

Town of Danville Downtown Parking Utilization Assessment

Final Report - July 19, 2016



In Association with



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Level of Service for Walking Distances

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EXECUTIVE SUMMARY

The Town of Danville has commissioned this study to evaluate the current parking conditions in its downtown core and recommend any necessary operational or policy changes to maximize parking availability to patrons.

The findings of this study are based on field data and observations collected during August 2015, October 2015 and March 2016, in order to capture the parking demand before and after the start of the 2015-16 school year. Valuable feedback from the Danville Area Chamber of Commerce and Discover Danville Association have been incorporated. The study compares the new data to information collected as a part of the 2009 Downtown Parking Assessment Study, and essentially updates the earlier study.

This parking analysis finds that parking is generally available within easy walking distance to most locations and at most times throughout the downtown with the exception of peak periods at “hot spot” locations. The peak periods are weekday lunch hours (12:00 p.m. – 1:00 p.m.) and the Saturday morning time period that corresponds to the Danville Farmers’ Market (10:00 a.m. – 12:00 p.m.). In these instances, parking occupancy exceeds 90 percent at specific “hot spot” areas. This study further finds that employee parking and student parking (primarily in Sub-Area 6) continue to have a significant impact on parking availability in the downtown core.

As a result, this study recommends that the Town of Danville consider the following key recommendations:

- ▶ **Employee Parking:** Intensify and reinforce the efforts and requirements geared toward focusing employee parking in designated locations to ensure that the most convenient parking supply is available to patrons during peak periods.
 - Develop new strategies to promote and incentivize the existing employee parking permit program. Intensify notification efforts for new downtown businesses.
 - Maximize/increase parking spaces at Sycamore Valley Park and Ride Lot as an employee parking resource and provide a direct, non-vehicular connection to the southern end of downtown Danville.
- ▶ **Student Parking:** Minimize the impact of student parking demand on the downtown parking supply through addition of onsite student parking spaces at the San Ramon Valley High School (SRVHS), maximize offsite parking along Danville Boulevard and El Cerro Boulevard, and continue to request monitoring and enforcement of the SRVHS carpooling program.
- ▶ **Parking Enforcement:** Focus enforcement activity during weekday lunch hours and Saturday mornings to ensure an adequate turnover of parking supply for patrons. Enforcement activity is also necessary to ensure that employees and students are not occupying prime parking spaces that would otherwise be available for patrons.
- ▶ **Farmers Market:** Upon completion and full occupation of the Danville Hotel site, reassess Saturday parking supply and demand in and around the vicinity of the Railroad Avenue Municipal Lot and further evaluate the Farmers’ Market impact on parking supply.
- ▶ **Other Recommendations:**
 - Consider the use of painted parking slots or “Ts” for on-street parallel parking areas where parking occupancy exceeds 70% and/or where parking patterns are observed to be consistently inefficient.
 - Pursue private-public partnerships for utilization of private parking lots for public use during non-business and/or evening hours.

Overall, the study concludes that the implementation of these recommendations will ensure that ample parking is available for patrons during high-demand peak periods in the “hot spot” locations and within a short walking distance and duration of less than five (5) minutes.



I. INTRODUCTION

Danville, a picturesque town of about 44,000 residents, is spread over 18 square miles in the San Ramon Valley area of the Contra Costa County. The Town is widely admired for its beautiful setting, safe neighborhoods and excellent schools. The Town truly lives by its motto *“Small town atmosphere, outstanding quality of life,”* and attracts people from many parts of the San Francisco Bay Area with a wide variety of interests.

Danville is not far from bustling cities like Walnut Creek and Oakland, nevertheless, the Town leadership has successfully preserved its peaceful “town-like” setting. The Town offers unique shopping, coveted restaurants and special events which attract thousands of visitors to downtown Danville. Additionally, many employers bring hundreds of employees to the downtown on a daily basis. The Town leadership has placed very high priority on transportation, provision of public parking facilities, accessibility and safety, all of which are integral to the success of local businesses and a vibrant downtown.

PROJECT GOALS AND OBJECTIVES

The primary objective of the study was to evaluate existing public and private parking conditions in the Downtown Area and develop effective solutions to improve utilization of the existing parking supply. To a certain extent, this study updates and expands upon the Downtown Parking Assessment Study completed in 2009.

