



DRAFT MEMORANDUM

Date: January 17, 2019
To: Aaron Vitale, Vital Building & Enterprises, Inc.
From: Sam Tabibnia and Lee Reis
Subject: El Cerrito 10290 San Pablo Avenue Project – Preliminary Transportation Analysis

OK18-0296

Fehr & Peers conducted a preliminary transportation assessment for the proposed project, consisting of 55 residential units, at 10290 San Pablo Avenue (project) in the City of El Cerrito. 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 this analysis, the proposed project is consistent with the SPASP EIR and would generate 16 AM and 25 PM peak hour vehicle trips. The current total proposed, approved, and under construction developments in the SPASP area is less than the total growth assumed in the SPASP EIR. Thus, the proposed project, combined with all the planned, approved, and under construction projects in the SPASP area, would not result in significant impacts beyond the ones identified in the SPASP EIR, and no additional traffic impact analysis is needed for this project (final determination will be made by City of El Cerrito staff).

Although not required to address CEQA impacts, we recommend the following to improve access and circulation for all travel modes for the project:

1. Make fair share contribution towards the implementation of the multi-modal improvements identified by the SPASP. One option may be payment of the recently approved City of El Cerrito Transportation Impact Fee (TIF).
2. Redesign the project driveway to ensure adequate sight distance between vehicles exiting the parking garage and pedestrians on the adjacent sidewalk. If adequate sight distance cannot be provided, install mirrors on both sides of the driveway to aid drivers' and



- pedestrians' visibility and install flashing lights to alert pedestrians when a vehicle is exiting the garage.
3. Ensure that on-street parking and trees on both sides of the project driveway on Eureka Avenue would not restrict sight distance for exiting vehicles by providing at least 20 feet of red curb and ensuring that the tree canopies are higher than six feet from the ground on both sides of the project driveway.
 4. Provide at least three parking spaces that are pre-wired for future electric vehicle charging systems, including at least one accessible space, per Code requirements.

The rest of this memorandum describes the project, estimates trip generation, and reviews the site plan's access and circulation characteristics.

Project Description

The project is located in the SPASP area at 10290 San Pablo Avenue, at the southeast corner of the San Pablo Avenue/Eureka Avenue intersection. The project site is currently occupied by a vacant building that was used most recently as a church.

The proposed project is a five-story residential building and would consist of 50 residential dwelling units and five live/work units. The project would provide 28-30 residential parking spaces, including two ADA accessible spaces. The two accessible spaces would be standard spaces, while the remaining 26-28 spaces would be mechanically stacked spaces. The residential parking would be unbundled from the apartment units, meaning that the spaces would be leased separately from the units. The project garage would be on the ground level and accessed through a driveway on Eureka Avenue.

Consistency with SPASP EIR

As previously mentioned, the project is located in the SPASP area, which was analyzed in a 2014 EIR. The SPASP also assumed several roadway improvements as part of the Specific Plan project. In the vicinity of the project, several roadway modifications along San Pablo Avenue in the midtown area were included to improve circulation for all modes. These improvements include:

- Add landscaped bulb-outs with two standard curb ramps at all intersections, where possible



- Consider removing the bus stop on northbound San Pablo Avenue near Eureka Avenue and moving the nearest bus stop to the south to the far side of the Lincoln Avenue intersection
- Highlight crosswalks with special paving and striping consistent with existing special treatments in the City
- Create a separated bikeway along San Pablo Avenue between Lincoln and Potrero Avenues.
- Provide a midblock crosswalk at Van Fleet Avenue, approximately 200 feet south of the project site
- Widen median to provide a five-foot pedestrian refuge, where possible
- Re-stripe travel lanes on San Pablo Avenue to an 11-foot width to accommodate additional bicycle infrastructure

In December 2018, the City of El Cerrito approved a Transportation Impact Fee (TIF) program to fund the multimodal improvements identified in the SPASP and to determine fair share payment by the development projects facilitated by the Specific Plan for these improvements.

Recommendation 1: Make fair share contribution towards the implementation of the multi-modal improvements identified by the SPASP. One option may be payment of the recently approved City of El Cerrito TIF.

