CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

- The Checklist is required only for projects subject to CEQA review.[2]
- If required, the Checklist must be included in the project submittal package. Application submittal procedures can be found in Chapter 11: Land Development Procedures of the City's Municipal Code.
- The requirements in the Checklist will be included in the project's conditions of approval.
- The applicant must provide an explanation of how the proposed project will implement the requirements described herein to the satisfaction of the Planning Department.

Application Information

Contact Information

Project No./Name: Project No. 475172 / Newbreak Church CUP

Property Address: 10635 Scripps Ranch Boulevard, San Diego, California 92131

Applicant Name/Co.: Robert Wachs / Newbreak Church

Contact Phone: 858.576.0007 Contact Email: rwachs@newbreak.org

Was a consultant retained to complete this checklist? ☑ Yes ☐ No If Yes, complete the following

Consultant Name: Brittany Erin Ruggels Contact Phone: 619.204.9757

Company Name: KLR Planning Contact Email: brittany@klrplanning.com

Project Information

1. What is the size of the project (acres)? 4.64 acres
2. Identify all applicable proposed land uses:
   - ☐ Residential (indicate # of single-family units):
   - ☐ Residential (indicate # of multi-family units):
   - ☐ Commercial (total square footage):
   - ☐ Industrial (total square footage):
   - ☑ Other (describe): Church (33,095 square feet)
3. Is the project located in a Transit Priority Area? ☐ Yes ☑ No
4. Provide a brief description of the project proposed: The proposed project is for a CUP amendment for the expansion of an existing 6,900-square-foot religious assembly use to 33,095 square feet within an existing building on the 4.64-acre site. The project would also extend the termination date of the existing CUP from 2024 to 20 years from the date of approval.

[2] Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

CAP CONSISTENCY CHECKLIST QUESTIONS

Step 1: Land Use Consistency

The first step in determining CAP consistency for discretionary development projects is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the City to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
1. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations?;[3] OR, 2. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?; OR, 3. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, would the project be located in a Transit Priority Area (TPA) and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department?	☑	☐

If "***Yes***," proceed to Step 2 of the Checklist. For questions 2 and 3 above, provide estimated project emissions under both existing and proposed designation(s) for comparison. For question 3 above, complete Step 3.

If "***No***," in accordance with the City's Significance Determination Thresholds, the project's GHG impact is significant. The project must nonetheless incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Step 2 of the Checklist.

[3] This question may also be answered in the affirmative if the project is consistent with SANDAG Series 12 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.

Step 2: CAP Strategies Consistency **NOT APPLICABLE**

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP. Step 2 only applies to development projects that involve permits that would require a certificate of occupancy from the Building Official or projects comprised of one and two family dwellings or townhouses as defined in the California Residential Code and their accessory structures.[4] All other development projects that would not require a certificate of occupancy from the Building Official shall implement Best Management Practices for construction activities as set forth in the Greenbook (for public projects).

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
Strategy 1: Energy & Water Efficient Buildings			
1. *Cool/Green Roofs*. • Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code (Attachment A)?; OR • Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code?; OR • Would the project include a combination of the above two options? Check "N/A" only if the project does not include a roof component.	☐	☐	☐
2. *Plumbing fixtures and fittings* With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following: Residential buildings: • Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi; • Standard dishwashers: 4.25 gallons per cycle; • Compact dishwashers: 3.5 gallons per cycle; and • Clothes washers: water factor of 6 gallons per cubic feet of drum capacity? Nonresidential buildings: • Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code (See Attachment A); and • Appliances and fixtures for commercial applications that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code (See Attachment A)? Check "N/A" only if the project does not include any plumbing fixtures or fittings.	☐	☐	☐

[4] Actions that are not subject to Step 2 would include, for example: 1) discretionary map actions that do not propose specific development, 2) permits allowing wireless communication facilities, 3) special events permits, 4) use permits that do not result in the expansion or enlargement of a building, and 5) non-building infrastructure projects such as roads and pipelines. Because such actions would not result in new occupancy buildings from which GHG emissions reductions could be achieved, the items contained in Step 2 would not be applicable.

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
Strategy 2: Clean & Renewable Energy			
3. *Energy Performance Standard / Renewable Energy* Is the project designed to have an energy budget that meets the following performance standards when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building as calculated by Compliance Software certified by the California Energy Commission (percent improvement over current code): • Low-rise residential – 15% improvement? • Nonresidential with indoor lighting OR mechanical systems, but not both – 5% improvement? • Nonresidential with both indoor lighting AND mechanical systems – 10% improvement?[5] The demand reduction may be provided through on-site renewable energy generation, such as solar, or by designing the project to have an energy budget that meets the above-mentioned performance standards, when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building (percent improvement over current code). Note: For Energy Budget calculations, high-rise residential and hotel/motel buildings are considered non-residential buildings. Check "N/A" only if the project does not contain any residential or non-residential buildings.	☐	☐	☐
Strategy 3: Bicycling, Walking, Transit & Land Use			
4. *Electric Vehicle Charging* • Single-family projects: Would the required parking serving each new single-family residence and each unit of a duplex be constructed with a listed cabinet, box or enclosure connected to a raceway linking the required parking space to the electrical service, to allow for the future installation of electric vehicle supply equipment to provide an electric vehicle charging station for use by the resident? • Multiple-family projects of 10 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents? • Multiple-family projects of more than 10 dwelling units: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official? Of the total listed cabinets, boxes or enclosures provided, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents?	☐	☐	☐

[5] CALGreen defines mechanical systems as equipment, appliances, fixtures, fittings and/or appurtenances, including ventilating, heating, cooling, air-conditioning and refrigeration systems, incinerators and other energy-related systems.

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
• Non-residential projects: If the project includes new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A, would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official? Of the total listed cabinets, boxes or enclosures provided, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use? Check "N/A" only if the project is does not include new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A.			
Strategy 3: Bicycling, Walking, Transit & Land Use (Complete this section if project includes non-residential or mixed uses)			
5. *Bicycle Parking Spaces* Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14, Article 2, Division 5)?[6] Check "N/A" only if the project is a residential project.	☐	☐	☐
6. *Shower facilities* If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code as shown in the table below? Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).	☐	☐	☐

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0-10	0	0
11-50	1 shower stall	2
51-100	1 shower stall	3
101-200	1 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants

[6] Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
7. *Designated Parking Spaces* If the project includes an employment use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the following table? **Number of Required Parking Spaces** / **Number of Designated Parking Spaces** 0-9 / 0 10-25 / 2 26-50 / 4 51-75 / 6 76-100 / 9 101-150 / 11 151-200 / 18 201 and over / At least 10% of total This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements. Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it. Check "N/A" only if the project is a residential project, or if it does not include an employment use in a TPA.	☐	☐	☐
8. *Transportation Demand Management Program* If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes: At least one of the following components: • Parking cash out program • Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools • Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development And at least three of the following components: • Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees • On-site carsharing vehicle(s) or bikesharing • Flexible or alternative work hours • Telework program • Transit, carpool, and vanpool subsidies	☐	☐	☐

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
• Pre-tax deduction for transit or vanpool fares and bicycle commute costs • Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use? Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees).			

