

**MEMORANDUM**

Date: September 26, 2017
To: Kevin Payne & Lauren Hocker, City of Roseville
From: Greg Behrens & Alan Telford, Fehr & Peers
Subject: *Historic Old Town Roseville Parking Study*

RS17-3533

This memorandum summarizes the findings of the Historic Old Town (HOT) Roseville Parking Study. The purpose of the parking study is to identify potential future parking shortfalls based on near- and long-term changes within the HOT area.

Purpose

The objectives of the HOT Parking Study include:

- Evaluate existing HOT parking conditions
- Estimate future HOT parking supply and demand changes resulting from:
 - Implementation of the City of Roseville Downtown Specific Plan (DTSP) and other related land development within HOT
 - The Capitol Corridor Joint Powers Authority (CCJPA) Sacramento to Roseville Third Main Track Project (Third Track Project)
- Identify solutions to address potential future parking shortfalls

Study Area

The study area is illustrated in **Figure 1**. Generally, the study area encompasses HOT proper (north and west of the Union Pacific tracks and east of Washington Boulevard), the Roseville Station area, and the Washington Boulevard corridor north to All America City Boulevard. Anticipated changes in parking supply and demand resulting from the DTSP land development and the CCJPA Third Track Project are expected to occur within these boundaries.

For the purposes of this analysis, the study area was divided into four subareas that exhibit distinct parking demand generation characteristics. As depicted in Figure 1, these subareas include:

- **Business District** subarea, comprised of the core HOT commercial activity center
- **Central** subarea, comprised of the residential neighborhood between Main Street and Pleasant Street, as well as nearby commercial uses along Washington Boulevard
- **North** subarea, comprised of the residential area north of Pleasant Street, as well as the Washington Square Shopping Center
- **Train Depot** subarea, comprised of Roseville Station and the surrounding neighborhood west of Washington Boulevard

Data Collection

Fehr & Peers conducted hourly parking occupancy surveys throughout the study area in late April and early May of 2017 during the following time periods:

- Wednesday Morning – 8 AM to 1 PM
- Wednesday Evening – 4 PM to 9 PM
- Friday Evening – 7 PM to 12 AM
- Saturday Evening – 7 PM to 12 AM
- Sunday Morning – 7 AM to 12 PM

These time periods were selected in order to capture the anticipated 'peak hour' of parking demand for a variety of day types (e.g. weekday vs. weekend). The parking occupancy surveys recorded hourly variation in the number of parked vehicles within the survey zones depicted in **Figure 2**. These zones represent a mix of public on-street, public off-street, and private off-street parking. Zone boundaries were drawn to segregate individual land use typologies throughout the study area (i.e., adjacent residential and commercial land uses are captured in different zones).

In addition to the parking occupancy surveys, Fehr & Peers conducted a parking supply inventory to document the number and type (public, private residential, or private commercial) of parking spaces currently present within each survey zone.

Existing Parking Conditions

This section describes the existing parking supply and demand within the study area.

Existing Parking Supply

According to the parking supply inventory, the study area currently contains approximately 1,532 total parking spaces. **Table 1** summarizes the number and type of existing parking spaces within each subarea. The greatest concentration of parking spaces exists within the Business District subarea, including 244 public parking spaces (on street and off street).

Table 1. Existing Parking Supply

Subarea	Parking Space Type				Total
	Public	Public	Private Residential	Private Commercial	
	On Street	Off Street	Off Street	Off Street	
Business District	108	136	1	287	532
Central	167	-	55	84	306
North	80	-	43	159	282
Train Depot	205	77	10	120	412
Total	560	213	109	650	1,532

Source: Fehr & Peers, 2017.

Figure 3 displays the number of parking spaces within each parking survey zone. All off street public parking is concentrated in three surface parking lots within the Business District subarea and two surface parking lots within the Train Depot subarea.

Existing Parking Demand and Utilization

Table 2 summarizes the peak hourly parking demand and occupancy for each survey day. The highest total hourly parking demand across each of the survey periods occurs during the 7 PM hour on a Friday evening,

with 689 parking spaces occupied at 45 percent utilization. This can be attributed to a combination of study area residents returning home from work for the day and visitors patronizing restaurants, bars, and nightclubs within HOT.

Table 2. Existing Daily Peak Parking Demand and Utilization

Subarea and Parking Space Type		Supply	Daily Peak Hour							
			Wednesday 4 PM		Friday 7 PM		Saturday 8 PM		Sunday 11 AM	
			Demand	Util.	Demand	Util.	Demand	Util.	Demand	Util.
Business District Subtotal		532	271	51%	396	74%	296	56%	207	39%
Public	On Street	108	68	63%	80	74%	68	63%	70	65%
Public	Off Street	136	58	43%	114	84%	81	60%	70	51%
Residential	Off Street	1	1	100%	1	100%	1	100%	1	100%
Commercial	Off Street	287	144	50%	201	70%	146	51%	66	23%
Central Subtotal		306	103	34%	102	33%	88	29%	87	28%
Public	On Street	167	57	34%	64	38%	44	26%	42	25%
Public	Off Street	-	-	-	-	-	-	-	-	-
Residential	Off Street	55	28	51%	21	38%	31	56%	29	53%
Commercial	Off Street	84	18	21%	17	20%	13	15%	16	19%
North Subtotal		282	67	24%	66	23%	69	24%	152	54%
Public	On Street	80	16	20%	19	24%	16	20%	6	8%
Public	Off Street	-	-	-	-	-	-	-	-	-
Residential	Off Street	43	24	56%	20	47%	23	53%	23	53%
Commercial	Off Street	159	27	17%	27	17%	30	19%	123	77%
Train Depot Subtotal		412	195	47%	125	30%	164	40%	157	38%
Public	On Street	205	107	52%	89	43%	128	62%	81	40%
Public	Off Street	77	68	88%	18	23%	10	13%	11	14%
Residential	Off Street	10	4	40%	7	70%	7	70%	8	80%
Commercial	Off Street	120	16	13%	11	9%	19	16%	57	48%
Study Area Total		1,532	636	41%	689	45%	617	40%	603	39%
Public	On Street	560	248	44%	252	45%	256	46%	199	36%
Public	Off Street	213	126	59%	132	62%	91	43%	81	38%
Residential	Off Street	109	57	52%	49	45%	62	57%	61	56%
Commercial	Off Street	650	205	32%	256	39%	208	32%	262	40%

Source: Fehr & Peers, 2017.

Figure 4 illustrates the overall geographic distribution of parking demand throughout the study area during the Friday 7 PM peak hour. As illustrated in Figure 4, parking utilization is highest in the Business District subarea during this peak hour. Under existing conditions, Business District subarea parking spaces are 74 percent occupied during the 7 PM peak hour.

During the Friday 7 PM peak hour, parking demand is low at the Roseville Station public parking lot, with only 18 of the 77 available spaces occupied. However, this lot is heavily patronized by CCJPA passengers throughout the week, and is regularly at or near full capacity during a typical weekday morning or early afternoon. Parking demand drops off only after passengers return to Roseville on the 5:48 PM train and depart from the lot.

Additional exhibits presenting hourly parking occupancy for all survey time periods are located in the Appendix.

Near-Term Parking Conditions

The following projects would affect near-term parking supply and demand within the study area:

- Land Development
 - **Junction Crossing Project**, located at the existing public parking lot on Pacific Street. The project would include 86 affordable housing units, 56 on-site private residential parking spaces, and 30 on-site public parking spaces.
 - **Pacific Plaza Project**, located at the northeastern corner of the Main Street and Washington Boulevard intersection. The project would include 75 affordable housing units, 3,000 square feet of ground floor retail, 38 on-site private residential parking spaces, and six on-site private commercial parking spaces.
- CCJPA Third Track Project
 - **Phase 1**, which would include the construction of additional track and an operator layover facility within HOT. CCJPA would operate two additional daily round trips to Roseville Station (three total).

Near-Term Land Development Parking Changes

Parking supply changes associated with the Junction Crossing and Pacific Plaza Projects were determined based on on-site parking provisions identified on the proposed project site plans submitted to the City as of September 2017. Anticipated parking demand changes associated with the two development projects were estimated per the following City Code parking requirements and State parking requirements for affordable housing:

- Residential development
 - One parking space per two dwelling units of affordable housing within proximity to transit service (State of California, AB 744)
- Commercial development
 - One parking space per 500 square feet of commercial development within the Downtown Specific Plan area (City of Roseville, Downtown Code)

Based on this methodology, near-term parking demand generated by the Junction Crossing and Pacific Plaza Projects would be sufficiently accommodated by on-site parking provisions.

Near-Term CCJPA Parking Changes

The construction of new track and the operator layover facility associated with Phase 1 of the Third Track Project would require the removal of existing off street and on street public parking supply. CCJPA plans to construct new public off street parking lots to offset the loss of existing HOT public parking resulting from the project's construction. **Figure 4** displays all planned parking modifications related to the Third Track Project.

