

MEMORANDUM

To: City of San Diego DSD – Transportation

From: Jon Collins, PE, TE
Kimley-Horn and Associates, Inc.

Date: August 9, 2024

Subject: Midway Rising (PRJ-1106734): Privately-Owned Parcels and Effects on the Local Mobility Analysis

A handwritten signature in black ink that reads "Jon M. Collins".

1 Introduction

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

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

In summary, the removal of the privately-owned parcels from the site plan will reduce the anticipated number of vehicular trips for all land uses. The operational traffic analysis contained in the LMA is therefore considered conservative in light of the project revisions and remains valid. Notwithstanding the reduction in trips associated with the modified site plan, the Midway Rising project will construct and implement the project improvements identified in the LMA, with the exception of the project’s frontage improvements along the privately-owned parcels, to address the identified project transportation effects. The LMA document will not be modified in any way as a result of the modified site plan.

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

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

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

2 Transportation Analysis

The expected trip generation for the Midway Rising LMA is determined by the number of residential dwelling units, square feet of commercial land use, and number of spectators for events shown in the study site plan. An updated operational traffic analysis would rely on the same information from the modified site plan. Since the privately-owned parcels were anticipated to be part of Phase 2 (Opening Year (2035)), the removal of the privately-owned parcels from the modified site plan would not affect the expected trip generation in Phase 1 (Opening Year (2030)).

Table 2 summarizes the difference in net trips that the land use shown in the study site plan and modified site plan would be expected to generate. **Table 3** and **Table 4** on the following pages show the Midway Rising trip generation using the study site plan and the modified site plan, respectively, for the Project Phase 2 (2035).

The expected trip generation based on the land use in the modified site plan estimate approximately 2,864 fewer net new daily trips in the Phase 2 (Opening Year (2035)) when compared to the land use in the study site plan that was analyzed in the LMA. The expected trip generation based on the land use in the modified site plan is also lower than the study site plan for all peak hours. Each land use would be expected to generate either the same or fewer trips in the modified site plan compared to the study site plan.

The expected trip generation for the study site plan, and thus the transportation analysis in the Midway Rising LMA, is more conservative than it would be if estimated using the modified site plan. The project improvements identified to address the project’s transportation effects in the LMA are therefore expected to be sufficient to address the project’s transportation effects caused by Midway Rising using the modified site plan. As such, **the operational traffic analysis in the Midway Rising LMA remains valid and does not need to be updated based on the modified site plan. Notwithstanding the reduction in trips associated with the modified site plan, the Midway Rising project will construct and implement the improvements identified in the LMA to address the project’s transportation effects. As stated earlier, only the project’s frontage improvements along the privately-owned parcels will not be constructed by the project.**

Table 2. Trip Generation Comparison

| | Study Site Plan (Trips) | Modified Site Plan (Trips) | Net Change (Study vs Modified Site Plan) (Trips) |
|--------------------------|-------------------------|----------------------------|--|
| Daily | 22,514 | 19,650 | -2,864 |
| AM Peak Hour | 1,450 | 1,292 | -158 |
| PM Peak Hour | 2,055 | 1,872 | -183 |
| Pre-Event PM Peak Hour | 1,321 | 1,192 | -129 |
| Weekend Midday Peak Hour | 885 | 682 | -203 |

