

APPENDIX F
VEHICLE MILES TRAVELED ASSESSMENT

VEHICLE MILES TRAVELED ASSESSMENT
PEDIATRIC MENTAL AND BEHAVIORAL HEALTH
CAMPUS PROJECT
October 2022

LLG Ref. 3-22-3603

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EXECUTIVE SUMMARY

Linscott, Law & Greenspan, Engineers has prepared this Vehicle Miles Traveled Assessment for the Pediatric Mental and Behavioral Health Campus project (hereby referred to as the “Project”). The Project site is located on Birmingham Way east of Meadow Lark Drive on County of San Diego-owned land within the Serra Mesa Community Planning Area of the City of San Diego.

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

For VMT analysis purposes, the proposed Project is considered a “Commercial Employment” project-type and therefore, the baseline SANDAG Series 14 ABM 2+, Base Year 2016, Commute VMT per Employee data was reviewed. Per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the Commute VMT per Employee for Census Tract 87.02 is shown as 18.7 and the regional average commute VMT per employee for comparison is 18.9. Therefore, the Project site is approximately 98.9% of the regional average. Using this data, the Project does not screen out from a VMT analysis.

Since the Project did not satisfy the above screening criterion, it must evaluate the VMT produced by the Project. The Project falls under the “Commercial Employment” land use type. The Project is calculated to generate 779 daily unadjusted driveway trips. Therefore, per the TSM standards, the Project’s Commute VMT per Employee will be considered the same as the Commute VMT per Employee of the census tract in which it is located (i.e. Census Tract 87.02).

As stated above, the Project is in a census tract with a 18.9 Commute VMT per Employee, or 98.9% of the regional mean. The Project would have a significant VMT impact based on the significance threshold for a “Commercial Employment” project of 15% below the regional mean Commute VMT per Employee. Therefore, mitigation is required to reduce the Project’s VMT impact to the greatest extent feasible.

The Project will participate in the City of San Diego’s Complete Communities: Mobility Choices Program and rely upon the Findings and Statement of Overriding Considerations (SOC) from the Complete Communities: Housing Solutions and Mobility Choices Program Final Program Environmental Impact Report (PEIR; May 2020) (SCH No. 2019060003) as mitigation to the extent feasible for its significant VMT transportation impact.

The Project will mitigate the significant VMT impact to the extent feasible through compliance with the City of San Diego’s Complete Communities: Mobility Choices Program (approved by the City Council on November 9, 2020). The Project is located in Mobility Zone 2. Mitigation will be provision of VMT Reduction Measures totaling at least 5 points per the City of San Diego’s Land Development Manual Appendix T, which is required of projects located within Mobility Zone 2

under the Complete Communities: Mobility Choices program and ordinance. The Project proposes to provide the following VMT Reduction Measures:

- The Project will provide an on-site bicycle repair station (1.5 points)
- The Project will install five (5) electric bicycle charging stations (2 points)
- The Project will provide short-term bicycle parking spaces, at least 10% beyond minimum requirements (1.5 points)

The Project's proposed VMT Reduction Measures total 5 points, which meets the minimum 5 points required to opt into the City of San Diego's Complete Communities Mobility Choices Program and rely upon the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR.

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APPENDIX

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VEHICLE MILES TRAVELED ASSESSMENT
PEDIATRIC MENTAL AND BEHAVIORAL HEALTH CAMPUS
October 2022

1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Assessment for the Pediatric Mental and Behavioral Health Campus (MBH) Project (hereby referred to as the “Project”). The Project site is located on Birmingham Way east of Meadow Lark Drive on County of San Diego-owned land within the Serra Mesa Community Planning Area of the City of San Diego.

This VMT Assessment has been prepared to evaluate the effects of the Project using VMT, as proposed by the California Governor’s Office of Planning and Research (OPR) to implement California State Law Senate Bill (SB) 743. The analysis methodology contained in this report utilizes the City of San Diego’s latest Transportation Study Manual (September 2020).

The report is organized as follows:

<i>Section 1.0</i>	Introduction
<i>Section 2.0</i>	Project Description and Trip Generation
<i>Section 3.0</i>	Report Approach
<i>Section 4.0</i>	VMT Significance Criteria & Methodology
<i>Section 5.0</i>	Project VMT Assessment
<i>Section 6.0</i>	VMT Impact Summary and Implementation

2.0 PROJECT DESCRIPTION

2.1 Project Location

The Project site is located on Birmingham Way east of Meadow Lark Drive on County of San Diego-owned land within the City of San Diego, south of the Interstate (I)-805 and State Route (SR) 163 freeway interchange in the Serra Mesa Community Planning Area. The Project site is located along Birmingham Way on the San Diego Youth Transition Center (YTC) —formerly the Juvenile Justice Center (JJC) — and is adjacent to the Rady Children’s Hospital-San Diego (RCHSD) and Sharp Memorial Hospital campuses.

Figure 2–1 shows the vicinity map. *Figure 2–2* shows a more detailed Project area map.

2.2 Project Description

The Project includes the construction of two new patient care buildings totaling approximately 93,000 square feet (SF). These are the Outpatient Psychiatric Clinic and the Inpatient Acute Psychiatric Hospital.