Table 3 summarizes the Third Track Project's effect on HOT parking supply. The project would remove 79 existing public parking spaces and add 118 new public parking spaces, for a net increase of 39 public parking spaces. The affected existing parking spaces include the off street public parking lots behind the Boxing Donkey restaurant and adjacent to the Moose Lodge, as well as on street public parking spaces on Lincoln and Pacific Streets.

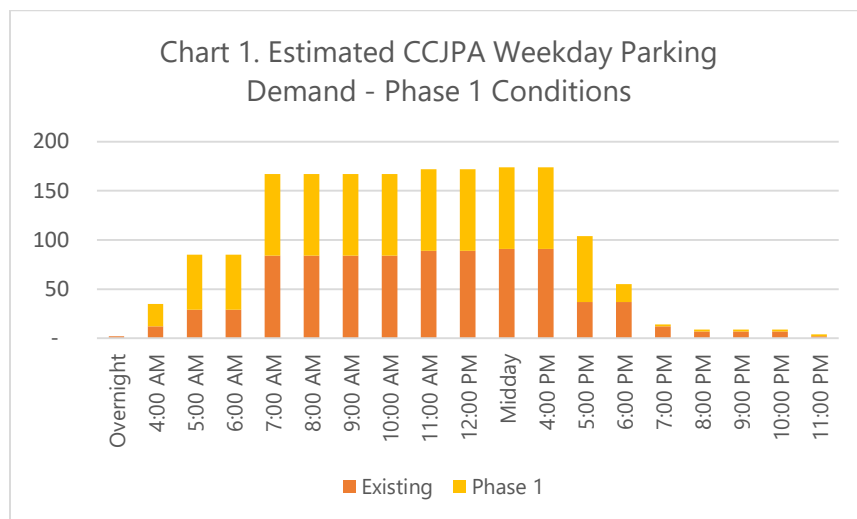
Table 3. CCJPA Third Track Project Parking Supply Changes

			CCJPA Third Track Project
Removed Parking Spaces			79
Public	On Street		5
Public	Off Street		74
Added Parking Spaces			118
Public	On Street		
Public	Off Street		118
Net New Parking Spaces			39
Public	On Street		-5
Public	Off Street		44

Note: Refer to the "Potential Parking Impacts and Mitigation Strategies" section (page 13) for a description of the added parking spaces.
 Source: CCJPA, 2017.

The two new daily CCJPA round trips associated with Phase 1 of the Third Track Project would increase passenger boardings and passenger parking demand within the vicinity of the train station. **Chart 1**, below, summarizes the existing hourly CCJPA parking demand at Roseville Station, as well as the anticipated hourly parking demand generated by Phase 1 of the Third Track Project. Hourly variation in CCJPA parking demand is directly tied to the train schedule and the estimated number of passengers boarding and alighting on each trip. The parking demand estimates also account for Roseville CCJPA passenger travel behavior, including station mode of access and average vehicle occupancy as reported from recent CCJPA passenger surveys.

Under Phase 1 conditions, CCJPA staff indicated that passenger boardings and alightings at Roseville Station would be clustered in the morning and evening, respectively. This would result in parking demand that would accumulate early in the morning, plateau through the middle of the day, and drop off precipitously in the evening.



According to Chart 1, peak parking demand for Phase 1 of the Third Track Project would occur from 7 AM to 4 PM and reach 174 parking spaces, 83 spaces above the existing peak CCJPA parking demand. CCJPA parking demand would decrease significantly by 7 PM, the peak parking hour for the HOT area as a whole. This is typical of commuter-oriented stations along the CCJPA corridor, where parking demand drops drastically after passengers complete their evening commute and depart from parking areas adjacent to the station.

Because the Roseville Station lot is fully occupied under existing conditions, any additional parking demand would need to be accommodated elsewhere. Per the direction of City staff, it is not desirable to accommodate excess CCJPA parking demand in surrounding on street parking areas that encroach into the adjacent residential neighborhood, therefore, alternative parking solutions would need to be considered.

Near-Term Parking Supply and Demand Comparison

Fehr & Peers estimated near-term hourly demand throughout the study area using a spreadsheet-based parking model. This approach allows future parking demand to be assigned to appropriate zones based on the availability and type of parking supply (i.e., private commercial parking supply would only be reserved for parking demand generated by affiliated land uses). According to this exercise, near-term parking demand would mirror the existing 7 PM peak parking hour in HOT. **Table 4** summarizes the estimated parking demand and supply for near-term conditions during the 7 PM peak hour for each HOT subarea.

Under near-term conditions, with the additional parking provided by the CCJPA, parking supply would be greater than parking demand for the study area as a whole during the 7 PM peak hour. Moreover, none of the HOT subareas would experience a parking shortfall during the 7 PM peak hour.

However, a near-term parking shortfall is expected to occur within the Train Depot subarea from approximately 7 AM to 4 PM on a typical weekday. This is due to the following factors:

- Full utilization of the Roseville Station surface parking lot under existing conditions
- Increase in CCJPA ridership and parking demand associated with Phase 1 of the Third Track Project
- Lack of available off street public parking within a five minute walk of the Roseville Station platform under near-term conditions

According to the analysis, under near-term conditions, the Train Depot subarea parking shortfall would peak at 9 AM and total 81 parking spaces. For potential solutions, refer to the "Potential Parking Impacts and Mitigation Strategies" section of this report, which begins on page 13.

Table 4. Near-Term 7 PM Peak Hour Parking Conditions

Subarea and Parking Space Type		Supply	Weekday Peak Hour	
			Friday 7 PM	
			Demand	Avail. Spaces
Business District Subtotal		638	479	159
Public	On Street	93	80	13
Public	Off Street	129	100	29
Residential	Off Street	95	80	15
Commercial	Off Street	321	219	102
Central Subtotal		306	102	204
Public	On Street	167	64	103
Public	Off Street	-	-	-
Residential	Off Street	55	21	34
Commercial	Off Street	84	17	67
North Subtotal		282	66	216
Public	On Street	80	19	61
Public	Off Street	-	-	-
Residential	Off Street	43	20	23
Commercial	Off Street	159	27	132
Train Depot Subtotal		412	127	285
Public	On Street	205	89	116
Public	Off Street	77	20	57
Residential	Off Street	10	7	3
Commercial	Off Street	120	11	109
Study Area Total		1,638	774	864
Public	On Street	545	252	293
Public	Off Street	206	120	86
Residential	Off Street	203	128	75
Commercial	Off Street	684	274	410

Source: Fehr & Peers, 2017.

Long-Term Parking Conditions

The following projects would affect long-term parking supply and demand within the study area:

- Land Development
 - **Downtown Specific Plan (DTSP)** implementation, including mixed-use development within the HOT area.
- CCJPA Third Track Project
 - **Buildout**, which would include seven additional daily round trips to Roseville Station (ten total).

Long-Term Land Development Parking Changes

Adopted by the Roseville City Council in 2009, the DTSP establishes a vision for future development within the HOT and Downtown Roseville areas. The land use plan included in the DTSP represents a buildout scenario for the HOT area typified by high density, mixed-use development.

For the purposes of this study, under long-term conditions, future parking changes associated with the DTSP were derived from reasonably foreseeable land use components of the plan, rather than the full buildout of the plan. Consultation with City staff identified six ‘opportunity sites’ that were considered to be reasonably foreseeable within the long-term planning horizon. These sites are illustrated in **Figure 6**.

Table 5 summarizes the total residential and commercial development estimated for each site. The two active development proposals, the Junction Crossing and Pacific Plaza Projects, are located on opportunity sites F and C, respectively. While it is expected that the remaining sites would include either mixed-use or commercial development, specific quantities for each site could vary greatly based on the density parameters established in the DTSP. To reflect the existing market conditions, residential and commercial densities from the two active development proposals were assumed for the remaining opportunity sites for the purposes of this study.

Table 5. DTSP Opportunity Sites

		Opportunity Sites						Total
		A	B	C	D	E	F	
Net New Development	Residential (DU)	133	-1	75 ¹	103	112	86 ¹	508
	Commercial (sf)	6,120	14,900	3,000	4,800	-8,570	---	20,250
Future Scenario	Near-Term	No	No	Yes	No	No	Yes	
	Long-Term	Yes	Yes	Yes	Yes	Yes	Yes	

1. Proposed affordable housing development.
 Source: City of Roseville, Fehr & Peers, 2017.

Table 6 summarizes the estimated net effect on HOT parking supply for each opportunity site. Parking supply provisions for each opportunity site were derived from on-site parking requirements detailed in the Downtown Code. In total, the opportunity sites would add an estimated 404 parking spaces within the HOT area.

