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Pasadena Irvine San Diego

# VEHICLE MILES TRAVELED ASSESSMENT CHABAD OF CORONADO 970 C AVENUE May 2024

LLG Ref. 3-24-3900

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#### **EXECUTIVE SUMMARY**

Linscott, Law & Greenspan, Engineers has prepared this Vehicle Miles Traveled (VMT) Assessment for the Chabad of Coronado project (hereby referred to as the "Project"). The Project is proposed to be located at 970 C Avenue in the City of Coronado.

#### **Project Description**

The 970 C Avenue site is currently occupied by a one-story building containing a mixture of office, retail, and studio space. The Project proposes to construct in its place a two-story religious facility consisting of assembly space, a library, office space, a kitchen, and classroom space. As a result of the demolition and reconstruction of the existing lot, the Project will re-construct the access to the site along the alley located just west of the site.

The Project proposes to operate Monday through Friday from 8:00 AM to 9:30 PM and from 9:00 AM to 1:00 PM on weekends. Amplified music will not be allowed on Friday evenings, all day Saturdays, or any holidays. A detailed operational schedule can be found in *Appendix A*. This operational schedule includes information regarding religious services, class schedules, and special annual events.

#### **Vehicle Miles Traveled**

VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (roundtrip) travel and is estimated for a *typical* weekday for the purposes of measuring transportation impacts.

#### Methodology

The City of Coronado does not have published guidelines for the preparation of VMT studies. Therefore, this Assessment has been prepared to evaluate the transportation effects of the Project using the VMT metric based on guidance from the California Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018).

#### **Project Trip Generation**

Due to the unique nature of the Project's proposed land uses, a site-specific trip generation was estimated for each day of a typical week and for special events and holidays based on the proposed schedule of operations and occupancy shown in *Appendix A*. Special events will never conflict with larger Sabbath gatherings on Friday and Saturday or any other gatherings.

The trip generation calculations, summarized in *Table 3-1*, show that Tuesdays are expected to be the highest traffic generating "typical" day with 48 ADT followed by Sundays with 46 ADT. Weddings/Receptions and Summer Camp are the highest generating special events, with 104 and 88

ADT, respectively. The trip generation tables for each of these four scenarios are shown in *Tables 3-2a* through *3-2d*, respectively.

It should be noted that trip generation calculations for Fridays, Saturdays, and some special events are likely overly conservative as the trips generated during those times are likely to be much lower. The Project will serve members of the Orthodox Judaism community, most of whom generally don't drive on Jewish holidays, including Friday nights, Saturdays, and other major holidays.

Special events will never conflict with larger Sabbath gatherings on Friday and Saturday or any other gatherings.

#### **VMT** Assessment

Based on guidance from the California Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), projects that generate or attract fewer than 110 trip per day generally may be assumed to cause a less-than-significant transportation (VMT) impact.

The Project is calculated to generate fewer than 110 ADT under all analyzed scenarios as shown in *Table 3-1* and can therefore be presumed to have a less than significant transportation (VMT) impact.

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#### **VEHICLE MILES TRAVELED ASSESSMENT**

# CHABAD OF CORONADO 970 C AVENUE May 2024

#### 1.0 Introduction

Linscott, Law & Greenspan, Engineers has prepared this Vehicle Miles Traveled (VMT) Assessment for the Chabad of Coronado project (hereby referred to as the "Project"). The Project is proposed to be located at 970 C Avenue in the City of Coronado.

This Assessment has been prepared to evaluate the transportation effects of the Project using the VMT metric, as proposed by the California Governor's Office of Planning and Research (OPR) to implement California State Law Senate Bill (SB) 743. The analysis methodology contained in this report utilizes guidance from the *California Environmental Quality Act* (CEQA) and OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018).

#### 1.1 VMT Background

VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (roundtrip) travel and is estimated for a *typical* weekday for the purposes of measuring transportation impacts.

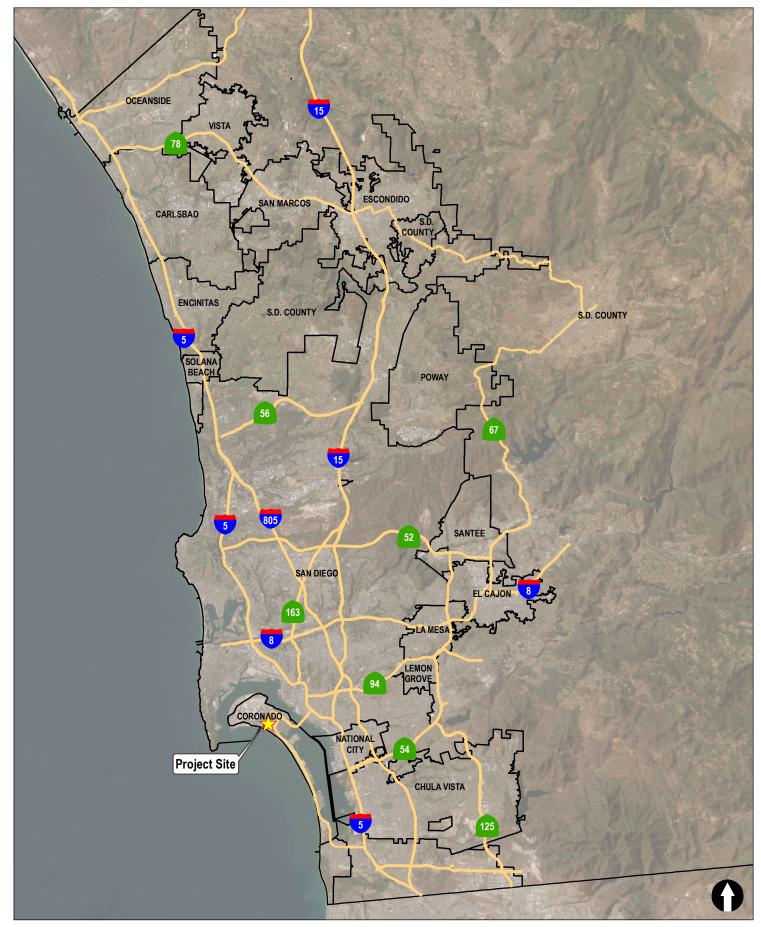
The potential transportation impacts of the proposed Project are based on VMT to satisfy the CEQA guidelines through SB 743. Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring transportation impacts along with the elimination of auto delay/ Level of Service (LOS) for CEQA purposes statewide, effective July 1, 2020. The justification for this paradigm shift is that auto delay/LOS impacts may lead to improvements that increase roadway capacity, which may ultimately induce more traffic and greenhouse gas emissions. In contrast, constructing projects in VMT-efficient locations assists California in meeting greenhouse gas emissions targets. Therefore, consistent with SB 743 and CEQA Guidelines 15064.3, the CEQA significance determination for the Project is based only on VMT and not on LOS.

#### 2.0 PROJECT DESCRIPTION

The 970 C Avenue site is currently occupied by a one-story building containing a mixture of office, retail, and studio space. The Project proposes to construct in its place a two-story religious facility consisting of assembly space, a library, office space, a kitchen, and classroom space. As a result of the demolition and reconstruction of the existing lot, the Project will re-construct the access to the site along the alley located just west of the site.

The Project proposes to operate Monday through Friday from 8:00 AM to 9:30 PM and from 9:00 AM to 1:00 PM on weekends. Amplified music will not be allowed on Friday evenings, all day Saturdays, or any holidays. A detailed operational schedule can be found in *Appendix A*. This operational schedule includes information regarding religious services, class schedules, and special annual events.

