



GreenTRIP

Traffic Reduction + Innovative Parking

www.GreenTRIP.org

PROJECT EVALUATION REPORT

PARKER

2038 PARKER ST., BERKELEY, CA
 DEVELOPER: LENNAR MULTIFAMILY COMMUNITIES

FULL CERTIFICATION AWARDED BASED ON CITY APPROVALS APRIL 22, 2010
 Parker was one of the first five pilot projects selected to participate in GreenTRIP

PROJECTED DAILY DRIVING BY RESIDENTS

GREENTRIP STANDARDS	
LESS THAN 25 MILES/DAY	<input checked="" type="checkbox"/> 15 MILES/DAY
	PER HOUSEHOLD, BASED ON URBEMIS PROJECTION <small>URBEMIS 2007 v9.2.4</small>

APPROPRIATE AMOUNT OF PARKING

GREENTRIP STANDARDS	
MAXIMUM 1 SPACES/UNIT	<input checked="" type="checkbox"/> 0.73 SPACES/UNIT
Average spaces per home (including guest parking), excluding spaces shared with non-residential uses.	155 HOMES 113 PARKING SPACES

TRAFFIC REDUCTION STRATEGIES

GREENTRIP STANDARDS	
2 OF 3 STANDARD TRAFFIC REDUCTION STRATEGIES	<input checked="" type="checkbox"/> AC TRANSIT PASSES <input checked="" type="checkbox"/> UNBUNDLED PARKING
The project must have two of three traffic reduction strategies: <ul style="list-style-type: none"> • UNBUNDLED PARKING • DISCOUNT TRANSIT PASSES • FREE CARSHARE MEMBERSHIP 	<ul style="list-style-type: none"> • 1 FREE OR 2 DISCOUNTED AC TRANSIT PASSES OFFERED PER UNIT FOR 40 YEARS • UNBUNDLED PARKING, SEPARATING COST OF PARKING FROM COST OF RENT

PLACE TYPE	URBAN NEIGHBORHOOD
GreenTRIP standards are customized for different types of neighborhoods, or "Place Types," as defined by the Metropolitan Transportation Commission's Station Area Planning Manual.	Parker meets GreenTRIP Certification standards for the Urban Neighborhood Place Type. Above is an evaluation of how Parker satisfies each category.



COMPARED TO THE TYPICAL BAY AREA HOUSEHOLD PARKER IS PROJECTED* TO RESULT IN:

70% LESS DRIVING

Per Household
Bay Area Average is 50 Miles Driven per Day, per Household

61% LESS GHGs

Per Household
Each household of Parker is expected to emit 15 pounds of GHGs per day.

*URBEMIS Model 2007 v9.2.4

GreenTRIP evaluates how well a proposed residential project design achieves Traffic Reduction and Innovative Parking strategies.






GreenTRIP conducts an evaluation based on information provided by the developer and gathered from publicly available sources.

PARKER

PROJECT CONTEXT MAP

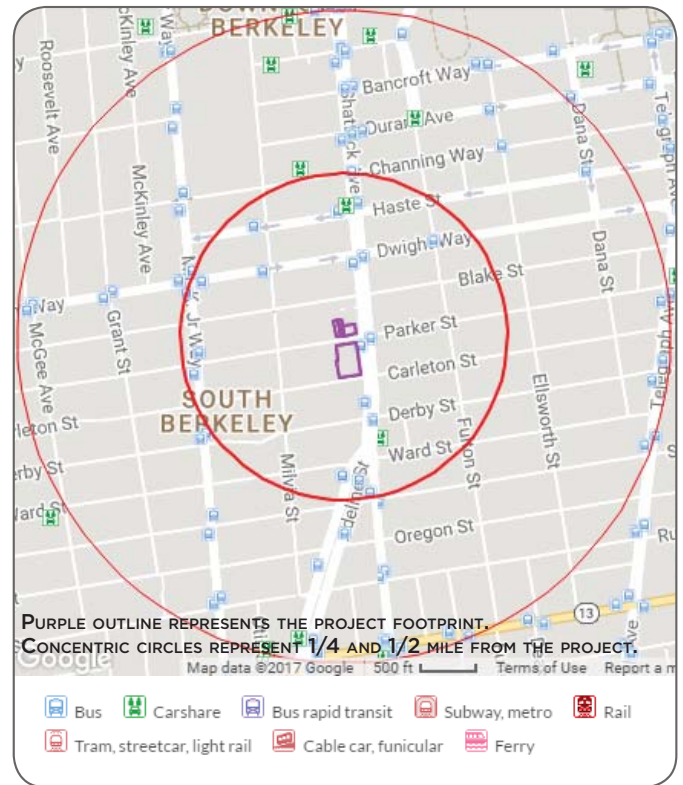
TRIP REDUCTION CREDITS

The following is an inventory of URBEMIS model inputs. The projected driving is affected by the following trip reduction credits.

DENSITY	
111 UNITS/ACRE <small>SOURCE: LENNAR MULTIFAMILY COMMUNITIES</small>	18% REDUCTION
MIX OF USES	
WITHIN A HALF-MILE 5,238 JOBS 7,009 HOMES	5% REDUCTION
LOCAL RETAIL PRESENT	2% REDUCTION
TRANSIT SERVICE	
1,417 BUSES WITHIN 1/4 MILE 262 TRAINS WITHIN 1/2 MILE <small>SOURCE: AC TRANSIT AND BART</small>	13% REDUCTION
PEDESTRIAN/BICYCLE FRIENDLINESS	
461 INTERSECTIONS PER SQ. MILE 100% STREETS W/ SIDEWALKS 94% ARTERIAL STREETS W/ BIKE LANES <small>OR WHERE SUITABLE, DIRECT PARALLEL ROUTES</small> <small>SOURCE: GOOGLE MAPS</small>	7% REDUCTION
AFFORDABLE HOUSING	
21% OF UNITS ARE DEED RESTRICTED BELOW MARKET RATE HOUSING <small>SOURCE: LENNAR MULTIFAMILY COMMUNITIES</small>	1% REDUCTION

Residents living and working within a 1/2 mile or 10 minute walk to transit are 10 times more likely to take transit.¹

Residents living within a 1/2 mile of transit drive 50% less than those living further away.²



RENDERING FOR PARKER

KEY PROJECT DETAILS:

- 155 UNITS, 3-5 STORIES
- 32 BELOW MARKET RATE UNITS
- 113 RESIDENTIAL PARKING SPACES
- ALL PARKING UNBUNDLED
- OFFERING 1 FREE OR 2 DEEPLY DISCOUNTED (AT LEAST 50% OFF) AC TRANSIT PASSES PER UNIT ANNUALLY FOR 40 YEARS
- 2 CARSHARE PODS ONSITE
- BICYCLE REPAIR ROOM
- 100 BICYCLE PARKING SPACES

QUESTIONS?

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a project of **TransForm**

¹ ABAG New Places, New Choices, 2007

² Cervero, Arrington, TCRP Report 128, 2008