

Appendix 4A

Parking Plaza Layouts & Cost Analysis

This section of the study discusses the various alternatives for Parking Plazas 1 through 9 and a comparison of some alternatives for Parking Plaza 10 with a proposed reconfiguration of the Parking Plazas as part of a new development to occur at 40 Main Street. Following a discussion of each parking plaza there are the concept plans for each plaza.

Parking Plaza 1

Parking Plaza 1 currently has 122 regular parking spaces plus 5 handicap parking spaces. These parking spaces are arranged at 45-degrees and there are four driveways that intersect First Street and Second Street, including one driveway adjacent to an office building. There is a loading zone area along the northerly side of the plaza adjacent to the rear of the businesses on Main Street. Parking is allowed in this loading zone between 11AM and 2PM.

Alternative A

Alternative A would reduce the number of driveways to three, including the one adjacent to the office building and would reconfigure the parking stalls to a 90-degree alignment. With 9' wide parking spaces, this alternative would provide 128 regular spaces, plus 5 handicap spaces. With 8.5' wide spaces the number of parking spaces would be increased to 130 regular spaces, plus 5 handicap parking spaces. This alternative also provides a landscaped median between the two 90-degree parking bays. A loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along Main Street.

Alternative B

Alternative B would reconfigure the parking plaza from a 45-degree parking angle to a 60-degree parking angle. This configuration retains the three driveways from the parking plaza onto/from both First Street and Second Street and the fourth driveway adjacent to the office building. With 9' wide spaces, there would be an increase in the number of parking spaces to 128 regular spaces, plus 5 handicap spaces. If the parking spaces were modified to 8.5' wide spaces, the number of parking spaces would increase from the existing 122 regular spaces and 5 handicap spaces to 132 regular spaces plus 5 handicap spaces. This alternative also provides an additional 6 on-street parking spaces which are not included in the table below. The existing loading zone along the rear of the businesses on Main Street could be retained with this alternative. However, parking in some on the angled parking spaces along the most northerly drive aisle may need to be restricted due to the narrower aisle width.

Alternative C

Alternative C also reconfigures the parking plaza to 90-degree parking spaces. However, two of the driveways onto First Street and onto Second Street are eliminated restricting all access/egress into/from the parking plaza to only one driveway on each street (the driveway adjacent to the office building is also retained). This parking configuration would provide 124 regular parking spaces at 9' wide, plus 5 handicap spaces. If 8.5' wide spaces were desired the number of parking spaces would be 129 regular spaces plus 5 handicap spaces. This alternative also provides a median island between the parking aisles for landscaping, lighting, etc. As with Alternative B, this alternative also provides an additional 6 on-street parking spaces which are not included in the table below. Similar to Alternative A, a loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along Main Street.

Plaza 1 Comparison Table

	9' wide spaces		8.5' wide spaces	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Existing Parking Spaces	122	5		
Alternative A	128	5	130	5
Alternative B	128	5	132	5
Alternative C	124	5	129	5

PLAZA 1



LEGEND



TRASH BIN LOCATION



PG&E POWER POLE

PLAZA 1

EXISTING PARKING SPACES:
122 + 5 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
128 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
130 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 1

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 3

SCALE: 1" = 50'

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PLAZA 1
ALTERNATIVE A

PLAZA 1



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 1

EXISTING PARKING SPACES:
122 + 5 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
128 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
129 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 1

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 0

SCALE: 1" = 50'

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PLAZA 1
ALTERNATIVE B

PLAZA 1



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 1

EXISTING PARKING SPACES:
122 + 5 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
124 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
129 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 1

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 3

SCALE: 1" = 50'

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PLAZA 1
ALTERNATIVE C

Parking Plaza 2

Parking Plaza 2 currently has 118 regular parking spaces plus 7 handicap parking spaces. These parking spaces are arranged at 45-degrees and there are four driveways that intersect Second Street and Third Street, including one driveway adjacent to an office building. Similar to Parking Plaza 1, there is a loading zone area along the northerly side of the plaza adjacent to the rear of the businesses on Main Street. Parking is allowed in this loading zone between 11AM and 2PM.

Alternative A

Alternative A would reduce the number of driveways to two, including the one adjacent to the office building and would reconfigure the parking stalls to a 90-degree alignment. With 9' wide parking spaces, this alternative would provide 125 regular spaces plus 5 handicap spaces. With 8.5' wide spaces the number of parking spaces would be increased to 130 regular spaces plus 5 handicap parking spaces. Due to the narrow width of Second Street and Third Street no additional on-street parking spaces are possible. This alternative also provides 7.6' wide landscaping median between the two 90-degree parking bays. As with Alternative A for Parking Plaza 1, a loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along Main Street.

Alternative B

Alternative B also reconfigures the parking plaza to 90-degree parking spaces. However, three of the driveways onto Second Street and onto Third Street are eliminated restricting all access/egress into/from the parking plaza to only one driveway on each street. Compared to the existing parking plaza lay-out, Alternative B relocates the entire configuration to the south and provides a parallel parking aisle adjacent to the businesses instead of the office building. If 9' wide spaces were desired the number of parking spaces would be 120 regular spaces plus 5 handicap spaces. With 8.5' wide spaces, this parking configuration would provide 127 regular parking spaces plus 5 handicap spaces. Both options would provide more parking spaces than the existing 122 regular spaces plus 5 handicap spaces. This Alternative has a row of parallel parking spaces adjacent to the rear of the businesses along Main Street. A loading zone could be created along this row of spaces with parking allowed between 11AM and 2PM, which is similar to the existing conditions.

Alternative C

Alternative C would reconfigure the parking plaza from a 45-degree parking angle to a 60-degree parking angle. This configuration eliminates three driveways from the parking plaza onto/from both Second Street and Third Street and provides a parallel parking aisle adjacent to the businesses as in Alternative B. However, the number of parking spaces would increase from the existing 118 regular spaces and 5 handicap spaces to 123 regular spaces plus 5 handicap spaces, assuming 9' wide spaces. If the spaces were modified to 8.5' wide', there would be an increase in the number of parking spaces to 131 regular spaces plus 5 handicap spaces. As with Alternative B, this Alternative has a row of parallel parking spaces adjacent to the rear of the businesses along Main Street. A loading zone could be created along this row of spaces with parking allowed between 11AM and 2PM, which is similar to the existing conditions.