*Figure 2–1* shows the vicinity map. *Figure 2–2* shows a more detailed Project area map. *Figure 2–3* shows the Project site plan.



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N:\3900\Figures Date: 5/2/2024 Time: 12:59 PM Figure 2-1

**Vicinity Map** 





Figure 2-2

# **Project Area Map**

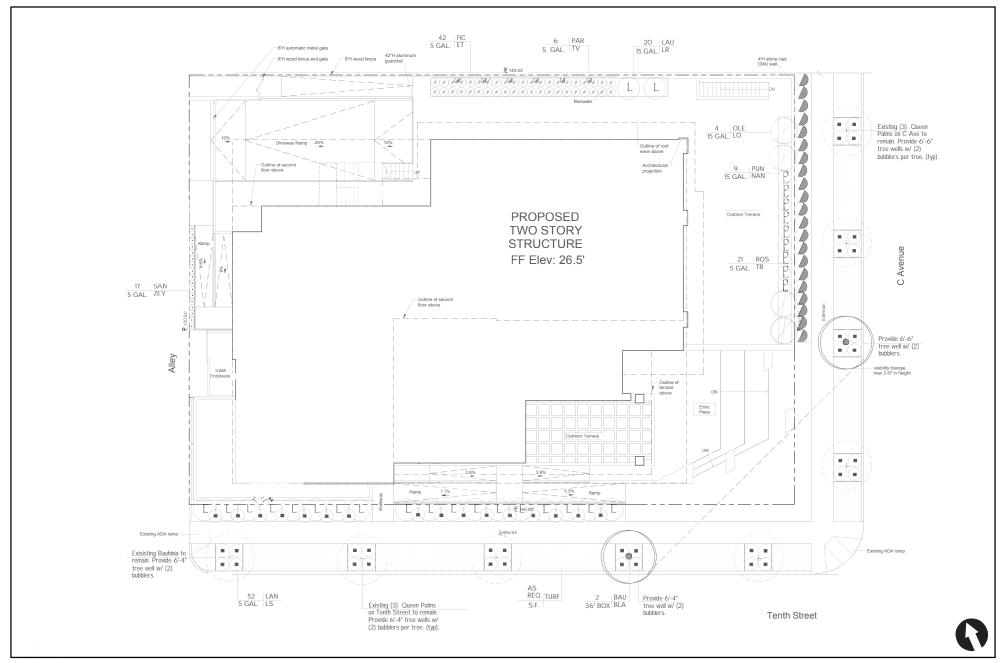




Figure 2-3 **Site Plan** 

#### 3.0 Project Trip Generation

Due to the unique nature of the Project's proposed land uses, a site-specific trip generation was estimated for each day of a typical week and for special events and holidays based on the proposed schedule of operations and occupancy shown in *Appendix A*. Special events will never conflict with larger Sabbath gatherings on Friday and Saturday or any other gatherings.

The trip generation calculations, summarized in *Table 3-1*, show that Tuesdays are expected to be the highest traffic generating "typical" day with 48 ADT, followed by Sundays with 46 ADT. Weddings/Receptions and Summer Camp are the highest generating special events, with 104 and 88 ADT, respectively. The trip generation tables for each of these four scenarios are shown in *Tables 3-2a* through *3-2d*, respectively.

It should be noted that trip generation calculations for Fridays, Saturdays, and some special events are likely overly conservative as the trips generated during those times are likely to be much lower. The Project will serve members of the Orthodox Judaism community, most of whom generally don't drive on Jewish holidays, including Friday nights, Saturdays, and other major holidays.

The full trip generation calculation tables for each day of the week and special events, including vehicle occupancy rate assumptions by event type, are included in *Appendix B*.

TABLE 3-1
PROJECT TRIP GENERATION SUMMARY

| Day of Week / Event    | Average Daily Trips (ADT) |
|------------------------|---------------------------|
| Typical                | Operations                |
| Sunday                 | 46                        |
| Monday                 | 32                        |
| Tuesday                | 48                        |
| Wednesday              | 22                        |
| Thursday               | 32                        |
| Friday                 | 40                        |
| Saturday               | 24                        |
| Speci                  | al Events                 |
| Saturday + Bar Mitzvah | 84                        |
| Chanukah               | 40                        |
| Passover               | 48                        |
| Shavuot                | 32                        |
| Summer Camp            | 88                        |
| Weddings/Receptions    | 104                       |

TABLE 3-2a
PROJECT TRIP GENERATION - TYPICAL TUESDAY

|                                    |              | Daily T            | rip Ends (ADTs)   |        |           | AM Commuter | Peak Hour | (7am-9am) |       |           | PM Commuter Po | eak Hour (4 | 4pm-6pm) |       |
|------------------------------------|--------------|--------------------|-------------------|--------|-----------|-------------|-----------|-----------|-------|-----------|----------------|-------------|----------|-------|
| Land Use                           | Size         | Average Vehicle    | D. 4. 8           | Volume | % of      | In:Out      |           | Volume    |       | % of ADT  | In:Out         |             | Volume   |       |
|                                    |              | Occupancy          | Rate <sup>a</sup> | voiume | ADT       | Split       | In        | Out       | Total | % 01 AD 1 | Split          | In          | Out      | Total |
|                                    |              |                    |                   | Prop   | osed Land | Use         |           | _         |       |           |                |             |          |       |
| Adult Education Class <sup>b</sup> | 12 attendees | 1 attendee/vehicle | 2 trips/vehicle   | 24     | 0%        | 50% : 50%   | 0         | 0         | 0     | 0%        | 50% : 50%      | 0           | 0        | 0     |
| Young Parents Class <sup>c</sup>   | 8 attendees  | 1 attendee/vehicle | 2 trips/vehicle   | 16     | 0%        | 50% : 50%   | 0         | 0         | 0     | 0%        | 50% : 50%      | 0           | 0        | 0     |
| Administration Office <sup>c</sup> | 2 employees  | 1 employee/vehicle | 4 trips/vehicle   | 8      | 25%       | 100% : 0%   | 2         | 0         | 2     | 25%       | 0% : 100%      | 0           | 2        | 2     |
| Total                              |              |                    |                   | 48     |           |             | 2         | 0         | 2     |           |                | 0           | 2        | 2     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Adult education classes for 12 attendees. 6:30-7:30 PM. Assembly Hall. A vehicle occupancy rate of 1 attendee per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Young parent classes for 8 attendees. 8:30-9:30 PM. Assembly Hall. A vehicle occupancy rate of 1 attendee per vehicle and a trip rate of 2 trips per vehicle were applied.
- d. Administration office would be open between the hours of 9:30 AM and 4:00 PM. A vehicle occupancy rate of 1 employee per vehicle and a trip rate of 4 trips per vehicle were applied.

