet.

The Scripps Mercy Hospital Campus Project proposes the demolition of several existing buildings and construction of new buildings on the Scripps Mercy Hospital Campus site in two phases, for purposes of the VMT analysis: Phase I (Year 2030) and Phase II (2035).

The trip generation rates for the Project were based on the *City of San Diego Trip Generation Manual, May 2003.* Transit and mixed-use trip credits were also applied. For Phase I (Year 2030) (Opening Day), the Project is estimated to generate less traffic than the existing baseline (Year 2019) due to existing trip generation commensurate with the reduction in the number of hospital beds (166) and the demolition of the 550 Washington Street Medical Office Building and the Behavioral Health Clinic.

For Phase II (Year 2035), the Project is expected to generate approximately 6,086 driveway average daily trips (ADT) with 350 total (281 inbound / 69 outbound) driveway trips during the AM peak hour and 589 total (176 inbound / 413 outbound) driveway trips during the PM peak hour. The Project is expected to generate 1,490 net new ADT with 74 total (61 inbound / 13 outbound) net new trips during the AM peak hour and 129 total (38 inbound / 91 outbound) net new trips during the PM peak hour.

Vehicle Miles Traveled Analysis

Based on the City of San Diego Transportation Study Manual (TSM) Guidelines (dated September 29, 2020), the proposed Project evaluated transportation impacts under the California Environmental Quality Act (CEQA) using a Vehicle Miles Traveled (VMT) metric, pursuant to the guidance from the Governor's Office of Planning and Research (OPR) in December 2018 (*Technical Advisory on Evaluating Transportation Impacts in CEQA*).

Based on the screening criteria outlined in the TSM, the Project is not screened out from a VMT analysis. Therefore, a Project-Specific VMT analysis was conducted.

The proposed Project is considered a commercial employment project for VMT evaluation purposes and therefore, the SANDAG Series 14 VMT ABM2+ per employee was reviewed for Year 2025, which is the closest year to the Project Opening Day. Per the current SANDAG VMT screening maps available on the website the project area is located in Census Tract 4 with the Project VMT per employee as 16.1 (85.1% of the regional average) as compared to the regional 2016 VMT per employee of 18.9. A Project-Specific VMT analysis was conducted to account for the Project Design features that are expected to reduce the project's VMT per employee. These Project design features

also incorporate Transportation Demand Management (TDM) measures, which are also a requirement of the City of San Diego's Climate Action Plan (CAP) for the Project. These TDM measures can be broadly categorized as Trip Reduction and Telecommuting measures. The Trip Reduction measures include a transit subsidy program (30%; which is approximately $1 per day per employee for the current monthly pass of $72) towards purchase of transit passes, carpool program for employees, a $30 per month subsidy for employees to use vanpools, maintaining an employer network in the SANDAG iCommute program and promote its Ridematcher service to its employees. The Telecommuting measures include offering virtual doctor and urgent care visits to patients, flexible and alternative work hours for employees and offering employees of Scripps Health "work at home" options via Telecommuting, Telemedicine, Clinical Documentation Integrity Specialist (CDIS), or other approved programs to working remotely for one or more days per week. In addition to the CAP required TDM measures, the Project Design features also include pedestrian network improvements along the project frontage streets of Washington Street, 4th Avenue and 5th Avenue, and long-term and short-term bicycle parking, showers and lockers per the CAP Checklist.

Specifically, using the CAPCOA methodology per the City of San Diego Transportation Study Manual (September 29, 2020, Appendix E), a 2.86 percent reduction in VMT per employee would be achieved for the project given the Project's commitment to implementing the above Project Design features and TDM measures in Phase I. With this reduction of 2.86 percent, the VMT per employee would equate to less than 85 percent (85.18 minus 2.86 = 82.32) of the regional average VMT per employee and result in a less than significant transportation VMT impact. Therefore, given that a less than significant VMT impact is identified, in Project Phase I (Year 2030) no mitigation measures are required.

Per the TSM standards, for the full project buildout scenario (Year 2035), a Project-Specific based VMT analysis was also conducted. The Project's land use was inputted into the SANDAG Regional Travel Demand[1] Model to obtain the Project's Employee VMT per Employee, which was compared to the significance threshold for Commercial Employment projects, which is 85% of the regional average Employee VMT per Employee. Based on the model outputs, the Project VMT per Employee is 16.8 miles (Series 13, 2012 base year). The regional average is 25.9 miles (Series 13, 2012 base year) and 85% of the regional average Employee VMT per Employee is 22.01 miles. The Project Employee VMT per Employee is calculated to be 65% of the regional VMT significance threshold and therefore, based on the City of San Diego significance criteria, Project is calculated to have a less-than-significant transportation impact. Therefore, given that a less than significant VMT impact is identified in Project Phase I (Year 2030) and at Project Buildout (Year 2035), no mitigation measures are required.

[1] As of writing of this report, based on discussions with SANDAG, SANDAG Series 14 model is not available for project-specific modeling that involves land use additions (such as the proposed Medical Office building) and that Series 14 custom modeling is not currently available. Therefore, for the purposes of this project, a Project-Specific model was conducted using the Series 13 model, which is the latest model available for custom projects. Since the project's VMT per employee was calculated using the Series 13 travel demand model, the Series 13 regional baseline VMT was used to ensure consistency. For screening purposes, however, the latest Series 14 data was used.

Active Transportation Improvements

As a part of this report, in addition to the VMT analyses, the multi-modal network in the influence area of the project study area was also reviewed. This included active transportation modes such as Pedestrian, Bicycle, as well as Transit mobility. The following is a list of Active Transportation improvements that will be constructed by the project:

Pedestrian:
The Project will construct the following improvements on the fronting streets:

- As a part of implementing the ultimate classification of Washington Street as a Major Arterial, the Project will provide half-width improvements to include a 14 ft wide parkway with contiguous sidewalk that will be constructed along the Project frontage on the north side of Washington Street fronting the Hospital Support Building (HSB). The project will construct a 14 ft contiguous sidewalk along the Washington Street frontage. Due to utility and landscape conflicts, the street trees will be located within 10 feet of the right-of-way.
- On the east side of Fifth Avenue between Fifth Avenue and Washington Street, the Project proposes a 10 ft parkway with a 5 ft landscape buffer and 5 ft non-contiguous sidewalk.
- On the north side of Fifth Avenue between Fourth Avenue and Fifth Avenue, given the existing mature trees, the Project proposes to provide a 10 ft parkway with a 5 ft contiguous sidewalk and a 5 ft landscape buffer.
- On the east side of Fourth Avenue between Lewis Street and Fifth Avenue, the Project proposes a dedication varying from 4 ft to 8 ft to provide a 14 ft parkway, which will include an 8 ft landscape buffer and 6 ft non-contiguous sidewalk.
- On the east side of Fourth Avenue between Lewis Street and the Medical Office Building (MOB) frontage, the Project proposes a 2 ft dedication to provide a 14 ft parkway, which will include an 8 ft landscape buffer and 6 ft non-contiguous sidewalk. Due to utility conflicts, street trees are proposed within 10 feet of the right-of-way.
- A pedestrian bridge currently exists over Sixth Avenue that connects the existing employee surface lot to the existing Behavioral Health Unit surface parking lot. As a part of the Scripps Sixth Avenue Parking Structure project (PTS #645493), the existing pedestrian bridge will be demolished and a new pedestrian bridge will be constructed to connect the parking structure directly to Hospital I.

Bicycle:
To promote bicycle mobility, the Project proposes the following bicycle improvements:

- As a part of the Project, the Project will construct half-width improvements along its Washington Street frontage to implement the ultimate classification of a 4-lane Major with buffered Class II bicycle lanes per the Uptown Community Plan. As a part of this improvement, the project will stripe the buffered bike lanes on the north side of Washington Street along the Project frontage.

- The Project will stripe shared lane markings to delineate a Class III Bike Route on Fifth Avenue between Fourth Avenue and Washington Street; and Fourth Avenue between Lewis Street and Fifth Avenue.
- As a part of providing bicycle amenities within the site, the project will add ten (10) showers and over 420 lockers. The project will also meet or exceed the City of San Diego Climate Action (CAP) requirements and Municipal Code requirements for short-term and long-term bicycle parking spaces.

Transit:
The following Transit improvements will be provided by the Project:

- The Project will upgrade the existing bus stop on Washington Street and Fifth Avenue (Stop ID 11243). The Project will add a shelter and maps/way finding signs. (project design feature).
- The Project will provide transit information in the hospital and Medical Office Building (MOB) lobbies (project design feature).
- The Project will provide a 30% subsidy (which is approximately $1 per day per employee for the current monthly pass of $72) towards transit passes for Metropolitan Transit System (MTS) Bus, Trolley or COASTER trains for employees to promote transit usage. Additionally, the project will allow transit passes to be purchased on a pre-tax basis through payroll deduction (*TDM measure per CAP Checklist*).

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SCRIPPS MERCY HOSPITAL CAMPUS PROJECT

San Diego, California
July 2022

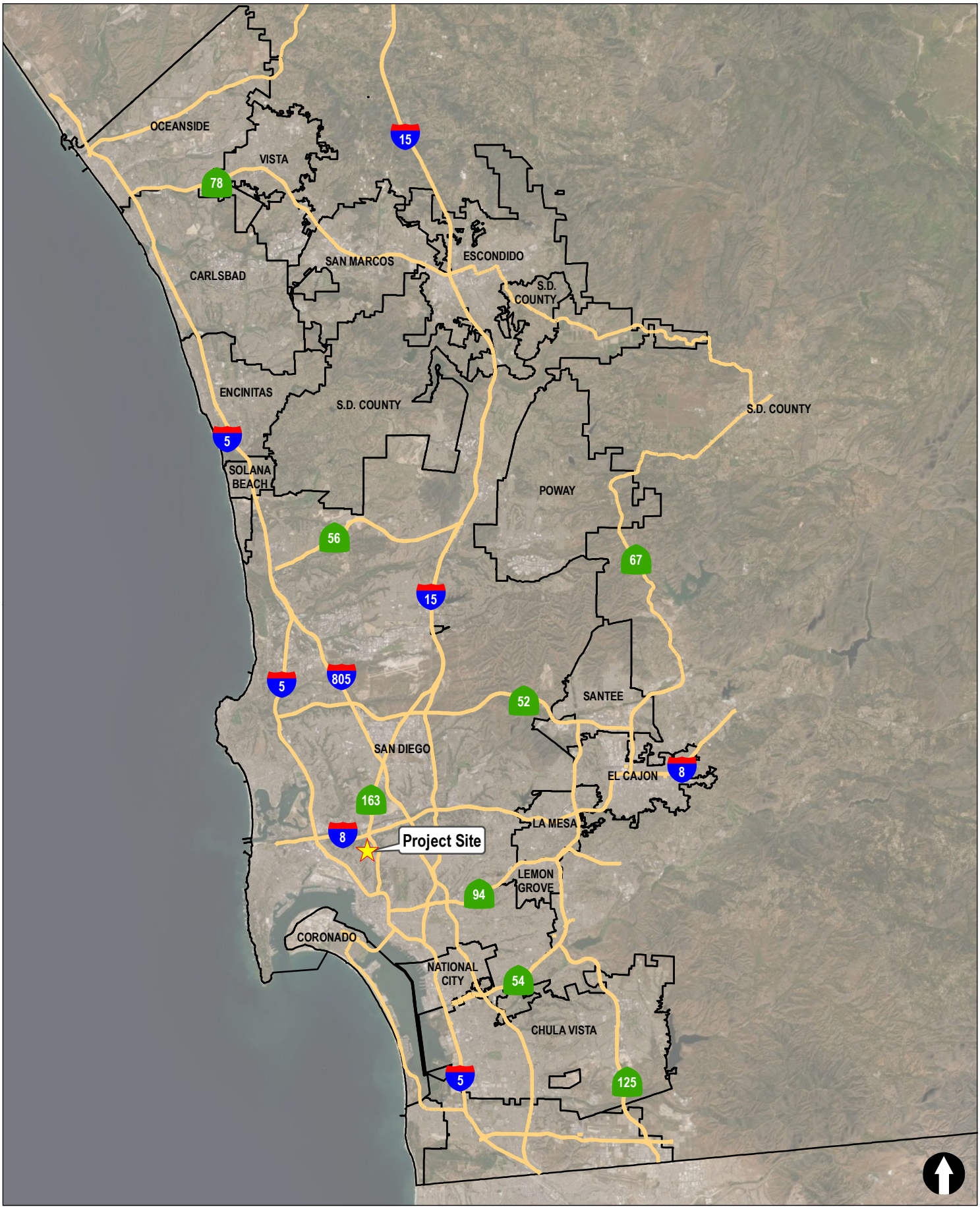
1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Transportation Impact Analysis Report for the *Scripps Mercy Hospital Campus Project* (hereafter referred to as the Project). The Project site encompasses approximately 21.07 acres and the campus includes multiple addresses at 550 Washington Street, 4060 4th Avenue, 4149 Fourth Avenue, 4020 Fifth Avenue, 4077 Fifth Avenue, and 488 Lewis Street among others. The project site is situated north of Washington Street, east of Fourth Avenue, east and west of Sixth Avenue.

The Project requires a Conditional Use Permit (CUP) to amend existing CUP No. 304755 (Project #94392), Site Development Permit (SDP) to amend existing SDP No. 531932 (PTS #645493), and a Planned Development Permit (PDP) to allow deviations for Floor Area Ratio (FAR) and building height. The Project does not require or propose a Community Plan Amendment nor a rezone. The Project proposes a Tentative Map and Easement Vacation. The Project proposes the demolition of several buildings and construction of new buildings on the Scripps Mercy Hospital Campus site.

A detailed Project description is included in Section 2.0.

Figure 1–1 includes a Project vicinity map.



LINSCOTT LAW & GREENSPAN engineers

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Figure 1-1

Vicinity Map

Scripps Mercy

2.0 PROJECT DESCRIPTION

2.1 Existing Setting

The Project site encompasses approximately 21.07 acres and is currently developed with the Scripps Mercy Hospital campus buildings, surface and structured parking, internal streets and driveways, and landscaping. Scripps Mercy Hospital operates under an existing Conditional Use Permit (CUP No. 304755 (Project #94392)). The project site is situated in the developed neighborhood of Hillcrest and the site abuts Washington Street to the north, Fourth Avenue to the east, and has frontage on the east and west sides of Sixth Avenue.