Plaza 2 Comparison Table

	9' wide spaces		8.5' wide spaces	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Existing Parking Spaces	118	7		
Alternative A	125	5	130	5
Alternative B	120	5	127	5
Alternative C	123	5	131	5

PLAZA 2



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 2

EXISTING PARKING SPACES:
118 + 7 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
125 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
130 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 3

SCALE: 1" = 50'

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PLAZA 2
ALTERNATIVE A

PLAZA 2



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 2

EXISTING PARKING SPACES:
118 + 7 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
120 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
127 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 3

SCALE: 1" = 50'

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PLAZA 2
ALTERNATIVE B

PLAZA 2



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 2

EXISTING PARKING SPACES:
118 + 7 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
123 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
131 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 3

SCALE: 1" = 50'

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PLAZA 2
ALTERNATIVE C

Parking Plaza 3

Parking Plaza 3 currently has 199 regular parking spaces plus 4 handicap parking spaces. These parking spaces are configured at a 45-degree angle along the various driveways. There are four driveways that intersect Third Street and two driveways that intersect San Antonio Road. This parking plaza is currently being modified by a project that is installing landscaping along San Antonio Road. Consequently, the 45-degree parking spaces along the driveway adjacent to San Antonio Road will be reconfigured to parallel parking spaces along most of the San Antonio Road frontage. Of the 199 regular parking spaces in this parking plaza, 64 spaces are along the San Antonio Road frontage. The parking concept alternatives address the configuration of the remaining 135 regular and 4 handicap parking spaces in the largest part of the plaza. As with Parking Plazas 1 and 2, there is a loading zone area along the northerly side of the plaza adjacent to the rear of the businesses on Main Street. Parking is allowed in this loading zone between 11AM and 2PM.

Alternative A

Alternative A reconfigures the main portion of the parking plaza from its current 45-degree parking orientation to a 90-degree parking layout. This alternative also eliminates one of the driveways onto Third Street. This alternative would provide 151 regular parking spaces, 9' in width, and 5 handicap parking spaces. If 8.5' wide parking spaces are desired, this alternative would provide 159 regular parking spaces and 5 handicap parking spaces. A loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along Main Street.

Alternative B

Alternative B also reconfigures the main portion of the parking plaza from a 45-degree orientation to a 90-degree layout. This alternative eliminates three of the driveways on Third Street. This alternative would provide 134 regular parking spaces (9' wide) plus 5 handicap spaces. If 8.5' wide parking spaces were desired, 143 regular parking spaces would be provided plus 5 handicap spaces. Similar to Alternative A, a loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along Main Street.

Alternative C

Alternative C provides a slightly different layout than Alternative B. This alternative would provide 141 regular parking spaces (9' wide) plus 5 handicap spaces. If 8.5' wide parking spaces were desired, 148 regular parking spaces would be provided plus 5 handicap spaces. Due to the configuration of the parking spaces, the existing loading zone along the rear of the businesses on Main Street could be retained.

Plaza 3 Comparison Table

	9' wide spaces		8.5' wide spaces	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Existing Parking Spaces	135	4		
Alternative A	151	5	160	5
Alternative B	134	5	141	5
Alternative C	141	5	150	5

PLAZA 3

MATCH LINE - SEE BELOW



LEGEND



TRASH BIN LOCATION



PG&E POWER POLE

PLAZA 3

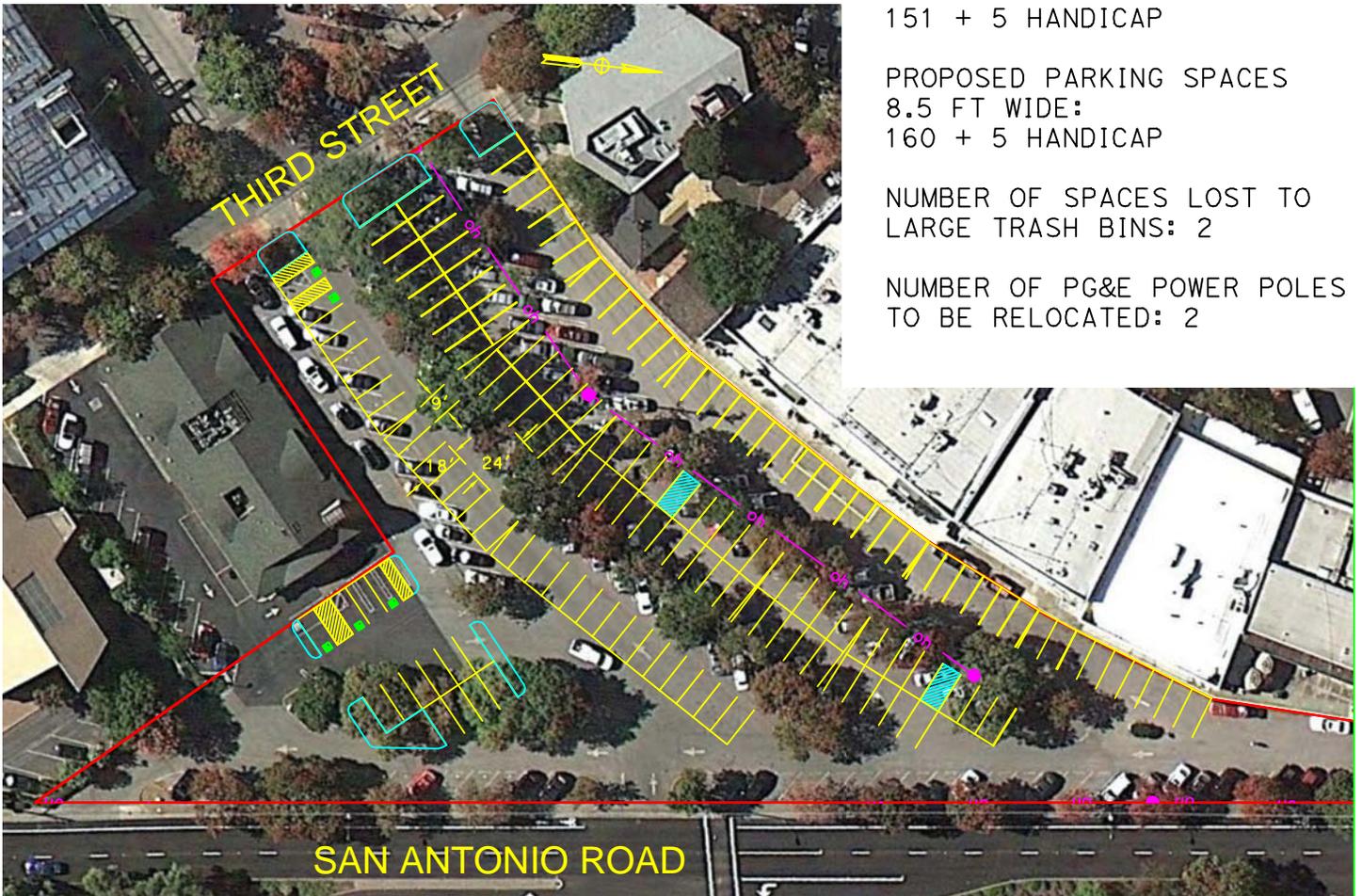
EXISTING PARKING SPACES:
135 + 4 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
151 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
160 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 2