The approximately 11,000-SF Outpatient Psychiatric Clinic would provide outpatient services, administration and academic services, clinical ancillary services, and facility support services. It is expected to serve approximately 72 patients per day in two 36-patient blocks. The facility would be constructed on the north-central area of the Project site and would be a one-story building.

The approximately 82,000-SF Inpatient Acute Psychiatric Hospital would include the Acute Psychiatric Unit and the Crisis Stabilization Unit with a combined total of 84 beds. The Acute Psychiatric Hospital would include up to 60 beds, all in private rooms and in five 12-bed neighborhoods. The Crisis Stabilization Unit within the hospital would include 24 beds in two 12-bed neighborhoods. This building would be constructed on the eastern portion of the Project site and would be a four-story building.

Construction of the Project is expected to take 24 to 30 months. Construction would begin with demolition of the surface parking lot and is expected to start in 2024, with the Opening Year considered as Year 2027.

Figure 2–3 depicts the conceptual site plan.

2.3 Project Trip Generation

Table 2–1 summarizes the Project’s estimated trip generation. As shown in *Table 2–1*, the Project is estimated to generate approximately 779 Average Daily Trips (ADT) with 62 AM peak hour trips (46 inbound / 16 outbound) and 78 PM peak hour trips (23 inbound / 55 outbound).

The trip generation calculations for the outpatient uses were based on the “Medical Office” trip rates found in the City of San Diego *Trip Generation Manual (May 2003)*. Specifically, half of the City’s “Medical Office” driveway trip rate was assumed based on the Project’s proposed uses. This is a conservative assumption because the Project’s outpatient use is expected to serve approximately 72

patients per day in two 36-patient blocks. Assuming each patient generates two (2) ADT (in and out of the site) equates to 144 ADT. A very conservative estimate of one health care worker for each of the patients in the 36-patient block results in an additional 72 ADT (assuming each health care worker generates two (2) ADT), for a total of 216 ADT. Therefore, the 275 ADT calculated for the outpatient facility is a conservative estimate.

There are no published trip rates for inpatient behavioral hospitals in the City's *Trip Generation Manual* or in the SANDAG or ITE trip generation publications. Therefore, the trip generation calculations for the Project's inpatient uses were based on a trip generation study conducted by LLG in 2021 (included in *Appendix A*). This comprehensive study included five (5) behavioral health hospitals with nine (9) days of counts at each location, and resulted in a calculated trip rate of approximately six (6) ADT per bed.

**TABLE 2-1
PROJECT TRIP GENERATION**

Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
				% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
		Rate ^a	Volume			In	Out	Total			In	Out	Total
Inpatient Facility	84 Beds	6/Bed ^b	504	9%	70:30	32	13	45	10%	30:70	15	35	50
Outpatient Facility	11 KSF	25/KSF ^c	275	6%	80:20	14	3	17	10%	30:70	8	20	28
Total Proposed Trips	-	-	779	-	-	46	16	62	-	-	23	55	78

Footnotes:

- a. Trip rates based on the *Trip Generation Manual*, City of San Diego, May 2003.
- b. Trip rate based on a Trip Generation Study conducted by LLG in 2021 focusing on Inpatient Behavioral Hospital related land uses. This study resulted in a land use specific trip rate of 6 ADT/Bed.
- c. Half of the City's Medical Office Driveway Trip Rate assumed based on the proposed uses. This is a conservative assumption because the Project's Outpatient use is expected to serve approximately 72 patients per day in two 36-patient blocks. Assuming each patient generates two (2) ADT (in and out of the site) equates to 144 ADT. A very conservative estimate of one health care worker for each of the patients in the 36-patient block results in an additional 72 ADT (assuming each health care worker generates two (2) ADT), for a total of 216 ADT. Therefore, the 275 ADT calculated for the Outpatient facility is a conservative estimate.
- d. KSF - 1,000 Square Feet.

