

Appendix J

Parking Memorandum



Memorandum

Date: March 12, 2019
To: Kevin Hovey, Caltrans
From: Jesseca Martinez, HNTB
Subject: **Palomar Street Grade Separation
Parking Impacts - Final**

The intent of this memorandum is to analyze parking impacts as a result of the Palomar Street Grade Separation. This memorandum is evaluating the resulting net impact of parking and is not intended to determine conformance with local zoning regulations for the associated land use for both the existing and proposed conditions.

The current grade separation concept does not identify any impact to on-street or off-site parking west of the railroad crossing, therefore the focus of this memo is on the east side of the project where the project impacts the commercial/retail properties, the Palomar Trolley Station and adjacent on-street parking on Oxford Street. Alternatives and recommendations to mitigate the loss of parking as part of the Palomar Grade Separation are also provided for consideration.

Existing Conditions

East side of the rail corridor, Palomar Street has three driveways that serve commercial/retail, county facilities and the public transportation station, as shown in Exhibit A. The two driveways on the north side of Palomar Street are part of Study Area A. On the southern side of Palomar Street, the driveway provides access to Study Areas B and C.

Study Area A has a total of 197 existing parking spaces serving three different subareas. The on-street and off-site parking provides access to the adjacent land uses, and the off-site parking is configured to be seamless to the user and access is reciprocal between the two shopping centers.

The Sun/Moon Plaza subarea has 31 parking stalls, the Palomar Village subarea has 148 parking stalls and 17 on-street parking stalls along Oxford Street that serves the South Region Live Well Center at Chula Vista (SRLWC). There is no existing parking on the Oxford Connector.

Study Area B has 119 parking stalls on the northern portion of the parking lot for the Palomar Trolley Station. Study Area C includes the access to Starbucks' parking lot and 22 parking stalls. A summary of existing parking stalls per study area is shown in Table 1.

Table 1: Existing Parking Stall Summary

Study Area		Existing Stalls
A	Sun/Moon Plaza	31
	Palomar Village	148
	Oxford Street/Connector	17
B	Palomar Trolley Station	119
C	Starbucks	37

Proposed Condition

The Palomar Street Grade Separation proposes to create an underpass by lowering Palomar Street under the railroad tracks, extending from Walnut Avenue on the west to the signalized commercial driveway to the east. The proposed grade difference on Palomar Street directly impacts the driveways in study areas A, B and C. The proposed improvements will reconfigure the driveways to maintain access to existing facilities and will mitigate the loss of parking stalls by modifying the parking lot layout.

Study Area A improvements include the reconfiguration of the parking lot serving Palomar Village, the access to both Palomar Village and Sun/Moon Plaza and the alignment of Oxford Connector. Sun/Moon Plaza gains a total of 11 parking stalls and a driveway that provides access closer to Palomar Street. Palomar Village improvements include a driveway along Oxford Connector and the reconfiguration of the parking lot that avoids impact to the existing electrical towers, resulting in a net loss of 15 stalls.

The inclusion of a roundabout on Oxford Street will eliminate on-street parking. However, there are two alternatives for the realignment of Oxford Connector that provides new parking opportunities. One alternative proposes parallel parking and the other diagonal parking. The parallel parking alternative, shown in Exhibit B, will provide 12 on-street parking stalls, while the diagonal parking will provide 32 on-street parking stalls, shown in Exhibit C.

Study Area A will have a net loss of 9 parking stalls with parallel parking and a net gain of 11 parking stalls with diagonal parking along Oxford Connector, as shown in Table 2.

Table 2: Study Area A - Proposed Parking Stalls

Study Area	Existing Stalls	Parallel Parking		Angled Parking		
		Proposed Stalls	Net Gain/(Loss)	Proposed Stalls	Net Gain/(Loss)	
A	Sun/Moon Plaza	31	42	+11	42	+11
	Palomar Village	148	133	(-15)	133	(-15)
	Oxford Connection	17	12	(-5)	32	+15

Study Area B improvements propose lowering the driveway to join Palomar Street and reconfiguring the northern portion of the Palomar Trolley Station parking lot, using a raised island to address grade changes which minimizes the impact to parking. There is a net loss of six parking stalls due to this reconfiguration.

The improvements in Study Area C include relocating the parking lot entrance to the south and a reconfiguration of the existing parking stalls. There is no loss of parking for Starbucks.

A summary of impact to the number of stalls in Study Area B and C is shown in Table 3 and on Exhibits B and C.

Table 3: Study Area B & C - Proposed Parking Stalls

Study Area		Existing	Proposed Stalls	Net Gain / (Loss)
B	Palomar Trolley Station	119	113	(-6)
C	Starbucks	37	37	0

Recommendation

Realigning and constructing diagonal parking stalls along Oxford Connector will provide a net gain of five parking stalls that, due to the close proximity, will serve the shopping plaza, Palomar Trolley Station and the South Region Live Well Center at Chula Vista.

The ease of access to these three facilities is facilitated by new sidewalk that will provide a direct connection to the Palomar Trolley Platform on the new bridge over Palomar Street, to the shopping centers and to the SRLWC.