Surrounding land uses include medical office buildings, multi-family residential units, and commercial land uses such as a gas station, a bank, and restaurants.

Regional access to the site is provided by State Route 163 (SR 163), immediately east of the Project site. Local access to the site is via Washington Street, Fifth Avenue, Sixth Avenue, Lewis Street, and Fourth Avenue.

The site is located in the CC-3-8, CC-3-9, OR-1-1, RM-3-9, and OC-1-1 zones within a 2035 Transit Priority Area (TPA), Residential Parking Standards TPA, Transit Area Overlay Zone, and Residential Tandem Parking Overlay Zone within the Uptown Community Planning area in San Diego, California.

Figure 2–1 includes the existing site plan.

2.2 Proposed Project

The Project proposes the demolition of several buildings and construction of the buildings on the Scripps Mercy Hospital Campus site.

Demolition would include the following:

- Facility Building (12,984 sq ft)
- Generator Building (555 sq ft) and Cooling Tower
- Behavioral Health Clinic (50 beds) (64,341 sq ft)
- Hospital Building (517 beds) (507,580 sq ft)
- 550 Washington Building (73,448 sq ft)
- 550 Washington Parking Structure (30,364 sq ft) (156 parking spaces)
- Mercy Manor (16,688 sq ft)
- Parking Structure 4.1 (161,939 sq ft) (749 parking spaces)
- Emergency Department. (13,796 sq ft.)

The Cancer Center (40,000 sq ft) and associated parking structure (PTS #641848), would remain, as well as the College Building (40,700 sq ft), Mercy Gardens (26,790 sq ft), the Chapel (5,920 sq ft), Central Energy Plant (17,895 sq ft), and Parking Structure 12 (223,842 sq ft) (648 parking spaces).

A new parking structure (6th Avenue Parking Structure and Bridge) for approximately 1,274 spaces has been approved via a Substantial Conformance Review (SCR) No. 531932 (PTS #645493) and will be constructed at the surface parking located on the east side of Sixth Avenue. Access to and from this parking structure will be provided from a signalized driveway on Sixth Avenue as well as a driveway on Eighth Avenue. A pedestrian bridge will connect the parking structure on the east side to the campus on the west side of Sixth Avenue. This parking structure construction is currently being permitted (PTS #666510) and will be completed in advance of major construction efforts of the proposed Project with an estimated completion date of Year 2022. While this parking structure is part of the existing CUP for the hospital campus, its construction was recently approved under SCR No. 531932 (PTS #645493).

Construction for the proposed Project would include the following:

- Hospital I (351 beds) (631,000 sq ft)
- Hospital II (166 beds) (380,000 sq ft)
- Hospital Support Building (67,000 sq ft)
- Medical Office Building (200,000 sq ft)
- Central Energy Plant Expansion (2,400 sq ft)
- Two Utility Yards (18,500 sq ft).

The project would also construct improvements to surrounding public infrastructure, including improvements to Washington Street, Fourth Avenue, Fifth Avenue and Sixth Avenue. The total number of hospital beds does not change from the existing number of hospital beds (517 beds), but the Project proposes an increase in medical office space of 126,552 square feet. The Project proposes the demolition of several existing buildings and construction of new buildings on the Scripps Mercy Hospital Campus site in two phases for purposes of the VMT analysis: Phase I (Year 2030) and Phase II (2035).

The trip generation rates for the Project were based on the *City of San Diego Trip Generation Manual, May 2003.* Transit and mixed-use trip credits were also applied. For Phase I (Year 2030) (Opening Day), the Project is estimated to generate less traffic than the existing baseline (Year 2019) due to existing trip generation commensurate with the reduction in the number of hospital beds (166) and the demolition of the 550 Washington Street Medical Office Building and the Behavioral Health Clinic.

For Phase II (Year 2035), the Project is estimated to generate approximately 6,086 driveway ADT with 350 total (281 inbound / 69 outbound) driveway trips during the AM peak hour and 589 total (176 inbound / 413 outbound) driveway trips during the PM peak hour. The Project is estimated to

generate 1,490 net new ADT with 74 total (61 inbound / 13 outbound) net new trips during the AM peak hour and 129 total (38 inbound / 91 outbound) net new trips during the PM peak hour.

The Project's estimated trip generation for Phase I is provided in ***Table 2–2***. The Project's estimated trip generation for Phase II is provided in ***Table 2–3***.

Table 2–1 provides a land use summary of the existing buildings to remain, buildings to be demolished and new buildings proposed as a part of the Project. ***Figure 2–2*** illustrates the proposed Project site plan with the proposed building construction and existing buildings to remain.

TABLE 2–1
PROJECT LAND USE SUMMARY

Existing Uses to be Remain		Existing Uses to be Demolished		Proposed Development	
Land Use	**Quantity**	**Land Use**	**Quantity**	**Land Use**	**Quantity**
• Cancer Center[a]	40,000 sf	• Facility Building*	12,984 sf	Hospital I[c] (Phase I)	351 beds (631,000 sf)
• College Building	40,700 sf	• Generator Building*	555 sf	Hospital II[c] (Phase II)	166 beds (380,000 sf)
• Mercy Gardens	26,790 sf	• Behavioral Health Clinic (Phase I)	50 beds, 64,341 sf	Hospital Support[d] (Phase I)	67,000 sf
• Chapel	5,920 sf	• Hospital Building	467 beds (507,580 sf)		
• Central Energy Plant	17,895 sf	• 550 Washington Medical Office (Phase I)	73,448 sf	MOB (Phase I)	200,000 sf
• Parking Structure (Lot 12)	223,842 sf (648 spaces)	• 550 Washington Parking Structure * (Phase I)	30,364 sf (156 spaces)	Utility Yards*	18,500 sf
• Sixth Avenue Parking Structure and pedestrian bridge[b]	439,513 (1,274 spaces)	• Mercy Manor*	16,668 sf	Central Energy Plant*	2,400 sf
-	-	• Parking Structure (Lot 4.1)*	161,939 sf (749 spaces)	-	-
-	-	• Emergency Department*	13,796 sf	-	-

Footnotes:

a. The Cancer Center was recently opened (September 2021) and was approved as a part of a Substantial Conformance Review (PTS #603766).
b. The Sixth Avenue Parking Structure was approved as a part of a Substantial Conformance Review (PTS #645493) and is currently under the building permit process.
c. The total number of hospital beds would remain unchanged at 517 beds. However, Phase I would provide 351 beds while the remaining 166 beds will be provided in Phase II.
d. The Hospital Support Building (HSB) is proposed to support the Main Hospital building and is connected to the new Mercy Replacement Hospital. The HSB will include clinical lab/pathology, cafeteria, Hospital lobby, chapel, gift shop, mail services, security services, and administrative programs. Therefore, given its purpose and uses support the main Hospital, the HSB is considered an ancillary use and is not expected to generate independent trips as a standalone facility.

General Notes:

* While these uses are summarized as a part of the overall Project description, these uses were not considered in the trip generation calculations as they are either utility uses or ancillary facilities that support the operation of the main Hospital.

TABLE 2–2
TRIP GENERATION SUMMARY – PROJECT PHASE I (YEAR 2030)

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													
Medical Office Building													
Driveway Trip	200 KSF	50 /KSF [b]	10,000	6%	80:20	480	120	600	10%	30:70	300	700	1,000
Cumulative Trips (Net Trips)	200 KSF	16 /KSF [c]	3,200	6%	80:20	154	38	192	10%	30:70	96	224	320
Transit Credit (4%)[e]			(80)	15%	80:20	(14)	(4)	(18)	15%	30:70	(9)	(21)	(30)
Mixed-Use Credit (3%)[f]			(300)	5%	80:20	(24)	(6)	(30)	4%	30:70	(12)	(28)	(40)
Proposed Increase in Net Trips			2,820			116	28	114			75	175	250
Existing Uses to be removed													
550 Medical Office Building													
Driveway Trips	73.448 KSF	50 /KSF	3,673	6%	80:20	176	44	220	10%	30:70	110	257	367
Cumulative Trips (Net Trips)	73.448 KSF	20 /KSF [d]	1,469	6%	80:20	70	18	88	10%	30:70	44	103	147
Hospital													
Driveway Trips	116 beds	20 /bed	2,320	9%	70:30	146	63	209	10%	30:70	70	162	232
Cumulative Trips (Net Trips)	116 beds	20 /bed	2,320	9%	70:30	146	63	209	10%	30:70	70	162	232
Behavioral Health Clinic													
Driveway Trips	50 beds	20 /bed	1,000	9%	70:30	63	27	90	10%	30:70	30	70	100
Cumulative Trips (Net Trips)	50 beds	20 /bed	1,000	9%	70:30	63	27	90	10%	30:70	30	70	100
Transit Credit (4%)			(58)	15%	80:20	(13)	(4)	(17)	15%	30:70	(6)	(16)	(22)
Mixed-Use Credit (3%)			(210)	5%	80:20	(19)	(7)	(26)	4%	30:70	(8)	(20)	(28)
Existing Net Trips to be removed			4,521			247	97	344			130	299	429
Driveway Trips			2,895			89	(13)	76			83	198	281
Increase in Net Trips – Project Phase I			**(1,701)**			**(131)**	**(69)**	**(200)**			**(55)**	**(124)**	**(179)**

Footnotes:

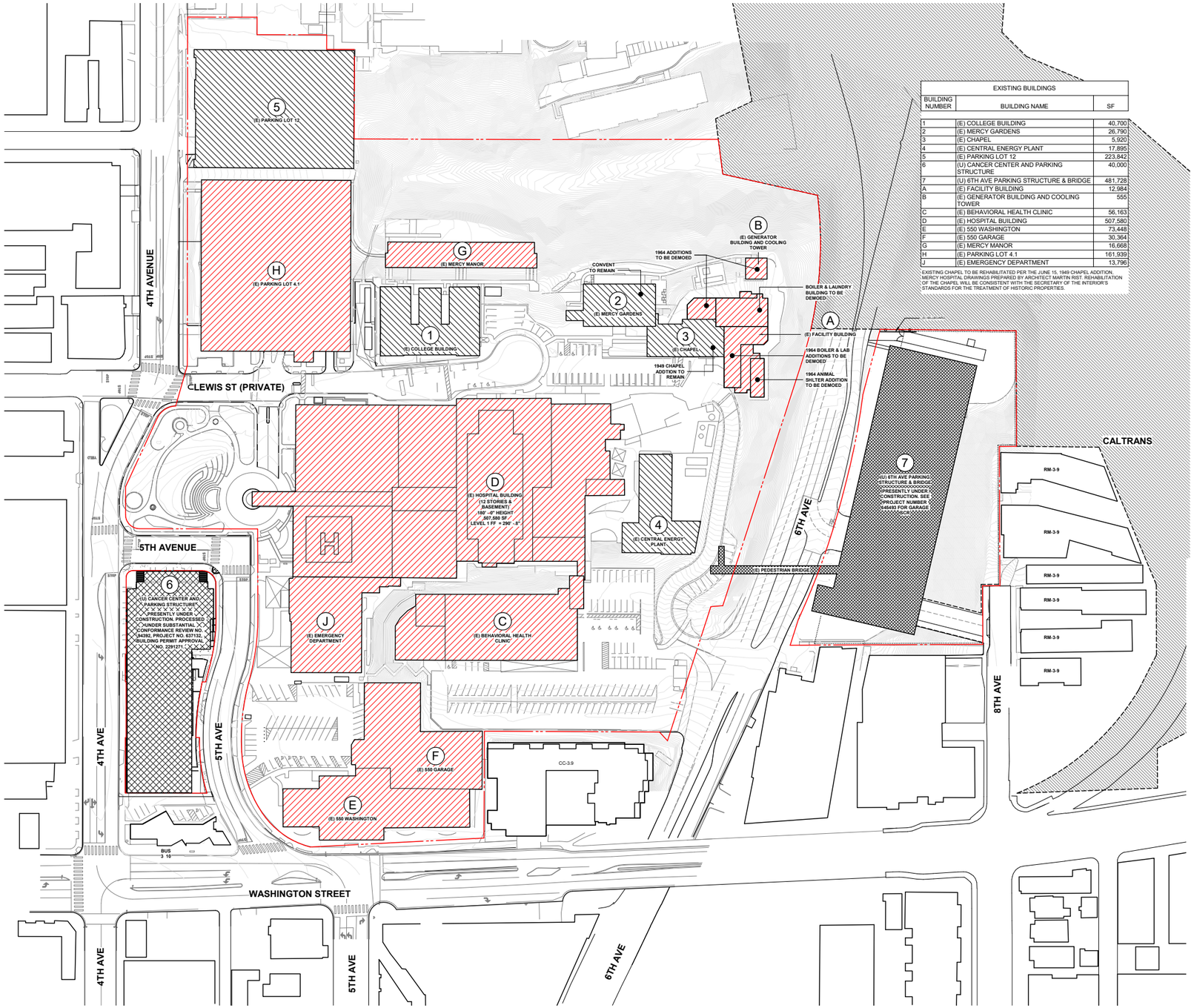
a. Trip rates from *Trip Generation Manual*, City of San Diego, May 2003.
b. KSF = 1,000 Square Feet.
c. Daily cumulative trip rate is 16 per KSF for MOB of 100 KSF or more.
d. Daily cumulative trip rate is 20 per KSF for MOB less than 100 KSF.
e. The transit credit was used from the City of San Diego Transportation Study Manual and applied to employee trips only. The total employment for the medical office building was calculated using published SANDAG density of 200 SF per employee. The total employment for the hospital was calculated using the published SANDAG density of 450 SF per employee. A trip generation of 2 ADT per employee was utilized in the transit credit calculations.
f. Mixed use credit obtained from Table 4 in the City of San Diego Traffic Impact Study Manual (July 1998)

TABLE 2–3
TRIP GENERATION SUMMARY – PROJECT BUILDOUT (YEAR 2035)