| Land Use ¹ | Units | Daily Trips | Weekday Event-Day | | | | | | | | | Weekend Non-Event Day | | |
|--|-------------------|--|------------------------------------|--------------|--------------|------------------------------------|---------------|--------------|-------------------------------------|---------------|---------------|-------------------------------|---------------|--------------|
| | | | AM Commuter Peak Hour ² | | | PM Commuter Peak Hour ³ | | | Pre-Event PM Peak Hour ⁴ | | | Midday Peak Hour ⁵ | | |
| | | | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out |
| Proposed Raw Trips | | | | | | | | | | | | | | |
| * Entertainment Center Event - Spectators | 14,500 spectators | 29,000 | - | - | - | 2,871 | 2,871 | 0 | 5,829 | 5,829 | 0 | - | - | - |
| * Entertainment Center - Employees | 885 employees | 1,770 | - | - | - | 443 | 443 | 0 | 0 | 0 | 0 | - | - | - |
| SD Multiple Dwelling Unit - Over 20 dwelling units/acre | 4,627 d.u. | 27,762 | 2,221 | 444 | 1,777 | 2,499 | 1,749 | 750 | 2,174 | 1,522 | 652 | 2,499 | 1,749 | 750 |
| SD Restaurant - Quality | 40 ksf | 3600 | 36 | 22 | 14 | 202 | 141 | 61 | 29 | 20 | 9 | 288 | 202 | 86 |
| SD Restaurant - High Turnover (sit-down) | 40 ksf | 4160 | 333 | 167 | 166 | 233 | 140 | 93 | 33 | 20 | 13 | 333 | 200 | 133 |
| SD Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres) | 60 ksf | 2940 | 88 | 53 | 35 | 206 | 103 | 103 | 29 | 15 | 14 | 294 | 147 | 147 |
| Total Raw Trips | | 69,232 | 2,678 | 686 | 1,992 | 6,454 | 5,447 | 1,007 | 8,095 | 7,406 | 689 | 3,414 | 2,298 | 1,116 |
| Proposed Reductions | | | | | | | | | | | | | | |
| Entertainment Center Trips (Spectators) | | | | | | | | | | | | | | |
| <i>Adjustments</i> | | 29,000 | 0 | 0 | 0 | 2,871 | 2,871 | 0 | 5,829 | 5,829 | 0 | 0 | 0 | 0 |
| <i>Internal Capture</i> | | 1% | -290 | 0 | 0 | 0 | -29 | -29 | 0 | -58 | -58 | 0 | 0 | 0 |
| Entertainment Center Trips w/ Internal Capture | | | 28,710 | 0 | 0 | 2,842 | 2,842 | 0 | 5,770 | 5,770 | 0 | 0 | 0 | 0 |
| <i>Multimodal Reductions</i> | | 25% | -7,177 | 0 | 0 | 0 | -710 | -710 | 0 | -1,443 | -1,443 | 0 | 0 | 0 |
| Entertainment Center Trips (People in Vehicles) w/ Internal Capture & Multimodal Reductions | | | 21,533 | 0 | 0 | 2,132 | 2,132 | 0 | 4,327 | 4,327 | 0 | 0 | 0 | 0 |
| <i>Entertainment Center Vehicle Trips w/o Second TNC Trip¹</i> | | 3.0 Avg Occupancy per Veh ⁶ | 7,178 | 0 | 0 | 0 | 711 | 711 | 0 | 1,442 | 1,442 | 0 | 0 | 0 |
| <i>Second TNC Vehicle Trips</i> | | 15% | | | | | | 107 | | | 216 | | | 0 |
| Total Entertainment Center Vehicle Trips | | | 7,178 | 0 | 0 | 0 | 817 | 711 | 107 | 1,658 | 1,442 | 216 | 0 | 0 |
| Entertainment Center Trips (Employees) | | | | | | | | | | | | | | |
| <i>Adjustments</i> | | 1,770 | 0 | 0 | 0 | 443 | 443 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Internal Capture</i> | | 1% | -18 | 0 | 0 | 0 | -4 | -4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entertainment Center Trips w/ Internal Capture | | | 1,752 | 0 | 0 | 439 | 439 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Multimodal Reductions</i> | | 25% | -438 | 0 | 0 | 0 | -110 | -110 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entertainment Center Trips (People in Vehicles) w/ Internal Capture & Multimodal Reductions | | | 1,314 | 0 | 0 | 329 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Entertainment Center Vehicle Trips w/o Second TNC Trip</i> | | 1.0 Avg Occupancy per Veh ⁶ | 1,314 | 0 | 0 | 0 | 329 | 329 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Second TNC Vehicle Trips</i> | | 15% | | | | | | 49 | | | 0 | | | 0 |
| Total Entertainment Center Vehicle Trips (Employees) | | | 1,314 | 0 | 0 | 0 | 378 | 329 | 49 | 0 | 0 | 0 | 0 | 0 |
| Total Adjusted Entertainment Center Trips (Seats & Employees) | | | 8,492 | 0 | 0 | 0 | 1,195 | 1,039 | 156 | 1,658 | 1,442 | 216 | 0 | 0 |
| Residential Trips | | | | | | | | | | | | | | |
| <i>Internal Capture</i> | | | -555 | -44 | -9 | -36 | -300 | -350 | -150 | -435 | -304 | -130 | -500 | -350 |
| <i>Multimodal Reductions</i> | | | -2,721 | -305 | -61 | -244 | -280 | -196 | -84 | -243 | -171 | -73 | -280 | -196 |
| Total Adjusted Residential Trips | | | 24,486 | 1,872 | 374 | 1,497 | 1,719 | 1,203 | 516 | 1,496 | 1,047 | 449 | 1,719 | 1,203 |
| Retail Trips | | | | | | | | | | | | | | |
| <i>Internal Capture</i> | | | -107 | -78 | -41 | -37 | -64 | -38 | -26 | -9 | -5 | -4 | -91 | -55 |
| Total Adjusted Retail Trips | | | 10,593 | 379 | 201 | 178 | 577 | 346 | 231 | 83 | 50 | 33 | 824 | 494 |
| <i>Total Existing Commercial Trips</i> | | | -14,181 | -711 | -412 | -299 | -1,058 | -627 | -431 | -1,280 | -869 | -411 | -1,658 | -786 |
| Total Net New Retail Trips | | | -3,588 | -332 | -211 | -121 | -481 | -281 | -200 | -1,197 | -819 | -378 | -834 | -292 |
| Existing Land Use Trips (Applied to retail) | | | | | | | | | | | | | | |
| Total Existing Trips | | | -21,057 | -801 | -489 | -312 | -1,436 | -904 | -532 | -1,916 | -1,433 | -483 | -1,658 | -786 |
| Net New Trips | | | 22,514 | 1,450 | 86 | 1,363 | 2,055 | 1,684 | 371 | 1,321 | 1,106 | 215 | 885 | 911 |

Notes:

¹Land Uses based on: SD – City of San Diego Trip Generation Manual

²AM Commuter Peak Hour = Morning Peak Hour (8-9 AM)

³PM Commuter Peak Hour = Evening Commute Peak Hour (5-6 PM)

⁴Pre-Event PM Peak Hour = Arrival Peak Hour prior to event (6-7 PM)

⁵Weekend Midday Peak = Midday peak hour during a non-event day

⁶Average Vehicle Occupancy (AVO) based on FHWA and ITE support material.

⁷Internal Capture: Residential = 2% Daily/2% AM/20% PM, Commercial = 10% Daily/17% am/10% PM.

