LINSCOTT LAW & GREENSPAN engineers

LOCAL MOBILITY ANALYSIS

SCRIPPS MERCY HOSPITAL CAMPUS PROJECT

San Diego, California
June 2022
PTS# 658548

LLG Ref. 3-19-3072

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EXECUTIVE SUMMARY

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Local Mobility Analysis (LMA) for 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, and 488 Lewis Street among others. The Project site is situated north of Washington Street, east of Fourth Avenue, and east and west of Sixth Avenue.

Project Description

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, and a Planned Development Permit (PDP). 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 several new buildings on the Scripps Mercy Hospital Campus site. Given the intensity and density of uses proposed, the Project phasing includes a total of two (2) phases. The hospital campus will continue to be in operation to the extent feasible as development begins. Two project phases are anticipated - Opening Day (Phase I) in Year 2030 and Phase II (Project Buildout) in Year 2035.

Demolition would include the following:

- Facility Building (12,984 sq ft)
- Behavioral Health Clinic (50 beds) (64,341sq 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 lot located on the east side of Sixth Avenue. Access to and from this parking structure will be provided from a new 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 garage construction is permitted under a separate permit process and will be completed in advance of major construction

efforts of the Proposed Project with an estimated completion date of Year 2023. While this parking structure is envisioned in the existing CUP for the hospital campus, its construction was recently approved under SCR No. 531932 (PTS #645493).

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)

In conformance with Senate Bill 743 (SB 743), under a separate cover, a Transportation Impact Analysis was prepared that evaluates the Project's transportation impacts using a Vehicle Miles Traveled (VMT) metric under CEQA, per the City of San Diego's Transportation Study Manual (September 2020), pursuant to guidance from the Governor's Office of Planning and Research (OPR) in December 2018. Consistent with SB 743 and CEQA Guidelines 15064.3, the CEQA significance determination for the Project will be based only on VMT and not on LOS. This report is a Local Mobility Analysis (LMA) that focuses on automobile delay and LOS within the project's study area within the Uptown Community Planning Area and evaluates the effects of the Project on the local transportation system to determine if the Project triggers the need for improvements.

Trip Generation

The Project trip generation was estimated for Phase I (Year 2030) (Opening Day) and Phase II (Year 2035). In Phase I (Year 2030) (Opening Day), the Project is estimated to generate less traffic than the existing trips due to trip generation 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 overall Project in Phase II 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.

To determine the potential Year 2035 traffic effects from the project, traffic volumes for the Year 2035 without Project and Year 2035 with Project scenarios were developed and traffic operations were evaluated.

Project Improvements

The Project will provide the following intersection improvements in the study area as listed below.

- #4: Fourth Avenue / Fifth Avenue:
  - Install a traffic signal.
  - Restripe the southbound approach to provide two through lanes and a shared through left lane.
  - Restripe the westbound approach to provide an exclusive left-turn lane and an exclusive right-turn lane. This would require removal of five (5) metered on-street parking spaces on the north curb.
  - This improvement will be permitted and bonded prior to the issuance of the final building permit (a total of four (4) building permits are anticipated) for Hospital I (Phase I) and constructed and operational prior to first occupancy of Hospital I (Phase I), satisfactory to the City Engineer.
- #5: Fourth Avenue / Washington Street:
  - Restripe the southbound approach to provide dual left-turn lanes, one through lane and one exclusive right-turn lane and modify the traffic signal accordingly. To accommodate these improvements, on-street parking on the east side of Fourth Avenue between Washington Street and Fifth Avenue would need to be removed. Approximately 16 metered on-street parking spaces are anticipated to be removed with this improvement.
  - This improvement will be permitted and bonded prior to the issuance of the final building permit (a total of four (4) building permits are anticipated) for Hospital I (Phase I) and constructed and operational prior to first occupancy of Hospital I (Phase I), satisfactory to the City Engineer.
- #9: Richmond St. / Washington St. / SR 163 On-Ramp
  - Currently, the intersection operates at 115-seconds and 110-seconds cycle length during the AM and PM peak hours respectively. To alleviate the eastbound left-turn queuing, it is recommended that the cycle length be increased to 150 seconds during the AM and PM peak hours.
- #12: Sixth Avenue / University Avenue:
  - Restripe the southbound approach to provide an exclusive right-turn lane and modify the traffic signal accordingly.
  - This improvement will be permitted and bonded prior to the issuance of the final building permit for Hospital II (Phase II) and constructed and operational prior to first occupancy of Hospital II (Phase II), satisfactory to the City Engineer.

The Project will provide the following street segment improvements in the study area as listed below.

- Fourth Avenue – Fifth Avenue to Washington Street:
  - Restripe to include three southbound lanes and one northbound lane. Approximately 16 metered on-street parking spaces would be removed with this improvement. In conjunction with the intersection improvements at Fourth Avenue / Lewis Street, Fourth Avenue / Fifth Avenue and Fourth Avenue / Washington Street intersections, this segment improvement will be permitted and bonded prior to the issuance of the final building permit (a total of four (4) building permits are anticipated) for Hospital I (Phase I) and constructed prior to issuance of occupancy certificate for Hospital I (Phase I).

- Washington Street – project frontage along the Hospital Support Building (HSB)
  - As part of implementing the ultimate classification of Washington Street as a Major Arterial, the Project will provide half-width improvements to include a Class II bike lane and 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' 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.

Active Transportation Improvements

As a part of this report, in addition to the LOS 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 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 to maintain the existing mature trees.

- 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 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. 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 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 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*).

Parking Requirements
The number of parking spaces for automobile, bicycle, and motorcycle parking shall comply with the Land Development Code (LDC) regulations. Based on the City of San Diego's minimum parking rates, the Project is required to provide a minimum of 872 vehicular parking spaces for Phase I. Based on the City of San Diego's minimum parking rates, the Project is required to provide a minimum of 1,155 vehicular parking spaces at Project buildout.

It is estimated that the Project will provide approximately 2,729 parking spaces in Phase I and approximately 2,700 parking spaces at Project buildout and thereby exceed the City of San Diego's minimum parking requirements. The Project will meet or exceed the City's minimum parking requirements relating to overall parking, motorcycle, bicycle, and accessible parking. Therefore, no parking supply issues are identified.

Transportation Demand Management (TDM)
TDM measures were also evaluated, and several measures will be implemented to reduce reliance on automobile trips, which includes transit and vanpool subsidies, carpool program and preferential carpool parking spaces, flexible work hours, transit improvements, telecommuting and marketing information.

Complete Communities: Housing Solutions and Mobility Choices
In December 2020, the City of San Diego adopted the Complete Communities: Housing Solutions and Mobility Choices Program. The purpose of the Mobility Choices regulations is to reduce Citywide vehicle miles traveled (VMT) to address the environmental impacts of development related to noise, air pollution, and greenhouse gas emissions, and to promote public health and enjoyment, by investing in active transportation infrastructure and amenities that will result in the greatest reductions to Citywide VMT.

SDMC Section 143.1103(b) indicates the requirement for the application of VMT Reduction Measures for all development located within Mobility Zone 2 in accordance with the Land Development Manual Appendix T. For development in Mobility Zone 2, SDMC Section 143.1103(b)(1) identifies the requirement to provide VMT Reduction Measures totaling at least five (5) points. The Project will provide Pedestrian, Bicycle and Transit Supportive measures as required by the ordinance that exceed the five (5) points requirements.

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San Diego, California
June 2022

1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Local Mobility Analysis (LMA) for 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, and 488 Lewis Street among others. The Project site is situated north of Washington Street, east of Fourth Avenue, and 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 a new building 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.

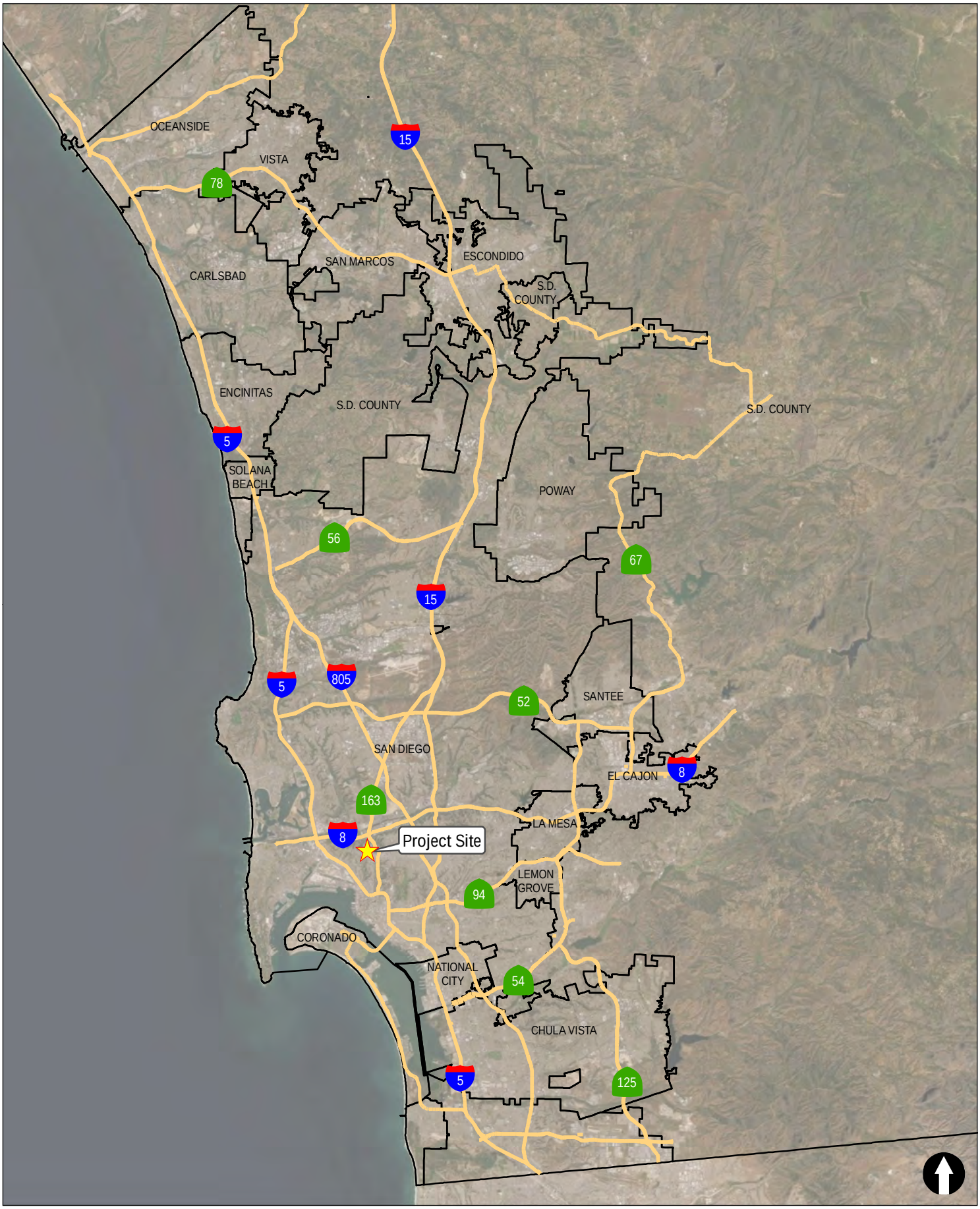

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Figure 1-1

Vicinity Map

Scripps Mercy Hospital Campus Project

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 roadways and driveways, and landscaping. Scripps Mercy Hospital operates under an existing Conditional Use Permit (CUP No. 304755 (Project #94392)) most recently updated in Year 2008 when the emergency department expansion was approved. The Project site is in the developed neighborhood of Hillcrest and the site abuts Washington Street, Fourth Avenue to the west, 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 depicts the existing site plan.

2.2 Proposed Project

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) (64,341sq 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).

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 location of existing surface parking located on the east side of Sixth Avenue. Access to and from this parking structure will be provided from a new 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 garage construction is permitted under a separate permit process (PTS #666510) and will be completed in advance of major construction efforts of the Proposed Project with an estimated completion date of Year 2023. While this parking structure is envisioned in the existing CUP for the hospital campus, its construction was recently approved under SCR No. 531932 (PTS #645493).

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, 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 sq ft. The project's estimated trip generation is provided in Tables *7–1* and *7–2*.

Table 2–1 provides a land use summary of the existing buildings to remain, buildings to be demolished and the new building 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.

2.3 Project Phasing

Given the intensity and density of uses proposed and to account for the Project construction over several years, for the purpose of the traffic analysis, the Project phasing assumed a total of two (2) phases. The hospital campus will continue to be in operation to the extent feasible as development begins. Two project phases are assumed for the purposes of the analysis – Opening Day (Phase I) in Year 2030 and Phase II (Project Buildout) in Year 2035. Phase I consists of the following trip-generating land use changes:

Demolition

- Behavioral Health Clinic (50 beds) (64,341sq ft)
- Hospital Building (467 beds) (507,580 sq ft)
- 550 Washington Medical Office (73,448 sq ft)

Construction

- Hospital I (351 beds) (631,000 sq ft)
- Medical Office Building (200,000 sq ft)

Phase II (Project Buildout) consists of the following additional trip-generating land use changes:

Construction

- Hospital II (166 beds) (380,000 sq ft)

TABLE 2–1
PROJECT LAND USE SUMMARY

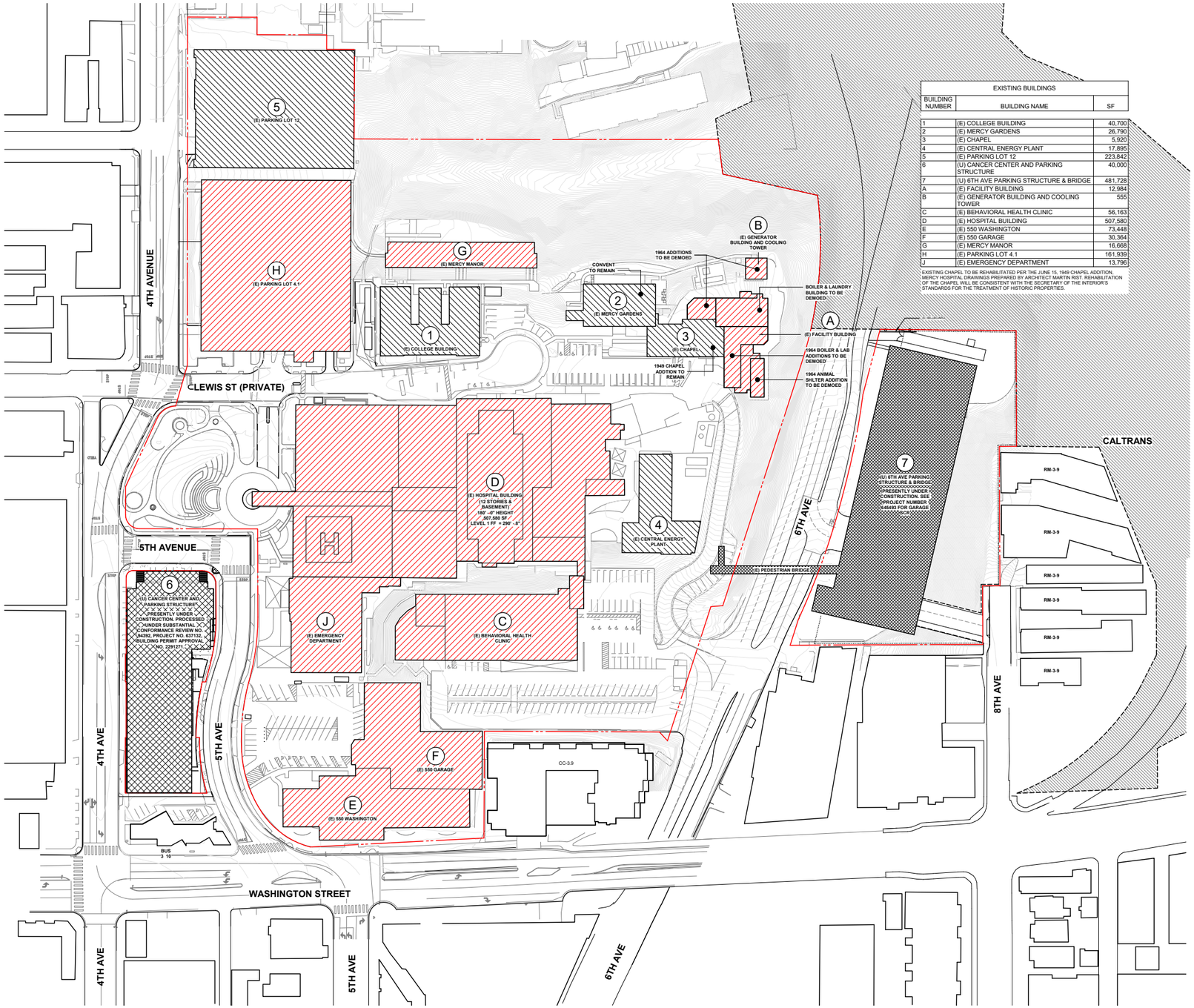
Existing Uses to be Remain		Existing Uses to be Demolished		Proposed Development	
Land Use	**Quantity**	**Land Use**	**Quantity**	**Land Use**	**Quantity**
• Cancer Center[a]	40,000 sf	• Facility Building*	12,984 sf	Hospital I[c] (Phase I)	351 beds (631,000 sf)
• College Building	40,700 sf	• Generator 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)	MOB (Phase I)	200,000 sf
• Central Energy Plant	17,895 sf	• 550 Washington Medical Office (Phase I)	73,448 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 building permit process (PTS #666510).
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.



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

Date: 08/25/20

Figure 2-1

Existing Site Plan

Scripps Mercy Hospital Campus Project

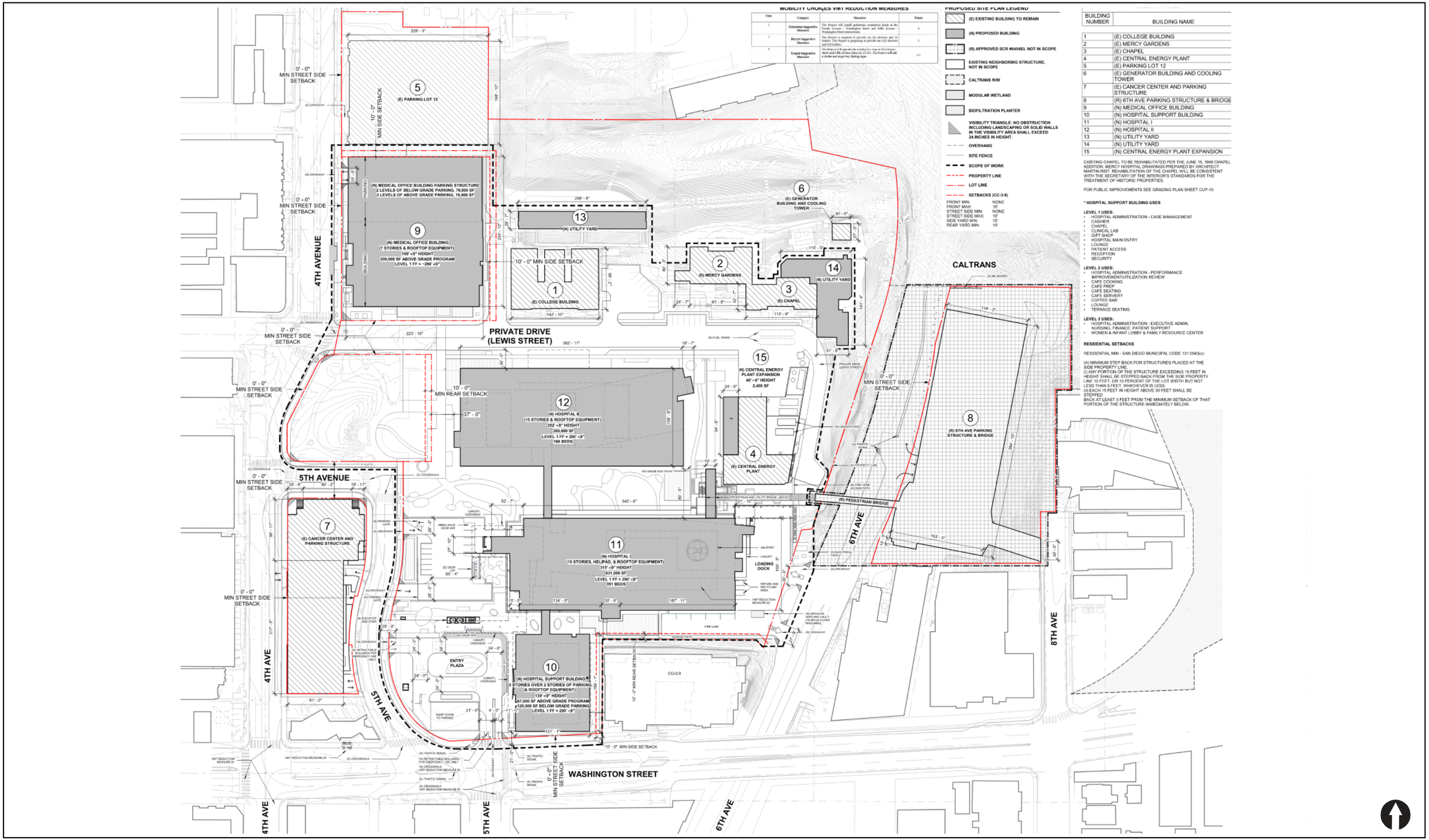


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Figure 2-2

Proposed Site Plan

Scripps Mercy

3.0 REPORT APPROACH

In conformance with Senate Bill 743 (SB 743), under a separate cover, a Transportation Impact Analysis was prepared that evaluates the Project's transportation impacts using a Vehicle Miles Traveled (VMT) metric under CEQA, per the City of San Diego's Transportation Study Manual (September 2020), pursuant to guidance from the Governor's Office of Planning and Research (OPR) in December 2018.

This report is a Local Mobility Analysis (LMA) that focuses on automobile delay and LOS within the project's study area within the Uptown Community Planning Area. The LOS analysis was conducted to identify the Project traffic's effect in the Project study area and recommends improvements to ensure that the Project is consistent with the Uptown Community Plan transportation improvements and that the project proposes any improvements for which it triggers the need. Consistent with SB 743 and CEQA Guidelines 15064.3, the CEQA significance determination for the Project will be based only on VMT and not on LOS.

3.1 Planning Documents and Supporting Information

The following key planning documents were referenced in preparation of this report:

San Diego Regional Plan (2021)

The 2021 Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. The plan is the result of years of planning, data analysis, and community engagement to reimagine the San Diego region with a transformative transportation system, a sustainable pattern of growth and development, and innovative demand and management strategies. The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021.

Uptown Community Plan (2019)

The Uptown Valley Community Plan was recently updated and approved by City Council in November 2019. The Uptown planning area includes approximately 2,700 acres in the center of the City of San Diego. The community is bounded on the west and south by Interstate 5 and on the north by Interstate 8 and on the east by Park Boulevard. The eastern boundaries are Park Boulevard north of Upas Street and Sixth Avenue south of Upas Street, adjacent to Balboa Park.

Uptown Impact Fee Study (FY 2017)

Potential improvements to the local mobility network are planned under the auspices of the City of San Diego's Uptown Public Facilities Financing Plan (PFFP). Under the PFFP, development projects within the Uptown planning area pay Development Impact Fees (DIF), which when combined with other funding sources are used to help pay for identified infrastructure improvements to accommodate planned development in the planning area which include Mobility, Parks and Recreation, Fire and Library. Annual reports by the City of San Diego are published detailing the funding and construction status of these improvement projects.

SANDAG San Diego Regional Bike Plan (2010)

The Regional Bike Plan identifies a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make cycling more practical and desirable to a broader range of the population. The document includes recommendations and goals that seek to increase bicycle ridership and the frequency of bicycle trips for all purposes. It also encourages the development of Complete Streets, to improve safety for bicyclists, and to increase public awareness and support for bicycling in the region.