NOT APPLICABLE

Step 3: Project CAP Conformance Evaluation (if applicable)

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option 3. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. The following questions must each be answered in the affirmative and fully explained.

1. **Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?**
   Considerations for this question:
   - Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
   - Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
   - Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

2. **Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?**
   Considerations for this question:
   - Does the proposed project support/incorporate identified transit routes and stops/stations?
   - Does the project include transit priority measures?

3. **Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
   - Does the proposed project urban design include features for walkability to promote a transit supportive environment?

4. **Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
   - Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

5. **Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?**
   Considerations for this question:
   - Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
   - Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
   - Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

6. **Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?**
   Considerations for this question:
   - Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
   - Does the proposed project include policies or strategies for preserving existing trees?
   - Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

CLIMATE ACTION PLAN CONSISTENCY CHECKLIST
ATTACHMENT A

This attachment provides performance standards for applicable Climate Action Pan (CAP) Consistency Checklist measures.

Table 1 Roof Design Values for Question 1: Cool/Green Roofs supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Land Use Type	Roof Slope	Minimum 3-Year Aged Solar Reflectance	Thermal Emittance	Solar Reflective Index
Low-Rise Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
High-Rise Residential Buildings, Hotels and Motels	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
Non-Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 residential and non-residential voluntary measures shown in Tables A4.106.5.1 and A5.106.11.2.2, respectively. Roof installation and verification shall occur in accordance with the CALGreen Code.

CALGreen does not include recommended values for low-rise residential buildings with roof slopes of ≤ 2:12 for San Diego's climate zones (7 and 10). Therefore, the values for climate zone 15 that covers Imperial County are adapted here.

Solar Reflectance Index (SRI) equal to or greater than the values specified in this table may be used as an alternative to compliance with the aged solar reflectance values and thermal emittance.

Table 2	Fixture Flow Rates for Non-Residential Buildings related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan
Fixture Type	**Maximum Flow Rate**
Showerheads	1.8 gpm @ 80 psi
Lavatory Faucets	0.35 gpm @60 psi
Kitchen Faucets	1.6 gpm @ 60 psi
Wash Fountains	1.6 [rim space(in.)/20 gpm @ 60 psi]
Metering Faucets	0.18 gallons/cycle
Metering Faucets for Wash Fountains	0.18 [rim space(in.)/20 gpm @ 60 psi]
Gravity Tank-type Water Closets	1.12 gallons/flush
Flushometer Tank Water Closets	1.12 gallons/flush
Flushometer Valve Water Closets	1.12 gallons/flush
Electromechanical Hydraulic Water Closets	1.12 gallons/flush
Urinals	0.5 gallons/flush

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 non-residential voluntary measures shown in Tables A5.303.2.3.1 and A5.106.11.2.2, respectively. See the California Plumbing Code for definitions of each fixture type.

Where complying faucets are unavailable, aerators rated at 0.35 gpm or other means may be used to achieve reduction.

Acronyms:
gpm = gallons per minute
psi = pounds per square inch (unit of pressure)
in. = inch

Table 3	**Standards for Appliances and Fixtures for Commercial Application related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan**	
Appliance/Fixture Type	**Standard**	
Clothes Washers	Maximum Water Factor (WF) that will reduce the use of water by 10 percent below the California Energy Commissions' WF standards for commercial clothes washers located in Title 20 of the *California Code of Regulations*.	
Conveyor-type Dishwashers	0.70 maximum gallons per rack (2.6 L) (High-Temperature)	0.62 maximum gallons per rack (4.4 L) (Chemical)
Door-type Dishwashers	0.95 maximum gallons per rack (3.6 L) (High-Temperature)	1.16 maximum gallons per rack (2.6 L) (Chemical)
Undercounter-type Dishwashers	0.90 maximum gallons per rack (3.4 L) (High-Temperature)	0.98 maximum gallons per rack (3.7 L) (Chemical)
Combination Ovens	Consume no more than 10 gallons per hour (38 L/h) in the full operational mode.	
Commercial Pre-rinse Spray Valves (manufactured on or after January 1, 2006)	Function at equal to or less than 1.6 gallons per minute (0.10 L/s) at 60 psi (414 kPa) and • Be capable of cleaning 60 plates in an average time of not more than 30 seconds per plate. • Be equipped with an integral automatic shutoff. • Operate at static pressure of at least 30 psi (207 kPa) when designed for a flow rate of 1.3 gallons per minute (0.08 L/s) or less.	

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 non-residential voluntary measures shown in Section A5.303.3. See the California Plumbing Code for definitions of each appliance/fixture type.

Acronyms:
L = liter
L/h = liters per hour
L/s = liters per second
psi = pounds per square inch (unit of pressure)
kPa = kilopascal (unit of pressure)

Table 4	**Size-based Trigger Levels for Electric Vehicle Charging Requirements for Non-Residential Buildings related to Question 10: Electric Vehicle Charging supporting Strategy 3: Bicycling, Walking, Transit & Land Use of the Climate Action Plan**
Land Use Type	**Size-based Trigger Level**
Hospital	500 or more beds OR Expansion of a 500+ bed hospital by 20%
College	3,000 or more students OR Expansion of a 3,000+ student college by 20%
Hotels/Motels	500 or more rooms
Industrial, Manufacturing or Processing Plants or Industrial Parks	1,000 or more employees OR 40 acres or more of land area OR 650,000 square feet or more of gross floor area
Office buildings or Office Parks	1,000 or more employees OR 250,000 square feet or more of gross floor area
Shopping centers or Trade Centers	1,000 or more employees OR 500,000 square feet or more of gross floor area
Sports, Entertainment or Recreation Facilities	Accommodate at least 4,000 persons per performance OR Contain 1,500 or more fixed seats
Transit Projects (including, but not limited to, transit stations and park and ride lots).	All

Source: Adapted from the Governor's Office of Planning and Research's (OPR's) Model Building Code for Plug-In Electric Vehicle Charging

Newbreak Church CUP Project (Project No. 475172)

CAP CONSISTENCY CHECKLIST SUPPORTING DOCUMENTATION

Step 1: Land Use Consistency

1. The project site is designated Industrial Use in the Scripps Miramar Ranch Community Plan and Industrial Employment in the City of San Diego General Plan. The project is consistent with the land use designations in the City's General Plan and the Scripps Miramar Ranch Community Plan because the proposed use is currently allowed on the site by an approved, existing CUP (CUP No. 26031). Section 126.0113(c) of the San Diego Municipal Code allows for development permit amendments to include existing land uses that would not be permitted as new uses by the underlying base zone.

