Tecolote Road Station Layout Options
Technical Memorandum
August 2014

Prepared by:
The San Diego Association of Governments (SANDAG)
Introduction

In April 2013, the Federal Transit Administration and the San Diego Association of Governments (SANDAG) completed the Mid-Coast Corridor Transit Project Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR). The Draft SEIS/SEIR evaluated a Build Alternative and a No-Build Alternative. The Build Alternative provided for the extension of the Trolley Blue Line from the Santa Fe Depot in Downtown San Diego to the University Towne Centre (UTC) Transit Center in University City. The Draft SEIS/SEIR was available for review and comment from May 17, 2013 through July 17, 2013. Approximately 1,420 comments were received during the comment period from more than 300 individuals, organizations, and agencies. All substantial comments received on the Draft SEIS/SEIR will be responded to in the Final SEIS/SEIR.

Several of the comments received during the comment period warranted consideration prior to finalizing the Build Alternative for evaluation in the Final SEIS/SEIR due to their potential to affect the alignment, stations, or other elements of the Build Alternative. Comments regarding the station at Tecolote Road opposed the relocation of the Armstrong Garden Center to accommodate the Tecolote Road Station and the park-and-ride facility. In addition, Toys "R" Us indicated that the loss of parking could impose significant costs to reconstruct the store; otherwise, Toys “R” Us may terminate its lease. A parking structure was recommended to minimize impacts to Toys "R" Us. Comments also were received suggesting elimination of the station entirely.

The station location proposed in the Draft SEIS/SEIR is partially in the Metropolitan Transit System (MTS) right-of-way, City of San Diego owned property, and private property south of the existing Tecolote Road overcrossing on Interstate 5. The station would be located between the existing Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency (LOSSAN) railroad tracks and West Morena Boulevard. Figure 1 shows the location of the Tecolote Road Station under the Build Alternative evaluated in the Draft SEIS/SEIR. The station is important for park-and-ride access to the Trolley system. The station was forecast to have a parking demand for 280 spaces. It is one of the five stations with park-and-ride facilities, with the others located at Clairemont Drive, Balboa Avenue, Nobel Drive, and the UTC Transit Center.

In response to the comments, SANDAG studied whether there are alternate layout options for the Tecolote Road Station that could accommodate forecasted parking demand, avoid displacement of the Armstrong Garden Center, minimize parking impacts to Toys “R” Us, and/or avoid or minimize impacts to other adjacent businesses, such as Jerome’s Furniture, A-1 Self Storage, and Petco. SANDAG also considered the effect of eliminating the Tecolote Road Station from the Mid-Coast Corridor Transit Project. SANDAG also studied whether the station could be eliminated without impacting ridership or parking demand at adjacent stations. Based on the results of the study, SANDAG staff concluded that the station site plan cannot be reconfigured to provide adequate parking and avoid acquisition of Armstrong Garden Center without shifting adverse impacts to surrounding businesses and incurring a significant increase in project cost.

Alternative sites for the Tecolote Road Station were considered during the prior environmental study for the Mid-Coast Corridor. The SANDAG Board of Directors’ adoption of the 1995 Locally Preferred Alternative eliminated the alternative sites as less desirable than the site.
Figure 1. Tecolote Road Station Location under Build Alternative in the Draft SEIS/SEIR

Source: SANDAG, 2014
proposed in the Mid-Coast Corridor Alternatives Analysis/ Draft Environmental Impact Statement/Environmental Impact Report (MTDB, 1995). This decision is documented in the Mid-Coast Corridor Locally Preferred Alternative Report (MTDB, 1995). Prior to the preparation of the Draft SEIS/SEIR, an analysis of changed conditions was conducted that found no changed condition that required reconsideration of the SANDAG Board of Directors’ decision on the Tecolote Road Station location.