City of San Diego Bicycle Master Plan (2013)

The City of San Diego Bicycle Master Plan provides a framework for making cycling a more practical and convenient transportation option for all users. The plan is comprised of a proposed bicycle network, projects, policies and programs aimed at improving bicycling through 2030 and beyond. The City has continued development of the plan to address urban core communities as well as other communities. The Bicycle Master Plan may be supplemented by the bicycle section of each Community Plan Update's Mobility Element.

City of San Diego Pedestrian Master Plan (2015)

The Pedestrian Master Plan provides guidance for the implementation of pedestrian projects. The document also includes a prioritization process used to identify high priority pedestrian routes within Community Planning areas and a methodology to determine potential pedestrian improvement projects along identified routes. The guidance aims to establish a level of consistency among the plans and analysis methodologies utilized.

3.2 Report Organization

The remainder of this report is divided into the following sections:

Section 4.0 – Study Objectives, Analysis Approach and Methodology: This section describes in detail the study objectives, analysis approach and methodology used to produce the analyses contained in the study (signalized and unsignalized intersections, street and freeway segments). A discussion of the concept of Level of Service (LOS) is also provided in this section.

Section 5.0 – Study Area, Existing Vehicular Mobility: A description of the study area, existing roadway geometrics and traffic counts are provided in this section.

Section 6.0 – Analysis of Existing Vehicular Conditions: The existing traffic volumes were used and analyzed for the purposes of providing baseline conditions within the Project's study area.

Section 7.0 – Trip Generation, Distribution, and Assignment: The trip generation, trip distribution and assignment associated with the proposed Project is shown and discussed in this section.

Section 8.0 – Cumulative Projects: This section provides a discussion of the other reasonably foreseeable projects in the Project study area that are expected to be constructed prior to this project's Opening Day in 2030.

Section 9.0 – Year 2035 – Project Phase II (Buildout) Vehicular Analysis: This section provides information on the Year 2035 roadway conditions and traffic volumes. The results of the Year 2035 traffic analyses both without and with the Project (Buildout) are presented in this section.

Section 10.0 – Year 2035 Improvement Analysis: This section provides the results of the LOS analysis of the Project with the proposed improvements in the Year 2035.

Section 11.0 – Parking: This section provides information on the automobile, bicycle, and motorcycle parking for the Project.

Multi-Modal Review

Section 12.0 – Pedestrian Mobility: This section describes existing pedestrian activity and conditions, pedestrian walkshed, Project pedestrian mobility and safety improvements in and around the Project study area.

Section 13.0 – Bicycle Mobility: This section describes existing bicycle activity and conditions, bikeshed, future bicycle mobility in the community, Project bicycle mobility and safety improvements in and around the Project study area.

Section 14.0 – Transit Mobility: This section describes existing transit mobility, and transit improvements proposed by the Project.

Section 15.0 – Systemic Safety Review: This section provides a Systemic Safety Review of the roadway network in the Project vicinity.

Other Sections

Section 16.0 – Site Access and Internal Circulation: This section describes Project's site access, internal circulation, truck circulation, and loading access.

Section 17.0 – Transportation Demand Management (TDM) Measures: This section provides a discussion of the Project's proposed TDM measures.

Section 18.0 – Complete Communities: Mobility Choices: This section provides a discussion of the Project's requirements per the City of San Diego's Complete Communities Mobility Choices Regulations.

4.0 STUDY OBJECTIVES, ANALYSIS APPROACH AND METHODOLOGY

This section discusses the LMA study objectives and the analysis approach and methodology used in the preparation of the study.

4.1 Study Objectives

This LMA evaluates the Scripps Mercy Hospital Campus Project's traffic effect on mobility, access, and circulation in the study area. The LMA has the following objectives per the City of San Diego Transportation Study Manual (TSM, September 2020):

- Ensures that the project proposed improvements that will be implemented are consistent with those identified in the Community Plan and support multi-modal circulation and access are constructed at the time when the project triggers the need for them.
- Identifies improvements needed to support and promote active transportation and transit modes.
- Ensures the project provides connections to the active transportation network and transit system.

4.2 Analysis Approach and Methodology

Level of service (LOS) is the term used to denote the different vehicular operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis considering factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

4.3 Intersections

Signalized intersections were analyzed under weekday 7:00-9:00 AM and 4:00-6:00 PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 18 of the *2016 Highway Capacity Manual (HCM 6th Edition),* with the assistance of the *Synchro* (version 10) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS. A more detailed explanation of the methodology is attached in ***Appendix A***. ***Table 4–1*** shows the signalized intersection delay categorized for each LOS.

Unsignalized intersections were analyzed under weekday 7:00-9:00 AM and 4:00-6:00 PM peak hour conditions. Average vehicle delay and LOS were determined based upon the procedures found in Chapters 19 and 20 of the *HCM 6,* with the assistance of the *Synchro* (version 10) computer software. A more detailed explanation of the methodology is attached in *Appendix A*. *Table 4–1* shows the unsignalized intersection delay categorized for each LOS.

TABLE 4–1
INTERSECTION LOS & DELAY RANGES

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	≥ 80.1	≥ 50.1

Source: Highway Capacity Manual

The HCM 6th edition analysis methodology requires strict adherence to standard dual ring National Electrical Manufacturers Association (NEMA) phasing. Conflicting phase overlaps, clustered intersections or other non-compliant phasing sequences cannot be analyzed using this method. Based upon the geometry and phasing per their respective signal timing sheets, the following signalized intersections did not adhere to standard NEMA phasing and therefore, HCM 2000 was used:

8. Eighth Avenue / Washington Street / SR 163 Off-Ramp (this intersection includes non-compliant NEMA phasing as there are five (5) intersection legs and eastbound left-turns are prohibited)
13. Sixth Avenue / Parking Structure Driveway (this intersection includes non-compliant NEMA phasing as southbound Sixth Avenue through traffic does not stop and left-turns from the Parking Structure driveway would be prohibited)

Based on the TSM, signal timing improvements/signal modifications should be considered if the following criteria is met for study intersections:

- Within ½ mile path of travel of a Major Transit Stop: if the project causes an intersection to degrade to LOS F, or if the project adds traffic to a signal already operating at LOS F.
- Outside of a ½ mile path of travel a Major Transit Stop: if the project causes an intersection to degrade to LOS E or F, or if the project adds traffic to a signal already operating at LOS E or F.

Vehicular queuing was also evaluated using SimTraffic 10 for study intersection turning movements where queue storage is only provided for within a turn pocket or a dedicated turn lane and where the Project adds more than 50 during at least one peak hour. The 95th percentile queues are reported.

4.4 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of San Diego's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. ***Table 4–2*** shows the City of San Diego's Roadway Classification.

TABLE 4–2
CITY OF SAN DIEGO ROADWAY SEGMENT DAILY CAPACITY AND LEVEL OF SERVICE STANDARDS

Roadway Functional Classification	Lanes	Level of Service				
		A	B	C	D	E
Major Arterial	4	15,000	21,000	30,000	35,000	40,000
Collector (w/ two-way left-turn lane)	4	10,000	14,000	20,000	25,000	30,000
Collector (w/ two-way left-turn lane)	2	5,000	7,000	10,000	13,000	15,000
Collector (w/out two-way left-turn lane)	4	5,000	7,000	10,000	13,000	15,000
Collector (w/out two-way left-turn lane)	2	2,500	3,500	5,000	6,500	8,000
Collector (one-way with one lane dedicated for bike facility)	3	7,500	9,500	12,500	15,500	17,500
Collector (one-way)	2	7,500	9,500	12,500	15,500	17,500

General Notes:

1. Roadway Capacity and Classification based on *Uptown, North Park, and Golden Hill CPA Traffic Impact Study (2016).*

4.5 Freeway Segments

Freeway segments were analyzed under AM and PM peak hour based on the standards outlined in the *Caltrans Guide for the Preparation of Traffic Impact Studies using Highway Capacity Manual* (HCM 6th Edition). The freeway analyses were conducted using the *Highway Capacity Software* (HCS version 7.3). The freeway analysis is based on assessing freeway operations based on traffic volumes, freeway lane configurations and other segment specific characteristics and reporting freeway volume to capacity ratio and density. ***Table 4–3*** presents the freeway segment criteria based on density.

TABLE 4–3
FREEWAY SEGMENT LOS CRITERIA

LOS	Density Range (pc/mi/ln)
A	0 – 11
B	> 11 – 18
C	> 18 – 26
D	> 26 – 35
E	> 35 – 45
F	> 45

General Notes:

1. Source: HCM 6th Edition

2. pc/mi/ln– Passenger car per mile per lane

4.6 Pedestrian Mobility

Per the City's TSM, the Project's pedestrian network connectivity was evaluated by reviewing the existing pedestrian network, which included documenting missing sidewalks, curb ramps, pedestrian barriers and pedestrian pathways within a ½-mile walking distance of the Project. In addition to documenting existing pedestrian activity, a walkshed analysis was performed to evaluate the pedestrian connectivity and activity levels in the vicinity of the Project site and to ensure the Project provides the appropriate pedestrian facilities. Finally, pedestrian improvements that will be constructed by the Project are summarized as shown in *Section 12.0*.

4.7 Bicycle Mobility

Per the City's TSM, the Project's bicycle network connectivity was evaluated by reviewing the existing bicycle network, documenting bicycle facility gaps, obstructions and bicycle facilities within a ½-mile bicycling distance from the Project. In addition to documenting existing bicycle activity, a bikeshed analysis was performed to evaluate the bicycle connectivity and activity levels in the vicinity of the Project site and to ensure the Project provides the appropriate bicycle facilities. Finally, bicycle improvements that will be constructed are summarized as shown in *Section 13.0*.

4.8 Transit Mobility

Per the City's TSM, the Transit Mobility review included the existing transit network, existing routes and headways of the MTS buses with stops in the Project study area. Existing transit stop amenities within a ½ mile distance of the Project were also reviewed. Finally, transit mobility improvements that will be constructed by the Project are summarized in *Section 14.0*.

5.0 EXISTING VEHICULAR MOBILITY

This section presents the intersections, roadways, and freeway segments, and describes existing roadway conditions within the Project area. ***Figure 5–1*** shows the existing conditions diagram.

5.1 Project Study Area

The study area was developed in coordination with City staff per the City of San Diego Transportation Study Manual (TSM) (September 2020). Based on the TSM guidelines, the study area for the Scripps Mercy Hospital Campus Project includes the following thirteen (13) intersections, ten (10) street segments, and three (3) freeway segments.

STUDY INTERSECTIONS

1. Fourth Avenue / Parking Lot 12 Driveway / Montecito Way
2. Fourth Avenue / MOB Parking Lot Driveway (*future*)
3. Fourth Avenue / Lewis Street
4. Fourth Avenue / Fifth Avenue
5. Fourth Avenue / Washington Street
6. Fifth Avenue (west) / Washington Street*
7. Fifth Avenue (east) / Washington Street*
8. Eighth Avenue / Washington Street / SR 163 Off-Ramp
9. SR 163 On-Ramp / Richmond Street / Washington Street
10. Fourth Avenue / University Avenue
11. Fifth Avenue / University Avenue
12. Sixth Avenue / University Avenue
13. Sixth Avenue / Parking Structure Driveway (*future*)

* The intersection of Washington Street and Fifth Avenue is offset. Fifth Avenue (east) refers to the terminus of the one-way northbound segment at Washington Street.

STUDY ROADWAY SEGMENTS

Washington Street

1. Fourth Avenue to Fifth Avenue
2. Fifth Avenue to Eighth Avenue
3. Eighth Avenue to Richmond Street

University Avenue

4. Fourth Avenue to Fifth Avenue
5. Fifth Avenue to Sixth Avenue

Fourth Avenue

6. Montecito Way to Lewis Street
7. Lewis Street to Fifth Avenue
8. Fifth Avenue to Washington Street
9. Washington Street to University Avenue

Fifth Avenue

10. Washington Street to University Avenue

STUDY FREEWAY MAINLINE SEGMENTS

State Route 163

1. I-8 to University Avenue
2. University Avenue to Washington Street
3. South of Robinson Avenue

5.2 Existing Roadway Network

The following is a description of the existing roadway network in the study area.

State Route 163 is a north-south State Route Freeway and generally consists of four travel lanes (north of University Avenue) and two travel lanes (south of University Avenue) in each direction. It has a posted speed limit of 55 miles per hour. SR 163 is contained within the San Diego metropolitan area between Downtown San Diego and State Route 805. SR 163 can be directly accessed from the Uptown community to and from Sixth Avenue and provides connections with I-8 and I-5 within the vicinity of the study area. The closest off-ramp for southbound SR-163 exits into the intersection of Washington Street / Eighth Avenue.

Washington Street functions as an east-west 4-lane Major between I-5 and Richmond Street. Washington Street is currently grade separated as an overcrossing over Sixth Avenue. It is currently functioning as a 4-lane Major Arterial with a raised median. Its ultimate classification is a 4-Lane Major with Class II buffered bicycle lanes per the Uptown Community Plan. Parallel parking is permitted intermittently within the study area. The posted speed limit is 35 mph. No bike lanes are currently provided. The Uptown Community Plan proposes an enhanced Class III (bike route) facility between Fourth Avenue and Fifth Avenue and a Class II (bike lane) facility between Fifth Avenue and Richmond Street along the Project frontage.

University Avenue functions as an east-west 2-lane Collector between Fourth Avenue and Fifth Avenue, as a 4-lane Collector between Fifth Avenue and Sixth Avenue, and a 4-lane Collector east of Sixth Avenue. It is currently functioning at its adopted plan ultimate classification. University Avenue includes sidewalks and curbs on both sides of the street Parallel parking is permitted between Fifth Avenue and Sixth Avenue. The posted speed limit is 25 mph. A Class III bike route marked with "sharrows" is currently provided between Fourth Avenue and Fifth Avenue and a Class II bike lane is currently provided on both sides between Fifth Avenue and Sixth Avenue. The Uptown Community Plan proposes a Class II (bike lane) facility between Fourth Avenue and Ninth Avenue.

Fourth Avenue functions as a north-south one-way southbound 2-lane Collector between University Avenue and Washington Street, and a two-way, 2-lane Collector north of Washington Street. It is currently built to its ultimate classification. Fourth Avenue includes sidewalks and curbs with parallel parking permitted on both sides of the street. The posted speed limit ranges from 25 mph to 30 mph. The Uptown Community Plan proposes a Class IV (cycle track) facility on the west side of Fourth Avenue between University Avenue and Washington Street and this facility is currently in the construction phase as part of the SANDAG Fourth and Fifth Avenue Bikeways project, with an anticipated completion date of 2022.

Fifth Avenue functions as a one-way northbound 3-lane Collector between University Avenue and Washington Street. It is currently built to its ultimate classification. Fifth Avenue includes sidewalks and curbs with parallel parking permitted on both sides of the street. The posted speed limit ranges from 25 mph to 30 mph. A buffered Class II bike lane is currently provided on the west side of Fifth Avenue. The Uptown Community Plan proposes a Class IV (cycle track) facility on the west side of Fifth Avenue between Washington Street and University Avenue. As part of the SANDAG Fourth and Fifth Avenue Bikeways project, the Class IV cycle track between Washington Street and University Avenue was completed.

5.3 Existing Traffic Volumes

This section presents a summary of the existing traffic volumes obtained for the various facilities in the Project area.

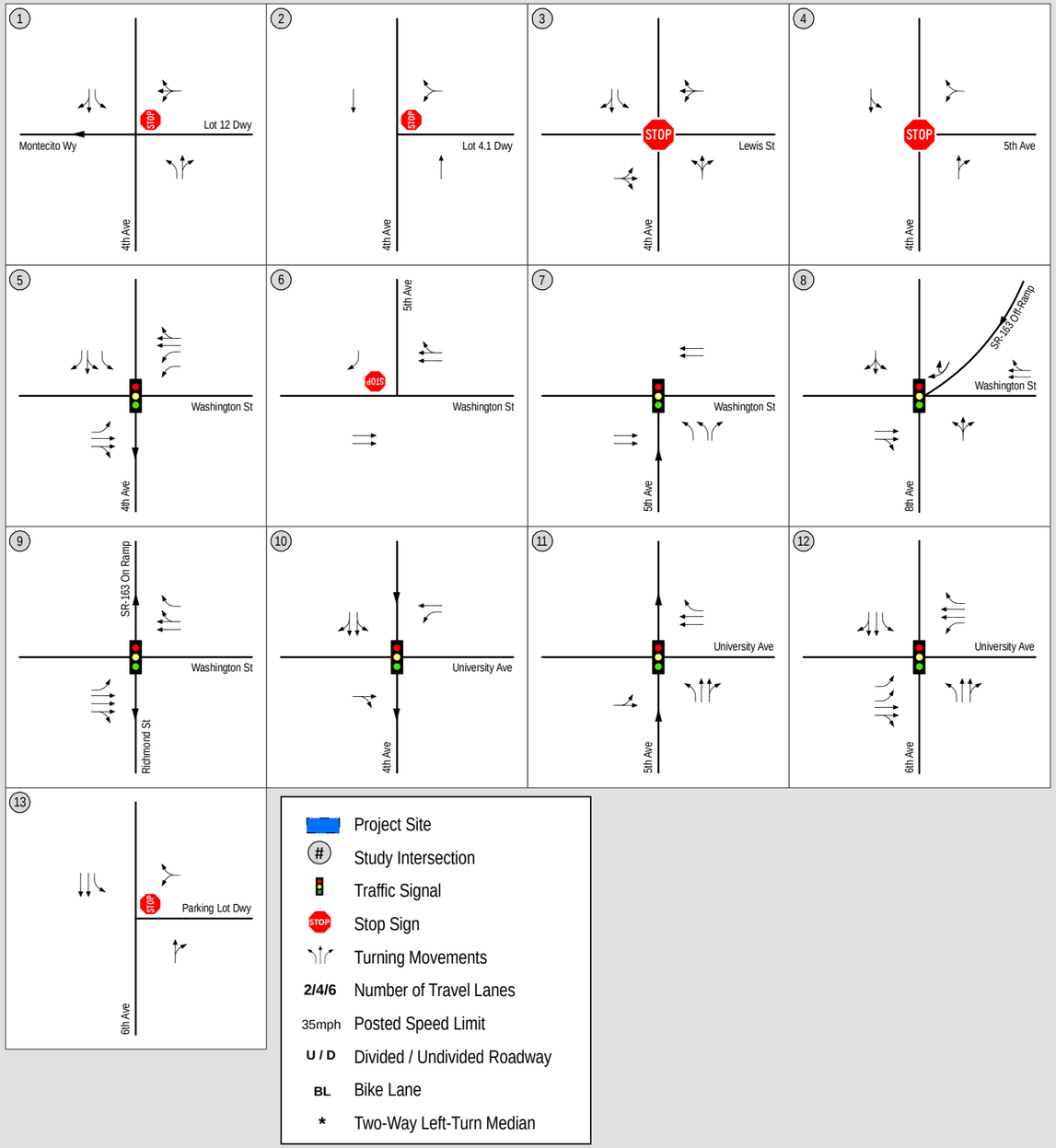
5.3.1 *Intersections and Street Segments*

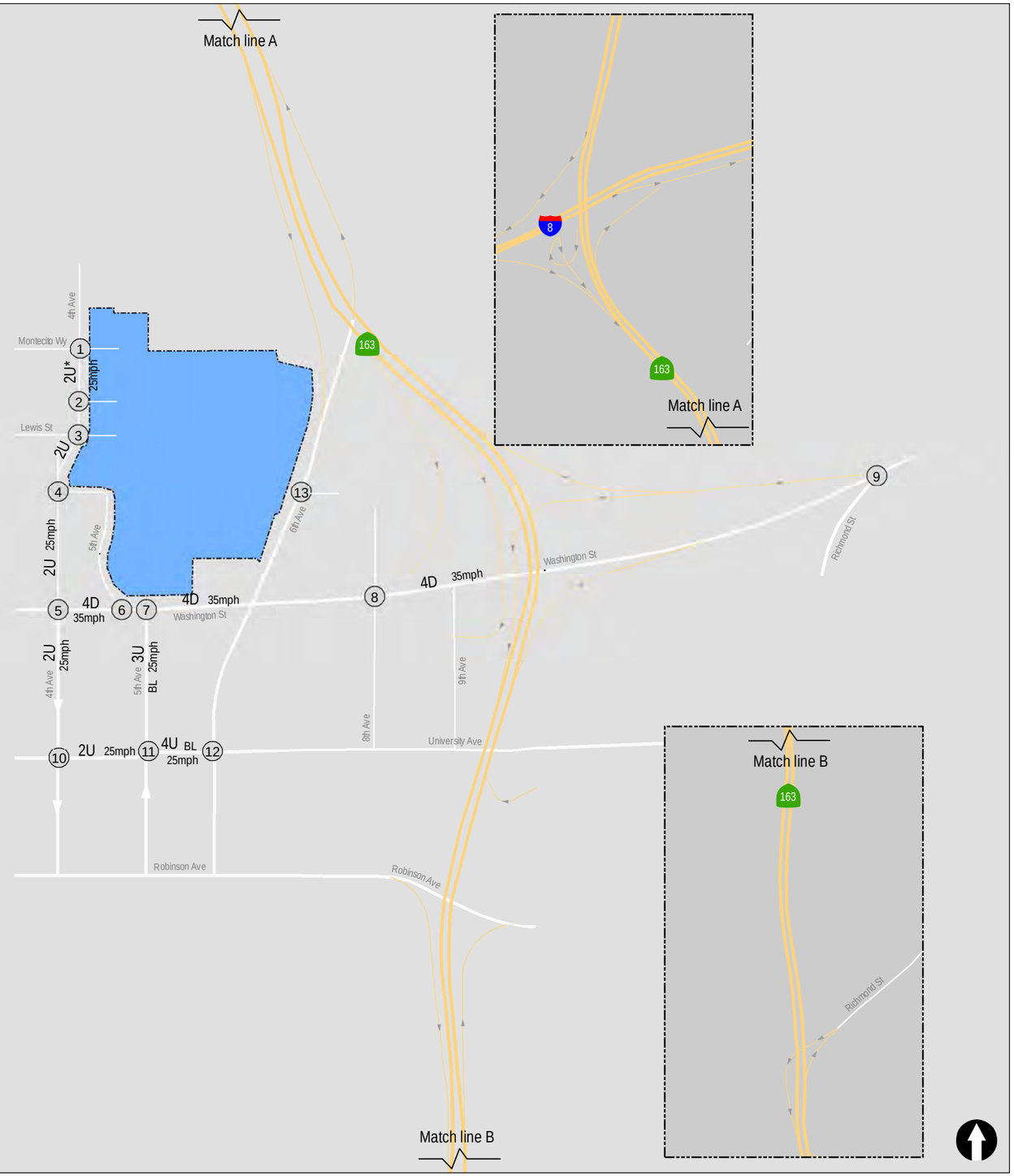
Existing weekday daily street segment counts and AM and PM peak hour (7:00-9:00 AM and 4:00-6:00 PM) intersection counts (including bicycle and pedestrian counts) were conducted on Wednesday, March 27, 2019; Thursday, April 18, 2019; Thursday, May 2, 2019; Tuesday, June 4, 2019; Wednesday June 5, 2019; Thursday, June 6, 2019; and Tuesday, September 10, 2019. ***Appendix B*** contains the traffic count sheets. Schools were in session during the time of the counts.

5.3.2 *Existing Freeway Volumes*

Existing freeway traffic volumes were obtained from the latest available publication at the time of preparation of the report, which is the *Caltrans 2018 Volumes on California State Highways*.

Figure 5–2 shows the existing traffic volumes.