*Entertainment Center trip generation is based on maximum number of seats and number of employees expected for that peak period. Proposed Raw Trips is not based on a rate but rather using assumptions listed below:

Spectator Arrival - 20% during Commute PM Peak Hour; 40% during Pre-Event PM Peak Hour

Employee Arrival - 25% during PM Peak Hour; 0% during Pre-Event PM Peak Hour

Table 3. Phase 2 (2035) Study Site Plan Trip Generation

| Land Use ¹ | Units | Daily Trips | Weekday Event-Day | | | | | | | | | Weekend Non-Event Day | | | |
|---|-------------------|--|------------------------------------|--------------|--------------|------------------------------------|--------------|--------------|-------------------------------------|---------------|--------------|-------------------------------|--------------|--------------|-------------|
| | | | AM Commuter Peak Hour ² | | | PM Commuter Peak Hour ³ | | | Pre-Event PM Peak Hour ⁴ | | | Midday Peak Hour ⁵ | | | |
| | | | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | |
| Proposed Raw Trips | | | | | | | | | | | | | | | |
| * Entertainment Center Event - Spectators | 14,500 spectators | 29,000 | - | - | - | 2,871 | 2,871 | 0 | 5,829 | 5,829 | 0 | - | - | - | |
| * Entertainment Center - Employees | 885 employees | 1,770 | - | - | - | 443 | 443 | 0 | 0 | 0 | 0 | - | - | - | |
| SD Multiple Dwelling Unit - Over 20 dwelling units/acre | 4,254 d.u. | 25,524 | 2,042 | 408 | 1,634 | 2,297 | 1,608 | 689 | 1,998 | 1,399 | 599 | 2,297 | 1,608 | 689 | |
| SD Restaurant - Quality | 30 ksf | 2700 | 27 | 16 | 11 | 151 | 106 | 45 | 22 | 15 | 7 | 216 | 151 | 65 | |
| SD Restaurant - High Turnover (sit-down) | 40 ksf | 4160 | 333 | 167 | 166 | 233 | 140 | 93 | 33 | 20 | 13 | 333 | 200 | 133 | |
| SD Shopping Center - Community (100,000 sq. ft. or more GLA on 10 or more acres) | 60 ksf | 2940 | 88 | 53 | 35 | 206 | 103 | 103 | 29 | 15 | 14 | 294 | 147 | 147 | |
| Total Raw Trips | | 66,094 | 2,490 | 644 | 1,846 | 6,201 | 5,271 | 930 | 7,912 | 7,278 | 634 | 3,140 | 2,106 | 1,034 | |
| Proposed Reductions | | | | | | | | | | | | | | | |
| Entertainment Center Trips (Spectators) | | <i>Adjustments</i> | 29,000 | 0 | 0 | 0 | 2,871 | 2,871 | 0 | 5,829 | 5,829 | 0 | 0 | 0 | 0 |
| <i>Internal Capture</i> | | 1% | -290 | 0 | 0 | 0 | -29 | -29 | 0 | -58 | -58 | 0 | 0 | 0 | 0 |
| Entertainment Center Trips w/ Internal Capture | | | 28,710 | 0 | 0 | 0 | 2,842 | 2,842 | 0 | 5,770 | 5,770 | 0 | 0 | 0 | 0 |
| <i>Multimodal Reductions</i> | | 25% | -7,177 | 0 | 0 | 0 | -710 | -710 | 0 | -1,443 | -1,443 | 0 | 0 | 0 | 0 |
| Entertainment Center Trips (People in Vehicles) w/ Internal Capture & Multimodal Reductions | | | 21,533 | 0 | 0 | 0 | 2,132 | 2,132 | 0 | 4,327 | 4,327 | 0 | 0 | 0 | 0 |
| <i>Entertainment Center Vehicle Trips w/o Second TNC Trip¹</i> | | 3.0 Avg Occupancy per Veh ⁶ | 7,178 | 0 | 0 | 0 | 711 | 711 | 0 | 1,442 | 1,442 | 0 | 0 | 0 | 0 |
| <i>Second TNC Vehicle Trips</i> | | 15% | | | | | | 107 | | | 216 | | | | |
| Total Entertainment Center Vehicle Trips | | | 7,178 | 0 | 0 | 0 | 817 | 711 | 107 | 1,658 | 1,442 | 216 | 0 | 0 | 0 |
| Entertainment Center Trips (Employees) | | | | | | | | | | | | | | | |
| Entertainment Center Trips (Employees) | | <i>Adjustments</i> | 1,770 | 0 | 0 | 0 | 443 | 443 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Internal Capture</i> | | 1% | -18 | 0 | 0 | 0 | -4 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entertainment Center Trips w/ Internal Capture | | | 1,752 | 0 | 0 | 0 | 439 | 439 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Multimodal Reductions</i> | | 25% | -438 | 0 | 0 | 0 | -110 | -110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entertainment Center Trips (People in Vehicles) w/ Internal Capture & Multimodal Reductions | | | 1,314 | 0 | 0 | 0 | 329 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Entertainment Center Vehicle Trips w/o Second TNC Trip</i> | | 1.0 Avg Occupancy per Veh ⁶ | 1,314 | 0 | 0 | 0 | 329 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Second TNC Vehicle Trips</i> | | | | | | | | 49 | | | 0 | | | | |
| Total Entertainment Center Vehicle Trips (Employees) | | | 1,314 | 0 | 0 | 0 | 378 | 329 | 49 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Adjusted Entertainment Center Trips (Seats & Employees) | | | 8,492 | 0 | 0 | 0 | 1,195 | 1,039 | 156 | 1,658 | 1,442 | 216 | 0 | 0 | 0 |
| Residential Trips | | | | | | | | | | | | | | | |
| Residential Trips | | | 25,524 | 2,042 | 408 | 1,634 | 2,297 | 1,608 | 689 | 1,998 | 1,399 | 599 | 2,297 | 1,608 | 689 |
| <i>Internal Capture⁷</i> | | | -510 | -41 | -8 | -33 | -459 | -322 | -138 | -400 | -280 | -120 | -459 | -322 | -138 |
| | | | 25,014 | 2,001 | 400 | 1,601 | 1,838 | 1,286 | 551 | 1,598 | 1,119 | 479 | 1,838 | 1,286 | 551 |
| <i>Multimodal Reductions</i> | | | -2,501 | -280 | -56 | -224 | -257 | -180 | -77 | -224 | -157 | -67 | -257 | -180 | -77 |
| Total Adjusted Residential Trips | | | 22,513 | 1,721 | 344 | 1,377 | 1,581 | 1,106 | 474 | 1,374 | 962 | 412 | 1,581 | 1,106 | 474 |
| Retail Trips | | | | | | | | | | | | | | | |
| Retail Trips | | | 9,800 | 448 | 236 | 212 | 590 | 349 | 241 | 84 | 50 | 34 | 843 | 498 | 345 |
| <i>Internal Capture⁷</i> | | | -98 | -76 | -40 | -36 | -59 | -35 | -24 | -8 | -5 | -3 | -84 | -50 | -35 |
| Total Adjusted Retail Trips | | | 9,702 | 372 | 196 | 176 | 532 | 314 | 217 | 76 | 45 | 31 | 759 | 448 | 311 |
| <i>Total Existing Commercial Trips</i> | | | -14,181 | -711 | -412 | -299 | -1,058 | -627 | -431 | -1,280 | -869 | -411 | -1,658 | -786 | -872 |
| Total Net New Retail Trips | | | -4,479 | -339 | -216 | -123 | -526 | -313 | -214 | -1,204 | -824 | -380 | -899 | -338 | -562 |
| Existing Land Use Trips (Applied to retail) | | | | | | | | | | | | | | | |
| Total Existing Trips | | | -21,057 | -801 | -489 | -312 | -1,436 | -904 | -532 | -1,916 | -1,433 | -483 | -1,658 | -786 | -872 |
| Net New Trips | | | | | | | | | | | | | | | |
| | | | 19,650 | 1,292 | 51 | 1,241 | 1,872 | 1,555 | 315 | 1,192 | 1,016 | 176 | 682 | 768 | -88 |

