



## DRAFT MEMORANDUM

Date: September 3, 2018  
To: Lisa Vilhauer, Branagh Development Inc.  
From: Sam Tabibnia and Huma Husain  
**Subject: 10192 San Pablo Avenue – Preliminary Transportation Analysis**

*OK17-0158*

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Fehr & Peers conducted a preliminary transportation assessment for the proposed development, consisting of 26 residential units at 10192 San Pablo Avenue in El Cerrito, California (Project). The project is located in the San Pablo Avenue Specific Plan (SPASP) area, which was analyzed in an environmental impact report (EIR) certified in 2014.

Based on our analysis, the proposed Project is consistent with the SPASP EIR and would generate seven AM and 11 PM peak hour vehicle trips. The proposed Project combined with other pending projects in the Specific Plan area would generate less traffic than assumed in the SPASP EIR. Thus, no additional analysis is likely needed for this project (final determination will be made by City of El Cerrito staff). In addition, we recommend the following to improve access and circulation for all travel modes for the proposed Project:

1. Ensure that on-street parking on both sides of the Project driveway on Lincoln Avenue would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb on both sides of the driveway.
2. Consider providing a bus shelter at the AC Transit bus stop on northbound San Pablo Avenue directly adjacent to the Project.
3. Implement a basic Transportation Demand Management (TDM) plan to encourage residents to use other travel modes, as required by the SPASP.

The rest of this memorandum describes the Project, estimates trip generation, and reviews the site plan for safe access and circulation.

## PROJECT DESCRIPTION

The Project is located in the SPASP area, at the southeast corner of the San Pablo Avenue/Lincoln Avenue intersection. A vacant, single-story body shop and parking lot currently occupy the site. The proposed Project would replace the existing site with a three-story multi-family residential development with 26 dwelling units.

The Project would provide nine surface parking spaces, 13 individual garage spaces, and one accessible space, for a total of 23 parking spaces. Vehicles would access the site through a full-access driveway on Lincoln Avenue.

## PROJECT TRIP GENERATION

Trip generation is the process of estimating the number of vehicles that would likely access the Project site. Current accepted methodologies, such as the Institute of Transportation Engineers (ITE) *Trip Generation* methodology, are primarily based on data collected at single-use suburban sites. These defining characteristics limit their applicability to developments, such as the proposed Project, which is in a more walkable urban setting near frequent local and regional transit service. Fehr & Peers adjusted the ITE-based estimates using the methodology used in the SPASP EIR to account for the Project's setting and proximity to frequent transit service. In the SPASP EIR, the ITE-based trip generation estimate was adjusted by applying the MXD Tool, which accounts for the density, land use mix, roadway design, and transit characteristics of the project area and uses these to adjust the ITE trip generation rates.

**Table 1** presents the trip generation for the proposed Project. Accounting for the MXD adjustments used in the specific plan, it is estimated that the proposed residential development would generate about seven AM and 11 PM peak-hour trips.

The SPASP EIR assumed development of about 1,706 residential units and 243,100 square feet of commercial space throughout the SPASP area as part of the traffic analysis. Since the proposed project is within the SPASP area, this analysis also compares the total proposed, approved, and under construction projects (summarized in **Appendix A**) to the total increase in development analyzed in the EIR to ensure that the current projects combined would not exceed the SPASP EIR assumptions.

Since the certification of the SPASP EIR, 22 developments, including this project, have been proposed and are in some stage of the City's approval process. **Table 2** summarizes the total land uses for these developments, which includes 1,087 residential units and 65,571 square feet of

commercial uses. The combined land uses for the proposed developments is less than the residential dwelling unit assumptions by 36 percent and is less than the commercial square footage assumptions by 73 percent as compared to the SPASP EIR land use assumptions. Thus, the proposed project combined with all planned, approved, and under construction projects in the SPASP area would not result in significant impacts beyond the ones identified in the SPASP EIR.

**TABLE 1: PROJECT TRIP GENERATION**

Land Use	ITE Code	Size <sup>1</sup>	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential	Mid-Rise Apartments (223) <sup>2</sup>	26 DU	2	5	7	6	5	11

1. DU = dwelling unit
2. ITE *Trip Generation (9th Edition)* land use category 223 (mid-rise apartments), adjusted in the SPASP EIR.  
 AM Peak Hour Average Rate = 0.28 trips per DU (31% in, 69% out)  
 PM Peak Hour Average Rate = 0.44 trips per DU (58% in, 42% out)

Source: Fehr & Peers, 2018.

**TABLE 2: LAND USE COMPARISON FOR ALL PROPOSED PROJECTS IN THE SPASP AREA**

Project	Land Use <sup>1</sup>	
	Residential (DU)	Commercial (KSF)
<b>Proposed Projects<sup>2</sup></b>	1,087 DU	65.6 KSF
<b>Projects Assumed in SPASP EIR<sup>3</sup></b>	1,706 DU	243.1 KSF
<b>Percent Difference</b>	<b>-36%</b>	<b>-73%</b>

1. KSF = 1,000 square feet; DU = dwelling unit
  2. Land use assumption details located in Appendix A
  3. Land use includes all projects analyzed in the SPASP, summarized in Appendix D of the SPASP EIR
- Source: Fehr & Peers, 2018.

## SITE PLAN REVIEW

This section evaluates access and circulation of all travel modes within the proposed site, based on the site plan dated May 17, 2018.