TABLE 3-2b
PROJECT TRIP GENERATION - TYPICAL SUNDAY

|  |            | Daily T             | rip Ends (ADTs) |          |            | AM Commuter P | Peak Hour ( | 7am-9am) |       |            | PM Commuter P | eak Hour (4 | lpm-6pm) |       |
|--|------------|---------------------|-----------------|----------|------------|---------------|-------------|----------|-------|------------|---------------|-------------|----------|-------|
| Land Use                                     | Size       | Average Vehicle     | Rate a          | Volumo   | % of ADT   | In:Out        |             | Volume   |       | % of ADT   | In:Out        |             | Volume   |       |
|  |            | Occupancy           | Kate            | voiume   | 70 UI AD I | Split         | In          | Out      | Total | 70 01 AD 1 | Split         | In          | Out      | Total |
|  | -          |                     | •               | Proposed | Land Use   |               |             |          |       | -          | -             |             |          |       |
| Hebrew Classes -<br>Student Age <sup>b</sup> | 8 students | 1.5 student/vehicle | 3 trips/vehicle | 16       | 0%         | 50% : 50%     | 0           | 0        | 0     | 0%         | 50% : 50%     | 0           | 0        | 0     |
| Hebrew Classes -<br>Adults <sup>c</sup>      | 15 adults  | 1 adult/vehicle     | 2 trips/vehicle | 30       | 0%         | 50% : 50%     | 0           | 0        | 0     | 0%         | 50% : 50%     | 0           | 0        | 0     |
| Total  |            |                     |                 | 46       |            |               | 0           | 0        | 0     |            |               | 0           | 0        | 0     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Hebrew class for 8 students. Assembly Hall. 10:30-11:30 AM. A vehicle occupancy rate of 1.5 student per vehicle and a trip rate of 3 trips per vehicle were applied.
- c. Hebrew class for 15 adults. Assembly Hall. 9:15-10:15 AM. A vehicle occupancy rate of 1 adult per vehicle and a trip rate of 2 trips per vehicle were applied.

TABLE 3-2c
PROJECT TRIP GENERATION - SPECIAL EVENT: WEDDINGS OR RECEPTIONS

|                        |                            | Daily T              | rip Ends (ADTs)   |         |                 | AM Commuter F | Peak Hour ( | 7am-9am) |       |            | PM Commuter Pe | ak Hour (4 <sub>]</sub> | pm-6pm) |       |
|------------------------|----------------------------|----------------------|-------------------|---------|-----------------|---------------|-------------|----------|-------|------------|----------------|-------------------------|---------|-------|
| Land Use               | Size                       | Average Vehicle      | D ( a             | Volume  | Volume % of ADT |               |             | Volume   |       | % of ADT   | In:Out         |                         | Volume  |       |
|                        |                            | Occupancy            | Rate <sup>a</sup> | voiume  | 76 01 AD 1      | Split         | In          | Out      | Total | 76 01 AD 1 | Split          | In                      | Out     | Total |
|                        | <u>-</u>                   |                      |                   | Propose | d Land Use      |               |             |          |       |            |                |                         |         |       |
| Attendees <sup>b</sup> | 130 attendees <sup>c</sup> | 2.5 attendee/vehicle | 2 trips/vehicle   | 104     | 0%              | 50% : 50%     | 0           | 0        | 0     | 0%         | 50% : 50%      | 0                       | 0       | 0     |
| Total                  |                            |                      |                   | 104     |                 |               | 0           | 0        | 0     |            |                | 0                       | 0       | 0     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Four weddings/receptions estimated per year. A vehicle occupancy rate of 2.5 attendees per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. The maximum occupancy of the assembly hall is 130 people. Any amplified sound to end at 10:00 pm.

TABLE 3-2d
PROJECT TRIP GENERATION - SPECIAL EVENT: SUMMER CAMP

|                             |              | Doily Twi            | p Ends (ADTs)     |        |              | AM Commuter F |            |        |       |            | PM Commuter Po | ook House (/ | Inm (nm) | $\overline{}$ |
|-----------------------------|--------------|----------------------|-------------------|--------|--------------|---------------|------------|--------|-------|------------|----------------|--------------|----------|---------------|
| Land Use                    | Size         | Average Vehicle      |                   | Volume | % of ADT     | In:Out        | eak Hour ( | Volume |       | % of ADT   | In:Out         | eak Hour (-  | Volume   |               |
|                             |              | Occupancy            | Rate <sup>a</sup> | Volume | /0 01 AD1    | Split         | In         | Out    | Total | 70 UI AD I | Split          | In           | Out      | Total         |
|                             |              | -                    |                   | Pro    | posed Land \ | Use           |            |        |       |            | -              |              |          |               |
| Camp Attendees <sup>b</sup> | 30 Attendees | 1.5 attendee/vehicle | 4 trips/vehicle   | 80     | 0%           | 50% : 50%     | 0          | 0      | 0     | 0%         | 50% : 50%      | 0            | 0        | 0             |
| Camp Staff <sup>c</sup>     | 4 employees  | 1 employee/vehicle   | 2 trips/vehicle   | 8      | 50%          | 100% : 0%     | 4          | 0      | 4     | 50%        | 0% : 100%      | 0            | 4        | 4             |
| Total                       |              |                      |                   | 88     |              |               | 4          | 0      | 4     |            |                | 0            | 4        | 4             |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Summer camp will be held over the first three (3) weeks of July from 9:30AM -2:30 PM . A vehicle occupancy rate of 1.5 attendees per vehicle and a trip rate of 4 trips per vehicle were applied.
- c. A vehicle occupancy rate of 1 employee per vehicle and a trip rate of 2 trips per vehicle were applied.

#### 4.0 VEHICLE MILES TRAVELED ASSESSMENT

This Assessment has been prepared to evaluate the transportation effects of the Project using the VMT metric based on guidance from CEQA and OPR.

#### 4.1 Methodology

The City of Coronado does not have published guidelines for the preparation of VMT studies. Therefore, this Assessment has been prepared to evaluate the transportation effects of the Project using the VMT metric based on guidance from the California Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), consistent with other recently conducted VMT studies for projects in the City of Coronado.

#### 4.2 VMT Assessment

Based on guidance from the California Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation (VMT) impact.

The Project is calculated to generate fewer than 110 ADT under all analyzed scenarios as shown in *Table 3-1* and can therefore be presumed to have a less than significant transportation (VMT) impact.

## 5.0 CONCLUSIONS

This Assessment has been prepared to evaluate the transportation effects of the Project using the VMT metric based on guidance from CEQA and OPR.

Based on guidance from the OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation (VMT) impact.

The Project is calculated to generate fewer than 110 ADT under all analyzed scenarios as shown in *Table 3-1* and can therefore be presumed to have a less than significant transportation (VMT) impact.



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# TECHNICAL APPENDICES TO THE VMT ASSESSMENT CHABAD OF CORONADO 970 C AVENUE May 2024