For the Refined Build Alternative to be evaluated in the Final SEIS/SEIR, SANDAG staff recommended to continue with the Tecolote Road Station location and design as evaluated in the Draft SEIS/SEIR (Draft SEIS/SEIR Layout). Minor modifications were made to the station site layout in response to other comments received on the Draft SEIS/SEIR (e.g., the addition of a fence around the park-and-ride lot and a 0.11-acre reduction in permanent right-of-way required).

SANDAG staff presented the results of the study and the proposed Refined Build Alternative to the SANDAG Board of Directors on November 15, 2013. The SANDAG Board of Directors voted to approve the Refined Build Alternative as the project to be evaluated in the Mid-Coast Corridor Transit Project Final SEIS/SEIR, with the Tecolote Road Station remaining as presented in the Draft SEIS/SEIR with only minor modifications. The Mid-Coast Corridor Transit Project Final Refined Build Alternative Report (SANDAG, 2014) documents the SANDAG Board of Directors’ approval of the Refined Build Alternative.

This technical memorandum documents the results of the evaluation of the alternate layout options for the Tecolote Road Station in comparison to the Draft SEIS/SEIR Layout.

**Draft SEIS/SEIR Layout for Tecolote Road Station**

The Tecolote Road Station would be located south of the existing Tecolote Road overcrossing, which crosses over the existing MTS right-of-way. As shown in the station site concept in Figure 2, the Draft SEIS/SEIR Layout would include 280 surface parking spaces, with 180 spaces adjacent to the west side of West Morena Boulevard and another 100 spaces to the south of Vega Street. Primary access to the station for traffic along northbound West Morena Boulevard would be provided via the existing signalized intersection at West Morena Boulevard and Vega Street. Access to the station from southbound West Morena Boulevard would be provided via a right-in/right-out driveway on the northern end of the station site.

Bus stops and turnouts for transferring passengers would be located on both sides of West Morena Boulevard. Pedestrian ramps and stairs would be constructed on the east side of West Morena Boulevard for access to the north and south sides of Tecolote Road. Additionally, a new sidewalk would be constructed along the east side of West Morena Boulevard to Knoxville Street.
There are four Limited Liability Companies that own property in the vicinity of the Tecolote Road Station that is proposed for acquisition. The properties are identified as G1, H1, H2, and N1 in Figure 3. There is also City of San Diego-owned property within this station area, which is identified as city-owned. Part of the property on the east side of West Morena Boulevard is leased by Armstrong Garden Center. From the perspective of cost, the ability to use publicly owned land, where available, as part of the project would reduce the cost of land acquisition and improves the overall cost-effectiveness of the project. The businesses within the station area include Armstrong Garden Center, Toys “R” Us, A-1 Self Storage, Jerome’s, and Petco. All are located in the Morena Plaza Shopping Center.

Parking for the Draft SEIS/SEIR Layout would be placed on four different parcels, including the city-owned property, all of the H1 parcel (which includes the Armstrong Garden Center), and portions of the N1 and G1 parcels that is used for parking by A-1 Self Storage, Jerome’s, and through lease agreement by Toys “R” Us. Access to the station would be provided through the existing easement on the H2 property.
Several station parking lot layout options were evaluated in an effort to avoid the acquisition of Armstrong Garden Center. Relocation of the station platforms to the north or south was also evaluated. Relocation of the station platform to the south would increase the distance to the station from West Morena Boulevard and Tecolote Road, which would result in reduced visibility, and access, longer walk and bicycle connection times. Use of other parcels to the south for location of the park-and-ride facility would not capitalize on the use of city-owned land and would still require acquisition and displacement from a business(es) within the Morena Plaza Shopping Center. Thus, the acquisition of Armstrong Garden Center cannot be avoided without shifting the impact to another business(es). Relocation of the station platforms to the north would increase the distance to the station from Tecolote Road, which would result in reduced visibility and access, longer walk and bicycle connection times, and would likely require acquisition and displacement of multiple businesses and/or residences due to smaller parcel sizes north of Tecolote Road. Consequently, multiple parcels would be needed to accommodate the projected ridership and parking demand. For these reasons, it was concluded that the station platforms should remain at the same location as in the Draft SEIS/SEIR, and only alternative layout options for location of the park-and-ride facility at the Tecolote Road Station would be studied.
The following is a description of the property acquisitions and parking impacts of the station parking layout options evaluated in this study. A summary comparison of the parking layout options and Draft SEIS/SEIR Layout is presented in Table 1, which is included at the end of this document. The layout options evaluated included five surface parking options and three structured parking options.

