

Memorandum

To: Peter Chun, City of Berkeley Transportation Division
CC: Loyal Nawfal, City of Berkeley Planning & Development Department
From: Rhoades Planning Group
Date: January 26, 2018
Re: 3000 Shattuck Avenue/ZP2015-0229 Plan Revisions Effects on Parking/Traffic

This memo describes changes in the proposed project at 3000 Shattuck Avenue between May 2017 and January 2018, and its negligible effects on trip generation and parking. The Traffic Impact Analysis (TIA) prepared for the May 2017 version of the plan was reviewed and accepted by the City's Transportation Division. **The revisions to the project would reduce the trip generation by half, based on Institute of Transportation Engineers (ITE) Trip Generation Manual rates. Moreover, the existing service/gas station use generates far more trips than the proposed new uses.** Redevelopment of the site would result in a net reduction by approximately half in traffic on the surrounding roadway system.

Plan Changes

Since the previous submittal, the proposed project has changed incrementally. The number of dwelling units has been reduced by nearly half, while the number of bedrooms has increased, with the housing type changing to a suite concept. The total commercial area has also been reduced by half. The revised project has a modest increase in overall residential floor area, which is the result of dwelling units moving from the upper floors down to what was previously the parking garage and the previous parking garage square footage did not count as residential floor area. The residential suites are expected to be occupied by a range of household types: young professionals, seniors (e.g., in co-living or caregiving situations) and students. All of these household types enjoy lower car ownership and vehicle miles traveled rates than typical adults.

	Proposed Project	
	Previous Version (May 2017)	Revised Version (January 2018)
Dwelling Units	44	23
Bedrooms	53	80
Gross Floor Area (sq. ft.)	38,827	40,680
Residential	32,602	37,054
Commercial Retail	4,054	1,926
Cafe	2,171	1,700
Vehicle Parking	17	6
Bike Parking	62	48

Transit-Oriented and Vehicle-Sharing Site Context

The project site enjoys excellent transit, walking, and biking access. AC Transit bus stops for the 49 and 18 bus lines are located immediately adjacent to the project site at the intersection of Ashby and Shattuck Avenues. The project site is located ¼-mile from the Ashby BART Station. The BART Station also has AC Transit stops for the 12, 18, 49, 800 and F (transbay) lines and access to the West Berkeley Shuttle. A Ford GoBike station is located 2 blocks from the site, in front of the Berkeley Bowl.

Additionally, the project proposes to include a Zipcar vehicle in the garage and an Enterprise car rental agency is located across the street.

This excellent site location further reduces the need for car ownership and reduces vehicle miles traveled. This accounts for the 19% and 43% non-auto trip generation reduction accepted in the May 2017 TIA for residential and commercial trips, respectively.

Existing and Project Traffic

Three intersections were evaluated for potential impacts as a result of the project: Shattuck Avenue at Ashby Avenue, Emerson Street, and the project entrance. All of the intersections currently operate at acceptable levels of service (LOS D or better) and would continue to have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours, with implementation of the project.

Trip generation rates were assessed based on the 9th Edition of the ITE Trip Generation Manual and reduced by 19% to account for traffic conditions in this part of Berkeley. The May 2017 version of the project would generate approximately 40 vehicle trips during the AM peak hour and 41 trips during the PM peak hour.

Since the ITE rates are based on dwelling units (not bedrooms), a revised TIA would show that the peak hour trips would be reduced by half for the residential component since the number of units was reduces by roughly half. Likewise, the commercial square footage has been reduced by half, so the trip generation would similarly be reduced by half, based on the per-square foot ITE rates. More realistically, we would expect the trip generation to be about the same between the May 2017 and January 2018, based on the expected behaviors of the household types. Still, traffic counts for the current gas station on the site indicate that the current use generates more than twice the traffic that is forecasted to be generated by that proposed project.

Parking Demand

The TIA analyzing the May 2017 version of the project found that the proposed parking garage capacity was reasonable and appropriate for the proposed project. The justification for a modification (as is permitted by the Zoning Ordinance) was as follows:

1. The project is proposing to exceed the requirements for bicycle parking, including both secure parking for residents and short-term parking for commercial users.
2. There are numerous shopping, employment, and education centers in the Ashby and Shattuck Avenue area.
3. There are numerous existing bike and car sharing locations in the project area and within the proposed project (see context section above)
4. There is extensive public transportation available in the project area (see context section above)

The changes in the proposed project would have a negligible impact on both commercial and residential parking demand. The commercial square footage has been reduced by half, 1,700 sq.ft. is reserved for a potential café which carries a higher parking ratio under the C-SA parking ratios, and 1,926 sq. ft. is designated for neighborhood-serving retail. Based on the household types anticipated in the development, demand analysis described in the TIA, and the continued saliency of the justifications above, a parking reduction as permitted by BMC Section 23E.52.080.E, is still warranted.