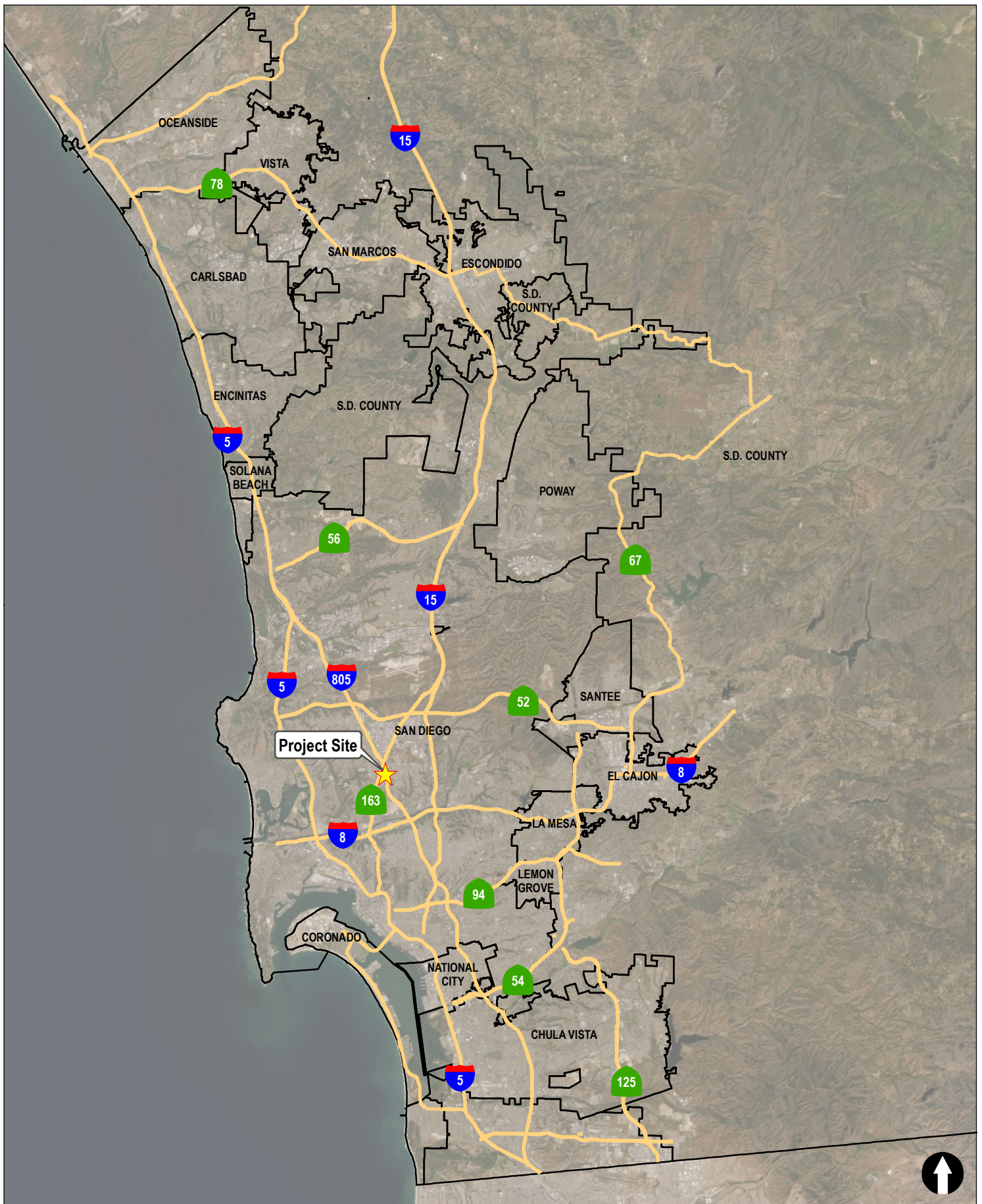




Figure 2-2

Project Area Map



- Project Site Boundary
- Temporary Impact Area
- Proposed Building Footprints



3.0 REPORT APPROACH

3.1 VMT Background

VMT is defined as the “amount and distance of automobile travel attributable to a project” per California Environmental Quality Act (CEQA) Guidelines Section 15064.3. VMT 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 accounts for two-way (roundtrip) travel and is estimated for a typical weekday for the purposes of measuring transportation impacts.

3.2 Vehicle Miles Traveled

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

4.0 VMT SIGNIFICANCE CRITERIA & METHODOLOGY

4.1 Local / Regional Agency Transition to SB743

The County of San Diego does not currently have published VMT analysis guidelines. A Transportation Study Manual (TSM) has been published by the City of San Diego on September 29, 2020 and was adopted by City Council on November 9, 2020 as part of the Complete Communities: Mobility Choices program. Given that the City of San Diego has developed significance thresholds and technical methodologies, the TSM was utilized for this report.

4.2 Significance Criteria

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

TABLE 4-1
VMT SIGNIFICANCE THRESHOLDS

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

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

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 have 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 base year average household VMT/capita or VMT/employee) based on the applicable location-based screening map produced by SANDAG.
2. **Industrial Project Located in a VMT Efficient Area:** The project is an industrial employment project located in VMT efficient area (in an area with average or below average

base year VMT/employee) based on the applicable location-based screening map produced by SANDAG.

3. **Small Project:** The project is a small project defined as generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates/procedures.
4. **Locally Serving Retail/Recreational Project:** The project is a locally serving retail/recreational project defined as having 100,000 square feet gross floor area or less and demonstrates through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less. Locally serving retail is consistent with the definitions of Neighborhood Shopping Center in the San Diego Municipal Code Land Development Code Trip Generation Manual. Locally serving recreation is consistent with the land uses listed in Appendix B of the TSM, given that it meets the square footage and market capture area above. Adding retail/recreation square footage (even if it is 100,000 square feet gross floor area or less) to an existing regional retail shopping area is **not** screened out.
5. **Locally Serving Public Facility:** The project is a locally serving public facility defined as a public facility that serves the surrounding community or a public facility that is a passive use. The following are considered locally serving public facilities: transit centers, public schools, libraries, post offices, park-and-ride lots, police and fire facilities, and government offices. Passive public uses include communication and utility buildings, water sanitation, and waste management.
6. **Affordable Housing:** The project has access to transit* and is wholly or has a portion that meets one of the following criteria: is affordable to persons with a household income equal to or less than 50% of the area median income (as defined by California Health and Safety Code Section 50093), housing for senior citizens [as defined in Section 143.0720I], housing for transitional foster youth, disabled veterans, or homeless persons [as defined in 143.0720(f)]. The units shall remain deed restricted for a period of at least 55 years. The project shall provide no more than the minimum amount of parking per unit, per San Diego Municipal Code Section 143.0744. Only the portion of the project that meets the above criteria is screened out. For example, if the project is 100 units with ten deed-restricted affordable housing units, transportation VMT analysis would not be necessary for the ten affordable units but would be necessary for the remaining 90 units (unless they meet one of the other screening criteria). For purposes of applying the small project screening criteria, the applicant would only include the trip generation for the non-affordable housing portion of the project (since the affordable housing portion is screened out).