MATCH LINE - SEE ABOVE

SCALE: 1" = 75'

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PLAZA 3
ALTERNATIVE A

PLAZA 3

MATCH LINE - SEE BELOW



LEGEND



TRASH BIN LOCATION



PG&E POWER POLE

PLAZA 3

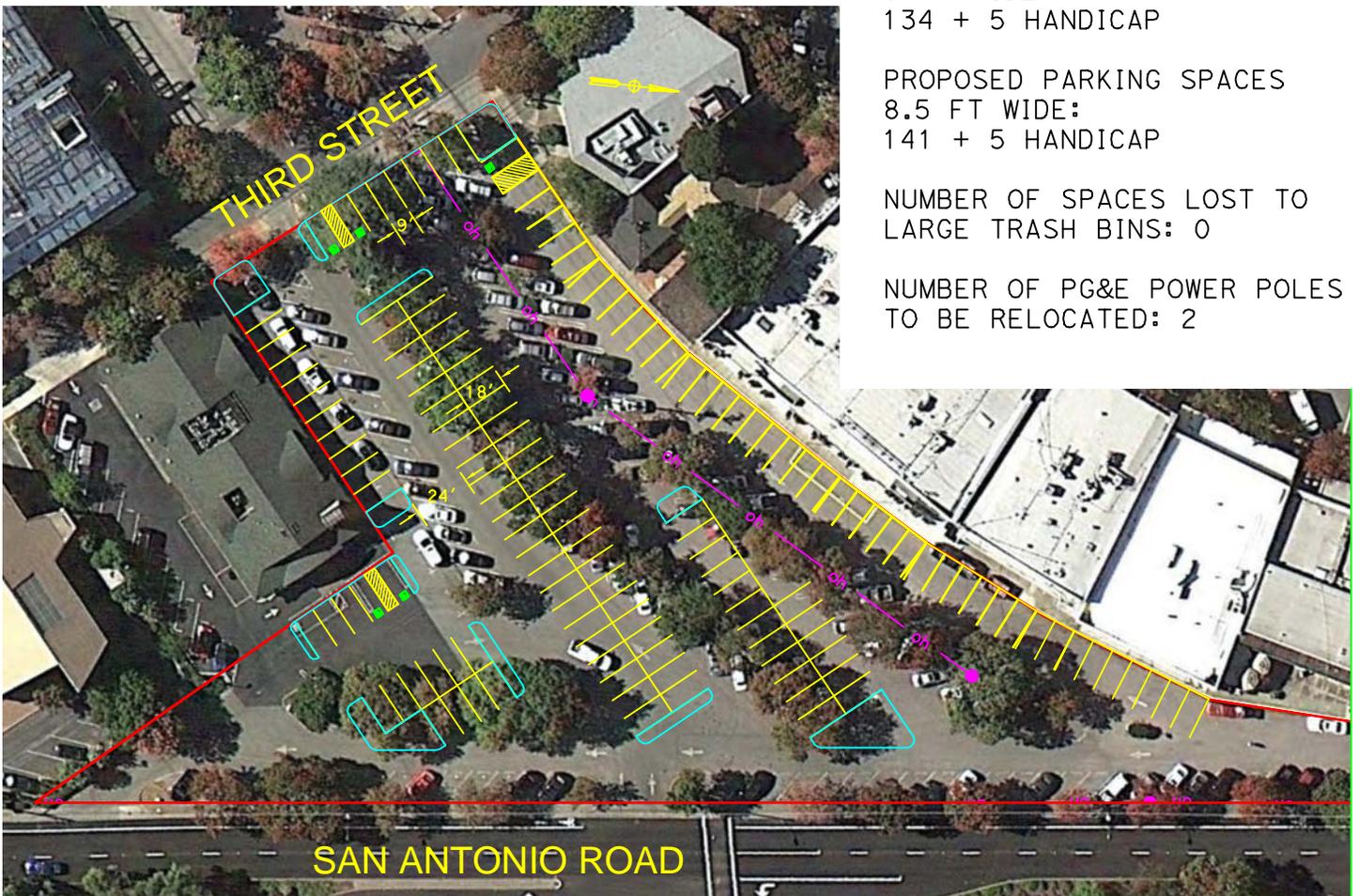
EXISTING PARKING SPACES:
135 + 4 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
134 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
141 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 0

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 2



MATCH LINE - SEE ABOVE

SCALE: 1" = 75'