Notes:

- ¹Land Uses based on: SD – City of San Diego Trip Generation Manual
- ²AM Commuter Peak Hour = Morning Peak Hour (8-9 AM)
- ³PM Commuter Peak Hour = Evening Commute Peak Hour (5-6 PM)
- ⁴Pre-Event PM Peak Hour = Arrival Peak Hour prior to event (6-7 PM)
- ⁵Weekend Midday Peak= Midday peak hour during a non-event day
- ⁶Average Vehicle Occupancy (AVO) based on FHWA and ITE support material.
- ⁷Internal Capture: Residential = 2% Daily/2% AM/20% PM; Commercial = 10% Daily/17% am/10% PM.
- *Entertainment Center trip generation is based on maximum number of seats and number of employees expected for that peak period. Proposed Raw Trips is not based on a rate but rather using assumptions listed below:
 Spectator Arrival - 20% during Commute PM Peak Hour; 40% during Pre-Event PM Peak Hour
 Employee Arrival - 25% during PM Peak Hour; 0% during Pre-Event PM Peak Hour

Table 4. Phase 2 (2035) Modified Site Plan Trip Generation

3 Additional Considerations

In addition to the operational traffic analysis, three other transportation items are affected by the removal of the land uses within the privately-owned parcels from the Midway Rising site plan including the required Transportation Amenities, the minimum required number of points of Vehicle Miles Traveled Reduction Measures, and the multi-modal network. Each of these topics is discussed below, highlighting the changes that will be made to the project due to the removal of the privately-owned parcels.

3.1 TRANSPORTATION AMENITIES

The following variables were used to calculate a “score” for the Midway Rising transportation amenity requirements based on San Diego Municipal Code (SDMC) Section 142.0528(c) using the study site plan:

- Total number of apartment units: 4,627
- Total number of bedrooms: 7,170

Based on these inputs, Midway Rising was required to provide at least 2 points of transportation amenities. Using the modified site plan, these inputs would be updated as follows:

- Total number of apartment units: **4,254**
- Total number of bedrooms: **6,432**

Using these updated inputs, Midway Rising is still required to provide at least **2** points of transportation amenities.

Midway Rising plans to provide 17 points of transportation amenities, the same number provided before removal of the privately-owned parcels. Although the length of project frontage along Kurtz Street is decreased with the removal of the privately-owned parcels, the transportation amenities remain the same, and the points associated with the amenities provided continue to exceed the points required. The updated anticipated locations of these amenities are shown in **Figure 1**.