LINSCOTT LAW & GREENSPAN engineers

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Time: 11:26 AM

Figure 5-1
Existing Condition Diagram

Scripps Mercy Hospital Campus Project

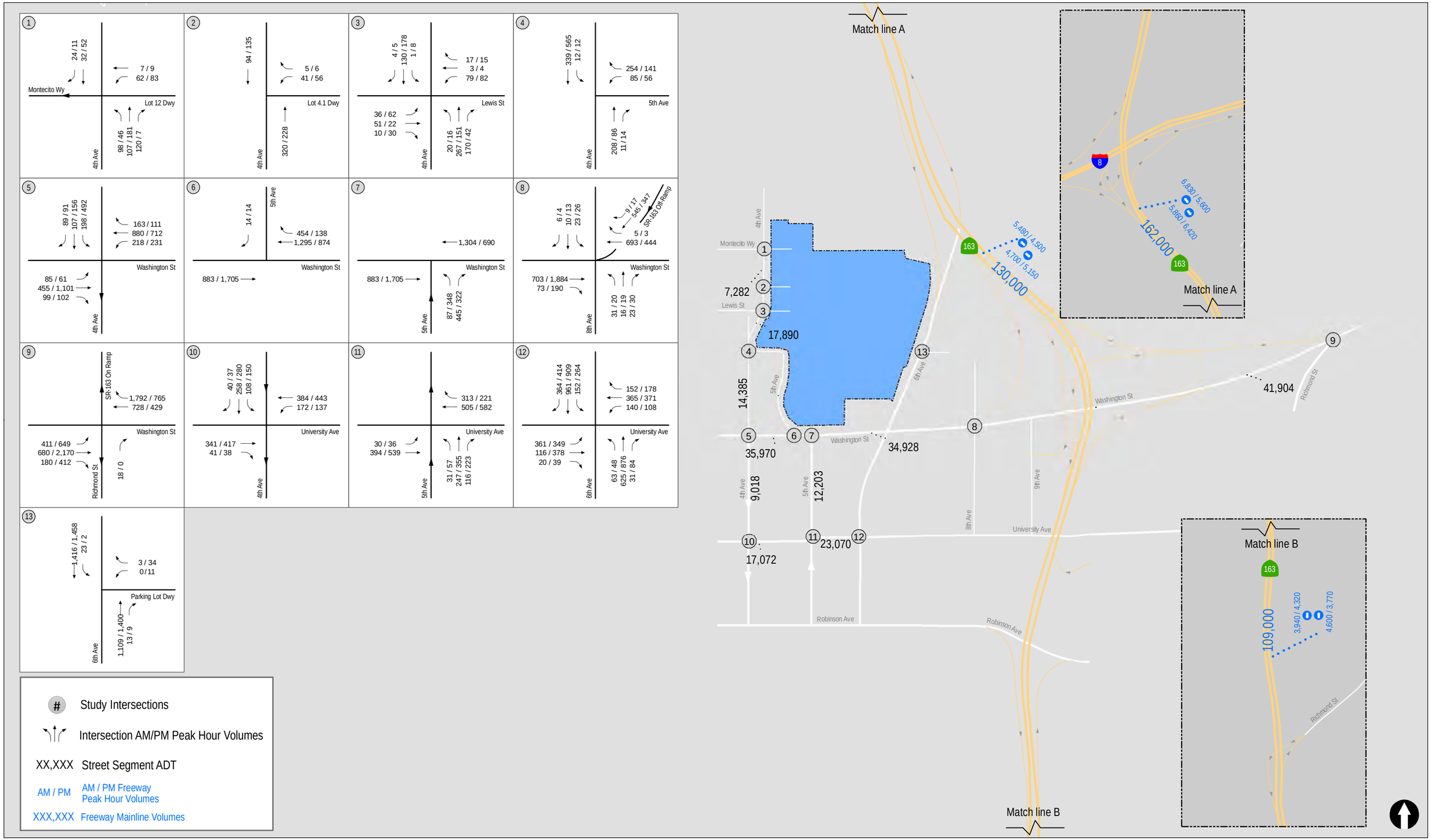

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Figure 5-2

Existing Traffic Volumes

Scripps Mercy Hospital Campus Project

6.0 EXISTING ANALYSIS

The analysis of existing conditions includes the assessment of the study area intersections, street segments, and freeway mainline segments using the methodologies described in Section 4.0.

6.1 Peak Hour Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Existing conditions. ***Table 6–1*** reports the intersection operations during the peak hour conditions. The following intersections are calculated to currently operate at LOS E or F:

- #8: Eighth Avenue / Washington Street / SR 163 SB Off-Ramp (LOS E during the PM peak hour)
- #12: Sixth Avenue / University Avenue (LOS E during the PM peak hour)
- #13: Sixth Avenue / Parking Lot Driveway (LOS F during the PM peak hour)

Table 6–2 reports the peak hour queues for the study intersection turning movements that meet the criteria discussed in Section 4.3 under Existing conditions. The queues at the following intersections are calculated to currently exceed the storage capacity:

- #5: Fourth Avenue / Washington Street (SBR – AM/PM peak)
- #8: Eighth Avenue / Washington Street / SR 163 SB Off-Ramp (Off-Ramp – AM/PM peak)
- #9: Richmond Street / Washington Street / SR 163 On-Ramp (EBL – AM/PM peak)

Appendix C contains the intersection analysis worksheets for the Existing scenario.

TABLE 6–1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay[a]	LOS[b]
1. Fourth Ave. / Parking Lot 12 Dwy. / Montecito Rd.	OWSC[c]	AM PM	13.7 12.5	B B
2. Fourth Ave. / Parking Lot 4.1 Dwy.	OWSC[c]	AM PM	11.5 11.1	B B
3. Fourth Ave. / Lewis St.	AWSC[d]	AM PM	13.6 9.8	B A
4. Fourth Ave. / Fifth Ave.	AWSC[d]	AM PM	16.5 17.5	C C
5. Fourth Ave. / Washington St.	Signal	AM PM	29.7 33.4	C C
6. Fifth Ave. (west) / Washington St.	OWSC[c]	AM PM	14.6 11.8	B B
7. Fifth Ave. (east) / Washington St.	Signal	AM PM	19.0 17.5	B B
8. Eighth Ave. / Washington St. / SR 163 Off-Ramp	Signal	AM PM	40.6 53.8	D D
9. Richmond St. / Washington St. / SR 163 On-Ramp	Signal	AM PM	18.9 13.4	B B
10. Fourth Ave. / University Ave.	Signal	AM PM	20.9 21.7	C C
11. Fifth Ave. / University Ave.	Signal	AM PM	14.0 22.0	B C
12. Sixth Ave. / University Ave.	Signal	AM PM	52.0 56.8	D E
13. Sixth Ave. / Parking Lot Dwy.	OWSC[c]	AM PM	22.3 78.6	C F

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. One-Way Stop Control. Worst case movement delay is reported.
d. All-Way Stop Control

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOL	
Delay	LOS	Delay	LO
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 6–2
EXISTING INTERSECTION QUEUE SUMMARY

Intersection	Movement	Peak Hour	Existing	
			Storage	Queue Length
5. Fourth Ave. / Washington St.	EBL	AM	165’	130’
		PM		162’
	SBL	AM	280’	113’
		PM		277’
	SBR	AM	70’	113’
		PM		124’
7. Fifth Ave. (east) / Washington St.	NBL	AM	410’	71’
		PM		180’
8. Eighth Ave. / Washington St. / SR 163 Off-Ramp	Off-Ramp	AM	1,050’	1,100’
		PM		1,284’
9. Richmond St. / Washington St. / SR 163 On-Ramp	EBL	AM	350’	553’
		PM		469’

General Notes:
1. 95th percentile queues reported.

6.2 Daily Street Segment Operations

Existing street segment analyses were conducted for roadways in the study area. ***Table 6–3*** reports the existing daily street segment operations. The following segments are calculated to currently operate at LOS E or F:

- Washington Street: Fourth Avenue to Fifth Avenue (LOS E)
- Washington Street: Eighth Avenue to Richmond Street (LOS F)
- University Avenue: Fourth Avenue to Fifth Avenue (LOS F)
- Fourth Avenue: Lewis Street to Fifth Avenue (LOS F)
- Fourth Avenue: Fifth Avenue to Washington Street (LOS F)

TABLE 6–3
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Classification	Capacity (LOS E) [a]	ADT [b]	LOS [c]	V/C [d]
Washington Street					
Fourth Avenue to Fifth Avenue	4-Lane Major Arterial	40,000	35,970	E	0.899
Fifth Avenue to Eighth Avenue	4-Lane Major Arterial	40,000	34,928	D	0.873
Eighth Avenue to Richmond Street	4-Lane Major Arterial	40,000	41,904	F	1.048
University Avenue					
Fourth Avenue to Fifth Avenue	2-Lane Collector (continuous left-turn lane)	15,000	17,072	F	1.138
Fifth Avenue to Sixth Avenue	4-Lane Collector	30,000	23,070	D	0.769
Fourth Avenue					
Montecito Way to Lewis Street	2-Lane Collector (continuous left-turn lane)	15,000	7,282	C	0.485
Lewis Street to Fifth Avenue	2-Lane Collector	8,000	17,890	F	2.236
Fifth Avenue to Washington Street	2-Lane Collector	8,000	14,385	F	1.798
Washington Street to University Avenue	2-Lane Collector (one-way)	17,500	9,018	B	0.515
Fifth Avenue					
Washington Street to University Avenue	3-Lane Collector (one-way with one lane dedicated for multi-modal)	17,500	12,203	C	0.697

Footnotes:

a. Roadway Capacity at LOS E based on City of San Diego's Roadway Classification Table (See Table 4-2).

b. Average Daily Traffic Volumes.

c. Level of Service.

d. Volume to Capacity

6.3 Freeway Segment Operations

Existing freeway segment analyses were conducted in the study area. ***Appendix D*** contains the detailed calculations sheets. ***Table 6–4*** reports the existing peak hour freeway segment operations. The following segments are calculated to currently operate at LOS E or F:

- SR 163: University Avenue to Washington Street, SB (LOS E – PM peak)
- SR 163: Robinson Avenue to Richmond Street, NB (LOS F/E – AM/PM peak) and EB (LOS E/E – AM/PM peak)

TABLE 6–4
EXISTING FREEWAY SEGMENT OPERATIONS

Freeway and Segment	ADT[a]	Direction & Number of Lanes		AM Peak Hour			PM Peak Hour		
				V/C[b]	Density	LOS[c]	V/C[b]	Density	LOS[c]
SR-163									
I-8 to University Avenue	162,000	NB	3M+1A	0.877	33.80	D	0.719	25.20	C
		SB	3M+2A	0.643	20.70	C	0.704	23.10	C
University Avenue to Washington Street	130,000	NB	3M	0.844	33.60	D	0.694	26.60	D
		SB	2M+1A	0.831	30.10	D	0.910	35.80	E
Robinson Avenue to Richmond Street	109,000	NB	2M	1.063	>45.00	F	0.871	35.10	E
		SB	2M	0.907	37.30	E	0.994	44.40	E

Footnotes:
a. Existing Average Daily Trip Volume from Caltrans "2018 Traffic Volumes."
b. Volume to Capacity.
c. Level of Service.

General Notes:
1. See *Appendix D* for calculation sheets.

LOS	Density Range (pc/mi/ln)
A	0 – 11
B	> 11 – 18
C	> 18 – 26
D	> 26 – 35
E	> 35 – 45
F	> 45

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

The Project proposes the demolition of several existing buildings and construction of other buildings on the Scripps Mercy Hospital Campus site in two phases: Phase I (Year 2030) and Phase II (2035). The primary Project objective is to update the hospital campus to meet California's Office of Statewide Planning and Development's (OSHPD) mandated seismic safety standards. Construction for the proposed Project would include Hospital I (351 beds), Hospital II (166 beds), Hospital Support Building (three stories with three levels of subterranean parking, 67,000 square feet), Medical Office Building (200,000 square feet), Central Energy Plant Expansion and two Utility Yards. The section below provides a detailed description of the Project's trip generation.

7.1 Trip Generation

7.1.1 *Project Phasing*

The trip generation rates for the Project were based on the *City of San Diego Trip Generation Manual, May 2003. Table 2–1* is a breakdown of the various Project uses and densities per phase.

7.1.2 *Phase I (Year 2030) (Opening Year) Trip Generation*

The following land use changes are proposed in Phase I (Year 2030). The square footages listed below are current at the time of this writing. As plans are being refined, any changes to the square footages and the associated trip generation calculations will be updated accordingly in this Local Mobility Analysis:

Construction

- **Medical Office Building (MOB):** The Project proposes to develop a 200,000 square-foot building for medical office use. The City of San Diego driveway trip rate of 50 per 1,000 square feet and cumulative trip rate of 16 per 1,000 square feet for "medical office" over 100,000 sq ft were used.

- **Hospital I:** The Project proposes to develop a 351-bed hospital building for inpatient service. The City of San Diego trip rate of 20 trips per bed was used.

- **Hospital Support Building (HSB)**: The Project proposes to develop a 67,000 square-foot hospital support building which will be connected to Hospital I. The HSB will include a hospital lobby, a chapel, gift shop, mail services, clinical lab/pathology, security services, and administrative programs. Since these uses are provided to support the inpatient services offered by the main hospital, the HSB is considered an ancillary use and is not expected to generate independent trips as a standalone facility. Trips associated with the HSB are already accounted for in the hospital trip generation calculations.

- **Utility Yards**: The Project proposes 18,500 square feet of utility yard space. This is a utility use and is not considered in the trip generation calculations because utility spaces are ancillary facilities that do not generate independent trips while supporting the operation of the main Hospital and other trip generating uses.

- **Central Energy Plant Expansion**: The Project proposes to expand the existing Central Energy Plant by an additional 2,400 square feet. This is a utility use and is not considered in the trip generation calculations because utility spaces are ancillary facilities that do not generate independent trips while supporting the operation of the main Hospital and other trip generating uses.

Demolition

- **Parking Structure Lot 4.1:** The Project proposes to demolish the 161,939 square-foot parking structure (749 spaces) and construct the MOB at this location. Since this is an ancillary use to the hospital, no additional existing trip credit was applied for this use.

- **550 Washington Street Medical Office (550 MOB):** The Project proposes to demolish the 73,448 square-foot medical office building and 30,364 square-foot parking structure (156 spaces) located at 550 Washington Street. An existing trip credit was applied using the City of San Diego trip rate for "medical office" less than 100,000 sq ft.

- **Behavioral Health Clinic (BHU):** Once Hospital I is constructed, the Project proposes to demolish the 50-bed inpatient behavioral health clinic. An existing trip credit was applied using the City of San Diego trip rate of 20 trips per bed.

- **Existing Hospital:** Once Hospital I is constructed, the Project proposes to demolish the 467-bed existing hospital building. An existing trip credit was applied using the City of San Diego trip rate of 20 trips per bed. To reflect the Hospital I construction of 351 beds and Phase I demolition of 517 beds (50 beds in the BHU and 467 beds in the existing hospital), the net reduction of 166 beds (517 beds minus 351 beds) was used as trip credit for the purposes of trip generation calculations.

- **Emergency Department:** The Project proposes to demolish the 13,796 square-foot Emergency Department building. Since this is an ancillary use to the hospital, no additional existing trip credit was applied.

- **Facility Building:** The Project proposes to demolish the 12,984 square-foot facility building. Since this is an ancillary use to the hospital, no additional existing trip credit was applied for this use.

- **Generator Building:** The Project proposes to demolish the 555 square-foot generator building. Since this is a utility use, no existing trip credit was applied.

- **Mercy Manor:** The Project proposes to demolish the 16,668 square-foot Mercy Manor building. Since this is an ancillary use to the hospital, no additional existing trip credit was applied for this use.

As stated in the City's TSM, "most trip generation data (including data contained in the City of San Diego Trip Generation Manual) are based on suburban locations with little access to public transit." Trip rate reductions may be applied to projects that are in close proximity to transit stops to account for transit use. The Project is within a ½ mile path of travel from transit stops providing service for six (6) bus routes (MTS Routes 1, 3, 10, 11, 83, and 120). According to the City of San Diego map[1] displaying the Transit Priority Areas (TPA), the Project falls within a 2035 TPA.

Accordingly, per the City's TSM, a transit trip credit was applied (4% daily, 15% AM peak, 15% PM peak) to the Project's employee trip generation. The number of employees associated with the medical office buildings was estimated using the published SANDAG employee density rate of 1 employee per 200 square feet for medical office space. The number of employees associated with the hospital was estimated using the published SANDAG employee density rate of 1 employee per 450 square feet for general hospital space (***Attachment E*** includes a table of SANDAG employee density rates).

A trip rate reduction may be applied to account for the availability of a mixture of land uses. The Project is located within an urban setting in the immediate vicinity of various land uses including a bank, a drug store[2], a grocery store, a gym, and other food and beverage establishments. Therefore, per the City of San Diego's *Traffic Impact Study Manual (July 1998),* a mixed-used trip credit was applied (3% daily, 5% AM peak, 4% PM peak).

Table 7–1 summarizes the Project trip generation for Phase I (Year 2030) (Opening Day). As shown in *Table 7–1*, the Project is estimated to generate less traffic than the existing baseline (Year 2019) 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.

7.1.3 *Phase II (Year 2035) (Project Buildout) Trip Generation*

In addition to the land uses changes proposed in Phase I, the following land use changes are proposed in Phase II (Year 2035). The square footages listed below are current at the time of this writing. As plans are being refined, any changes to the square footages and the associated trip generation calculations will be updated accordingly in this LMA:

Construction

- **Hospital II:** The Project proposes to develop a 166-bed hospital building for inpatient service. The City of San Diego trip rate of 20 trips per bed was used. With Hospital I construction of 351 beds and Hospital II construction of 166 beds, the total bed count is

[1] https://sandiego.maps.arcgis.com/apps/webappviewer/index.html?id=fee2c61136d7469b9d633301899df706

[2] While the Project proposes a pharmacy on the lower level of the Hospital, the pharmacy services are restricted for use to only doctors and staff for in-patient service only. The public is restricted from accessing this level and the pharmacy will not serve the general public.

calculated as 517 beds, which is equal to the bed count of the existing Scripps Mercy campus. Accordingly, as a part of the Phase II trip generation calculations, existing trips credits associated with the hospital were not taken.

The transit and mixed-use trip credits applied in Phase I (as discussed in Section 7.1.2) were also applied to the trip generation calculations for Phase II. ***Table 7–2*** summarizes the Project trip generation for Phase II (Year 2035) (Project Buildout). As shown in *Table 7–2*, 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.

As shown in *Table 7–2*, the overall Project in Phase II 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.

7.2 Trip Distribution/Assignment

The Project trip distribution was developed with coordination from City staff based on a SANDAG Series 13 (Year 2020) Select Zone Assignment conducted for the Project site. The existing roadway network and travel patterns, and a detailed review of the proposed land uses was also considered. For the purposes of the analysis, the total driveway trips were assigned at the Fourth Avenue / Parking Lot 12 Driveway and Fourth Avenue / MOB Driveway intersections and at the following locations.

- Fourth Avenue / Lewis Street
- Fourth Avenue / Fifth Avenue
- Fourth Avenue / Washington Street
- Fourth Avenue between Montecito Road and Lewis Street
- Fourth Avenue between Lewis Street and Fifth Avenue
- Fourth Avenue between Fifth Avenue and Washington Street

Cumulative trips were assigned at the remaining study area intersections and segments. Additionally, the Project proposes the demolition of the existing Parking Lot 4.1, which currently serves employees (doctors and staff) and visitors/patients. The Sixth Avenue parking structure is proposed to accommodate the employees, and the parking structure under the HSB will accommodate the visitor/patient parking for the Hospital. Therefore, re-routing of the existing hospital visitor/patient trips from Parking Lot 4.1 to the HSB parking structure was accounted for at the HSB driveway *Appendix E* contains the HSB re-routing assignment. ***Figure 7–1*** shows the Project trip distribution percentages. ***Figure 7–2*** shows the Project buildout traffic volumes.

TABLE 7–1
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:

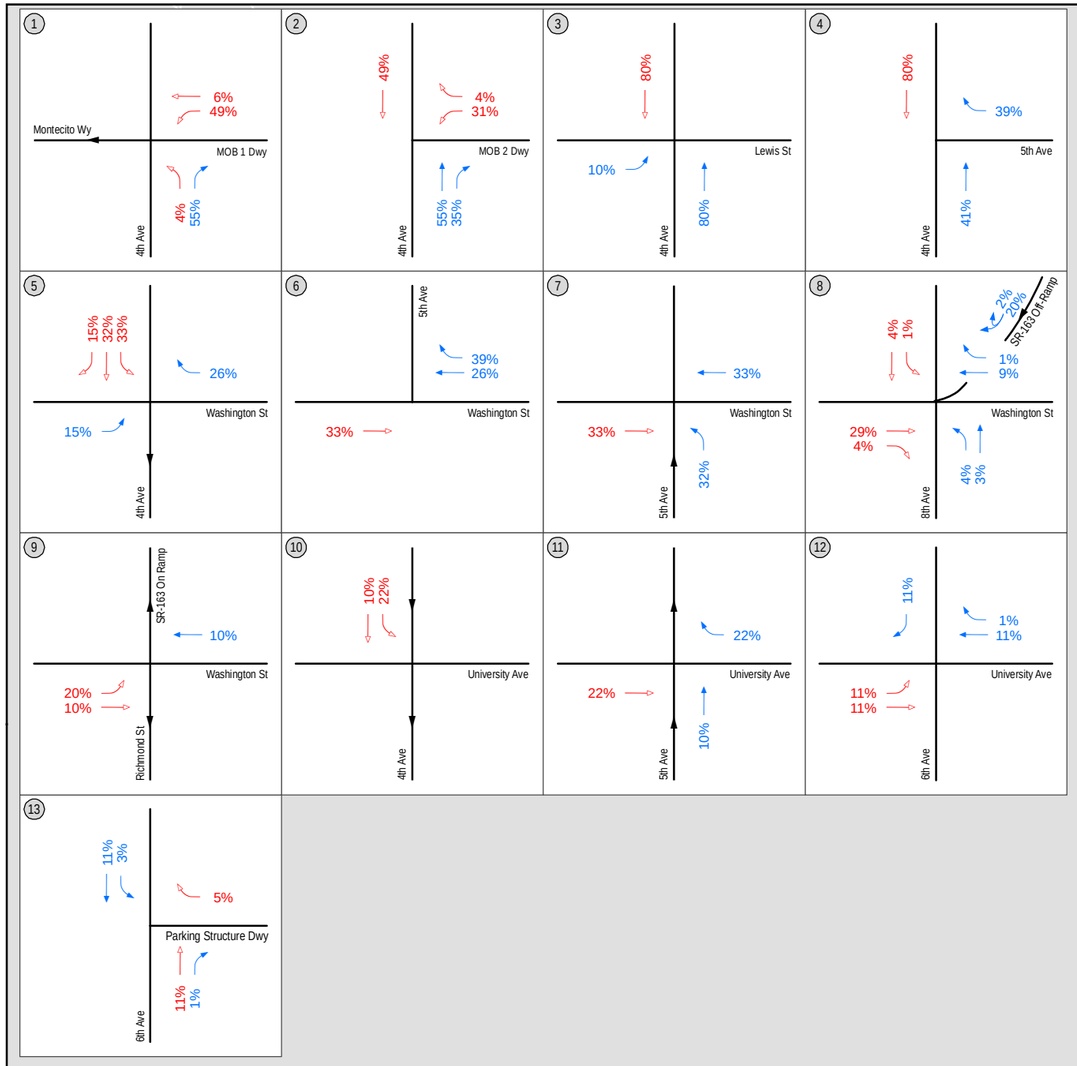
a. Trip rates from *Trip Generation Manual*, City of San Diego, May 2003.
b. KSF = 1,000 Square Feet.
c. Daily cumulative trip rate is 16 per KSF for MOB of 100 KSF or more.
d. Daily cumulative trip rate is 20 per KSF for MOB less than 100 KSF.
e. The transit credit was used from the City of San Diego Transportation Study Manual and applied to employee trips only. The total employment for the medical office buildings were 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)