**Tecolote Road Station Parking Layout Option 1**

Layout Option 1 is designed to maintain the Armstrong Garden Center business by expanding parking on the city-owned property to the north of Tecolote Road. The properties that would be acquired under Layout Option 1 are shown in Figure 4. This layout option would require the small portion of the Armstrong Garden Center exterior service area on the west end of Parcel H1 for the station platforms and access and acquisition of three additional parcels for provision of station parking, including the city-owned property, and portions of the N1 and G1 parcels that are used for parking by A-1 Self Storage and Jerome’s. The acquisition would require removal of 8 parking spaces from H1 leased by Armstrong Garden Center, 92 parking spaces from N1, and 5 parking spaces from G1. Parking on Parcels N1 and G1 are jointly used by A-1 Self Storage and Jerome’s. Toys “R” Us also has a lease agreement for use of parking on N1; however, the spaces in front of the store would not be affected and therefore the spaces leased to Toys “R” Us may not be affected. Under this layout option, all four businesses (i.e., Armstrong Garden Center, Toys “R” Us, A-1 Self Storage, and Jerome’s) would be able to continue operations with minimal impacts.

**Figure 4. Properties Affected under Layout Option 1**

![Properties Affected under Layout Option 1](source: SANDAG, 2013)
Although Layout Option 1 maximizes the use of city-owned property and minimizes impacts to privately owned properties and businesses, it would only include 156 surface parking spaces and therefore would not provide sufficient parking to meet the forecast demand of 280 spaces. Therefore, this layout option was not identified as a feasible alternative to the Draft SEIS/SEIR layout.

**Tecolote Road Station Parking Layout Option 2**

Because Layout Option 1 did not provide sufficient parking to accommodate the forecasted demand, Layout Option 2 expanded station parking to the vacant city-owned property to the east of West Morena Boulevard. Station parking on the east side of West Morena Boulevard would be the same as under Layout Option 1 and Armstrong Garden Center would be maintained. This layout option would provide an additional 50 parking spaces compared to Layout Option 1, thus increasing the number of station parking spaces to 206 spaces.

Figure 5 shows the proposed parking layout and properties affected under Layout Option 2. Impacts to Parcels H1, G1, and N1 would be the same as Layout Option 1. The only difference would be the acquisition of the city-owned property on the east side of West Morena Boulevard, which would not impact any businesses.

**Figure 5. Properties Affected under Layout Option 2**

Source: SANDAG, 2013
Although Layout Option 2 would increase station parking compared to Layout Option 1, the number of parking spaces provided under Layout Option 2 would still be less than the forecast demand for 280 spaces. Therefore, it was concluded from the evaluation that sufficient parking to meet the forecast demand could not be provided through use of city-owned property and minimal acquisition of property from Parcels H1, G1, and N1. Consequently, additional layout options were evaluated that would provide for the forecast demand for 280 spaces.

**Tecolote Road Station Parking Layout Option 3**

Similar to Layout Options 1 and 2, Layout Option 3 would also maintain the Armstrong Garden Center business. However, unlike the two previous layout options and the Draft SEIS/SEIR Layout, Layout Option 3 would consolidate the station parking into a single location to the south of Vega Street instead of in separate locations to the north and south of Vega Street or on both sides of West Morena Boulevard.

Figure 6 shows the proposed parking layout and properties affected under Layout Option 3. Impacts to Parcel H1 for the station platform and access would be the same as Layout Options 1 and 2. To provide for the full 280 parking spaces required to meet the forecast demand at the station, acquisition of property from Parcel N1 would increase as compared to the Draft SEIS/SEIR Layout and Layout Options 1 and 2. Layout Option 3 would not use any city-owned property.