Table 6. DTSP Opportunity Sites Parking Supply Changes

		Opportunity Sites						Total
		A	B	C	D	E	F	
Removed Parking Spaces			46	12	150	89	51	348
Public	On Street			10				10
Public	Off Street						51	51
Residential	Off Street							---
Commercial	Off Street		46	2	150	89		287
Added Parking Spaces		256	54	44	149	163	86	752
Public	On Street	62						62
Public	Off Street							---
Residential	Off Street	181		38	141	152	56	568
Commercial	Off Street	13	54	6	8	11	30	122
Net New Parking Spaces		256	8	32	-1	74	35	404
Public	On Street	62		-10				52
Public	Off Street						-51	-51
Residential	Off Street	181		38	141	152	56	568
Commercial	Off Street	13	8	4	-142	-78	30	-165

Source: City of Roseville, Fehr & Peers, 2017.

It is estimated that each opportunity site would generate the following peak parking demand:

- Residential development
 - One and a half parking spaces per dwelling unit with two or more bedrooms
 - One parking space per dwelling unit with one bedroom
 - One parking space per two dwelling units of affordable housing within proximity to transit service, consistent with California State law
- Commercial development
 - One parking space per 500 square feet of commercial development

These figures are typical for other mixed-use districts with access to transit, where residents, employees, and visitors have access to a greater variety of transportation options and are more likely to implement a 'park once' strategy if driving and parking.

Table 7 summarizes the estimated peak parking demand for each opportunity site. A comparison with Table 6 shows that the estimated increase in peak parking demand (590 spaces) from the opportunity sites would be greater than the estimated increase in on-site parking supply provided at each site (404 spaces).

Table 7. DTSP Opportunity Sites Parking Demand Changes

		Opportunity Sites						Total
		A	B	C	D	E	F	
Net New Peak Parking Demand		194	27	42	149	135	43	590
Residential	Off Street	181	-2	38	139	152	43	551
Commercial	Off Street	13	29	4	10	-17	--	39

Note: Parking demand figures included above represent the peak parking demand for each land use type. For residential land uses, this typically occurs during the middle of the night, when the majority of residents are at home. For commercial land uses, this typically occurs during the middle of the day or the evening, when patronage of businesses is at its peak.

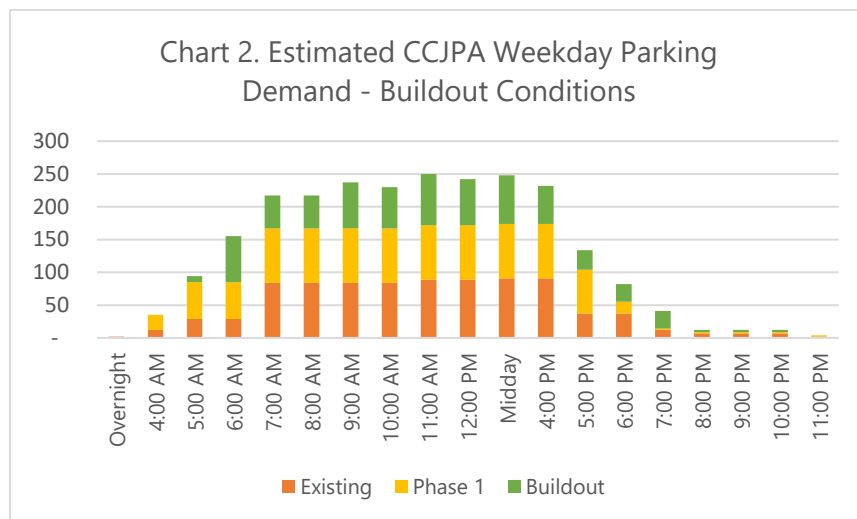
Source: City of Roseville, Fehr & Peers, 2017.

Fehr & Peers estimated hourly variation in parking demand for each opportunity site using the Urban Land Institute (ULI) shared parking methodology. Based on this methodology, the peak parking hour for the opportunity sites would coincide with the existing Friday 7 PM peak parking hour for the study area. During this peak hour, the opportunity sites would generate demand for an estimated 534 residential and 37 commercial parking spaces (97 percent of peak residential parking demand and 95 percent of peak commercial parking demand). Therefore, there will be sufficient *overall* parking to accommodate long-term land development changes in HOT. However, refer to the "Long-Term Parking Supply and Demand Comparison" section (page 11) for analysis of parking by subarea.

Long-Term CCJPA Parking Changes

Buildout of the CCJPA Third Track Project would not further alter HOT parking supply beyond the changes described above associated with the construction of Phase 1. However, the addition of seven daily round trips (for a total of ten daily round trips) would generate additional ridership and parking demand within the study area.

Chart 2 summarizes the estimated hourly CCJPA parking demand at Roseville Station associated with buildout of the Third Track Project in relation to existing and Phase 1 parking demand. According to Chart 2, peak parking demand for buildout of the Third Track Project would occur at 11 AM and reach 250 parking spaces, 161 spaces above the existing peak CCJPA parking demand. Because the Roseville Station lot is fully occupied under existing conditions, this additional parking demand would need to be accommodated elsewhere. Similar to Phase 1 conditions, CCJPA parking demand would decrease significantly by 7 PM, the peak parking hour for the HOT area as a whole.



Long-Term Parking Supply and Demand Comparison

Fehr & Peers utilized the spreadsheet-based parking model to estimate long-term hourly parking demand throughout the study area. According to this exercise, long-term parking demand would mirror the existing 7 PM peak parking hour in HOT. **Table 8** summarizes the estimated parking demand and supply for long-term conditions during the 7 PM peak hour for each HOT subarea.

Under long-term conditions, parking supply would be greater than parking demand for the study area *as a whole* during the 7 PM peak hour. However, within the Business District subarea, a parking shortfall of approximately 97 parking spaces would occur during the 7 PM peak hour under long-term conditions.¹ This shortfall would occur due to a combination of factors within the Business District subarea, including:

- Significant increase in residential development and associated parking demand
- Reduction of off street parking supply
- 'Under-parking' of new development sites (i.e., less than one on-site parking space per dwelling unit for affordable housing)

The addition of CCJPA Third Track Project buildout parking demand would further contribute to the mid-day parking shortfall within the Train Depot subarea under long-term conditions. This shortfall is estimated to peak at 158 parking spaces during the 11 AM hour.

¹ For the Business District subarea, note that Table 8 indicates an overall parking shortfall of 44 spaces and a commercial off street parking shortfall of 97 spaces. The overall Business District parking shortfall includes the estimated excess parking supply for non-commercial parking areas, including private residential parking. Vehicles parking for commercial purposes would not have access to the available parking supply provided by residential off street parking areas, therefore, the commercial parking shortfall of 97 spaces represents the upper limits of the overall parking shortfall for the Business District subarea.

Table 8. Long-Term 7 PM Peak Hour Parking Conditions

Subarea and Parking Space Type		Supply	Weekday Peak Hour	
			Friday 7 PM	
			Demand	Avail. Spaces
Business District Subtotal		711	755	-44
Public	On Street	93	80	13
Public	Off Street	129	114	15
Residential	Off Street	388	363	25
Commercial	Off Street	101	198	-97
Central Subtotal		307	123	184
Public	On Street	167	64	103
Public	Off Street	-	-	-
Residential	Off Street	55	19	36
Commercial	Off Street	85	40	45
North Subtotal		545	261	284
Public	On Street	142	19	123
Public	Off Street	-	-	-
Residential	Off Street	224	196	28
Commercial	Off Street	179	46	133
Train Depot Subtotal		412	154	258
Public	On Street	205	89	116
Public	Off Street	77	47	30
Residential	Off Street	10	7	3
Commercial	Off Street	120	11	109
Study Area Total		1,975	1,293	682
Public	On Street	607	252	355
Public	Off Street	206	161	45
Residential	Off Street	677	585	92
Commercial	Off Street	485	295	190

Source: Fehr & Peers, 2017.

Potential Parking Impacts and Mitigation Strategies

The following section summarizes potential parking impacts and mitigation measures based on the results of the near- and long-term parking analysis. The mitigation strategies described below provide a menu of potential options for consideration by the City.

Near-Term Impact 1 – CCJPA Third Track Project Construction

The construction of Phase 1 of the CCJPA Third Track Project would require the removal of 79 public parking spaces within the HOT area in order to accommodate a new layover facility and new track. Affected parking includes the existing surface lot behind the Boxing Donkey restaurant (48 spaces), the existing surface lot immediately north of the Elks Lodge (26 spaces), and existing on street parking on Pacific and Lincoln Streets (5 spaces).

