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MEMORANDUM

To: City of San Diego DSD – Transportation
From: Jon Collins, PE, TE
Kimley-Horn and Associates, Inc.
Date: August 9, 2024
Subject: Midway Rising (PRJ-1106734): Privately-Owned Parcels and Effects on the Vehicle Miles Traveled Analysis

1 Introduction

The purpose of this addendum is to address how the exclusion of the land within the privately-owned parcels located within the Midway Rising Project site was factored into the analysis and figures presented in the Vehicle Miles Traveled (VMT) Analysis. These parcels were originally included in the planning documents and associated analysis but have recently been removed for purposes of the current entitlement process. The 2.85-acre privately-owned parcels on the south side of Kurtz Street are located at 3467, 3487, and 3495 Kurtz Street, and are currently developed as an industrial park and low-rise office space. The VMT analysis of the Midway Rising site based on the plan in the VMT document (referred to as the “study site plan”) included the privately-owned parcels with the intent to demolish the existing buildings and construct mixed-use development within these parcels.

The project will be constructed in two phases: Phase 1 (Opening Year 2030) and Phase 2 (Opening Year 2035). The privately-owned parcels were initially anticipated to be redeveloped in Phase 2-Opening Year (2035) of the project and were to include 373 market-rate dwelling units, 10,000 square feet of commercial land use, a 3,500-seat theater, and a parking garage containing 707 parking spaces. These land uses have been removed from the Midway Rising site plan along with the proposed improvements along the frontage of the privately-owned parcels. The remaining area will be referred to as the “modified site plan”. The following memorandum explains the approach to the VMT analysis because of the modified site plan.

In summary, the removal of the privately-owned parcels will remove a proportional amount of retail and market rate residential land uses from the overall site, while also increasing the percentage of affordable housing from approximately 43% to 47% for the modified site plan. In general, VMT decreases with less retail land use and market-rate housing provided by a project due to fewer expected vehicular trips to be generated by these land uses. Therefore, with the removal of these land uses from the modified site plan, the VMT analysis prepared in the report is considered conservative in light of the project revisions and remains valid. Notwithstanding the reduction in retail and residential land uses to the modified site plan, Midway Rising will implement the VMT mitigation strategies identified in the VMT report to address VMT impacts.

Table 1 provides a summary of the land use changes between the study site plan and the modified site plan.

Table 1. Differences between Study Site Plan and Modified Site Plan

Land Use		Study Site Plan (Project Buildout)	Modified Site Plan (Project Buildout)	Net Change (Study vs Modified Site Plan)
Entertainment (Spectators)	Entertainment Center	16,000	16,000	0
	Theater	3,500	0	-3,500
	Total	19,500	16,000	-3,500
Residential (Dwelling Units)	Affordable	2,000	2,000	0
	Market Rate	2,627	2,254	-373
	Total	4,627	4,254	-373
Commercial (Square Feet)	Retail	60,000	60,000	0
	Restaurant	80,000	70,000	-10,000
	Total	140,000	130,000	-10,000
Vehicular Parking (Parking Spaces)	Residential	5,216	4,550	-666
	Commercial	431	390	-41
	Entertainment	2,100	2,100	0
	Total	7,747	7,040	-707

2 VMT Analysis

VMT impacts for each of the three land uses for Midway Rising were analyzed separately in the VMT report (per the City’s Transportation Study Manual, 2022). The following summarizes the results:

- Residential: Analysis of the residential component used the SANDAG Series 14 ABM 2+ model to determine the VMT per resident, and the results indicated the residential land use results in a less than significant transportation VMT impact.
- Commercial: The commercial component was analyzed using the SANDAG Series 14 ABM 2+ model to determine the net change in VMT between two model runs with and without 40,000 SF of regionally serving retail. The analysis resulted in a significant transportation VMT impact for the commercial land use. Midway Rising will implement a retail shuttle to mitigate the significant VMT impact for the commercial land use to the extent feasible.
- Entertainment: Off-model calculations were performed to analyze the VMT impacts associated with the entertainment component. The analysis resulted in a significant transportation VMT impact for the entertainment land use. Midway Rising will implement a transit subsidy for entertainment employees to mitigate the significant transportation VMT impact for the entertainment land use to the extent feasible.