In partnership with the Town staff, the TJKM Team completed this study that involved the following:

- ▶ Extensive data collection of on-street and off-street parking for the six (6) Sub-Areas within the Downtown Area and the Sycamore Valley Park and Ride Lot located at the southeast periphery of the Downtown Area.
- ▶ Evaluation of the current parking supply, demand and utilization; and comparison with prior data collected in August 2015 and data from the 2009 Downtown Parking Assessment Study.
- ▶ Development of parking strategies that balance needs of various users, including residents, employees and visitors of downtown destinations and special events.
- ▶ Review of the existing Employee Permit Parking Program, freight loading zones, enforcement practices, timed parking areas, etc. and consideration of necessary refinements to improve utilization and overall parking program effectiveness.
- ▶ Review of parking supply/demand conditions for the Sycamore Valley Park and Ride Lot, Farmers’ Market and San Ramon Valley High School.

The overarching goal of the assessment is to identify and balance the parking needs of patrons and merchants, and to support and maintain a vibrant economic environment where businesses and special events continue to thrive while seeking alternatives to enhance accessibility, parking and safety for a diverse group of users.

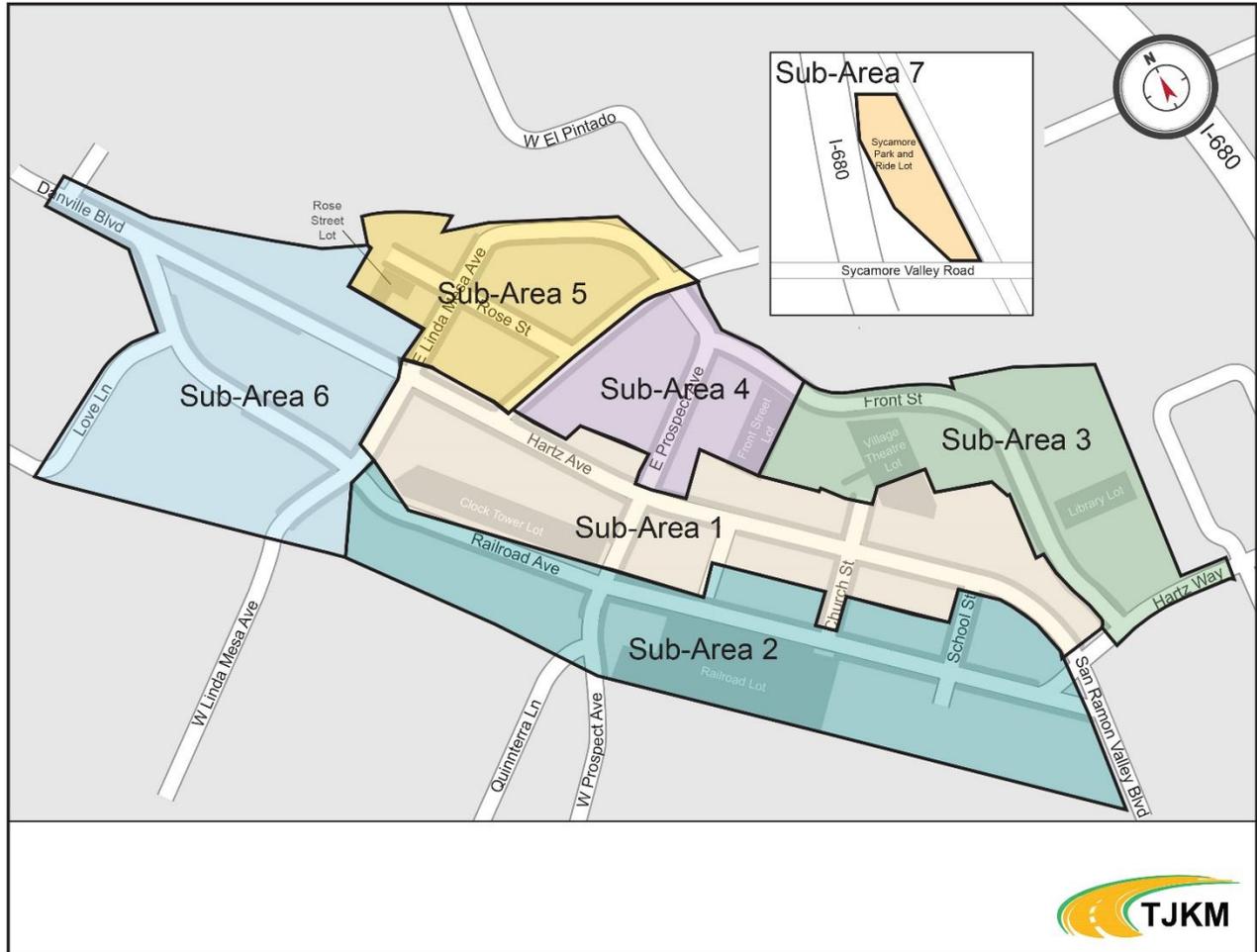




PROJECT AREA

The study focuses on all on-street and off-street public parking spaces in the Downtown Area. Streets in the study area included Front Street, Danville Boulevard/Hartz Avenue and Railroad Avenue in the north and south directions; and Linda Mesa/East Linda Mesa Avenues, Diablo Road, Prospect Avenue, Church Street, School Street and Hartz Way in the east and west directions. The study area includes all blocks and parcels within the six (6) Downtown Parking Sub-areas shown in the map below (**Figure 1**). The study also included the Sycamore Valley Park and Ride Lot.

Figure 1. Project Area Map





II. PARKING SUPPLY

Based on the prior inventory data provided by the Town staff and additional spot checks, the Downtown Area parking inventory data was developed and organized in October 2015. Currently, there are 3,084 parking spaces within the Downtown Area. This includes 595 public on-street parking, 805 public off-street parking, and 1,684 privately-owned parking spaces. Within the approximate 10 square mile area of the Downtown, public and private parking spaces encompass approximately 22 percent of the Downtown surface area. The Town-owned Sycamore Park and Ride Lot, located at the northeast corner of the Interstate 680/Sycamore Valley Road interchange, contains 230 spaces, and is within the scope of this analysis and is in addition to the 3,084 Downtown Area parking space total cited above.