Step 2: CAP Strategies Consistency

Step 2: CAP Strategies Consistency is not applicable to the proposed project due to inclusion in Footnote 4. Footnote 4 states: "Actions that are not subject to Step 2 would include, for example: 1) discretionary map actions that do not propose specific development, 2) permits allowing wireless communication facilities, 3) special events permits, 4) use permits that do not result in the expansion or enlargement of a building, and 5) non-building infrastructure projects such as roads and pipelines. Because such actions would not result in new occupancy buildings from which GHG emissions reductions could be achieved, the items contained in Step 2 would not be applicable" [emphasis added]. The project involves a *use permit that does not result in the expansion or enlargement of a building*; therefore, Step 2 does not apply.

Step 3: Project CAP Conformance Evaluation

Step 3: Project CAP Conformance Evaluation is not applicable to the proposed project. The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option 3. The proposed project answered in the affirmative under option 1.

LOS Engineering, Inc.
Traffic and Transportation

11622 El Camino Real, Suite #100, San Diego, CA 92121
Phone 619-890-1253, Fax 619-374-7247

September 29, 2016

Ms. Karen Ruggels
KLR Planning
P.O. Box 882676
San Diego, CA 92168

Subject: Trip Generation and Parking Analysis for the proposed Newbreak Church in the City of San Diego (Project No. 457172).

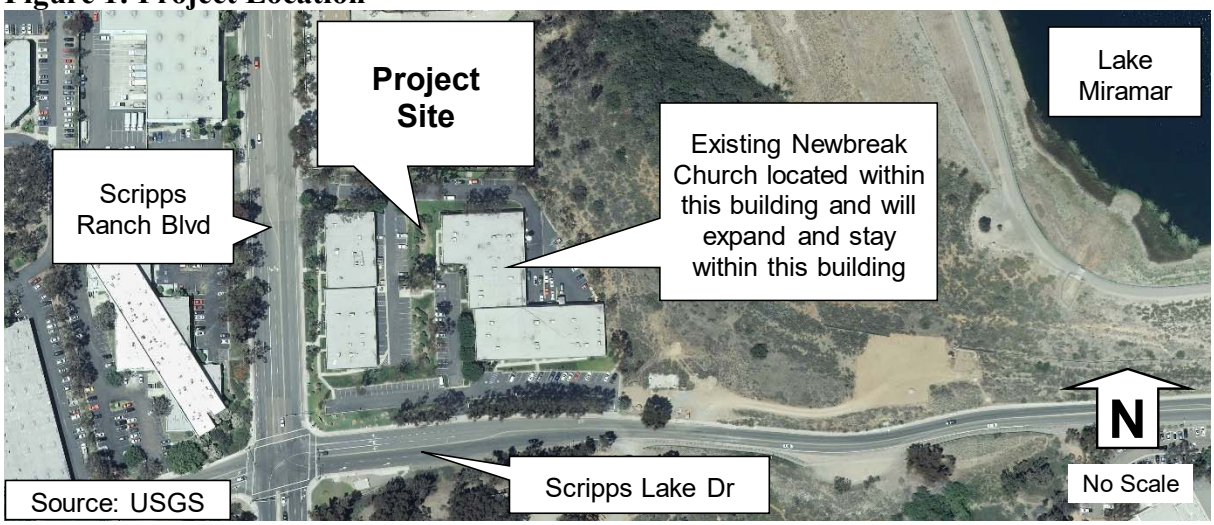
Dear Ms. Ruggels:

LOS Engineering, Inc. is pleased to present this trip generation and parking analysis for the proposed Newbreak Church located at 10635 Scripps Ranch Boulevard in the City of San Diego. This letter documents the project's trip generation and threshold requirements for a Traffic Impact Study (TIS) based on the City of San Diego *Trip Generation Manual*, May 2003; and parking requirements based on San Diego Municipal Code and ITE parking data.

PROJECT DESCRIPTION

The existing Newbreak Church located at 10635 Scripps Ranch Boulevard is within the IP-2-1 zone of Scripps Miramar Ranch Community Plan area. The project is an amendment to Conditional Use Permit No. 026031 in order to expand the existing religious use from 6,900 square feet (sf) to 33,095 sf (net increase of 26,195 sf). The increase in church space will displace 26,195 sf of existing and leased industrial uses. A Rezone and Community Plan Amendment are not required as part of the CUP amendment. The existing building size will remain unchanged as shown in **Figure 1**. A site plan is included in **Attachment A**.

Figure 1: Project Location



PROJECT TRIP GENERATION (Weekday)

The City of San Diego *Trip Generation Manual*, May 2003 was used to calculate the net change in trip generation from the replacement of Industrial/Business Park with the Newbreak Church.

A church with 26,195 sf is calculated to generate 393 daily trips, 16 AM trips (13 inbound and 3 outbound), and 32 PM peak hour trips (16 inbound and 16 outbound) during weekdays.

The replacement of 26,195 sf of Industrial/Business Park is calculated to reduce the weekday industrial trips by 393 daily trips, -43 AM peak hour trips (-39 inbound and -4 outbound), and -47 PM peak hour trips (-9 inbound and -38 outbound).

The net change in weekday trips is calculated at 0 daily trips, -27 AM peak hour trips (-26 inbound and -1 outbound), and -15 PM peak hour trips (7 inbound and -22 outbound) trips as shown in **Table 1**.

Table 1: New Use, Old Use, and Net Change in Weekday Trip Generation

Proposed	Driveway						AM				PM	
Land Use	Rate	Size & Units	ADT	%	Split		IN	OUT	%	Split	IN	OUT
New Use: Place of Worship	15 /KSF	26,195 SF	**393**	4%	0.8	0.2	**13**	**3**	8%	0.5 0.5	**16**	**16**
Old Use: Industrial/Business Park	15 /KSF	-26,195 SF	**-393**	11%	0.9	0.1	**-39**	**-4**	12%	0.2 0.8	**-9**	**-38**
Net Change			**0**				**-26**	**-1**			**7**	**-22**

Source: City of San Diego *Trip Generation Manual*, May 2003. Notes: KSF - 1,000 Square Feet; ADT-Average Daily Traffic; Split = percent inbound and outbound. Excel rounding may result in ± 1 to above numbers

PROJECT TRIP GENERATION (Sunday)

The City of San Diego *Trip Generation Manual*, May 2003 was used to calculate the Sunday trip generation for the Church. No credit was applied for the replacement of Industrial/Business Park as these uses are not anticipated to generate traffic on a Sunday. The Sunday Church use (net increase of 26,195 sf) is calculated to generate 1,572 daily trips with the higher peak hour at 126 trips (63 inbound and 63 outbound) as shown in **Table 2**.