LEGEND

- ① TRANSIT SHELTERS AND BENCHES
(TRANSIT AND ACTIVE
TRANSPORTATION INFRASTRUCTURE)
- ② MULTI-MODAL WAYFINDING KIOSK
(TRANSIT AND RIDESHARE INFORMATION)
- ③ BICYCLE REPAIR STATION
(ON-SITE BICYCLE REPAIR STATION)
- ④ SECURE PACKAGE AREA (DELIVERY
SUPPORT)
- ⑤ OUTDOOR FITNESS CIRCUIT
- ⑥ CO-WORKING SPACE
- 6FT SIDEWALKS WITH 10FT OF SPACE AT
INTERSECTIONS (TRANSIT AND ACTIVE
TRANSPORTATION INFRASTRUCTURE)

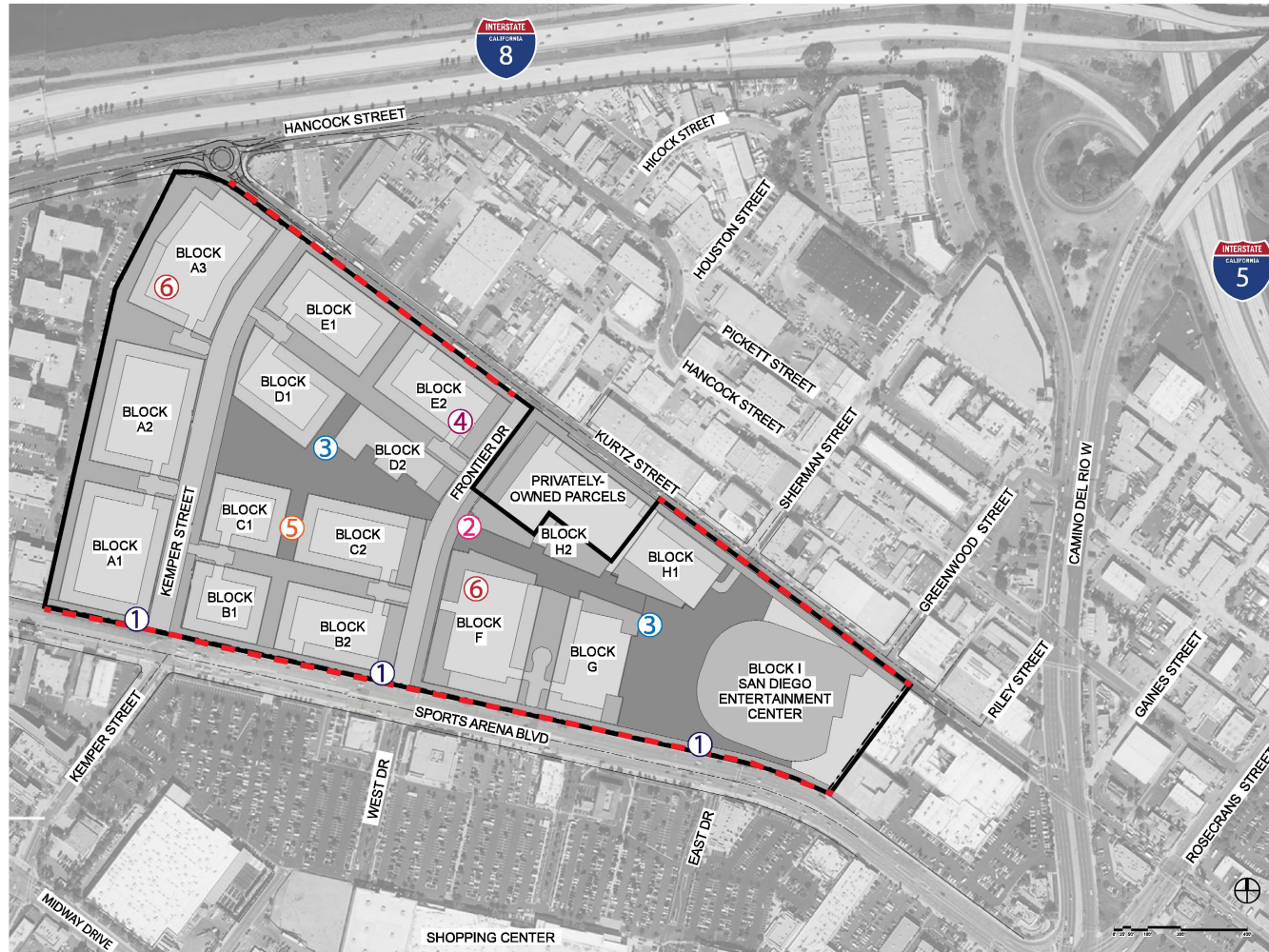


Figure 1. Proposed Transportation Amenities Locations

3.2 COMPLETE COMMUNITIES: MOBILITY CHOICES (VMT REDUCTION MEASURES)

3.2.1 Commercial Land Use

The number of VMT reduction measure (per Complete Communities: Mobility Choices) points that Midway Rising is required to implement for the commercial land use does not change with the modified site plan, although the number of restaurant parking spaces would be expected to be fewer, as shown in **Table 5**.

Table 5. Commercial Land Use – VMT Reduction Measures Point Requirements (Basic Parking Rates) (Spaces)

| Land Use | Required Parking (Study Site Plan) ¹ | Parking Provided (Study Site Plan) | VMT Reduction Measure Points Required (Study Site Plan) | Required Parking (Modified Site Plan) ¹ | Parking Provided (Modified Site Plan) | VMT Reduction Points Required (Modified Site Plan) |
|--|---|------------------------------------|---|--|---------------------------------------|--|
| Retail | 90 | 185 | 8 | 90 | 185 | 8 |
| Restaurant | 120 | 246 | 8 | 105 | 205 | 8 |
| Total VMT Reduction Points Required (Commercial): | | | | | | 16 |

¹ City of San Diego Municipal Code Table 142-05E and Table 142-05F

Table 6 summarizes the list of VMT reduction measures for commercial use that Midway Rising will implement to meet this requirement based on the modified site plan. The only line item in the table that is affected as a result of the modified site plan is VMT Reduction Measure “Bicycle 13.” Although the Class I path will not be constructed along the east side of Frontier Drive and the south side of Kurtz Street along the frontage of the privately-owned parcels, the connection between Kurtz Street and Sports Arena Boulevard would be via Class I paths located within the project site. The points associated with the VMT reduction measures provided for the commercial land use therefore do not change and continue to exceed the points required.