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													
Medical Office Building													
Driveway Trips	200 KSF	50 /KSF [b]	10,000	6%	80:20	480	120	600	10%	30:70	300	700	1,000
Cumulative Trips (Net Trips)	200 KSF	16 /KSF [c]	3,200	6%	80:20	154	38	192	10%	30:70	96	224	320
Transit Credit (4%)[e]			(80)	15%	80:20	(14)	(4)	(18)	15%	30:70	(9)	(21)	(30)
Mixed-Use Credit (3%)[f]			(300)	5%	80:20	(24)	(6)	(30)	4%	30:70	(12)	(28)	(40)
Proposed Increase in Net Trips			2,820			116	28	114			75	175	250
Existing Uses to be removed													
550 Medical Office Building													
Driveway Trips	73.448 KSF	50 /KSF	3,673	6%	80:20	176	44	220	10%	30:70	110	257	367
Cumulative Trips (Net Trips)	73.448 KSF	20 /KSF [d]	1,469	6%	80:20	70	18	88	10%	30:70	44	103	147
Transit Credit (4%)			(29)	15%	80:20	(6)	(1)	(7)	15%	30:70	(3)	(8)	(11)
Mixed-Use Credit (3%)			(110)	5%	80:20	(9)	(2)	(11)	4%	30:70	(4)	(11)	(15)
Existing Net Trips to be removed			1,330			55	15	70			37	84	121
Driveway Trips			6,086			281	69	350			176	413	589
Increase in Net Trips – Project Buildout			**1,490**			**61**	**13**	**74**			**38**	**91**	**129**

Footnotes:

a. Trip rates from *Trip Generation Manual*, City of San Diego, May 2003.
b. KSF = 1,000 Square Feet.
c. Daily cumulative trip rate is 16 per KSF for MOB of 100 KSF or more.
d. Daily cumulative trip rate is 20 per KSF for MOB less than 100 KSF.
e. The transit credit was used from the City of San Diego Transportation Study Manual and applied to employee trips only. The total employment for the medical office building was calculated using published SANDAG density of 200 SF per employee. A trip generation of 2 ADT per employee was utilized in the transit credit calculations.
f. Mixed use credit obtained from Table 4 in the City of San Diego Traffic Impact Study Manual (July 1998)



EXISTING BUILDINGS		
BUILDING NUMBER	BUILDING NAME	SF
1	(E) COLLEGE BUILDING	40,700
2	(E) MERCY GARDENS	26,790
3	(E) CHAPEL	5,920
4	(E) CENTRAL ENERGY PLANT	17,895
5	(E) PARKING LOT 12	223,842
6	(U) CANCER CENTER AND PARKING STRUCTURE	40,000
7	(U) 6TH AVE PARKING STRUCTURE & BRIDGE	481,728
A	(E) FACILITY BUILDING	12,984
B	(E) GENERATOR BUILDING AND COOLING TOWER	555
C	(E) BEHAVIORAL HEALTH CLINIC	56,163
D	(E) HOSPITAL BUILDING	507,580
E	(E) 550 WASHINGTON	73,448
F	(E) 550 GARAGE	30,364
G	(E) MERCY MANOR	16,668
H	(E) PARKING LOT 4.1	161,939
J	(E) EMERGENCY DEPARTMENT	13,796

EXISTING CHAPEL TO BE REHABILITATED PER THE JUNE 15, 1949 CHAPEL ADDITION, MERCY HOSPITAL DRAWINGS PREPARED BY ARCHITECT MARTIN RIST. REHABILITATION OF THE CHAPEL WILL BE CONSISTENT WITH THE SECRETARY OF THE INTERIOR'S STANDARDS FOR THE TREATMENT OF HISTORIC PROPERTIES.

EXISTING SITE PLAN LEGEND

- EXISTING BUILDING TO REMAIN
- APPROVED SCR #645493
- PRESENTLY UNDER CONSTRUCTI
- EXISTING BUILDING TO BE DEMOL
- EXISTING NEIGHBORING STRUCTURE, NOT IN SCOPE
- CAL TRANS
- PROPERTY LINE

LINSCOTT LAW & GREENSPAN engineers

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Figure 2-1

Existing Site Plan

SCRIPPS MERCY

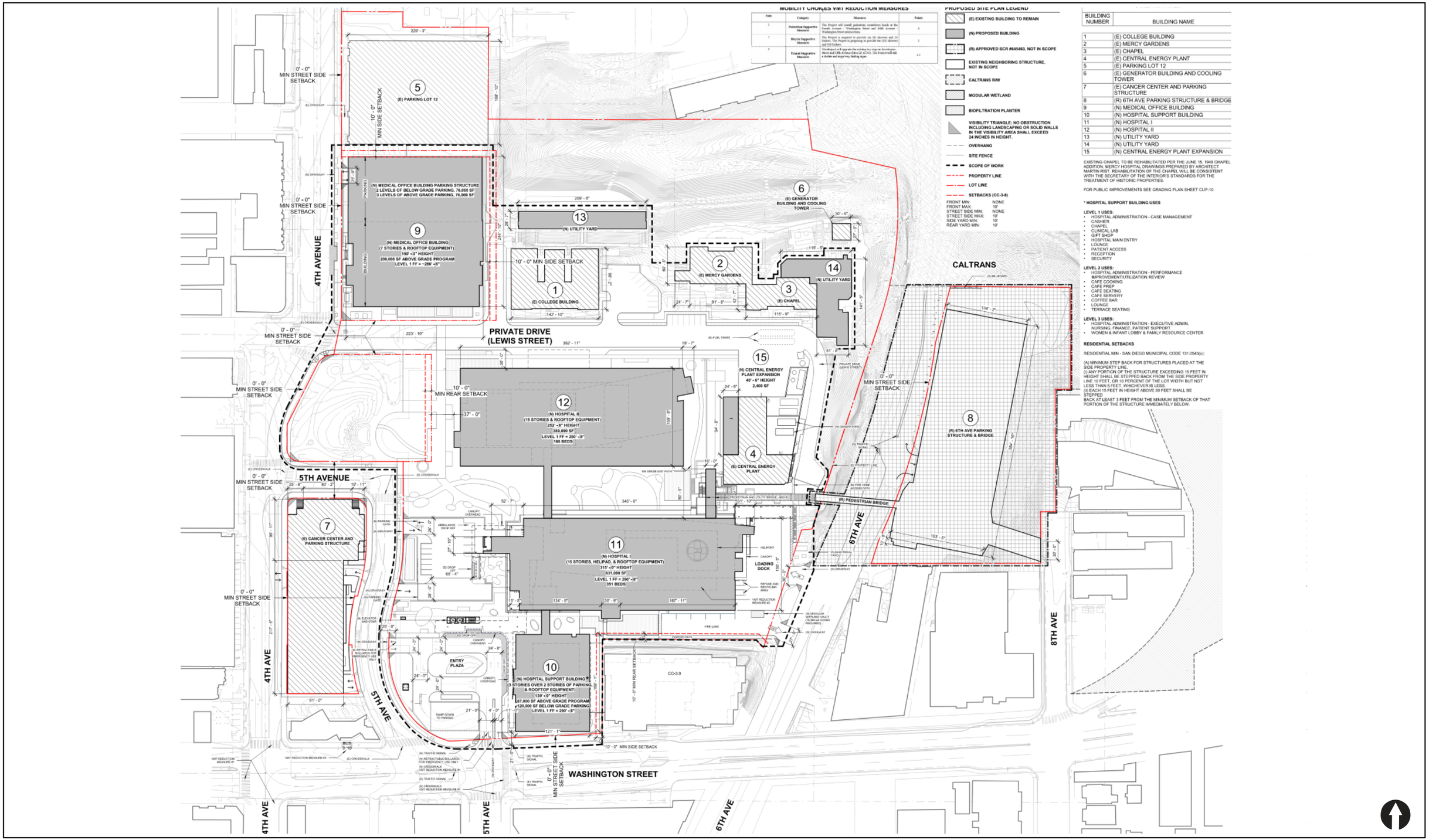

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Figure 2-2

Proposed Site Plan

Scripps Mercy

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 and VMT/capita or VMT/employee is a measure of the use and efficiency of the transportation network as well land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT is estimated for a typical weekday for the purposes of measuring transportation impacts. For hospital uses, the metric is employee VMT/employee.

3.2 Transportation Analyses

This potential transportation impacts of the proposed Project are based on VMT to satisfy the California Environmental Quality Act (CEQA) guidelines through Senate Bill 743 (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. 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.

3.3 Local Mobility Analysis

In addition to the VMT analysis, a Local Mobility Analysis (LMA) was also prepared in a separate document that focuses on automobile delay/Level of Service within the Uptown Community Plan Area. The LOS analysis was conducted to identify the project traffic's effect in the project study area and recommends project improvements to the multi-modal network to ensure that the project is consistent with the Uptown Community Plan transportation improvements and that transportation improvements triggered by the project are constructed by the project.

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, pursuant to guidance from the Governor's Office of Planning and Research (OPR) in December 2018 (*Technical Advisory on Evaluating Transportation Impacts in CEQA*) 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 (September 2020) was utilized for this chapter to perform a Project-Specific VMT analysis.

4.2 Significance Criteria

According to the City of San Diego's *TSM,* the City's transportation VMT thresholds of significance are shown in ***Table 4–1***.

TABLE 4–1
VMT SIGNIFICANCE THRESHOLDS

Land Use Type[1]	Thresholds for Determination of a Significant Transportation VMT Impact[2]
Residential	15% below regional average[3] Resident VMT/Capita
Commercial Employment	15% below regional average[3] Employee VMT/Employee
Industrial Employment	Regional average[3] Employee VMT/Employee
Regional Retail	Zero net increase in total regional VMT[3]
Hotel	See Commercial Employment
Regional Recreational	See Regional Retail
Regional Public Facilities	See Regional Retail
Mixed-Use	Analyze each land use individually per above categories
Redevelopment	Apply the relevant threshold based on proposed land use (ignore the existing land use)
Transportation Projects	Zero net increase in total regional VMT[3]

Source: Table 3: Transportation VMT Thresholds of Significance by Land Use per the TSM, September 29, 2020

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 and total regional VMT are determined using the SANDAG Regional Travel Demand Model. The specific model version and model year will be approved by the Development Services Department's Transportation Development Section.

4.3 Project-Specific Significance Threshold

The project-specific significance threshold for the Project is comprised of the following two components, and each are explained in detail below.

- City of San Diego Screening Criteria
- VMT Analysis Methodology

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 a less than significant VMT impact due to project characteristics and/or location.

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 regional 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 uses' 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 *VMT Analysis Methodology*

If a project is not screened out, additional criteria is used to determine the methodology for completing the VMT analysis. Per the *TSM*, transportation VMT analysis for CEQA shall be conducted using the SANDAG Regional Travel Demand Model, which provides base year VMT data. By utilizing the SANDAG screening maps, the Resident VMT per Capita and Employee VMT per Employee can be estimated at both the regional and census tract level. Definitions of these efficiency metrics are described below per the *TSM*:

Resident VMT per Capita: Includes all vehicle-based resident trips grouped and summed to the home location of individuals on the trip. It includes all trips: home-based and non-home-based trips. The VMT for each home is then summed for all homes in a particular census tract and divided by the population of that census tract to arrive at Resident VMT per Capita.

Employee VMT per Employee[2]: Includes all vehicle-based employee trips grouped and summed to the work location of individuals on the trip. This includes all work-related trips. The VMT for each work location is then summed for all work locations in a particular census tract and divided by the number of employees of that census tract to arrive at commute VMT per employee.

Table 4–2 further details the SANDAG methodology applicable to the Project's land use per the *TSM*.

TABLE 4–2
TRANSPORTATION VMT ANALYSIS METHODOLOGY BY LAND USE

Land Use Type	Thresholds for Determination of a Significant Transportation VMT Impact
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 Transportation Study Manual, Table 4: Transportation VMT Analysis Methodology by Land Use (September 29, 2020)

[2] The SANDAG Series 14 (ABM2+ Base Year 2016) used for screening purposes evaluates Commute VMT / Employee which considers the VMT associated with work-related trips whereas the SANDAG Series 13 (Base Year 2012) used for the future year model runs evaluates Employee VMT / Employee, which considers VMT with all trips, not just work-related trips.

5.0 PROJECT VMT ANALYSIS

5.1 Screening Criteria

Based the Project's land use designation as a Hospital: General, the project's VMT would be evaluated as commercial employment project per Table Appendix B-1 of the TSM. 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?	Does the 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	N/A
3. Small Project	No	N/A
4. Locally Serving Retail/Recreational Project	No	N/A
5. Locally Serving Public Facility	No	N/A
6. Affordable Housing	No	N/A
7. Mixed-Use Project Screening Considerations	No	N/A
8. Redevelopment Project Screening Considerations	No	N/A

Footnotes:
City of San Diego TSM, September 29, 2020.

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 household VMT/capita or VMT/employee) based on the applicable location-based screening map produced by SANDAG. The San Diego average regional Employee VMT/Employee is 27.2 (and 15% below 27.2 would equate to 23.1) per SANDAG Series 14 (Year 2016) data.

Result:
The proposed Project is a commercial employment project, however, per the SANDAG screening map, the commute VMT per Employee for Census Tract 4 (Series 14, Year 2016 ABM2+) is shown as 17.3 (included in ***Appendix A***) and the regional average for comparison is 18.9, thus the Project site has a VMT that is approximately 91.5% of the regional average. Using this data, the Project does not screen out from a VMT analysis.

5.2 Project-Specific VMT Analysis Opening Day Phase I (2030)

In Phase I (Year 2030) (Opening Day), the Project is estimated to generate less traffic than the existing baseline due to existing traffic credit commensurate with the reduction in the number of hospital beds (166) and the demolition of the 550 Washington Street Medical Office Building and the Behavioral Health Clinic.

The proposed Project is considered a commercial employment project for VMT evaluation purposes and therefore, the SANDAG Series 14 ABM2+, VMT per employee data was reviewed for Year 2025, which is the closest year to the Project Opening Day. Per the current SANDAG VMT screening maps available on the website[3], the project is located in Census Tract 4 with a commute VMT per employee of 16.1 (85.18% of the regional average) as compared to the regional 2016 VMT per employee of 18.9.