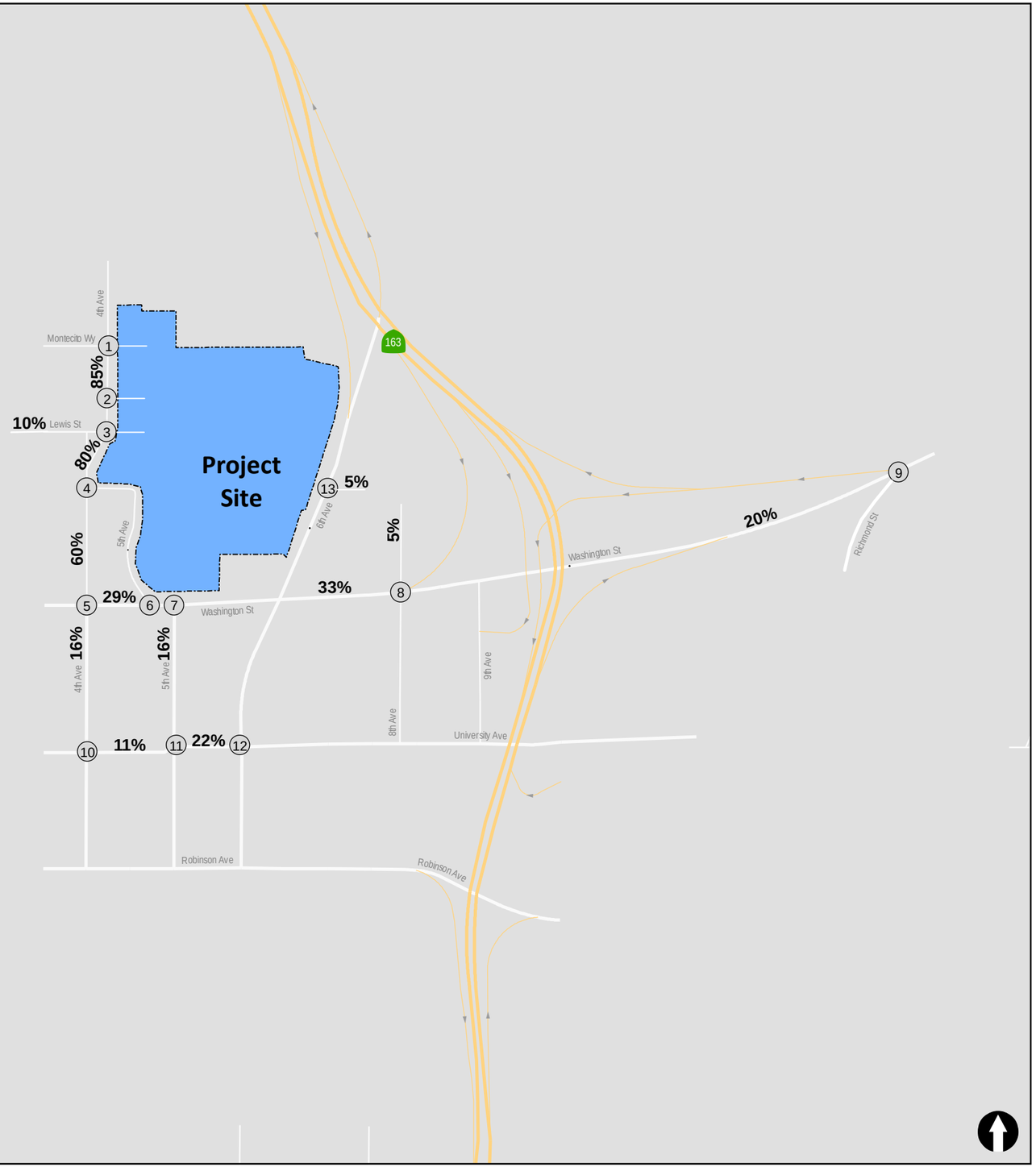
TABLE 7–2
TRIP GENERATION SUMMARY – PROJECT BUILDOUT (YEAR 2035)

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 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
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 buildings were 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)





#	Study Intersection
	Inbound Trip Distribution
	Outbound Trip Distribution
XX %	Regional Trip Distribution

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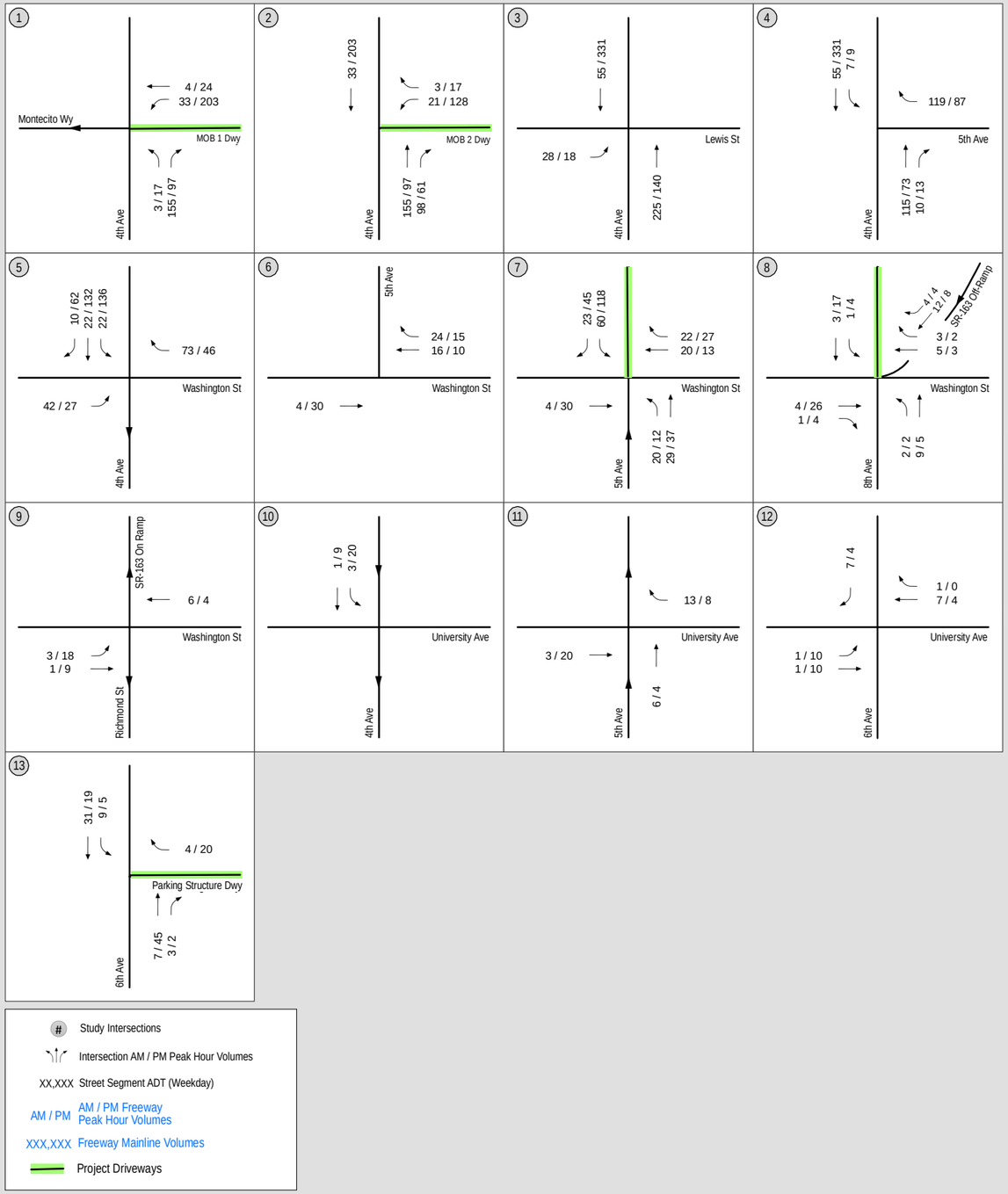
Figure 7-1

Project Traffic Distribution

Scripps Mercy Hospital Campus Project



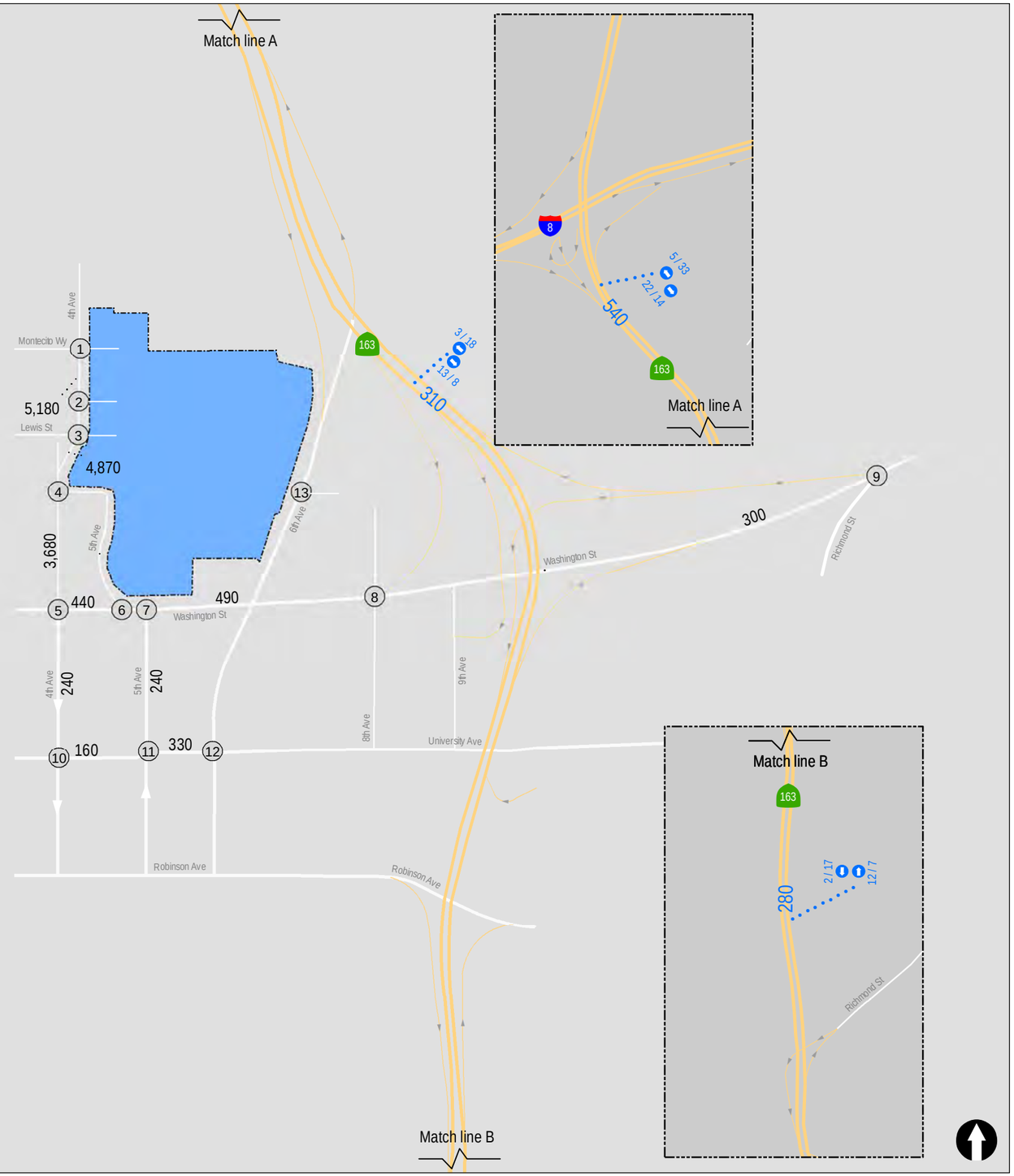


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Figure 7-2

Project Traffic Volumes

Scripps Mercy Hospital Campus Project

8.0 CUMULATIVE PROJECTS

Cumulative projects represent reasonably foreseeable planned development that contributes to background traffic conditions that are planned to open in the Project Phase I (2030) or Project Phase II (2035). The following section discusses the cumulative projects in the study area.

8.1 Cumulative Project Research

With assistance from the City, six (6) cumulative projects have been identified. Each project was reviewed to determine its occupancy/construction status and timing of construction relative to the date of this project's existing traffic count data and each of the anticipated phase completion dates. ***Table 8–1*** contains the list of cumulative projects. ***Figure 8–1*** shows the cumulative projects location map.

TABLE 8–1
CUMULATIVE PROJECTS

City of San Diego PTS#	Project Address – Name	Type of Development	Project Size	Estimated ADT	Status
595127	1. 4285 1/3 Goldfinch Street – Erb Creamer	Single Family	1 single-family dwelling unit with companion unit	20	Approved, not yet constructed
649440	2. 635 Robinson Avenue – 111 Hillcrest	Multi-Family Residential Retail	111 multi-family dwelling units 4,800 SF	858	Under Construction
399750/ 627079	3. 3745 Third Avenue – 3rd Avenue Homes	Multi-Family Residential	10 dwelling units	60	Site Development Permit #1396602 Approved in March 2017; building permit expired.
451832	4. 3500-3534 Fifth Avenue – Strauss Fifth Avenue	Multi-Family Residential	141 dwelling units	846	Constructed and occupied as of August 2019
–	5. UCSD Hillcrest Master Plan (Near-Term) (Year 2030)	Master Plan	▪ Medical Office: 272,000 SF ▪ Commercial Office: 25,000 SF ▪ (Commercial Office): (130,550) SF ▪ (Research): (20,800) SF ▪ (Medical Office): (69,350) SF ▪ (Residential): (21) units	1,198	Approved, not yet constructed.
	5. UCSD Hillcrest Master Plan (Long-Term) (Year 2035)	Master Plan	▪ Medical Office: 292,000 SF ▪ Commercial Office: 161,000 SF ▪ Research: 194,000 SF ▪ Wellbeing Center: 40,000 SF ▪ Residential: 1,000 DU ▪ Hospital: 300 beds ▪ Retail: 4,000 SF ▪ (Medical Office): (300,350) SF ▪ (Commercial Office): (216,750) SF ▪ (Research): (189,700) SF ▪ (Residential): (21) units ▪ (Hospital): 370 beds	3,464	Approved, not yet constructed.
653705	6. 770 Washington Street	Urban Village	▪ Multi-Family Residential: 235 dwelling units ▪ Retail: 10,000 SF ▪ (Office): (21,000) SF	1,290	CPA Initiated

General Notes:

1. Source: UCSD Hillcrest Long-Range Development Plan (LRDP), 2019.
2. ( ) – Demolition and reduction in trips.

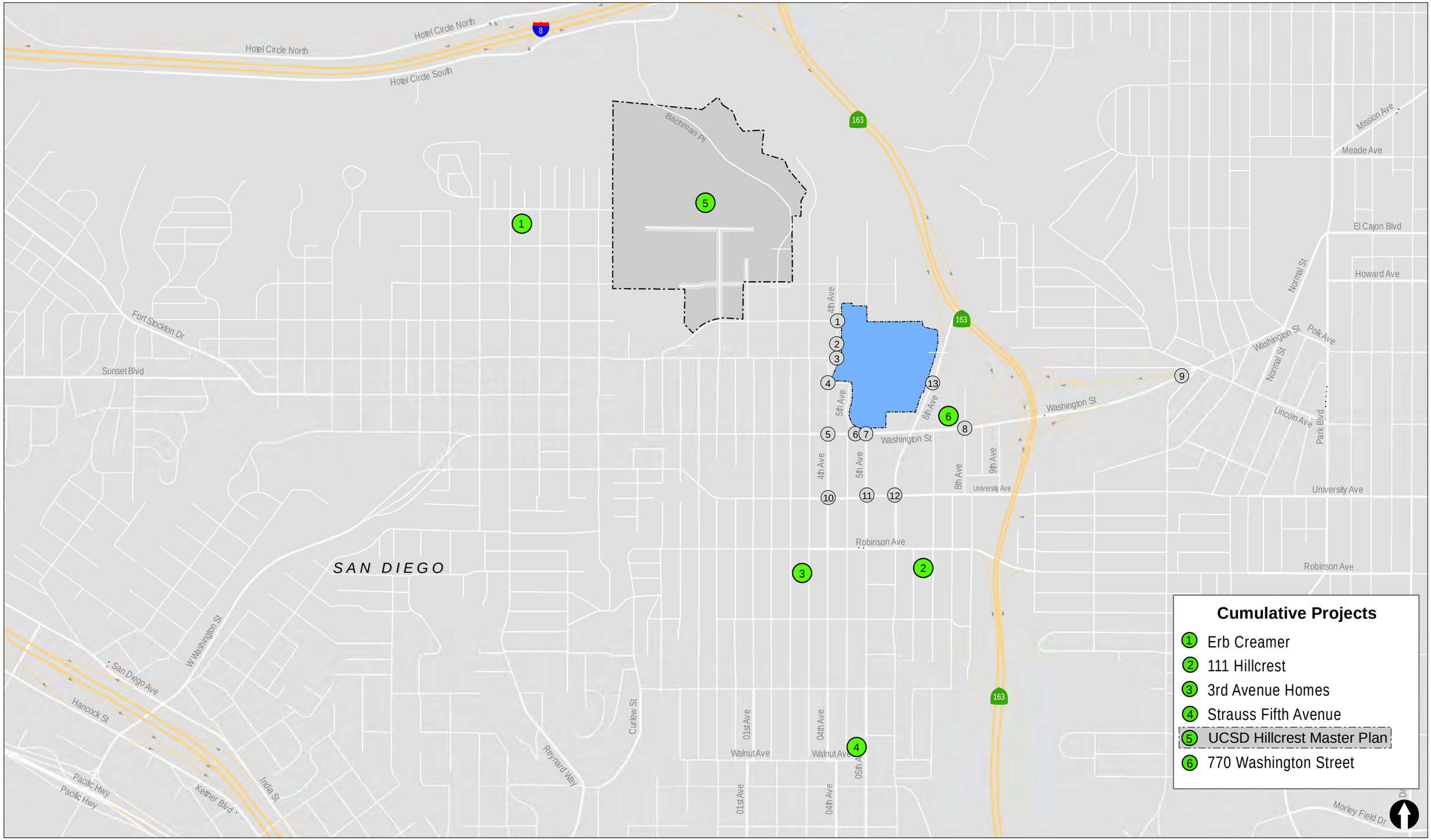

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Figure 8-1

Cumulative Projects Location Map

Scripps Mercy Hospital Campus Project

9.0 YEAR 2035 (PROJECT BUILDOUT) ANALYSIS

The following section presents the analysis of study area intersections, street segments, and freeway segments under Year 2035 conditions without and with the Project.

9.1 Year 2035 Analysis Approach

To determine the potential Year 2035 traffic effects, the "Year 2035" future baseline is compared to the "Year 2035 with Scripps Mercy Hospital Campus Project" scenario to identify potential locations of transportation improvements that will be implemented.

9.2 Year 2035 Auto Conditions and Traffic Volumes

For the purposes of this study, consistent with the Uptown Community Plan, no roadway network changes were assumed in Year 2035.

The Year 2035 without Project forecast volumes were calculated by adding the volumes generated by the cumulative projects that were Community Plan Amendment (CPA) projects or Master Plan projects (such as UCSD Hillcrest Master Plan) discussed in Section 8.0 to the Year 2035 traffic volumes obtained from the *Uptown, North Park and Golden Hill CPU Traffic Impact Study (2016)*. The Sixth Avenue Parking Structure (PTS#666510) is currently under building permit process with the City of San Diego and expected to be constructed and operational by Year 2022 prior to the opening day of the proposed Project. Therefore, the baseline forecast volumes also consider the re-routing of existing Scripps Mercy employee traffic from Parking Lot 12 and Parking Lot 4.1 on Fourth Avenue to the Sixth Avenue Parking Structure to be constructed along the east side of Sixth Avenue with driveways on Sixth Avenue and Eighth Avenue ***Appendix F*** contains the distribution and assignment of the re-routed trips associated with the Sixth Avenue Parking Structure.

Figure 9–1 shows the Year 2035 traffic volumes. ***Figure 9–2*** shows the Year 2035 + Project Phase II (Project Buildout) traffic volumes.

9.2.1 *Peak Hour Intersection Operations*

Intersection capacity analyses were conducted for the study intersections under Year 2035 conditions. ***Table 9–1*** reports the intersection operations during the peak hour conditions. The following intersections are calculated to operate at LOS E or F:

- #5: Fourth Avenue / Washington Street (LOS E during the PM peak hour)
- #8: Eighth Avenue / Washington Street / SR 163 SB Off-Ramp (LOS F during the AM and PM peak hours)
- #12: Sixth Avenue / University Avenue (LOS F during the AM peak hour and LOS E during the PM peak hour)

Table 9–2 reports the peak hour queues for the study intersection turning movements that meet the criteria discussed in Section 4.3 under Year 2035 conditions. The queues at the following intersections are expected to exceed the storage capacity:

- #5: Fourth Avenue / Washington Street (EBL – PM peak; SBL – PM peak; SBR – AM/PM peak)
- #8: Eighth Avenue / Washington Street / SR 163 SB Off-Ramp (Off-Ramp – AM/PM peak)
- #9: Richmond Street / Washington Street / SR 163 On-Ramp (EBL – AM/PM peak)

Appendix G contains the intersection analysis worksheets for the Year 2035 scenario.

9.2.2 *Daily Street Segment Operations*

Street segment analyses were conducted for roadways in the study area under Year 2035 conditions. ***Table 9–3*** reports the Year 2035 street segment operations on a daily basis. The following segments are expected to operate at LOS E or F:

- Washington Street: Fourth Avenue to Fifth Avenue (LOS E)
- Washington Street: Fifth Avenue to Eighth Avenue (LOS F)
- Washington Street: Eighth Avenue to Richmond Street (LOS F)
- University Avenue: Fourth Avenue to Fifth Avenue (LOS F)
- Fourth Avenue: Lewis Street to Fifth Avenue (LOS F)
- Fourth Avenue: Fifth Avenue to Washington Street (LOS F)

9.2.3 *Freeway Segment Operations*

Freeway segment analyses were conducted in the study area under Year 2035 conditions. ***Appendix H*** contains the detailed calculations sheets for the Year 2035 scenario. ***Tables 9–4*** and ***9–5*** reports the Year 2035 peak hour freeway segment operations. The following segments are expected to operate at LOS E or F:

SR 163

- I-8 to University Avenue, *LOS F–AM (NB) and LOS F–PM (NB)*
- University Avenue to Washington Street, *LOS F–AM (NB/SB) and LOS F–PM (NB/SB)*
- Robinson Avenue to Richmond Street, *LOS F–AM (SB) and LOS F–PM (NB and SB)*

9.3 Year 2035 + Project Phase II (Project Buildout)

9.3.1 *Project Improvements*

Under the Phase II scenario, the Project would construct the following.

- Construct a new driveway as the southbound approach of the Fifth Avenue (east) / Washington Street intersection. The driveway will provide access to the HSB use and its parking structure. The driveway would include two outbound travel lanes and one inbound travel lane.