3.2.2 Entertainment Land Use










Entertainment Center parking and VMT reduction measures were not planned in the privately-owned parcels. The required VMT reduction measure points and provided strategies for the entertainment land use therefore do not change due to the removal of the privately-owned parcels from the Midway Rising study site plan.

Figure 2 shows the anticipated locations for the VMT reduction measures per Complete Communities: Mobility Choices provided.

Table 6. Commercial Land Use – VMT Reduction Measure

| Measure | Project-Specific Notes | Points |
|--|--|-------------|
| Pedestrian 1. Pedestrian scale lighting adjacent to public pedestrian walkways along the entire development frontage. | Pedestrian scale lighting will be provided along the project frontage roadways of Sports Arena Boulevard and Kurtz Street | 0.5 |
| Pedestrian 2. Installing pop-outs at adjacent intersections or curb extensions at adjacent mid-block crosswalks. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or San Diego Metropolitan Transit System/North County Transit District may be required. | 3 locations: <ul style="list-style-type: none"> • Sports Arena Boulevard & Frontier Drive (half intersection) • Sports Arena Boulevard & Kemper Street (half intersection) • Frontier Drive mid-block crossing (South) (full intersection) | 5 |
| Pedestrian 9. Widening sidewalk within the existing public right-of-way to Street Design Manual standards. The reduction of parkway/landscape buffer to less than the width required by the Street Design Manual standards to widen sidewalk width is not permitted. Requires replacement of existing sidewalk. | Multi-use path along Sports Arena Boulevard, Kurtz Street, and Rosecrans Street (approximately 2,200 feet) | 1.25 |
| Bicycle 12. Providing on-site bicycle repair station. | Located near Class I path along Sherman Street alignment through site. | 1.5 |
| Bicycle 13. Installing new bicycle infrastructure (Class I, II, IV) that is part of the City’s planned bikeway network that closes or incrementally closes an existing gap between two existing bikeways. | Class I multi-use path proposed for the north side of Sports Arena Boulevard, east side of Frontier Drive, through the project site , south side of Kurtz Street, and east side of Rosecrans Street that would connect to Class II bike lanes on Pacific Highway and Sports Arena Boulevard (approximately 3,960’). | 2.25 |
| Transit 19. Providing high cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of shelter, real time bus information monitors. | Provide enhanced amenities at proposed new bus stop on the west side of the Kemper Street intersection, including a shelter. Relocate existing bus stop (ID 13345) and upgrade to a RAPID bus stop per the MTS Designing for Transit Manual (February 2018) including real-time digital display for rapid bus stop and rapid shelter. | 2.5 |
| Transit 20. Providing low cost amenities/upgraded features to an existing transit stop (above existing condition), i.e., addition of bench, public art, static schedule and route display, trash receptacle. | Provide system map for local bus stop (ID 13344) on Sports Arena Boulevard. | 1 |
| Other 25. Installing a traffic calming measure, such as speed feedback signs, median slow points (chokers), and speed table/raised crosswalk. Installation shall comply with the Street Design Manual Traffic Calming Chapter. Coordination with City Fire-Rescue Department staff and/or MTS/NCTD may be required. | Raised crossing / intersection on Frontier Drive. | 2.5 |
| Total VMT Reduction Measure Points (Commercial) | | 16.5 |

LEGEND

-  BULBOUTS ADDED TO INTERSECTION (VMT REDUCTION MEASURE #2)
-  PROTECTED INTERSECTION (VMT REDUCTION MEASURE #2)
-  MID-BLOCK CROSSING WITH BULBOUTS (VMT REDUCTION MEASURE #2)
-  SIDEWALK WIDENING (VMT REDUCTION MEASURE #9)
-  BICYCLE REPAIR STATION (VMT REDUCTION MEASURE #12)
-  CLASS I BIKE PATH (VMT REDUCTION MEASURE #13)
-  REAL-TIME DISPLAY ADDED TO BUS RAPID TRANSIT STOP (VMT REDUCTION MEASURE #19)
-  SYSTEM MAP ADDED TO LOCAL BUS STOP (VMT REDUCTION MEASURE #20)
-  RAISED CROSSWALK (VMT REDUCTION MEASURE #25)

