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**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.

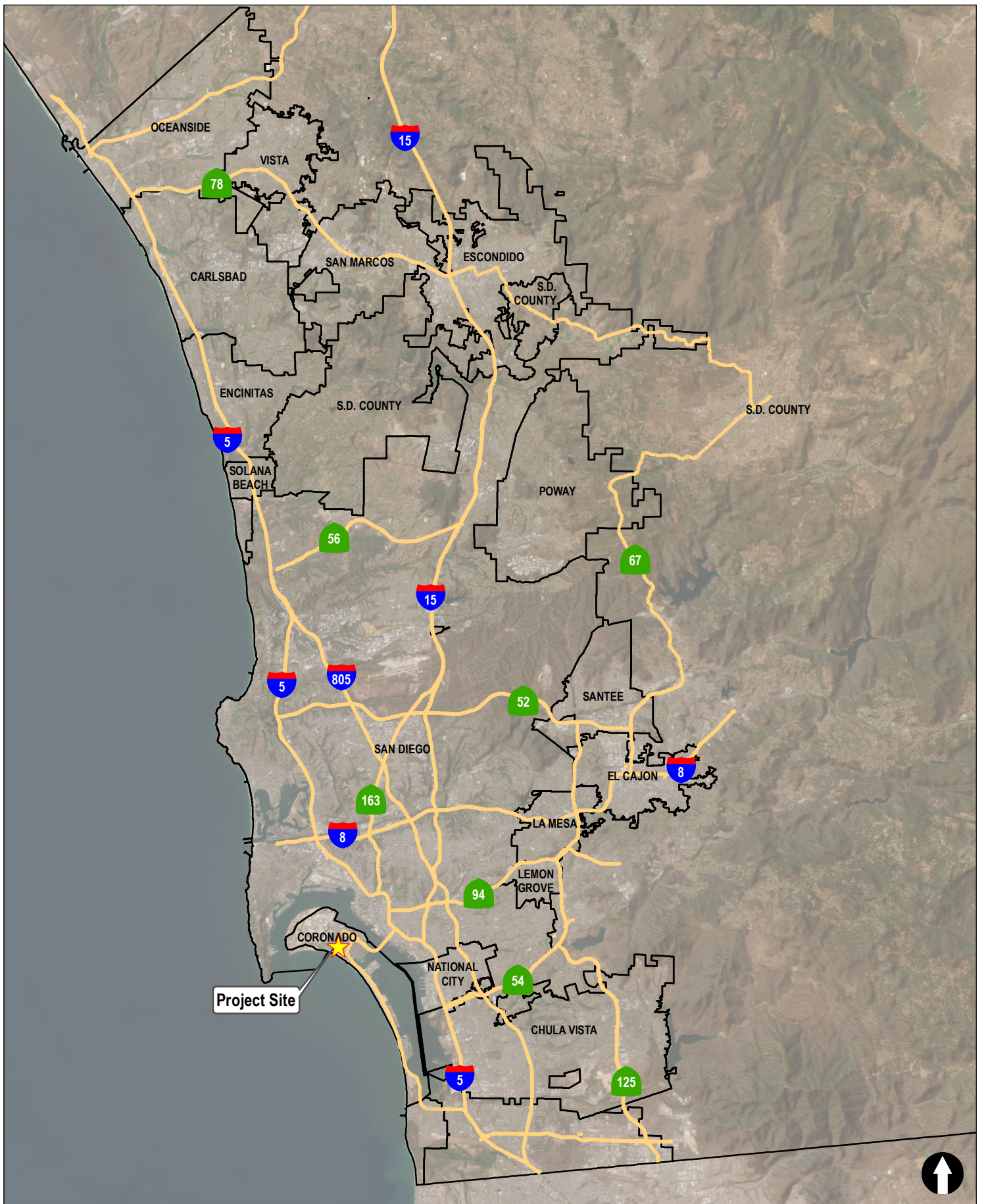


Figure 2-1

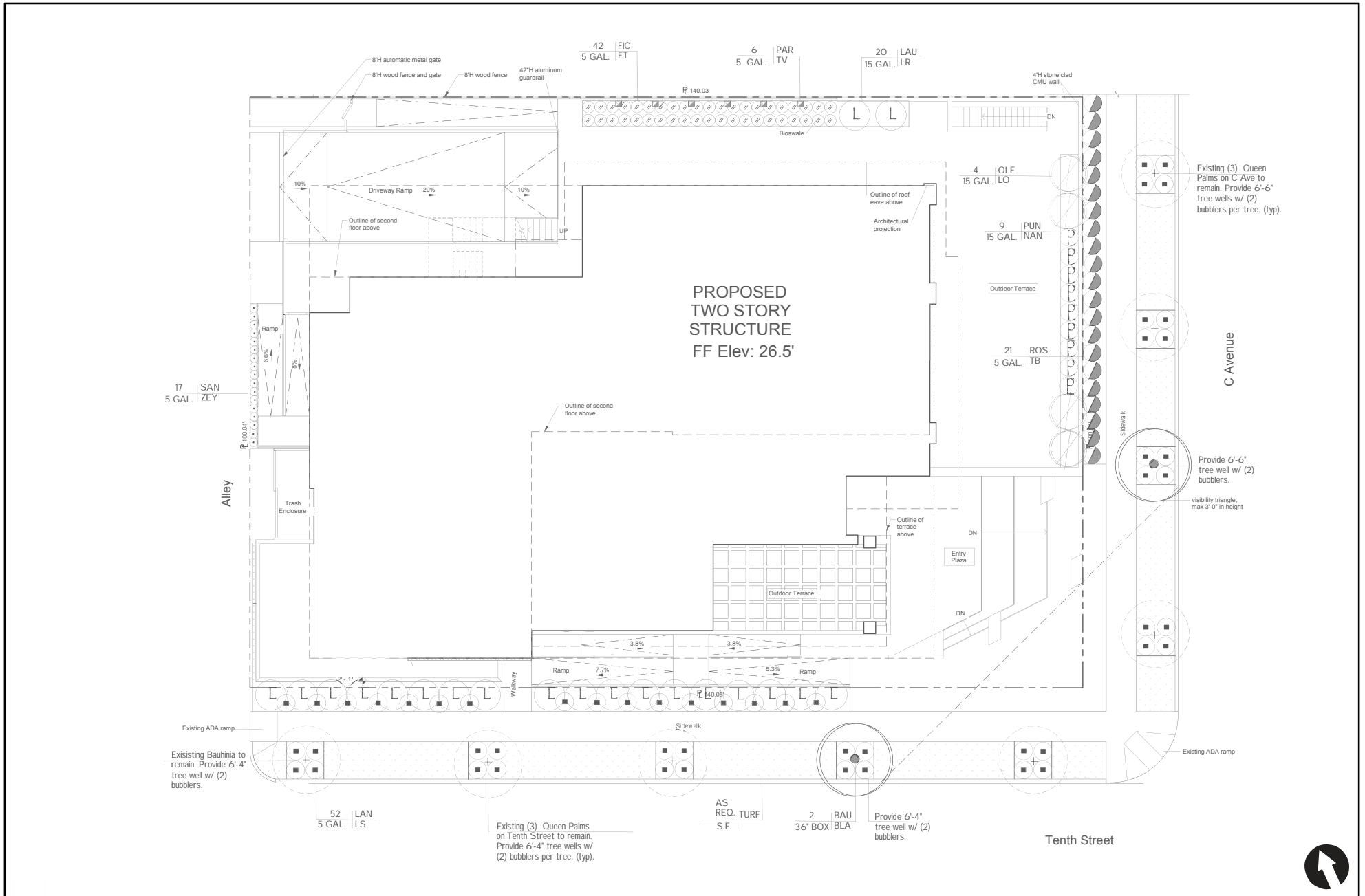
## Vicinity Map





Figure 2-2  
**Project Area Map**





### 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	<b>48</b>
Wednesday	22
Thursday	32
Friday	40
Saturday	24
Special Events	
Saturday + Bar Mitzvah	84
Chanukah	40
Passover	48
Shavuot	32
Summer Camp	88
Weddings/Receptions	<b>104</b>