9.3.2 *Peak Hour Intersection Operations*

Intersection capacity analyses were conducted for the study intersections under Year 2035 + Project Phase II (Project Buildout). *Table 9–1* reports the intersection operations during the peak hour conditions. The following intersections are expected to operate at LOS E or F:

- #4: Fourth Avenue / Fifth Avenue (LOS F during the PM peak hour)
- #5: Fourth Avenue / Washington Street (LOS F in the PM peak hour)
- #8: Eighth Avenue / Washington Street / SR 163 SB Off-Ramp (LOS F during the AM and PM peak hours)
- #12: Sixth Avenue / University Avenue (LOS F during the AM peak hour and LOS E during the PM peak hour)

Table 9–2 reports the peak hour queues for the study intersection turning movements that meet the criteria discussed in Section 4.3 under Year 2035 + Project Phase II (Project Buildout) conditions. The queues at the following intersections are expected to exceed the storage capacity:

- #5: Fourth Avenue / Washington Street (EBL – PM peak; SBL – PM peak; SBR – AM/PM peak)
- #8: Eighth Avenue / Washington Street / SR 163 SB Off-Ramp (Off-Ramp – AM/PM peak)
- #9: Richmond Street / Washington Street / SR 163 On-Ramp (EBL – AM/PM peak)

Appendix I contains the intersection analysis worksheets for the Year 2035 + Project Phase II (Project Buildout) scenario.

The Uptown Community Plan EIR proposed vehicular traffic improvements in the Uptown Community (included in ***Appendix J***) and conducted a feasibility study to determine if such improvements were recommended or not. A review of the proposed improvements and their feasibility conclusions was conducted. Recommended Project intersection improvements are discussed in detail in Section 10.1.

9.3.3 *Daily Street Segment Operations*

Street segment analyses were conducted for roadways in the study area under Year 2035 + Project Phase II (Project Buildout). *Table 9–3* reports the Year 2035 + Project Phase II (Project Buildout) daily street segment operations. The following segments are expected to operate at LOS E or F:

- Washington Street: Fourth Avenue to Fifth Avenue (LOS E)
- Washington Street: Fifth Avenue to Eighth Avenue (LOS F)
- Washington Street: Eighth Avenue to Richmond Street (LOS F)
- University Avenue: Fourth Avenue to Fifth Avenue (LOS F)
- Fourth Avenue: Montecito Way to Lewis Street (LOS F)
- Fourth Avenue: Lewis Street to Fifth Avenue (LOS F)
- Fourth Avenue: Fifth Avenue to Washington Street (LOS F)

The Uptown Community Plan EIR proposed vehicular traffic improvements and conducted a feasibility study to determine if such improvements were recommended or not. A review of the proposed improvements and their feasibility conclusions was conducted. Recommended street segment improvements along Fourth Avenue and Washington Street are discussed in detail in Section 10.2.

9.3.4 *Freeway Segment Operations*

Freeway segments were analyzed under Year 2035 + Project Phase II (Project Buildout). ***Appendix K*** contains the detailed calculations sheets for the Year 2035 + Project Phase II (Project Buildout) scenario. *Tables 9–4* and *9–5* reports the Year 2035 + Project Phase II (Project Buildout) freeway segment operations.

The following segments are expected to operate at LOS E or F:

SR 163

- I-8 to University Avenue, *LOS F–AM (NB) and LOS F–PM (NB)*
- University Avenue to Washington Street, *LOS F–AM (NB/SB) and LOS F–PM (NB/SB)*
- Robinson Avenue to Richmond Street, *LOS F–AM (SB) and LOS F–PM (NB and SB)*

TABLE 9–1
YEAR 2035 + PROJECT PHASE II (PROJECT BUILDOUT) INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Year 2035		Year 2035 + Project Phase II (Project Buildout)		Δ[e]
			Delay[a]	LOS[b]	Delay	LOS	
1. Fourth Ave. / Parking Lot 12 Dwy. / Montecito Rd.[f]	OWSC[c]	AM	7.8	A	17.9	C	10.1
		PM	7.6	A	30.0	D	22.4
2. Fourth Ave. / MOB Parking Lot Dwy.[f]	OWSC[c]	AM	–	–	13.7	B	–
		PM	–	–	22.3	C	–
3. Fourth Ave. / Lewis St.	AWSC[d]	AM	12.1	B	32.7	D	20.6
		PM	12.1	B	33.0	D	20.9
4. Fourth Ave. / Fifth Ave.	AWSC[d]	AM	13.8	B	30.0	D	16.2
		PM	18.6	C	136.2	F	117.6
5. Fourth Ave. / Washington St.	Signal	AM	52.2	D	53.2	D	1.0
		PM	75.3	E	97.2	F	21.9
6. Fifth Ave. (west) / Washington St.	OWSC[c]	AM	22.0	C	22.2	C	0.2
		PM	20.4	C	20.6	C	0.2
7. Fifth Ave. (east) / Washington St.	Signal	AM	10.9	B	17.1	B	6.2
		PM	29.3	C	44.2	D	14.9
8. Eighth Ave. / Washington St. / SR 163 Off-Ramp	Signal	AM	141.9	F	145.4	F	3.5
		PM	297.0	F	303.6	F	6.6
9. Richmond St. / Washington St. / SR 163 On-Ramp	Signal	AM	50.5	D	51.1	D	0.6
		PM	34.1	C	36.4	D	2.3
10. Fourth Ave. / University Ave.	Signal	AM	34.3	C	34.4	C	0.1
		PM	22.6	C	23.0	C	0.4
11. Fifth Ave. / University Ave.	Signal	AM	21.6	C	21.7	C	0.1
		PM	53.1	D	53.6	D	0.5

TABLE 9–1
YEAR 2035 + PROJECT PHASE II (PROJECT BUILDOUT) INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Year 2035		Year 2035 + Project Phase II (Project Buildout)		Δ[e]
			Delay[a]	LOS[b]	Delay	LOS	
12. Sixth Ave. / University Ave.	Signal	AM	84.7	F	85.7	F	1.0
		PM	68.4	E	68.8	E	0.4
13. Sixth Ave. / Parking Structure Dwy.	OWSC[c]	AM	14.7	B	15.2	B	0.5
		PM	17.6	B	22.6	C	5.0

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service
c. One-Way Stop Control. Worst case movement delay is reported.
d. All-Way Stop Control
e. Δ denotes the project-induced increase in delay.
f. The egress traffic from the parking structure is proposed to be controlled by a cashier-operated parking gate, which is accounted for in the analysis. (See *Appendix I*).

SIGNAL	
DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

UNSIGNAL	
DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
≥ 50.1	F

TABLE 9–2
YEAR 2035 + PROJECT PHASE II (PROJECT BUILDOUT) INTERSECTION QUEUE SUMMARY

Intersection	Movement	Peak Hour	Year 2035		Year 2035 + Project Phase II – Project Buildout	
			Storage	Queue Length	Storage	Queue Length
5. Fourth Ave. / Washington St.	EBL	AM	165’	140’	165’	142’
		PM		171’		175’
	SBL	AM	280’	198’	280’	215’
		PM		391’		415’
	SBR	AM	70’	114’	70’	115’
		PM		122’		122’
7. Fifth Ave. (east) / Washington St.	NBL	AM	410’	174’	410’	269’
		PM		202’		219’
8. Eighth Ave. / Washington St. / SR 163 Off-Ramp	Off-Ramp	AM	1,050’	1.213’	1,050’	1,218’
		PM		1,078’		1,080’
9. Richmond St. / Washington St. / SR 163 On-Ramp	EBL	AM	350’	562’	350’	564’
		PM		546’		546’
13. Sixth Ave. / Parking Structure Dwy	SBL	AM	130’	115’	130’	118’
		PM		93’		104’

General Notes:

1. 95th percentile queues reported.

TABLE 9–3
YEAR 2035 + PROJECT PHASE II (PROJECT BUILDOUT) SEGMENT OPERATIONS

Street Segment	Functional Classification	Capacity (LOS E) [a]	Year 2035			Year 2035 + Project Phase II – Project Buildout			Δ^f
			ADT[b]	LOS[c]	V/C[d]	ADT[b]	LOS[c]	V/C[d]	
Washington Street									
Fourth Avenue to Fifth Avenue	4-Lane Major Arterial	40,000	37,696	E	0.942	38,136	E	0.953	0.011
Fifth Avenue to Eighth Avenue	4-Lane Major Arterial	40,000	41,032	F	1.026	41,522	F	1.038	0.012
Eighth Avenue to Richmond Street	4-Lane Major Arterial	40,000	43,420	F	1.086	43,720	F	1.093	0.007
University Avenue									
Fourth Avenue to Fifth Avenue	2-Lane Collector (continuous left-turn lane)	15,000	21,495	F	1.433	21,655	F	1.444	0.011
Fifth Avenue to Sixth Avenue	4-Lane Collector	30,000	24,510	D	0.817	24,840	D	0.828	0.011
Fourth Avenue									
Montecito Way to Lewis Street	2-Lane Collector (continuous left-turn lane)	15,000	12,850	D	0.857	18,030	F	1.202	0.345
Lewis Street to Fifth Avenue	2-Lane Collector	8,000	12,500	F	1.563	17,370	F	2.171	0.608
Fifth Avenue to Washington Street	2-Lane Collector	8,000	13,180	F	1.648	16,860	F	2.108	0.460
Washington Street to University Avenue	2-Lane Collector (one-way)	17,500	10,034	C	0.573	10,274	C	0.587	0.014
Fifth Avenue									
Washington Street to University Avenue	3-Lane Collector (one-way with one lane dedicated for multi-modal)	17,500	11,584	C	0.662	11,824	C	0.676	0.014

Footnotes:

a. Capacities based on City of San Diego Roadway Classification & LOS table.
b. Average Daily Traffic
c. Level of Service
d. Volume to Capacity ratio
e. Δ denotes a project-induced increase in the Volume to Capacity ratio

TABLE 9–4
YEAR 2035 + PROJECT PHASE II (PROJECT BUILDOUT) FREEWAY SEGMENT OPERATIONS—AM PEAK HOUR

Freeway and Segment	Year 2035 + Project Phase II – Project Buildout ADT	Direction	Number of Lanes	Year 2035			Year 2035 + Project Phase II (Project Buildout)			Δ (V/C)
				V/C[a]	Density	LOS[b]	V/C	Density	LOS	
SR 163										
I-8 to University Avenue	208,630	NB Mainlines	3M+1A	1.052	>45.00	F	1.052	>45.00	F	0.000
		SB Mainlines	3M+2A	0.760	25.70	C	0.762	25.80	C	0.002
University Avenue to Washington Street	205,870	NB Mainlines	3M	1.259	>45.00	F	1.259	>45.00	F	0.001
		SB Mainlines	2M+1A	1.214	>45.00	F	1.216	>45.00	F	0.002
Robinson Avenue to Richmond Street	139,470	NB Mainlines	2M	0.855	34.10	D	0.858	34.30	D	0.003
		SB Mainlines	2M	1.901	>45.00	F	1.901	>45.00	F	0.000

Footnotes:
a. Volume to Capacity.
b. Level of Service.

General Notes:
1. See *Appendix H* and *Appendix J* for calculation sheets.

LOS	Density Range (pc/mi/ln)
A	0 – 11
B	> 11 – 18
C	> 18 – 26
D	> 26 – 35
E	> 35 – 45
F	> 45

TABLE 9–5
YEAR 2035 + PROJECT PHASE II (PROJECT BUILDOUT) FREEWAY SEGMENT OPERATIONS—PM PEAK HOUR

Freeway and Segment	Year 2035 + Project Phase II (Project Buildout) ADT	Direction	Number of Lanes	Year 2035			Year 2035 + Project Phase II (Project Buildout)			Δ (V/C)
				V/C[a]	Density	LOS[b]	V/C	Density	LOS	
SR 163										
I-8 to University Avenue	208,630	NB Mainlines	3M+1A	1.212	>45.00	F	1.217	>45.00	F	0.005
		SB Mainlines	3M+2A	0.646	20.80	C	0.648	20.90	C	0.002
University Avenue to Washington Street	205,870	NB Mainlines	3M	1.438	>45.00	F	1.441	>45.00	F	0.003
		SB Mainlines	2M+1A	1.034	>45.00	F	1.035	>45.00	F	0.001
Robinson Avenue to Richmond Street	139,470	NB Mainlines	2M	1.284	>45.00	F	1.286	>45.00	F	0.002
		SB Mainlines	2M	1.083	>45.00	F	1.087	>45.00	F	0.004

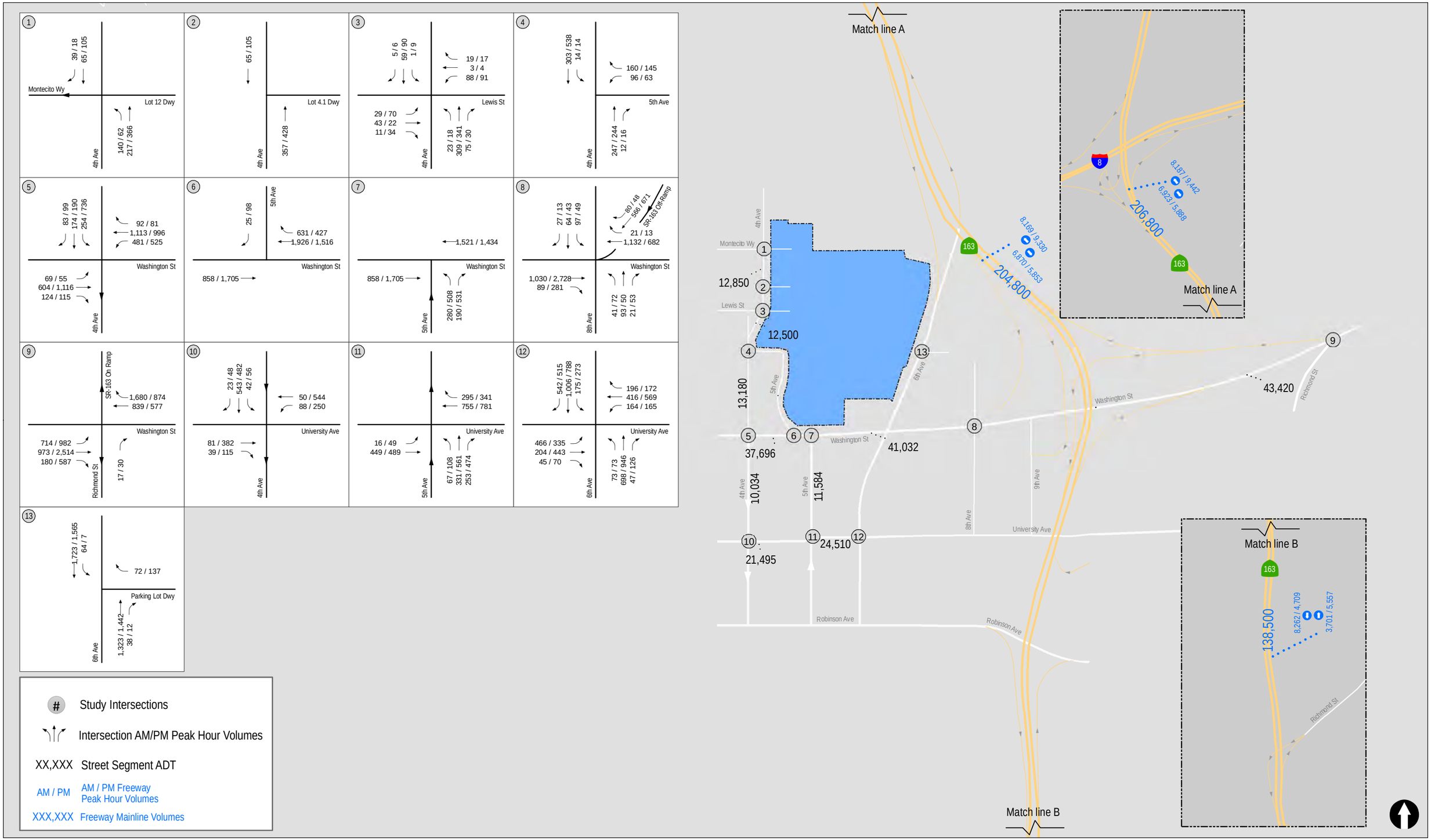
Footnotes:

a. Volume to Capacity.
b. Level of Service.

General Notes:

1. See *Appendix H* and *Appendix J* for calculation sheets.

LOS	Density Range (pc/mi/ln)
A	0 – 11
B	> 11 – 18
C	> 18 – 26
D	> 26 – 35
E	> 35 – 45
F	> 45



LINSCOTT LAW & GREENSPAN engineers

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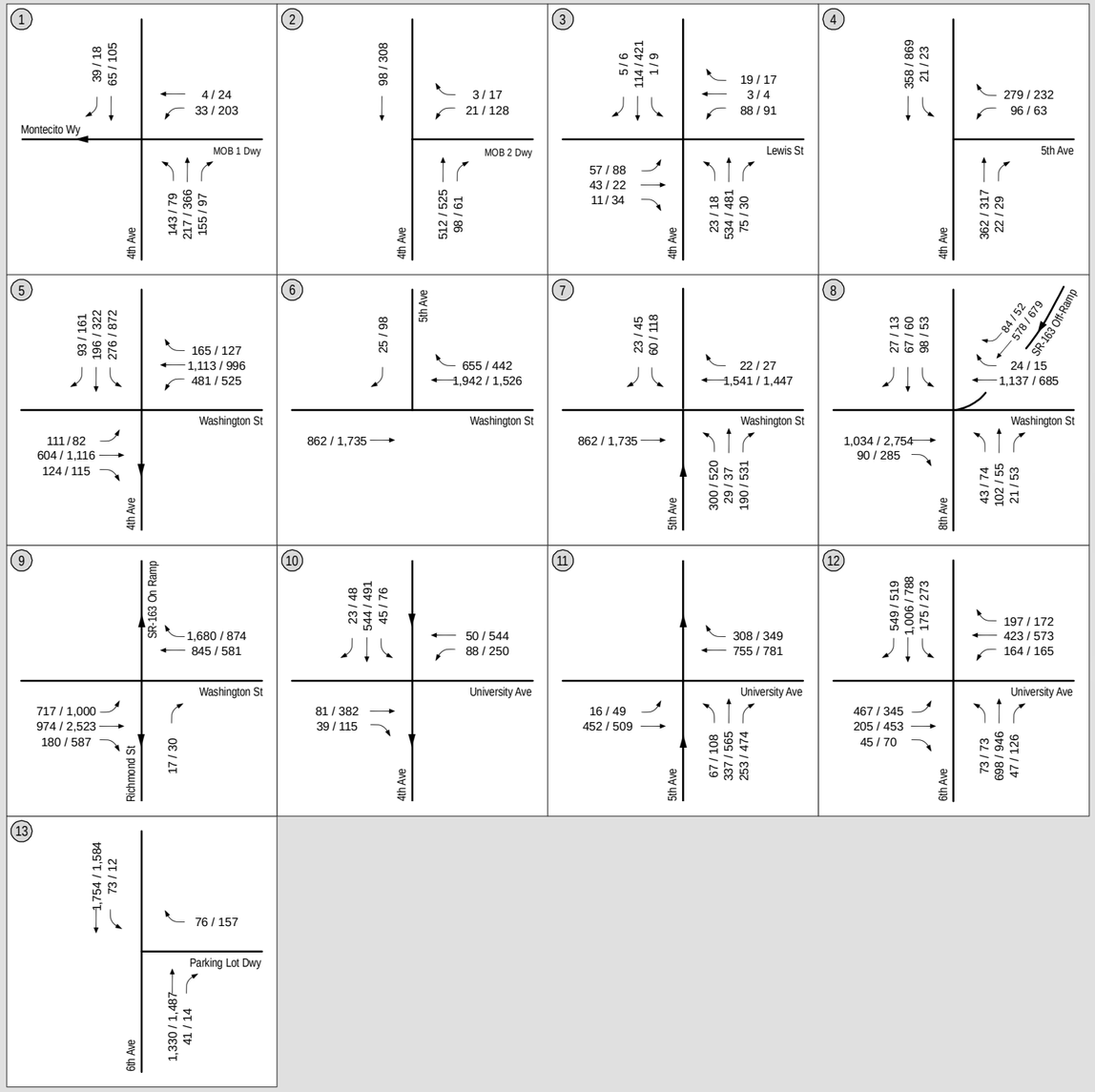
Time: 11:30 AM

Figure 9-1

Year 2035 Traffic Volumes

Scripps Mercy Hospital Campus Project



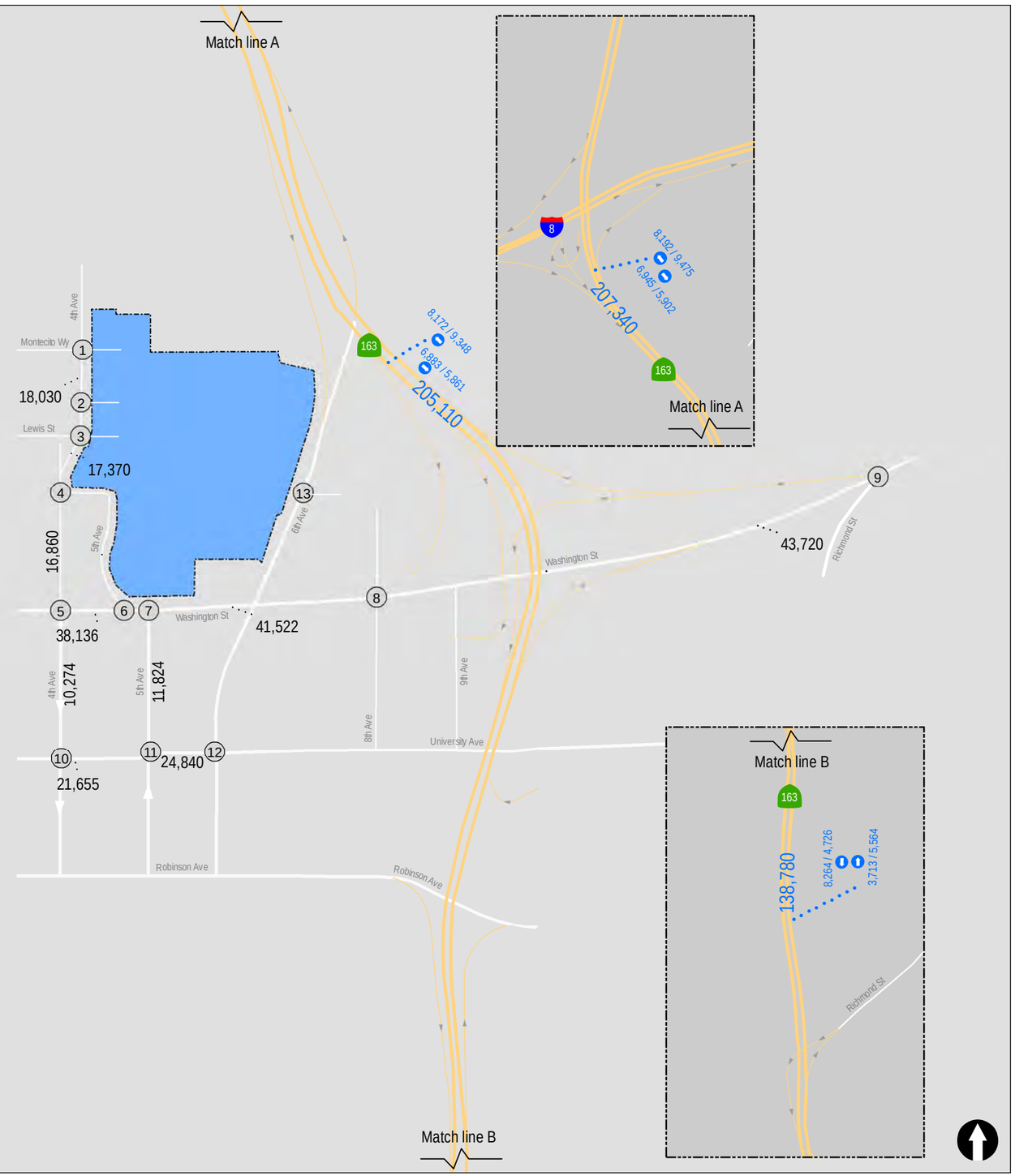


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Figure 9-2

Year 2035 + Project Phase II (Project Buildout) Traffic Volumes

Scripps Mercy Hospital Campus Project

10.0 YEAR 2035 ANALYSIS WITH PROJECT IMPROVEMENTS

The LOS analysis was conducted to identify the Project traffic's effect in the Project study area and recommends improvements to ensure that the Project is consistent with the Uptown Community Plan transportation improvements and that the project proposes any improvements it triggers the need for. This section identifies such intersection and street improvements that the project would construct and provides the results of the LOS analysis for these locations with these improvements.