Table 4 summarizes the net parking stalls provided by the recommended alternative.

Table 4: Parking Summary

Study Area		Existing Stalls	Proposed Stalls	Net +Gain / (Loss)
A	Sun/Moon Plaza	31	42	+11
	Palomar Village	148	133	(-15)
	Oxford Connection	17	32	+15
B	Palomar Trolley Station	119	113	(-6)
C	Starbucks	37	37	0
Total		352	357	+5



STUDY AREA A No OF STALLS:
196 EXISTING CONDITION

STUDY AREA B No OF STALLS:
119 EXISTING CONDITION

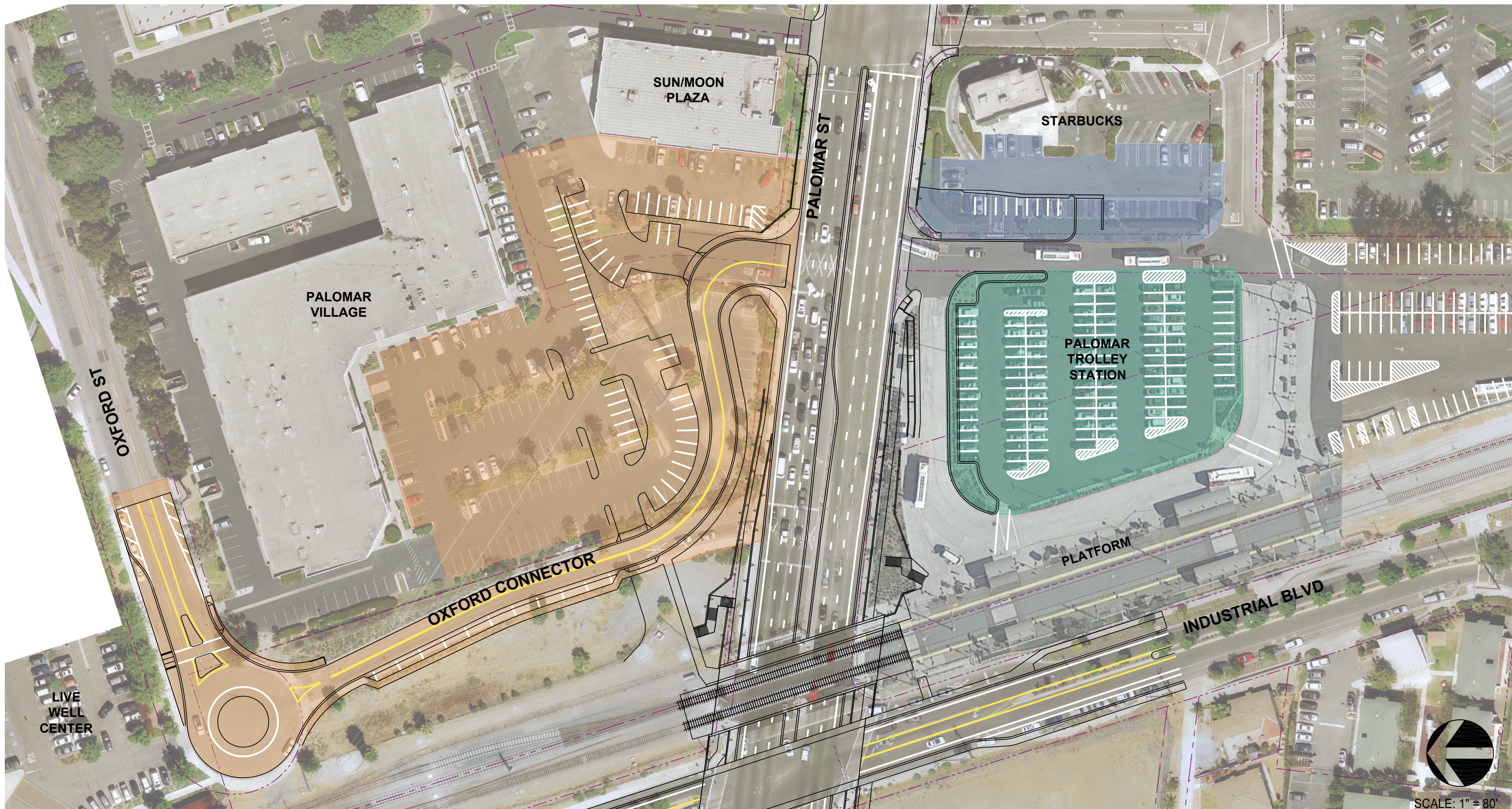
STUDY AREA C No OF STALLS:
37 EXISTING CONDITION

Palomar Street Grade Separation

PARKING - EXISTING CONDITIONS
EXHIBIT A



SCALE: 1" = 80'