Near-Term Mitigation 1.1

As part of the Third Track Project, CCJPA plans to construct new off street public parking to offset the loss of existing public parking due construction of the track and layover facility. Options for various parking configurations are illustrated in Figures A-28, A-29, and A-30 in the Appendix:

- **CCJPA Site – Alternative 1 – Surface Lot (Figure A-28)** – this alternative includes 131 additional off street public parking spaces, including the 118 off street public parking spaces that CCJPA plans to construct to offset public parking impacts associated with the construction of the Third Track Project. In addition to the planned CCJPA parking mitigation, 13 parking spaces could be accommodated behind the Boxing Donkey restaurant.
- **CCJPA Site – Alternative 2 – Surface Lot (Figure A-29)** – this alternative represents an altered configuration of the CCJPA layover yard and adjacent surface parking lots. In total, the alternative would provide 129 off street public parking spaces (including an additional 13 potential parking spaces behind the Boxing Donkey). This alternative would provide access to the large surface parking lot from both the north (via Lincoln Street) and the south (via Pacific Street). This alternative also allows for future flexibility should the City decide to pursue the construction of a parking garage near the CCJPA layover yard (detailed in Alternative 2 – Parking Garage). *This is the preferred alternative.*
- **CCJPA Site – Alternative 3 – Surface Lot (Figure A-30)** – this alternative represents an altered configuration of the CCJPA layover yard and adjacent surface parking lots. In total, the alternative would provide 105 off street public parking spaces (including an additional 13 potential parking spaces behind the Boxing Donkey). This alternative allows for future flexibility should the City decide to pursue the construction of a parking garage near the CCJPA layover yard (detailed in Alternative 3 – Parking Garage).
- **CCJPA Site – Alternative 4 – Surface Lot (Figure 5)** – this alternative includes the additional 118 off street public parking spaces that CCJPA plans to construct to offset parking impacts associated with the construction of the Third Track Project. The parking effects of this alternative are captured in the near- and long-term analysis above.

These alternatives were developed in consultation with CCJPA staff to ensure adequate access for employees and service vehicles (e.g. fuel trucks) traveling to and from the layover facility. The

construction of any of these alternatives would provide additional public parking that exceeds the loss resulting from the CCJPA Third Track Project construction, therefore mitigating parking supply impacts associated with Near-Term Impact 1.

Near-Term Impact 2 – CCJPA Phase 1 Passenger Parking Demand

Completion of Phase 1 of the Third Track Project would allow CCJPA to operate two additional round trips serving Roseville Station in the near-term time horizon, increasing the total number of daily trips to three. The additional trips would generate additional ridership and parking demand within the vicinity of Roseville Station. It is estimated that under near-term conditions, Phase 1 of the Third Track Project would create a mid-day parking shortfall of 81 parking spaces in the Train Depot subarea.

Near-Term Mitigation 2.1

Additional on street parking could be provided on surface streets within the vicinity of Roseville Station. As shown in **Figure A-31**, on street parking on Church and Pacific Streets could be reconfigured to provide up to 105 on street parking spaces within the vicinity of Roseville Station. These spaces could be utilized by CCJPA passengers without affecting the on street parking supply in adjacent residential neighborhoods.

Near-Term Mitigation 2.2

The City could explore potential partnerships (e.g. lease agreements) to leverage private parking supply within a five minute walk of the station.

Near-Term Mitigation 2.3

The implementation of transportation demand management (TDM) measures could reduce parking demand associated with CCJPA Phase 1 passengers. Potential TDM strategies include marketing for non-motorized first-/last-mile access modes (walking, biking, etc.) and preferential carpool parking (e.g. designating reserved carpool parking in parking spaces closest to the station platform).

Implementation of these mitigation measures would sufficiently address near-term mid-day parking shortfalls in the Train Depot subarea related to Phase 1 CCJPA passenger parking demand.

Long-Term Impact 1 – DTSP and CCJPA Buildout

Buildout of the DTSP would cause a parking shortfall of 97 spaces during the 7 PM peak hour within the Business District subarea under long-term conditions. Buildout of the CCJPA Third Track Project would increase CCJPA service at Roseville Station to ten daily round trips and cause an estimated shortfall of 158 spaces during the 11 AM hour within the Train Depot subarea under long-term conditions.

Long-Term Mitigation 1.1

The construction of new public parking facilities could address future parking shortfalls by accommodating a variety of users for varying peak hours throughout the day, including weekday morning CCJPA passengers, evening HOT visitors, and new HOT residents. **Figure 7** identifies potential sites within HOT where additional parking facilities could be located. These include:

- **Roseville Station Site**, located at the existing 77-space surface parking lot adjacent to the station platform. Conceptual design plans recently produced for the City include a 270-space parking structure on this site, yielding a net increase of 193 public parking spaces.
- **Pacific Street Site**, located at the southeast corner of the Washington Boulevard and Church Street intersection. Conceptual parking layouts for the following site alternatives are included in Figures A-32 and A-33 in the Appendix:
 - **As-is** – leaving the site as-is would decrease the long-term parking shortfall within the Business District subarea by removing the additional residential parking demand from the Junction Crossing project and maintaining the existing off-street public parking supply.
 - **Pacific Street Site – Alternative 1 – DTSP Garage with Retail (Figure A-32)** – this alternative includes the 400-space parking structure with wraparound retail concept developed for the DTSP. This alternative would decrease the long-term parking shortfall by adding an additional 197 off street public parking spaces compared to existing conditions (plus an additional 130 spaces for private residential use).
 - **Pacific Street Site – Alternative 2 – Junction Crossing Project (Figure A-33)** – this alternative includes the proposed 86-unit Junction Crossing affordable housing project. The parking effects of this project are captured in the near- and long-term analysis above. The Junction Crossing Project would generate demand for approximately 43 parking spaces during the 7 PM peak hour. The proposed project would provide 56 on-site private residential parking spaces and 30 on-site public parking spaces.

Alternatives developed for this site would address the long-term 11 AM Train Depot subarea parking shortfall because it is located within a five minute walk of the Roseville Station platform.

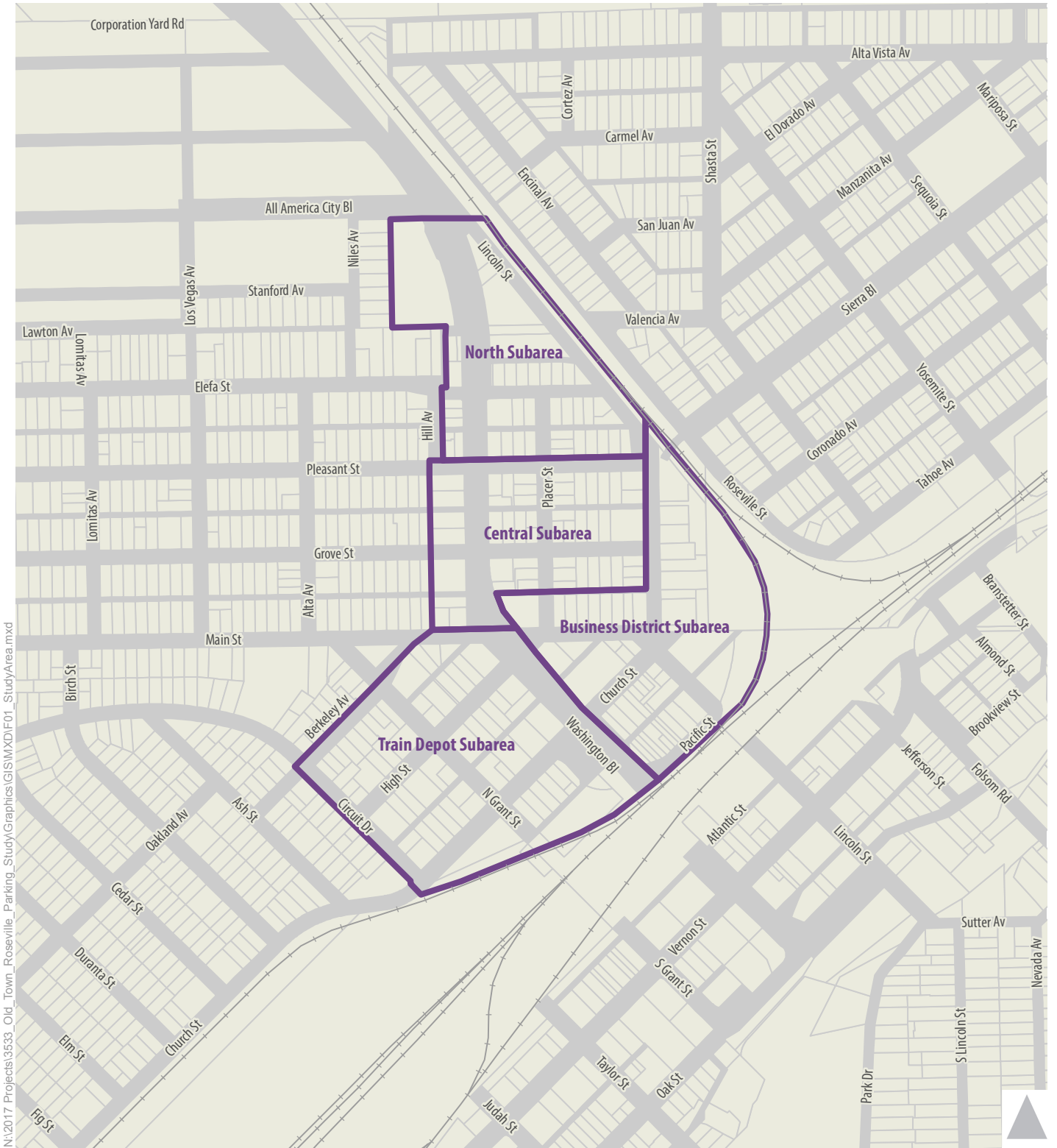
- **CCJPA Site**, located between the existing Lincoln Street surface parking lot and the UPRR tracks. Conceptual parking garage layouts for the following site alternatives are included in Figures A-34 and A-35 in the Appendix:
 - **CCJPA Site – Alternative 2 – Parking Garage (Figure A-34)** – this alternative includes a three-story 232-space parking structure. The parking garage would be

located on the site of the proposed parking lot detailed in *CCJPA Site – Alternative 2 – Surface Lot*, adjacent to the planned CCJPA layover facility. Vehicular access to the garage would be available from the north and south via Lincoln Street and Pacific Street, respectively. This alternative would reduce the long-term parking shortfall by providing an additional 264 off street public parking spaces compared to existing conditions.