LLG Ref. 3-24-3900



## **APPENDICES**

#### **A**PPENDIX

- A. Schedule of Operations and Events
- B. Project Trip Generation Tables



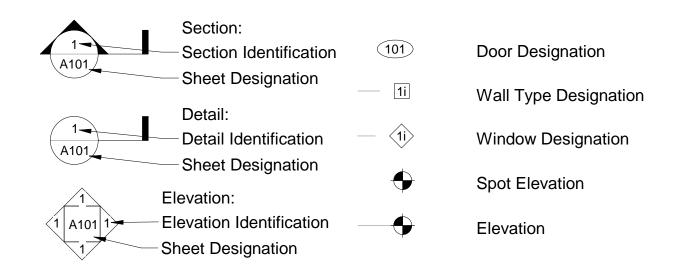
## **APPENDIX A**

SCHEDULE OF OPERATIONS AND EVENTS

# **Architectural Abbreviations:**

| DJ.           | Adjacent                   | F.E.         | Fire Extinguisher                    | P.C.F. | Pounds Per Cubic Foot           |
|---------------|----------------------------|--------------|--------------------------------------|--------|---------------------------------|
| .F.F.         | Above Finish Floor         | F.F.         | Finish Floor                         | PERF.  | Perforated                      |
| LUM.          | Aluminum                   | FLR.         | Floor                                | P.L.F. | Pounds Per Linear Foot          |
| LT.           | Alternate                  | F.O.         | Face of                              | PLY.   | Plywood                         |
| RCH.          | Architectural              | F.O.C        | Face of Concrete                     | P.S.F. | Pounds Per Square Foot          |
| .VG.          | Average                    | F.O.M        | Face of Masonry                      | P.S.I. | Pounds Per Square Inch          |
|               | - 3                        | F.O.S        | Face of Stud                         | P.T.   | Pressure Treated                |
| BD.           | Board                      | FP.          | Fireplace                            |        |                                 |
| DLG.          | Building                   | FRMG.        | Framing                              | RAG    | Return Air Grille               |
| BLKG.         | Blocking                   | FTG.         | Footing                              | REF.   | Reference                       |
| BM.           | Beam                       |              | . Journal                            | REFR.  | Refrigerator                    |
| BTWN.         | Between                    | G.           | Gas                                  | REQ'D. | Required                        |
| ) I VVI 4.    | Detween                    | GA.          | Gauge                                | REV.   | Revision                        |
| CA.TV.        | Cable Television           | GA.<br>GALV. | Galvanized                           | RM.    | Room                            |
| BC            | California Building Code   | G.C.         | General Contractor                   | R.O.   | Rough Opening                   |
|               | Cast-In-Place Concrete     | G.F.I.       |                                      | K.O.   | Rough Opening                   |
| C.I.P.        |                            |              | Ground Fault Interrupter             | CECT   | Coation                         |
| C.J.          | Control Joint              | GL.          | Glass                                | SECT.  | Section                         |
| CLG.          | Ceiling                    | LIDD         |                                      | S.F.   | Square Foot                     |
| LR.           | Clear                      | HDR.         | Header                               | SHWR.  | Shower                          |
| C.M.U.        | Concrete Masonry Unit      | HGR.         | Hanger                               | SIM.   | Similar                         |
| OL.           | Column                     | HORIZ.       | Horizontal                           | SPECS  | Specifications                  |
| CONC.         | Concrete                   | HT.          | Height                               | SQ.    | Square                          |
| CONT.         | Continuous                 | HTG.         | Heating                              | S.S.   | Stainless Steel                 |
| PT            | Carpet                     | HVAC.        | Heating/Ventilating/Air-Conditioning | STD.   | Standard                        |
| C.T.          | Ceramic Tile               | H.W.         | Hot Water                            | STL.   | Steel                           |
| CTR.          | Center                     |              |                                      | SUSP.  | Suspended                       |
| C.W.          | Cold Water                 | INCL.        | Included/Including                   | SYS.   | System                          |
|               |                            | INFO.        | Information                          |        |                                 |
| ).F.          | Douglas Fir                | INSUL.       | Insulation                           | TEL.   | Telephone                       |
| IA.           | Diameter                   | INT.         | Interior                             | T.O.C. | Top Of Concrete                 |
| IM.           | Dimension                  |              |                                      | THK.   | Thickness                       |
| ).L.          | Dead Load                  | LAV.         | Lavatory                             | T.O.B. | Top Of Beam                     |
| N             | Down                       | LB.          | Pound                                | T.O.S. | Top Of Slab                     |
| WG.           | Drawing                    | L.F.         | Linear Foot                          | T.O.W. | Top Of Wall                     |
|               | 3                          | L.L.         | Live Load                            | TYP.   | Typical                         |
| A.            | Each                       |              |                                      |        | <b>7</b> 1                      |
| .I.F.S        | Exterior Insulation Finish | MAX.         | Maximum                              | UBC    | Uniform Building Code           |
|               | System                     | MECH.        | Mechanical                           | U.O.N. | Unless Otherwise Noted          |
| .J.           | Expansion Joint            | MFR.         | Manufacturer                         | 0.0    | Children Children in Control of |
| LEC.          | Electrical                 | MICRO        | Microwave                            | V.I.F. | Verify In Field                 |
| LEV.          | Elevation                  | MIN.         | Minimum                              | VNR.   | Veneer                          |
| .O.S.         | Edge of Slab               | MISC.        | Miscellaneous                        | V.A.   | Vinyl Tile                      |
| O.S.<br>:Q.   | Equal                      | MTL.         | Metal                                | ٧.٨.   | villyi Tile                     |
| .Q.<br>:QUIP. | Equipment                  | IVI I L.     | Metal                                | W/     | With                            |
|               |                            | N/A          | Not Applicable                       | W.C.   |                                 |
| XT.           | Exterior                   |              | Not Applicable                       |        | Water Closet                    |
|               | For Call Unit              | NO.          | Number                               | WD.    | Wood                            |
| .C.U.         | Fan Coil Unit              | N.T.S.       | Not To Scale                         | W/D    | Washer/Dryer                    |
| D.            | Floor Drain                | 0.0          |                                      | W/O    | Without                         |
| DN.           | Foundation                 | O.C.         | On Center                            | WP.    | Waterproof                      |
|               |                            |              |                                      | WT.    | Weight                          |
|               |                            |              |                                      |        |                                 |

# Symbols:



# Parking Calculation:

| Use                        | Area       | Requirements   | Occ. Load                        | Parking<br>Spaces |
|----------------------------|------------|--|----------------------------------|-------------------|
| Assembly                   | 1,950 S.F  | 1 Space per 50 S.F   |                                  | 39                |
| Library                    | 1,627 S.F  | 1 Space per 2 employees<br>1 Parking space per 5 students        | 2 Employees<br>12 Youth Students | 4                 |
| Office                     | 472 S.F    | 1 Space per 500 S.F<br>1 Space per 2 employees                   | 3 Employees                      | 3                 |
| Kitchen                    | 472 S.F    | 1 Space per 2 employees  | 2 Employees                      | 1                 |
| Classroom                  | 1,570 S.F  | 1 Space per 2 employees  | 4 Employees                      | 2                 |
| Total Parkin<br>Per CMC 86 | <b>O</b> 1 | •  |                                  | 49                |
|                            | •          | proposed in the basement; Sec<br>randum for detailed information | •                                | ent               |

# **Building Department Information:**

# Area of existing building to be demolished: 4,874 sq. ft.

**Project Totals:** Basement Conditioned Space: 1,294 sq.ft. 6.577 sq.ft. First Floor: Second Floor: 3,331 sq.ft. Building Area: 1,862 sq.ft. Phantom Floor: **Total Conditioned Area:** 13,064 sq.ft. 9,653 sq. ft. Basement Parking: 1,482 sq.ft. Outdoor Terrace 1: Outdoor Terrace 2: 463 sq.ft. 2,144 sq. ft. Second Floor Terrace:

26,806 sq.ft.