A Project-Specific VMT analysis was conducted to account for the Project Design features that are expected to reduce the Project's VMT per employee. These Project design features incorporate Transportation Demand Management (TDM) measures, which are also a requirement of the City of San Diego's Climate Action Plan for the Project. These TDM measures can be broadly categorized as Trip Reduction and Telecommuting measures. The Trip Reduction measures include a transit subsidy program (30%; which is approximately $1 per day per employee for the current monthly pass of $72) towards purchase of transit passes, carpool program for employees, a $30 per month subsidy for employees to use vanpools, maintaining an employer network in the SANDAG iCommute program and promote its Ridematcher service to its employees. The Telecommuting measures include offering virtual doctor and urgent care visits to patients, flexible and alternative work hours for employees and offering employees of Scripps Health "work at home" options via Telecommuting, Telemedicine, Clinical Documentation Integrity Specialist (CDIS), or other approved programs to work remotely for one or more days per week. In addition to the CAP required TDM measures, the Project Design features also include pedestrian network improvements along the project frontage streets of Washington Street, 4th Avenue and 5th Avenue and long-term and short-term bicycle parking, showers and lockers per the CAP Checklist.

Specifically, using the CAPCOA (December 2021) methodology per the City of San Diego Transportation Study Manual (September 29, 2020, Appendix E), as shown in ***Table 5–2***, a 2.86 percent reduction in VMT per employee would be achieved for the project given the Project's commitment to implementing the above Project Design features and TDM measures. With this reduction of 2.86 percent, the commute VMT per employee would equate to less than 85 percent (85.18 minus 2.86 = 82.32) of the regional average VMT per employee and result in a less than significant transportation VMT impact. Therefore, given that a less than significant VMT impact is identified in Project Phase I (Year 2030), no mitigation measures are required.

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

TABLE 5–2
TDM PROGRAM VMT REDUCTION ANALYSIS SUMMARY

Project TDM Measure	Required Elements for TDM Measure Effectiveness	Project's Applicability	CAPCOA / City of San Diego TSM Reference	Individual Strategy VMT Reduction	Combined Strategy VMT Reduction
Transit Pass Subsidies	▪ Provide transit pass subsidies for employees	▪ For employees, a 30% subsidy (which is approximately $1 per day per employee for the current monthly pass of $72) towards transit passes for MTS Bus, Trolley or COASTER trains will be provided to promote transit usage. Additionally, the project will allow transit passes to be purchased on a pre-tax basis through convenient payroll deduction.	CAPCOA T-9: Implement subsidized or discounted transit pass program	0.30%[a]	2.86% [e]
Ridesharing Program / Trip Reduction Marketing	▪ Implement a ridesharing program to encourage carpooled vehicle trips in place of single-occupied vehicle trips ▪ Provide trip reduction information for employees	▪ The Project will provide a $30 per month subsidy for employees using vanpools. ▪ Offering a carpool program to employees and designated preferred parking spaces for employees that self-select to carpool with other employees ▪ The Project will maintain an employer network in the SANDAG iCommute program and promote its Ridematcher service to its employees. iCommute, the TDM program for the San Diego region (operated by SANDAG and the 511-transportation information service) also would contribute to potential VMT reductions. iCommute assists users in setting up carpools and vanpools, planning transit trips, and promoting alternative mode choices such as biking. Expanding this service to the Scripps Mercy project would make it more convenient for employees to use alternative modes of transportation.	CAPCOA T-8: Provide Ridesharing Program	2.00%[b]	
Telecommuting	▪ Encourage telecommuting reduces the number of commute trips and therefore VMT traveled by employees	▪ Offering virtual doctor and urgent care visits, which allow doctors to work remotely and patients not needing to drive to appointments. ▪ Offering flexible and alternative work hours ▪ Offering employees of Scripps Health "work at home" options via Telecommuting, Telemedicine, Clinical Documentation Integrity Specialist (CDIS), or other approved programs shifting up to 5% of the workforce to working remotely for one or more days per week	_	_[c]	
End of Trip Bicycle Facilties	▪ Install and maintain end-of-trip bicycle facilities for employee use. End-of-trip facilities include bike parking, bike lockers and showers.	▪ The project proposes to add ten (10) showers and 420 lockers.	CAPCOA T-10: Provide End-of-Trip Bicycle Facilities	0.57%[d]	
Overall Commute Employee VMT Reduction					*2.86%*[e]

Footnotes:

a. *Transit:* Per CAPCOA (page 96), VMT percent reduction formula = [C/B] x G x D x E x F x H x I]; where B = average transit fare without subsidy ($72), C = subsidy amount ($21.6), D = percent of employees eligible (100%), E = percent or project-generated VMT from employees (100%), F = transit mode share (4.74% in San Diego Region), G = elasticity of transit boardings (-0.43), H = percent of transit trips that would otherwise be made in a vehicle (50%), and I = conversion factor of vehicle trips to VMT (1.0).

b. *Ridesharing Program:* per CAPCOA (page 93), VMT percent reduction formula = % employees eligible to participate * reduction in commute VMT. The % of employees to participate was assumed as 25% (CAPCOA suggests an eligibility rate of 20-100%) to be conservative. The reduction in commute VMT = 8% for urban settings (CAPCOA Appendix C).

c. Per CAPCOA, currently there are no quantification methodologies for Telecommuting measures. While the Telecommuting measure is proposed as a Project Design Feature as a part of the CAP checklist, a VMT reduction for this measure was not assumed.

d. *End-of Trip Facilities:* Per CAPCOA (page 101), VMT percent reduction formula = [(C x (E – (B x E)) / (D x F)], where B = bike mode adjustment factor (4.86), C = existing bicycle trip length for all trips in the region (2.0 miles), D = existing vehicle trip lengths for all trips in the region (19.1 miles), E = existing bicycle mode share for work trips in the region (1.3%), and F = existing Vehicle mode share for trips in the region (91.8%).

e. Combined category reduction = 1 – (1-0.3%) * (1-2.0%) * (1-0.57%) = 2.86%.

5.3 Project-Specific VMT Analysis Project Buildout (Year 2035)

The Project trip generation is calculated and discussed in Section 2.2 of this report. The Project would be constructed in two phases; Phase I is anticipated to be completed in Year 2030 and Phase II (Project Buildout) is anticipated to be completed by Year 2035. The Project is expected to generate approximately 1,490 average daily trips (ADT's) with 74 total (61 inbound / 13 outbound) net new trips during the AM peak hour and 129 total (38 inbound / 91 outbound) net new trips during the PM peak hour at Project Buildout.

As stated in Section 5.1, the Project is considered as a "Commercial Employment" land use type and is expected to generate greater than unadjusted 2,400 ADT (i.e., excluding existing trip generation credit) at Project Buildout. Therefore, per the TSM, the Project land uses (included in ***Appendix B***) were inputted into the SANDAG Regional Travel Demand Model to obtain the Project's Employee VMT per Employee, which is compared to the regional average VMT per Employee. The significance threshold is 15% below the regional average Employee VMT/Employee. A Year 2035 model was not available that included the approved neighboring Mission Valley Community Plan buildout land uses. Therefore, based on discussions with City staff, the Project's Employee VMT per Employee was extracted from the SANDAG Series 13 Model for the Year 2050 scenario, which assumes the buildout of the Scripps Mercy Hospital Campus Project as well as the buildout of the Uptown Community Plan (in which the project is located) and the neighboring Mission Valley Community Plan.

Table 5–3 shows the results of the VMT analysis comparison. Based on the model outputs, the Project VMT per Employee is 16.8 miles. The regional average is 25.9 miles. As seen in *Table 5–2*, the Project Employee VMT per Employee is calculated to be 65% of the regional average, which is lower than the 85% regional VMT significance threshold. Therefore, based on the significance criteria, the Scripps Mercy Hospital Campus Project is calculated with a less-than-significant transportation impact.

TABLE 5–3
PROJECT VMT FINDINGS

Scenario	Regional Baseline VMT (miles) [a]	Significance Threshold (85% of Regional Baseline (miles)	Project VMT (miles)	Transportation Impact? (Over Threshold)
VMT per Employee	25.9	22.02	16.8	No

Footnotes:

a. As of writing of this report, based on discussions with SANDAG, SANDAG Series 14 model is not available for project-specific modeling that involves land use additions (such as the proposed Medical Office Building). Therefore, for the purposes of this project, a Project-Specific Travel Demand Analysis was conducted using the Series 13 model, which is the latest model available for custom projects. Since the project's VMT per employee was calculated using the Series 13 travel demand model, the Series 13 regional baseline VMT was used to ensure consistency.

6.0 PEDESTRIAN MOBILITY

This section presents the pedestrian conditions in the Project study area and includes a walkshed analysis to ensure the Project provides the appropriate pedestrian facilities. The *Uptown Community Plan (2016)*, *City of San Diego Pedestrian Master Plan (2015)* and the *General Plan Mobility Element (2008)* establish guidelines for a complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities. The improvements to enhance pedestrian mobility that the Project will construct are also presented.

6.1 Existing Pedestrian Mobility

A pedestrian network inventory was conducted along street segments, within the ½ mile walking distance of the Project. This included documenting missing sidewalks, pedestrian barriers and pedestrian pathways. ***Figure 6–1*** shows the existing pedestrian network within the immediate vicinity of the Project.

6.1.1 *Existing Pedestrian Activity*

Existing pedestrian counts were conducted at every intersection in the study area during the commuter AM/PM peak hours as shown in ***Appendix C***. ***Figure 6–2*** shows the existing pedestrian counts within the Project study area.

6.2 Pedestrian Mobility Review

6.2.1 *Walkshed Analysis*

As stated above, a walkshed analysis was performed to evaluate the pedestrian connectivity in the vicinity of the Project site and to ensure the Project provides the appropriate pedestrian facilities.

The walkshed analysis was performed by identifying all access points to / from the Project considering topography constraints. From each access point, areas outside the Project site that could be reached by walking ½- mile were identified. Selected walking routes from each access point consider the existence of crosswalks, pedestrian bridges, etc. In this regard, while some areas are located within the ½-mile radius around the Project site, they may not be reached by walking due to lack of facilities. After creating the walkshed network, the area that could be captured by walking was measured. A larger walkshed area (walkshed network) means higher connectivity between the Project site and nearby areas.

As shown in ***Figure 6–3,*** the Project in general has good connectivity to the surrounding community.

6.3 On-Site Project Pedestrian Improvements

6.3.1 *Pedestrian Improvements Along Fronting Streets*

The section below discusses the frontage and on-site pedestrian improvements that the Project will construct:

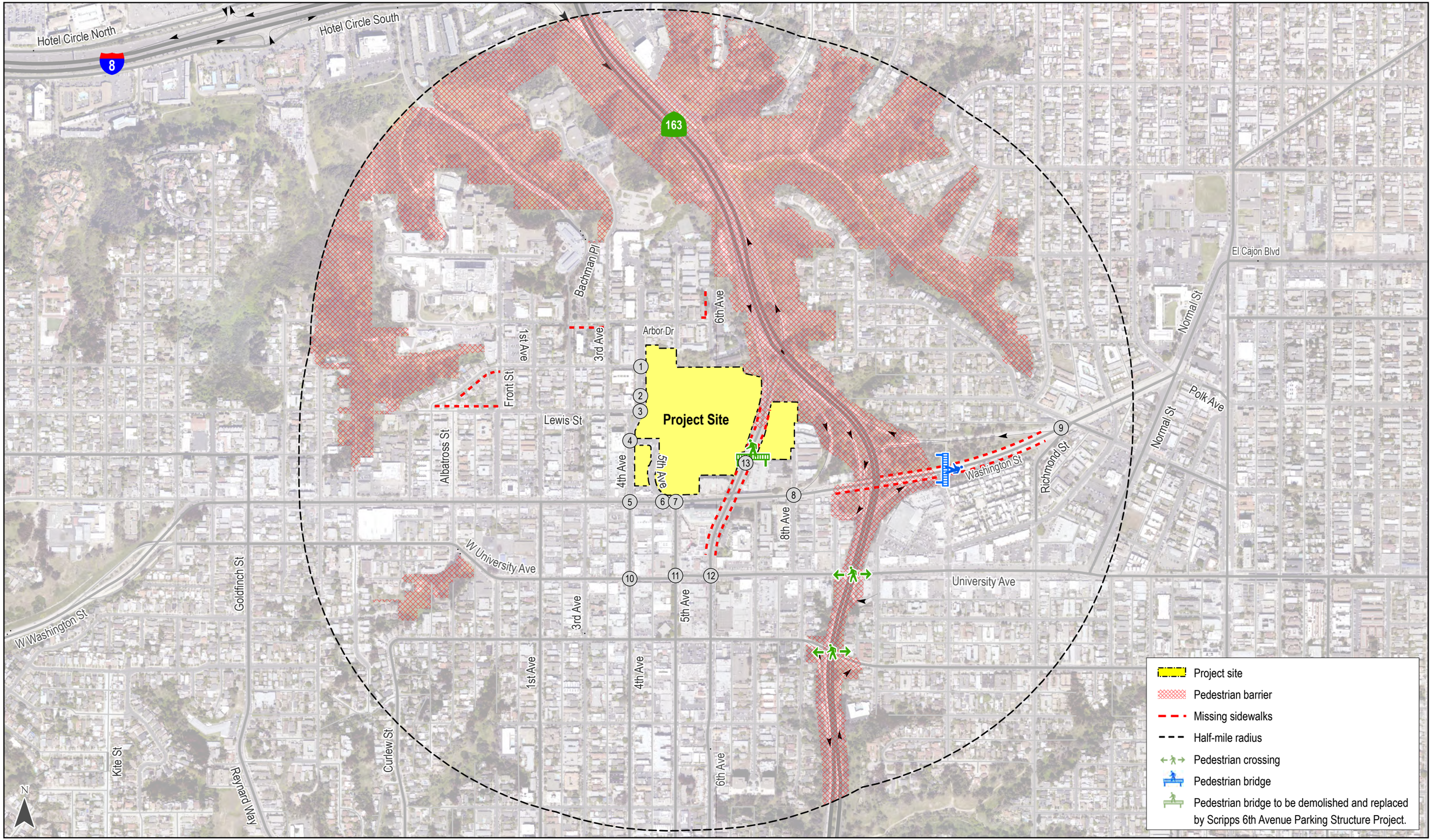
6.4 Pedestrian Improvements

The Project will construct the following improvements on the fronting streets:

- As a part of implementing the ultimate classification of Washington Street as a Major Arterial, the Project will provide half-width improvements to include a contiguous sidewalk that will be constructed along the Project frontage on the north side of Washington Street fronting the Hospital Support Building (HSB). The project will construct a 14 ft contiguous sidewalk along the Washington Street frontage. Due to utility and landscape conflicts, the street trees will be within 10 feet of the right-of-way.
- On the east side of Fifth Avenue between Fifth Avenue and Washington Street, the Project proposes a 10 ft parkway with a 5 ft landscape buffer and 5 ft non-contiguous sidewalk.
- On the north side of Fifth Avenue between Fourth Avenue and Fifth Avenue, given the existing mature trees, the Project proposes to provide a 10 ft parkway with a 5 ft contiguous sidewalk and a 5 ft landscape.
- On the east side of Fourth Avenue between Lewis Street and Fifth Avenue, the Project proposes a dedication varying from 4 ft to 8 ft to provide a 14 ft parkway, which will include an 8 ft landscape buffer and 6 ft non-contiguous sidewalk.
- On the east side of Fourth Avenue between Lewis Street and MOB frontage, the project proposes a 2 ft dedication to provide a 14 ft parkway, which will include an 8 ft landscape buffer and 6 ft non-contiguous sidewalk. Street trees are proposed within 10 feet of the right-of-way.
- A pedestrian bridge currently exists over Sixth Avenue that connects the existing employee surface lot to the existing Behavioral Health Unit surface parking lot. As a part of the Scripps Sixth Avenue Parking Structure project (PTS #645493), the existing pedestrian bridge is will be demolished and a new pedestrian bridge will be constructed to connect the parking structure directly to Hospital I.