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 (10290 San Pablo Avenue). Using the same trip generation methodology used in the SPASP EIR, it is estimated that the development would generate a total of 16 AM peak-hour and 25 PM peak-hour trips.

Since ITE does not include separate trip generation rates for live/work units, this analysis treats the five live/work units as apartments. This is a conservative assumption because the work spaces would mostly be used by residents with little or no outside employment, and residents of the live/work units are expected to complete some or all of their work from home rather than commute to and from a workplace elsewhere. It is therefore likely that trip generation rates for live/work units are lower than for typical apartments.

Table 1: Project Trip Generation

Land Use	ITE Code	Size ¹	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Residential	Mid-Rise Apartments (223) ²	55 DU	370	5	11	16	15	10	25

1. KSF = 1,000 square feet; DU = dwelling unit
2. ITE *Trip Generation (9th Edition)* land use category 223 (mid-rise apartments), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
 Daily Average Rate = 6.7 trips per DU
 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, 2019.

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 1,330 residential units and 63,893 square feet of commercial uses. The combined land uses for the proposed developments is about 22 percent less



than the residential dwelling unit assumptions and about 74 percent less than the commercial square footage assumptions in the SPASP EIR. 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 2: Land Use Comparison for all Proposed Projects in the SPASP Area

Project	Land Use ¹	
	Residential (DU)	Commercial (KSF)
Proposed Projects	1,330	63.9
Projects Assumed in SPASP EIR	1,706	243.1
Percent Difference	-22%	-74%

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, 2019.

Site Plan Review

This section evaluates access and circulation for all travel modes within the proposed site, based on the site plan dated November 21, 2018 and client communication through January 16, 2019.

Vehicle Access and On-Site Circulation

Motorists would access the project site via a driveway on Eureka Avenue. The driveway and the garage, including the drive aisle, would provide adequate circulation for vehicles entering and exiting the garage. The SPASP Form-Based Code specifies that two-way drive aisles for perpendicular parking spaces should be 24 feet wide (Section 24.05.07.07), and that driveways on neighborhood streets such as Eureka Avenue should be a maximum of 20 feet wide (Section 2.04.02.04.01). The driveway and the garage, including the drive aisle, are consistent with these Code requirements.

The project would provide 28-30 residential parking spaces, including two accessible spaces. The two accessible spaces would be standard spaces, while the remaining 26-28 spaces would be mechanically stacked spaces.



Project Driveway Sight Distance

The project driveway on Eureka Avenue would not provide adequate sight distance between vehicles exiting the driveway and pedestrians on the adjacent sidewalk to the east. Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian ten feet away on each side of the driveway.

Vehicles parked on either side of the Eureka Avenue driveway may block the sight distance between vehicles exiting the driveway and vehicles traveling on Eureka Avenue. Trees planted on either side of the driveway may also affect visibility of exiting vehicles if the tree canopy is lower than six feet from the ground.

Recommendation 2: Redesign the project driveway to ensure adequate sight distance between vehicles exiting the parking garage and pedestrians on the adjacent sidewalk. If adequate sight distance cannot be provided, install mirrors on both sides of the driveway to aid drivers' and pedestrians' visibility and install flashing lights to alert pedestrians when a vehicle is exiting the garage.

Recommendation 3: Ensure that on-street parking and trees on both sides of the project driveway on Eureka Avenue would not restrict sight distance for exiting vehicles by providing at least 20 feet of red curb and ensuring that the tree canopies are higher than six feet from the ground on both sides of the project 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, as shown in **Table 3**. The project would consist of 55 residential units requiring six short-term bicycle parking spaces and 83 long-term bicycle parking spaces. The project would provide six short-term bicycle parking spaces along the project frontage on San Pablo Avenue, and 83 long-term bicycle parking spaces inside the parking garage, meeting Code requirements. Pedestrians and cyclists would access the long-term garage bicycle parking spaces either via the garage drive aisle or via a door on the Eureka Avenue sidewalk.