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

7. **Mixed-Use Project Screening Considerations:** The project's individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project's land uses to be screened out and some to require further analysis. For purposes of applying

the small project screening criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria. For example, if a project includes residential and retail, and the retail component was screened out because it is locally serving; only the trip generation of the residential portion would be used to determine if the project meets the definition of a small project.

8. **Redevelopment Project Screening Considerations:** The project is a redevelopment project that demonstrates that the proposed project's total project VMT is less than the existing land use's total VMT. Exception: If a project replaces affordable housing (either deed restricted or other types of affordable housing) with a smaller number of moderate-income or high-income residential units, the project is not screened out and must analyze VMT impacts per *Table 3* of the TSM.

4.3.2 Analysis Methodology

If a project is not screened out using City criteria, the following methodology for completing the VMT analysis should be performed. Per the TSM, for commercial employment projects that are expected to generate less than 2,400 daily unadjusted driveway trips, the project can use the SANDAG Regional Travel Demand Model to calculate the project’s Commute VMT per Employee. By utilizing the SANDAG screening map, the Commute VMT per Employee can be observed at both the regional and census tract level. Definitions of these efficiency metrics are described below per the TSM:

Commute VMT per Employee: 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 based on the land use per the TSM.

**TABLE 4–2
TRANSPORTATION VMT ANALYSIS METHODOLOGY BY LAND USE**

Land Use Type	Analysis Methodology
Commercial Employment	<p>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.</p> <p>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.</p>

Source: City of San Diego TSM (September 2020) Table 4: Transportation VMT Analysis Methodology by Land Use

5.0 PROJECT VMT ASSESSMENT

5.1 TSM Screening Criteria

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

**TABLE 5–1
VMT SCREENING CRITERIA – PROJECT APPLICABILITY**

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

Footnotes:

1. According to the TSM, September 2020.

Screening Criteria 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 base year average household VMT/capita or VMT/employee) based on the applicable location-based screening map produced by SANDAG.”

Result:

The proposed Project is a commercial employment project, however, per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map, the Commute VMT per Employee for Census Tract 87.02 is shown as 18.7 and the regional average commute VMT per employee for comparison is 18.9. Therefore, the Project site is approximately 98.9% of the regional average. Using this data, the Project does not screen out from a VMT analysis. *Appendix B* contains excerpts of the SANDAG screening map.

5.2 Project VMT Assessment

Since the Project did not satisfy the above screening criterion, it must evaluate the VMT produced by the Project. As shown in *Table 4–1* earlier in this report, the Project falls under the “Commercial Employment” land use type. As shown in *Table 2–1*, the Project is calculated to generate 779 daily

unadjusted driveway trips. Therefore, per the TSM standards, the Project’s Commute VMT per Employee is considered the same as the Commute VMT per Employee of the census tract in which it is located (i.e. Census Tract 87.02).

Per the SANDAG Series 14 ABM 2+ Model Base Year 2016 available on the website¹, the Project site is located in Census Tract 87.02 with a Commute VMT per Employee of 18.7. The regional average Commute VMT per Employee is 18.9 miles and the 85% regional VMT threshold is calculated as 16.07 miles. The Project’s Commute VMT per Employee shown to be 98.9% of the regional average, which is higher than the 85% significance threshold. Therefore, based on the significance criteria, the Project is calculated to result in a significant transportation impact.

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

**TABLE 5–2
PROJECT VMT FINDINGS**

Scenario	Regional Baseline VMT (miles)	Significance Threshold (miles)	Project Commute VMT per Employee (miles)	Percentage of Regional Average	Transportation Impact? (Over Threshold)
Proposed Project	18.9	16.1	18.7	98.9%	Yes

¹ <https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=bb8f938b625c40cea14c825835519a2b>

6.0 VMT ASSESSMENT SUMMARY AND MITIGATION

6.1 VMT Assessment Summary

The Project was determined to have a significant VMT impact using the methodology applied from the City of San Diego TSM, September 2020. The Project's Commute VMT per Employee was determined to be 18.7, which is 98.9% of the regional average Commute VMT per Employee of 18.9 miles.

6.2 Mitigation

The Project will participate in the City of San Diego's Complete Communities: Mobility Choices Program and rely upon the Findings and Statement of Overriding Considerations (SOC) from the Complete Communities: Housing Solutions and Mobility Choices Program Final Program Environmental Impact Report (PEIR; May 2020) (SCH No. 2019060003) as mitigation to the extent feasible for its significant VMT transportation impact.