- **CCJPA Site – Alternative 3 – Parking Garage (Figure A-35)** – this alternative includes a three-story 268-space parking structure. The first two floors of the parking garage would be located on the site of the proposed parking lot detailed in *CCJPA Site – Alternative 3 – Surface Lot*, adjacent to the planned CCJPA layover facility. The third floor of the parking garage would be decked over the planned layover facility, providing garage access to vehicles traveling from the north via Lincoln Street. This alternative would reduce the long-term parking shortfall by providing an additional 273 off street public parking spaces compared to existing conditions.

Alternatives developed for this site would not address the long-term 11 AM Train Depot subarea parking shortfall because it is located beyond a five minute walk of the Roseville Station platform.

Implementation of these mitigation measures would sufficiently address long-term parking shortfalls occurring during the mid-day period in the Train Depot subarea and during the 7 PM peak hour in the Business District subarea.



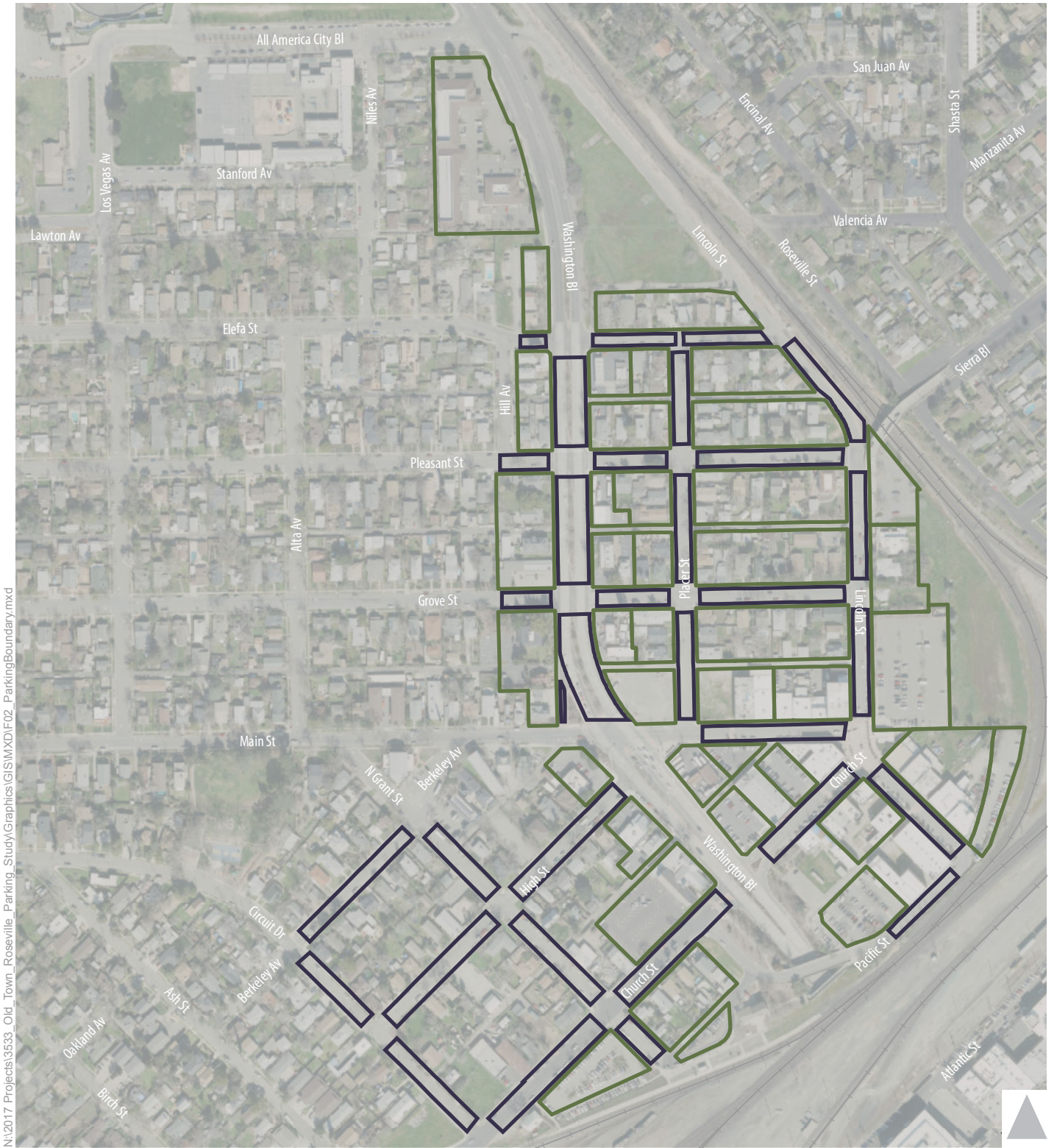
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 Study Area

Figure 1

Study Area





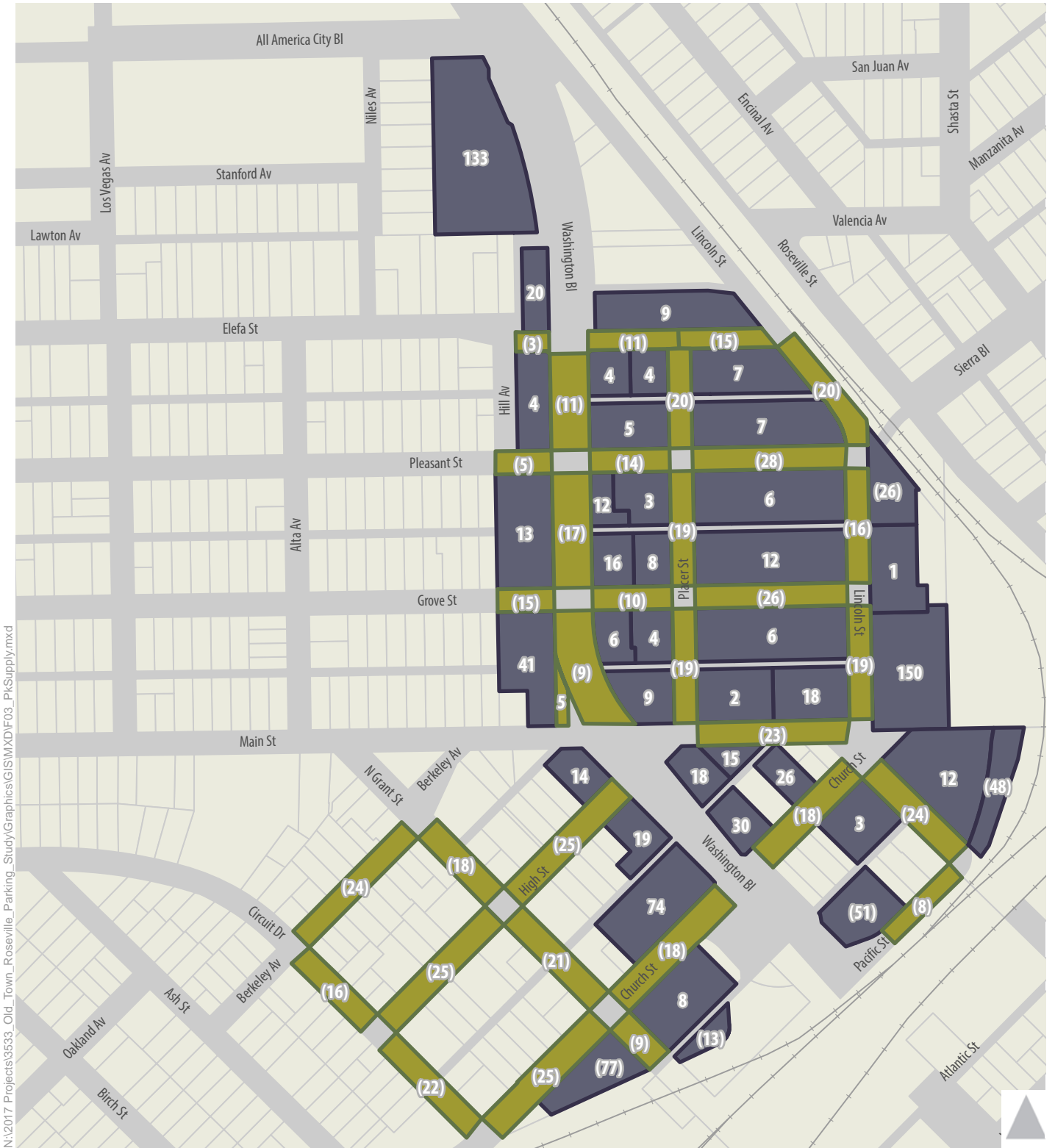
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On-Street Parking
 Off-Street Parking