Table 2: Sunday Church Trip Generation

Proposed	Driveway						Higher Peak	
Land Use	Rate	Size & Units	ADT	%	Split		IN	OUT
New Use: Place of Worship	60 /KSF	26,195 SF	**1,572**	8%	0.5	0.5	**63**	**63**

Source: City of San Diego *Trip Generation Manual*, May 2003. Notes: KSF - 1,000 Square Feet; ADT-Average Daily Traffic; Split = percent inbound and outbound. Excel rounding may result in ± 1 to above numbers

TRAFFIC IMPACT STUDY SIGNIFICANCE CRITERIA

The criteria for determining if a traffic impact study is required, is based on the City of San Diego *Traffic Impact Study Manual,* dated July 1998, which states:

> "The need for a traffic impact study is based on estimated daily trip generation and conformance with the community plan land use and transportation element. This determination is usually made by the Transportation Development Section staff during the project scoping stages. Figure 1 should be used to determine if traffic impact studies may be required for developments that do not conform to the community plan and generate more than 500 daily trip ends. The threshold is 1,000 daily trip ends if a project conforms to the community plan." (Figure 1 included in **Attachment B**).

As noted earlier, a Rezone and Community Plan Amendment are not required for this project; therefore, the threshold to require a traffic impact study is 1,000 ADT and 100 peak hour trips as noted in Attachment B. As shown in Table 1, the weekday trip generation results in no change of daily trips and a slight reduction during peak hours; therefore, a traffic study is not required under weekday conditions. For a Sunday, the project is calculated to generate over 1,000 ADT (1,572 ADT) and more than 100 peak hour trips (126 trips); however, it is recommended that a Sunday traffic study not be required because the weekday generation is below the aforementioned thresholds, and Sunday traffic volumes are typically lower than weekday conditions in this area.

CITY OF SAN DIEGO PARKING REQUIREMENTS

The City of San Diego Municipal Code Chapter 14 documents the requirements for off-street parking (excerpts included in **Attachment C**). The parking rates do not automatically incorporate different time of day and weekday vs. weekend usage. The required parking for the overall project site is calculated using 20,565 sf for the western building with only industrial uses; and 33,095 sf of church use for the eastern building. The church parking requirement is based on 4,000 sf of assembly area and seven Sunday school classrooms used only during service. No other use is proposed for the classrooms (i.e. no day care).

There is a parking shortage if both uses were assumed to occupy the site at the same time; however, the two land uses of industrial and church operate on different days. Therefore, the industrial use requires weekday parking with no Sunday parking needs while the Church primarily requires Sunday parking with minimal parking during other days of the week. These two different land uses can use shared parking to meet their unique and independent parking needs.

The City of San Diego has shared parking tables in Chapter 14 of the Municipal Code; however, the shared parking tables do not include information for industrial nor church uses. The weekday industrial hourly parking demands were obtain from the Institute of Transportation Engineers (ITE) *Parking Generation, 4th Edition*, 2010 (excerpt included in **Attachment D**).

The weekday parking demand is based on ITE hourly parking requirements for the industrial use and from anticipated parking needs for the church. The typical church parking demand is

estimated between 8 and 12 spaces from 8 AM to 5 PM for staff and up to 50 parking spaces for small group meetings on various nights from 6 PM to 9 PM. The combined weekday shared parking demands results in a surplus of 20 weekday spaces as shown in **Table 3**.

Table 3: Weekday Hourly Parking Demands

San Diego Municipal Code Article 2 Division 5 Parking Requirements							
Land Use	Industrial IP-2-1 (gross square feet)		Church Assembly (assembly area)		Church Sunday School (classrooms)		**Required Parking per Code**
Square Feet	20,565		4,000		na		
# of Classrooms	na		na		7		
Parking Rate	5 space/1,000 sf		30 space/1,000 sf		2 space/classroom		
Required Parking	103		120		14		*237*
Hourly Parking Demands							
Time Period	Weekday Usage	Parking Demand	Weekday Usage	Parking Demand	Weekday Usage	Parking Demand	Hourly Demand
6:00 AM	0%	0	0%	0	0%	0	0
7:00 AM	55%	57	10%	12	0%	0	69
8:00 AM	69%	71	10%	12	0%	0	83
9:00 AM	74%	76	10%	12	0%	0	88
10:00 AM	75%	77	10%	12	0%	0	89
11:00 AM	75%	77	10%	12	0%	0	89
12:00 PM	73%	75	10%	12	0%	0	87
1:00 PM	97%	100	10%	12	0%	0	112
2:00 PM	100%	103	10%	12	0%	0	115
3:00 PM	95%	98	10%	12	0%	0	110
4:00 PM	77%	79	10%	12	0%	0	91
5:00 PM	62%	64	10%	12	0%	0	76
6:00 PM	0%	0	42%	50	0%	0	50
7:00 PM	0%	0	42%	50	0%	0	50
8:00 PM	0%	0	42%	50	0%	0	50
9:00 PM	0%	0	42%	50	0%	0	50
10:00 PM	0%	0	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0%	0	0
Source:	ITE		Church		Church		
					Highest daytime hourly parking demand:		115
					Parking Supply:		135
					Parking Surplus or Deficit:		**20**

The Sunday parking demand is based on the businesses not being open on Sundays while the Newbreak Church would be open from 7:00 AM to 7:00 PM for set up, actual service times, break down, and clean up. The combined Sunday shared parking demands with a surplus of 1 Sunday parking space as shown in **Table 4**.