6.5 Pedestrian Improvements Within the Site

The Project also includes pedestrian connections within the site with walkways, paths, and sidewalks to facilitate pedestrian circulation. The internal pedestrian improvements that the Project will construct include an 11 ft pedestrian path located north of the Emergency Department parking lot to connect the Hospital I building with the Hospital II building.



LINSCOTT LAW & GREENSPAN engineers

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Service Layer Credit: SANDAG & SanGIS

Figure 6-1
Existing Pedestrian Network
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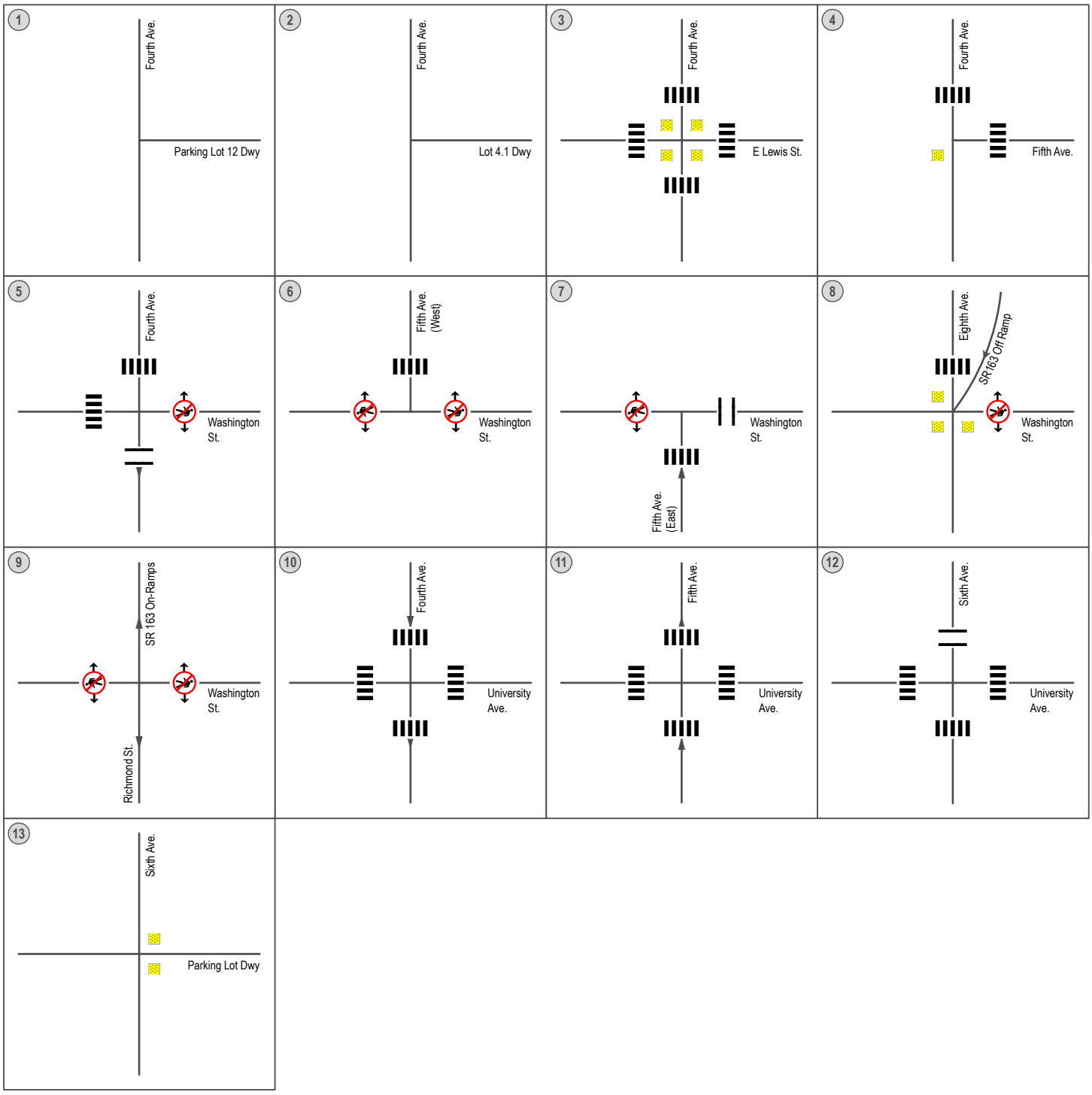

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Figure 6-1
Existing Pedestrian Network
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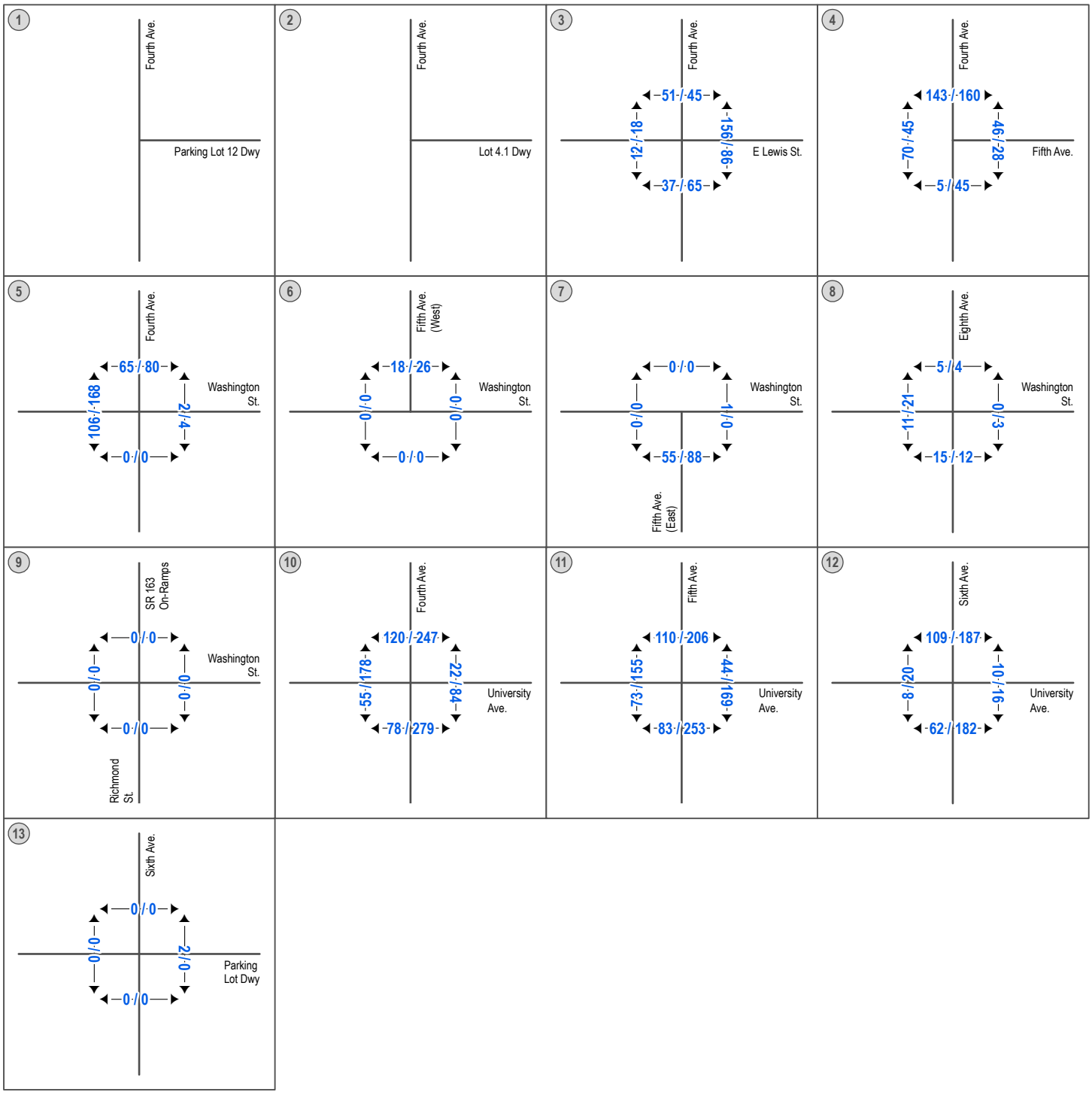

AM / PM Intersection pedestrian peak hour volumes

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Figure 6-2
Existing Pedestrian Activity

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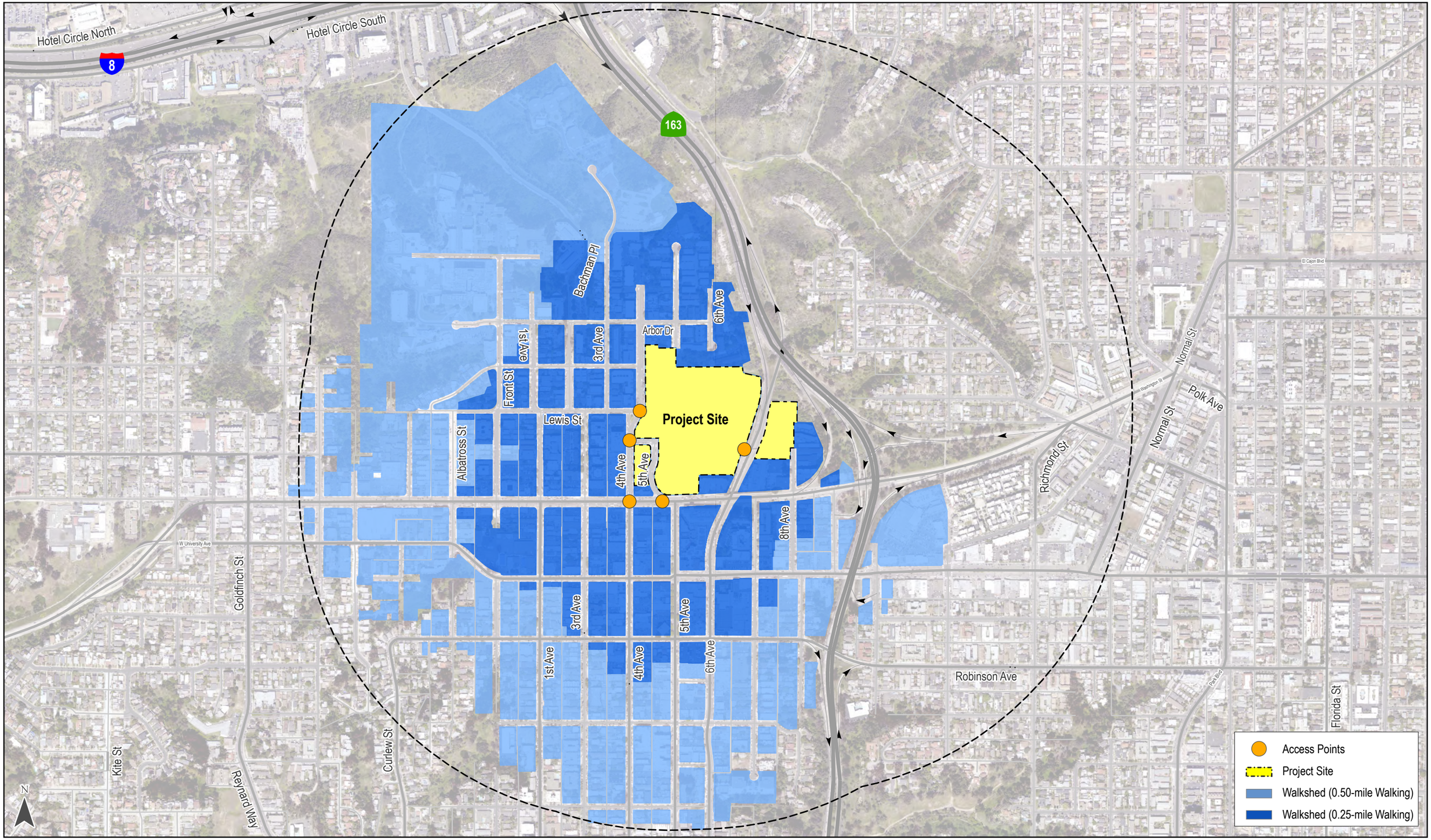

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Figure 6-3

Walkshed Analysis

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7.0 BICYCLE MOBILITY

This section presents the bicycle network in the Project study area and includes a bikeshed analysis to ensure the Project provides the appropriate bicycle facilities. In addition, the section also summarizes recommended bike infrastructure projects proposed in the area based on the Uptown Community Plan *(November 2016), City of San Diego Bicycle Master Plan (December 2013)*, and *San Diego Regional Bicycle Master Plan (April 2010)*.

7.1 Bicycle Facility Classifications

There are four different existing and proposed bicycle facility classifications – Class I, Class II, Class III and Class IV as shown in ***Table 7–1.***

TABLE 7–1
BICYCLE FACILITY CLASSIFICATIONS

Class I refers to exclusive **bike paths**, also termed shared-use or multi-use paths, for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections where roadways are absent or are not conducive to bicycle travel.

Class II refers to **bicycle lanes** defined by pavement striping and signage used to allocate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities on either side of a roadway. A painted buffer can separate bikes from vehicles or parking lanes. Green paint can identify conflict zones.