Figure 2

Parking Survey Zones





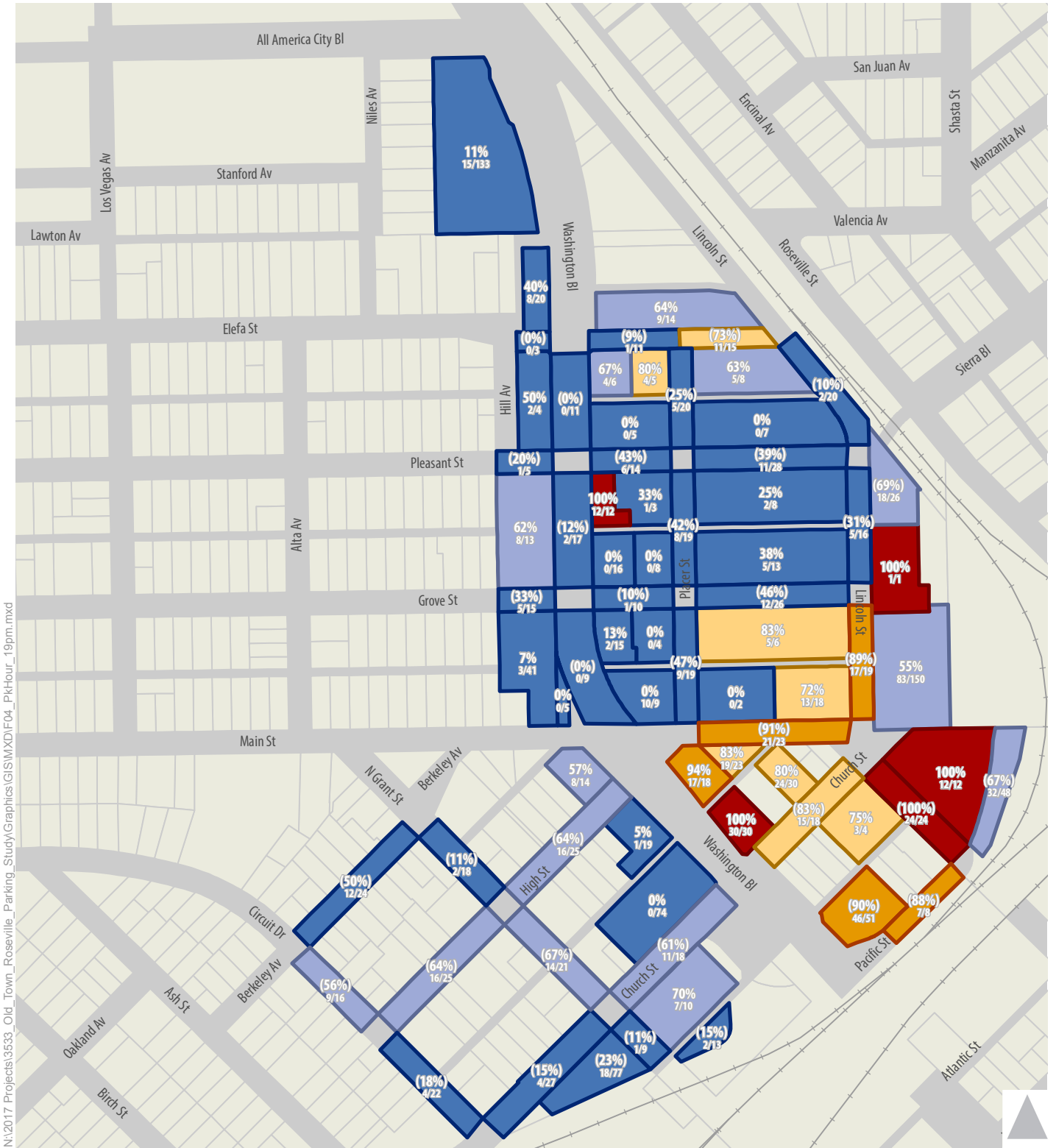
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- On-Street Parking
- Off-Street Parking
- (#) Total Public Parking Spaces
- # Total Private Parking Spaces

Figure 3



Existing Parking Supply



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- | | | |
|----------------------------|-----------|---|
| Parking Utilization | 70% - 85% | (90%) Public Parking Utilization |
| 0% - 50% | 85% - 95% | 90% Private Parking Utilization |
| 50% - 70% | >95% | 8/10 Demand/Supply |

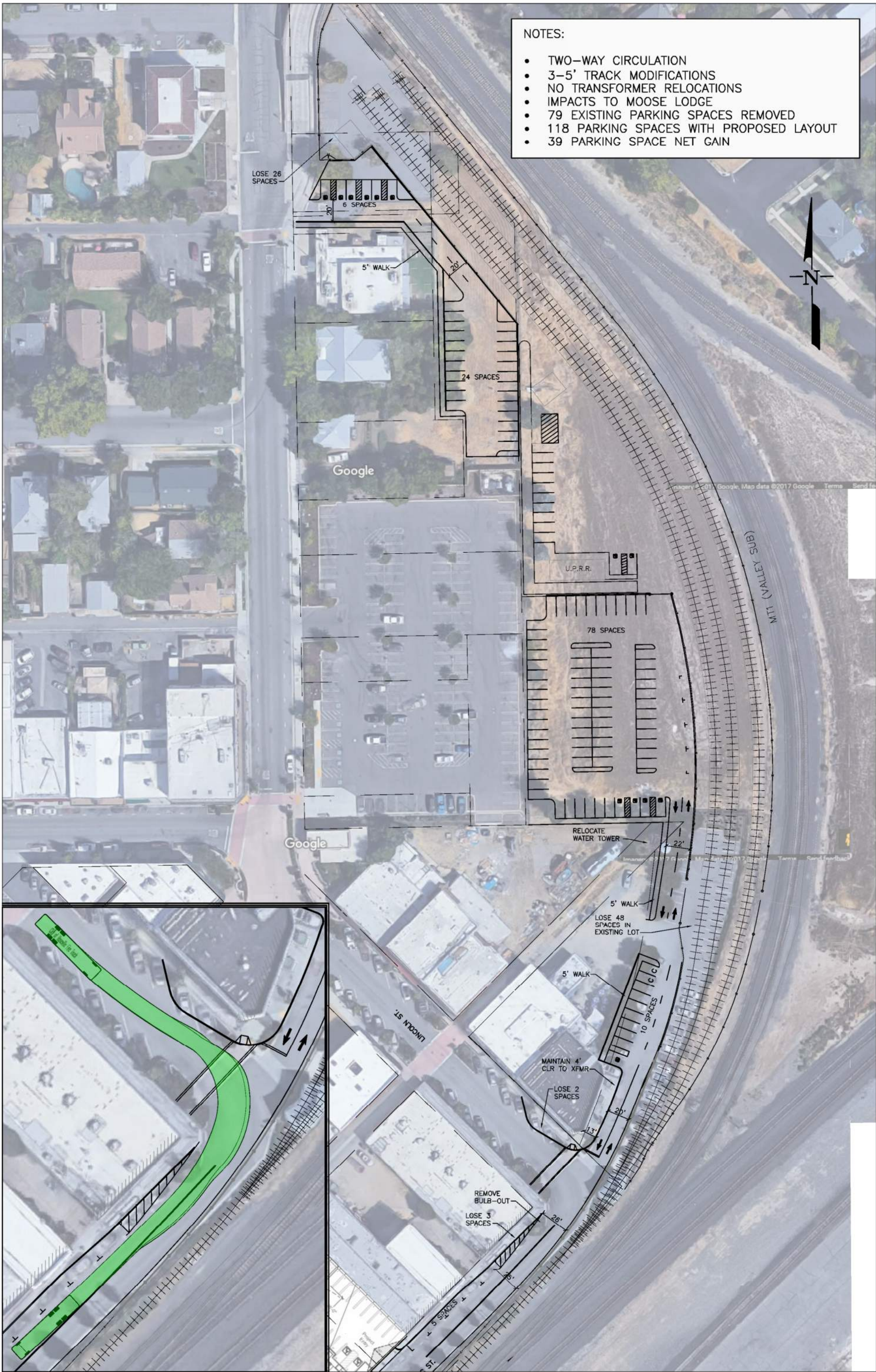
Figure 4

Parking Utilization Friday 7pm



NOTES:

- TWO-WAY CIRCULATION
- 3-5' TRACK MODIFICATIONS
- NO TRANSFORMER RELOCATIONS
- IMPACTS TO MOOSE LODGE
- 79 EXISTING PARKING SPACES REMOVED
- 118 PARKING SPACES WITH PROPOSED LAYOUT
- 39 PARKING SPACE NET GAIN





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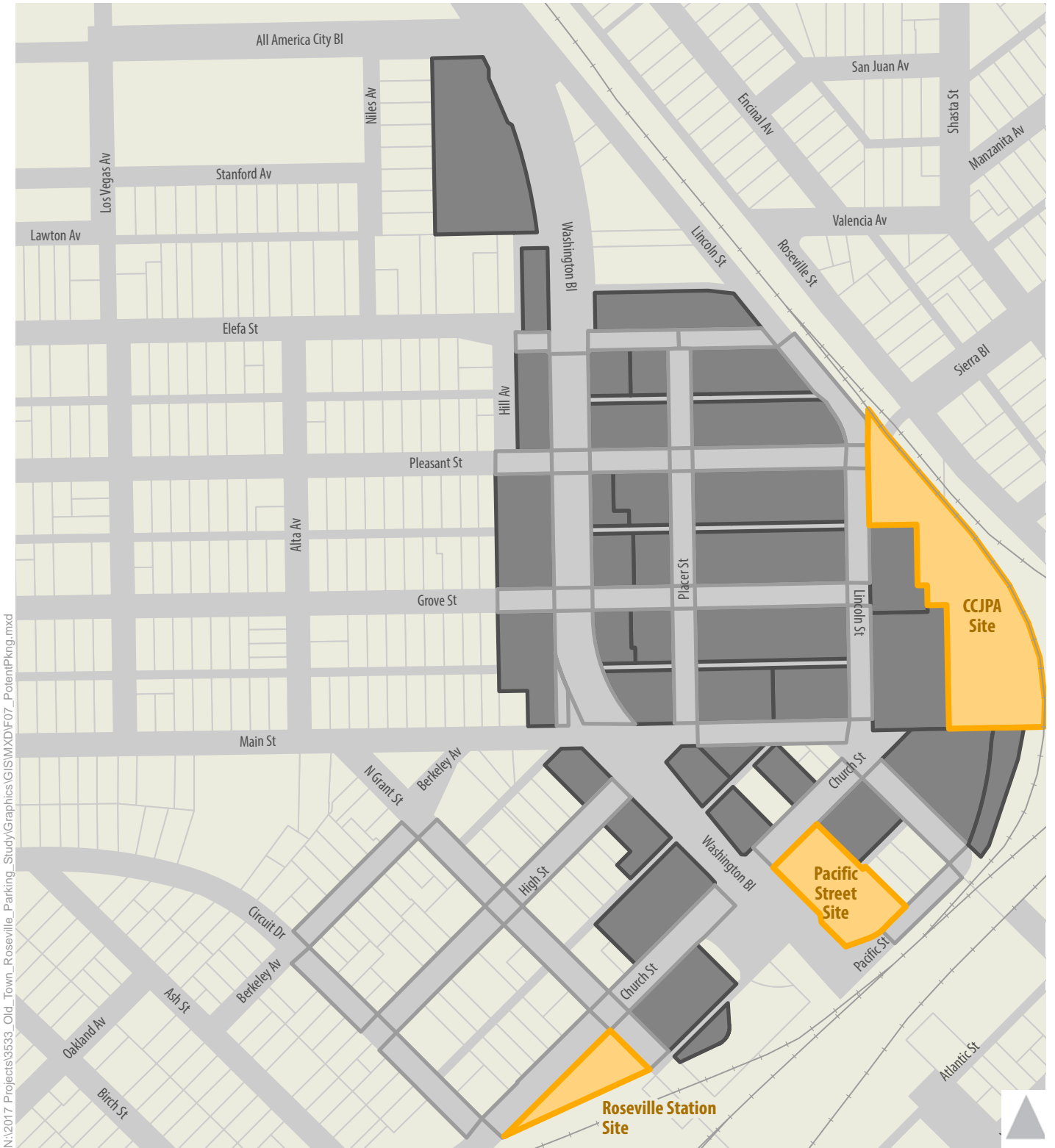
DTSP Opportunity Sites

- Residential/Mixed Use
- Commercial

Figure 6

DTSP Opportunity Sites





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 Potential New Parking Facility

Figure 7

Potential New Parking Facility



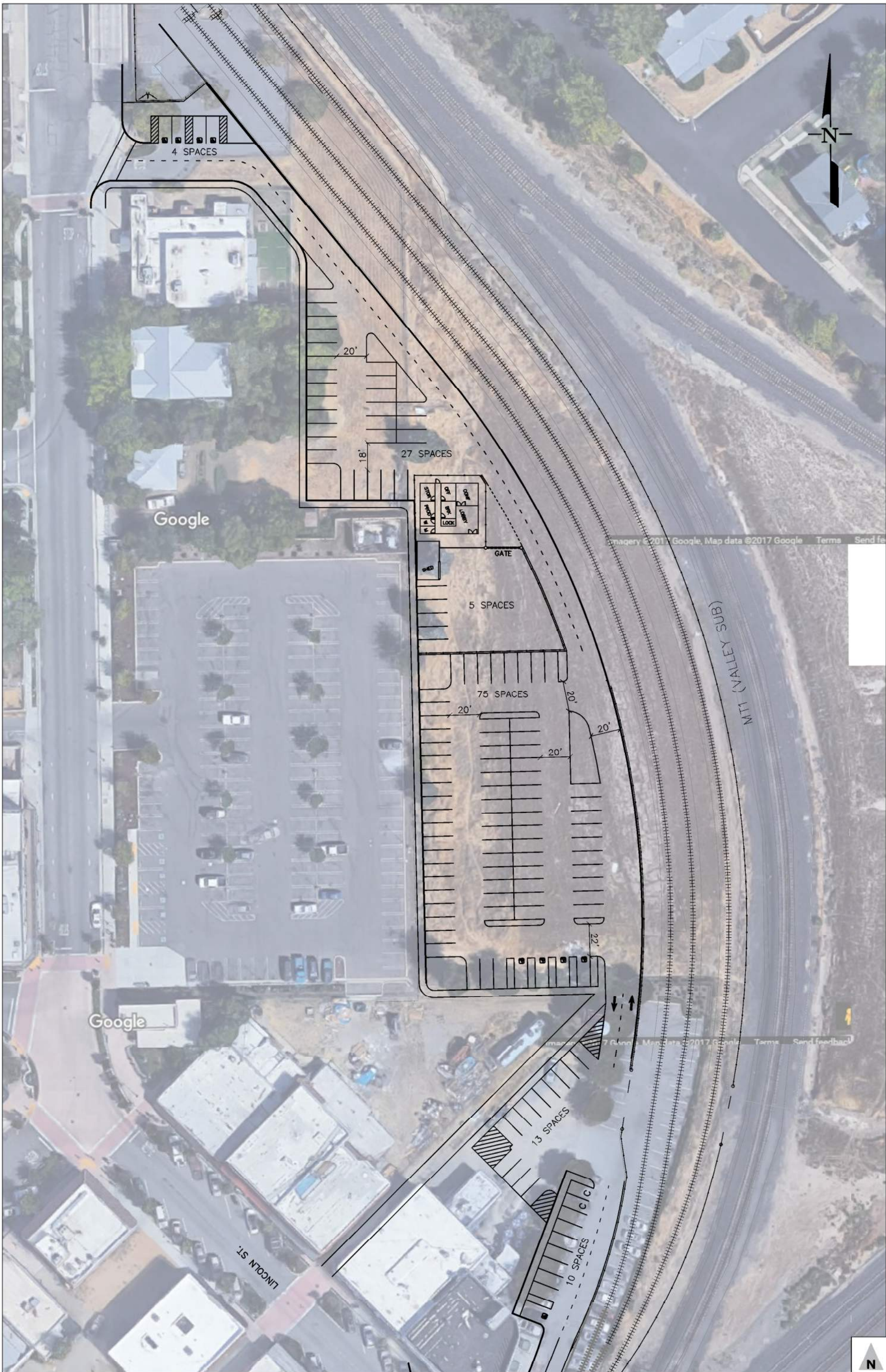


PROPOSED TOTAL PARKING = 131 SPACES

NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.

CCJPA SITE ALTERNATIVE 1 - SURFACE LOT

FIGURE A-28



PROPOSED TOTAL PARKING = 129 SPACES

NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.

