

# Appendix F

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## VMT/Trip Generation Memo

April 20, 2022

**Ms. Kelsea Stickelmaier**

Robert F. Tuttle Architects, Inc.  
33533 Pebble Brook Circle  
Temecula, CA 92592

**Subject: Santee Hotel VMT and Trip Generation Evaluation (JN 0341-0002)**

Dear Ms. Stickelmaier:

Trames Solutions Inc. is pleased to submit the following Vehicle Miles Traveled (VMT) and Trip Generation evaluation for the proposed Santee Hotel project. It is our understanding that the project consists of an 99 room hotel. The site is located on the southwest corner of Riverview Pkwy. and Town Center Pkwy. in the City of Santee (See Attachment A).

## **TRIP GENERATION ANALYSIS**

Traffic generated by developments can be determined based on the SANDAG trip generation manual (Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002). This publication contains trip rates based on studies conducted for a variety of uses. The proposed project consists of rooms for rent. Therefore, the standard hotel rate has been selected as the appropriate use to represent the proposed project.

Table 1 provides a summary of the daily, AM peak hour, and PM peak hour trip rates for a hotel use. Based on the proposed 99 rooms, it is estimated that a total of 990 trips will occur per day, with 59 trip ends occurring during the AM Peak Hour, and 79 trip ends occurring during the PM Peak Hour.

## **VEHICLE MILES TRAVELED (VMT) EVALUATION**

The VMT analysis is based on the passage of SB 743 which replaces automobile delay and LOS as the basis of determining CEQA impacts. Land use projects that have the potential to increase the average VMT per service population (compared to the City's baseline threshold) will be evaluated for potential impacts.

The ITE Guidelines for Transportation Impact Studies in the San Diego Region (May 2019) has been used as a reference in determining if a project would have a significant vehicle

miles traveled impact. Based on the Guidelines, projects can be presumed to be less than significant if it passes specific screening criteria.

#### Alternative 1 – Minimum Project Size Based on Previous TIS Guidelines.

Based on this screening criterion, if a project is consistent with the General Plan or Community Plan and would generate 1,000 daily trips or less, no VMT Analysis is needed and the VMT Impacts are presumed to be less than significant. Since the project is consistent with the General Plan and would generate fewer than 1,000 daily trips, the project is presumed to have a less than significant impact.

#### Alternative 2 – Minimum Project Size Based on Statewide Guidance

In the San Diego region, if a project is expected to generate less than 200 daily trips, a VMT analysis would not be required and would be presumed to have less than significant VMT impacts. Since the project would generate 990 daily trips, this screening criterion would not be applicable.

#### Projects Located Near Transit Stations

Projects located within a ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. The project will be located near a stop for the Metropolitan Transit System Green Line as well as bus lines for the Santee Town Center. Therefore, a less than significant VMT impact can be presumed.

### **CONCLUSIONS**

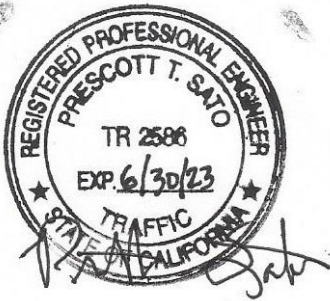
The proposed 99 room hotel is not anticipated to generate a large number of trips during the peak hours. The project is anticipated to generate 990 trips per day with 59 AM trip ends and 79 PM trip ends. This level of trip generation would fall below the trip threshold identified in Minimum Project Size Based on Previous TIS Guidelines screening criteria. Therefore, the project would have a less than significant VMT impact.

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The project is located near major transit stops and is anticipated to be local-serving. Based on these features, it can be presumed to have a less-than-significant impact from a Vehicle Miles Traveled perspective.

If you have any questions, please contact me directly at (949) 244-2436.

Respectfully submitted,  
Trames Solutions Inc.