# **Operating Schedule:**

**Total Building Area:** 

# **Chabad of Coronado Weekly Operational Schedule:**

9:15am - 10:15am Hebrew Class (15 Adults) - Occurs in Assembly Hall 10:30am - 11:30am Hebrew Class (8 Students) - Occurs in Assembly Hall

8:00am - 9:00am: Prayer Service (10-12 Attendees) - Occurs in Assembly Hall 9:30am - 4:00pm: Administration Office (2 Adults)

### Tuesday:

9:30am - 4:00pm: Administration Office (2 Adults) 6:30pm - 7:30pm Adult Education Class (12 Attendees) - Occurs in Assembly Hall 8:30pm - 9:30pm Young Parents Class (8 Attendees) - Occurs in Assembly Hall

# Wednesday:

9:30am - 4:00pm: Administration Office (2 Adults) 2:00pm - 3:00pm Teens Class (7 Attendees) - Occurs in Assembly Hall

# Thursday:

8am - 9am Prayer Service (10-12 Attendees) 9:30am - 4:00pm: Administration Office (2 Adults)

9:30am - 4:00pm: Administration Office (2 Adults) 6pm - 7pm Sabbath Service followed (25 Adults/15 Children) 7:00pm - 8:00pm Sabbath Dinner (25 Adults/15 Children)

# Saturday:

10:00am - 12:00pm Sabbath Service (20 Adults/10 Children) 12:00 pm – 1:00pm Luncheon (20 Adults/10 Children)

# **Extra Events**

# General Notes:

- No amplified music for any events on Friday evenings, all day Saturdays, or any holidays (not allowed per religious beliefs).
- All extra events to be held in assembly hall. Events will never conflict with larger Sabbath gatherings on Friday and Saturday or any other gatherings.

# Annual Events

- 3-5 Bar Mitzvahs (50 Adults, 25 Kids)
  - Held on Saturdays from 10:00 am 12:00pm
  - Will be at max capacity allowed if event is held on property
- No amplified music allowed
- No dancing
- Chanukah (20 Adults, 30 Children)
  - One day in December from 5:00pm 7:00pm
  - Chanukah celebration is usually a child centered evening, giving the kids a taste of the holiday.

# Passover (40 Adults, 20 Kids)

- 2 nights in April from 6:00pm 9:00pm
- Coronado Jewish Community spends Passover Seder together with an evening dinner and celebration for the holiday.
- Shavuot (20 Adults, 20 Kids)
- 2 days in May from 10:00am 12:00pm
- Small holiday get-together for a short service and luncheon to celebrate the holiday together
- Summer Camps (4 Adults, 30 Kids)
- First 3 weeks of July: M-F 9:30am 2:30pm

# High Holidays

- Sukkot, Rosh Hashanah, Yom Kippur
- Held off-site if occupancy exceeds occupant loads established by the California Building Code

# Receptions or Weddings

- 4 weddings/receptions estimated per year
- Number of attendees not to exceed Max. Occupancy for assembly hall as dictated by the California Building Code
- Any amplified sound to end at 10:00 pm

# **Project Directory:**

Owner:

619.365.4728

Landscape Architect: Chabad of Coronado Katherine Stangle Rabbi Eli Fradkin 1330 Orange Ave. #120-130 elisd619@yahoo.com

1643 Myrtle Ave. San Diego, California 92103 p 619.991.9873

katherine@katherinestangle.com

# Project Architect: christian rice architects, inc. Christian Rice, AIA CA Lic. # C-31139

1127 Loma Ave. Coronado, California 92118 p 619.522.9040 cr@christianrice.com

# **Project Information:**

# **Project Description:**

The Chabad of Coronado project proposes the construction of a new two story religious structure with underground parking.

### The proposed use of the facility is as follows:

- Youth Hebrew classes
- Bible Study - Prayer Services
- Sabbath Services

# **Assessor's Parcel Number:** 537-341-13-00 Occupancy Classification: A (Assembly)

Stories: 2 Height: 28'-11"

**Parking:** Proposed Spaces: 50 in basement;

46 tandem parklift 2 compact

1 accessible van space 1 Accessible space

# Total Parking: 50 Spaces

**Coronado Parcel Zoning:** R3/P Lot Area: 14,000 sq. ft.

# **Structural Coverage:**

Lot Area = 14,000 s.f.Footprint of structure = 6,577 s.f. (46.9%) Coverage of structure including overhangs = 7,300 s.f. (52.1%)

Total Coverage: 7,300 sq. ft. (52.1%); 60% allowable

# **Landscape Coverage:**

Landscape: 1,050 sq.ft. (7.5%) Hardscape: 1,050 sq.ft. (7.5%)

Total: 2,100 sq.ft. (15%)

# Floor Area Ratio (FAR) Calculations: 6,577 sq. ft.

First Floor: Second Floor:

3,331 sq. ft. Building Area: Phantom Floor: 1,862 sq. ft.

11,770 sq. ft. TOTAL:

Floor Area: 11,770 sq. ft. / 14,000 sq. ft. FAR: **84.1%** (90% allowable)

# Drawing Index:

Title Sheet T1

Existing Site Plan

A2 Plot Plans

А3 Basement Plan

A4 First Floor Plan

Second Floor Plan Roof Plan

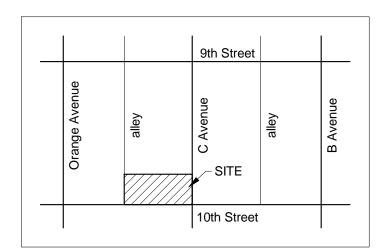
**Building Elevations** 

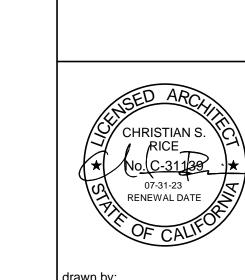
**Building Elevations** 

Α9 **Building Sections** Preliminary Post-Construction BMP

Preliminary Landscape Plan L1.1 Plant Legend

# Vicinity Map:





Coronado nado, California 92118

of

Chabad 970 C Avenue, C

**architects,** , ca 92118 p 619.522.9

rice

christian 1127 Ioma ave, co

drawn by: HA

May 23, 2023

revisions: revision date notes

Sheet

Title



# **APPENDIX B**

**PROJECT TRIP GENERATION TABLES** 

TABLE 1a
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - SUNDAY

|  |            |                     | rip Ends (ADTs)   |          |            | AM Commuter P |    |        |       |             | PM Commuter Po | ak Hour (4 | pm-6pm) |       |
|--|------------|---------------------|-------------------|----------|------------|---------------|----|--------|-------|-------------|----------------|------------|---------|-------|
| Land Use                                     | Size       | Average Vehicle     | D ( 8             | X7.1     | 0/ CADT    | In:Out        | Ì  | Volume |       | 0/ 6 A D.T. | In:Out         | ,          | Volume  |       |
|  |            | Occupancy           | Rate <sup>a</sup> | voiume   | % of ADT   | Split         | In | Out    | Total | % of ADT    | Split          | In         | Out     | Total |
|  |            |                     |                   | Proposed | l Land Use |               |    |        |       |             |                |            |         |       |
| Hebrew Classes - Student<br>Age <sup>b</sup> | 8 students | 1.5 student/vehicle | 3 trips/vehicle   | 16       | 0%         | 50% : 50%     | 0  | 0      | 0     | 0%          | 50% : 50%      | 0          | 0       | 0     |
| Hebrew Classes - Adults <sup>c</sup>         | 15 adults  | 1 adult/vehicle     | 2 trips/vehicle   | 30       | 0%         | 50% : 50%     | 0  | 0      | 0     | 0%          | 50% : 50%      | 0          | 0       | 0     |
| Total  |            |                     |                   | 46       |            |               | 0  | 0      | 0     |             |                | 0          | 0       | 0     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Hebrew class for 8 students. Assembly Hall. 10:30-11:30 AM. A vehicle occupancy rate of 1.5 student per vehicle and a trip rate of 3 trips per vehicle were applied.
- c. Hebrew class for 15 adults. Assembly Hall. 9:15-10:15 AM. A vehicle occupancy rate of 1 adult per vehicle and a trip rate of 2 trips per vehicle were applied.