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PLAZA 3
ALTERNATIVE B

PLAZA 3

MATCH LINE - SEE BELOW



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 3

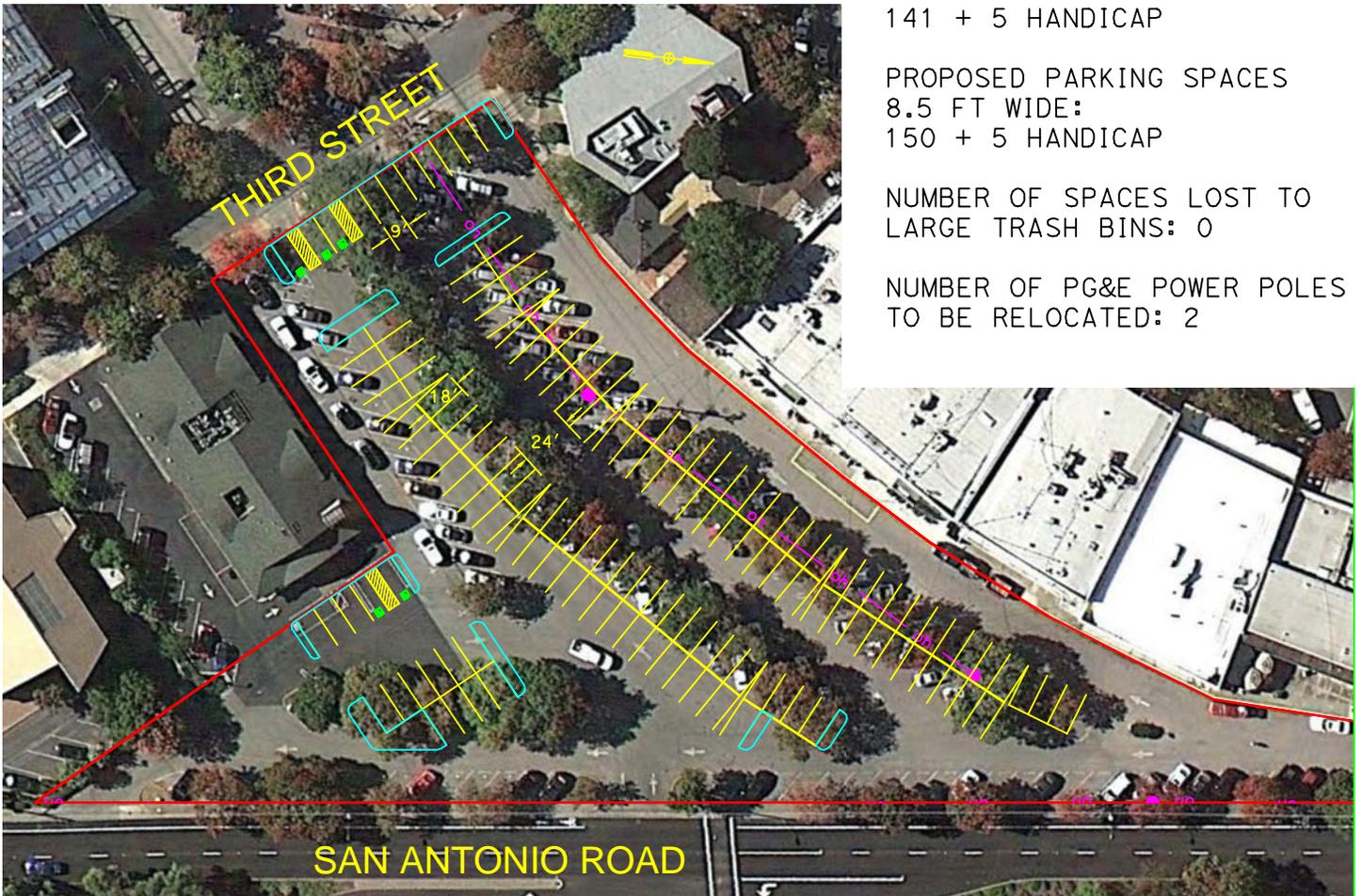
EXISTING PARKING SPACES:
135 + 4 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
141 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
150 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 0

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 2



MATCH LINE - SEE ABOVE

SCALE: 1" = 75'

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PLAZA 3
ALTERNATIVE C

Parking Plaza 4

Parking Plaza 4 currently has 59 regular parking spaces plus 1 handicap parking space. These parking spaces are arranged at 45-degrees and there are two driveways that intersect First Street and Second Street. There is a small loading zone in this plaza which is created by eliminating 2 tandem parking spaces.

Alternative A

Alternative A would reconfigure the main portion of the parking plaza from a 45-degree parking angle to a 60-degree parking angle. The existing 90-degree parking area of this plaza is retained. This configuration retains the two driveways from the parking plaza onto/from both First Street and Second Street. The number of parking spaces would increase to 70 regular spaces plus 3 handicap spaces, assuming 9' wide parking spaces. If the spaces were narrowed to 8.5', there would still be 70 regular spaces and 3 handicap spaces. This alternative retains the existing access to the private property areas behind several of the businesses. A loading zone similar to what currently exists could be created in this Alternative.

Alternative B

Alternative B reconfigures the parking plaza to 90-degree parking spaces. However, to retain access to the private property at the back of the businesses several parking spaces are eliminated to provide driveways to these areas. One of the driveways onto First Street and onto Second Street is eliminated restricting all access/egress into/from the parking plaza to one driveway on each street. This parking configuration would provide only 48 regular parking spaces at 9' wide plus 3 handicap spaces. If 8.5' wide spaces were desired the number of parking spaces would still be less than the current parking configuration at 55 regular spaces plus 3 handicap spaces. The alternative will be dropped from further consideration.

Alternative C

Alternative C would also reconfigure the parking plaza from a 45-degree parking angle to a 60-degree parking angle as with Alternative A. However, this alternative would also eliminate access to the back of the businesses unless a few parking spaces were eliminated to provide driveways to the private areas. As with Alternative B, one of the driveways onto First Street and Second Street is eliminated restricting all access/egress into/from the parking plaza to one driveway on each street. Using 9' wide parking spaces and retaining access to the private areas, the number of regular spaces would be increased to 56 spaces, but the number of handicap spaces would increase to 3 spaces. Using 8.5' wide parking spaces would increase the number of regular parking spaces to 62 and the number of handicap spaces to 3. A loading zone could be created and parking prohibited for a specific period of time within this plaza similar to what currently exists.

Plaza 4 Comparison Table

	9' wide spaces		8.5' wide spaces	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Existing Parking Spaces	59	1		
Alternative A	70	3	70	3
Alternative B	48	3	55	3
Alternative C	56	3	62	3

PLAZA 4



LEGEND

- TRASH BIN LOCATION
- PG&E POWER POLE

PLAZA 4

EXISTING PARKING SPACES:
59 + 1 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
70 + 3 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
74 + 3 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 2

SCALE: 1" = 50'

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PLAZA 4
ALTERNATIVE A

PLAZA 4



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 4

EXISTING PARKING SPACES:
59 + 1 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
48 + 3 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
59 + 3 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 2

SCALE: 1" = 50'

