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Subject: State Route 1 HOV Lane Widening Project Parking Impact Analysis

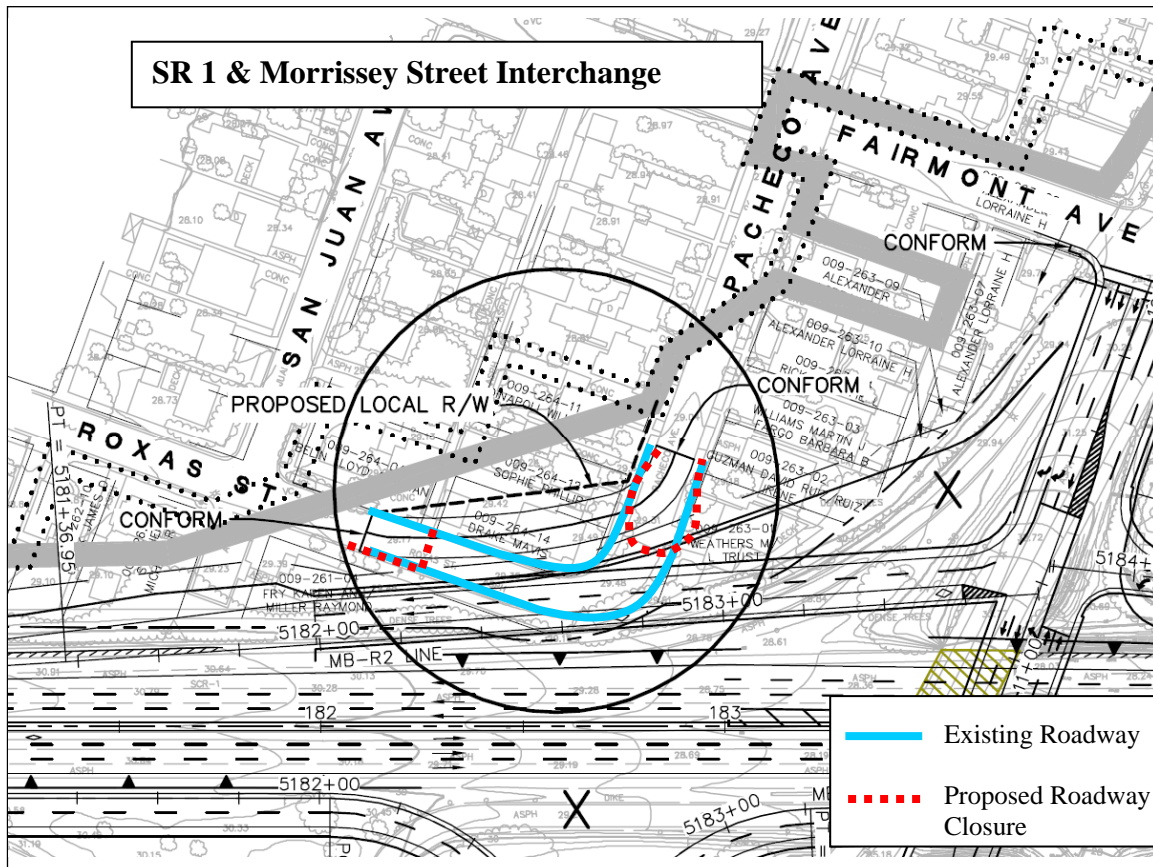
The proposed Highway one projects were observed to determine what impacts they may have on the current parking inventory. Parking impacts were considered significant if the proposed project created new parking needs that were not addressed or if the project reduced the existing inventory of off-street parking to create a situation where the facility provides parking below the local jurisdictional standards. The following assessment primarily focused on on-street public parking impacts and secondarily on those parking impacts associated with off-street, private facilities.

The analysis showed that only the HOV Build alternative will affect the parking inventory, while the other two alternatives, No Build and TSM Build, will not change the parking inventory. From the analysis results, the HOV Build alternative is not expected to result in any significant parking impacts, except at a gas station located in the vicinity of Soquel Avenue interchange. At this location, the proposed improvement to the Soquel Avenue interchange would reduce the parking inventory by about 50 percent. A description of the impacts is provided in the following sections.

On-Street Parking Impacts

Throughout the study corridor, there is only one location where on-street parking is impacted due to the proposed interchange improvements. This is found adjacent to the Morrissey Boulevard interchange where an estimated 15 on-street parking spaces will be removed as part of a proposed roadway closure as shown in **Figure 1**. The project proposes to close Pacheco Avenue and Roxas Street just before their intersection, thereby eliminating the Pacheco Avenue/Roxas Street intersection. Even though 15 parking spaces would be eliminated to accommodate the proposed interchange improvements, the effect of this impact will be reduced due to the elimination of three residences in the vicinity of this intersection. The solid line in Figure 1 represents the location of existing on-street spaces and the dashed line represents the new curbcut where the parking may be displaced.

Figure 1: On-street parking impact location (Roxas Street & Pacheco Avenue)



Off-Street Parking Impacts

Aside from the public on-street parking, the HOV Build alternative will have minimal off-street impacts at other locations in the project area. Of the nine interchanges that fall within the study corridor, four recommended modifications at Bay Avenue/Porter Street, 41st Avenue, Soquel Avenue, and Morrissey Boulevard interchanges will result in direct impacts to the off-street parking supply. These interchanges and the estimated number of spaces they will impact are shown in **Table 1**.