10.1 Intersections

The Uptown Community Plan EIR proposed vehicular traffic improvements in the Uptown Community (included in ***Appendix J***) and conducted a feasibility study to determine if such improvements were recommended or not. A review of the proposed improvements and their feasibility conclusions were conducted. The Project will provide the following intersection improvements in the study area as listed below.

- #4: Fourth Avenue / Fifth Avenue:
  - Install a traffic signal. A peak hour signal warrant analysis was conducted and concluded that the peak hour signal warrant is met at this intersection.
  - Restripe the southbound approach to provide two through lanes and a shared through left lane. Conceptual plans are included in ***Appendix L***.
  - Restripe the westbound approach to provide an exclusive left-turn lane and an exclusive right-turn lane. This would require removal of five (5) metered on-street parking spaces on the north curb. Conceptual plans are included in *Appendix L*.
  - This improvement will be permitted and bonded prior to the issuance of the final building permit (a total of four (4) building permits are anticipated) for Hospital I (Phase I) and constructed and operational prior to first occupancy of Hospital I (Phase I), satisfactory to the City Engineer.
  - ***Table 10–1*** shows the results of the LOS analysis for this intersection including the Project improvements.

- #5: Fourth Avenue / Washington Street:
    - Restripe the southbound approach to provide a dedicated left-turn lane, one shared through left lane, a dedicated through lane and one exclusive right-turn lane and modify the traffic signal accordingly. To accommodate these improvements, on-street parking on the east side of Fourth Avenue between Washington Street and Fifth Avenue would need to be removed. Approximately 16 metered on-street parking spaces are anticipated to be removed with this improvement (City discussions initiated with planning staff). This improvement will increase the storage length for the southbound left-turn movement from the current 280 feet to 400 feet. Conceptual plans are included in *Appendix L.*
    - Increase cycle length to 150 and 110 seconds during the AM and PM peak hour, respectively.
    - This improvement will be permitted and bonded prior to the issuance of the final building permit (a total of four (4) building permits are anticipated) for Hospital I (Phase I) and constructed and operational prior to first occupancy of Hospital I (Phase I), satisfactory to the City Engineer.
    - *Table 10–1* shows the results of the LOS analysis for this intersection including the Project improvements.

- #9: Richmond St. / Washington St. / SR 163 On-Ramp
    - Currently, the intersection operates at 115-seconds and 110-seconds cycle length during the AM and PM peak hours respectively. To alleviate the eastbound left-turn queuing, it is recommended that the cycle length be increased to 150 seconds during the AM and PM peak hours.
    - ***Table 10–2*** shows the queues with the proposed cycle length.

- #12: Sixth Avenue / University Avenue:
    - Restripe the southbound approach to provide an exclusive right-turn lane and modify the traffic signal accordingly. Conceptual plans are included in *Appendix L.*
    - This improvement will be permitted and bonded prior to the issuance of the final building permit for Hospital II (Phase II) and constructed and operational prior to first occupancy of Hospital II (Phase II), satisfactory to the City Engineer.
    - *Table 10–1* shows the results of the LOS analysis for this intersection including the Project improvements.

Appendix L contains the intersection analysis worksheets for the Year 2035 + Project Phase II – Project Buildout with Improvements scenario.

TABLE 10–1
YEAR 2035 INTERSECTION IMPROVEMENT ANALYSIS

Intersection	Existing Control Type	Proposed Control Type	Peak Hour	Year 2035		Year 2035 + Project Phase II (Project Buildout)		Year 2035 + Project Phase (Project Buildout) with Improvement		Project Improvement
				Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	
4. Fourth Avenue / Fifth Avenue	AWSC[d]	Signal	AM PM	13.8 18.6	B C	30.0 136.2	D F	8.4 6.6	A A	Install a traffic signal. Restripe southbound approach to provide two through lanes and a shared through left turn lane. Restripe westbound approach to provide an exclusive left-turn lane and an exclusive right-turn approach
5. Fourth Avenue / Washington Street	Signal	Signal	AM PM	52.2 75.3	D E	53.2 97.2	D F	38.0 45.7	D D	Restripe southbound approach to provide a left-turn lane, a shared through left-turn lane, one through lane, and one exclusive right-turn lane
12. Sixth Avenue / University Avenue	Signal	Signal	AM PM	84.7 68.4	F E	85.7 68.8	F E	45.1 53.4	D D	Restripe southbound approach to provide an exclusive right-turn lane

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service
c. OWSC - One-Way Stop Control. Worst case movement delay is reported.
d. AWSC - All-Way Stop Control

SIGNAL		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 10–2
YEAR 2035 INTERSECTION QUEUE IMPROVEMENT ANALYSIS

Intersection	Movement	Peak Hour	Year 2035		Year 2035 + Project Phase II – Project Buildout		Year 2035 + Project Phase (Project Buildout) with Improvement		Project Improvement
			Storage	Queue Length	Storage	Queue Length	Storage	Queue Length	
5. Fourth Ave. / Washington St.	EBL	AM	165’	140’	165’	142’	165’	135’	Restripe southbound approach to provide a left-turn lane, a shared through left-turn lane, one through lane, and one exclusive right-turn lane. Increase cycle length to 150 and 110 seconds during the AM and PM peak hour, respectively.
		PM		171’		175’		155’	
	SBL	AM	280’	198’	280’	215’	400’	208’	
		PM		391’		415’		371’	
	SBR	AM	70’	114’	70’	115’	180’	76’	
		PM		122’		122’		111’	
9. Richmond St. / Washington St. / SR 163 On-Ramp	EBL	AM	350’	562’	350’	564’	350’	159’	Increase cycle length to 150 seconds.
		PM		546’		546’		288’	

General Notes:

1. 95th percentile queues reported.

10.2 Street Segments

The Project will provide the following street segment improvements in the study area as listed below.

- Fourth Avenue – Fifth Avenue to Washington Street:
  - Restripe to include three southbound lanes and one northbound lane. Approximately 16 metered on-street parking spaces would be removed with this improvement. In conjunction with the intersection improvements at Fourth Avenue / Lewis Street, Fourth Avenue / Fifth Avenue and Fourth Avenue / Washington Street intersections, this segment improvement will be permitted and bonded prior to the issuance of the final building permit (a total of four (4) building permits are anticipated) for Hospital I (Phase I) and constructed and operational prior to the first occupancy of Hospital I (Phase I), satisfactory to the City Engineer.

- Washington Street – project frontage along the Hospital Support Building (HSB)
  - As part of implementing the ultimate classification of Washington Street as a Major Arterial, the Project will provide half-width improvements to include a Class II bike lane and 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.

Table 10–3 shows the LOS analysis of restriping Fourth Avenue to a 4-lane Collector (3 southbound lanes and 1 northbound lane) roadway.

TABLE 10–3
YEAR 2035 STREET SEGMENT IMPROVEMENT ANALYSIS

Street Segment	Functional Classification	Capacity (LOS E)[a]	Year 2035			Year 2035 + Project Phase II (Project Buildout)			Improvement Classification	Capacity (LOS E)[a]	Year 2035 + Project Phase II (Project Buildout) with Improvement			Improvement
			ADT[b]	LOS[c]	V/C[d]	ADT[b]	LOS[c]	V/C[d]			ADT	LOS	V/C	
Fourth Avenue														
Fifth Avenue to Washington Street	2-Lane Collector	8,000	13,180	F	1.648	16,860	F	2.108	4-Lane Collector	15,000	16,860	F	1.124	Restripe to include three southbound lanes and one northbound lane

Footnotes:

a. Capacities based on City of San Diego Roadway Classification & LOS table.
b. Average Daily Traffic
c. Level of Service
d. Volume to Capacity ratio

11.0 PARKING

This section discusses the City of San Diego's minimum required parking based on project's land use, the estimated parking demand of the Project and the proposed parking to be provided by the Project.

11.1 Minimum Required Parking

The minimum required parking rates for the proposed Project is based on the standards outlined in the City of San Diego Municipal Code (*Chapter 14: General Regulations, Article 2: General Development Regulations and Division 5: Parking Regulations*).

Table 11–1 shows the minimum required parking for the hospital campus for Phase I (Year 2030) of the Project. Based on the City of San Diego's minimum parking rates, the Project is required to provide a minimum of 872 vehicular parking spaces for Phase I (Year 2030).

Table 11–2 shows the minimum required parking for the hospital campus for Phase II (Year 2035) of the Project (Project Buildout). Based on the City of San Diego's minimum parking rates, the Project is required to provide a minimum of 1,155 vehicular parking spaces at Project buildout.

TABLE 11–1
MINIMUM REQUIRED PARKING FOR PROJECT PHASE I (YEAR 2030)

Land Use	Size	Minimum Required Parking Rate	Minimum Required Parking Required (spaces)
Existing College Building	40,700 SF	2.5 / KSF[a]	102
Existing Mercy Gardens	23 units	Residents: 0.5 unit[b] Visitor: 0.15 / unit[b] Staff: 0.05 / unit[b]	18
Existing Chapel	5,920 SF	2.5 / KSF[a]	15
Existing Central Energy Plant	17,895 SF	*N/A*[c]	–
Existing Parking Lot 12	223,842 SF	*N/A*[c]	–
Existing Cancer Center and Parking Structure (under construction)	40,000 SF	3.5 / KSF[d]	140
6th Avenue Parking Structure (under building permit process)	439,513 SF	*N/A*[c]	–
Medical Office Building	200,000 SF	0 / KSF[d]	0
Hospital Support Building (HSB)	65,000 SF	*N/A*[c]	–
Hospital I	351 beds	1.7 / bed[d]	597
Utility Yard	9,000 SF	*N/A*[c]	–
Utility Yard	9,500 SF	*N/A*[c]	–
Central Energy Plant Expansion	2,400 SF	*N/A*[c]	–
Total Minimum Required Parking			872

Footnotes:

a. Parking rate per Municipal Code, Chapter 14: Article 2; Division 5, Table 142-05E.

b. Parking rate per Municipal Code, Chapter 14: Article 2; Division 5, Table 142-05D.

c. Parking rates are not applicable for these uses as they are parking structures, ancillary uses or utility uses that support the operation of the hospital campus and do not generate independent trips that require parking spaces.

d. Parking rate for MOB facilities per Municipal Code, Chapter 14: Article 2; Division 5, Table 142-05G for projects within a *Parking Standards Transit Priority Area.*

General Notes:

1. SF – square feet
2. KSF – 1,000 square feet

TABLE 11–2
MINIMUM REQUIRED PARKING FOR PROJECT PHASE II (YEAR 2035 PROJECT BUILDOUT)

Land Use	Size	Minimum Required Parking Rate	Minimum Required Parking Required (spaces)
Existing College Building	40,700 SF	2.5 / KSF[a]	102
Existing Mercy Gardens	23 units	Residents: 0.5 unit[b] Visitor: 0.15 / unit[b] Staff: 0.05 / unit[b]	18
Existing Chapel	5,920 SF	2.5 / KSF[a]	15
Existing Central Energy Plant	17,895 SF	*N/A*[c]	–
Existing Parking Lot 12	223,842 SF	*N/A*[c]	–
Existing Cancer Center and Parking Structure (under construction)	40,000 SF	3.5 / KSF[d]	140
6th Avenue Parking Structure (under building permit process)	439,513 SF	*N/A*[c]	–
Medical Office Building	200,000 SF	0 / KSF[d]	0
Hospital Support Building (HSB)	67,000 SF	*N/A*[c]	–
Hospital I	351 beds	1.7 / bed[d]	597
Hospital II	166 beds	1.7 / bed[d]	283
Utility Yard	9,000 SF	*N/A*[c]	–
Utility Yard	9,500 SF	*N/A*[c]	–
Central Energy Plant Expansion	2,400 SF	*N/A*[c]	–
Total Minimum Required Parking			1,155

Footnotes:

a. Parking rate per Municipal Code, Chapter 14: Article 2; Division 5, Table 142-05E.

b. Parking rate per Municipal Code, Chapter 14: Article 2; Division 5, Table 142-05D.

c. Parking rates are not applicable for these uses as they are parking structures, ancillary uses or utility uses that support the operation of the hospital campus and do not generate independent trips that require parking spaces.

d. Parking rate per Municipal Code, Chapter 14: Article 2; Division 5, Table 142-05G for projects within a *Parking Standards Transit Priority Area.*

General Notes:

1. SF – square feet
2. KSF – 1,000 square feet

11.2 Estimate of Project Provided Parking

11.2.1 *Project Phase I (Year 2030)*

Table 11–3 shows the estimate of parking that would be provided by the Project for Phase I (Year 2030). As shown in *Table 11–3*, the Project estimates to provide a total of 2,729 parking spaces for Phase I (Year 2030).

TABLE 11–3
ESTIMATED PROPOSED PARKING FOR PROJECT PHASE I

Lot #	Parking Location	Estimate of Provided Parking (spaces)
2	Existing Mercy Gardens	~12
19	East Lewis Street Parking	~25
4	Existing MRI Parking	~1
12	Existing Parking Lot 12	~648
14	Existing Cancer Center Parking Structure	~140
15	6th Avenue Parking Structure (under building permit process)	~1,274
16	Hospital Support Building Parking Structure	~248
17	Emergency Department Parking Lot	~10
18	MOB Parking Structure	~350
20	Delivery Van Parking	~10
B	West Lewis Street Parking	~11
Total Estimate of Provided Parking		~2,729

General Notes:

1. At this time, the project provided parking is an estimate as the final parking supply will be determined during the preparation of construction drawings and issuance of building permit stage. The project will comply with the City of San Diego parking regulations and standards.

11.2.2 *Project Phase II Year 2035 (Project Buildout)*

Table 11–4 shows the estimate of parking that would be provided by the Project for Phase II (Year 2035) (Project Buildout). As shown in *Table 11–4*, the Project estimates to provide a total of 2,700 parking spaces for Phase II (Year 2035) (Project Buildout).

TABLE 11–4
ESTIMATED PROPOSED PARKING FOR PROJECT PHASE II (PROJECT BUILDOUT)

Lot #	Parking Location	Estimate of Provided Parking (spaces)
2	Existing Mercy Gardens	~12
4	Existing MRI Parking	~1
12	Existing Parking Lot 12	~648
14	Existing Cancer Center Parking Structure	~140
15	6th Avenue Parking Structure (under building permit process)	~1,274
16	Hospital Support Building Parking Structure	~248
17	Emergency Department Parking Lot	~10
18	MOB Parking Structure	~350
19	East Lewis Street Parking	~7
20	Delivery Van Parking	~10
Total Estimate of Provided Parking		~2,700

General Notes:

1. At this time, the project provided parking is an estimate as the final parking supply will be determined during the preparation of construction drawings and issuance of building permit stage. The project will comply with the City of San Diego parking regulations and standards.

11.3 Other Parking Requirements

11.3.1 *Carpool, Electric Vehicles (EV's) and Zero Emission Vehicles Parking*

The Project will comply with the City of San Diego Land Development Code Regulations Section 142.0530 (d) and provide at least 70 carpool and zero emission vehicle parking spaces in Phase I (Year 2030) and at least 92 carpool and zero emission vehicle parking spaces in Phase II (Year 2035). The Project will comply with the California Green Building Standards Code Title 24 Part 11 Section 5.106.5.3 and provide at least 52 electric vehicle (EV) charging parking spaces in Phase I and at least 69 electric vehicle charging parking spaces EV charging parking spaces in Phase II.

11.3.2 *Bicycle Parking*

The Project will comply with the City of San Diego Land Development Code Regulations Section 142.0530 I and provide at least 44 short-term bicycle parking spaces in Phase I (Year 2030) and at least 58 short-term bicycle parking spaces in Phase II (Year 2035) (Project Buildout). The Project will comply with the City of San Diego Land Development Code Regulations Section 142.0530(e) and provide at least 44 long-term bicycle parking spaces in Phase I (Year 2030) and at least 58 long-term bicycle parking spaces in Phase II (Year 2035) (Project Buildout). In addition, to comply with CAP Consistency Checklist, the project will provide more than the minimum required number of bicycle parking spaces.

11.3.3 *Motorcycle Parking*

The Project will comply with the City of San Diego Land Development Code Regulations Section 142.0530 (g) and provide at least 17 motorcycle parking spaces in Phase I (Year 2030) and at least 23 motorcycle parking spaces in Phase II (Year 2035) (Project Buildout).

11.3.4 *Accessible Parking*

The Project will comply with the City of San Diego Land Development Code Regulations (SDM-117) and provide the required accessible parking, which is based on project provided parking. The Phase I (Year 2030) and Phase II (Year 2035) accessible parking requirements are calculated to be7 spaces for the Hospital Support Building and 35 spaces (including 5 van-accessible spaces) for the MOB Parking Structure.

11.4 Conclusion

Based on the calculations shown in *Section 11.2* of this report, the minimum parking required is calculated as 872 spaces for Phase I (Year 2030) and 1,155 spaces for Phase II (Year 2035). It is estimated that the Project will provide approximately 2,729 parking spaces in Phase I (Year 2030) and approximately 2,700 parking spaces for Phase II (Year 2035) (Project Buildout) and thereby exceed the City of San Diego's minimum parking requirements. The Project will meet or exceed the City's minimum parking requirements relating to overall parking, motorcycle, bicycle, and accessible parking.

12.0 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.

12.1 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 12–1*** shows the existing pedestrian network within the immediate vicinity of the Project.

12.1.1 *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 B*. ***Figure 12–2*** shows the existing pedestrian counts within the Project study area.

12.2 Pedestrian Mobility Review

12.2.1 *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 12–3,*** the Project in general has good connectivity to the surrounding community.

12.3 On-Site Project Pedestrian Improvements

12.3.1 *Pedestrian Improvements Along Fronting Streets*

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

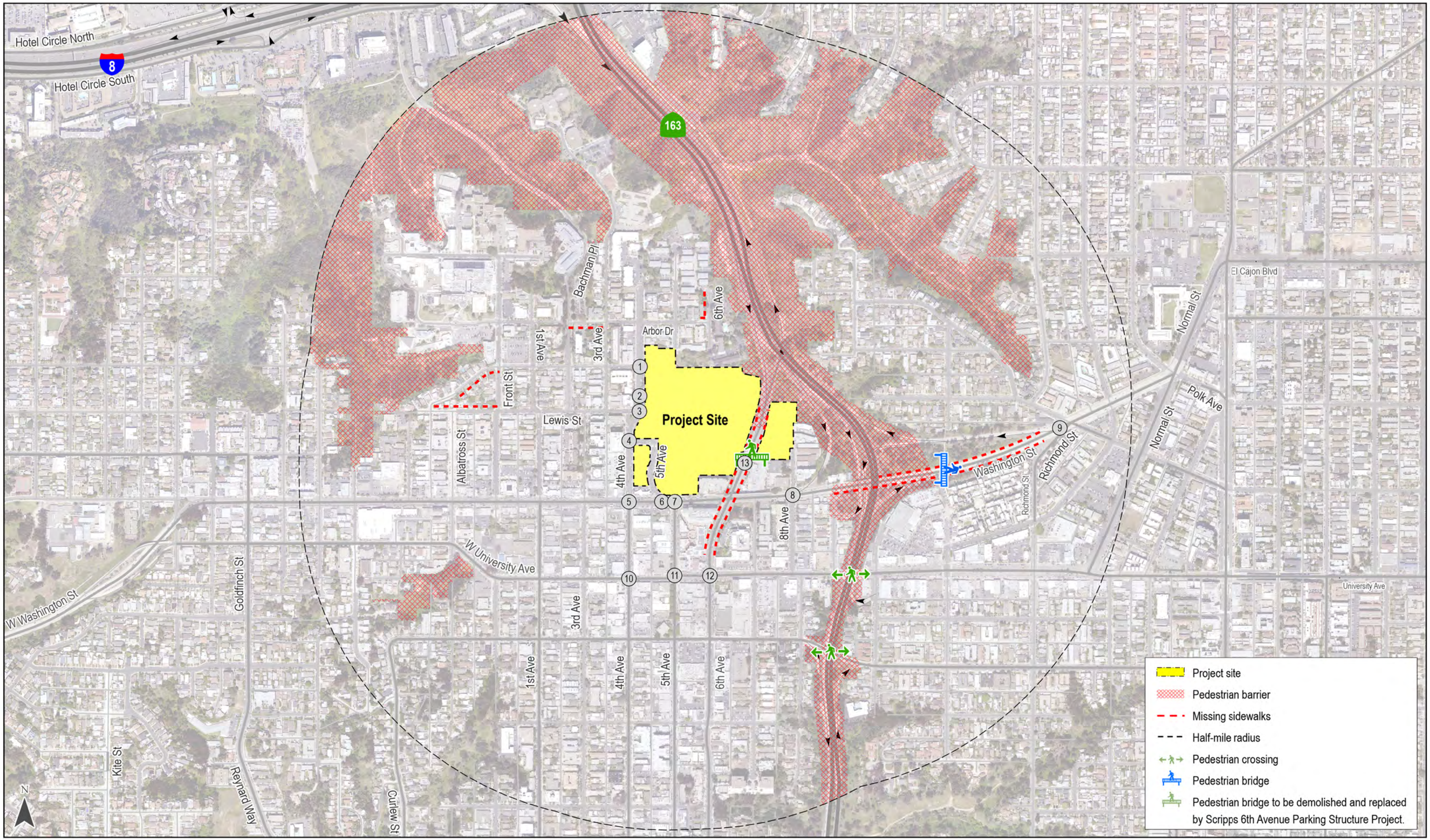
12.4 Pedestrian Improvements

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 buffer to maintain the existing mature trees.
- 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 will be demolished and a new pedestrian bridge will be constructed to connect the parking structure directly to Hospital I.

