Appendix W

Parking Impacts Evaluation

Technical Memorandum

Metro

TECHNICAL MEMORANDUM

SR 710 Study - Parking Impacts Evaluation

PREPARED FOR:	Michelle Smith/Metro
COPY TO:	Caltrans
	Study Team
PREPARED BY:	CH2M HILL Team
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This memorandum describes the potential parking impacts associated with construction and operation of each of the alternatives under evaluation for the SR-710 Study. This includes all temporary and permanent impacts to both on-street and off-street parking that may be caused due to the project. All alternatives are discussed below in detail.

Methodology

The methodology employed to evaluate the parking impacts included a qualitative review of the design plans for each alternative, including proposed cross-sections, to determine the expected impacts that each alternative would have on the supply of parking within the area. The design plans were compared against existing conditions for both on- and off-street parking. Potential impacts include the permanent acquisition of off-street parking lots, permanent displacement of on-street parking to provide room for transit services or additional travel lanes, temporary displacement of on-street parking during cut-and-cover tunnel construction, and permanent acquisition of existing residential and commercial properties and their associated parking.

Regional and Local Setting

The study area generally includes the western San Gabriel Valley and north and northeast Los Angeles. It is located in the center of the greater Los Angeles region and includes many residential areas, employment centers, public facilities, educational institutions, and commercial areas.

Parking Resources in Study Area

The transportation network within the study area includes hundreds of miles of local and arterial roadways, the majority of which provide on-street parking. In addition to the on-street parking, many land uses provide off-street parking facilities. The parking resources along the alignment of each alternative are evaluated on a qualitative level and described below.

TSM/TDM

The TSM/TSM alternative proposes traffic signal synchronization improvements, bicycle lanes, and minor physical improvements on roadways spread throughout the study area. There is currently on-street parking on all of the roadways on which such improvements are proposed. There are off-street surface lots to serve shopping centers and other commercial destinations on Fair Oaks Avenue, Fremont Avenue, Garfield Avenue, Rosemead Boulevard, Temple City Boulevard, Santa Anita Avenue, and Peck Road.

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BRT-1

On-street parking is currently provided along most of the alignment of BRT-1 on Mission Road, Huntington Drive, Fair Oaks Avenue, Woodbury Road, and Oak Grove Drive. Additionally, shopping centers on Mission Road and Fair Oaks Avenue have large off-street surface parking lots.

BRT-6

On-street parking is currently provided along most of the proposed route on Atlantic Boulevard, Huntington Drive, Fair Oaks Avenue, Colorado Boulevard, Hill Avenue, California Boulevard, and Lake Avenue. Off-street lots that serve larger shopping centers are scattered along the route on both Atlantic Boulevard and Fair Oaks Avenue.

BRT-6A

The proposed route for Alternative BRT-6A is the same as Alternative BRT-6, except for the terminal loop in Pasadena. Alternative BRT-6A would not travel on Lake Avenue and instead continue westbound on California Boulevard and complete its terminal loop onto Fair Oaks Avenue by travelling southbound on Raymond Avenue and westbound on Glenarm Street. Therefore, the resources associated with Alternative BRT-6A would be the same as Alternative BRT-6, except they include additional on-street parking on California Boulevard and Raymond Avenue. There is no parking on the segment of Glenarm Street that would be utilized with Alternative BRT-6A.

LRT-4A

The parking resources associated with Alternative LRT-4A are on Mednik Avenue, primarily on-street parking with an off-street surface lot at the location of the proposed Mednik Station. There is off-street parking that serves the adjacent office buildings on Floral Drive, as well as multiple off-street surface lots that supply parking to Cal State LA.

LRT-4B

Alternative LRT-4B's parking resources include those described above for Alternative LRT-4A. Additionally, there are on- and off-street parking for the industrial land uses on Mission Road and on-street diagonal parking and large off-street surface lots along Palm Avenue.

LRT-4D

Alternative LRT-4D's parking resources are similar to those described above for Alternative LRT-4B. However, Alternative LRT-4D does not include the Mednik station, so the parking at that location is not included. The parking resources on Mednik Avenue between 1st Street and Floral Drive are included. In the vicinity of the Beverly station, there is currently both on- and off-street parking for the shops and businesses on Beverly Boulevard, on-street parking for the residential land uses on Woods Avenue, as well as a few on-street parking spaces on 1st Street.