Table 1: Off-Street Parking Inventory Reductions by Interchange

SR 1 Interchange	Parking Impact	Number of Spaced Removed
San Andreas Road/Larkin Valley Road	No	0
Freedom Boulevard	No	0
Rio Del Mar Boulevard	No	0
State Park Drive	No	0
Park Avenue	No	0
Bay Avenue/Porter Street	Yes	25
41 st Avenue	Yes	26
Soquel Avenue	Yes	109
Morrissey Boulevard	Yes	11
Total		171

An estimated total of 171 parking spaces would be removed or displaced if the suggested recommendations were implemented in the HOV Build alternative. A more detailed breakdown of these parking spaces by location (parcel number), use, ownership, and type is presented in **Table 2**.

The off-street parking inventory reductions were found to be insignificant due to the associate parking generators that are anticipated to be relocated as part of the project. 69 of the 171 parking space reduction would be associated with properties that are anticipated to be either relocated or demolished, thus displacing the need for the existing parking spaces. These 69 spaces include 58 spaces at the Soquel Avenue interchange and 11 spaces at the Morrissey Boulevard interchange.

The remaining 102 off-street spaces will be removed from facilities that will not be displaced and are located at the Bay Avenue/Porter Street, 41st Avenue, and Soquel Avenue interchanges. A description of the locations of these reductions in the off-street parking spaces is provided below.

Bay Avenue/Porter Street Interchange

A total of 25 off-street parking spaces will be eliminated due to the proposed improvements at the Bay Avenue/Porter Street interchange. In **Figure 2**, the parking spaces located above the dashed line represent the estimated 15 spaces at the post office site and two spaces at the neighboring office site located in the southeast quadrant of the Bay Avenue/Porter Street interchange that are expected to be eliminated. The post office currently has an estimated 50 spaces and the neighboring office complex has an estimated 40 spaces; therefore, these reductions in parking spaces will not significantly reduce their parking supplies. The other eight spaces will be removed from a commercial/office property located on the other side of the highway with a current supply of approximately 30 spaces.

Table 2: Parking Inventory Reduction Details by Location

SR 1 Interchange	Parcel #	Quantity	Use	Ownership	Type
Bay Avenue/Porter Street	030-221-45	8	Commercial/ Office	Private	Off-Street, lot
Bay Avenue/Porter Street	036-011-22	2	Office	Private	Off-Street, lot
Bay Avenue/Porter Street	036-011-34	15	Post Office	Public (federal gov't)	Off-Street, lot
41st Avenue	030-181-66	26	Lumber Company	Private	Off-Street, lot
Soquel Avenue	025-141-07	25	Auto/Truck Repair	Private	Off-Street, lot
Soquel Avenue	025-141-13	5	Multi-Use	Private	Off-Street, lot
Soquel Avenue	025-254-06	33	Transit District Office	Public (County)	Off-Street, lot
Soquel Avenue	025-071-19	7	Gas Station	Private	Off-Street, lot
Soquel Avenue	025-481-05	28	Commercial	Private	Off-Street, lot
Soquel Avenue	025-481-04	11	Commercial	Private	Off-Street, lot
Morrissey Boulevard	009-262-11	2	Multi Family Residential	Private	Off-Street, garage
Morrissey Boulevard	009-261-04	1	Single Family Residential	Private	Off-Street, garage
Morrissey Boulevard	009-264-14	2	Single Family Residential	Private	Off-Street, garage
Morrissey Boulevard	009-263-01	2	Single Family Residential	Private	Off-Street, garage
Morrissey Boulevard	009-171-36	4	Single Family Residential (2)	Private	Off-Street, garage
Total		171			

Figure 2: Southbound On-Ramp at the Bay Avenue/Porter Street Interchange



41st Avenue Interchange

26 off-street parking spaces will be eliminated due to the proposed improvements at the 41st Avenue interchange. In **Figure 3**, the parking spaces located below the dashed line represent the estimated 26 spaces that are expected to be lost at the lumber company site located near 41st Avenue interchange. This site currently has approximately 70 spaces; hence, a reduction of 26 parking spaces will not significantly reduce their parking supplies.

Figure 3: Northbound On-Ramp at the 41st Avenue Interchange



Soquel Avenue Interchange

A total of 98 off-street parking spaces will be eliminated due to the proposed improvements at the Soquel Avenue interchange, of which 47 spaces would be associated with properties that are anticipated to be either relocated or demolished. In **Figure 4**, the parking spaces located below the dashed line represent the estimated 33 spaces that are expected to be lost at the park-and-ride lot located near Soquel Avenue interchange. This lot currently has approximately 120 parking spaces; hence, a reduction of 33 parking spaces will not significantly reduce their parking supplies. Additionally, another 11 and 7 spaces will be removed from a commercial property and gas station, respectively that are located near

the northbound SR 1 ramps; these properties have a current supply of approximately 50 and 15 spaces. The elimination of parking spaces would not create a significant impact at the commercial property, but would create a significant impact at the gas station due to the elimination of about 50 percent of its parking spaces.

Figure 4: Northbound On-Ramp at the Soquel Avenue Interchange