Public on-street inventory data is presented as a total for the entire street segment and includes parking located along both sides of the streets, except for data on Diablo Road from Front Street to Hartz Avenue where the Sub-Area 4 and 5 boundaries meet at the centerline of this roadway segment. Public off-street inventory data includes parking located at the Clock Tower Lot, Railroad Avenue Lot, Library/Community Center Lot, Village Theatre Lot, Front Street Lot, Rose Street Lot and the Sycamore Valley Park and Ride Lot. Private off-street inventory data is summarized and presented by block (**Figure 2**). For more details, please refer to **Appendix E-1 and E-2**.



INVENTORY BY SUB-AREA

Table 1 shows the overview of current downtown parking inventory by Sub-Area, where Sub-Area 7 denotes only the Sycamore Valley Park and Ride Lot. The report addresses the parking supply and changes over time in six (6) Sub-Areas for each type of parking (as shown in Figure 1). The parking demand analysis and recommendations primarily focus on public parking spaces owned and managed by the Town of Danville. The report does not analyze, in detail, privately owned parking spaces as these spaces are not considered “public parking” since parking is restricted to each facility’s employees, patrons and visitors. Therefore, all calculations and references, except for Table 1 and occupancy observations summarized in Section III, exclude privately-owned parking spaces.

Table 1. Current Inventory

Sub Area	On-Street	Off-Street	Private	Total Spaces	Total percent Share
1	199	232	255	686	22%
2	80	318	318	716	23%
3	60	157	221	438	14%
4	68	81	127	276	9%
5	75	17	251	343	11%
6	113	0	512	625	20%
Total	595	805	1684	3084	100%
7	-	230	-	230	-

► Sub-Area 1

- Sub-Area 1 is the core of Downtown Danville along Hartz Avenue where numerous retail stores and restaurants are located. It is bounded by Linda Mesa Avenue to the north and Hartz Way to the south, and includes the Clock Tower Lot. Currently, Sub Area 1 contains 199 on-street parking spaces primarily located along Hartz Avenue, Prospect Avenue, and Church Street.
- **Clock Tower Lot:** Clock Tower Lot contains 232 parking spaces, which yields the total of 431 public spaces in this Sub-Area.
- There are 255 private off-street parking spaces in Sub-Area 1.
- In summary, the total public and private parking in Sub-Area 1 amounts to 686 parking spaces and represents 22 percent of the total parking spaces within the Downtown.

► Sub-Area 2

- Sub-Area 2 is located west of Sub-Area 1 and stretches along the Railroad Avenue corridor south of Linda Mesa Avenue, ending at the intersection of Railroad Avenue and San Ramon Valley Boulevard. Sub-Area 2 contains 80 on-street parking spaces located primarily along Railroad Avenue and School Street.
- **Railroad Lot:** The Railroad Avenue Lot provides 318 public parking spaces. This yields the total of 398 public parking spaces in this Sub-Area.
- **Farmers’ Market:** A very popular Farmers’ Market is held on Saturdays at the Railroad Avenue Lot with approximately 100 of the 318 spaces occupied by the vendor stalls and supporting uses.
- There are an additional 318 private off-street parking spaces located in Sub-Area 2.
- In summary, the total public and private parking in Sub-Area 2 amounts to 716 parking spaces and represents 23 percent of the total parking spaces within the Downtown.