LRT-6

The parking resources associated with Alternative LRT-6 consist of the on-street parking on Atlantic Boulevard, Huntington Drive, and Fair Oaks Avenue, as well as scattered off-street lots on Atlantic Boulevard and Fair Oaks Avenue associated with shopping centers and other retail and commercial destinations.

F-2

Alternative F-2 would primarily be constructed inside a tunnel. The parking resources associated with Alternative F-2 are the on-street parking spaces associated with the residential and commercial properties surrounding the tunnel portals constructed at the proposed SR-710/SR-2 interchange.

F-5

Alternative F-5 would primarily be constructed inside a tunnel. The parking resources associated with Alternative F-5 are the on-street parking spaces associated with the residential properties surrounding the tunnel portals constructed at the proposed SR-710/SR-134 interchange.

F-6

The parking resources associated with Alternative F-6 are the on-street parking spaces associated with the residential properties adjacent to the proposed route.

F-7

Alternative F-7 would primarily be constructed inside a tunnel. The parking resources associated with Alternative F-7 are the on-street parking spaces associated with the residential properties surrounding the proposed tunnel portals.

H-2

The parking resources associated with Alternative H-2 consist of on-street parking that primarily serves the residential land uses along Concord Avenue, Fremont Avenue, Monterey Road, York Boulevard, and Avenue 64. There is also a large off-street surface lot on the east side of the Concord/Fremont intersection.

H-6

The parking resources associated with Alternative H-6 consist of on-street parking that serves the adjacent residential neighborhoods on Sheffield Avenue, Columbia Street, and Huntington Drive. On Fair Oaks Avenue, there are on-street spaces the length of the corridor as well as off-street surface lots that serve the restaurants, shopping centers, and other commercial destinations on Fair Oaks Avenue. Additionally, there is on-street parking for the residential land uses along one curb on both Pasadena Avenue and Saint John Avenue north of Bellefontaine Street and south of the SR-710 northern stub.

Summary of Potential Effects to Resources

Level I Screening

Parking impacts were not assessed as part of Level 1 screening.

Level II Screening

TSM/TDM

The proposed TSM/TDM Alternative consists of strategies and improvements intended to increase efficiency and capacity for all modes in the transportation system with lower cost capital investments and/or lower potential impacts. The TSM/TDM Alternative includes spot improvements, local street improvements, Intelligent Transportation Systems (ITS) elements, expanded transit service, and active transportation improvements (pedestrian and bicycle facilities). Impacts to parking could occur at locations where the bicycle network would be expanded, hot spot improvements, and/or local street improvements.

The proposed bicycle network improvements consist of creating Class II (striped bicycle lanes) or Class III (signage) bicycle facilities. To create the Class II bike lanes and avoid the acquisition of adjacent properties to widen the existing roadway, the street would be required to be reconfigured and restriped, which could result in the removal of on-street parking on one or both sides of the street. The four major roadways on which Class II bicycle lanes are proposed are Huntington Drive, San Gabriel Boulevard, Rosemead Boulevard, and Foothill Boulevard. All of these roadways currently have on-street parking on both sides of the street (either parallel and/or diagonal parking) and a raised median throughout a majority of their corridors. Where there is diagonal parking, the roadway could be restriped to parallel parking and a bicycle lane inserted; however, this would result in a minor net loss to parking as parallel parking spaces require more space along the curb than diagonal parking. Some of the on-street parking may still be required to be removed if there is insufficient space to add a bike lane remaining after removing the median and restriping diagonal parking.

Intersection hot spot solutions would consist of adding critical lanes (i.e., left- and right-turn lanes, as well as through lanes) to increase capacity while avoiding right-of-way (ROW) acquisitions as much as possible, and relying on the removal of on-street parking and median islands as first measures. Portions of the on-street parking at the approaches to these intersections could be permanently removed and replaced with turn bays to increase capacity of the intersection.

At the locations of proposed local street improvements, on-street parking could be removed to increase capacity along the segment. Removal of on-street parking to widen the streets as part of the TSM/TDM Alternative has been identified along portions of Fremont Avenue between Huntington Drive and Alhambra Road and between Poplar Boulevard and Commonwealth Avenue, but might also occur at any of the other proposed local street improvement locations on Figueroa Street, Fremont Avenue, Atlantic Boulevard, Garfield Avenue, or Rosemead Boulevard.