The San Diego Municipal Code Ordinance Number O-21274, adopted on December 9, 2020, provides the development regulations for the Mobility Choices portion of the Complete Communities program. According to the ordinance, the Project is located in Mobility Zone 2, which means it is located either partially or entirely within a Transit Priority Area. The Project's location on the City's Complete Communities Mobility Zones map is included in *Appendix C*.

SDMC Section 143.1103(b) states that all development located within Mobility Zone 2 is required to provide VMT Reduction Measures in accordance with the City of San Diego's Land Development Manual Appendix T. The City of San Diego's Land Development Manual Appendix T includes a list of VMT Reduction Measures, each of which are given an assigned point value per unit of measure. Per SDMC Section 143.1103(b), developments in Mobility Zone 2 are required to provide VMT Reduction Measures totaling at least 5 points or may pay the Active Transportation In Lieu Fee instead of providing the VMT Reduction Measures.

The Project will provide measures as required by the ordinance that add up to at least 5 points as identified in the City of San Diego's Land Development Manual Appendix T. The Project will provide the following measures described in *Table 6-1* below. As shown in *Table 6-1*, the Project's proposed VMT Reduction Measures total to 5 points, which meets the minimum 5 points required to opt in. Therefore, the Project will mitigate its significant VMT transportation impact to the extent feasible by opting into the City of San Diego's Complete Communities Mobility Choices Program and relying upon the Findings and SOC's from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR.

TABLE 6-1
MOBILITY CHOICES VMT REDUCTION MEASURES

Category	Measures	Points
Bicycle Supportive Measures	The Project will provide an on-site bicycle repair station	1.5
	The Project will install five (5) electric bicycle charging stations.	2
	The Project will provide short-term bicycle parking spaces, at least 10% beyond minimum requirements.	1.5

TECHNICAL APPENDICES TO THE VMT
STUDY PREPARED FOR THE:
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APPENDIX A
BEHAVIORAL HEALTH TRIP GENERATION STUDY

January 27, 2021

Mr. Scott Barker
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 91910

LLG Reference: 3-18-3022

Subject: **Eastlake Behavioral Hospital, Trip Generation Study**

Dear Scott:

Linscott, Law & Greenspan, Engineers (LLG) completed a traffic study for the subject project that has been approved by the City and that was part of the CEQA process. The project is a 120-bed hospital to be located at the terminus of Showroom Place, north of Fenton Street in the City of Chula Vista. The traffic study used the SANDAG Trip Rate for “General Hospitals” since a rate for “Behavioral Hospitals” does not exist.

In order to forecast a more accurate trip rate for the project (to be used outside of the CEQA world), LLG commissioned a nine (9) day traffic count (3 successive weeks of Tuesday – Thursday counts) at five west coast Behavioral Hospitals with similar characteristics to the proposed Chula Vista location. **Table A** shows a summary of the 5 Behavioral Hospitals, including the location, number of beds, and dates counted. All counts were conducted with video technology. **Appendix A** contains aerials and details of each hospital site.

Table B shows that results of the counts. The highest ADT per bed rate was calculated to be 7.86 and the lowest 3.22. The average trip rate was 5.68 ADT per bed. **Appendix B** contains the detailed trip calculations for each hospital.

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Mr. Scott Barker
January 27, 2021
Page 2

In summary, there are no published trip rates for Behavioral Hospitals in SANDAG or ITE publications. Therefore, a comprehensive study of 5 locations with 9 days of counts at each location was conducted and a trip rate of 5.68 ADT per bed was calculated. LLG believes this is an accurate rate to be used for the purpose of fee calculations. It is not proposed to use this trip rate in the CEQA traffic study.

Please call me if you have any questions.

Sincerely,
Linscott, Law & Greenspan, Engineers



John Boarman, P.E.
Principal
California Registration: C50033

JB:wcs
cc: File

Table A
Behavioral Health Hospital Sites

Hospital	Address	City	Number of Beds	Dates Counted (2020)
1. Pacific Grove Behavioral Health Hospital	5900 Stockton Avenue	Riverside, CA	62	10/27-10/29, 11/10-11/13, 11/17-11/19
2. Oasis Behavioral Health Hospital	2190 N. Grace Boulevard	Chandler, AZ	146	10/27-10/29, 11/10-11/13, 11/17-11/19
3. Sonora Behavioral Health Hospital	6050 N. Corona Road	Tucson, AZ	140	10/27-10/29, 11/10-11/13, 11/17-11/19
4. San Jose Behavioral Health Hospital	455 Silicon Valley Boulevard	San Jose, CA	80	10/27-10/29, 11/10-11/13, 11/17-11/19
5. Cascade Behavioral Health Hospital	12844 Military Road S.	Tukwila, AZ	137	10/27-10/29, 11/10-11/13, 11/17-11/19

Table B
Behavioral Health Hospitals
Trip Generation Summary

	Hospital	Location	# of Beds	Average Driveway ADT			Trip Rate
				Entering	Exiting	Total	
1	Pacific Coast Hospital	Riverside, CA	62	190	191	381	6.14
2	Oasis Behavioral Health Hospital	Chandler, AZ	146	326	323	649	4.44
3	Sonora Behavioral Health Hospital	Tucson, AZ	140	225	226	451	3.22
4	San Jose Behavioral Health Hospital	San Jose, CA	80	267	270	538	6.72
5	Cascade Behavioral Health Hospital	Tukwila, WA	137	540	537	1,077	7.86
Average Trip Rate							5.68