Table 4: Sunday Hourly Parking Demands

San Diego Municipal Code Article 2 Division 5 Parking Requirements							
Land Use	Industrial IP-2-1 (gross square feet)		Church Assembly (assembly area)		Church Sunday School (classrooms)		**Required Parking per Code**
Square Feet	20,565		4,000		na		
# of Classrooms	na		na		7		
Parking Rate	5 space/1,000 sf		30 space/1,000 sf		2 space/classroom		
Required Parking	103		120		14		*237*
Hourly Parking Demands							
Time Period	Sunday Usage	Parking Demand	Sunday Usage	Parking Demand	Sunday Usage	Parking Demand	Hourly Demand
6:00 AM	0%	0	0%	0	0%	0	0
7:00 AM	0%	0	50%	60	50%	7	67
8:00 AM	0%	0	75%	90	75%	11	101
9:00 AM	0%	0	100%	120	100%	14	134
10:00 AM	0%	0	100%	120	100%	14	134
11:00 AM	0%	0	100%	120	100%	14	134
12:00 PM	0%	0	100%	120	100%	14	134
1:00 PM	0%	0	100%	120	100%	14	134
2:00 PM	0%	0	100%	120	100%	14	134
3:00 PM	0%	0	100%	120	100%	14	134
4:00 PM	0%	0	100%	120	100%	14	134
5:00 PM	0%	0	100%	120	100%	14	134
6:00 PM	0%	0	100%	120	100%	14	134
7:00 PM	0%	0	100%	120	100%	14	134
8:00 PM	0%	0	50%	60	50%	7	67
9:00 PM	0%	0	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0%	0	0
Source:	Church		Church		Church		
					Highest daytime hourly parking demand:		134
					Parking Supply:		135
					Parking Surplus or Deficit:		**1**

CONCLUSION

The purpose of this analysis was to determine whether a traffic impact study is required based on the net change in traffic generation from changing 26,195 square feet of industrial to religious use within an existing building located at 10635 Scripps Ranch Boulevard in the City of San Diego, and the required parking for the industrial site where the project is located.

The project traffic generation was calculated using City of San Diego *Trip Generation Manual*, May 2003. The weekday trip generation results in no change of daily trips and a slight reduction during peak hours; therefore, a traffic study is not required under weekday conditions. For a Sunday, the project is calculated to generate over 1,000 ADT (1,572 ADT) and more than 100 peak hour trips (126 trips); however, it is recommended that a Sunday traffic study not be required because the weekday generation is below the aforementioned

thresholds, and Sunday traffic volumes are typically lower than weekday conditions in this area.

The weekday parking demand is based on ITE hourly parking requirements for the industrial use and from anticipated parking needs for the church. The typical church parking demand is estimated between 8 and 12 spaces from 8 AM to 5 PM for staff and up to 50 parking spaces for small group meetings on various nights from 6 PM to 9 PM. The combined weekday shared parking demands results in a surplus of 20 weekday spaces.

The Sunday parking demand is based on the businesses not being open on Sundays while the Newbreak Church would be open from 7:00 AM to 7:00 PM for set up, actual service times, break down, and clean up. The combined Sunday shared parking demands with a surplus of 1 Sunday parking space.

If other uses are to be proposed in the future, then the applicant should revise the trip generation analysis to determine if a TIS would be required. If you have any questions, please call me at 619-890-1253.

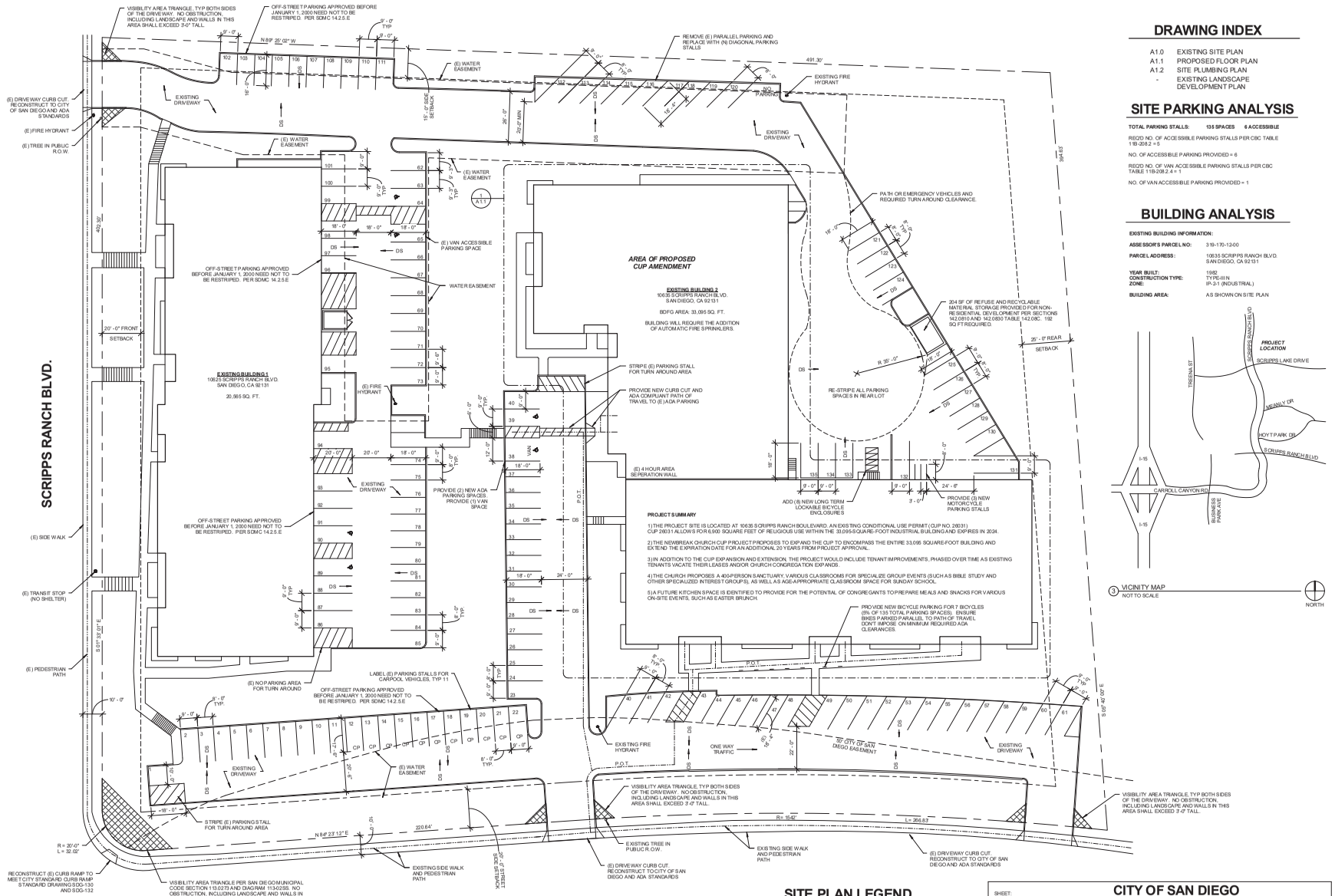
Sincerely,
LOS Engineering, Inc.

Justin Rasas, P.E.(RCE 60690), PTOE
Principal and Officer of LOS Engineering, Inc.