BRT-1

Alternative BRT-1 would create a north/south bus rapid transit route from Union Station in downtown Los Angeles to the intersection of Oak Grove Drive and Foothill Drive in La Cañada Flintridge by making street and operational improvements along the proposed route.

The route would exit Union Station on Cesar Chavez Avenue and continue north on Mission Road, Huntington Drive, and Fair Oaks Avenue before turning onto Woodbury Road and finally terminating on Oak Grove Drive. Alternative BRT-1 would create bus-only lanes going both directions along all of Mission Road and Huntington Drive, the southern half of Fair Oaks Avenue, and on Woodbury Road. Along Cesar Chavez Avenue, the northern half of Fair Oaks Avenue, and Orange Grove Drive, the BRT would be located in mixed-flow lanes.

The parking impacts associated with Alternative BRT-1 would be focused along those sections of the BRT route that operates in the bus-only lanes. On-street parking would be removed throughout most of Mission Road, Huntington Drive, and the southern portion of Fair Oaks Avenue, as the lane nearest the curb would be dedicated to bus travel. Some of this parking loss would be mitigated by increased transit within the corridor; however, there would still be a net loss of parking spaces along the corridor.

BRT-6

Alternative BRT-6 would create a north/south bus rapid transit route through the study area primarily along Atlantic Boulevard and Fair Oaks Avenue with a combination of bus-only and mixed flow lanes. The route's southern end would be at the intersection of Atlantic Boulevard and Whittier Boulevard and travel north on Atlantic Boulevard until briefly turning onto Huntington Drive and continuing its north/south route on Fair Oaks Avenue. At Colorado Boulevard, the route would turn towards the east and create a terminal loop route around Colorado Boulevard, Hill Avenue, California Boulevard, and Lake Avenue.

The parking impacts associated with Alternative BRT-6 would be primarily located at those locations where there are bus-only lanes proposed along Fair Oaks Avenue, Huntington Drive, Colorado Boulevard and Atlantic Boulevard as a substantial number of on-street parking spaces along these streets would be displaced. There are portions along the proposed route that even after removing the parking lanes in both directions, there would still be insufficient room to place bus-only lanes in both the northbound and southbound directions and therefore mixed-flow lanes would be used in one direction only. These locations are along the northbound route on Atlantic Boulevard between Hardening Avenue and Hellman Avenue and between Glendon Way and Shorb Street as well as the southbound route south of 4th Street. Mixed flow lanes would also be utilized on Fair Oaks Avenue between Columbia Street and Valley Street in the southbound direction.

These lane reconfigurations would result in impacts to the commercial and passenger loading zones currently located along the curbs of the proposed route. Some existing on-street parking would remain after the conversion to mixed flow BRT lanes; however, parking would be restricted to off-peak hours only so these lanes could be dedicated to BRT buses during the AM and PM peak periods.

BRT-6A

The proposed route for Alternative BRT-6A is the same as Alternative BRT-6, except for the terminal loop in Pasadena. Alternative BRT-6A would not travel northbound on Lake Avenue and instead continue westbound on California Boulevard and complete its terminal loop onto Fair Oaks Avenue by travelling southbound on Raymond Avenue and westbound on Glenarm Street.

Therefore, the parking impacts associated with Alternative BRT-6A would be the same as described above for Alternative BRT-6 with one exception. The improvements could displace additional on-street parking on the north

curb of California Boulevard. The impacts would be relatively small because parking is already prohibited along a majority of California Boulevard that will be used as part of this Alternative. On Raymond Avenue, there are on-street parking spaces would be replaced with a bus-only lane in the southbound direction.

LRT-4A

The alignment for Alternative LRT-4A would run from East LA to Pasadena and consist of an aerial section and a tunnel section constructed with one or more tunnel boring machines.

A new Mednik Station would be constructed on the block of Mednik Avenue north of 3rd Street, in an aerial configuration. The station footprint would require the acquisition of the parcels along the west side of Mednik between 3rd Street and SR-60. The existing five buildings on these parcels primarily consist of restaurants and have surface parking lots associated with them. There are also on-street parallel parking spaces along the east curb, adjacent to the buildings that may be removed for transit station amenities or a bus drop-off area. There would be a net loss to the amount of parking at this location; however the businesses that demand this parking would also be removed as part of this alternative.