Class III refers to bike routes that share use with motor vehicle traffic within the same travel lane. Bike routes are identified with signage and street markings known as "sharrows" or shared lane markings to delineate that the road is a shared-use facility.

Class IV refers to a **Cycle Track**, which is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers, flexible posts, on-street parking curbs, or other objects. Cycle tracks provide for one-way or two-way bicycle travel and are exclusively for bicycle use.

7.2 Existing Bicycle Mobility

A detailed bicycle network inventory was conducted for the surrounding study area. ***Table 7–2*** summarizes the existing and future bicycle classifications on the study street segments. ***Figure 7–1*** presents the existing bicycle network in the Project study area.

TABLE 7–2
BICYCLE FACILITY

Street Segment	Existing Classification	Future Classification per UCP
Lewis Street		
First Avenue to Bachman Place	None	Class III
Bachman Place to Third Avenue	None	Class II / Class III
Washington Street		
Eagle Street to Third Avenue	None	Class II
Third Avenue to Fifth Avenue	None	Enhanced[a] Class III
Fifth Avenue to Cleveland Avenue	None	Class II
University Avenue		
Eagle Street to First Avenue	Class III	Enhanced Class III
First Avenue to Third Avenue	Class III	Class II
Third Avenue to Ninth Avenue	None	Class II
Ninth Avenue to Richmond Street	None	Class IV
Robinson Avenue		
Front Street to Fourth Avenue	None	Class III
Fourth Avenue to Richmond Street	Class III	Class III
First Avenue		
Lewis Street to Pennsylvania Avenue	None	Class III
Bachman Place		
Arbor Drive to Lewis Street	None	Class II / Class III
Third Avenue		
Lewis Street to University Avenue	None	Enhanced Class III
University Avenue to Pennsylvania Avenue	Class III	Enhanced Class III
Fourth Avenue		
Lewis Street to Washington Street	None	None
Washington Street to Pennsylvania Avenue	None	Class IV
Fifth Avenue		
Lewis Street to Washington Street	None	None
Washington Street to Robinson Avenue	None	Class IV
Robinson Avenue to Pennsylvania Avenue	Class II	Class IV

TABLE 7–2
BICYCLE FACILITY

Street Segment	Existing Classification	Future Classification per UCP
Sixth Avenue		
SR 163 direct connector to University Avenue	None	None
University Avenue to Pennsylvania Avenue	Class III	Class III

Footnotes:

a. Enhanced Class III or Bicycle Boulevards include traffic calming and other treatments to facilitate safe and convenient bicycle travel. Bicycle Boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions.

7.2.1 *Existing Bicycle Activity*

Existing bicycle counts were conducted at every intersection in the study area during the commuter AM/PM peak hours as shown in ***Appendix C***. ***Figure 7–2*** shows the existing bicycle counts within the Project study area. As shown in *Figure 7–2*, University Avenue was observed to have more bicycle activity than Washington Avenue.

7.3 Future Bicycle Mobility

The implementation of a number of local improvements were reviewed based on information provided in the *Uptown Impact Fee Study (IFS) – Fiscal Year 2017,* the *Uptown Community Plan (2019)*, the *2050 Regional Transportation Plan* (RTP), the *City of San Diego Bicycle Master Plan (2013)* and *San Diego Regional Bicycle Master Plan (2010).*

Table 7–3 shows the planned bicycle improvements that were reviewed.

TABLE 7–3
PLANNED IMPROVEMENTS - BICYCLE

Project Name	Improvements	Schedule/ Funding
Fourth and Fifth Avenue Bikeways	This project includes approximately 2.25 miles of separated bikeways and buffered bike lanes on Fourth Avenue and Fifth Avenue from B Street to Washington Street, resulting in the creation of approximately 4.5 miles of new bikeways. The project will also include traffic calming measures and improvements for people walking, such as high visibility crosswalks, curb extensions, and rapid flashing beacons.	The Fourth and Fifth Avenue Bikeway Project have been completed and operational as of February 2022.
Eastern Hillcrest Bikeway	This project consists of separated bikeways and buffered bike lanes on University Avenue from Ninth Avenue to Normal Street, and on Normal Street from University Avenue to Lincoln Avenue. The project also includes shared lane markings and traffic calming features on Lincoln Avenue from Normal Street to Georgia Street. A southbound connection consisting of painted shared lane makings and traffic calming features on Herbert Street between University Avenue and Robinson Avenue, painted bike lanes on Robinson Avenue from Herbert Street to Park Boulevard, and buffered bike lanes on Park Boulevard from Robinson Avenue to Upas Street are also proposed.	This project is currently in the final design phase. Construction is expected between 2022 and 2025.
Washington Street Bikeway	This project consists of separated bikeways and buffered bike lanes on Washington Street from the Washington Street Trolley Station just west of Interstate 5 to University Avenue connecting the Middletown and Mission Hills neighborhoods. The project would also include separated bikeways on San Diego Avenue from Washington Street to Noel Street.	This project is currently in the final design phase. Construction is expected to begin in 2023.
Bachman Place Bikeway	This project consists of shared lane markings with contra flow bikes lane along Third Avenue from Washington Street to Lewis Street and along Lewis Street from Bachman Place to Third Avenue. Separated bikeways would be installed on Hotel Circle South, Camino De La Reina, and Avenida Del Rio from Bachman Place to Riverwalk Drive, connecting Uptown to Mission Valley and the San Diego River Trail. Shared lane markings and wayfinding signage is also proposed on Third Avenue from Washington Street to Walnut Avenue, and along Walnut Avenue from Third Avenue to Fifth Avenue. The project includes traffic calming measures and improvements such as high visibility crosswalks, curb extensions, and traffic signal enhancements.	This project is currently in the final design phase. Construction is expected to begin in 2023.
Mission Hills Bikeway	This project consists of separated bikeways and buffered bike lanes on University Avenue from Third Avenue to Washington Street connecting the Hillcrest and Mission Hills neighborhoods. The project also includes traffic calming measures and improvements such as neighborhood traffic circles and speed cushions.	This project is currently in the final design phase, which is expected to be completed by 2022. Construction timeline has not been established yet.

7.4 Bicycle Improvements

7.4.1 *Bicycle Improvements Along Fronting Streets*

To promote bicycle mobility, the Project will construct the following bicycle improvements:

- As a part of the Project, the Project will construct half-width improvements along its Washington Street frontage to implement the ultimate classification of a 4-lane Major with buffered Class II bicycle lanes per the Uptown Community Plan. As a part of this improvement, the project will stripe the buffered bike lanes on the north side of Washington Street along the Project frontage.

- The Project will stripe shared lane markings to delineate a Class III Bike Route on Fifth Avenue between Fourth Avenue and Washington Street; and Fourth Avenue between Lewis Street and Fifth Avenue.

7.4.2 *Bicycle Improvements Within the Site*

As a part of providing bicycle amenities within the site, the project proposes to add ten (10) showers and over 420 lockers. The project will also meet or exceed the City of San Diego Climate Action (CAP) requirements and Municipal Code requirements for short-term and long-term bicycle parking spaces.

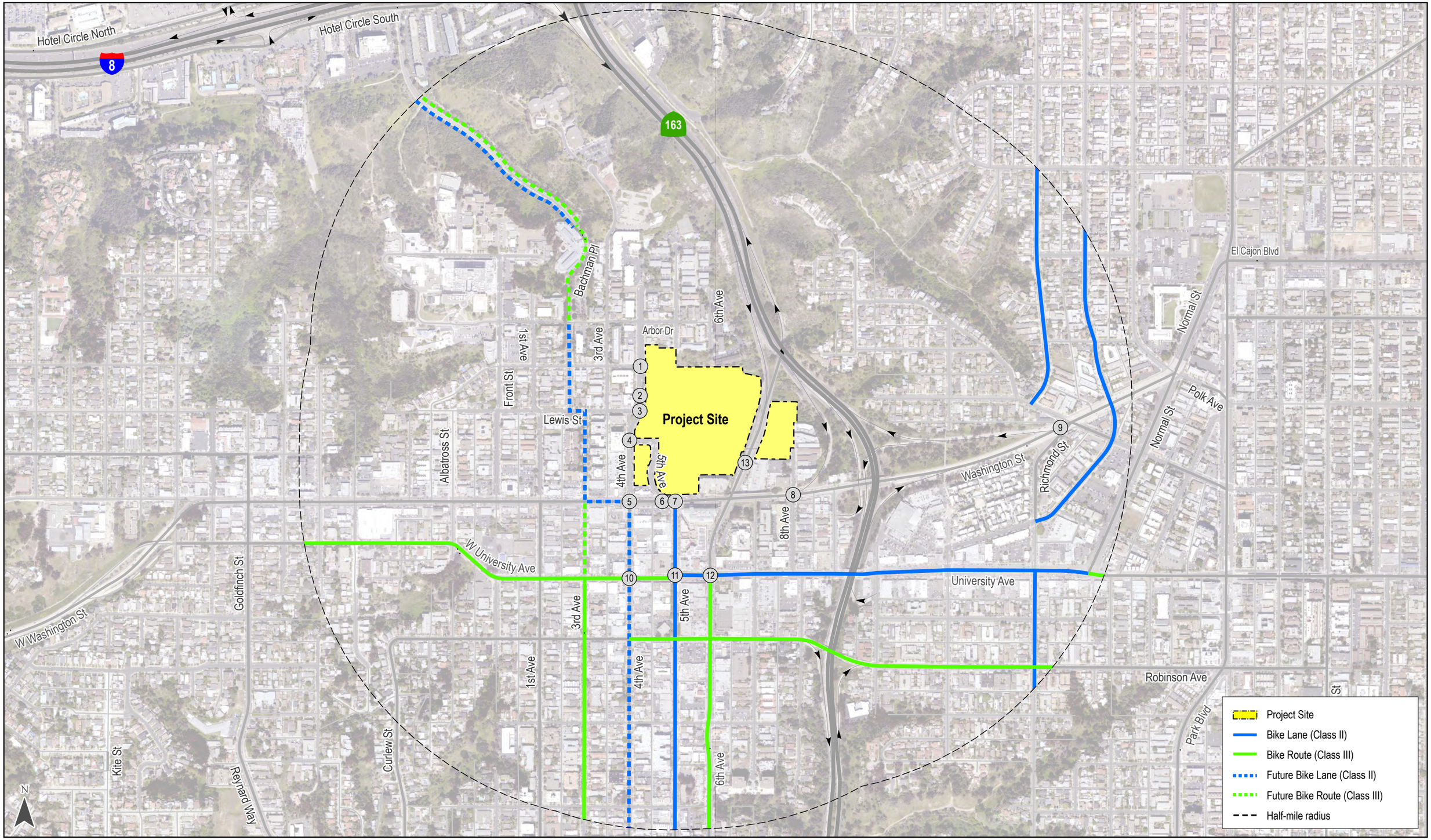
7.5 Bicycle Mobility Review

7.5.1 *Bikeshed Analysis*

In this study, a bikeshed analysis was conducted to evaluate bicycle connectivity in the vicinity of the Project site. This analysis also identifies potential locations where providing bicycle access could improve Project connectivity to surrounding area.

The bikeshed analysis was performed by identifying all access points to / from the Project. From each access point, areas outside the Project site that could be reached by biking 1/2 mile were identified. Selected biking routes from each access point consider the presence of bike routes, lanes, dedicated pathways, and bicycle/pedestrian bridges. In this regard, while some areas are located within the 1/2-mile buffer around the Project site, they may not be reached by bike due to lack of facilities. A larger bikeshed area (bikeshed network) means higher connectivity between the Project site and nearby areas.

Figure 7–3 shows the Project's bikeshed with the existing bicycle network. With the construction of the planned improvements provided by SANDAG and the City in addition to the facilities that the Project will construct, the Project would be expected to have good connectivity to the surrounding community.



LINSCOTT LAW & GREENSPAN engineers

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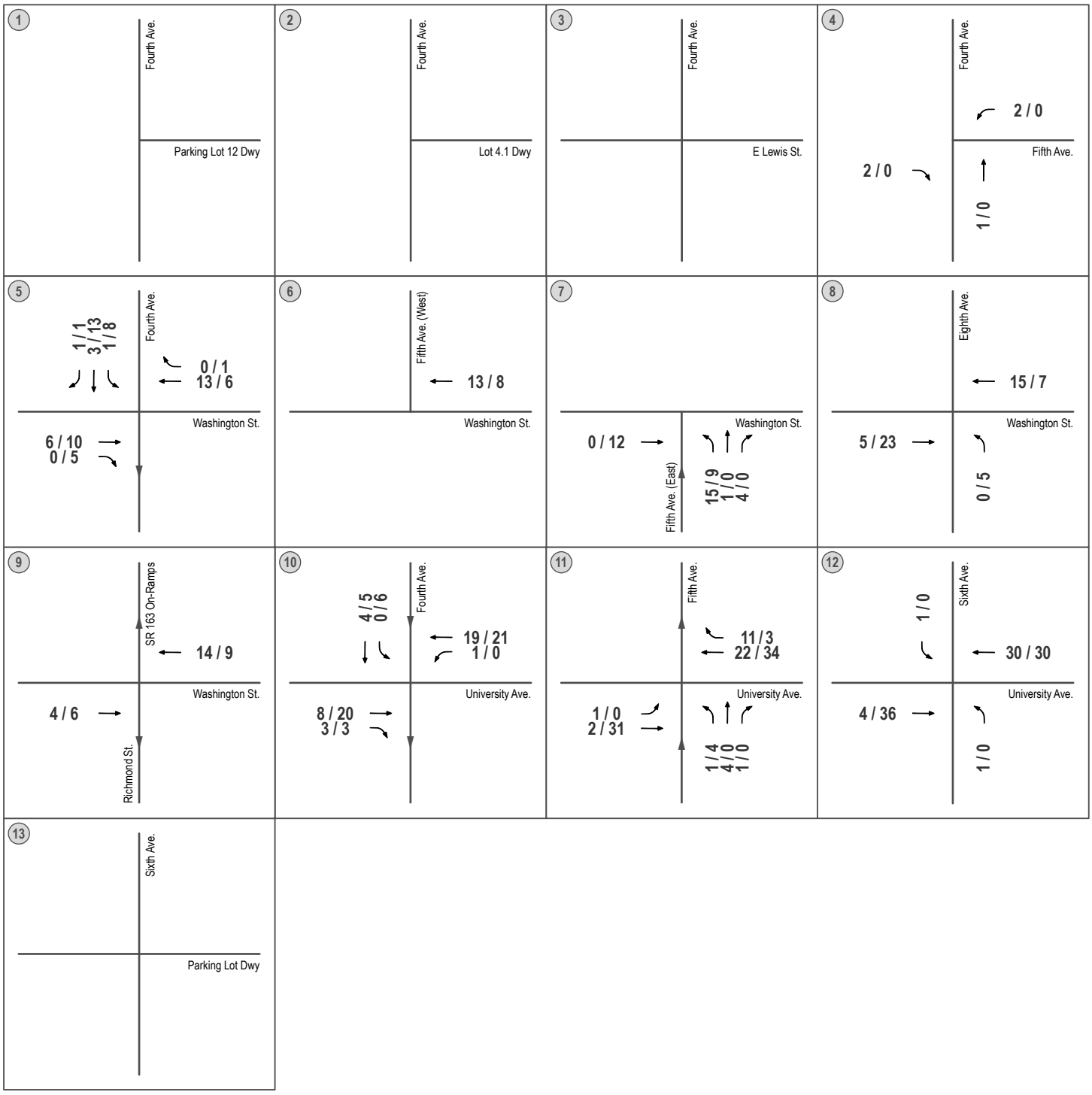
Service Layer Credit: SANDAG & SanGIS