Attachments

ATTACHMENT A

SITE PLAN



1 SITE PLAN
1" = 20'-0"

NORTH

SITE PLAN LEGEND

- PROPERTY LINES
- (E) SETBACKS
- CENTERLINE OF ROAD
- (E) FIRE HYDRANT
- DS (E) DRAINAGE SLOPE

SITE NOTES

THIS PROJECT PROPOSES NO DEVELOPMENT IMPROVEMENTS OUTSIDE THE EXISTING BUILDING FOOTPRINT FOR THIS DISCRETIONARY REVIEW AND THEREFORE DOES NOT REQUIRE ANY PERMANENT STORM WATER BEST MANAGEMENT PRACTICES (BMP's).

DURING CONSTRUCTION PHASE OF THE PROJECT, THE APPLICANT SHALL SUBMIT A WATER POLLUTION PLAN (WPCP). THE WPCP SHALL BE PREPARED IN ACCORDANCE WITH THE GUIDELINES IN APPENDIX E OF THE CITY'S STORM WATER STANDARDS.

NO OBSTRUCTION INCLUSION LANDSCAPING OR WALLS IN THE VISIBILITY AREAS SHALL EXCEED 3FT IN HEIGHT.

FOR THE 53,860 SF OF GROSS FLOOR AREA (GFA) PROPOSED FOR THIS DEVELOPMENT, NO OFF-STREET LOADING SPACE IS REQUIRED PER SDMC SECTION 4 12. 1010

DRAWING INDEX

SITE PARKING ANALYSIS

TOTAL PARKING STALLS: 135 SPACES 6 ACCESSIBLE

REQ'D NO. OF ACCESSIBLE PARKING STALLS PER CBC TABLE 11B-208.2 = 5

NO. OF ACCESSIBLE PARKING PROVIDED = 6

REQ'D NO. OF VAN ACCESSIBLE PARKING STALLS PER CBC TABLE 11B-208.2.4 = 1

NO. OF VAN ACCESSIBLE PARKING PROVIDED = 1

BUILDING ANALYSIS

EXISTING BUILDING INFORMATION:

ASSESSOR'S PARCEL NO: 319-170-12-00

PARCEL ADDRESS: 10635 SCRIPPS RANCH BLVD. SAN DIEGO, CA 92131

YEAR BUILT: 1982
CONSTRUCTION TYPE: TYPE-III N
ZONE: IP-2-1 (INDUSTRIAL)

BUILDING AREA: AS SHOWN ON SITE PLAN

3 VICINITY MAP
NOT TO SCALE

NORTH

CITY OF SAN DIEGO

SHEET:

SITE DEVELOPMENT PLAN NUMBER:					
OWNER: NEWBREAK CHURCH			PHONE: (858) 576-0007		
ADDRESS: 10635 SCRIPPS RANCH BLVD. SAN DIEGO, CA 92131					
ARCHITECT, ENGINEER					
TRENT SOMMERS - SOMMERS ARCHITECTURE			PHONE: (530) 781 - 3112		
ADDRESS: PO BOX 211, SOLANA BEACH, CA 92075			LOCATION: 10635 SCRIPPS RANCH BLVD SAN DIEGO, CA 92131		
TYPE OF DEVELOPMENT: ADAPTIVE REUSE OF EXISTING BUILDING					
ZONE: IP-2-1 (INDUSTRIAL)			ASSESSOR'S PARCEL NUMBER(S): 319-170-12-00		
SITE DATA			DWELLING UNITS		COMMON SPACE DATA
AREA (sq. ft)		COVERAGE %	STUDIO	N/A	COMMON:
LOT:	202,069 SF	100%	1 BDRM	N/A	
BUILDING:	53,860 SF	26.6%	2 BDRM	N/A	
PARKING:	30,414 SF	15.1%	3 BDRM	N/A	
LOADING:	0 SF	0%		N/A	
LANDSCAPING:	71,952 SF	35%	TOTAL UNITS	N/A	
PARKING:			DRIVEWAY (SIZE AND SLOPE)	SETBACKS	
	ORD. REQ				
GARAGE:	LOADING:		ONE WAY	FRONT:	REAR:
COVERED:	HANDICAP:	6	TWO WAY	LEFT SIDE:	
OPEN: 129	TOTAL:	135	SLOPE	RIGHT SIDE:	

[SA] SOMMERS ARCHITECTURE
TRENT S. SOMMERS
ARCHITECT AND LEED AP
tsommers@sommersarch.com
2192 Carmel Valley Road, Del Mar, CA 92014
PO Box 211, Solana Beach, CA 92075
530 : 781 : 3112 sommersarch.com
REGISTERED ARCHITECT TRENT S. SOMMERS LICENSE NO. C-33588 EXP. 08-31-17 STATE OF CALIFORNIA

REVISIONS:		
NO.	DATE	REVISION INFORMATION

CONSULTANT:

EXISTING SITE PLAN

8

NEWBREAK SCRIPPS TERRACE
NEWBREAK CHURCH
10625 - 10635 SCRIPPS RANCH BLVD
SAN DIEGO, CA 92131

PROJECT NO.	NB 01:2016
ISSUE DATE	Issue Date
DRAWN BY:	EM
CHECKED BY	TS

A1.0

Scale: As indicated

8/16/2016 12:36:29 PM

ATTACHMENT B

CITY OF SAN DIEGO TRAFFIC IMPACT STUDY CRITERIA

TRAFFIC IMPACT STUDY MANUAL

JULY
1998

2. INITIATING TRAFFIC IMPACT STUDIES

Warrants for a Traffic Impact Study

The need for a traffic impact study is based on estimated daily trip generation and conformance with the community plan land use and transportation element. This determination is usually made by the Transportation Development Section staff during the project scoping stages. Figure 1 should be used to determine if a traffic impact study is needed and to determine the type of study required. In general, traffic impact studies may be required for developments that do not conform to the community plan and generate more than 500 daily trip ends. The threshold is 1,000 daily trip ends if a project conforms to the community plan. See page 4, **Figure 1** Flow Chart.

Extent of the Study

While the need for a traffic impact study is usually determined by City staff, the extent of a study should be shared by the preparer and reviewer of the study. **Figure 1** provides some guidance on the type of study, manual versus computerized. Computerized forecasts or select zone assignments are usually required for developments that generate more than 2,400 daily trip ends, per Congestion Management Program requirements. However, many projects and area specific details cannot be adequately addressed with a generalized flow chart. The following study details should be worked out between the preparer and the reviewer in a presubmittal conference:

- Which components of a full traffic impact study are needed to address issues associated with the site, proposed development, and the nearby transportation system?