TABLE 1b
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - MONDAY

|                                    |              | Daily T            | rip Ends (ADTs)   |          |            | AM Commuter P | eak Hour ( | 7am-9am) |       | PM Commuter Peak Hour (4pm-6pm) |           |    |        |       |
|------------------------------------|--------------|--------------------|-------------------|----------|------------|---------------|------------|----------|-------|---------------------------------|-----------|----|--------|-------|
| Land Use                           | Size         | Average Vehicle    | Rate <sup>a</sup> | Volume   | % of ADT   | In:Out        |            | Volume   |       | % of ADT                        | In:Out    |    | Volume |       |
|                                    |              | Occupancy          | Kate              | voiume   | 70 01 AD1  | Split         | In         | Out      | Total | /0 01 AD 1                      | Split     | In | Out    | Total |
|                                    |              |                    |                   | Proposed | l Land Use |               |            |          |       |                                 |           |    |        |       |
| Prayer Service Attendees b         | 12 attendees | 1 attendee/vehicle | 2 trips/vehicle   | 24       | 100%       | 50% : 50%     | 12         | 12       | 24    | 0%                              | 50% : 50% | 0  | 0      | 0     |
| Administration Office <sup>c</sup> | 2 employees  | 1 employee/vehicle | 4 trips/vehicle   | 8        | 25%        | 100% : 0%     | 2          | 0        | 2     | 25%                             | 0% : 100% | 0  | 2      | 2     |
| Total                              |              |                    |                   | 32       |            |               | 14         | 12       | 26    |                                 |           | 0  | 2      | 2     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Prayer service for 10-12 attendees. 8:00-9:00 AM. Assembly Hall. A vehicle occupancy rate of 1 attendee per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Administration office would be open between the hours of 9:30 AM and 4:00 PM. A vehicle occupancy rate of 1 employee per vehicle and a trip rate of 4 trips per vehicle were applied.

TABLE 1c
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - TUESDAY

|                                    |              |                    | HADAD CENTER OF COL |          |            |               |             | <u> </u> |       |            |               |             |          |       |
|------------------------------------|--------------|--------------------|---------------------|----------|------------|---------------|-------------|----------|-------|------------|---------------|-------------|----------|-------|
|                                    |              | Daily T            | rip Ends (ADTs)     |          |            | AM Commuter I | Peak Hour ( | 7am-9am) |       |            | PM Commuter P | eak Hour (4 | tpm-6pm) |       |
| Land Use                           | Size         | Average Vehicle    | Rate <sup>a</sup>   | Volumo   | % of ADT   | In:Out        |             | Volume   |       | % of ADT   | In:Out        |             | Volume   |       |
|                                    |              | Occupancy          | Kate                | volume   | 76 01 AD 1 | Split         | In          | Out      | Total | 76 01 AD 1 | Split         | In          | Out      | Total |
|                                    |              |                    |                     | Proposed | d Land Use |               |             |          |       |            |               |             |          |       |
| Adult Education Class <sup>b</sup> | 12 attendees | 1 attendee/vehicle | 2 trips/vehicle     | 24       | 0%         | 50% : 50%     | 0           | 0        | 0     | 0%         | 50% : 50%     | 0           | 0        | 0     |
| Young Parents Classs <sup>c</sup>  | 8 attendees  | 1 attendee/vehicle | 2 trips/vehicle     | 16       | 0%         | 50% : 50%     | 0           | 0        | 0     | 0%         | 50% : 50%     | 0           | 0        | 0     |
| Administration Office <sup>c</sup> | 2 employees  | 1 employee/vehicle | 4 trips/vehicle     | 8        | 25%        | 100% : 0%     | 2           | 0        | 2     | 25%        | 0% : 100%     | 0           | 2        | 2     |
| Total                              |              |                    |                     | 48       |            |               | 2           | 0        | 2     |            |               | 0           | 2        | 2     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Adult education classes for 12 attendees. 6:30-7:30 PM. Assembly Hall. A vehicle occupancy rate of 1 attendee per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Young parent classes for 8 attendees. 8:30-9:30 PM. Assembly Hall. A vehicle occupancy rate of 1 attendee per vehicle and a trip rate of 2 trips per vehicle were applied.
- d. Administration office would be open between the hours of 9:30 AM and 4:00 PM. A vehicle occupancy rate of 1 employee per vehicle and a trip rate of 4 trips per vehicle were applied.

TABLE 1d

CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - WEDNESDAY

|                                    |             | Daily T              | rip Ends (ADTs)   |          |            | AM Commuter F | Peak Hour ( | 7am-9am) |       | PM Commuter Peak Hour (4pm-6pm) |           |    |        |       |
|------------------------------------|-------------|----------------------|-------------------|----------|------------|---------------|-------------|----------|-------|---------------------------------|-----------|----|--------|-------|
| Land Use                           | Size        | Average Vehicle      | Rate <sup>a</sup> | Volume   | % of ADT   | In:Out        |             | Volume   |       | % of ADT                        | In:Out    |    | Volume |       |
|                                    |             | Occupancy            | Kate              | Volume   | /0 01 AD 1 | Split         | In          | Out      | Total | 70 01 AD 1                      | Split     | In | Out    | Total |
|                                    |             | •                    |                   | Proposed | d Land Use |               |             |          |       |                                 |           |    |        |       |
| Teen Class <sup>b</sup>            | 7 Attendees | 1.5 attendee/vehicle | 3 trips/vehicle   | 14       | 0%         | 50% : 50%     | 0           | 0        | 0     | 0%                              | 50% : 50% | 0  | 0      | 0     |
| Administration Office <sup>c</sup> | 2 employees | 1 employee/vehicle   | 4 trips/vehicle   | 8        | 25%        | 100% : 0%     | 2           | 0        | 2     | 25%                             | 0% : 100% | 0  | 2      | 2     |
| Total                              |             |                      |                   | 22       |            |               | 2           | 0        | 2     |                                 |           | 0  | 2      | 2     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Teen classes for 7 attendees. 2:00-3:00 PM. Assembly Hall. A vehicle occupancy rate of 1.5 student per vehicle and a trip rate of 3 trips per vehicle were applied.
- c. Administration office would be open between the hours of 9:30 AM and 4:00 PM. A vehicle occupancy rate of 1 employee per vehicle and a trip rate of 4 trips per vehicle were applied.

TABLE 1e
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - THURSDAY

|                                    |              | Daily T            | rip Ends (ADTs)   |          |            | AM Commuter P | eak Hour ( | 7am-9am) |       |            | PM Commuter Po | eak Hour (4 | pm-6pm) |       |
|------------------------------------|--------------|--------------------|-------------------|----------|------------|---------------|------------|----------|-------|------------|----------------|-------------|---------|-------|
| Land Use                           | Size         | Average Vehicle    | Rate <sup>a</sup> | Volume   | % of ADT   | In:Out        |            | Volume   |       | % of ADT   | In:Out         |             | Volume  |       |
|                                    |              | Occupancy          | Kate              | voiume   | 76 01 AD 1 | Split         | In         | Out      | Total | 70 01 AD 1 | Split          | In          | Out     | Total |
|                                    |              |                    |                   | Proposed | l Land Use |               |            |          |       |            |                |             |         |       |
| Prayer Service Attendees b         | 12 attendees | 1 attendee/vehicle | 2 trips/vehicle   | 24       | 100%       | 50% : 50%     | 12         | 12       | 24    | 0%         | 50% : 50%      | 0           | 0       | 0     |
| Administration Office <sup>c</sup> | 2 employees  | 1 employee/vehicle | 4 trips/vehicle   | 8        | 25%        | 100% : 0%     | 2          | 0        | 2     | 25%        | 0% : 100%      | 0           | 2       | 2     |
| Total                              |              |                    |                   | 32       |            |               | 14         | 12       | 26    |            |                | 0           | 2       | 2     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Prayer service for 10-12 attendees. 8:00-9:00 AM. Assembly Hall. A vehicle occupancy rate of 1 attendee per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Administration office would be open between the hours of 9:30 AM and 4:00 PM. A vehicle occupancy rate of 1 employee per vehicle and a trip rate of 4 trips per vehicle were applied.