TRANSPORTATION

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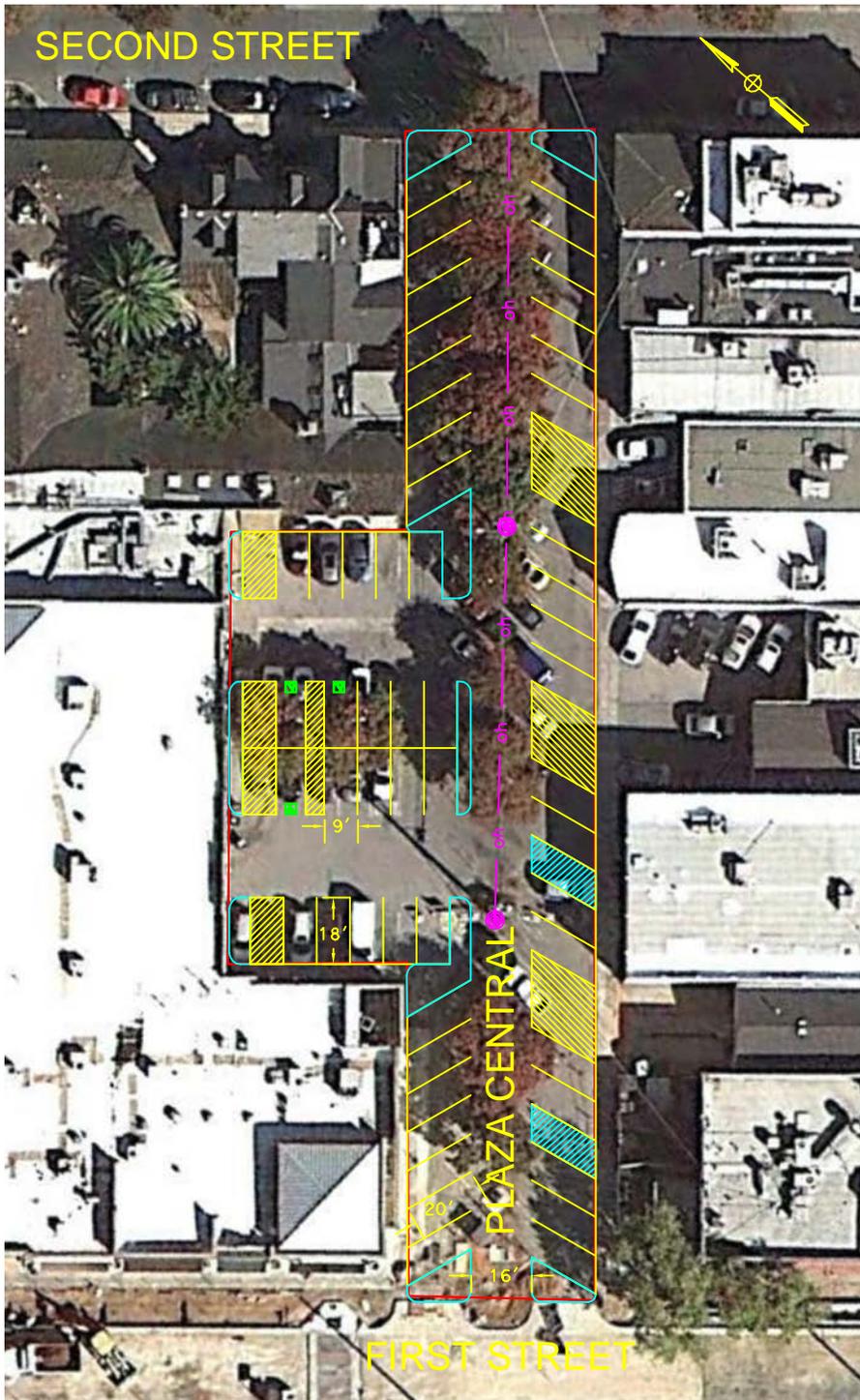
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PLAZA 4
ALTERNATIVE B

PLAZA 4



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 4

EXISTING PARKING SPACES:
59 + 1 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
56 + 3 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
66 + 3 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 2

SCALE: 1" = 50'

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PLAZA 4
ALTERNATIVE C

Parking Plaza 5

Parking Plaza 5 currently has 48 regular parking spaces plus 7 handicap parking spaces. These parking spaces are arranged at 45-degrees and there are two driveways that intersect Second Street and Third Street. This plaza also has a driveway aisle that is adjacent to the business along Main Street. This aisle provides access to the rear of the businesses and provides a loading zone for these businesses. All of the Alternatives retain this driveway aisle and the existing loading zone.

Alternative A

Alternative A would reconfigure the parking plaza from a 45-degree parking angle to a 90-degree parking orientation. This configuration eliminates one of driveways from the parking plaza onto/from both Second Street and Third Street. In addition, the access to the backs of businesses is retained. The number of parking spaces would increase to 61 regular spaces plus 3 handicap spaces, assuming 9' wide spaces. If the spaces were narrowed to 8.5', there would be an increase in the number of parking spaces to 62 regular spaces plus 3 handicap spaces.

Alternative B

Alternative B reconfigures the parking plaza to 60-degree parking spaces. As with Alternative A, access to the back of the businesses is retained. This alternative provides a two-way eastbound driveway on Second Street and a one-way westbound driveway from Third Street. All vehicles exiting this parking plaza would do so onto Second Street. This parking configuration would provide 57 regular parking spaces at 9' wide plus 3 handicap spaces. If 8.5' wide spaces were desired the number of parking spaces would be 58 regular spaces plus 3 handicap spaces.

Alternative C

Alternative C would also reconfigure the parking plaza from a 45-degree parking angle to a 60-degree parking angle as with Alternative B. This alternative also retains access to the back of the businesses. As with Alternative B, the driveway onto Second Street is a two-way driveway and the driveway from Third Street is a one-way westbound driveway. However, the number of parking spaces would increase slightly from the existing 48 regular spaces and 7 handicap space to 49 regular spaces plus 2 handicap spaces, assuming 9' wide spaces. If the spaces were narrowed to 8.5', the number of parking spaces would still be 49 regular spaces plus 3 handicap spaces.

Plaza 5 Comparison Table

	9' wide spaces		8.5' wide spaces	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Existing Parking Spaces	48	7		
Alternative A	61	3	62	3
Alternative B	57	3	58	3
Alternative C	49	2	49	3

PLAZA 5



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 5

EXISTING PARKING SPACES:
48 + 7 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
61 + 3 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
62 + 3 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 3

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 2

SCALE: 1" = 50'

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PLAZA 5
ALTERNATIVE A

PLAZA 5



LEGEND



TRASH BIN LOCATION



PG&E POWER POLE

PLAZA 5

EXISTING PARKING SPACES:
48 + 7 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
57 + 3 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
58 + 3 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 3

SCALE: 1" = 50'

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PLAZA 5
ALTERNATIVE B

Parking Plaza 6

Parking Plaza 6 currently has 59 regular parking spaces plus 6 handicap parking spaces. These parking spaces are arranged at 45-degrees and there are two driveways that intersect Third Street and three driveways intersecting State Street. There is a small loading zone in this plaza which services one or two businesses on the easterly area of the plaza. This loading zone can be retained or relocated slightly to maintain a loading zone in all Alternatives for this plaza.

Alternative A

Alternative A would reconfigure the parking plaza from a 45-degree parking angle to a 90-degree parking orientation. This configuration eliminates one of driveways from the parking plaza onto/from both Third Street and two of the driveways intersecting State Street. Due to the irregular configuration of the parking plaza and the required back-up space for 90-degree parking spaces, the number of parking spaces would be reduced to 51 regular spaces plus 3 handicap spaces, assuming 9' wide spaces. If the spaces were narrowed to 8.5', there is still a reduction in parking spaces resulting in 52 regular spaces plus 3 handicap spaces.