Table 3: Bicycle Parking Requirements

Land Use	Size	Unit	Short-Term Spaces		Long-Term Spaces	
			Parking Rate ¹	Required Parking	Parking Rate ¹	Required Parking
Apartment	55	DU	Min. 2 spaces or 1 space/10 units, whichever is greater	6	Min. 1.5 space/unit	83
Total Parking Required				6		83
Total Parking Proposed				6		83
Surplus (Deficit)				0		0

Notes:

1. Parking rates based on Section 2.05.07.04 of the SPASP Form-Based Code.

Source: Fehr & Peers, 2019.

Pedestrian Access and On-Site Circulation

Most pedestrians would access the building through the entrance on San Pablo Avenue, which provides access to the building lobby, elevator, and staircase. Pedestrians accessing one of the five live/work units on the ground floor would use entrance provided for each unit.

The SPASP Form-Based Code (2.04.02) requires a minimum pedestrian zone of eight feet and a minimum amenity zone of six feet on all sidewalks along San Pablo Avenue. The Code also requires a minimum pedestrian zone of six feet and a minimum amenity zone of four feet on the Eureka Avenue sidewalk adjacent to the project. The project would provide eight feet of pedestrian zone with six to ten feet of amenity zone along San Pablo Avenue, and eight feet of pedestrian zone with six feet of amenity zone along Eureka Avenue, meeting or exceeding City requirements for both streets.

The multi-modal improvements identified in the SPASP include providing a midblock crosswalk on San Pablo Avenue at Van Fleek Avenue, approximately 200 feet south of the project site. As mentioned in Recommendation 1, the project applicant would contribute to this improvement by making a fair share contribution to these improvements, such as paying the TIF.

Transit Access

The El Cerrito BART station is located less than 0.5 miles southeast of the project site.



AC Transit provides bus service to the project site with bus stops on northbound and southbound San Pablo Avenue. The northbound stop is approximately 200 feet north of the project site across Eureka Avenue, and the southbound stop is across San Pablo Avenue from the project site. The northbound bus stop provides a bench and trash can but not bus shelter, and the southbound bus stop provides just a sign.

The multi-modal improvements identified in the SPASP include removing the existing bus stop north of Eureka Avenue and moving the existing bus stop just south of Lincoln Avenue to just north of Lincoln Avenue, approximately 500 feet south of the project site. As mentioned in Recommendation 1, the project applicant would contribute to these improvements by making a fair share contribution to these improvements, such as paying the TIF.

Parking Requirements

The proposed project would include a garage providing 28-30 residential parking spaces. The parking spaces would be unbundled and would include 26-28 mechanically stacked parking spaces. The 28-30 parking spaces include two accessible spaces, both located near the elevator lobby.

The SPASP Form-Based Code requirements for the TOHIMU zoning district apply to the project site. TOHIMU zoning (Section 2.05.07.04) limits parking to a maximum of 1.0 automobile parking space per dwelling unit and a basic Transportation Demand Management (TDM) plan. For projects proposing 0.5 parking spaces per unit or less, a parking study and additional TDM measures may be required. The Form-Based Code also requires that for multifamily residential projects, 10 percent of the total parking spaces be pre-wired for future electric vehicle charging systems, including at least one accessible space.

Recommendation 4: Provide at least three parking spaces that are pre-wired for future electric vehicle charging systems, including at least one accessible space, per Code requirements.

Table 4 summarizes the Code-required and proposed parking for the project. The Code would limit parking to a maximum of 55 off-street residential parking spaces. Based on client communication through January 16, 2019, the project would provide 28-30 residential parking spaces (a parking ratio of 0.51-0.55 spaces per unit), meeting Code requirements.



Table 4: Required and Proposed Parking

Land Use	Size ¹	Required Parking Supply		Parking Supply	Within Range?
		Minimum	Maximum ²		
Apartments	55 DU	0	55	28-30	Yes
Total		0	55	28-30	Yes

1. DU = Dwelling Units

2. Source: SPASP Form-Based Code Section 2.05.07.04 - TOHIMU Zone Off-Street Parking Requirements for Residential = max 1.0 space per DU

Source: Fehr & Peers, 2019.