### ***Vehicle Access and On-Site Circulation***

Residents and visitors would access the site through a full-access driveway on Lincoln Avenue, about 50 feet east of San Pablo Avenue. The Project would provide 23 parking spaces with nine spaces and one ADA space in the parking lot, and 13 individual garage spaces. The parking lot would provide one drive aisle with parking spaces on one side and garage spaces on the other side.

### ***Project Driveway Sight Distance***

The driveway on Lincoln Avenue would provide adequate sight distance between vehicles exiting the driveway and pedestrians on the adjacent sidewalk. Vehicles parked on both sides of the driveway may block sight distance between vehicles exiting the driveway and vehicles on Lincoln Avenue. Trees planted on both sides of the driveway may also affect visibility of exiting vehicles if the tree canopy is lower than six feet from the ground.

**Recommendation 1:** Ensure that on-street parking on both sides of the Project driveway on Lincoln Avenue would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb on both sides of the driveway.

### ***Bicycle Parking, Access and On-Site Circulation***

Section 2.05.07.04 of the SPASP Form-Based Code requires bicycle parking for residential uses at a rate of 1.5 spaces per unit for long-term bike parking and one space per 10 units for short-term bike parking, as shown in **Table 3**. The Project would consist of 26 residential units, requiring 39 long-term bicycle parking spaces and three short-term bicycle parking spaces. The Project would provide 39 covered long-term bicycle parking spaces, 18 would be located in the outside covered bicycle corral just south of the project driveway and 21 that would be located inside individual garages as vertical racks. The Project would also provide four short-term spaces, meeting City requirements.

Pedestrians and cyclists would access the bicycle corral via the parking lot. For those units with garages, pedestrians and cyclists can access bicycle racks via their garage entrance.

**TABLE 3: BICYCLE PARKING REQUIREMENTS**

Land Use	Size	Unit	Short-Term Spaces		Long-Term Spaces	
			Parking Rate <sup>1</sup>	Required Parking	Parking Rate <sup>1</sup>	Required Parking
Apartment	26	DU	Min. 2 spaces or 1 space/10 units, whichever is greater	3	Min. 1.5 space/unit	39
<b>Total Parking Required</b>				<b>3</b>		<b>39</b>
<b>Total Parking Proposed</b>				<b>4</b>		<b>39</b>

Notes:

1. Parking ratios based on Section 2.05.07.04 of the SPASP Form-Based Code.  
 Source: Fehr & Peers, 2018.

### ***Pedestrian Access and On-Site Circulation***

Pedestrians can access the building via multiple lobby entrances along San Pablo Avenue. The lobby entrances would provide direct access to units on the first floor, as well as stair access to the second and third floor units. Pedestrian access between the parking lot and the building would be provided via the multiple lobby entrances. Individual garages would also provide pedestrian access to the lobby corridor.

The SPASP Form-Based Code (2.04.02) requires a minimum clear space of eight feet on all sidewalks in commercial zones and six feet clear space in neighborhood zones. The Project would provide eight feet of clear sidewalk space for pedestrians along San Pablo Avenue and six feet of clear sidewalk space along Lincoln Avenue, meeting City requirements.

### ***Transit Access***

AC Transit provides nearby transit service to the Project site with a bus stop on northbound San Pablo Avenue, directly in front of the project site at Lincoln Avenue. Currently, the bus stop provides a bench and no shelter.

**Recommendation 2:** Consider providing a bus shelter at the AC Transit bus stop on northbound San Pablo Avenue directly adjacent to the Project.

**Parking Requirements**

The SPASP Form-Based Code requirements for the TOHIMU zoning district apply to the Project site. TOHIMU zoning (Section 2.05.07.04) requires a maximum of 1.0 automobile parking spaces per dwelling unit and a basic Transportation Demand Management (TDM) plan. For projects proposing a parking ratio between zero and 0.5 spaces per unit, a parking study and additional TDM measures may be required. The Project would provide nine surface parking spaces, 13 individual garage spaces, and one accessible space, for a total of 23 parking spaces.

**Table 4** summarizes the code-required and proposed parking for the Project. The Project would require a maximum of 26 off-street residential parking spaces. Based on a site plan dated May 17, 2018, the Project would provide 23 parking spaces, meeting the maximum Code requirements.

**TABLE 4: REQUIRED MAXIMUM AND PROPOSED PARKING**

Land Use <sup>1</sup>	Size	Required Parking Supply		Parking Supply	Within Range?
		Minimum	Maximum		
Apartments	21 DU <sup>2</sup>	0	26	23 <sup>3</sup>	Yes
<b>Total</b>		<b>0</b>	<b>26</b>	<b>23</b>	<b>Yes</b>

1. Source: SPASP Form-Based Code Section 2.05.07.04 - TOHIMU Zone Off-Street Parking Requirements for Residential = max 1.0 space per DU
2. DU = Dwelling Units
3. Includes 9 surface lot spaces, 13 garage spaces, and 1 accessible space.  
 Source: Fehr & Peers, 2018.

In order to meet parking requirements described in the Code, the Project must also provide a basic TDM plan.

**Recommendation 3:** Implement a basic Transportation Demand Management (TDM) plan to encourage residents to use other travel modes, as required by the SPASP.

Please contact us with questions or comments.

**Attachment**

Appendix A – El Cerrito San Pablo Specific Plan Area: Development Proposed and Under Construction Since 2015 ([https://el-cerrito.org/DocumentCenter/View/7106/Development-Map\\_12\\_15\\_17](https://el-cerrito.org/DocumentCenter/View/7106/Development-Map_12_15_17))