**Figure 6. Properties Affected under Layout Option 3**

![Properties Affected under Layout Option 3](source: SANDAG, 2013)
Although this layout option avoids displacement of Armstrong Garden Center and provides sufficient parking to meet the forecasted station demand, it would require removal of substantial parking from adjacent businesses, including 8 parking spaces from Armstrong Garden Center, 156 parking spaces from Parcel N1, and 11 parking spaces from Parcel G1, which are jointly used by A-1 Self Storage and Jerome’s while Toys “R” Us has a lease agreement for parking spaces on N1. The removal of 168 parking spaces from Parcels G1 and N1 could require displacement of A-1 Self Storage and/or Jerome’s. Toys “R” Us would be affected by the removal of the leased parking in Parcel N1 in front of the store. Thus, this layout option would shift the displacement from one business (i.e., Armstrong Garden Center under the Draft SEIS/SEIR Layout) to potentially two to three other businesses (i.e., A-1 Self Storage, Jerome’s, and Toys “R” Us). It also would not make use of the available city-owned property west of West Morena Boulevard. In addition, Layout Option 3 would increase the walking distance between the parking lot and the station platforms.

**Tecolote Road Station Parking Layout Option 4**

Layout Option 4 would also maintain the Armstrong Garden Center and provide sufficient parking in one location to meet the forecast demand. Similar to Layout Option 3, parking under this layout option would be consolidated into a single location south of Vega Street. This layout option also would not use any city-owned property for parking. Figure 7 shows the proposed parking layout and properties impacted under Layout Option 4.

![Properties Affected under Layout Option 4](source: SANDAG, 2013)
Acquisition of property for the station platform and access from H1 would be the same as the previous layout options, but with only removal of three parking spaces. In addition, acquisition of property from Parcels G1, N1, H1, and H2 would be required to provide for the full 280 parking spaces required to meet the forecast demand at the station. Whereas Layout Option 3 could require displacement of A-1 Self Storage and/or Jerome’s on G1 and N1, this layout option would avoid these displacements and instead displace Toys “R” Us by acquiring the property the building is located on. The remainder of the H2 parcel to the south of the Toys “R” Us building that is currently used for Toys “R” Us parking would not be acquired by this layout option.

The acquisition of property from N1 would require removal of 93 parking spaces that is used by A-1 Self Storage and Jerome’s, as compared to 156 spaces under Layout Option 3. It also would require removal of three parking spaces from the H3 parcel. Although Layout Option 4 would reduce impacts to businesses, this layout option would shift the displacement from one business (i.e., Armstrong Garden Center under the Draft SEIS/SEIR Layout) to another business (i.e., Toys “R” Us). It also would not make use of the available city-owned property west of West Morena Boulevard. In addition, Layout Option 4 would increase the walking distance between the parking lot and the station platforms for transit patrons. Therefore, this layout option was not identified as a better alternative to the Draft SEIS/SEIR Layout.

**Tecolote Road Station Parking Layout Option 5**

Layout Option 5 would also maintain the Armstrong Garden Center and provide sufficient parking to meet the forecast demand. This option is the same as Layout Option 4 except that it would locate all station parking on the H2 parcel south of Vega Street and eliminate acquisition of any property from Parcels G1 and N1. Thus, under this layout option impacts to A-1 Self Storage and Jerome’s would be avoided and all parking spaces on Parcels G1 and the majority of parking spaces on N1 that are jointly used by A-1 Self Storage and Jerome’s would be maintained. The only business impact under Layout Option 5 would be the displacement of Toys “R” Us and minor impacts to Armstrong Garden Center. Acquisition of property for the station platform and access from the H1 parcel used by Armstrong Garden Center would be the same as the previous layout option. This layout option also would not use any city-owned property for parking. Figure 8 shows the proposed parking layout and properties affected under Layout Option 5.