Figure 7-1

Existing Bicycle Network

SCRIPPS MERCY HOSPITAL



AM / PM Intersection bicycle peak hour volumes

LINSCOTT LAW & GREENSPAN engineers

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Figure 7-2
Bicycle Activity

SCRIPPS MERCY HOSPITAL

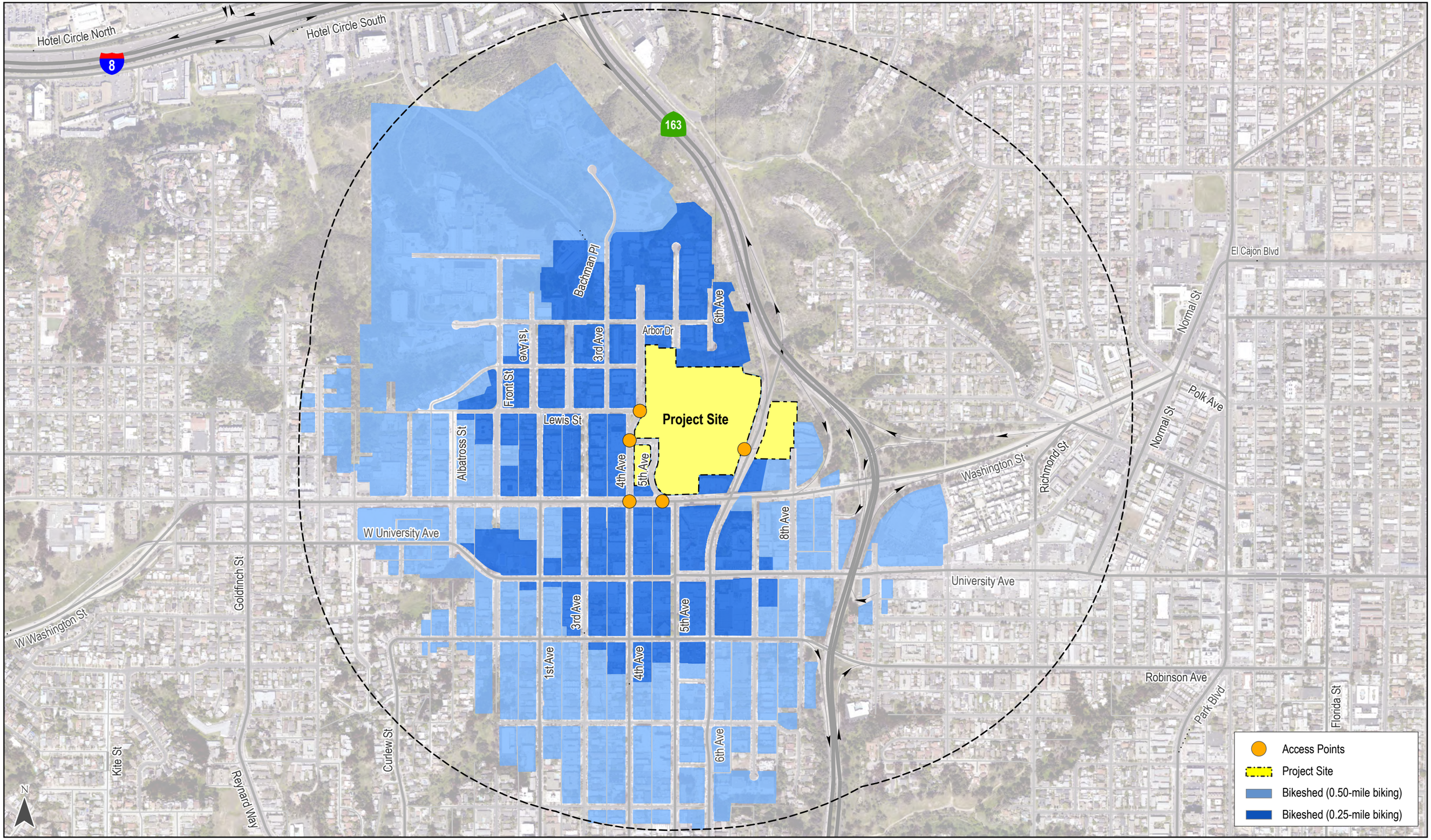

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Figure 7-3
Bikeshed Analysis

SCRIPPS MERCY HOSPITAL

8.0 TRANSIT MOBILITY

This section presents the existing and future transit conditions in the Project study area.

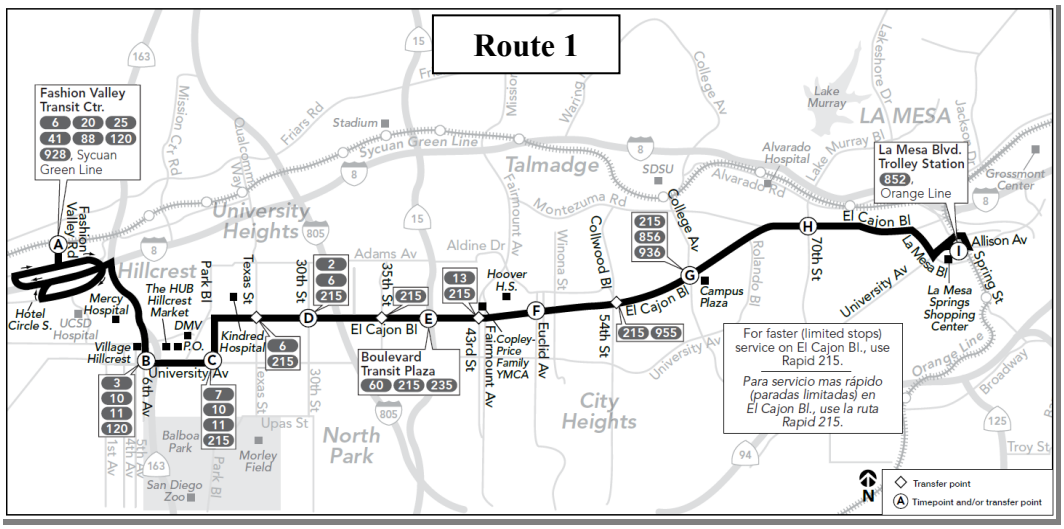
Figure 8–1 shows the existing transit network.

8.1 Bus Service

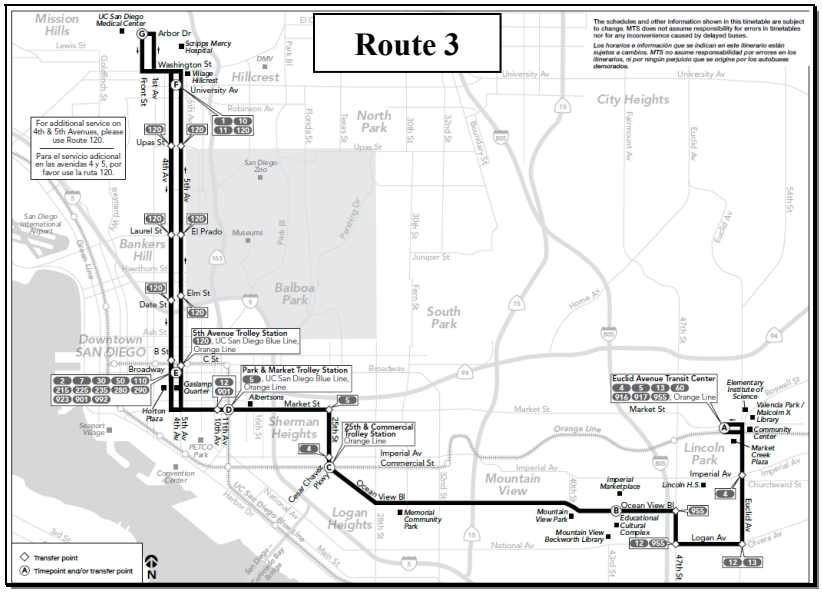
8.1.1 *Existing Bus Service*

Bus service is provided by the Metropolitan Transit System (MTS). The bus routes serving in the immediate Project area include MTS Routes 1, 3, 10, 11, and 120. A description of each route is provided below. ***Appendix D*** includes the timetable of these bus routes.

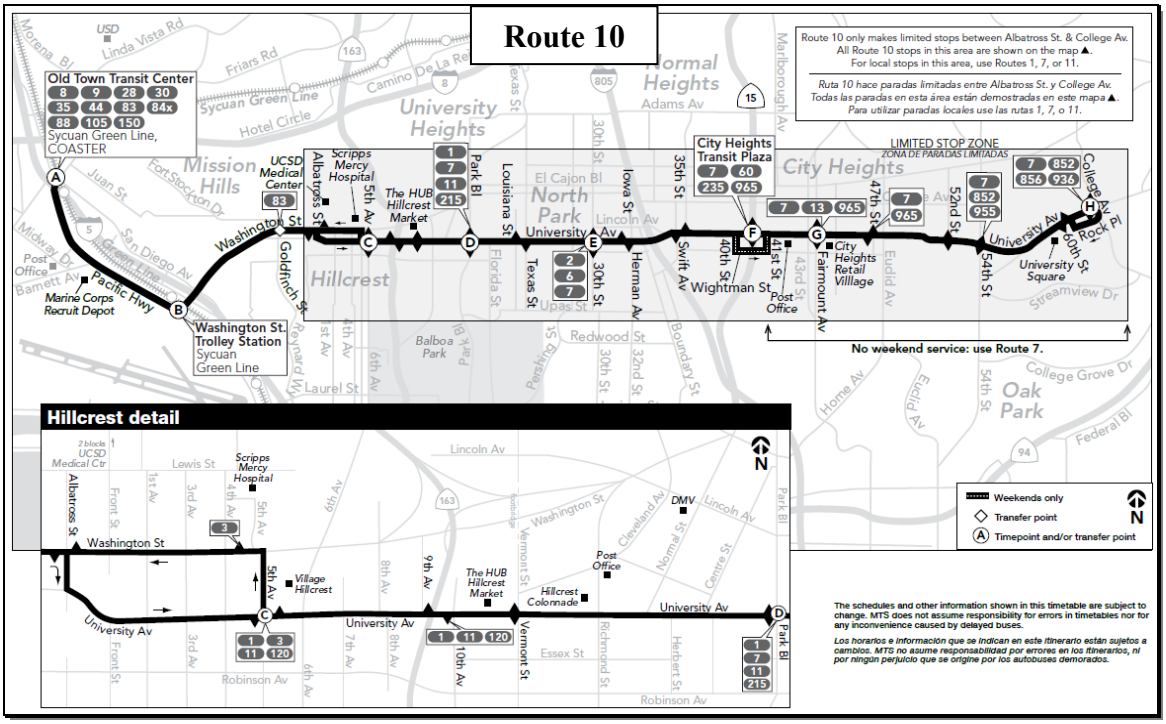
Route 1 runs between Fashion Valley (Fashion Valley Transit Ctr.) and La Mesa (La Mesa Bl. Trolley Station). The route runs along University Avenue, and El Cajon Boulevard to La Mesa. There are a total of fifty (50) stops along this route. Weekday service begins at 4:46 AM with 15-minute headways throughout the day and ends at 12:14 AM. Saturday service begins at 5:22 AM with 30-minute headways and ends at 12:14 AM. Sunday service begins at 5:39 AM with 30-minute headways and ends at 9:10 PM.



