

## Section 6

### Parking Analysis

The number of available parking spaces were counted for the Existing/No Build conditions and Build conditions. There is no difference in available parking spaces between existing and future No Build conditions. Each parking space takes approximately 20 feet in length. Driveways, loading and no-parking zones, and bus stop zones were considered not available for parking. The comparison of available on-street parking spaces between the No Build and Build conditions by major block and by direction is shown in **Table 6-1**.

In the eastbound direction, from Pacific Avenue/Main Street to Lincoln Avenue, there is currently no parking observed and parking is not assumed in the proposed design. From Lincoln Avenue to Fourth Street, the number of available parking spaces roughly remains the same. From Fourth Street to Webster Street, most of the available parking spaces would be removed in the proposed design due to the lane reconfiguration. The most significant reduction in available parking spaces occurs on the block from Fourth Street to Fifth Street – changing from 21 to zero. There are no retail businesses on this block and the apartments and Paden Elementary School south of Central Avenue provide off-street parking. Within one block of Webster Street (from McKay Ave to Webster Street), all of the available parking spaces would be removed. The commercial stores on this block provide off-street parking and can still be accessed via Central Avenue in the proposed design. From Webster Street to Page Street, one third of the available parking spaces would be preserved in the proposed design. In other sections, the number of available parking spaces on Central Avenue generally remains the same or is slightly reduced. Additional parking spaces are removed on side streets as they approach Central Avenue, due to lane reconfiguration, pedestrian bulb-outs, visibility improvements and/or additional space taken by roundabouts. Overall, the number of parking spaces decreases from 215 to 147 in the eastbound direction.

In the westbound direction, the number of parking spaces on the blocks generally remains the same between No Build and Build conditions except for visibility and bus stop improvements at intersections. From Encinal Avenue/Sherman Street to Bay Street, the number of available parking spaces increases slightly as a result of the road diet providing additional cross-sectional width for on-street parking. From Page Street to Webster Street, parking becomes unavailable on the entire block due to the lane reconfiguration and a new consolidated bus stop. Off-street parking is available in this area, allowing access to the commercial stores on this block. From Webster Street to Fifth Street, all of the available parking spaces would be preserved in the proposed design. From Fifth Street to Fourth Street, a few more parking spaces are available due to no stopping zone east of Fourth Street converted to parking allowed. From Fourth Street to Third Street, there are additional parking spaces available on the side of the proposed landscaped island just west of Fourth Street. Additional parking spaces are removed on side streets as they approach Central Avenue, due to lane reconfiguration, pedestrian bulb-outs, visibility improvements and/or additional space taken by roundabouts. Overall, the number of parking spaces decreases slightly from 293 to 249 in the westbound direction.

Table 6-1 Parking Spaces Available

Roadway	Location	Eastbound		Westbound	
		Existing/ No Build	Build	Existing/ No Build	Build
Pacific Ave	SW Side	0	4	-	-
	SE Side	-	-	6	4
	NE Side	-	-	8	4
Main St	NE Side	-	-	1	0
Central Ave	Pacific Ave – Lincoln Ave	0	0	31	28
Lincoln Ave	NW Side	-	-	4	3
	NE Side	-	-	4	2
Central Ave	Lincoln Ave – Third St	7	4	20	19
Third St	SW Side	4	1	-	-
	SE Side	4	2	-	-
	NW Side	-	-	2	1
	NE Side	-	-	3	1
Taylor Ave	S Side	-	-	1	1
	N Side	-	-	3	1
Central Ave	Third St – Fourth St	27	32	14	18
Fourth St	SW Side	2	0	-	-
	SE Side	2	0	-	-
	NW Side	-	-	1	0
Central Ave	Fourth St – Fifth St	21	0	24	30
Fifth St	NW Side	-	-	1	0
	NE Side	-	-	1	0
Hoover Ct	-	Propose conditions same as existing conditions			
Central Ave	Fifth St – Sixth St	20	15	22	24
Sixth St	-	Propose conditions same as existing conditions			
McKay Ave	-	0	0	-	-
Central Ave	Sixth St – Webster St	21	9	22	24
Webster St	SW Side	1	1	-	-
	SE Side	1	1	-	-
	NW Side	-	-	2	2
Central Ave	Webster St – Page St	9	3	13	0
Page St	-	Propose conditions same as existing conditions			
Central Ave	Page St – Eighth St	19	12	16	17
Eighth St	NW Side	-	-	8	2
	NE Side	-	-	6	1
Central Ave	Eighth St – Burbank St	6	4	7	4
Burbank St	SW Side	1	1	-	-
	SE Side	2	1	-	-

Roadway	Location	Eastbound		Westbound	
		Existing/ No Build	Build	Existing/ No Build	Build
Central Ave	Burbank St – Ninth St	8	8	8	8
Ninth St	SW Side	2	1	-	-
	SE Side	2	1	-	-
	NE Side	-	-	1	0
Central Ave	Ninth St – Weber St	11	11	9	9
Weber St	SW Side	2	2	-	-
	SE Side	2	0	-	-
Central Ave	Weber St – Caroline St	6	6	8	7
Caroline St	SW Side	1	0	-	-
	SE Side	1	0	-	-
	NW Side	-	-	1	0
	NE Side	-	-	1	0
Central Ave	Caroline St – St. Charles St	15	14	17	18
St. Charles St	-	Propose conditions same as existing conditions			
Central Ave	St. Charles St – Bay St	6	6	7	7
Bay St	-	Propose conditions same as existing conditions			
Central Ave	Bay St – Sherman St	3	0	4	5
Sherman St	SW Side	3	2	-	-
	SE Side	3	3	-	-
	NW Side	-	-	3	1
	NE Side	-	-	5	3
Encinal Ave	SE Side	3	3	-	-
	NE Side	-	-	1	1
Central Ave E Of Roundabout	SE Side	-	-	4	2
	NE Side	-	-	4	2
<b>Total – Central Ave</b>		<b>179</b>	<b>124</b>	<b>222</b>	<b>218</b>
<b>Total – Side Streets</b>		<b>36</b>	<b>23</b>	<b>71</b>	<b>31</b>
<b>Grand Total</b>		<b>215</b>	<b>147</b>	<b>293</b>	<b>249</b>

Source: Study team analysis