Scott Sato, P.E.  
Vice President

Attachment A – Site Plan

**TABLE 1: PROJECT TRIP GENERATION SUMMARY**

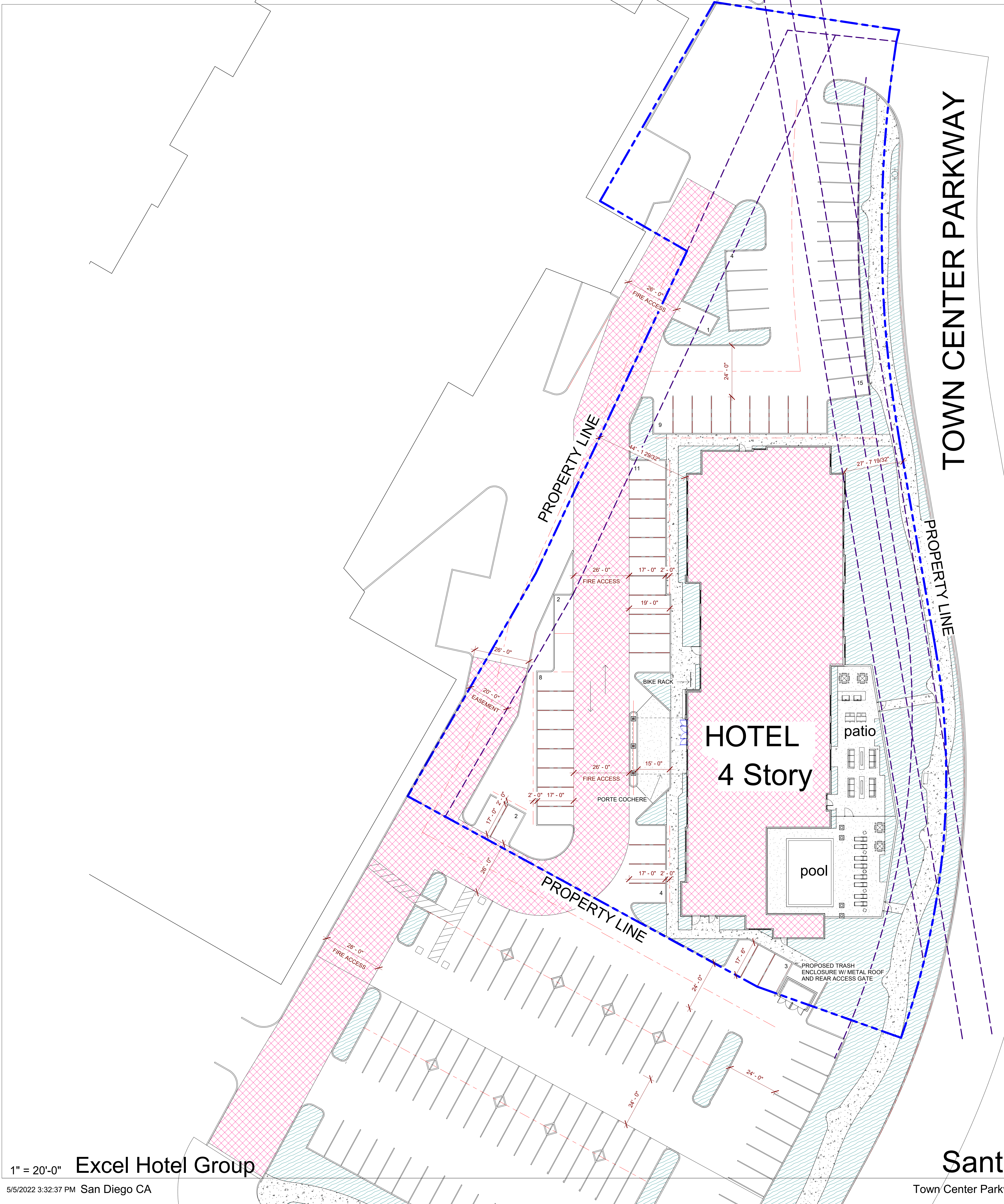
Trip Generation Rates <sup>1</sup>								
Land Use	Quantity <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Hotel	99 RM	0.36	0.24	0.60	0.48	0.32	0.80	10.00

Trip Generation Results								
Land Use	Quantity <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Hotel	99 RM	36	24	59	48	32	79	990
<b>TOTAL</b>		<b>36</b>	<b>24</b>	<b>59</b>	<b>48</b>	<b>32</b>	<b>79</b>	<b>990</b>

<sup>1</sup> Trip Generation Source: SANDAG (Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002)

<sup>2</sup> RM = Rooms

ATTACHMENT A  
SITE PLAN



**SITE STATISTICS:**

**PROJECT ADDRESS:**  
Town Center Parkway  
Santee CA

**ASSESSOR'S PARCEL NUMBER:**  
381-052-04-00

**LEGAL DESCRIPTION:**

**GOVERNING CODE:**  
This project shall comply with the 2019 edition of the California building code (title 24)

**ZONE:**  
TPC

**USE:**  
Existing: parking lot  
Proposed: 4-story, 97 guestroom hotel with pool, outdoor amenity area and surface parking

**CONSTRUCTION TYPE:**  
TYPE V-A sprinklered

**OCCUPANCY:**  
R-1

**LOT SIZE:**  
71,344 sf (1.6 acres)

**BLDG. FOOTPRINT:**  
First floor 13,821.23 sf  
Total building 58,692 sf  
**F.A.R. allowed:**  
Proposed: 58,692/71,344= .82

**UNIT COUNT:**  
FIRST FLOOR 13 rooms  
SECOND FLOOR 28 rooms  
THIRD FLOOR 28 rooms  
FOUR FLOOR 28 rooms

**TOTAL ROOMS** 97 rooms

**REQUIRED PARKING:**  
1:1/room 97 stalls

**PARKING PROVIDED:**  
Regular- Hotel 60 +/- stalls (5 ADA)  
EV/Clean Air Vanpool: 11 spaces  
Bicycle (short term) 6 spaces  
(0.1 per 1,000 s.f. = 60 X 0.1 =6)  
Bicycle (long term) NA

**STRUCTURAL HEIGHT:**  
Maximum structural height allowed:  
Proposed structural height