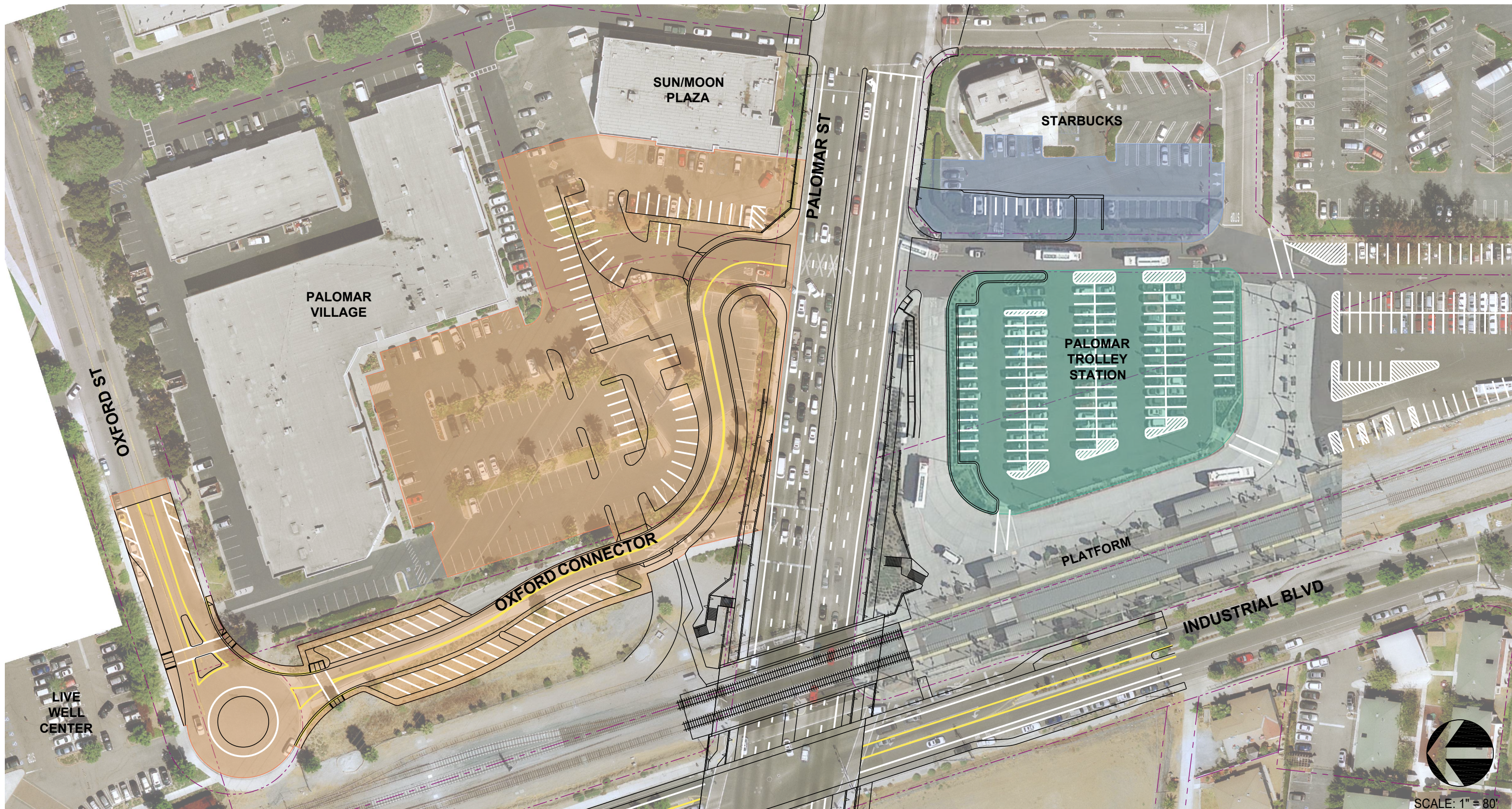
STUDY AREA A No OF STALLS:
 196 EXISTING CONDITION
 187 POST-CONSTRUCTION
 (-9) NET GAIN/(LOSS)

STUDY AREA B No OF STALLS:
 119 EXISTING CONDITION
 113 POST-CONSTRUCTION
 (-6) NET GAIN/(LOSS)

STUDY AREA C No OF STALLS:
 37 EXISTING CONDITION
 37 POST-CONSTRUCTION
 0 NET GAIN/(LOSS)

Palomar Street Grade Separation

PARKING - PARALLEL PARKING ON OXFORD CONNECTOR
 EXHIBIT B



SCALE: 1" = 80'

STUDY AREA A No OF STALLS:
 196 EXISTING CONDITION
 207 POST-CONSTRUCTION
 +11 NET GAIN/(LOSS)

STUDY AREA B No OF STALLS:
 119 EXISTING CONDITION
 113 POST-CONSTRUCTION
 (-6) NET GAIN/(LOSS)

STUDY AREA C No OF STALLS:
 37 EXISTING CONDITION
 37 POST-CONSTRUCTION
 0 NET GAIN/(LOSS)

Palomar Street Grade Separation

PARKING - ANGLED PARKING ON OXFORD CONNECTOR
 EXHIBIT C