► Sub-Area 3

- Sub-Area 3 is located southeast of Sub-Area 1 and begins just south of the Front Street Lot, ending at Hartz Way. Sub-Area 3 includes the Library Lot and the Village Theatre Lot and contains 60 on-street parking spaces on Front Street and Hartz Way.
- **Library Lot and Village Theatre Lot:** The Library Lot and Village Theatre Lot provide an inventory of 86 and 71 parking spaces respectively, totaling 217 public off-street parking spaces within Sub-Area 3.
- There are 221 private off-street parking spaces located in the Sub-Area.
- In summary, the total public and private parking in Sub-Area 3 amounts to 438 parking spaces and represents 14 percent of the total parking spaces within the Downtown.

► Sub-Area 4

- Sub-Area 4 is located in the center east of the Downtown, bounded by the street centerline of Diablo Road to the north, the Front Street Lot to the south, Front Street to the east and Hartz Avenue to the west. Sub-Area 4 includes the Front Street Lot and contains 68 on-street parking spaces spread along Front Street, the south side of Diablo Road, and Prospect Avenue.
- **Front Street Lot:** The Front Street Lot provides 81 off-street public parking spaces.
- There are additional 127 private off-street parking spaces located in the Sub-Area.
- In summary, the total public and private parking in Sub-Area 4 amounts to 276 parking spaces and represents 9 percent of the total parking spaces within the Downtown.



► Sub-Area 5

- Sub-Area 5 is located at the northeast corner of the Downtown and is bounded by Diablo Road to the south, Rose Street Lot to the north, and Hartz Avenue at the west. Sub-Area 5 includes the Rose Street Lot and contains 75 on-street parking spaces primarily along East Linda Mesa Avenue, Rose Street, and the north side of Diablo Road.
- **Rose Street Lot:** The Rose Street Lot contains 17 public off-street parking spaces.
- There are an additional 251 private off-street parking spaces located in the Sub-Area.
- In summary, the total public and private parking in Sub-Area 5 amounts to 343 parking spaces and represents 11 percent of the total parking spaces within the Downtown.

► Sub-Area 6

- Sub-Area 6 includes both Hartz Avenue and Railroad Avenue, covering the northern part of the Downtown. Since 2009, the public on-street/off-street inventory increased to a total of 113 spaces due to newly striped parking spaces along Hartz Avenue as part of the Hartz Avenue Beautification Project as well as a reassessment of inventory of the Sub-Area. The San Ramon Valley High School is located on the north side across from Love Lane and Railroad Avenue, just outside the study area.
- Sub-Area 6 contains 15 public off-street spaces at the northern terminus of Hartz Avenue and Railroad Avenue.



- There are an additional 512 private off-street parking spaces located in Sub-Area 6.
- In summary, the total public and private parking in Sub-Area 6 amounts to 625 parking spaces and represents 20 percent of the total parking spaces within the Downtown.