Alternative B

Alternative B reconfigures the parking plaza to 60-degree parking spaces. This alternative retains the two driveways onto Third Street but eliminates two of the driveways onto State Street. This parking configuration would provide 65 regular parking spaces at 9' wide plus 3 handicap spaces. If 8.5' wide spaces were desired, the number of parking spaces would be increased to 65 regular spaces plus 3 handicap spaces.

Alternative C

Alternative C would also reconfigure the parking plaza from a 45-degree parking angle to a 60-degree parking angle as with Alternative B. This alternative reverses the direction of travel for one of the driveways on Third Street. The resulting number of parking spaces would be 64 regular spaces plus 3 handicap spaces, assuming 9' wide spaces. If the spaces were narrowed to 8.5', the number of parking spaces would remain at 64 regular spaces plus 3 handicap spaces.

Plaza 6 Comparison Table

	9' wide spaces		8.5' wide spaces	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Existing Parking Spaces	59	6		
Alternative A	51	3	52	3
Alternative B	65	3	65	3
Alternative C	64	3	64	3

PLAZA 6



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 6

EXISTING PARKING SPACES:
59 + 6 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
51 + 3 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
54 + 3 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 0

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 2

SCALE: 1" = 50'

TRANSPORTATION

AECOM

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CITY OF LOS ALTOS
DOWNTOWN PARKING
LOT STUDY

PLAZA 6
ALTERNATIVE A

Parking Plaza 7

Parking Plaza 7 is very similar in shape to Parking Plazas 1 and 2. It currently has 119 regular parking spaces plus 6 handicap parking spaces. These parking spaces are arranged at 45-degrees and there are four driveways that intersect First Street and Second Street, including one driveway adjacent to an office building. There is a loading zone along the southerly side of this plaza adjacent to the rear of the businesses on State Street. Parking is allowed in this loading zone between 11AM and 3PM.

Alternative A

Alternative A would reduce the number of driveways to First Street and Second Street to one on each street and would reconfigure the parking stalls to a 90-degree alignment. With 9' wide spaces the number of parking spaces would be decreased to 112 regular spaces plus 5 handicap parking spaces. With 8.5' wide parking spaces, this alternative would provide 125 regular spaces plus 5 handicap spaces. Due to the narrow width of both First Street and Second Street, no additional on-street parking spaces can be realized with the elimination of the driveways on any of the alternatives for this plaza. This Alternative provides a parallel parking aisle along the rear of the businesses on State Street. A loading zone could be created and parking prohibited for a specific period of time in this row of parallel parking spaces.

Alternative B

Alternative B is similar to Alternative A in that it reconfigures the parking plaza from 45-degree parking to 90-degree parking. However, this alternative "moves" the parking spaces to the south adjacent to the office building on the southern part of the plaza. This alternative also eliminates all but one driveway from First Street and from Second Street into the plaza. The number of parking spaces would increase to 124 regular spaces plus 5 handicap spaces, assuming 9' wide spaces. If the spaces were narrowed to 8.5', there would be increase in the number of parking spaces to 134 regular spaces plus 5 handicap spaces. A loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along State Street.

Alternative C

Alternative C reorients the parking plaza from an east-west driveway configuration to primarily a north-south driveway configuration. As with Alternative A and B only one driveway is retained on First Street and Second Street. This alternative results in fewer regular parking spaces (110) than currently exists assuming 9' wide spaces and one less handicap space (5). Using 8.5' wide spaces the number of regular parking is still reduced slightly to 118 and the handicap spaces reduced to 5. As with Alternative B, a loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along State Street.

Alternative D

Alternative D would reconfigure the parking plaza from a 45-degree parking angle to a 60-degree parking angle. This configuration retains only one driveway from the parking plaza onto/from both First Street and Second Street. However, the number of parking spaces would increase spaces to 128 regular spaces plus 5 handicap spaces, assuming 9' wide spaces. If the spaces were narrowed to 8.5', there would be an increase in the number of parking spaces to 143 regular spaces plus 5 handicap spaces.

Even though the parking spaces adjacent to the rear of the businesses are at an angle, a loading zone could be created and parking prohibited for a specific period of time in these spaces.

Plaza 7 Comparison Table

	9' wide spaces		8.5' wide spaces	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Existing Parking Spaces	119	6		
Alternative A	112	5	125	5
Alternative B	124	5	134	5
Alternative C	110	5	118	5
Alternative D	128	5	143	5

PLAZA 7



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 7

EXISTING PARKING SPACES:
119 + 6 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
112 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
125 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 0

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 4

SCALE: 1" = 50'

TRANSPORTATION

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CITY OF LOS ALTOS
DOWNTOWN PARKING
LOT STUDY

PLAZA 7
ALTERNATIVE A

PLAZA 7



LEGEND



TRASH BIN LOCATION



PG&E POWER POLE

PLAZA 7

EXISTING PARKING SPACES:
119 + 6 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
124 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
134 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 4

SCALE: 1" = 50'

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CITY OF LOS ALTOS
DOWNTOWN PARKING
LOT STUDY

PLAZA 7
ALTERNATIVE B

PLAZA 7



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 7

EXISTING PARKING SPACES:
119 + 6 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
110 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
118 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 4

SCALE: 1" = 50'

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CITY OF LOS ALTOS
DOWNTOWN PARKING
LOT STUDY

PLAZA 7
ALTERNATIVE C

PLAZA 7



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 7

EXISTING PARKING SPACES:
119 + 6 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
128 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
143 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 2

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 4

SCALE: 1" = 50'

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CITY OF LOS ALTOS
DOWNTOWN PARKING
LOT STUDY

PLAZA 7
ALTERNATIVE D

Parking Plaza 8

Parking Plaza 8 is very similar in shape to Parking Plazas 1, 2 and 7. It currently has 125 regular parking spaces plus 8 handicap parking spaces. These parking spaces are arranged at 45-degrees and there are four driveways that intersect First Street and Second Street, including one driveway adjacent to an office building. As with Parking Plaza 7, there is a loading zone along the southerly side of this plaza adjacent to the rear of the businesses along State Street.

Alternative A

Alternative A would reconfigure the parking plaza from a 45-degree parking angle to a 60-degree parking angle. This configuration retains only one driveway from the parking plaza onto/from both Second Street and Third Street. Assuming 9' wide parking spaces, the number of parking spaces would increase to 134 regular spaces, but the number of handicap spaces would be reduced to 5 handicap spaces. If the spaces were narrowed to 8.5', there would be an increase in the number of parking spaces to 137 regular spaces plus 5 handicap spaces. A loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along State Street.

