December 3, 2013 Project #: 17305

Patrick Hindmarsh
PMC
2729 Prospect Park Drive, Suite 22
Rancho Cordova, CA 95670

RE: El Cerrito 1715 Elm Street TIA Review

Dear Patrick:

KAI completed the review of the 1715 Elm Street Traffic Impact Analysis dated November 2009. While a number of changes have taken place since the preparation of the 2009 study that may affect the analysis findings, we have determined that the key findings from the 2009 study would be applicable to the current project with the exception of off-street parking. These changes and the basis of our determination are described in this letter report. A discussion on off-street parking requirement is also provided.

Project Description

The current project consists of 15 residential units including 3 one-bedroom and 11 two-bedroom condominium units and 1 two-bedroom single-family detached house with 15 on-site parking spaces. The 2009 study assumed 14 residential units including 13 townhouses and 1 single-family house with 21 on-site parking spaces. Vehicular access is provided through a single driveway off Elm Street under both the previous and current projects. The difference in trip generation between the two projects is discussed in the following section.

Trip Generation

The trip generation calculation in the 2009 study was based on industry-accepted data published in the *Trip Generation Manual* by the Institute of Transportation Engineers (ITE). Specifically, the weighted average rates from the 7th edition (2003) were used.

An updated trip generation calculation based on the current project description and the 9th edition (2012) was developed to provide a comparison of the projected number of trips that would be generated by the current and previous projects. Although the updated trip generation also used the same average rate for the single-family house, the trip generation for the condominium units was calculated based on the published regression equations in keeping with guidance of the Trip Generation Handbook (ITE 2004). The trip generation as reported in the 2009 study, the updated trip generation based on the current project description, and the resulting difference in the number of

daily and peak hour trips are presented in Table 1. The current project would generate 40 additional daily trips, and five additional trips in each of the AM and PM peak hours.

Table 1 Trip Generation Comparison

Trip Generation	Amount		Source	Trips Generated						
Land Use Category				Weekday	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
2013 Project (ITE 9th edition)										
Condo/Townhouse	14	du	ITE (230)	116	2	9	11	8	4	12
Single Family Detached	1	du	ITE (210)	10	0	1	1	1	0	1
Total Project Trips				126	2	10	12	9	4	13
2009 Project (from 2009 study)										
Condo/Townhouse	13	du	ITE (230)	76	1	5	6	5	2	7
Single Family Detached	1	du	ITE (210)	10	0	1	1	1	0	1
Total Project Trips				86	1	6	7	6	2	8
Difference				40	1	4	5	3	2	5

Analysis Methodology

Level of service (LOS) analysis by jurisdictions in Contra Costa County has traditionally been performed based on CCTALOS method as required by the Contra Costa Transportation Authority (CCTA). Following the adoption of the latest *Technical Procedures* dated January 16, 2013, CCTA is requiring the use of 2010 update of the Highway Capacity Manual (2010 HCM) operational method for LOS analysis unless the calculation is being compared to standard that was established using the methodology previously adopted by CCTA, in which case CCTALOS method may be used.

The level of service analysis in the 2009 study was performed based on methodology outlined in the 2000 update of Highway Capacity Manual (2000 HCM). While both the 2000 HCM and the 2010 HCM are delay-based methodologies, as opposed to capacity-based methodology of CCTALOS, and the LOS thresholds are the same, differences in the two HCM methodologies may potentially result in different analysis findings. Nonetheless, CCTA recognizes the challenges in implementing the relatively new 2010 HCM methodology and allows flexibility in the use of both CCTALOS and 2000 HCM methodologies during this transition period. In fact, CCTA is currently using 2000 HCM in its own studies. Therefore, the 2000 HCM methodology used in the 2009 study is acceptable.

Economic Conditions

It has been shown that economic conditions have a parallel effect on traffic volumes on the roadway network. Traffic volumes tend to be higher during economic upturn and lower during economic downturn. However, this effect tends to be more pronounced along freeways and arterial roads which serve regional traffic and are thus more susceptive to conditions driven by commerce. Traffic volumes for the 2009 study were collected in October 2009 during the recent financial crisis.

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However, because the counts were collected on local residential streets, which are less sensitive to regional growth or decline, and the economy in October 2009 was already on the uptick towards recovery, the effects of the economic condition on traffic volumes are expected to be relatively minor. Therefore, the 2009 study performed using October 2009 counts are applicable to the current project.

Level of Service Results

The 2009 study has found that the analysis intersections would operate at LOS C or better under both Existing plus Project scenario and Cumulative plus Project scenario during the AM and PM peak hours. The addition of five vehicle trips during each peak hour would not likely reduce the level of service to below the City's standard of LOS D. Therefore, the current project would not result in a significance impact.

Off-Street Parking

The City's Municipal Code (19.24.040) requires 2 spaces per single-family and multi-family dwelling units for each unit of two or more bedrooms for development located in the RM zoning district. It also allows a 25 percent parking reduction for uses, except single-family dwellings, second units, and two-family dwellings, located within one-quarter mile of a Bay Area Rapid Transit (BART) station.

As the project site is within one-quarter mile of El Cerrito del Norte station, the project is required to provide 19 off-street parking spaces. This was calculated based on 1.5 space per unit for the 11 two-bedroom condo units plus 2 spaces for the single-family house. The three 1-bedroom units are not required to provide any off-street parking. By providing only 15 parking spaces, the project would have a deficit of 4 spaces.

Conclusion

Our review has found that the key LOS findings in the 2009 study are applicable to the current project despite changes in project land use, trip generation reference updates, analysis methodologies and economic conditions. Because the vehicular access point remains the same on Elm Street, access and circulation patterns would be similar. The only potential issue is related to off-street parking in that the current project proposes 15 off-street parking spaces while a total of 19 spaces would be required per city code. A Use Permit would be required to further reduce the required on-site parking.

Sincerely, KITTELSON & ASSOCIATES, INC.

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