12.5 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 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 12-1
Existing Pedestrian Network
(Page 1 of 2)

Scripps Mercy Hospital Campus Project

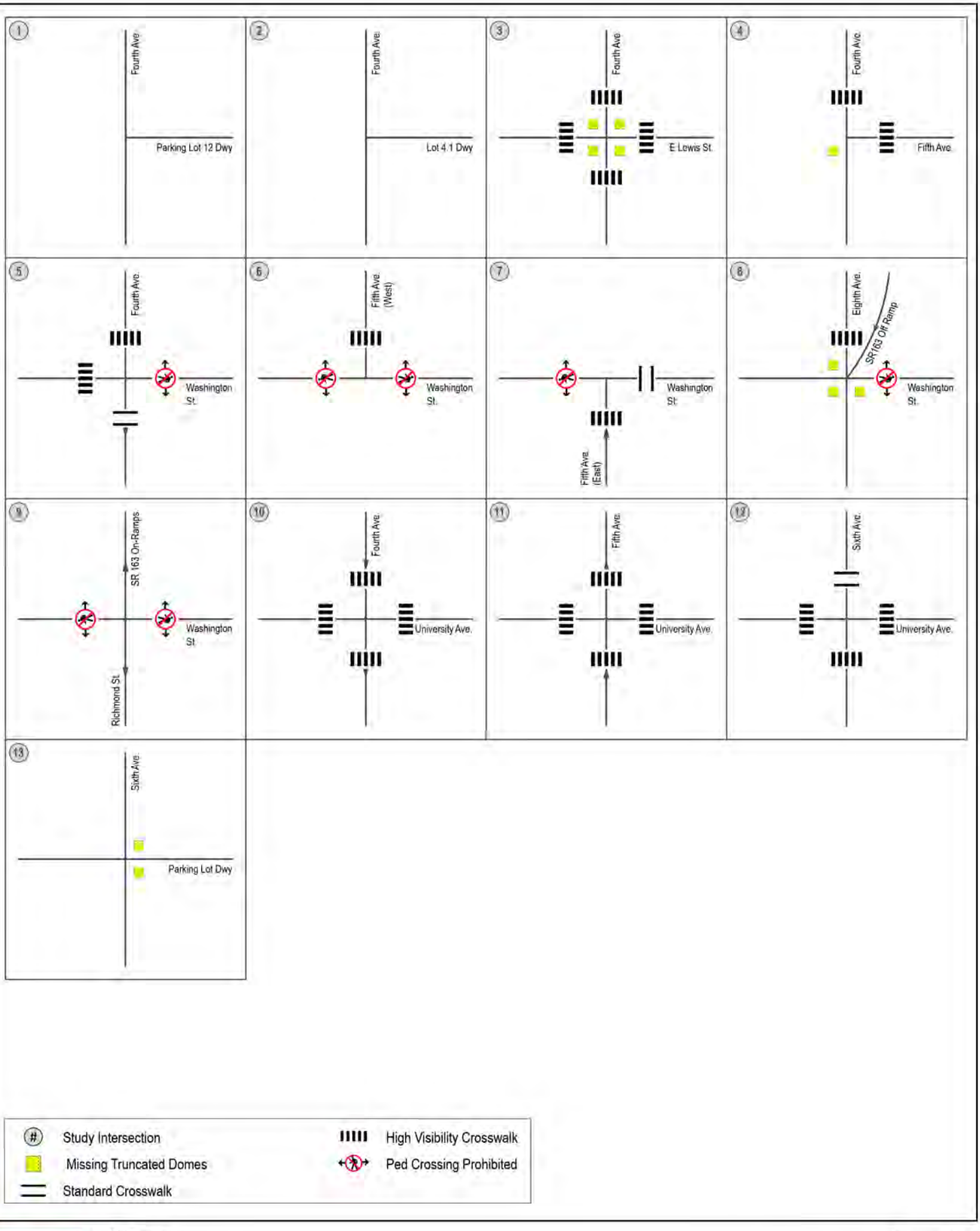

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Figure 12-1
Existing Pedestrian Network
(Page 2 of 2)

Scripps Mercy Hospital Campus Project

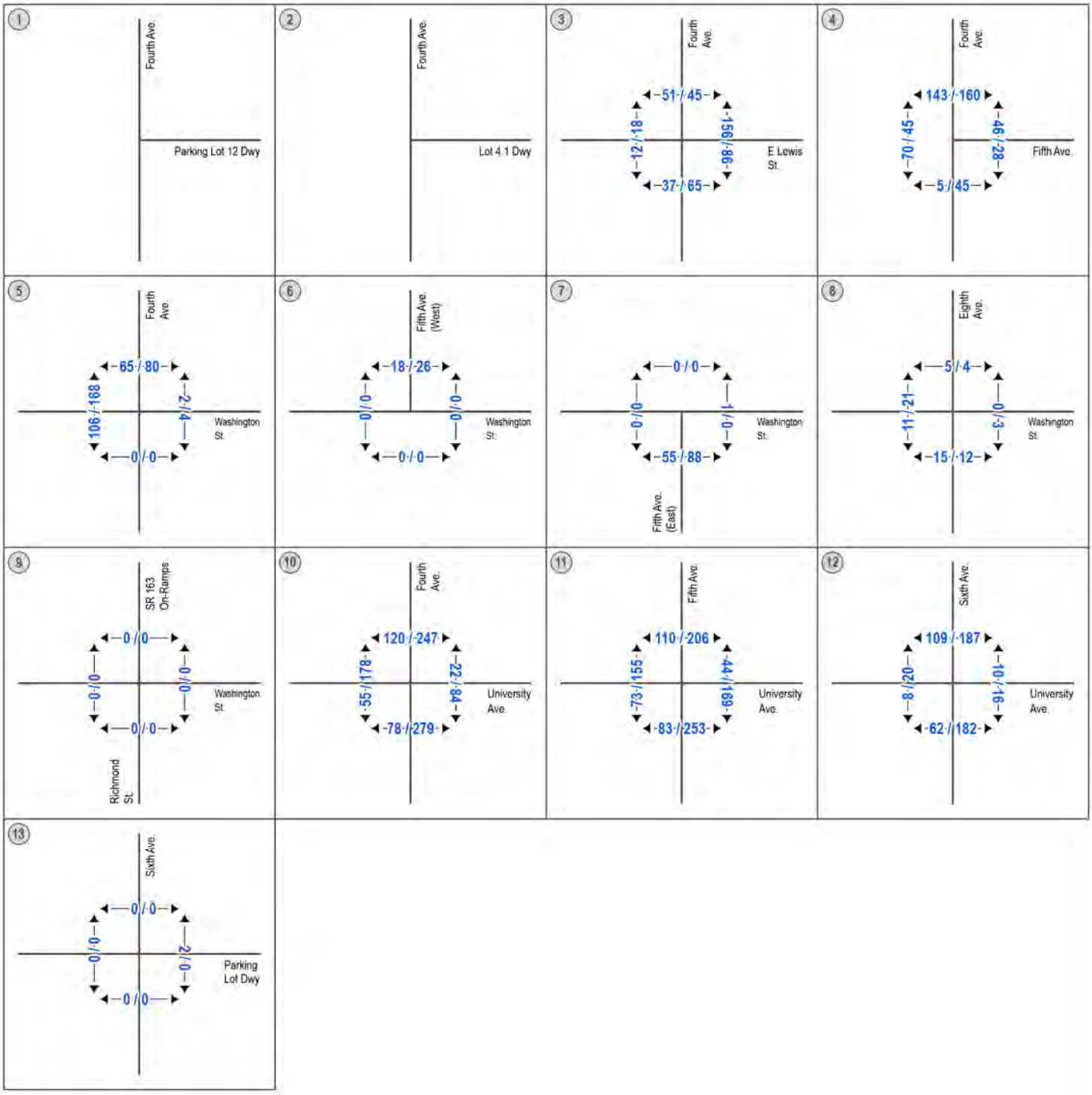

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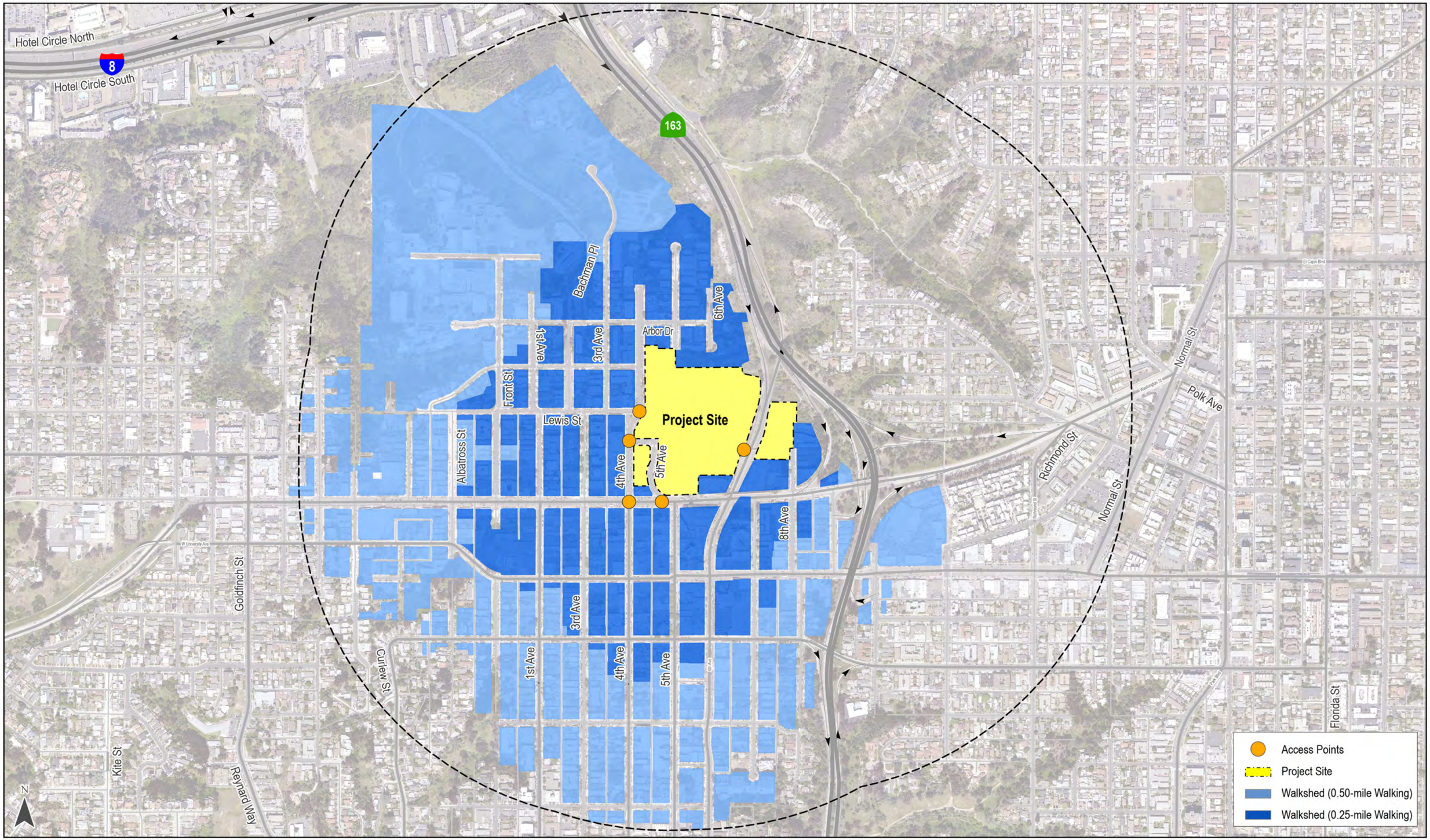
Figure 12-2
Existing Pedestrian Activity

Scripps Mercy Hospital Campus Project



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Service Layer Credit: SANDAG & SanGIS

Figure 12-3
Walkshed Analysis

13.0 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)*.

13.1 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 13–1.***

TABLE 13–1
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 I Bike Path

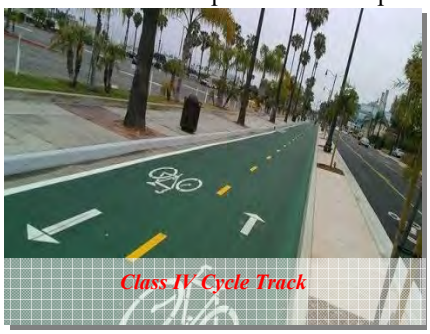
Class II refers to **bicycle lanes** defined by pavement striping and signage used to allocate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities on either side of a roadway. A painted buffer can separate bikes from vehicles or parking lanes. Green paint can identify conflict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


Class II Bike

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 III Bike Route

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.


Class IV Cycle Track

13.2 Existing Bicycle Mobility

A detailed bicycle network inventory was conducted for the surrounding study area. ***Table 13–2*** summarizes the existing and future bicycle classifications on the study street segments. ***Figure 13–1*** presents the existing bicycle network in the Project study area.

TABLE 13–2
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 13–2
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.

13.2.1 *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 B*. ***Figure 13–2*** shows the existing bicycle counts within the Project study area. As shown in *Figure 13–2*, University Avenue was observed to have more bicycle activity than Washington Avenue.

13.3 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 13–3 shows the planned bicycle improvements that were reviewed.

TABLE 13–3
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.

13.4 Bicycle Improvements

13.4.1 *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.

13.4.2 *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.

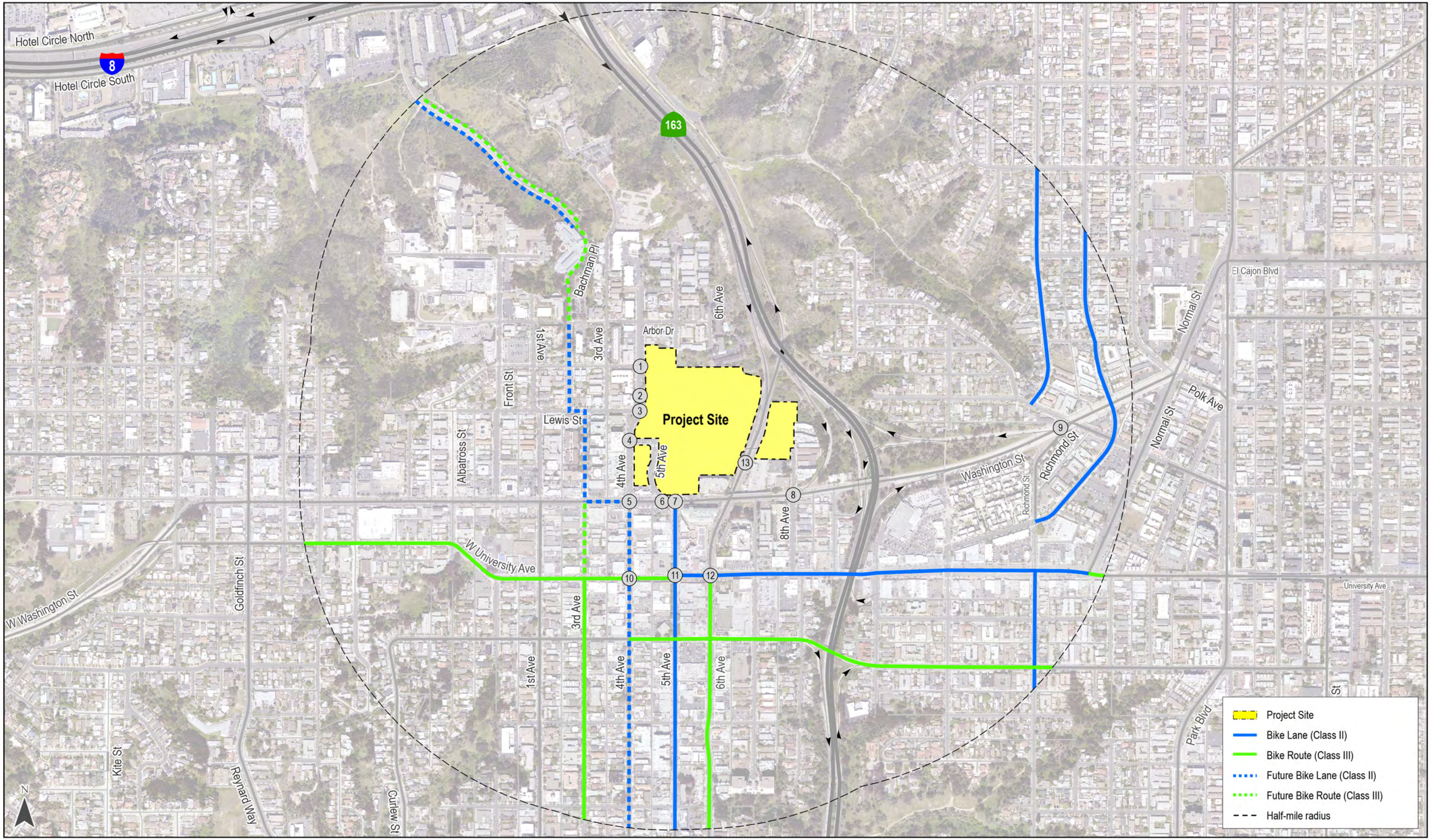
13.5 Bicycle Mobility Review

13.5.1 *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 13–3 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.



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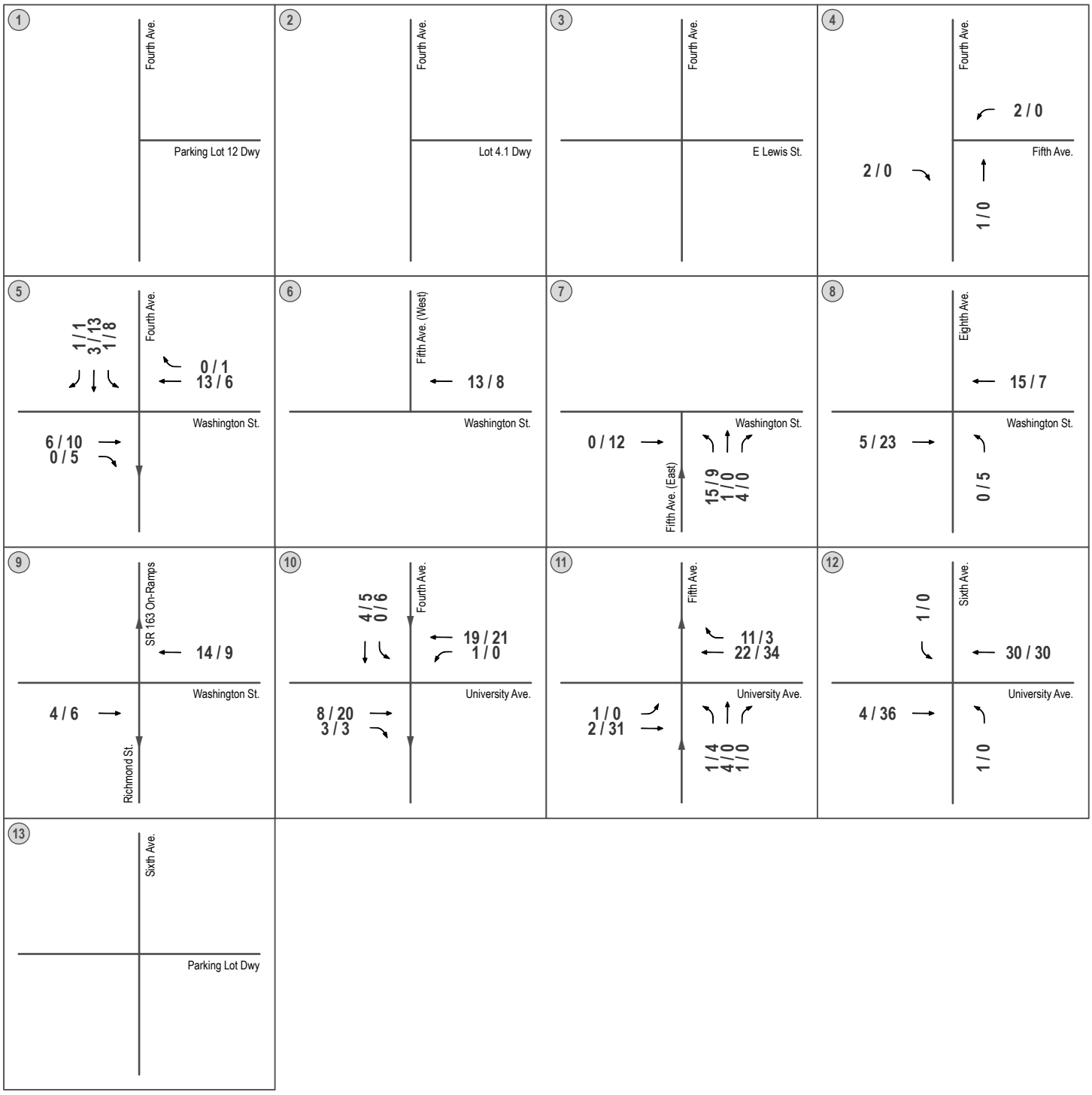
Service Layer Credit: SANDAG & SanGIS

Figure 13-1
Existing Bicycle Network

Scripps Mercy Hospital Campus Project



AM / PM Intersection bicycle peak hour volumes

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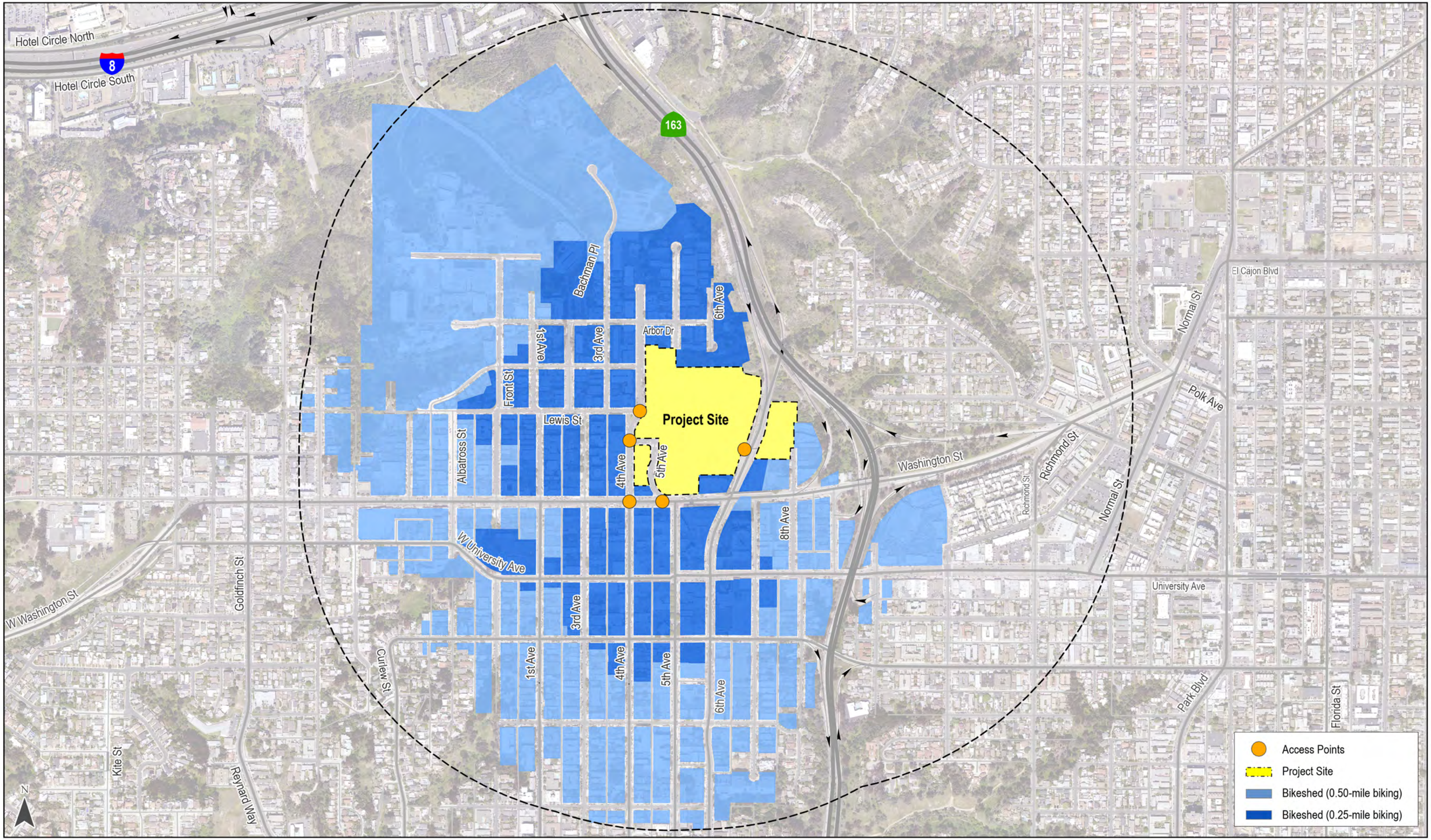
Figure 13-2
Bicycle Activity



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Service Layer Credit: SANDAG & SanGIS

Figure 13-3
Bikeshed Analysis

14.0 TRANSIT MOBILITY

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

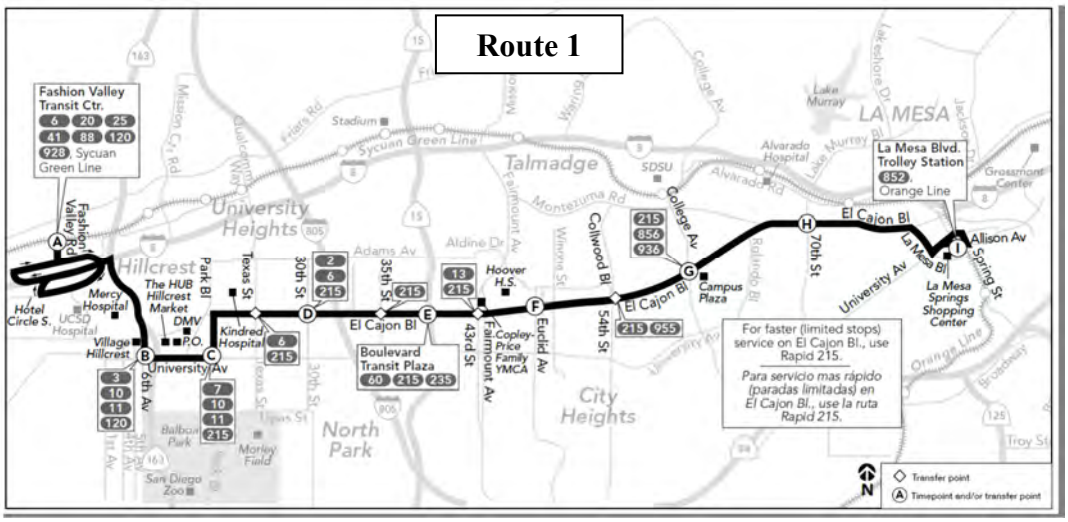
Figure 14–1 shows the existing transit network.