- How will trip generation be determined? If rates other than City standard rates are proposed, staff concurrence must be obtained. Will pass-by reductions be applied?

- How large will the study area be?

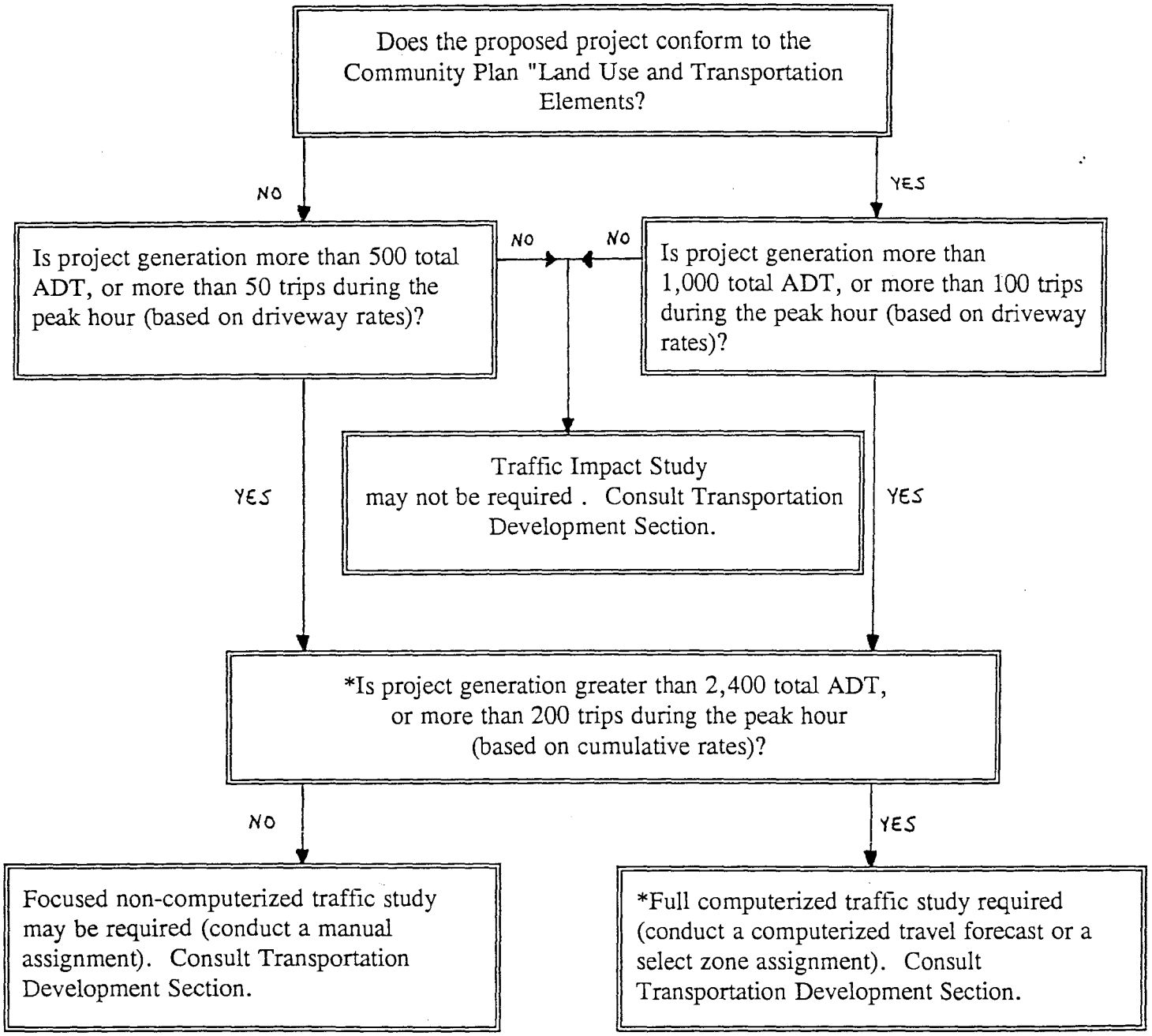
- How should adjacent developments be considered in the study?

- How should future traffic volumes be determined? Should an adopted community plan forecast be used, should a regional or subregional forecast be used, should growth factors apply, or should a new modeling effort be undertaken?

FIGURE 1 October 1997

TRAFFIC IMPACT STUDY

REQUIREMENT FLOW CHART



*To conform with the 1991 Congestion Management Program Enhanced California Environmental Quality Act (CEQA) review process for traffic analysis.

ATTACHMENT C

CITY OF SAN DIEGO CHAPTER 14 PARKING CODE

Table 142-05E
Parking Ratios for Retail Sales, Commercial Services, Offices, and Mixed-Use Development

Zone	**Parking Spaces Required per 1,000 Square Feet of *Floor* Area Unless Otherwise Noted** (*Floor* Area Includes *Gross Floor Area* plus below *Grade Floor* Area and Excludes *Floor* Area Devoted to Parking)		
	Required Automobile Parking Spaces[1]		
	Minimum Required Outside a *Transit Area*	**Minimum Required Within a *Transit Area*** [2]	**Maximum Permitted**
Commercial Zones			
CC-1-1 CC-2-1 CC-4-1 CC-5-1	2.5	2.1	6.5
CC-1-2 CC-2-2 CC-4-2 CC-5-2	2.5	2.1	6.5
CC-1-3 CC-2-3 CC-4-3 CC-5-3	5.0[3]	4.3	6.5
CC-2-4 CC-3-4 CC-4-4 CC-5-4	2.5	2.1	6.5
CC-3-5	1.0 [4]	1.0 [4]	5.5
CC-3-5/Beach impact area[5]	2.5	2.1	6.5
CC-4-5	1.0 [4]	1.0 [4]	5.5
CC-2-5 CC-5-5	1.25	1.25	5.5
CC-3-6 CC-4-6 CC-5-6	2.5	2.1	6.5
CC-3-7	2.5	2.1	6.5
CC-3-8	2.5	2.1	6.5
CC-3-9	2.5	2.1	6.5
CN-1-1	1.0 [4]	1.0 [4]	5.5