The alignment would then continue on Mednik Avenue for about a half-mile, where it turns to the west onto Floral Drive. There is a moderate amount of on-street parallel parking spaces on each side of Mednik Ave that could potentially be displaced by changing the lane configuration and striping to allow room for the aerial support columns within the median of the street. This would likely result in the removal of on-street parking along one of the curbs to minimize the impact. The alignment would stay on Floral Drive about 500 feet which would include the proposed Floral Station. The aerial support columns for this station would be built into the short hillside adjacent to the existing parking lot and would likely not require the removal of any of these parking spaces.

Exiting the proposed Floral Station, the alignment would curve to the north to traverse I-710. The footprint of this curve would require the partial acquisition of or easements over three surface parking lots. Easements for the aerial guideway would be acquired over the affected parking lots as well as a few parking spaces that would be displaced and replaced with the aerial support columns for the guideway. The exact alignment and placement of these columns would determine the amount of parking spaces that would need to be removed for the supports, but it would be designed to minimize the number of spaces required.

After crossing I-710, the alignment would continue in an aerial configuration within the hillside on the west side of the freeway. The proposed Cal State LA Station would be located directly north of the El Monte Busway and I-10. A very small number parking spaces from one of the surface lots associated with Cal State LA may be required for the placement of aerial support columns, but the existing surface lot is sufficiently large enough that if the removal of a few parking spaces would be required, there would be a negligible effect on the parking supply in this lot.

The alignment would continue paralleling SR-710 along the hillside on the west side of the freeway until it transitions into a bored tunnel, constructed by a tunnel boring machine (TBM), in the Caltrans right-of-way just north of the SR-710 southern stub that would be utilized as the TBM launch site. The remaining alignment would be fully underground and constructed with a TBM resulting in no impact on parking along the tunnel portion of the alignment.

A potential increase in parking could occur as a result of a possible park-and-ride lot at the intersection of Huntington Drive and Fair Oaks Avenue for the proposed Huntington Station.

LRT-4B

The alignment for Alternative LRT-4B would run from East LA to Pasadena and consist of an aerial section, at-grade section, and a tunnel section that would be constructed with tunnel boring machines, but would start further northeast on Palm Avenue and be shorter in distance than the tunnel section in Alternative LRT-4A.

Alternatives LRT-4A and 4B would have the same alignment and parking impacts for the first half of the alignment up until Alternative LRT-4A's TBM launch site just north of the SR-710 southern stub. At this location, Alternative LRT-4B's alignment would instead stay in an aerial configuration and curve to the east and travel along Mission Road. There are on-street parking spaces along the northern curb of Mission Road along this segment that may

be displaced. The land uses for the parcels adjacent to these potentially displaced parking spaces are primarily industrial, and all parcels have private off-street parking lots that could supply the demand for these on-street parking spaces.

At Palm Avenue, the alignment would then curve to the north and transition to at-grade operations running in the median of the street. Currently, there is diagonal street parking along both sides of the street with a moderate amount of spaces on each side. These spaces would be restriped to parallel parking spaces to mitigate some of the loss of parking while providing enough room for the LRT tracks; however, the number of spaces would approximately be cut in half along Palm Avenue after converting all the spaces from diagonal to parallel.

North of Commonwealth Avenue, there are some parallel parking spaces along both sides of the curb that could potentially be displaced as well, but may not be necessary as the street widens north of Commonwealth Avenue. If these spaces are displaced due to construction, there are sufficient surface parking lots in the surrounding area to alleviate the loss of these on-street parking spaces.

At the northern end of Palm Avenue, the tracks would transition into bored tunnels and a large portion of the surface parking lots on both the east and west sides of the street would be temporarily removed for the TBM launch site. A few hundred parking spaces would be temporarily displaced during construction and used as a construction staging and TBM launch site. After construction, the lot used for construction staging on the east side of Palm Avenue could be restored, but much of the lot on the west side and associated parking would be permanently lost as this space would be the location of the newly constructed tunnel portal.

The remainder of the alignment for Alternative LRT-4B would be in bored tunnels under residential properties and then follow underneath Fair Oaks Avenue to join the existing Metro Gold Line at a reconstructed Fillmore Station. The tunneled portion of Alternative LRT-4B would have no impact on parking.