APPENDIX A

BEHAVIORAL HOSPITAL SITES

Pacific Grove Behavioral Health Hospital – Riverside, CA

Address: 5900 Brockton Ave, Riverside, CA 92506



Oasis Behavioral Health Hospital – Chandler, AZ

Address: 2190 N Grace Blvd, Chandler, AZ 85225



Sonora Behavioral Health Hospital – Tucson, AZ

Address: 6050 N Corona Rd, Tucson, AZ 85704



San Jose Behavioral Health Hospital – San Jose, CA

Address: 455 Silicon Valley Blvd, San Jose, CA 95138



Cascade Behavioral Health Hospital – Tukwila, WA

Address: 12844 Military Rd S, Tukwila, WA 98168



APPENDIX B

TRIP CALCULATIONS PER SITE

Eastlake Behavioral Health Trip Generation Calculation				Driveway Raw Data											
Site ID	Hospital Name	Location	Average	27-Oct	28-Oct	29-Oct	10-Nov	12-Nov	13-Nov	17-Nov	18-Nov	19-Nov			
			1	Pacific Coast Hospital	Riverside, CA	Driveway 1	Entering	122	139	138	132	140	140	139	156
Existing	107	123					134	119	121	136	137	145	130		
Total	229	262					272	251	261	276	276	301	277		
Driveway 2	Entering	42				43	64	50	53	59	53	46	50		
	Existing	54				63	67	65	62	64	62	65	61		
	Total	96				106	131	115	115	123	115	111	111		
Total Site	Entering	164				182	202	182	193	199	192	202	197		
	Existing	161				186	201	184	183	200	199	210	191		
	Total	325				368	403	366	376	399	391	412	388		
			Number of Beds	62											
			Trip Rate per bed	6.14											
2	Oasis Behavioral Health Hospital	Chandler, AZ	Driveway 1	Entering	352	315	344	312	337	334	316	306	314		
				Existing	331	321	346	308	335	338	305	306	318		
				Total	683	636	690	620	672	672	621	612	632		
			Total Site	Entering	352	315	344	312	337	334	316	306	314		
				Existing	331	321	346	308	335	338	305	306	318		
				Total	683	636	690	620	672	672	621	612	632		
						Number of Beds	146								
						Trip Rate per bed	4.44								
			3	Sonora Behavioral Health Hospital	Tuscon, AZ	Driveway 1	Entering	42	31	34	35	36	38	38	40
Existing	65	68					50	58	54	49	70	66	71		
Total	107	99					84	93	90	87	108	106	120		
Driveway 2	Entering	176				209	180	182	176	173	193	187	208		
	Existing	161				165	169	158	158	163	158	164	185		
	Total	337				374	349	340	334	336	351	351	393		
Total Site	Entering	218				240	214	217	212	211	231	227	257		
	Existing	226				233	219	216	212	212	228	230	256		
	Total	444				473	433	433	424	423	459	457	513		
			Number of Beds	140											
			Trip Rate per bed	3.22											
4	San Jose Behavioral Health Hospital	San Jose, CA	Driveway 1	Entering	224	215	230	246	257	212	207	236	253		
				Existing	99	86	117	94	98	83	84	86	75		
				Total	323	301	347	340	355	295	291	322	328		
			Driveway 2	Entering	37	28	41	39	38	34	35	35	39		
				Existing	175	162	173	190	191	171	162	182	206		
				Total	212	190	214	229	229	205	197	217	245		

			Total Site	Entering	267	261	243	271	285	295	246	242	271	292			
				Existing	270	274	248	290	284	289	254	246	268	281			
				Total	538	535	491	561	569	584	500	488	539	573			
				Number of Beds	80												
				Trip Rate per bed	6.72												
				Average		4-Nov	5-Nov	9-Nov	10-Nov	12-Nov	17-Nov	18-Nov	19-Nov				
5	Cascade Behavioral Health Hospital	Tukwila, WA	Driveway 1	Entering	36	36	42	32	35	39	38	28	40				
				Existing	78	71	78	77	81	74	82	76	86				
				Total	114	107	120	109	116	113	120	104	126				
			Driveway 2	Entering	231	209	227	235	217	228	242	239	250				
				Existing	175	161	180	173	168	187	174	181	178				
				Total	406	370	407	408	385	415	416	420	428				
			Driveway 3	Entering	26	17	25	23	28	27	30	29	25				
				Existing	24	16	24	33	19	25	27	25	23				
				Total	50	33	49	56	47	52	57	54	48				
			Driveway 4	Entering	13	13	12	19	14	9	14	14	5				
				Existing	243	291	219	316	282	230	257	128	223				
				Total	256	304	231	335	296	239	271	142	228				
			Driveway 5	Entering	235	238	198	275	243	205	234	293	194				
				Existing	16	14	12	28	14	12	14	20	17				
				Total	251	252	210	303	257	217	248	313	211				
			Total Site	Entering	540	513	504	584	537	508	558	603	514				
				Existing	537	553	513	627	564	528	554	430	527				
				Total	1,077	1,066	1,017	1,211	1,101	1,036	1,112	1,033	1,041				
							Number of Beds	137									
							Trip Rate per bed	7.86									