TABLE 1f
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - FRIDAY

|  |                           | Daily T              | rip Ends (ADTs)   |         |            | AM Commuter P | eak Hour ( | 7am-9am) |       |           | PM Commuter Per | ak Hour (4 <sub>1</sub> | om-6pm) | $\neg$ |
|--|---------------------------|----------------------|-------------------|---------|------------|---------------|------------|----------|-------|-----------|-----------------|-------------------------|---------|--------|
| Land Use                               | Size                      | Average Vehicle      | Rate <sup>a</sup> | Volumo  | % of ADT   | In:Out        |            | Volume   |       | % of ADT  | In:Out          |                         | Volume  |        |
|  |                           | Occupancy            | Kate              | voiume  | 76 01 AD 1 | Split         | In         | Out      | Total | /0 01 AD1 | Split           | In                      | Out     | Total  |
|  |                           | -                    |                   | Propose | d Land Use |               |            |          |       |           |                 |                         |         |        |
| Sabbath Service Attendees <sup>b</sup> | 40 attendees <sup>d</sup> | 2.5 attendee/vehicle | 2 trips/vehicle   | 32      | 0%         | 50% : 50%     | 0          | 0        | 0     | 50%       | 100% : 0%       | 16                      | 0       | 16     |
| Administration Office <sup>c</sup>     | 2 employees               | 1 employee/vehicle   | 4 trips/vehicle   | 8       | 25%        | 100% : 0%     | 2          | 0        | 2     | 25%       | 0% : 100%       | 0                       | 2       | 2      |
| Total                                  |                           |                      | ·                 | 40      |            |               | 2          | 0        | 2     |           |                 | 16                      | 2       | 18     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Sabbath service and dinner is offered on Friday from 6:00-8:00 PM. A vehicle occupancy rate of 2.5 attendees per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Administration office would be open between the hours of 9:30 AM and 4:00 PM. A vehicle occupancy rate of 1 employee per vehicle and a trip rate of 4 trips per vehicle were applied.
- d. Including 25 adults and 15 children.

TABLE 1g
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - SATURDAY

|  |                           |                      | TIMBAB CENTIEN OF COL |         |            |               |            |          |       |           |                |                         |         |       |
|--|---------------------------|----------------------|-----------------------|---------|------------|---------------|------------|----------|-------|-----------|----------------|-------------------------|---------|-------|
|  |                           | Daily T              | rip Ends (ADTs)       |         |            | AM Commuter P | eak Hour ( | 7am-9am) |       |           | PM Commuter Pe | ak Hour (4 <sub>]</sub> | pm-6pm) |       |
| Land Use                               | Size                      | Average Vehicle      | D - 4 - 8             | Volume  | % of ADT   | In:Out        |            | Volume   |       | % of ADT  | In:Out         |                         | Volume  |       |
|  |                           | Occupancy            | Rate <sup>a</sup>     | voiume  | 76 01 AD 1 | Split         | In         | Out      | Total | 76 01 AD1 | Split          | In                      | Out     | Total |
|  |                           |                      |                       | Propose | d Land Use |               |            |          |       |           | -              |                         |         |       |
| Sabbath Service Attendees <sup>b</sup> | 30 attendees <sup>c</sup> | 2.5 attendee/vehicle | 2 trips/vehicle       | 24      | 0%         | 50% : 50%     | 0          | 0        | 0     | 0%        | 50% : 50%      | 0                       | 0       | 0     |
| Total                                  |                           |                      |                       | 24      |            |               | 0          | 0        | 0     |           |                | 0                       | 0       | 0     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Sabbath service and lunch is offered on Saturday from 10:00 AM 1:00 PM. A vehicle occupancy rate of 2.5 attendees per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Including 20 adults and 10 children.

TABLE 1h
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - SATURDAY + BAR MITZVAH

|  |                           | Daily T              | rip Ends (ADTs)   |         |            | AM Commuter P | eak Hour ( | 7am-9am) |       |            | PM Commuter Pe | ak Hour (4 <sub>]</sub> | pm-6pm) |       |
|--|---------------------------|----------------------|-------------------|---------|------------|---------------|------------|----------|-------|------------|----------------|-------------------------|---------|-------|
| Land Use                               | Size                      | Average Vehicle      | Rate <sup>a</sup> | Volume  | % of ADT   | In:Out        |            | Volume   |       | % of ADT   | In:Out         |                         | Volume  |       |
|  |                           | Occupancy            | Kate              | volume  | 70 01 AD 1 | Split         | In         | Out      | Total | 70 01 AD 1 | Split          | In                      | Out     | Total |
|  |                           |                      |                   | Propose | d Land Use |               |            |          |       |            |                |                         | -       |       |
| Sabbath Service Attendees <sup>b</sup> | 30 attendees <sup>c</sup> | 2.5 attendee/vehicle | 2 trips/vehicle   | 24      | 0%         | 50% : 50%     | 0          | 0        | 0     | 0%         | 50% : 50%      | 0                       | 0       | 0     |
| Bar Mitzvah Attendees <sup>d</sup>     | 75 attendees <sup>e</sup> | 2.5 attendee/vehicle | 2 trips/vehicle   | 60      | 0%         | 50% : 50%     | 0          | 0        | 0     | 0%         | 50% : 50%      | 0                       | 0       | 0     |
| Total                                  |                           |                      |                   | 84      |            |               | 0          | 0        | 0     |            |                | 0                       | 0       | 0     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Sabbath service and lunch is offered on Saturday from 10:00 AM 1:00 PM. A vehicle occupancy rate of 2.5 attendees per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Including 20 adults and 10 children.
- 1. 3-5 Bar Mitzvahs per year. 10:00 AM 12:00 PM. A vehicle occupancy rate of 2.5 attendees per vehicle and a trip rate of 2 trips per vehicle were applied.
- e. Including 50 adults and 25 children.