A potential increase in parking could occur as there is a possible park-and-ride lot at the intersection of Huntington Drive and Fair Oaks Avenue for the proposed Huntington Station.

LRT-4D

The alignment for Alternative LRT-4D would run from East LA to Pasadena and consist of an aerial section, at-grade section, and a tunnel section constructed by cut-and-cover construction along Beverly Boulevard, Woods Avenue, 1st Street, Raymond Ave, Huntington Drive, and Fair Oaks Avenue.

These sections of cut-and-cover construction would cause temporary parking impacts during construction while the trenches are being dug out and before the backfill is placed. The parking could be replaced once the backfill is placed and the street surface is restored.

Alternative LRT-4D would start at the current terminus of the Metro Gold Line (Atlantic Station) with a newly constructed underground transfer station beneath Beverly Boulevard. The proposed alignment would continue underground and pass underneath the SR-60 freeway. This underground portion of the alignment would be constructed using cut-and-cover techniques and would result in temporary impacts to a small amount of on-street parking spaces during construction in the vicinity of the new station.

For the cut-and-cover tunnel portion of Alternative LRT-4D that travels under Woods Avenue, there would be a moderate temporary loss of on-street parking that would be associated with the residential properties along this street.

After traversing under the SR-60 freeway, the alignment would curve west and transition from a tunnel to an aerial configuration. There is no parking adjacent to the cut-and-cover location of the portal, but some on-street parking could be displaced further west if the road were to be reconfigured and restriped to provide sufficient room for the aerial support columns.

At Mednik Avenue, Alternative LRT-4D would follow the same alignment and have the same parking impacts as Alternative LRT-4B through the end of its at-grade portion on Palm Avenue, where it would transition into a tunnel constructed by cut-and-cover. The space needed to construct the tunnel portal would require the

permanent displacement of on-street parking and possibly off-street parking spaces adjacent to Palm Avenue, south of Main Street.

The proposed alignment would continue traveling north adjacent to Raymond Avenue following the Southern California Edison (SCE) right-of-way on the east side of the street and through the nearby residential area. By utilizing this ROW, parking impacts would be minimized; however, two minor surface lots would still be affected.

Upon exiting the SCE ROW at Huntington Drive, the alignment would continue approximately 1,000 feet along Huntington Drive before turning onto Fair Oaks Avenue and travelling the remainder of the alignment before linking into the Metro Gold Line at a newly constructed Fillmore Transfer Station. Both Huntington Drive and Fair Oaks Avenue have on-street parking that would be temporarily affected throughout the length of the proposed construction until the street surface has been restored. Construction would result in a temporary loss of parking throughout the entire cut-and-cover tunnel portion of Alternative LRT-4D.

A potential increase in parking could occur as there is a possible park-and-ride lot at the intersection of Huntington Drive and Fair Oaks Avenue for the proposed Huntington Station. There is another possible park-and-ride lot at the South Pasadena Station on the west side of Fair Oaks Avenue at Hope Street. There are currently a moderate number of off-street spaces associated with the buildings and land uses on these parcels.

LRT-6

Alternative LRT-6 would run in a north/south direction starting near the existing Metro Gold Line Atlantic Station with a new Atlantic transfer aerial station just north of the existing at-grade station. It would traverse over the SR-60 freeway before becoming at grade within the median of Atlantic Boulevard. The tracks would continue at grade the remainder of the alignment (except for a grade-separated flyover I-10 and the El Monte Busway) until Huntington Drive where it would turn onto Huntington Drive briefly before continuing its north/south route on Fair Oaks Avenue and finally terminating with a new aerial transfer station near the existing Metro Gold Line Fillmore Station.

Upon exiting the proposed Atlantic transfer station, the tracks would stay on aerial supports to navigate over the SR-60 freeway before returning to an at-grade alignment and travelling up Atlantic Boulevard. South of the I-10 freeway, there is on-street parking throughout the entire length of Atlantic Boulevard that would be displaced to provide sufficient room for the new LRT tracks. The adjacent land uses are primarily commercial properties with off-street parking lots that could help mitigate some of the loss of parking, but there would still be a substantial loss of parking.