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



Find address or place



Filter ✕

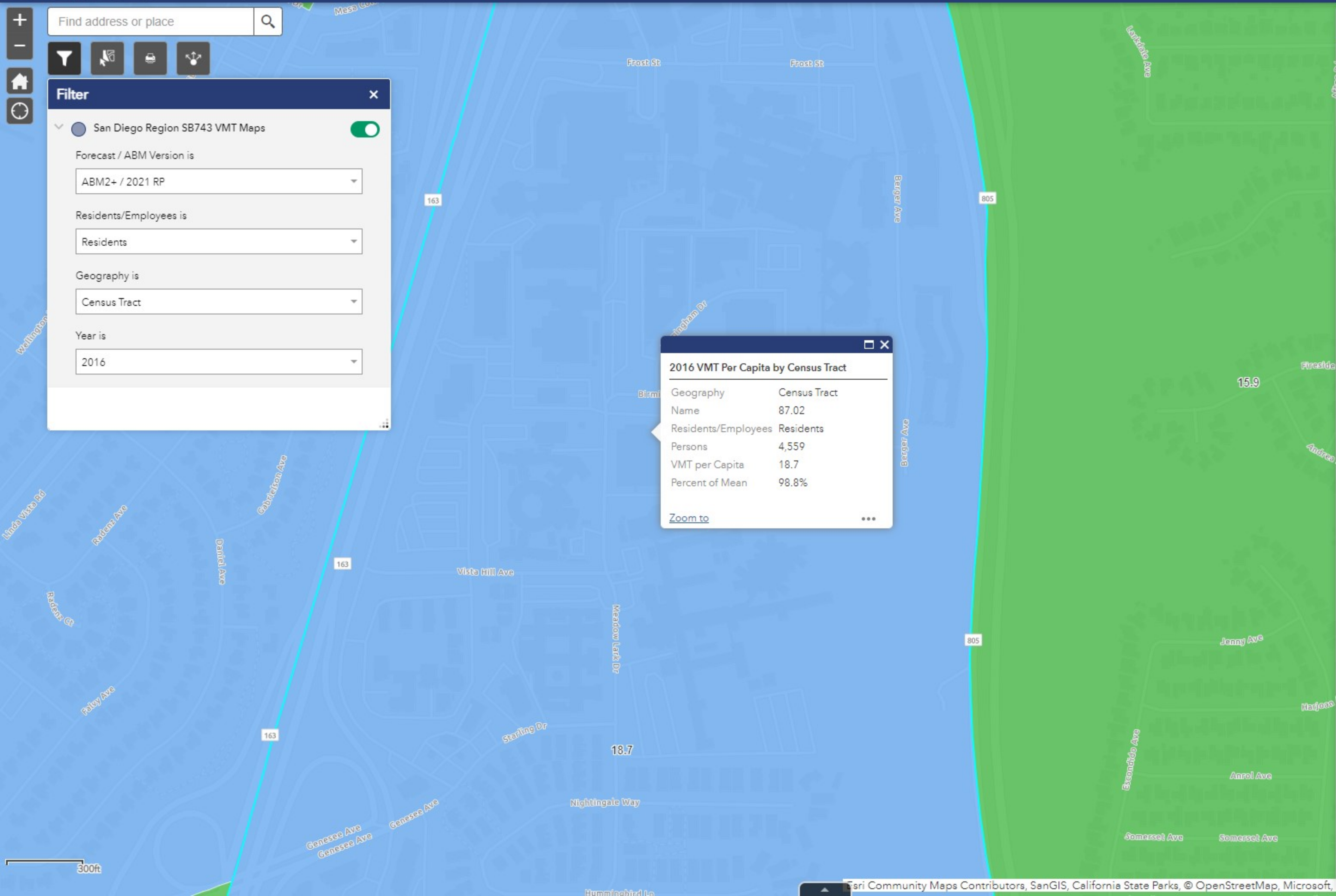
San Diego Region SB743 VMT Maps

Forecast / ABM Version is

Residents/Employees is

Geography is

Year is



2016 VMT Per Capita by Census Tract

Geography	Census Tract
Name	87.02
Residents/Employees	Residents
Persons	4,559
VMT per Capita	18.7
Percent of Mean	98.8%

[Zoom to](#) ⋮

Map Legend / Disclaimer ⌵ ✕

Map Legend

Percent of Mean

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No Data
- Not Enough Data

Current Data

2016 - ABM2+ / 2021 RP (Scenario ID 458)
 Regional Mean = 18.9 VMT per Resident
 Regional Mean = 18.9 VMT per Employee

2025 - ABM2+ / 2021 RP (Scenario ID 462)
 Regional Mean = 17.7 VMT per Resident
 Regional Mean = 17.0 VMT per Employee

2035 - ABM2+ / 2021 RP (Scenario ID 475)
 Regional Mean = 16.6 VMT per Resident
 Regional Mean = 15.3 VMT per Employee

2050 - ABM2+ / 2021 RP (Scenario ID 459)
 Regional Mean = 16.0 VMT per Resident
 Regional Mean = 14.3 VMT per Employee

Archived Data

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

Disclaimer

The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map Web Application.