TABLE 1i
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - CHANUKAH

|                                 |                           | Daily T              | rip Ends (ADTs)   |         |            | AM Commuter P | eak Hour ( | 7am-9am) |       |            | PM Commuter Pe | ak Hour (4 <sub>]</sub> | pm-6pm) |       |
|---------------------------------|---------------------------|----------------------|-------------------|---------|------------|---------------|------------|----------|-------|------------|----------------|-------------------------|---------|-------|
| Land Use                        | Size                      | Average Vehicle      | D - 4 - 8         | Volume  | % of ADT   | In:Out        |            | Volume   |       | % of ADT   | In:Out         |                         | Volume  |       |
|                                 |                           | Occupancy            | Rate <sup>a</sup> | voiume  | 76 01 AD 1 | Split         | In         | Out      | Total | 76 01 AD 1 | Split          | In                      | Out     | Total |
|                                 | -                         |                      |                   | Propose | d Land Use |               |            |          |       |            | -              |                         |         |       |
| Chanukah Attendees <sup>b</sup> | 50 attendees <sup>c</sup> | 2.5 attendee/vehicle | 2 trips/vehicle   | 40      | 0%         | 50% : 50%     | 0          | 0        | 0     | 50%        | 100% : 0%      | 20                      | 0       | 20    |
| Total                           |                           |                      |                   | 40      |            |               | 0          | 0        | 0     |            |                | 20                      | 0       | 20    |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. One evening in December from 5:00 PM-7:00 PM. A vehicle occupancy rate of 2.5 attendees per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Including 20 adults and 30 children.

TABLE 1j
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - PASSOVER

|                                 |                           | Daily T              | rip Ends (ADTs)   |         |            | AM Commuter P | eak Hour ( | 7am-9am) |       |            | PM Commuter Pe | ak Hour (4 <sub>]</sub> | pm-6pm) |       |
|---------------------------------|---------------------------|----------------------|-------------------|---------|------------|---------------|------------|----------|-------|------------|----------------|-------------------------|---------|-------|
| Land Use                        | Size                      | Average Vehicle      | D - 4 - 8         | Volume  | % of ADT   | In:Out        |            | Volume   |       | % of ADT   | In:Out         |                         | Volume  |       |
|                                 |                           | Occupancy            | Rate <sup>a</sup> | voiume  | 76 01 AD 1 | Split         | In         | Out      | Total | 76 01 AD 1 | Split          | In                      | Out     | Total |
|                                 | -                         |                      |                   | Propose | d Land Use |               |            |          |       |            | -              |                         |         |       |
| Passover Attendees <sup>b</sup> | 60 attendees <sup>c</sup> | 2.5 attendee/vehicle | 2 trips/vehicle   | 48      | 0%         | 50% : 50%     | 0          | 0        | 0     | 50%        | 100% : 0%      | 24                      | 0       | 24    |
| Total                           |                           |                      |                   | 48      |            |               | 0          | 0        | 0     |            |                | 24                      | 0       | 24    |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Two nights in April from 6:00-9:00 PM. A vehicle occupancy rate of 2.5 attendees per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Including 40 adults and 20 children.

TABLE 1k
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - SHAVUOT

|                                |                           | Daily T              | rip Ends (ADTs)   |         |            | AM Commuter P | eak Hour ( | 7am-9am) |       |            | PM Commuter Pe | ak Hour (4 <sub>]</sub> | pm-6pm) |       |
|--------------------------------|---------------------------|----------------------|-------------------|---------|------------|---------------|------------|----------|-------|------------|----------------|-------------------------|---------|-------|
| Land Use                       | Size                      | Average Vehicle      | D - 4 - 8         | Volume  | % of ADT   | In:Out        |            | Volume   |       | % of ADT   | In:Out         |                         | Volume  |       |
|                                |                           | Occupancy            | Rate <sup>a</sup> | voiume  | 76 01 AD 1 | Split         | In         | Out      | Total | 76 01 AD 1 | Split          | In                      | Out     | Total |
|                                | -                         |                      |                   | Propose | d Land Use |               |            |          |       |            | -              |                         |         |       |
| Shavuot Attendees <sup>b</sup> | 40 attendees <sup>c</sup> | 2.5 attendee/vehicle | 2 trips/vehicle   | 32      | 0%         | 50% : 50%     | 0          | 0        | 0     | 0%         | 50% : 50%      | 0                       | 0       | 0     |
| Total                          |                           |                      |                   | 32      |            |               | 0          | 0        | 0     |            |                | 0                       | 0       | 0     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Two days in May from 10:00 AM 12:00 PM. A vehicle occupancy rate of 2.5 attendees per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. Including 20 adults and 20 children.

TABLE 1I
CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - SUMMER CAMP

|                             |              | Daily T              | rip Ends (ADTs)   |          |              | AM Commuter P | eak Hour ( | 7am-9am) |       |           | PM Commuter Po | eak Hour (4 | lpm-6pm) |       |
|-----------------------------|--------------|----------------------|-------------------|----------|--------------|---------------|------------|----------|-------|-----------|----------------|-------------|----------|-------|
| Land Use                    | Size         | Average Vehicle      | D / 8             | ¥7-1     | 0/ -£ A D.T. | In:Out        |            | Volume   |       | 0/ -£ ADT | In:Out         |             | Volume   |       |
|                             |              | Occupancy            | Rate <sup>a</sup> | Volume   | % of ADT     | Split         | In         | Out      | Total | % of ADT  | Split          | In          | Out      | Total |
|                             |              |                      |                   | Proposed | l Land Use   |               |            |          |       |           |                |             |          |       |
| Camp Attendees <sup>b</sup> | 30 Attendees | 1.5 attendee/vehicle | 4 trips/vehicle   | 80       | 0%           | 50% : 50%     | 0          | 0        | 0     | 0%        | 50% : 50%      | 0           | 0        | 0     |
| Camp Staff <sup>c</sup>     | 4 employees  | 1 employee/vehicle   | 2 trips/vehicle   | 8        | 50%          | 100% : 0%     | 4          | 0        | 4     | 50%       | 0% : 100%      | 0           | 4        | 4     |
| Total                       |              |                      |                   | 88       |              |               | 4          | 0        | 4     |           |                | 0           | 4        | 4     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Summer camp will be held over the first three (3) weeks of July from 9:30AM -2:30 PM . A vehicle occupancy rate of 1.5 attendees per vehicle and a trip rate of 4 trips per vehicle were applied.
- c. A vehicle occupancy rate of 1 employee per vehicle and a trip rate of 2 trips per vehicle were applied.

TABLE 1m

CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - RECEPTIONS OR WEDDINGS

|                        |                            | Daily T              | rip Ends (ADTs)   |         |            | AM Commuter F | eak Hour ( | 7am-9am) |       |            | PM Commuter Pe | ak Hour (4 <sub>1</sub> | om-6pm) |       |
|------------------------|----------------------------|----------------------|-------------------|---------|------------|---------------|------------|----------|-------|------------|----------------|-------------------------|---------|-------|
| Land Use               | Size                       | Average Vehicle      | Rate <sup>a</sup> | Volumo  | % of ADT   | In:Out        |            | Volume   |       | % of ADT   | In:Out         |                         | Volume  |       |
|                        |                            | Occupancy            | Kate              | voiume  | 70 01 AD 1 | Split         | In         | Out      | Total | /0 01 AD 1 | Split          | In                      | Out     | Total |
|                        |                            |                      |                   | Propose | d Land Use |               |            |          |       |            |                |                         |         |       |
| Attendees <sup>b</sup> | 130 attendees <sup>c</sup> | 2.5 attendee/vehicle | 2 trips/vehicle   | 104     | 0%         | 50% : 50%     | 0          | 0        | 0     | 0%         | 50% : 50%      | 0                       | 0       | 0     |
| Total                  |                            |                      |                   | 104     |            |               | 0          | 0        | 0     |            |                | 0                       | 0       | 0     |

- a. Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- b. Four weddings/receptions estimated per year. A vehicle occupancy rate of 2.5 attendees per vehicle and a trip rate of 2 trips per vehicle were applied.
- c. The maximum occupancy of the assembly hall is 130 people. Any amplified sound to end at 10:00 pm.