14.1 Bus Service

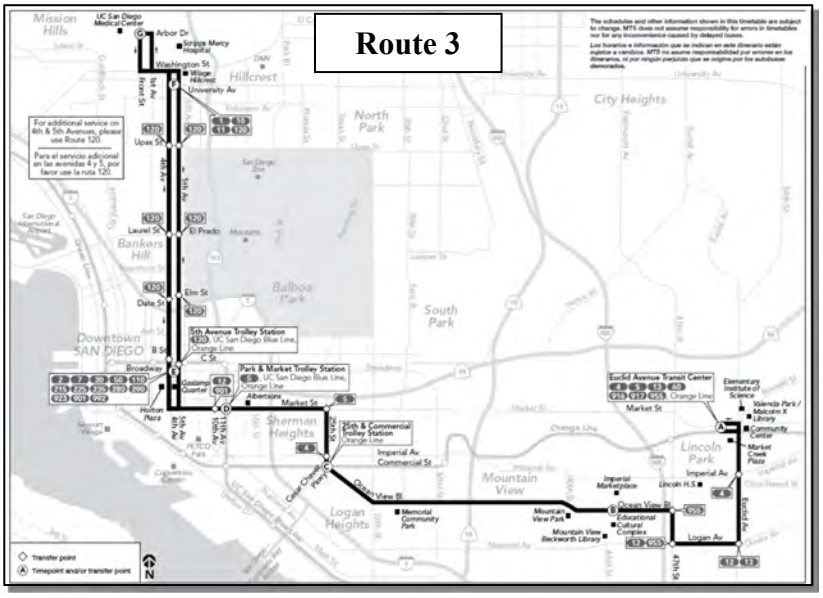
14.1.1 *Existing Bus Service*

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 M*** includes the timetable of these bus routes.

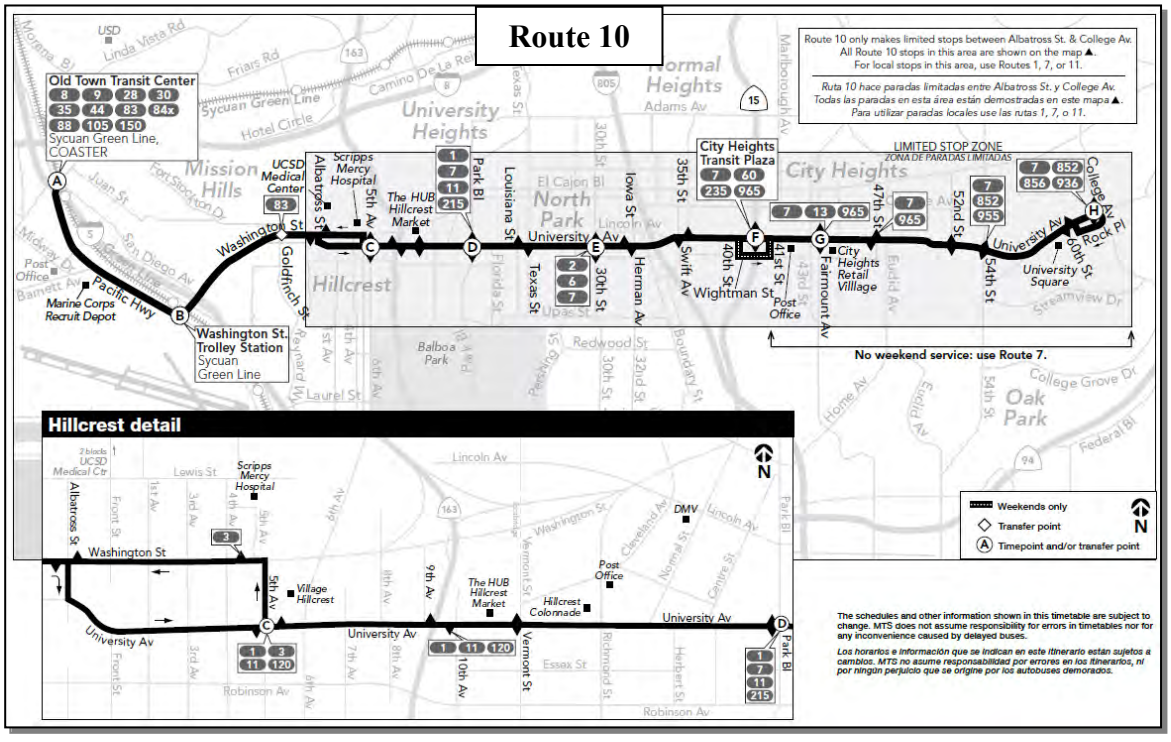
Route 1 runs between Fashion Valley (Fashion Valley Transit Ctr.) and La Mesa (La Mesa Bl. Trolley Station). The route runs along University Avenue, and El Cajon Boulevard to La Mesa. There are a total of fifty (50) stops along this route. Weekday service begins at 4:46 AM with 15-minute headways throughout 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.



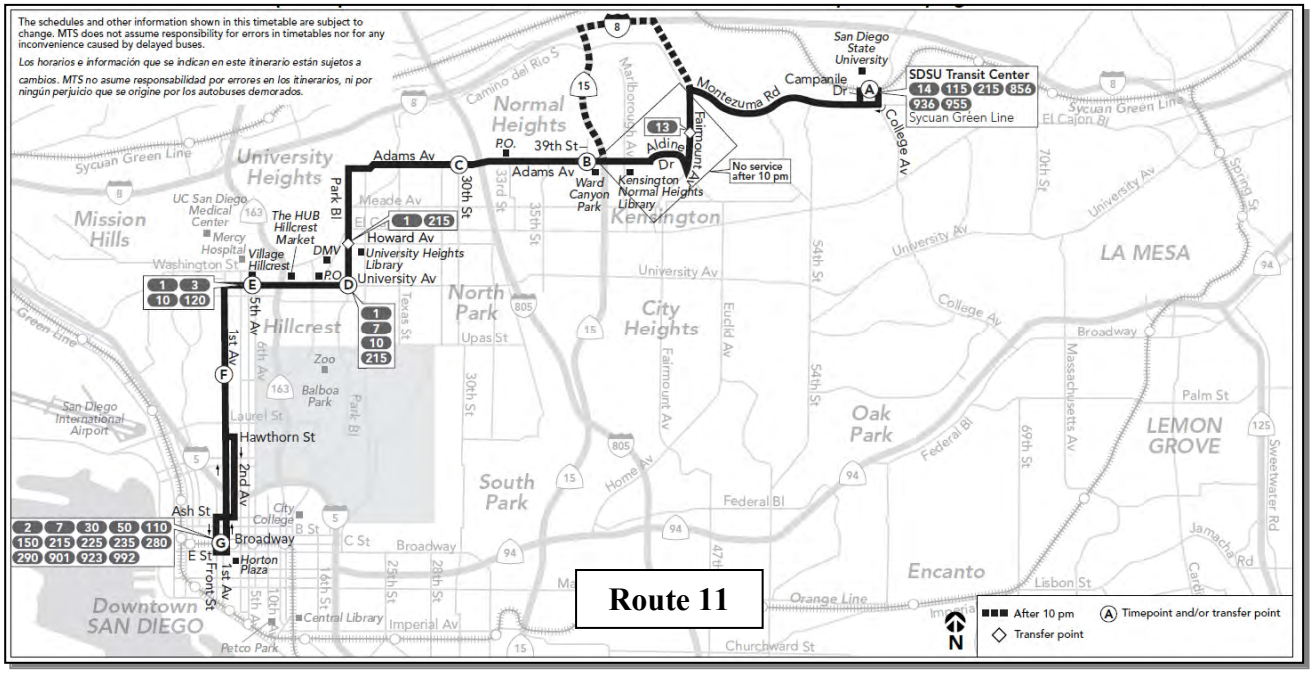
Route 3 runs between Lincoln Park (Euclid Av. Transit Center) and Hillcrest (UCSD Medical Center). The route runs along 5th Avenue, and University Avenue to Hillcrest. There are a total of fifty-four stops (54) along this route. Weekday service begins at 4:40 AM with 12-minute headways until 7:30 PM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



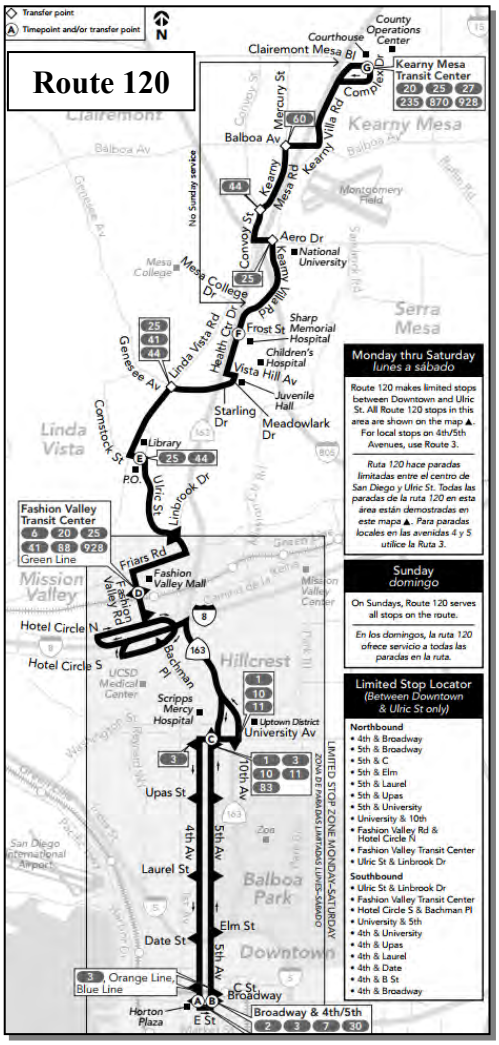
Route 10 runs between Old Town (Old Town Transit Center) and City Heights (University Av. & College Av.). This route runs along Washington Street, and University Avenue to City Heights. There are a total of twenty-five (25) stops along this route. Weekday service begins at 4:42 AM with 15-minute headways 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.



14.1.2 *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 M* 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.

14.1.3 *Bus Stop Amenities*

Table 14–1 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 14–1
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 14–1
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 14–1
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.

14.2 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 buildings 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*)

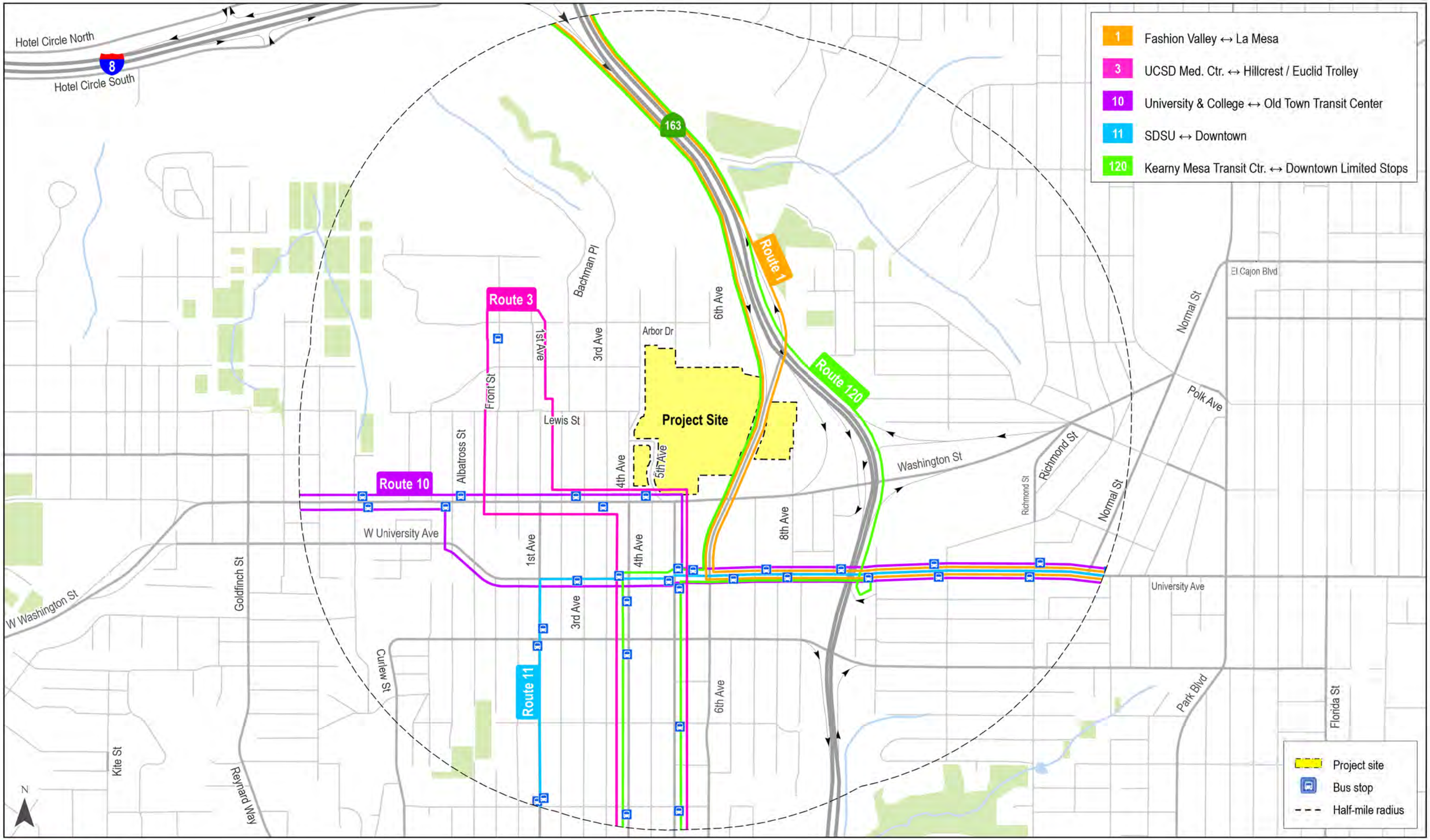


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Figure 14-1
Existing Transit Network

Scripps Mercy Hospital Campus Project

15.0 SYSTEMIC SAFETY REVIEW

15.1 Systemic Safety Review

A review of the City of San Diego's System Safety Hot Spot map[3] was conducted. Hot spots are defined as locations where there is a higher likelihood of injury crashes based on existing conditions. Based on a review of the map, the following hot spots were identified as locations necessitating further evaluation:

- #5: Fourth Avenue / Washington Street
- #7: Fifth Avenue (east) / Washington Street
- #8: Eighth Avenue / Washington Street / SR 163 SB Off-Ramp
- #13: Sixth Avenue / University Avenue

Project improvements at these locations are discussed in the following section.

15.2 Pedestrian Mobility Enhancements

In addition to the above, the following pedestrian mobility enhancements will be considered where appropriate, satisfactory to the City Engineer:

- *Fourth Avenue / Washington Street:* The Project will install high visibility crosswalks at all the intersection approaches with pedestrian crossings, if not already provided. The project will install pedestrian countdown timers at all the intersection approaches with pedestrian crossings.

- *Fifth Avenue / Washington Street:* The Project will install high visibility crosswalks at all the intersection approaches with pedestrian crossings, if not already provided. The Project will install pedestrian countdown timers at all the intersection approaches with pedestrian crossings.

- *Eighth Avenue / Washington Street / SR 163 SB Off-Ramp:* The Project will install high visibility crosswalks at the northbound approach and eastbound approach. The Project will install pedestrian countdown timers at all the intersection approaches with pedestrian crossings.

- *Sixth Avenue / University Avenue:* The Project will install a high visibility crosswalk on the southbound approach.

[3] https://www.sandiego.gov/sites/default/files/systemic-safety-the-data-driven-path-to-vision-zero.pdf

16.0 SITE ACCESS AND CIRCULATION

16.1 Site Access

Vehicular access to the project site is currently provided via Fourth Avenue, Fifth Avenue, Sixth Avenue, and Lewis Street. Fourth Avenue will provide access to the Cancer Center and associated parking structure (PTS #641848), Medical Office Building, and the Existing Parking Structure Lot 12. Fifth Avenue will provide an additional access to the Cancer Center, Emergency Department parking lot and a new unsignalized driveway serving the proposed Hospital Support Building (HSB) and its associated parking structure.

The HSB and its parking structure will also be served by a new project driveway at the Washington Street / Fifth Avenue intersection. The project will construct a new driveway as the fourth leg (southbound approach) of the currently signalized Washington Street / Fifth Avenue intersection.

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 new 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.

16.2 Loading Zone

The loading dock for the Proposed Project is proposed on the west side of Sixth Avenue on the east side of Hospital I. A total of five (5) loading spaces are proposed. Currently, an unsignalized driveway exists on the west side of Sixth Avenue serving the Behavioral Health Clinic (BHU). As a part of the project improvements, this existing unsignalized driveway will be reconfigured to provide two separate unsignalized driveways off Sixth Avenue that allow separate ingress and egress movements to the loading dock.

17.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

Transportation Demand Management (TDM) Program are comprised of measures to encourage employees to use alternative forms of transportation other than single occupancy vehicles. The goal of these plans is to reduce and/or remove single occupancy vehicle trips out of the peak hours, thereby relieving traffic congestion. A detailed description of the Project's TDM measures is provided below.

17.1 Project TDM Measures

The Project will implement the following measures:

Transit Subsidy

- To ensure compliance as a part of the City of San Diego Climate Action Plan (CAP Checklist, Strategy 3, item 8) requirements to reduce Single Occupant Vehicle (SOV) travel, 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.

Parking

- To ensure compliance as a part of the City of San Diego Climate Action Plan (CAP Checklist, Strategy 3, item 8) requirements to reduce Single Occupant Vehicle (SOV) travel, the project will provide a $30 per month subsidy for employees using vanpools.
- As a project design feature, the project is committed to offer a carpool program to employees and preferred parking spaces (designated) for employees that self-select to carpool with other employees.

Flexible or Alternative Work Hours

- To ensure compliance as a part of the City of San Diego Climate Action Plan (CAP Checklist, Strategy 3, item 8) requirements, as a project feature, the project will provide staggered employee work hours and shift changes, which will reduce the trips accessing the campus at a given time.

Transit Improvements

- As a project design feature, the project will upgrade the existing bus stop on Washington Street and Fifth Avenue (Stop ID 11243) to add a shelter and maps/way finding signs.

Telecommuting

- To ensure compliance as a part of the City of San Diego Climate Action Plan (CAP Checklist, Strategy 3, item 8) requirements to promote Telecommuting, as a project

feature, the project will provide virtual doctor and urgent care visits, which allow doctors to work remotely and patients not needing to drive to appointments.

- To ensure compliance as a part of the City of San Diego Climate Action Plan (CAP Checklist, Strategy 3, item 8) requirements to promote Telecommuting, as a project feature, the project will provide employees of Scripps Health "work at home" options via Telecommuting, Telemedicine, Clinical Documentation Integrity Specialist (CDIS), or other programs shifting up to 5% of the workforce to working remotely for one or more days per week.

Marketing Information

- As a project design feature, the project will install TDM information Boards in the hospital and MOB lobbies.
- To ensure compliance as a part of the City of San Diego Climate Action Plan (CAP Checklist, Strategy 3, item 8) requirements, as a project feature, the project is committed to participating in the SANDAG iCommute Program, which promotes RideMatcher services to the employees.

17.2 TDM Monitoring

Prior to the issuance of the final building permit for Hospital I, a detailed TDM Plan will be prepared that will provide the implementation details of the TDM measures such as exact location of preferential carpool and vanpool parking spaces, upgrade of the Washington Street bus stop and other TDM measures. A TDM Monitoring and Reporting Program will be prepared post-occupancy to assess the estimated net reduction in project trips due to the proposed TDM measures. The project applicant will conduct the monitoring program annually for a period of five years. Annual TDM Reports will be prepared and submitted to the satisfaction of the City Engineer for a period of five years.

18.0 COMPLETE COMMUNITIES: HOUSING SOLUTIONS AND MOBILITY CHOICES

In December 2020, the City of San Diego adopted the Complete Communities: Housing Solutions and Mobility Choices Program. Complete Communities includes planning strategies that work together to create incentives to build homes near transit, provide more mobility choices and enhance opportunities for places to walk, bike, relax and play. These efforts ensure that all residents have access to the resources and opportunities necessary to improve the quality of their lives.

The purpose of the Mobility Choices Regulations is to reduce Citywide vehicle miles traveled (VMT) to address the environmental impacts of development related to noise, air pollution, and greenhouse gas emissions, and to promote public health and enjoyment, by investing in active transportation infrastructure and amenities that will result in the greatest reductions to Citywide VMT.

The San Diego Municipal Code (SDMC) Ordinance Number O-21274, adopted on December 9, 2020, provides the development regulations for the Mobility Choices portion of the Complete Communities program. According to the ordinance, the project is located in Mobility Zone 2. Mobility Zone 2 means any premises located either partially or entirely within a Transit Priority Area (TPA).

SDMC Section 143.1103(b) indicates the requirement for the application of VMT Reduction Measures for all development located within Mobility Zone 2 in accordance with the Land Development Manual Appendix T. The City of San Diego's Land Development Manual Appendix T provides a list of VMT Reduction Measures that are split into a series of categories, which include Pedestrian Measures, Bicycle Supportive Measures, Transit Supportive Measures, and Other Measures. Each of the individual measures is given an assigned point value per unit of measure. For development in Mobility Zone 2, SDMC Section 143.1103(b)(1) identifies the requirement to provide VMT Reduction Measures totaling at least 5 points. 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 obtain at least 5 points through the following measures shown in ***Table 18–1***.

TABLE 18–1
MOBILITY CHOICES VMT REDUCTION MEASURES

Category	Measures	Points
Pedestrian Supportive Measures	The Project will install pedestrian countdown heads at the Fourth Avenue / Washington Street and Fifth Avenue / Washington Street intersections.	4
Bicycle Supportive Measures	The Project is required to provide six (6) showers and 24 lockers. The Project is proposing to provide ten (10) showers and 420 lockers.	2
Transit Supportive Measures	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).	2.5