CN-1-2	5.0	4.3	6.5
CN-1-3	2.5	2.1	6.5
CN-1-4	2.5	2.1	6.5
CR-1-1 CR-2-1	5.0 (3)	4.3	6.5
CO-1-1 CO-1-2 CO-2-1 CO-2-2 CO-3-1 CO-3-2	5.0	4.3	6.5
CV-1-1	5.0	4.3	6.5
CV-1-2	2.5	2.1	6.5
Industrial Zones			
IH-1-1 IH-2-1	5.0	4.3	6.5
IL-1-1 IL-2-1 IL-3-1	5.0	4.3	6.5
IP-1-1 IP-2-1	5.0	4.3	6.5
IS-1-1	1.0 (4)	1.0 (4)	5.5
IBT-1-1	5.0	4.3	6.5
Planned Districts			
Barrio Logan: Subdistrict B	1.0 (4)	1.0 (4)	5.5
Barrio Logan: Except Subdistrict B	2.5	2.1	6.5
Carmel Valley	5.0	4.3	6.5
Cass Street	2.0	2.0	6.5
Central Urbanized	2.5	2.1	6.5
Golden Hill	1.25	1.25	5.5
La Jolla	1.7	1.7	5.5
La Jolla Shores	1.0	1.0 (4)	5.5
Mid-City: CN-3 and CV-3	1.25	1.25	5.5
Mid-City: Except CN-3, CV-3	2.5	2.1	6.5

Table 142-05G
Parking Ratios for Specified Non-Residential Uses

Use	**Parking Spaces Required per 1,000 Square Feet of *Floor* Area Unless Otherwise Noted** (*Floor* Area Includes *Gross Floor Area* plus below *Grade Floor* Area, and Excludes *Floor* Area Devoted to Parking)		
	Required Automobile Parking Spaces(1)		
	Minimum Required Outside a *Transit Area*	**Minimum Required Within a *Transit Area*** (2)	**Maximum Permitted**
Institutional			
Separately Regulated Uses			
Botanical Gardens and Arboretums	3.3	2.8	N/A
Educational facilities:			
Kindergarten through grade 9	2.0 per classroom if no assembly area or 30 per 1,000 square feet assembly area	85% of Minimum	N/A
Grade 10 through grade 12	1 per 5 students at maximum occupancy	85% of Minimum	N/A
Vocational/trade schools	1 per student at maximum occupancy	85% of Minimum	N/A
Exhibit Halls & Convention Facilities	1 per 3 seats; 30.0 if no fixed seats	85% of Minimum	N/A
Hospitals	2 per bed	85% of Minimum	N/A
Intermediate care facilities and nursing facilities	1 per 3 beds	85% of Minimum	N/A
Interpretive Centers	3.3	2.8	N/A
Museums	3.3	2.8	N/A
Radio & Television Broadcasting	3.3	2.9	5.0
Retail Sales: See Table 142-05E			
Commercial Services			
Eating & Drinking Establishments	See Table 142-05F		
Public assembly & entertainment			

Theaters	1-3 screens: 1 per 3 seats 4+ screens: 1 per 3.3 seats Per assembly area if not fixed seats: 50.0	85% of Minimum	N/A
Health clubs	5.0 Clubs with Courts: 1 additional space per the maximum number of authorized players (Amateur Athletic Union) per court	85% of Minimum	N/A
Swimming pools	Commercial: 1 per 100 sq. ft. of pool surface area Community: 1 per 175 sq. ft. of pool surface area	85% of Minimum	N/A
All other assembly and entertainment	1 per 3 seats or 1 per 60 inches of bench or pew seating, whichever is greater; or 30 per 1,000 square feet of assembly area if seating is not fixed	85% of Minimum	N/A
Visitor accommodations	1 per *guest room* Conference Area: 10.0	1 per *guest room* Conference Area: 10.0	N/A
Separately Regulated Uses			
Child Care Centers	1 per staff	85% of Minimum	N/A
Funeral parlors & Mortuaries	1 per 3 seats; 30.0 for assembly area if no fixed seats	85% of minimum	N/A
Private clubs, lodges, fraternal organizations (except fraternities and sororities)	1 per *guest room*, or 2.5, whichever is greater[(3)]	85% of Minimum	N/A
Single room occupancy hotels (For *SRO Hotels* that meet the criteria for affordable housing *dwelling units* stated in Section 142.0527, see Section 142.0527 for parking requirements)	1 per room	0.5 per room	N/A

ATTACHMENT D

ITE PARKING DATA FOR INDUSTRIAL PARK

Parking Generation, 4th Edition

An Informational Report of the
Institute of Transportation Engineers

The Institute of Transportation Engineers (ITE) is an international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development and management for any mode of ground transportation. Through its products and services, ITE promotes professional development of its members, supports and encourages education, stimulates research, develops public awareness programs and serves as a conduit for the exchange of professional information.

Founded in 1930, ITE is a community of transportation professionals including, but not limited to transportation engineers, transportation planners, consultants, educators and researchers. Through meetings, seminars, publications and a network of 17,000 members, working in more than 90 countries, ITE is your source for expertise, knowledge and ideas.

Parking Generation **is an informational report of the Institute of Transportation Engineers. The information has been obtained from the research and experiences of transportation engineering and planning professionals. ITE informational reports are prepared for informational purposes only and do not include Institute recommendations on which is the best course of action or the preferred application of the data.**

Institute of Transportation Engineers
1099 14th Street, NW, Suite 300 West
Washington, DC 20005 USA
Telephone: +1 202-289-0222
Fax: +1 202-289-7722
ITE on the Web: www.ite.org

Publication No. IR-034C
First Printing
1000/AGS/0810

ISBN-13: 978-1-933452-55-5
ISBN-10: 1-933452-55-2
Printed in the United States of America

Land Use: 130
Industrial Park

Description

Industrial parks contain a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities—some with a large number of small businesses and others with one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

Database Description

- Average parking supply ratios: 1.6 spaces per 1,000 square feet (sq. ft.) gross floor area (GFA) (11 study sites) and 1.2 spaces per employee (eight study sites).
- Average site employment density: 1.11 employees per 1,000 sq. ft. GFA (eight study sites).

The following table presents a time-of-day distribution of parking demand for seven study sites.

Based on Vehicles per 1,000 sq. ft. GFA	***Weekday***	
Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0
5:00 a.m.	–	0
6:00 a.m.	–	0
7:00 a.m.	55	2
8:00 a.m.	69	7
9:00 a.m.	74	7
10:00 a.m.	75	7
11:00 a.m.	75	7
12:00 p.m.	73	6
1:00 p.m.	97	2
2:00 p.m.	100	2
3:00 p.m.	95	2
4:00 p.m.	77	2
5:00 p.m.	62	2
6:00 p.m.	–	0
7:00 p.m.	–	0
8:00 p.m.	–	0
9:00 p.m.	–	0
10:00 p.m.	–	0
11:00 p.m.	–	0

* Subset of database

Study Sites/Years

San Francisco, CA (1985); Berkeley, CA (1990); Anaheim, CA (1991); Renton, WA (1991); Clackamas, OR (1995); Portland, OR (1995); Tempe, AZ (1995); Wilsonville, OR (1995)