Alternative B

Alternative B reconfigures the parking plaza from 45-degree parking to 90-degree parking. However, this alternative, similar to Plaza 7 "moves" the parking spaces to the south adjacent to the office building on the southern part of the plaza. This alternative also eliminates all but one driveway from Second Street and from Third Street into the plaza. The number of parking spaces would increase to 130 regular spaces, but the number of handicap would be reduced to 5 spaces, assuming 9' wide spaces. If the spaces were narrowed to 8.5', there would be an increase in the number of parking spaces to 132 regular spaces plus 5 handicap spaces. A loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along State Street.

Plaza 8 Comparison Table

	9' wide spaces		8.5' wide spaces	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Existing Parking Spaces	125	8		
Alternative A	134	5	137	5
Alternative B	130	5	132	5

PLAZA 8



LEGEND

-  TRASH BIN LOCATION
-  PG&E POWER POLE

PLAZA 8

EXISTING PARKING SPACES:
125 + 8 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
134 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
137 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 1

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 1

SCALE: 1" = 50'

TRANSPORTATION

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CITY OF LOS ALTOS
DOWNTOWN PARKING
LOT STUDY

PLAZA 8
ALTERNATIVE A

PLAZA 8



LEGEND



TRASH BIN LOCATION



PG&E POWER POLE

PLAZA 8

EXISTING PARKING SPACES:
125 + 8 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
130 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
132 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 1

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 1

SCALE: 1" = 50'

TRANSPORTATION

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CITY OF LOS ALTOS
DOWNTOWN PARKING
LOT STUDY

PLAZA 8
ALTERNATIVE B

Parking Plaza 9

Parking Plaza 9 currently has 136 regular parking spaces plus 4 handicap parking spaces. These parking spaces are arranged at 45-degrees and there are four driveways that intersect Third Street and Fourth Street, including one driveway adjacent to an office building and a residential building. There is also a private parking lot adjacent to the northerly side of this parking plaza which must be retained. There is a loading zone for approximately 90' along the southeasterly section of this plaza adjacent to a business on Fourth Street and State Street.

Alternative A

Alternative A would reconfigure the parking plaza from a 45-degree parking angle to a 60-degree parking angle. This configuration would eliminate three driveways from the parking plaza onto/from both Third Street and Fourth Street including the driveway adjacent to the office building and residential building. Assuming 9' wide parking spaces, this alternative would increase the number of regular parking spaces to 137 and the handicap parking to 5 spaces. If the parking spaces were narrowed to 8.5', the number of parking spaces would increase to 141 regular spaces plus 5 handicap spaces. Two parking spaces are not included in this total in order retain access to the private parking lot adjacent to this plaza. This alternative provides a row of parallel parking spaces in the existing loading zone. These spaces could be converted to a loading zone with parking allowed for a specific period of time, similar to the existing condition.

Alternative B

Alternative B would reduce the number of driveways to one entering both Third Street and Fourth Street and would reconfigure the parking stalls to a 90-degree alignment. With 9' wide spaces the number of parking spaces would be reduced to 123 regular spaces plus 5 handicap parking spaces. With 8.5' wide parking spaces, this alternative would still be reduced to 127 regular spaces plus 5 handicap spaces. Access to the private parking lot is retained by means of an aisle adjacent to the northerly side of this plaza similar to the current condition. A loading zone could be created and parking prohibited for a specific period of time in some of the parking spaces adjacent to the rear of the businesses along State Street.

Plaza 9 Comparison Table

	9' wide spaces		8.5' wide spaces	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Existing Parking Spaces	136	4		
Alternative A	137	5	141	5
Alternative B	123	5	127	5

PLAZA 9



LEGEND



TRASH BIN LOCATION



PG&E POWER POLE

PLAZA 9

EXISTING PARKING SPACES:
136 + 4 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
137 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
141 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 1

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 0

SCALE: 1" = 50'

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CITY OF LOS ALTOS
DOWNTOWN PARKING
LOT STUDY

PLAZA 9
ALTERNATIVE A

PLAZA 9



LEGEND



TRASH BIN LOCATION



PG&E POWER POLE

PLAZA 9

EXISTING PARKING SPACES:
136 + 4 HANDICAP

PROPOSED PARKING SPACES
9 FT WIDE:
123 + 5 HANDICAP

PROPOSED PARKING SPACES
8.5 FT WIDE:
127 + 5 HANDICAP

NUMBER OF SPACES LOST TO
LARGE TRASH BINS: 1

NUMBER OF PG&E POWER POLES
TO BE RELOCATED: 0

SCALE: 1" = 50'

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CITY OF LOS ALTOS
DOWNTOWN PARKING
LOT STUDY

PLAZA 9
ALTERNATIVE B

Parking Plaza 10

Parking Plaza 10 was proposed to be completed as a potential mitigation for the redevelopment project that was proposed at 40 Main Street. The developers of this site prepared a parking plan that resulted in 105 regular 8.5' wide parking spaces plus 2 handicap spaces. Currently there are 86 regular 8.5' wide parking spaces plus 2 handicap spaces. AECOM developed three alternatives to the existing and proposed parking plans. However, none of these alternatives provided more than 80 regular parking spaces plus 4 handicap spaces. Therefore, the proposed parking plan prepared by the 40 Main Street developer appears to be the best alternative. The design for Plaza 10 from the original 40 Main Street proposal is shown on the following page.

However, to be ADA compliant, the reconfigured parking plaza should provide 5 handicap spaces for the 105 regular spaces. This can be accomplished by converting a few of the regular parking spaces into handicap spaces and loading areas for the handicap spaces. Three parking spaces could be designated as handicap spaces and two adjacent spaces could be used as loading areas for the handicap spaces. The net result would be 100 regular parking spaces plus the required 5 handicap spaces.



NEW PARKING STUDY: TOTAL 139 STALLS	
PLAZA TEN	
"STANDARD" STALLS (8'-6" X 18'-0")	105
DISABLED ACCESS STALL	1
VAN ACCESSIBLE STALL	1
TOTAL:	107
STREET STALLS	
FOURTH STREET:	14
MAIN STREET:	6
EDITH STREET:	12
TOTAL:	32



40 MAIN STREET
COMMERCIAL OFFICE PROJECT
LOS ALTOS, CALIFORNIA

CITY COUNCIL SUBMISSION
APRIL 10, 2012

PLAZA TEN
NEW PARKING PLAN
4TH AND MAIN STREET
LOS ALTOS, CA

Summary

Alternatives were developed for each of the parking plazas in an effort to provide more parking spaces in each plaza. Using the City standard of a 9' wide regular parking space, Parking Plazas 1 through 9 could be reconfigured to one of the respective alternatives and an additional 85 regular parking spaces could be provided. The proposed parking configuration for Plaza 10, associated with the proposed redevelopment project at 40 Main Street, appears to provide the maximum number of regular parking spaces. For each parking plaza the ADA guidelines were used to provide the required number of handicap parking spaces per plaza.