2.1 RESIDENTIAL LAND USE

VMT per resident results are heavily affected by the mixed-use nature of a project site, as trips between residential and retail land uses can be made on-site without using a vehicle on the roadway network. The modified site plan will reduce the amount of residential and retail land uses on site. However, as shown in **Table 2**, the housing to retail ratio will remain the same between the study site plan and the modified site plan. Specifically, both plans proposed approximately 30 SF of retail per dwelling unit provided. Therefore, the VMT would not be anticipated to increase as a result of the modified site plan.

Table 2. Housing and Retail Comparison

Land Use	Study Site Plan	Modified Site Plan
Residential (Dwelling Units)	4,627	4,254
Commercial (Square Feet)	140,000	130,000
Residential / Retail Ratio	0.033	0.033

Additionally, the residential dwelling units provided in the privately-owned parcels were planned to be all market rate housing. The number of affordable housing units remains the same between the study site plan and the modified site plan, thus the percentage of affordable housing on site increases accordingly. As shown in **Table 3**, the percentage of affordable housing increases from approximately 43% in the study site plan to 47% in the modified site plan. Affordable housing units are projected to reduce VMT as trips are more likely to be made via alternative modes of transportation rather than by single-occupancy vehicle trips. Therefore, the residential VMT analysis performed for the study site plan can be considered conservative.

Table 3. Affordable Housing Percentage

Housing Type	Study Site Plan	Modified Site Plan
Affordable (Dwelling Units)	2,000	2,000
Market Rate (Dwelling Units)	2,627	2,254
Total (Dwelling Units)	4,627	4,254
Affordable Housing (%)	43%	47%

2.2 COMMERCIAL LAND USE

The commercial land use VMT analysis was only performed for the regionally serving portion of the commercial uses because the approximately 100,000 sf of commercial land-use was assumed to be locally-serving and therefore screened out of full analysis per the City's Transportation Study Manual. The study site plan proposes 40,000 SF of regionally serving commercial uses, while the modified site plan proposes 30,000 SF. Since the regionally serving trips are directly proportional to the

amount of regionally serving commercial land uses on the site, the reduction in regionally serving commercial use for the modified site plan means the VMT analysis performed for the report is a conservative approach and the project's commercial VMT would be less under the modified site plan.

2.3 ENTERTAINMENT LAND USE

The entertainment land use VMT analysis was applied to the number of anticipated spectators and the number of events anticipated at the two entertainment venues proposed for the site. The VMT results are directly proportional to these two variables. The modified site plan does not include a 3,500-seat theater located in the privately-owned parcels. Therefore, the entertainment VMT analysis can be considered conservative because the VMT associated with the spectators for the 3,500-seat theater would not occur.

Conclusion

The modified site plan will remove the privately-owned parcels from the study site plan that was used in the VMT Analysis. The modified site plan will remove 373 market-rate dwelling units, 10,000 square feet of commercial land use, a 3,500-seat theater, and a supporting parking garage resulting in an overall reduction in VMT. The positive impact on the previous VMT analysis compared to the study site plan for each land use are as follows:

- **Residential:** With the removal of the residential and commercial land uses located in the privately-owned parcels, the modified site plan will maintain the same housing to retail ratio as the study site plan, meaning the VMT per resident would be expected to remain the same. Additionally, the removal of market rate housing will increase the percentage of affordable housing provided from approximately 43% to 47%. As such, the VMT per resident based on the land use in the study site plan is still valid and the residential land use would result in a less than significant transportation VMT impact.
- **Commercial:** The removal of 10,000 SF of regionally serving commercial land uses will reduce the number of trips accessing the site for this use, thereby reducing the VMT. As such, the net VMT increase for the commercial land use is still valid, and there would still be a significant transportation VMT impact for the commercial land use. Midway Rising will implement the retail shuttle to mitigate the significant transportation VMT impact for the commercial land use to the extent feasible.
- **Entertainment:** The exclusion of the 3,500-seat theater in the modified site plan will reduce the number of spectators accessing the site for this use, thereby reducing the entertainment land use VMT. As such, the VMT analysis for the entertainment land use is still valid, and there would still be a significant transportation VMT impact for the entertainment land use. Midway Rising will continue to implement the entertainment employee transit subsidy to mitigate the significant transportation VMT impact for the entertainment land use to the extent feasible.