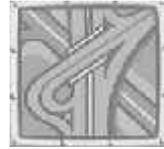


PHA Transportation Consultants

2711 Stuart Street Berkeley CA 94705
Phone (510) 848-9233
Web www.pangho.com



Dec 19, 2014
Chris Hoff
Evans Property
(Via email)

Dear Mr. Hoff:

In response to your request, we have prepared this letter report for your proposed live-work project on Second Street Berkeley. The purpose of the report is to estimate the project's potential vehicle traffic generation for city review as part of the approval process.

As you described earlier, these live-work unit are about 1,100 square feet in size with one bedroom and a work space designed for artists, craftsmen, and hobbyists, who would be living and working at the same units; and that each unit comes with just one parking space. In this sense, this type of development would generate little to no trip during the peak hours (morning and afternoon commute hours).

However, it is quite possible that each of these units may generate a couple of trips on a daily basis (non peak hour trips) as occupants may need to go out for shopping, meeting, and or to eat. Assuming a conservative scenario that tenants from each of these unit would need to go out two times daily in his/her vehicle, this would generate 76 vehicle trips daily (38 outbound and 38 inbound). In reality, it is quite likely that tenants would go out once daily on the average, In other words, the live-work project may generate fewer than the 76 trips as estimated.

We understand the site is currently zoned MU-LI for light industrial use. Based on industry standard trip generation rates obtained from the *"Trip Generation Manual"* 9th Edition published by the Institute of Transportation Engineer (ITE), the 30,000 square feet building could generate 209 daily trips, as opposed to the estimated 76 daily trips for the proposed live-work project. The ITE Trip Generation Manual is a compilation trip rates based on surveyed trip rates obtained from driveway counts for various land uses throughout the country. These rates were updated frequently as new survey data becomes available. Unfortunately, there are no available trips rates for the proposed live-work land use. As such, we estimated the trip generation for the project based on our understanding of the nature, characteristics and size of the project as you provided to us.

As part of the analysis, we have also looked at trips rates for similar uses. Table 1 shows a comparison of trip generation for uses such as apartments, condos, and townhomes. A trip generation comparison assuming the proposed building is developed for light industrial uses is also presented.

Table 1 Project Trip Generation Analysis – Second Street Live-work Development - Berkeley																
Assumed Land Use (for comparison purposes)	Unit (Ksf)	AM Peak Hour Trips					PM Peak Hour Trips					Daily Trips				
		Rates	In	Trips	Out	Trips	Rates	In	Trips	Out	Trips	Rates	In	Trips	Out	Trips
Apartment (ITE 221)	19	0.46	21%	1	79%	7	0.58	65%	7	35%	3	6.59	50%	63	50%	63
Condo/Townhome (ITE 230)	19	0.44	17%	1	83%	7	0.52	67%	7	33%	3	5.81	50%	55	50%	55
Light Industrial (ITE 110)	(30)	0.92	88%	24	12%	3	0.97	12%	3	88%	26	6.97	50%	105	50%	105
Proposed Live-work *	19	0.40	30%	2	70%	5	0.50	70%	6	30%	2	4.00	50%	38	50%	38

Source: ITE Trip Generation Manual 9th Edition.
 *Traffic engineer's estimates as there are no live-work rates from the ITE Trip Generation Manual. The peak hour trips are conservative estimates as tenants are not like to commute to work during the normal commute peak hours. The peak hour trip rates are estimated based on comparison with the Condo/Townhome rates.

Additionally, we have reviewed the Bay Area census data for use of transportation modes for going to and from work (see Table 2). Accordingly, the 2010 data for the City of Berkeley shows about 48% of Berkeley workers would drive alone to and from work. While the census data does not have transportation mode for non work related trips, we believe some of the site generated traffic are not vehicle trips. Our analysis assuming that all trips generated from the project are vehicle trips, is conservative and likely over estimated the project traffic generation.

Please feel free to call if you have any questions.

Sincerely,



AICP
Principal

Table 2 Means of Transportation to Work for Worker 16 Years and Over – City of Berkeley		
	2000	2010
Total	54,674 100.0%	51,263 100.0%
Car, truck, or van:	28,885 52.8%	24,356 47.5%
Drove alone	23,626 43.2%	20,722 40.4%
Carpooled	5,259 9.6%	3,634 7.1%
Public transportation (Census 2000 includes taxicabs, ACS excludes them)	10,156 18.6%	9,050 17.7%
Bus or trolley bus	3,626 6.6%	3,155 6.2%
Streetcar or trolley car	111 0.2%	39 0.1%
Subway or elevated	6,139 11.2%	5,557 10.8%
Railroad	242 0.4%	285 0.6%
Ferryboat	18 0.0%	14 0.0%
Taxicab	20 0.0%	82 0.2%
Motorcycle	298 0.5%	196 0.4%
Bicycle	3,071 5.6%	3,858 7.5%
Walked	8,147 14.9%	8,397 16.4%
Other means	394 0.7%	367 0.7%
Worked at home	3,723 6.8%	4,957 9.7%
Source: Bay Area Census		

Jacob, Melinda

From: Zoning Adjustments Board (ZAB)
Subject: FW: 2013 Second St., Use Permit #ZP2014-0061

-----Original Message-----

From: Berkeley Warehouse [<mailto:berkwkse@earthlink.net>]
Sent: Monday, April 06, 2015 8:59 AM
To: Zoning Adjustments Board (ZAB)
Cc: Berkeley Mayor's Office; All Council
Subject: 2013 Second St., Use Permit #ZP2014-0061

Dear ZAB,

With the construction of a new live/work units located at the former animal shelter on Second Street in West Berkeley, the city is planning on having 19 off-street parking spaces.

Our business is located right next to the address and also directly across the street. There are two main concerns.

First, where will all the on street parking be located? We know the people living in the units may have more than one vehicle and they will also have friends/family visiting, so where will they all park their cars? Our trucking company already faces major problems since our truck and trailer parking is already very difficult to get our vehicles in/out our own parking spots (all located inside our property). With the current vehicles that park on the streets, they leave no room for trucks/trailers to maneuver into our yards. What will happen when cars are parked all over the streets and on both sides of the streets, and we can't get our trucks/trailers in or out of our business? How can we service our customers and do our business as a trucking company if cars are parked all over the streets and we can't maneuver a truck/trailer in or out of our own yards? Calling the police to site and/or tow vehicles out of our way is not an option because of daily lost time would make us late to service our customers or make us late for appointments meeting cranes that unload trailers at jobsites. Waiting for police or towing parked cars is not an option!

Secondly, the past several years, we have experienced severe flooding (even during this time of drought). Every time it rains hard or the city fails to keep the drains clear of debris the area floods. As a business, we have performed all preventative maintenance prior to each rainy season, yet debris from up town runs downhill and ends up flooding our streets and business. What is the city going to do for the infrastructure to make sure the area isn't in a constant fear of flooding?

We hope that there is some serious thinking about the parking situation and how street parking will affect the business owners in the area. It would be a sin for this to not be considered and have dire circumstances happen because this was not taken seriously. Cars constantly being towed off the streets, damaged vehicles, or daily hassles with neighbors should not be the solution because trucks/trailers and cars were not accommodated properly.

Please consider the street parking impacts so neighbors can be good neighbors.

Thank you.

Sincerely

Richard & Charlene DeVecchi
Berkeley Business Owners