In addition to removal of the Toys “R” Us building, Layout Option 5 would require the removal of all parking spaces on the H2 parcel used by Toys “R” Us. Thus, Layout Option 5 would shift the displacement from one business (i.e., Armstrong Garden Center under the Draft SEIS/SEIR Layout) to another business (i.e., Toys “R” Us). It also would not make use of the available city-owned property west of West Morena Boulevard. Therefore, this layout option was not identified as a better alternative to the Draft SEIS/SEIR Layout.
Whereas Layout Options 1 through 5 provide for surface parking, the parking structure layout options provide for a transit parking structure located on either city-owned property and property acquired from the H1 parcel north of Vega Street (PK1), on the adjacent Parcels G1 and N1 (PK2), or on H2 south of Vegas Street (PK3). The three parking structure layout options are shown in Figure 9. Each of these layout options would provide for 280 transit parking spaces located in a parking structure.

The layout option identified as PK1 would locate the structure partially on city-owned property and the H1 parcel and would require displacement of Armstrong Garden Center. In addition to displacement of Armstrong Garden Center, this layout option has the issue of a potential fault rupture that runs along West Morena Boulevard. Confirmation of the fault rupture would result in the site being infeasible for location of a parking structure. Thus, this layout option would not be a feasible alternative to the Draft SEIS/SEIR Layout.

The other two layout options, identified as PK2 and PK3, would avoid displacement of Armstrong Garden Center but would impact other businesses, either A-1 Self Storage and/or Jerome’s or Toys "R" Us, respectively. Layout Option PK3 also would have the issue of the potential fault rupture.
Figure 9. Properties Affected under Parking Structure Layout Options

Source: SANDAG, 2013

Layout Option PK2 would remove 22 parking spaces from G1 and 124 parking spaces from N1. Parking on both of these parcels is jointly used by A-1 Self Storage and Jerome’s while Toys “R” Us has a lease agreement for parking on N1. Removal of 22 parking spaces from G1 could require the acquisition of A-1 Self Storage due to the proximity to the store front. The removal of 124 parking spaces from N1 could impact Jerome’s; however, these spaces are located further from the storefront and thus may not be an impact to operation of the store.

Layout Option PK3 would remove 127 parking spaces from the H2 parcel. The removal of 127 parking spaces from Toys “R” Us would require the acquisition of the business. Thus, both layout options would require the displacement of one or more businesses. Additionally, a parking structure has a higher cost than surface parking and therefore would increase costs over the Draft SEIS/SEIR Layout.

Elimination of the Station

As discussed below, elimination of the Tecolote Road Station would reduce ridership and the effectiveness of the project. In addition, it would be less effective in achieving the equity goal for the project as it would not improve transit accessibility for low-income and minority populations. Elimination of the Tecolote Road Station would also adversely affect parking at adjacent stations and would not support future growth as planned for the area.
**Ridership.** Using the SANDAG Series 11 Travel Demand Forecasting Model, SANDAG determined that elimination of the station would reduce the project’s transit ridership by 1,190 daily boardings on the portion of the project north of the Old Town Transit Center (OTTC). Ridership and cost are the primary factors for determining the competitiveness of the project for FTA New Starts funding. Although the Tecolote Road Station is at the lower range of projected ridership for the proposed extension, it provides about 6 percent of the overall ridership along the extension north of the OTTC while contributing less than 1 percent to the cost of the project. Therefore, the inclusion of the Tecolote Road Station increases the effectiveness of the project.

**Transit Equity.** The Tecolote Road Station will improve transit access to members of the Linda Vista community. This community has substantial concentrations of minority and low-income populations. As described in Chapter 1.0, Section 1.6.3 of the Final SEIS/SEIR, one of the goals of the project is to provide transit service equity to Mid-Coast Corridor communities. This consideration of equity is required as part of Title VI of the Civil Rights Act and FTA Environmental Justice regulations and guidelines. If the station is eliminated, Linda Vista (an area identified as having low-income and minority populations; see Chapter 4.0, Table 4-36 of the Final SEIS/SEIR) would not receive the benefits of improved access to transit from the project. Therefore, removing the Tecolote Road Station would be less effective in achieving the equity goal compared to the Refined Build Alternative.