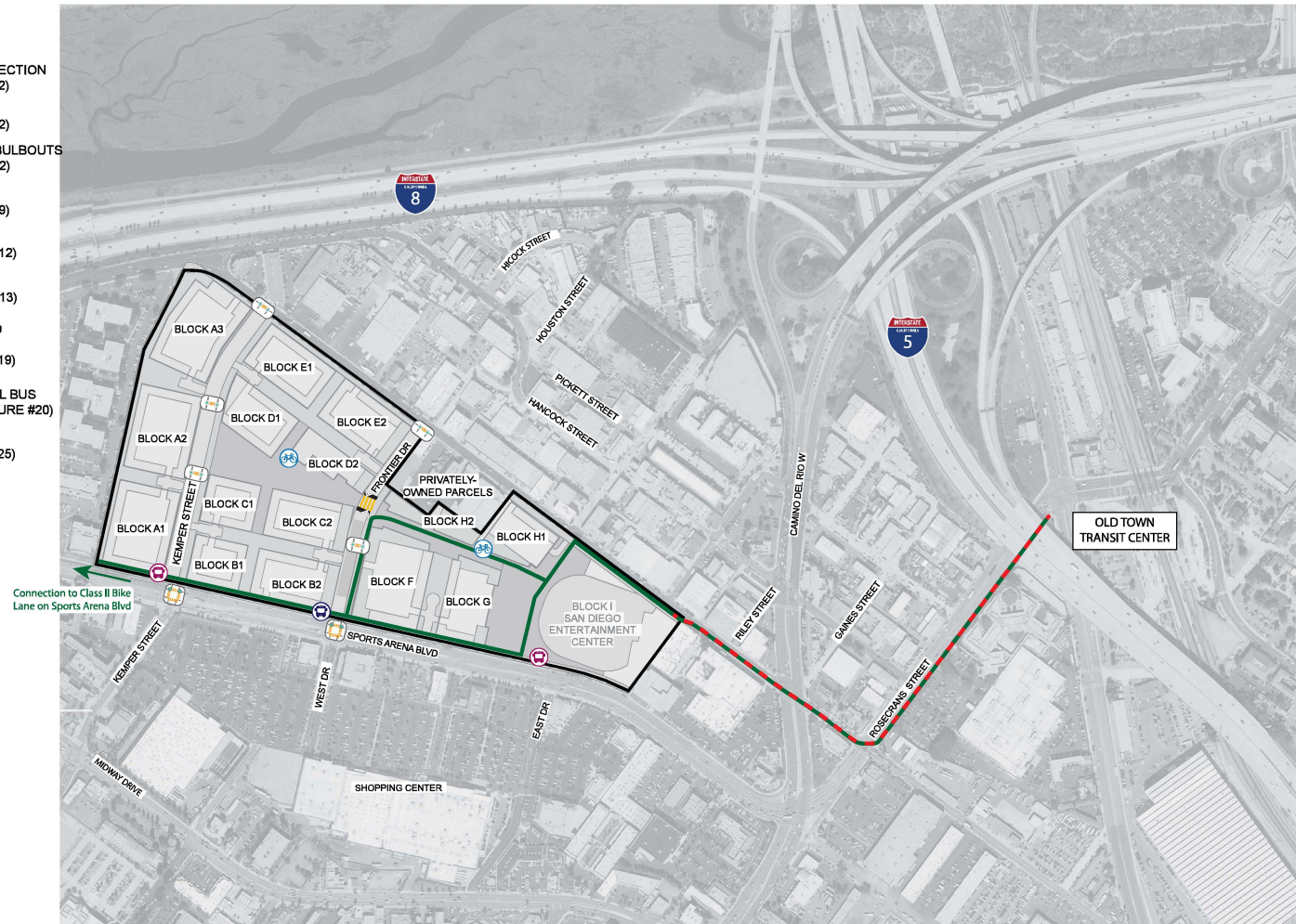


Figure 2. Proposed VMT Reduction Measures Locations Map

3.3 PROPOSED MULTI-MODAL FEATURES

The proposed multi-modal features along the project frontage on Kurtz Street and Frontier Drive at the privately-owned parcels will not be implemented due to the modified site plan. The multi-modal improvements proposed in Phase 1 Opening Year (2030) of the project will not change as a result of the modified site plan. The multi-modal improvements proposed in Phase 2 Opening Year (2035) are expected to change as follows:

- Midway Rising will no longer construct a Class I multi-use path along the project frontage (south side) on Kurtz Street (approximately 800 linear feet (LF)) along the frontage of the privately-owned parcels.
- Midway Rising will no longer construct a Class I multi-use path along the east side of Frontier Drive (approximately 310 LF) along the frontage of the privately-owned parcels.

The proposed multi-modal improvements associated with the modified site plan are illustrated in **Figure 3**. As a result of the Class I path removal along the privately-owned parcels, pedestrians and bicyclists will either be encouraged to travel on the Class I path on Sports Arena Boulevard and the north/south Class I path aligned with Sherman Street or utilize the Class I path between Blocks F, G, H1, and H2.