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

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300ft

APPENDIX C

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

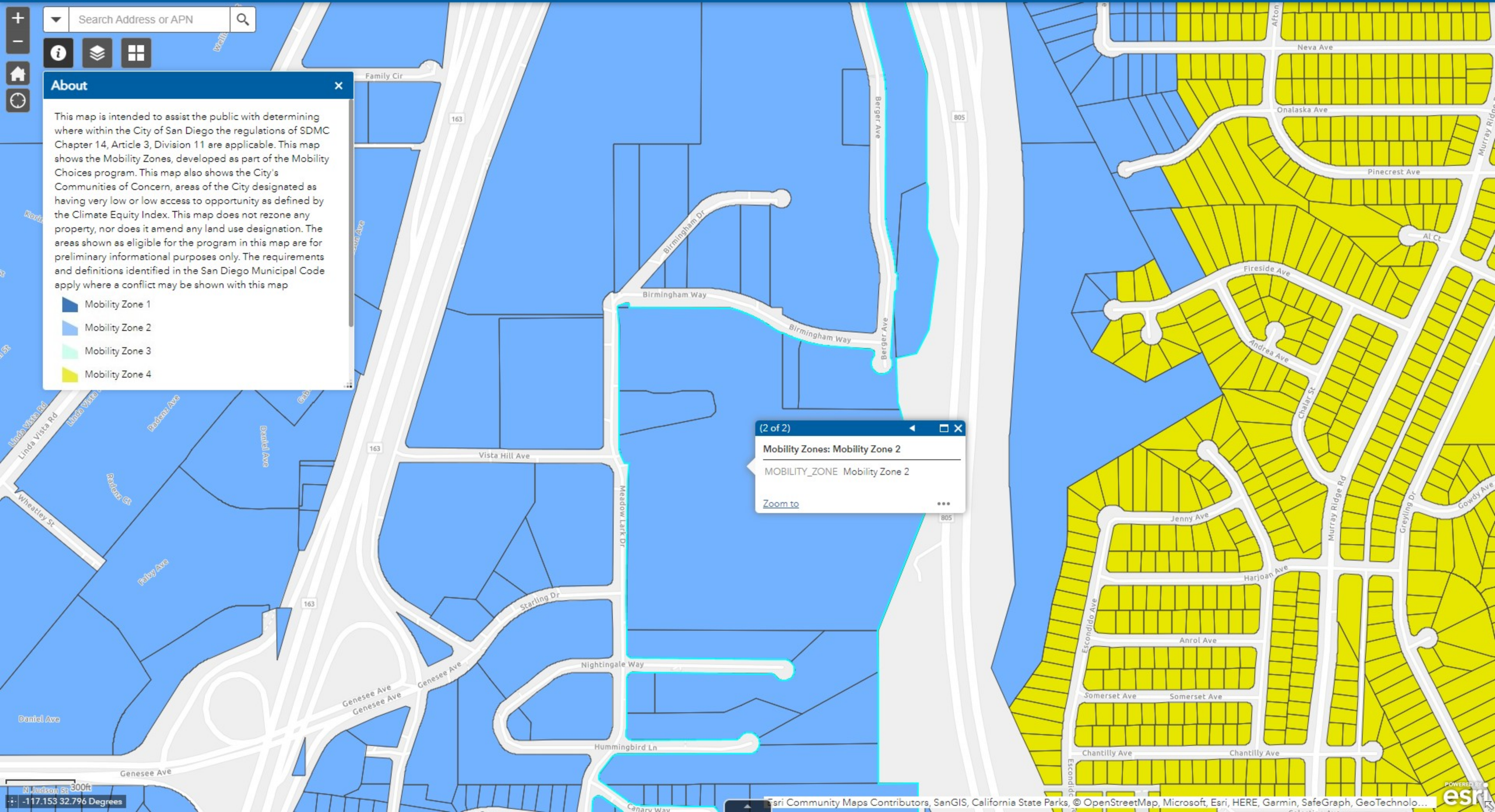
Search Address or APN



About

This map is intended to assist the public with determining where within the City of San Diego the regulations of SDMC Chapter 14, Article 3, Division 11 are applicable. This map shows the Mobility Zones, developed as part of the Mobility Choices program. This map also shows the City's Communities of Concern, areas of the City designated as having very low or low access to opportunity as defined by the Climate Equity Index. This map does not rezone any property, nor does it amend any land use designation. The areas shown as eligible for the program in this map are for preliminary informational purposes only. The requirements and definitions identified in the San Diego Municipal Code apply where a conflict may be shown with this map

- Mobility Zone 1
- Mobility Zone 2
- Mobility Zone 3
- Mobility Zone 4



(2 of 2)

Mobility Zones: Mobility Zone 2

MOBILITY_ZONE Mobility Zone 2

[Zoom to](#)

300ft
-117.153 32.796 Degrees

END OF APPENDICES