If the City modified its regular parking space standards to a width of 8.5', which is used by many cities for parking lots at a variety of developments including commercial and residential areas, the number of regular parking spaces in Parking Plazas 1 through 9 could be increased by 134 spaces.

In addition, City staff commented on concerns raised by residents regarding vehicles exiting the various parking plazas to cross a roadway and enter an adjacent parking plaza. By eliminating several of the driveways, as indicated in some of the reconfigurations, the drivers on the street would have fewer points of conflict with drivers exiting the plazas. Since the majority of the driveways would be two-way driveways, the intersections of the driveways and the streets could be signed and more readily identified as an intersection rather a crossing of a street to enter the next parking plaza.

Table 1 Summary Table

	9' wide spaces		8.5' wide spaces		Existing	
	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces	Regular Spaces	Handicap Spaces
Plaza 1 - Alt. B	128	5	132	5	122	5
Plaza 2 - Alt. A	125	5	130	5	118	7
Plaza 3 - Alt. A	151	5	160	5	135	4
Plaza 4 - Alt. A	70	3	70	3	59	3
Plaza 5 - Alt. A	61	3	62	3	48	7
Plaza 6 - Alt. B	65	3	65	3	59	6
Plaza 7 - Alt. D	128	5	143	5	119	5
Plaza 8 - Alt. A	134	5	137	5	125	8
Plaza 9 – Alt. A	137	5	141	5	136	4
Plaza 10 – 40 Main St Plan (adjusted for ADA compliance)	92	4	100	5	85	2
Total	1091	43	1140	44	1006	51

Cost Estimate for Reconfiguring Parking Plazas

A cost estimate was prepared to reconstruct one of the typical rectangular parking plazas. The cost estimate in the following table is approximately the same for Parking Plaza 1, 2, 7, 8 or 9.

Table 2. Parking Plaza Reconstruction Cost Estimate

Item No.	Description	Unit of Measure	Estimated Quantity	Unit Price	Total
1	Mobilization	Lump Sum	1	\$15,000	\$15,000
2	Construction Area Signs	Lump Sum	1	\$10,000	\$10,000
3	Clearing & Grubbing	Lump Sum	1	\$5,000	\$5,000
4	Remove Tree	Each	10	\$500	\$5,000
5	Pavement Excavation	Cubic Yard	4,060	\$35	\$142,100
6	Aggregate Subbase	Cubic Yard	1,624	\$36	\$58,464
7	Aggregate Base	Cubic Yard	1,624	\$110	\$178,640
8	Asphalt (Type A)	Ton	1,612	\$140	\$225,680
9	Pavement Markings	Lump Sum	1	\$25,000	\$25,000
10	Landscape & Irrigation	Lump Sum	1	\$20,000	\$20,000
11	Lighting	Lump Sum	1	\$20,000	\$20,000
12	Relocate PG&E Poles	Each	2	\$20,000	\$40,000
	Subtotal				\$744,884
	20% Contingency				\$148,977
	TOTAL				\$893,861 (say \$900,000)

The average size of Parking Plazas 1, 2, 7, 8 and 9 is approximately 43,100 square feet, which equates to approximately \$20.90 per square foot to reconstruct one of these plazas. The cost to relocate the power poles are estimated by PG&E to cost about \$20,000 per pole.

The existing underground utilities in the parking plazas do not need to be relocated. It may be desirable to consider undergrounding the existing electrical and communication overhead wires. However, the costs for this work could be expensive. PG&E was not willing to provide an estimate for this work without extensive engineering design which they wanted to be compensated for. In addition to undergrounding the overhead wires, all the buildings that were served by these wires would need to have their service connections modified and possibly increased to meet their current and future needs. Therefore, the cost to underground the existing overhead wires in the parking plazas is not included in the cost estimate to reconfigure the plazas.

The following table provides a comparative cost to reconstruct each of the parking plazas, the cost per space using the preferred alternative for each plaza, the cost per new additional space and the net new spaces per plaza using the City standard 9' wide parking space.

Table 3. Costs per Parking Spaces

Plaza #	Area (SF)	Total Cost	Cost/Space	Cost/Additional New Space	Net New Spaces
1	42,600	\$890,000	\$6,700	\$148,300	6
2	42,900	\$897,000	\$6,900	\$179,400	5
3	82,200	\$1,718,000	\$11,000	\$101,100	17
4	21,700	\$454,000	\$6,200	\$41,300	11
5	21,900	\$457,700	\$7,200	\$59,900	9
6	28,600	\$597,700	\$8,800	\$199,200	3
7	43,200	\$902,900	\$6,800	\$100,300	9
8	42,800	\$894,500	\$6,600	\$149,100	6
9	43,900	\$917,500	\$6,500	\$458,750	2
10	29,200	\$610,300	\$6,400	\$87,200	7

As indicated in the previous table, the cost to reconstruct each of the parking plazas is expensive and the cost per additional parking space is extremely expensive. The cost per parking space to construct a parking garage ranges from \$20,000 to \$60,000 per space based on design elements (above or below ground, open or ventilated, shallow or deep foundation, etc.) and does not include property costs. The cost per additional space for the least expensive plaza (Parking Plaza #5) is almost the same as the cost per space for a parking garage. If the City is not considering constructing a parking garage at this time, the city should not consider reconstructing the parking plazas at this time due to the extremely high cost per additional space that could be realized from a reconstruction and modified parking layout.

The Parking Plazas are currently in pretty good condition. The parking plazas could be maintained for at least another ten years with a routine slurry seal of the pavement areas and restriping the parking spaces. The cost for this maintenance effort would be significantly less than reconstructing even one of the parking plazas.

Assuming there are no major issues with the pavement structure (asphalt and/or base material under the asphalt) or the underground utilities that pass through the parking plazas which would require a major reconstruction of part or all of a parking plaza and the few number of additional parking spaces that could be realized in each plaza, this consultant's recommendation is to continue the annual maintenance of the parking plazas and not reconstruct the parking plazas until such time that a major issue (pavement failure or underground utility replacement) requires a major reconstruction of a significant portion of a parking plaza.