CCJPA SITE

ALTERNATIVE 2 - SURFACE LOT

FIGURE A-29



PROPOSED TOTAL PARKING = 105 SPACES

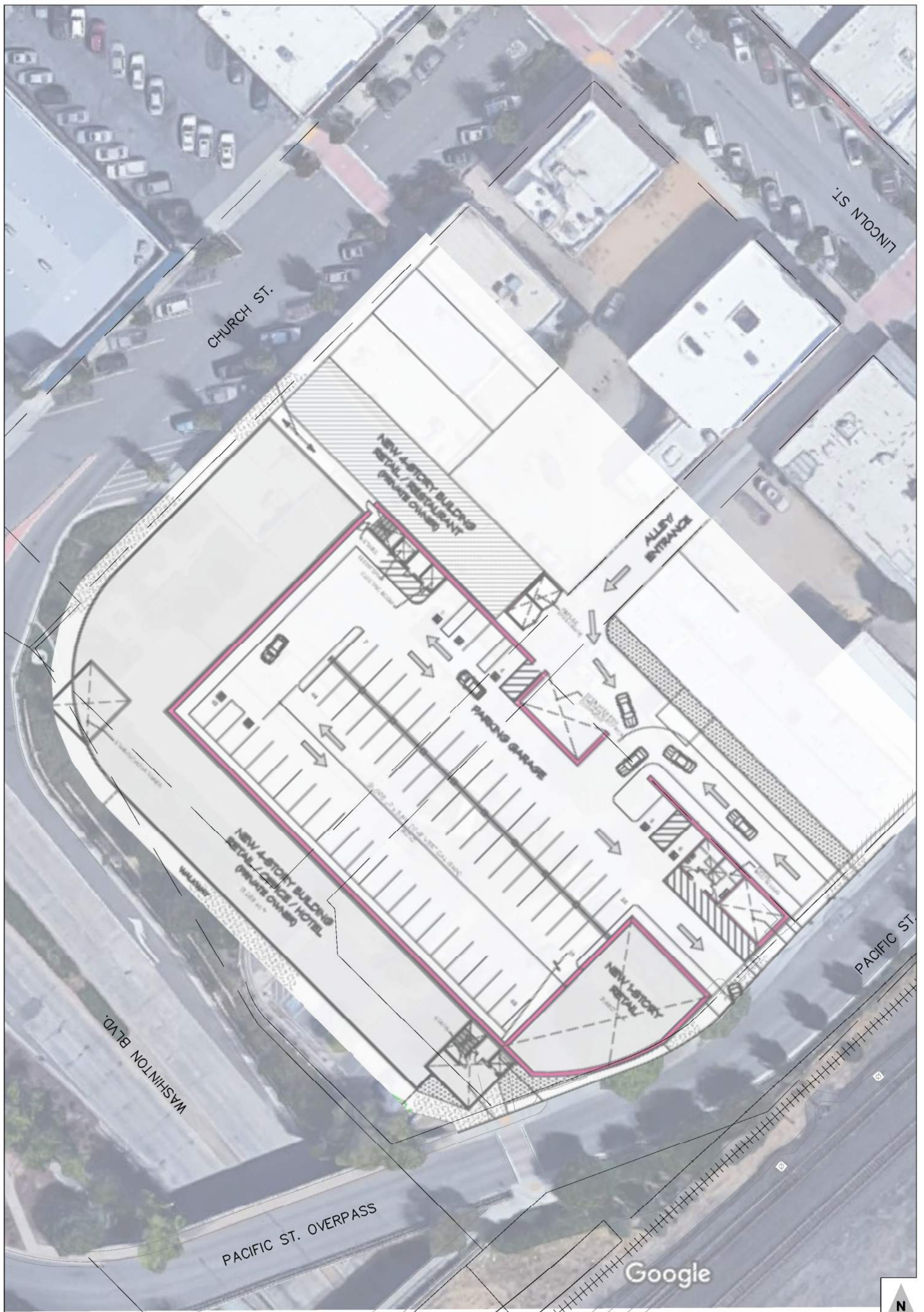
NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.



PROPOSED TOTAL PARKING = 105 SPACES

TRAIN DEPOT AREA ALTERNATIVE 1 - ON STREET PARKING

FIGURE A-31



Source: Downtown Specific Plan Figure 9.3 - Site Plan

PROPOSED TOTAL PARKING = 400 SPACES

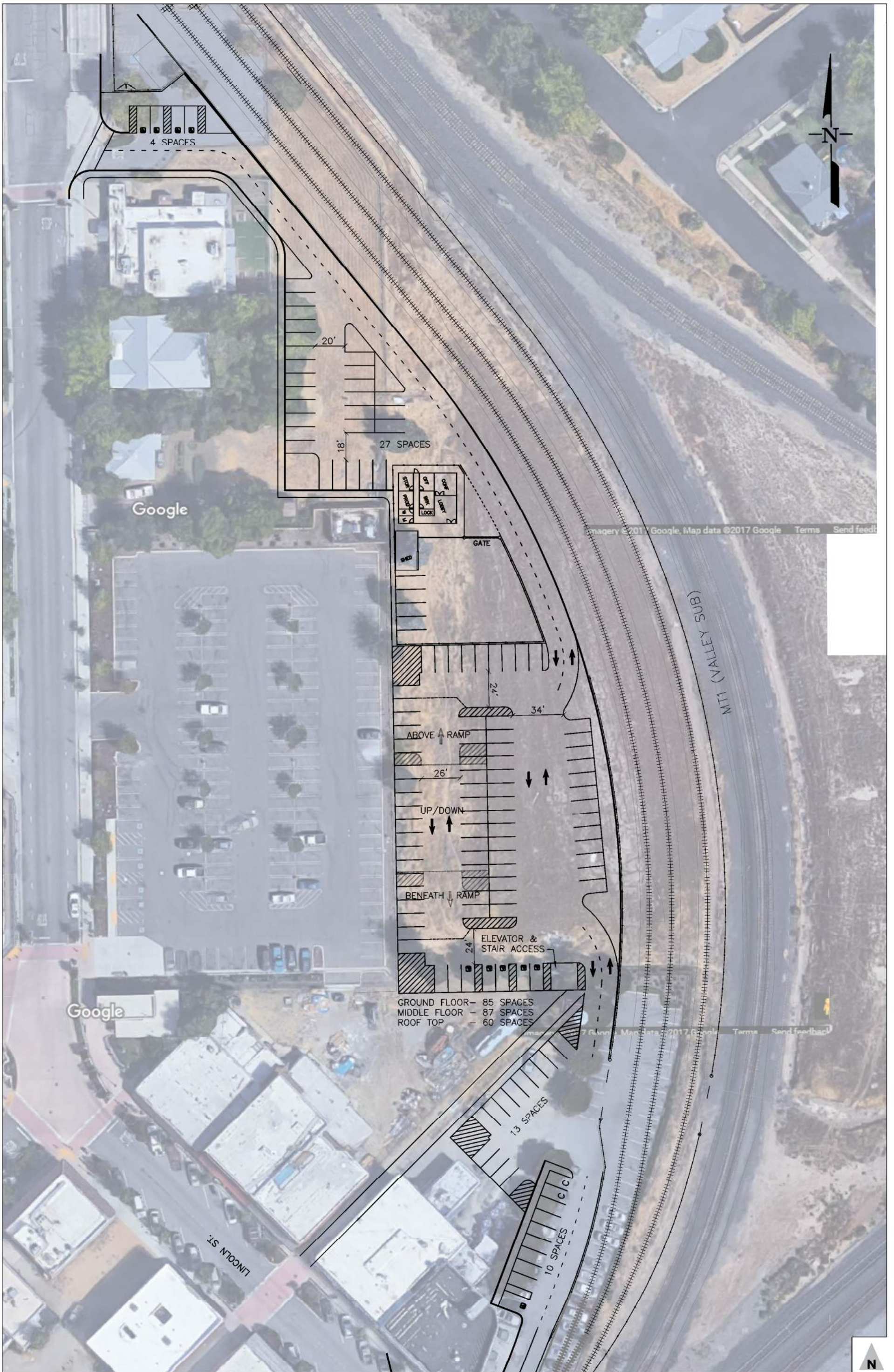
PACIFIC STREET SITE ALTERNATIVE 1 - DTSP PARKING GARAGE WITH RETAIL



Source: St. Anton Communities, Junction Crossing Conceptual Site Plan

PROPOSED TOTAL PARKING = 86 SPACES

PACIFIC STREET SITE ALTERNATIVE 2 - JUNCTION CROSSING PROJECT



PROPOSED TOTAL PARKING = 286 SPACES
NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.

CCJPA SITE

ALTERNATIVE 2 - PARKING GARAGE



PROPOSED TOTAL PARKING = 295 SPACES
NOTE: EXCLUDES PARKING RESERVED FOR EXCLUSIVE USE BY CCJPA STAFF AND OPERATORS.

CCJPA SITE

ALTERNATIVE 3 - PARKING GARAGE

FIGURE A-35