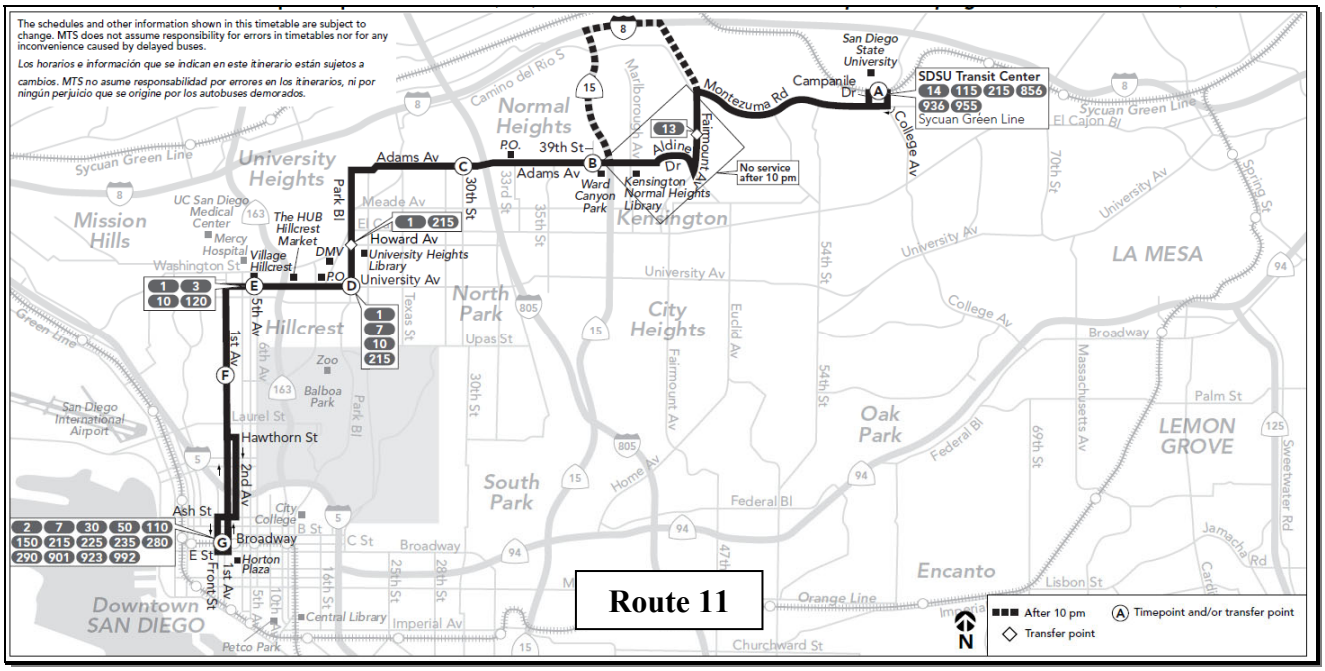
Route 3 runs between Lincoln Park (Euclid Av. Transit Center) and Hillcrest (UCSD Medical Center). The route runs along 5th Avenue, and University Avenue to Hillcrest. There are a total of fifty-four stops (54) along this route. Weekday service begins at 4:40 AM with 12-minute headways until 7:30 PM and 30-minute headways after 7:30 PM and ends at 12:16 AM. Saturday service begins at 5:27 AM with 20-minute headways and ends at 12:15 AM. Sunday service begins at 5:57 AM with 30-minute headways and ends at 9:06 PM.



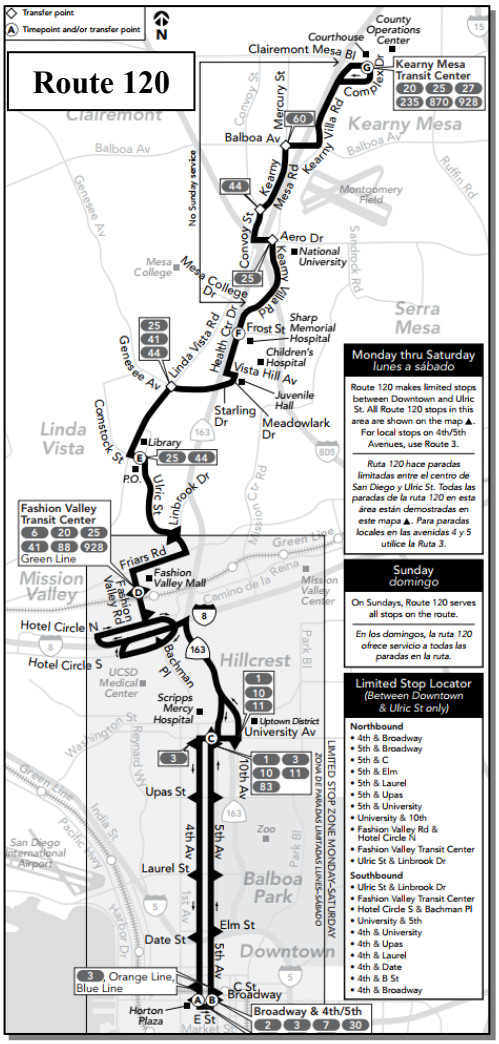
Route 10 runs between Old Town (Old Town Transit Center) and City Heights (University Av. & College Av.). This route runs along Washington Street, and University Avenue to City Heights. There are a total of twenty-five (25) stops along this route. Weekday service begins at 4:42 AM with 15-minute headways until 9:00 PM and 30-minute headways after 9:00 PM and ends at 12:24 AM. Saturday service begins at 5:08 AM with 20-minute headways and ends at 12:20 AM. Sunday service begins at 5:22 AM with 30-minute headways and ends at 10:29 PM.



Route 11 runs between SDSU (SDSU Transit Center) and Downtown (Front St. & Broadway). This route runs along Adams Avenue, University Avenue, and Front Street to Downtown. There are a total of forty-seven (47) stops along this route. Weekday service begins at 4:37 AM with 15-minute headways until 6:20 PM and 30-minute headways after 6:20 PM and ends at 11:06 PM. Saturday service begins at 5:37 AM with 30-minute headways and ends at 10:37 PM. Sunday service begins at 6:20 AM with 30-minute headways and ends at 8:42 PM.



Route 120 runs between Downtown (4th Av. & Broadway) and Kearny Mesa (Kearny Mesa Transit Center). This route runs along Broadway, 5th Avenue, and University Avenue to Kearny Mesa. There are a total of thirty-two (32) stops along this route. Weekday service begins at 4:59 AM with 15-minute headways until 6:00 PM and 30-minute headways after 6:00 PM and ends at 11:54 PM. Saturday service begins at 5:43 AM with 30-minute headways and ends at 10:33 PM. Sunday service begins at 6:12 AM with 30-minute headways and ends at 9:59 PM.



8.1.2 *Future Transit Improvements*

Per the Regional Plan (RP, December 2021), the below transit improvements are identified for two (2) bus routes within the Project study area. *Appendix D* includes more details on these improvements:

Route 10, which is proposed to run between La Mesa and Ocean Beach via Mid-City, Hillcrest, Central Mobility Hub, is proposed to provide Next Generation Rapid bus services, which is proposed as a Rapid bus service operating in priority lanes and with transit signal optimization and priority technology. The Regional Plan has not yet identified the exact routes, corridors and proposed headway times. Per the Regional Plan, this route has been identified to begin operation in Year 2025.

Route 120, which runs between Downtown and Kearny Mesa, is proposed to provide Next Generation Rapid bus services, which is proposed as a Rapid bus service operating in priority lanes and with transit signal optimization and priority technology. The Regional Plan has not yet identified the exact routes, corridors and proposed headway times. Per the Regional Plan, this route has been identified to begin operation in Year 2035.

8.1.3 *Bus Stop Amenities*

Table 8–1 summarizes the existing transit stops within a ½ mile distance from the Project's access points and the amenities currently provided at each stop.

TABLE 8–1
EXISTING TRANSIT STOP AMENITIES

Location	Stop ID	Amenities						
		Shelters	Benches	Trash Receptacles	Station Signs	Maps/Wayfinding	Lighting	ADA Compliancy
Washington St & Dove St	10834	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Washington St & Dove St	10456	No	Yes	Yes	Yes	No	No	Yes
Washington St & Albatross St	10088	No	Yes	Yes	Yes	No	No	Yes
Washington St & Albatross St	10838	No	Yes	Yes	Yes	No	No	Yes
Washington St & 3rd Av	11236	No	Yes	No	Yes	No	No	Yes
Washington St & 4th Av	10468	No	Yes	No	Yes	No	No	Yes
Washington St & 5th Av	**11243**	**No**	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
5th Av & Brookes Av	12429	No	No	No	Yes	No	No	Yes
5th Av & Pennsylvania Av	12432	No	No	No	Yes	No	No	Yes
5th Av & University Av	12430	No	Yes	No	Yes	No	No	No

(Continued on next page)

TABLE 8–1
EXISTING TRANSIT STOP AMENITIES

Location	Stop ID	Amenities						
		Shelters	Benches	Trash Receptacles	Station Signs	Maps/Wayfinding	Lighting	ADA Compliancy
(Continued from previous page)								
4th Av & Brookes Av	12028	No	No	Yes	Yes	No	Yes	Yes
4th Av & Robinson Av	12025	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4th Av & University Av	12027	No	Yes	Yes	Yes	No	Yes	Yes
University Av & 4th Av	11240	No	Yes	Yes	Yes	No	Yes	Yes
University Av & 3rd Av	10092	No	Yes	Yes	Yes	No	Yes	Yes
1st Av & Brookes Av	11637	No	No	No	Yes	No	No	Yes
1st Av & Robinson Av	12018	No	Yes	Yes	Yes	No	Yes	Yes
1st Av & Robinson Av	12418	No	Yes	No	Yes	No	Yes	Yes
University Av & 7th Av	10478	No	Yes	Yes	Yes	No	No	Yes
University Av & 8th Av	13391	No	Yes	No	Yes	No	No	Yes
University Av & 9th Av	10852	No	Yes	Yes	Yes	No	Yes	Yes
University Av & 10th Av	10106	Yes	Yes	Yes	Yes	Yes	Yes	Yes
(Continued on next page)								

TABLE 8–1
EXISTING TRANSIT STOP AMENITIES

Location	Stop ID	Amenities						
		Shelters	Benches	Trash Receptacles	Station Signs	Maps/Wayfinding	Lighting	ADA Compliancy
(Continued from previous page)								
University Av & Vermont St	10111	Yes	Yes	Yes	Yes	Yes	Yes	Yes
University Av & Vermont St	11254	No	Yes	Yes	Yes	No	Yes	Yes
Front St & Arbor Dr (UCSD)	12009	Yes	Yes	Yes	Yes	Yes	Yes	Yes

General Notes:
1. **Bold** indicates bus stop located closest to the project site.

8.2 Transit Improvement Recommendations

The following transit improvements, categorized as Project Design Features and Transportation Demand Management (TDM) measures, will be provided by the Project. The Project Design features are in addition to the TDM measures that are required as a part of the City of San Diego Climate Action Plan (CAP) Checklist:

- The Project will upgrade the existing bus stop on Washington Street and Fifth Avenue (Stop ID 11243). The Project will add a shelter and maps/way finding signs (*project design feature*).
- The Project will provide transit information in the hospital building and MOB lobby (*project design feature*).
- The Project will provide a 30% subsidy (which is approximately $1 per day per employee for the current monthly pass of $72) towards transit passes for MTS Bus, Trolley or COASTER trains for employees to promote transit usage. Additionally, the project will allow transit passes to be purchased on a pre-tax basis through payroll deduction. (*TDM measure per CAP Checklist*)

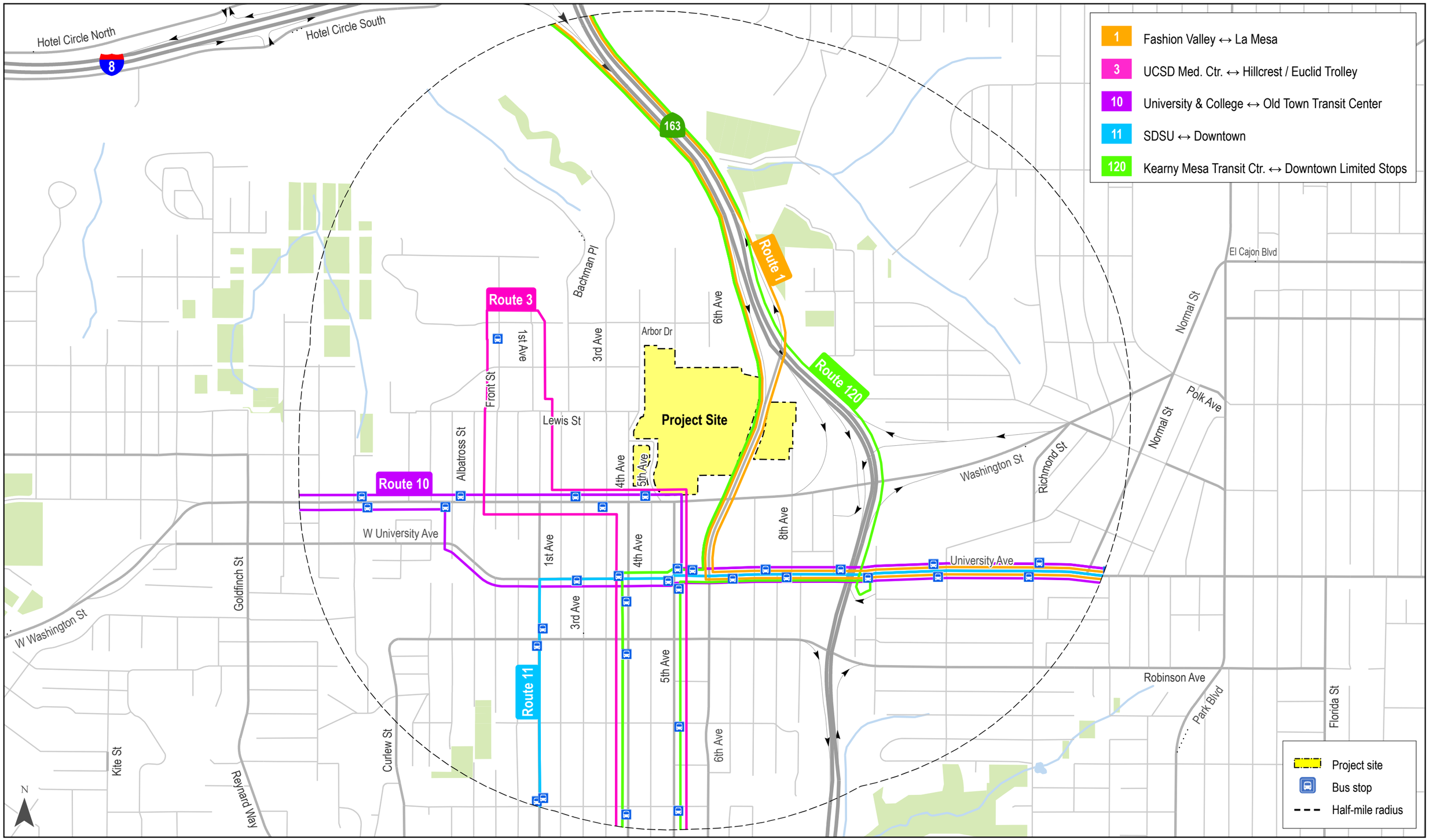


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Figure 8-1
Existing Transit Network

9.0 CONCLUSIONS

Based on the above VMT analysis, the proposed Project is calculated to have a less than significant transportation VMT impact in the Project Opening Day (Year 2030) scenario with the implementation of Project Design features and TDM measures quantified using the CAPCOA (December 2021) methodology per the City of San Diego TSM. Furthermore, a detailed evaluation of the VMT was conducted for the Project Buildout (Year 2035) scenario using the SANDAG Travel Demand Model, which calculated the Project's VMT transportation impact to be less than significant.