**Parking.** Elimination of the Tecolote Road Station would increase parking demand at other adjacent stations, such as the OTTC and Clairemont Drive Station. Specifically, parking demand at the OTTC would increase from 624 spaces under the Refined Build Alternative with the Tecolote Road Station to 728 spaces without the station, while parking demand at the Clairemont Drive Station would increase from 150 spaces to 395 spaces. The increased demand at both stations would exceed the planned parking supply. Accommodating the additional parking at the OTTC would be especially challenging because the existing site has insufficient space to increase surface parking. Retention of the Tecolote Road Station, on the other hand, would relieve some of the parking demand at the OTTC.

**Future Growth.** The station area is identified by the City of San Diego and SANDAG as a planned Smart Growth Area. Land uses within one-quarter mile of the station are anticipated to be redeveloped as a Town Center with office and commercial development of low- to mid-rise buildings served by regional rail transit. The Linda Vista Community Plan also has identified the Tecolote Road Station to support the redevelopment of this location into a mixed-use center and employment hub. The Tecolote Road Station is an important component of the Smart Growth Area, providing convenient transit access. The full potential of the site as a planned Smart Growth Area might not be realized if riders have to access the area from the OTTC or Clairemont Drive Station.

**Conclusions/Recommendations**

In summary, the Tecolote Road Station parking layout options that would avoid acquisition of Armstrong Garden Center and accommodate forecasted parking demand would shift the impact to other adjacent businesses, reduce the visibility and access to the station, reduce transit equity, and/or increase the cost of the project. Each of the layout options evaluated for avoiding acquisition of Armstrong Garden Center would shift the impact to one or more adjacent businesses and reduce accessibility to the station platform by increasing walking distances for transit patrons parking at the station. The layout options that do not provide sufficient station
parking to meet the forecasted demand would result in increased parking demand at nearby stations (i.e., the Clairemont Drive Station and the OTTC). Layout options that do not use the city-owned parcel, extending north from the station, would require additional right-of-way acquisition from private owners and an associated increase in project costs. As such, the Tecolote Road Station Layout Option presented in the Draft SEIS/SEIR was retained as part of the proposed Refined Build Alternative with only minor modifications to the site layout. The acquisition of Armstrong Garden Center would still be required under the Refined Build Alternative proposed by SANDAG staff to the SANDAG Board of Directors.

**SANDAG Board of Directors Approval of the Refined Build Alternative**

SANDAG staff presented the proposed Refined Build Alternative, with the recommendation to continue with the Tecolote Road Station layout from the Draft SEIS/SEIR, to the SANDAG Board of Directors on November 15, 2013. The staff presentation included a description of the Build Alternative and options (i.e., VA Medical Center Station Option and Genesee Avenue Design Option) evaluated in the Draft SEIS/SEIR, a summary of comments received during the 60-day review and comment period on the Draft SEIS/SEIR, a description of proposed refinements to the Build Alternative evaluated in the Draft SEIS/SEIR, next steps in the environmental review of the project, and a recommendation that the SANDAG Board of Directors approve the Refined Build Alternative as the project to be evaluated in the Mid-Coast Corridor Transit Project Final SEIS/SEIR.

Members of the SANDAG Board of Directors raised the following issues and recommendations during the course of the discussion regarding the Tecolote Road Station layout options:

- Continue to explore alternate layout options
- Decrease the number of transit parking spaces provided at this station
- Distribute required parking spaces throughout the community
- Identify in more detail where the fault zone is located that restricts the construction of a parking structure
- Recombine or rearrange different parts of the alternate layout options to accommodate the 280-space parking demand
- Provide multimodal access to reduce parking demand
- Shift parking supply to another station
- Adopt a policy preference to acquire a business that is part of a chain rather than an individual local business
- Ensure that all layout options to develop a solution to acquiring Armstrong Garden Center have been exhausted
- Acknowledge that the Armstrong Garden Center site has been identified as a transit station in prior SANDAG studies
- Balance the interests of business impacts versus the greater public interest
- Ensure the cost effectiveness of the project to better compete for federal funding
• Facilitate schedule and costs, which are essential to getting the project constructed
• Recognize that although the H1 parcel would displace a business, the property owner’s land value would be influenced from being zoned as a transit area
• Acknowledge that the project will lead to change in land uses around station areas
• Consider there is never enough parking for stations once the line is operational
• Maximize convenience for transit users to increase ridership potential

After a review and discussion of these issues and recommendations and responses from SANDAG staff, the SANDAG Board of Directors found that the Tecolote Road Station layout option presented in the Draft SEIS/SEIR, with minor modifications as described in the Mid-Coast Corridor Transit Project Final Refined Build Alternative Report (SANDAG, 2014), should be retained, including the acquisition of Armstrong Garden Center. The SANDAG Board of Directors approved the Refined Build Alternative as the project to be evaluated in the Mid-Coast Corridor Transit Project Final SEIS/SEIR. The Final Refined Build Alternative Report documents the SANDAG Board of Directors approval of the Refined Build Alternative and contains a copy of the SANDAG staff presentation, meeting minutes, and voting results.
Table 1. Comparison of Draft SEIS/SEIR Tecolote Road Station Layout and Parking Layout Options

<table>
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<tr>
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<th>Draft SEIS/SEIR Layout</th>
<th>Surface Parking Layout Option</th>
<th>Parking Structure Layout Options</th>
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<tr>
<td></td>
<td>Location of station parking</td>
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<td>PK1</td>
</tr>
<tr>
<td></td>
<td>Surface lot west of W. Morena Blvd. and on private property north of Vega St.</td>
<td>Same as Layout Option 1 with addition of surface lot on city-owned property on east side of W. Morena Blvd.</td>
<td>Structure west of W. Morena Blvd. and south of Vega St.</td>
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<td>West side of W. Morena Blvd. at Vega St.</td>
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<td>Same as Draft SEIS/SEIR layout</td>
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<tr>
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<td>West side of W. Morena Blvd. at Vega St. and west side of W. Morena Blvd at Knoxville St.</td>
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<td>Same as Draft SEIS/SEIR layout</td>
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<td></td>
<td>280 spaces</td>
<td>206 spaces</td>
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<td>Meets forecast demand?</td>
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<td>Yes</td>
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<tr>
<td>Site access for vehicular traffic</td>
<td>West side of W. Morena Blvd. at Vega St.</td>
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<td>Number of acres required for station parking and access</td>
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<td>Number of acres of city-owned property used</td>
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<td>Same as Layout Option 1</td>
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<tr>
<td>Draft SEIS/SEIR Layout</td>
<td>Layout Option 1</td>
<td>Surface Parking Layout Option</td>
<td>Parking Structure Layout Options</td>
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<td>Businesses displaced</td>
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<tr>
<td>Number of businesses removed</td>
<td>93 Jerome’s and A-1 Self Storage and under lease agreement with Toys “R” Us (N1)</td>
<td>8 Armstrong Garden Center (H1); 92 Jerome’s and A-1 Self Storage and under lease agreement with Toys “R” Us (N1); 5 A-1 Storage (G1)</td>
<td>Same as Layout Option 1</td>
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<td>Number of business parking spaces removed</td>
<td>3 Armstrong Garden Center (H1); 157 Jerome’s and A-1 Self Storage and under lease agreement with Toys “R” Us (N1); 11 A-1 Storage and Jerome’s (G1)</td>
<td>8 Armstrong Garden Center (H1); 93 Jerome’s and A-1 Self Storage and under lease agreement with Toys “R” Us (N1); all parking on Toys “R” Us (H2)</td>
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<td>Infrastructure improvements required</td>
<td>Widening of W. Morena Blvd.</td>
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<td>Environmental considerations</td>
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Source: SANDAG, 2013