

Appendix K  
Trip Generation

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In%      Out%                      In%      Out%

56%      44%                              51%      49%

**TABLE 1: PROJECT TRIP GENERATION ESTIMATE**

*Fehr & Peers, 8/9/2024.*

Land Use	ITE LU Code	Units	Daily	AM Peak Hour Trips			PM Peak Hour Trips			
				In	Out	Total	In	Out	Total	
<b>PROPOSED PROJECT</b>										
Hotel [a] [b]	310	420 rooms	4,129	114	89	203	144	139	283	
Less: Transit/Walk/Bike Credit [c]			(206)	(6)	(4)	(10)	(7)	(7)	(14)	
Net External (before TNC adjustment)			3,923	108	85	193	137	132	269	
Added TNC - vehicles without passengers [d]			392	8	11	19	13	14	27	
<b>NET NEW PROJECT DRIVEWAY TRIPS [e]</b>			4,315	116	96	212	150	146	296	
<b>NET NEW PROJECT EXTERNAL TRIPS [e]</b>			3,923	108	85	193	137	132	269	

Notes:

[a] The ITE Hotel land use (310) includes supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. Therefore, the trip generation associated with the ancillary uses of the Project are included in the trip generation for this land use and are not added separately.

[b] ITE Hotel trip generation equations used rather than linear trip generation rate from the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition, 2021:

Daily:  $T = 10.84(X) - 423.51$ , where T = trips, X = rooms

AM Peak Hour:  $T = 0.50(X) - 7.45$ , where T = trips, X = rooms

PM Peak Hour:  $T = 0.74(X) - 27.89$ , where T = trips, X = rooms

[c] A 5% credit was developed to account for transit, biking, and walking access to the project site based on the site's location.

[d] The proliferation of shared mobility transportation network companies (TNCs), such as Lyft and Uber, in recent years is important to consider in a project of this size. In order to account for TNCs, it was assumed that TNCs would account for 10% of the vehicle trips generated by the hotel. Given the hotel land use, it is assumed that TNC trips would likely replace private vehicle trips (e.g., rental cars). The TNC trips attributed to the replacement of private vehicles result in an additional vehicle trips (trips without passengers) added to the opposite movement of the vehicle trips already considered in the basic trip generation rates.

[e] Since the Project site is currently a surface parking lot, no existing use credit was applied. The additional TNC trips (trips without passengers) were added to the Project's driveway trips, but not the net external trips because the additional TNCs would exist in the local network with or without the proposed Project trips.