**TABLE 3-2a**  
**PROJECT TRIP GENERATION - TYPICAL TUESDAY**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed Land Use														
Hebrew Classes - 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 - 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

**Footnotes:**

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- 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

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### APPENDIX

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





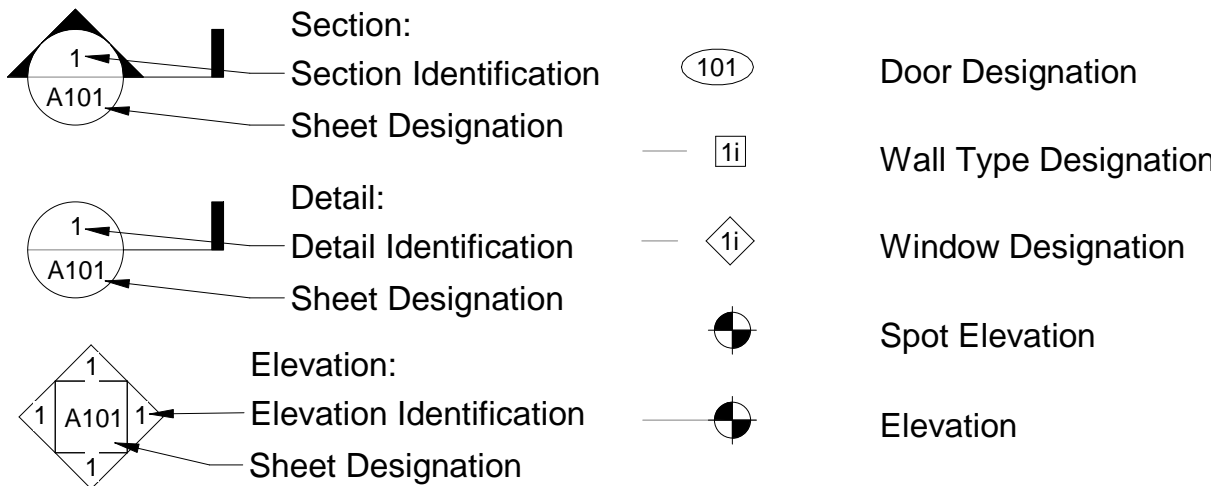
## **APPENDIX A**

### **SCHEDULE OF OPERATIONS AND EVENTS**

Architectural Abbreviations:

ADJ.	Adjacent	F.E.	Fire Extinguisher	P.C.F.	Pounds Per Cubic Foot
A.F.F.	Above Finish Floor	F.F.	Finish Floor	PERF.	Perforated
ALUM.	Aluminum	FLR.	Floor	P.L.F.	Pounds Per Linear Foot
ALT.	Alternate	F.O.	Face of	PLY.	Plywood
ARCH.	Architectural	F.O.C	Face of Concrete	P.S.F.	Pounds Per Square Foot
AVG.	Average	F.O.M	Face of Masonry	P.S.I.	Pounds Per Square Inch
		F.O.S	Face of Stud	P.T.	Pressure Treated
BD.	Board	FP.	Fireplace	RAG	Return Air Grille
BDLG.	Building	FRMG.	Framing	REF.	Reference
BLKG.	Blocking	FTG.	Footing	REFR.	Refrigerator
BM.	Beam			REQD.	Required
BTWN.	Between	G.	Gas	REV.	Revision
		GA.	Gauge	RM.	Room
CA.TV.	Cable Television	GALV.	Galvanized	R.O.	Rough Opening
CBC	California Building Code	G.C.	General Contractor		
C.I.P.	Cash-In-Place Concrete	G.F.I.	Ground Fault Interrupter	SECT.	Section
C.J.	Control Joint	GL-	Glass	S.F.	Square Foot
CLG.	Ceiling	HDR.	Header	SHWR.	Shower
CLR.	Clear	HGR.	Hanger	SIM.	Similar
C.M.U.	Concrete Masonry Unit	HORIZ.	Horizontal	SPECS	Specifications
COL.	Column	HT.	Height	SQ.	Square
CONC.	Concrete	HTG.	Heating	S.S.	Stainless Steel
CONT.	Continuous	HVAC.	Heating/Ventilating/Air-Conditioning	STD.	Standard
CPT	Carpet	H.W.	Hot Water	STL	Steel
C.T.	Ceramic Tile			SUSP.	Suspended
CTR.	Center	INCL.	Included/Including	SYS.	System
C.W.	Cold Water	INFO.	Information	TEL.	Telephone
		INSUL.	Insulation	T.O.C.	Top Of Concrete
D.F.	Douglas Fir	INT.	Interior	THK.	Thickness
DIA.	Diameter			T.O.B.	Top Of Beam
DIM.	Dimension	LAV.	Lavatory	T.O.S.	Top Of Slab
D.L.	Dead Load	LB.	Pound	T.O.W.	Top Of Wall
DN	Down	L.F.	Linear Foot	TYP.	Typical
DWG.	Drawing	L.L.	Live Load		
				UBC	Uniform Building Code
EA.	Each	MAX.	Maximum	U.O.N.	Unless Otherwise Noted
E.I.F.S	Exterior Insulation Finish System	MECH.	Mechanical		
		MFR.	Manufacturer	V.I.F.	Verify In Field
E.J.	Expansion Joint	MICRO	Microwave	VNR.	Veneer
ELEC.	Electrical	MIN.	Minimum	V.A.	Vinyl Tile
ELEV.	Elevation	MISC.	Miscellaneous		
E.O.S.	Edge of Slab	MTL.	Metal	W/	With
EQ.	Equal			W.C.	Water Closet
EQUIP.	Equipment	N/A	Not Applicable	WD.	Wood
EXT.	Exterior	NO.	Number	W/D	Washer/Dryer
		N.T.S.	Not To Scale	W/O	Without
F.C.U.	Fan Coil Unit	O.C.	On Center	WP.	Waterproof
F.D.	Floor Drain			Wt.	Weight
FDN.	Foundation				

Symbols:





## **APPENDIX B**

### **PROJECT TRIP GENERATION TABLES**

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

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed Land Use														
Hebrew Classes - 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 - 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

**Footnotes:**

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed Land Use														
Prayer Service Attendees <sup>b</sup>	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

**Footnotes:**

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- Due the unique nature of the project, a site-specific trip generation was estimated based on the proposed schedule of operations and occupancy.
- 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.
- 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.
- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed Land Use														
Prayer Service Attendees <sup>b</sup>	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

**Footnotes:**

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

*Footnotes:*

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- 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.
- d. 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

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

*Footnotes:*

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

*Footnotes:*

- 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**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- 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 11**  
**CHABAD CENTER OF CORONADO PROJECT TRIP GENERATION - SUMMER CAMP**

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- 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

Land Use	Size	Daily Trip Ends (ADTs)			AM Commuter Peak Hour (7am-9am)					PM Commuter Peak Hour (4pm-6pm)				
		Average Vehicle Occupancy	Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Proposed 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

**Footnotes:**

- 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.