To cross over I-10 and the El Monte Busway, the alignment would temporarily transfer into an aerial configuration before returning at grade on Atlantic Boulevard. The adjacent properties to Atlantic Boulevard, north of I-10, are primarily residential and commercial properties. LRT operations throughout this segment would result in the permanent loss of hundreds of parking spaces associated with these residential and commercial properties. These impacts would be partially offset by increased transit access along Atlantic Boulevard, which would reduce the number of vehicle trips.

At the northern end of Atlantic Boulevard, the alignment would make a sharp turn westward onto Huntington Drive. The Ralph's grocery store on the southwest corner of this intersection would be acquired including the associated large surface parking lot. This impact could be partially offset by constructing a park-and-ride lot on a portion of this acquired parcel for the proposed Huntington Station.

The LRT tracks would continue at-grade and replace the existing median lined with street trees. This area would not provide sufficient enough room to retain the existing parking on both sides of the street, so the result would be a permanent loss of parking.

On Fair Oaks Avenue, the LRT tracks would be placed at-grade in the middle of the road and would replace the existing median planter north of Huntington Drive before transferring to an aerial guideway and the proposed Fillmore Transfer Station just north of Glenarm Street. Substantial permanent losses of on-street parking spaces could result throughout this two-mile corridor to provide sufficient room for the LRT tracks and guideway.

F-2

Alternative F-2 would construct a multi-lane underground tunnel throughway connecting the SR-710 southern stub to SR-2.

The parking impacts for Alternative F-2 would be the substantial amount of displaced parking related to the residential and commercial property acquisitions necessary at the proposed SR-2 interchange that would be required to accommodate the tunnel portal, ramps, and facilities. However, the land uses associated with this parking would also be removed as part of Alternative F-2.

F-5

Alternative F-5 would construct a multi-lane underground tunnel throughway connecting the SR-710 southern stub to SR-134.

The parking impacts for Alternative F-5 would be the substantial amount of displaced parking related to the residential and commercial property acquisitions necessary at the proposed SR-134 interchange that would be required to accommodate the tunnel portal, ramps, and facilities. However, the land uses associated with this parking would also be removed as part of Alternative F-5.

F-6

Alternative F-6 would construct a depressed highway connecting the northern and southern SR-710 stubs and would require the demolition of numerous properties that currently exist along the proposed alignment.

The parking impacts associated with Alternative F-6 would be the removal of all the on-street parking spaces along Sheffield Avenue, Maycrest Avenue, and any local access roadway that the alignment would intersect and divide. Many of the land uses associated with these parking spaces would also be removed as part of Alternative F-6, so the impact to parking would be minimized but would still result in a loss of parking throughout the area.

Additional on-street parking losses could occur at the proposed local interchanges at Valley Boulevard and Huntington Drive to accommodate the new on- and off-ramps at these locations.

F-7

There are no parking impacts for Alternative F-7 as this Alternative would construct a tunnel connecting the northern and southern SR-710 stubs and would use the Caltrans-owned vacant land at these locations to create the portal structures, ramps, and other facilities.

H-2

Alternative H-2 would convert several existing streets into multi-lane highways. The proposed route would continue north from the SR-710 southern stub onto Concord Avenue until its terminus at Fremont Avenue where it would continue north until Monterey Road. At this point, the proposed highway would travel east/west to traverse across SR-110 on York Avenue until Avenue 64, where it would turn north until connecting with Colorado Boulevard, just south of SR-134.

The structures along the south side of Concord Avenue would be removed and replaced with a six-lane highway with eight-foot shoulders on both sides. The existing Concord Avenue would remain in its current location and would serve as the frontage road for local access. The frontage road would also contain a single eight-foot wide shoulder. All three of these shoulders could be used as on-street parking. The existing Concord Avenue has on-street parking on both sides of the street. Under the proposed configuration, there would be no negative permanent effect on parking with an expected net increase in parking along this segment.

The highway would turn to the north and travel along Fremont Avenue and require the taking of a row of properties to widen the existing roadway to have three lanes and a shoulder in each direction as well as a frontage road for local residential access. The existing parking on Fremont Avenue would be replaced in the shoulders of both the new highway and on the frontage road and would not constitute a permanent loss of parking.

