

TECHNICAL MEMORANDUM

Date: June 11, 2026

To: Albert Blanck, Padel Up

From: Sihua Song (ssong@linconsulting.com, ext. 255)

Subject: Trip Generation and VMT Screening Letter for Padel Up located at 2045 Harbor Boulevard, Costa Mesa, California

PROJECT OVERVIEW

This letter summarizes the trip generation analysis and Vehicle Miles Traveled (VMT) screening evaluation prepared for the proposed Padel Up project located at 2045 Harbor Boulevard in the City of Costa Mesa, California. The purpose of this letter is to document the project's anticipated traffic generation and evaluate its eligibility for VMT screening.

PROJECT DESCRIPTION

The proposed project includes the development of five padel courts within an existing developed site along Harbor Boulevard. Padel courts are a recreational land use similar in operation and traffic characteristics to tennis courts, with trips generally distributed throughout the day and concentrated during peak recreational hours rather than commuter peak periods.

TRIP GENERATION ANALYSIS

Trip generation estimates for the proposed project were developed using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Because padel courts are not listed in the ITE database, Tennis Courts (Land Use Code 490) were selected as the appropriate comparable land use. The average weekday daily trip generation rate is 30.32 trips per court. Based on the proposed five courts, the project is estimated to generate approximately 152 weekday daily trips.

Table 1. Estimated Project Trip Generation – Proposed Padel Club (Five Courts)

Time Period	ITE Rate	Quantity	Project Trips
Weekday Daily	30.32 trips/court	5 courts	152 trips/day
Weekday Peak Hour of Adjacent Street Traffic, One Hour Between 4–6 PM	4.21 trips/court	5 courts	22 trips/hour

Time Period	ITE Rate	Quantity	Project Trips
Weekday AM Peak Hour of Generator	Not available in ITE	5 courts	N/A
Weekday PM Peak Hour of Generator	Not available in ITE	5 courts	N/A

Note: ITE Trip Generation Manual, 12th Edition does not provide AM and PM peak hour trip generation rates for Land Use Code 490, Tennis Courts. Therefore, only the available weekday daily and weekday peak hour of adjacent street traffic estimates are provided.

The project site is currently occupied by an existing use identified as Truck and Trailer Parking (Land Use Code 035). A trip credit was applied to account for removal of the existing use. Based on a weekday trip generation rate of 24.91 trips per acre and a site area of 0.82 acre, an estimated credit of 21 daily trips were applied.

Table 2. Existing Trip Generation – Truck and Trailer Parking

Time Period	ITE Rate	Quantity	Project Trips
Weekday Daily	24.91 trips/acre	0.82 acres	21 trips/day
Weekday Peak Hour of Adjacent Street Traffic, One Hour Between 4–6 PM	1.88 trips/acre	0.82 acres	2 trips/day
Weekday AM Peak Hour of Generator	2.32 trips/acre	0.82 acres	2 trips/day
Weekday PM Peak Hour of Generator	2.34 trips/acre	0.82 acres	2 trips/day

The ITE Trip Generation Manual, 12th Edition, does not provide weekday AM or PM peak-hour trip generation rates for Land Use Code 490 (Tennis Courts). Therefore, AM and PM peak-hour trip generation estimates are not available for the proposed project. After accounting for the existing use trip credit, the proposed project is estimated to generate approximately 131 net weekday daily trips. In addition, the project is estimated to generate approximately 22 trips during the peak hour of adjacent street traffic. This volume is below the City's 50 peak-hour trip threshold for requiring a Traffic Impact Analysis (TIA). Therefore, based on the available ITE trip generation data, the project would not be expected to exceed the City's peak-hour trip threshold.

VEHICLE MILES TRAVELED (VMT) SCREENING

VMT screening for the proposed project was conducted in accordance with the City of Costa Mesa Transportation Impact Analysis Guidelines dated October 2020. As shown in **Figure 1**, the project site at 2045 Harbor Boulevard is located within both a City-designated Low VMT Area and a Transit Priority Area (TPA). Under the City's guidelines, projects located within these screening areas may qualify for VMT screening and are presumed to result in less-than-significant VMT impacts. Therefore, the proposed project qualifies for VMT screening and is presumed to have a less-than-significant VMT impact.

Figure 1. Project Site within a Low VMT Area and Transit Priority Area

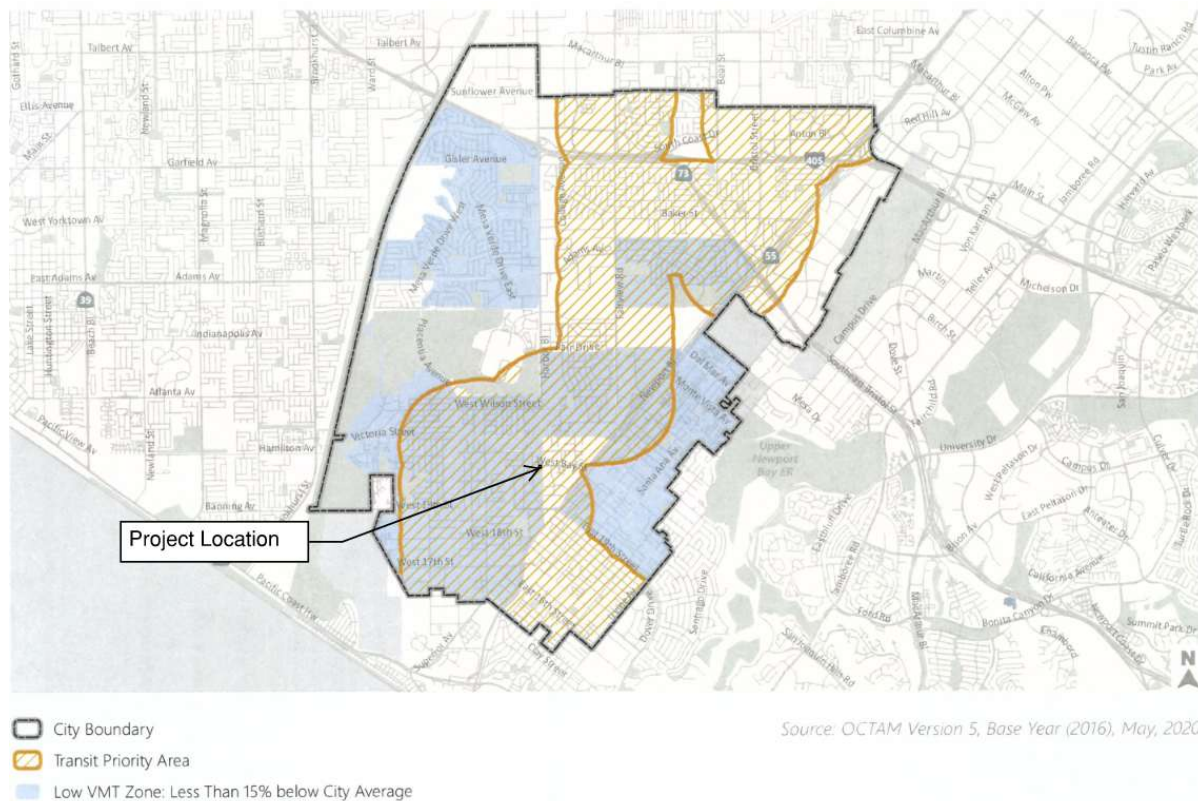


Figure 1



Costa Mesa VMT Screening Map

CONCLUSION

Based on the trip generation analysis and VMT screening evaluation, the proposed project is not expected to result in significant traffic impacts.