LEGEND


EXISTING


 CLASS II BIKE LANE


 TRAFFIC SIGNAL


PROPOSED

 HIGH-VISIBILITY CROSSWALK

 RAISED HIGH-VISIBILITY CROSSWALK

 CLASS I MULTI-USE PATH

 CLASS IV CYCLE TRACK

 EXCLUSIVE BUS LANES

 LOCAL BUS STOP

 UPGRADE EXISTING STOP TO BUS RAPID TRANSIT (BRT) STATION

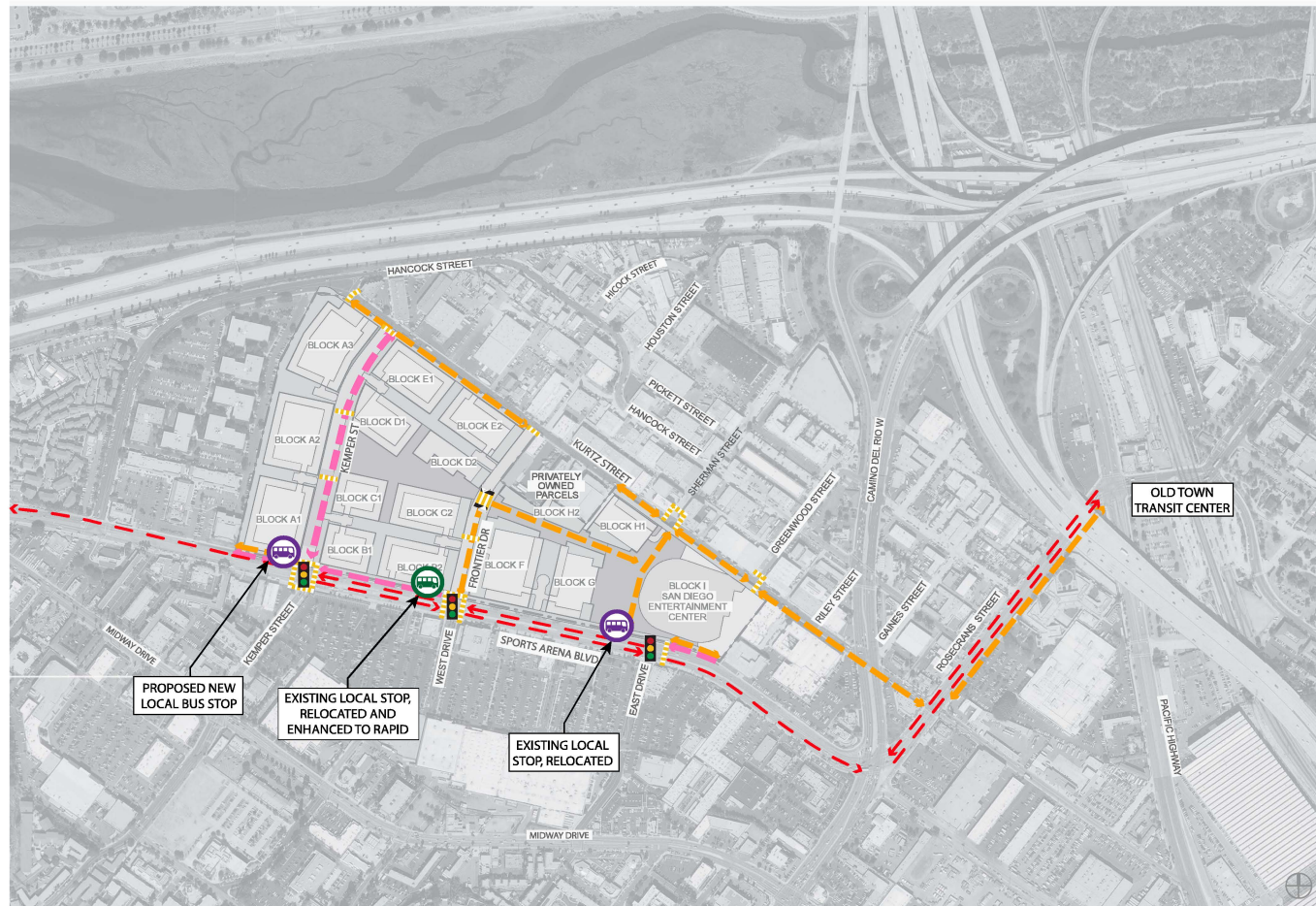


Figure 3. Proposed Multimodal Improvements

4 Conclusion

The modified site plan will remove the land use and associated vehicular trips within the privately-owned parcels from the site plan that was analyzed in the LMA. The modified site plan will remove 373 market-rate dwelling units, 10,000 square feet of commercial land use, a 3,500-seat theater, and a parking garage containing 707 parking spaces. The removal of these uses will reduce the generated trips for all land uses. **The traffic analysis prepared in the LMA is therefore considered conservative in light of the project revisions and remains valid. Notwithstanding the reduction in trips associated with the modified site plan the Midway Rising project will continue to implement the project improvements identified in the LMA to address the project's transportation effects. Only the project's frontage improvements along the privately-owned parcels will not be constructed by the project.**

In addition to the operational traffic analysis, the following three items are affected by the modified site plan:

- **Transportation Amenities:** The number of Transportation Amenities points required for the residential component of the project would be reduced as a result of the modified site plan. However, Midway Rising will provide Transportation Amenities worth a number of points that would exceed either plan's requirements. Therefore, the only modification required for this item is to update the map of amenity locations, as shown in **Figure 1**.
- **VMT Reduction Measures per Complete Communities: Mobility Choices:** The number of parking spaces provided for the commercial component of the site will be reduced as a result of the modified site plan. However, the VMT reduction measure points required for the site remains the same as the study site plan analyzed in the LMA. One of the VMT reduction measure calculations related to connecting gaps in the City's existing bikeway network involved a Class I path along the frontage of the privately-owned parcels. Due to the modified site plan, the gap in the bike network will be closed through Class I paths that are internal to the project site as opposed to along the frontage of the privately-owned parcels, and Midway Rising will continue to meet or exceed the VMT reduction measure points required. Therefore, the only modification required for this item is to update the map of VMT reduction measure locations, as shown in **Figure 2**.
- **Proposed Multi-Modal Features:** The proposed multi-modal network will be affected by the modified site plan, as Midway Rising will not construct the portion of the Class I multi-use paths on Frontier Drive and Kurtz Street that are located along the privately-owned parcel frontage. Therefore, pedestrians and bicyclists will instead be encouraged through wayfinding signage to use the Class I multi-use paths internal to the site as shown in **Figure 3** until the privately-owned parcels are developed and public improvements along these frontages along Frontier Drive and Kurtz Street can be constructed.