Along the remainder of the alignment on Monterey Road, York Avenue, Avenue 64, and Colorado Boulevard, similar parking effects would occur to those on Concord and Fremont Avenues. Existing on-street parking along these streets would be removed and replaced with parking in the shoulders of the new highway and along one side of the frontage roads, where applicable. Parking demand would also decrease in the area as Alternative H-2 would take a large number of properties and the land uses associated with that parking along the proposed path as well as create a physical divide between previously connected local residential streets.

Temporary reductions in on-street parking would occur throughout construction before the parking could be permanently replaced. This would result in Alternative H-2 having a temporary reduction on parking throughout construction.

H-6

The effects on parking along Alternative H-6 would be similar to those described for Alternative H-2, but Alternative H-6 would provide a more direct north/south route through the project area. Existing roadways would be converted into a highway running between the SR-710 northern and southern stubs. The proposed route would continue north from the SR-710 southern stub along Sheffield Avenue to Huntington Drive, where it would continue north onto Fair Oaks Avenue. From Fair Oaks Avenue, the proposed highway would briefly turn onto Columbia Street, before connecting onto Pasadena Avenue and Saint John Avenue to join the existing SR-710 northern stub. All locations along the proposed highway would be constructed with three lanes and an eight-foot shoulder in each direction. These shoulders would be used for on-street parking during operations, but throughout construction there would be a temporary loss of parking.

Unlike Alternative H-2, frontage roads would not be constructed along most of Alternative H-6's alignment and would only be located near the SR-710 northern and southern stubs on Pasadena Avenue and Sheffield Avenue, respectively.

The alignment for Alternative H-6 would utilize wide existing roadways on Huntington Drive and Fair Oaks Avenue and therefore would require less property acquisition and associated parking along these corridors. The on-street parking could be replaced within the shoulders of the proposed highway and would therefore result in a minimal impact on parking.

Summary of Level II Screening

The greatest impacts to parking would occur under Alternatives BRT-1, BRT-6, BRT-6A, and LRT-6, which would result in the loss of hundreds of parking spaces along each of the proposed alignments. Each of these alternatives would displace a considerable amount of on-street parking on Fair Oaks Boulevard either to create bus-only lanes as part of the BRT alternatives or to place at-grade LRT tracks in the median of the roadway for LRT-6. In addition, BRT-6, BRT-6A, and LRT-6 would additionally displace a substantial number of on-street parking on Atlantic Boulevard. These at-grade BRT and LRT alternatives would require the permanent displacement of a large amount of existing on-street parking to provide sufficient room for the new transit facilities.

LRT-4D would also result in the temporary loss of hundreds of on-street parking spaces to construct the cut-and-cover tunnel sections. The displacement would be temporary in nature and could be restored after the street surface has been rebuilt.

The other alternatives under consideration would result in only minor to moderate impacts to parking during construction and operation.

A summary of the parking impacts by alternative can be found in Table 1.

TABLE 1
Summary of Existing Parking and Potential Resources Impacts

	Existing Parking Resources (Potentially Impacted)	Amount of Parking Resources Impacted
TSM/TDM	On-street and off-street parking along roadways where improvements are proposed.	Minor
BRT-1	On-street parking along the proposed route.	Substantial
BRT-6	On-street parking along the proposed route.	Substantial
BRT-6A	On-street parking along the proposed route.	Substantial
LRT-4A	Off-street parking lots near proposed aerial station locations.	Minor
LRT-4B	On-street and off-street parking along aerial and at-grade segments of proposed alignment.	Moderate
LRT-4D	On-street and off-street parking along aerial, at-grade, and cut-and-cover tunnel segments of proposed alignment.	Significant during cut-and-cover construction, but moderate during operations.
LRT-6	On-street parking along the proposed route.	Substantial
F-2	Residential on-street parking and on-street and off- street parking of small commercial center.	Substantial amount but minimized as associated land uses would be acquired as well.
F-5	On-street parking associated with adjacent residential property acquisitions along proposed alignment.	Substantial amount but minimized as associated land uses would be acquired as well.
F-6	On-street parking associated with adjacent residential property acquisitions.	Substantial amount but minimized as associated land uses would be acquired as well.
F-7	None	None
H-2	On-street parking associated with adjacent residential property acquisitions along proposed alignment.	Temporary but large amount impacted during construction with moderate net parking increase post-construction.
H-6	On-street parking associated with adjacent residential property acquisitions along proposed alignment.	Temporary but large amount impacted during construction with slight net parking increase post-construction.