The project proposes the following TDM strategies that would reduce automobile trips and parking demand generated by the project:

- Unbundled parking for residential units
- Short-term bicycle parking that exceeds Code requirements

Since the project provides more than 0.5 parking spaces per unit, no additional TDM strategies are required.

Please contact us with questions or comments.

Attachment

Appendix A – El Cerrito San Pablo Specific Plan Area: Proposed, Under Construction or Recently Built Projects (As of 9/6/2018) (https://el-cerrito.org/DocumentCenter/View/7106/Development-Map_06_11_18)

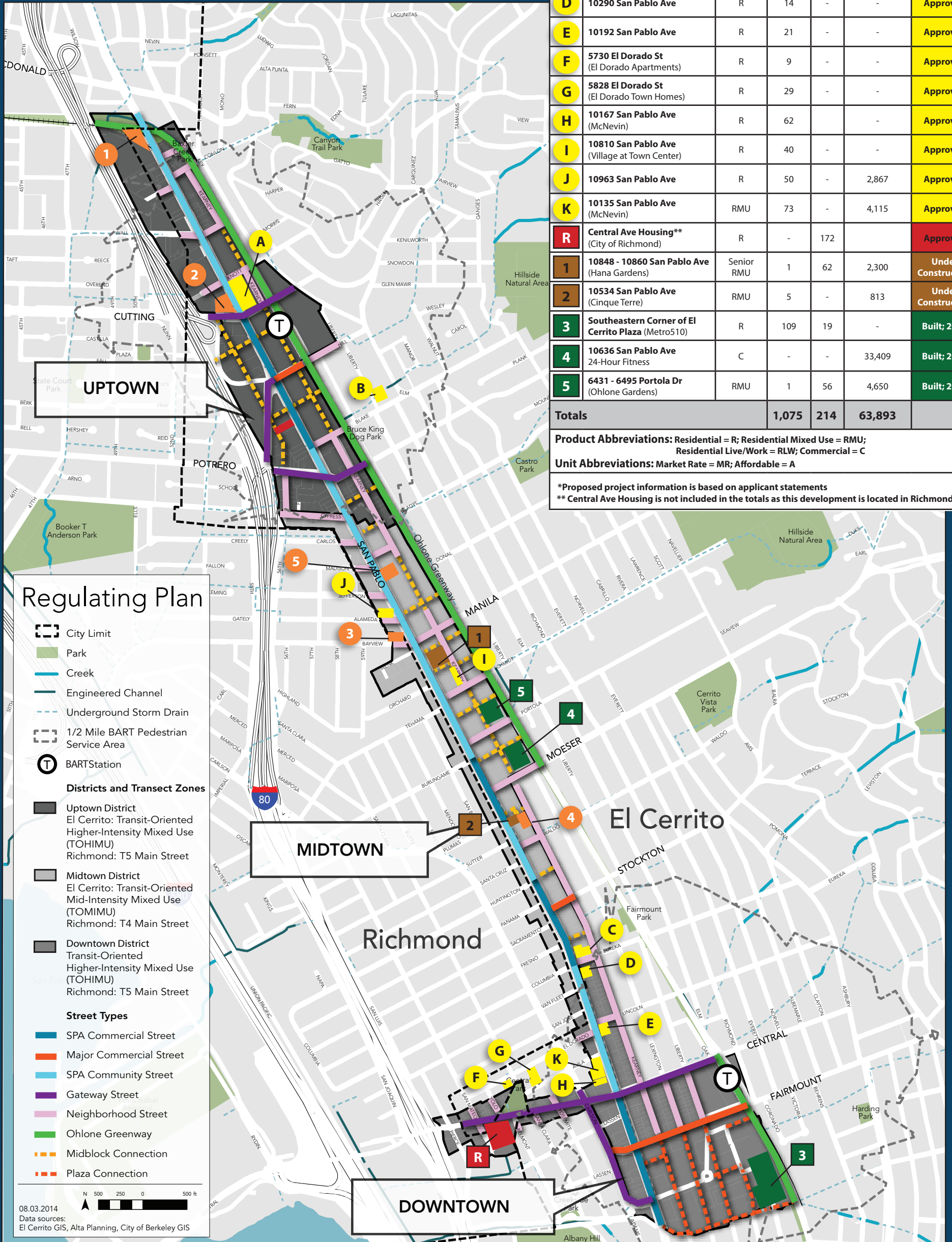


El Cerrito San Pablo Avenue Specific Plan Area:

Proposed, Under Construction or Recently Built Projects (As of 9/6/2018)

Key	Project	Product	Units		Commercial Space (SF)	Status
			MR	A		
1	11965 San Pablo Ave (Former Taco Bell)	R	136	10	-	Proposed*
2	11645 San Pablo Ave (Cutting Hotel)	Hotel (117 Rms)	-	-	2,500	Proposed*
3	10919 San Pablo Ave	RMU	81	-	2,298	Proposed*
4	921 Kearney Street	R	72	-	-	Proposed*
5	11060 San Pablo Ave	RMU	170	-	1,500	Proposed*
A	11600 - 11690 San Pablo Ave (Mayfair)	RMU	156	67	8,894	Approved
B	1715 Elm St	R	14	-	-	Approved
C	10300 San Pablo Ave (Former Guitar Center)	RLW	32	-	547	Approved
D	10290 San Pablo Ave	R	14	-	-	Approved
E	10192 San Pablo Ave	R	21	-	-	Approved
F	5730 El Dorado St (El Dorado Apartments)	R	9	-	-	Approved
G	5828 El Dorado St (El Dorado Town Homes)	R	29	-	-	Approved
H	10167 San Pablo Ave (McNevin)	R	62	-	-	Approved
I	10810 San Pablo Ave (Village at Town Center)	R	40	-	-	Approved
J	10963 San Pablo Ave	R	50	-	2,867	Approved
K	10135 San Pablo Ave (McNevin)	RMU	73	-	4,115	Approved
R	Central Ave Housing** (City of Richmond)	R	-	172	-	Approved
1	10848 - 10860 San Pablo Ave (Hana Gardens)	Senior RMU	1	62	2,300	Under Construction
2	10534 San Pablo Ave (Cinque Terre)	RMU	5	-	813	Under Construction
3	Southeastern Corner of El Cerrito Plaza (Metro510)	R	109	19	-	Built; 2018
4	10636 San Pablo Ave 24-Hour Fitness	C	-	-	33,409	Built; 2018
5	6431 - 6495 Portola Dr (Ohlone Gardens)	RMU	1	56	4,650	Built; 2015
Totals			1,075	214	63,893	

Product Abbreviations: Residential = R; Residential Mixed Use = RMU; Residential Live/Work = RLW; Commercial = C
Unit Abbreviations: Market Rate = MR; Affordable = A
 *Proposed project information is based on applicant statements
 ** Central Ave Housing is not included in the totals as this development is located in Richmond



Regulating Plan

- City Limit
- Park
- Creek
- Engineered Channel
- Underground Storm Drain
- 1/2 Mile BART Pedestrian Service Area
- BART Station

Districts and Transect Zones

- Uptown District**
El Cerrito: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
Richmond: T5 Main Street
- Midtown District**
El Cerrito: Transit-Oriented Mid-Intensity Mixed Use (TOMIMU)
Richmond: T4 Main Street
- Downtown District**
Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
Richmond: T5 Main Street

Street Types

- SPA Commercial Street
- Major Commercial Street
- SPA Community Street
- Gateway Street
- Neighborhood Street
- Ohlone Greenway
- Midblock Connection
- Plaza Connection

08.03.2014
 Data sources: El Cerrito GIS, Alta Planning, City of Berkeley GIS

For more information on these development projects, visit www.el-cerrito.org/CommDev/MajorProjects or contact the Community Development Department at (510) 215-4362. For a copy of the San Pablo Avenue Specific Plan / Complete Streets Plan, visit www.el-cerrito.org/SPASP.