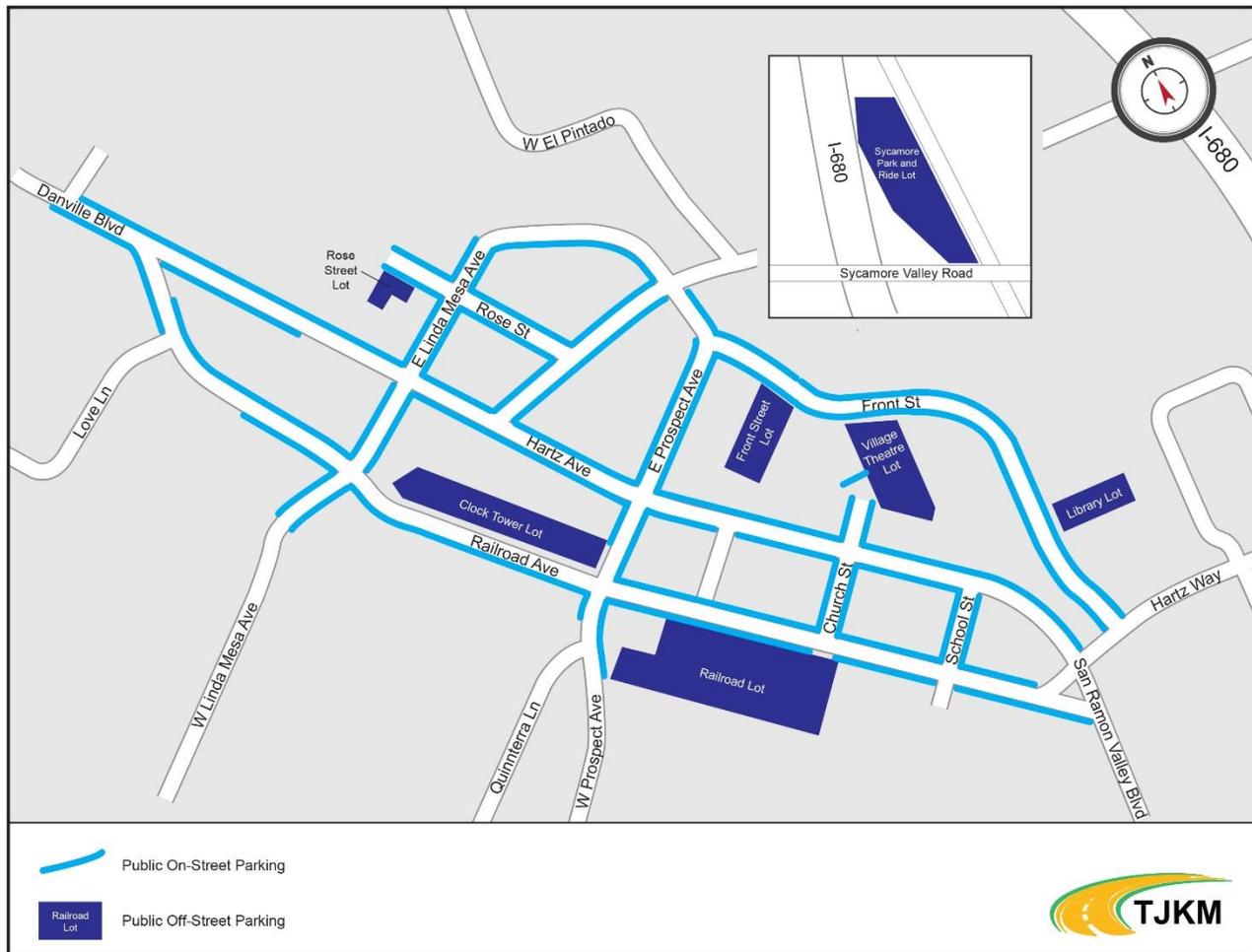
PARK AND RIDE LOT

- ▶ The Sycamore Park and Ride Lot, owned and maintained by the Town, is a 230-space surface lot located at the northeastern corner of Interstate 680/Sycamore Valley Road interchange. It primarily caters to the weekday commuters who carpool or take company shuttles to work sites. The lot also accommodates parking for Iron Horse Regional Trail users.
- ▶ The Sycamore Park and Ride Lot is within the scope of analysis though there were no prior parking studies or data available for comparison purposes.

III. PARKING DEMAND

In order to appropriately assess the parking demand, extensive occupancy and turnover data was collected over the course of five (5) weekdays (totaling three (3) full weekdays) and one (1) Saturday, under normal weather conditions and with schools in session for the weekday counts. **Figure 3** provides an overview of areas of data collection for on-street and off-street facilities.

Figure 3. Survey Areas: Block Faces and Parking Lots



The data was collected during the following days and times:

- ▶ Tuesday, October 6, 2015, 8:00 a.m. to 5:00 p.m.
- ▶ Saturday, October 17, 2015, 10:00 a.m. to 4:00 p.m.
- ▶ Wednesday, October 21, 2015, 8:00 a.m. to 5:00 p.m.
- ▶ Tuesday, March 23, 2016, 6:00 p.m. to 8:00 p.m.
- ▶ Wednesday, March 24, 2016, 6:00 p.m. to 8:00 p.m.
- ▶ Friday, March 25, 2016, 8:00 a.m. to 8:00 p.m.

On all five (5) days, the data collection team noted relevant information such as any construction areas impacting parking supply, use of employee permits, freight loading zones and illegally parked vehicles. A detailed analysis of the parking demand for on-street and off-street facilities is provided below.



PARKING ANALYSIS BY SUB-AREA

The public parking counts were collected every hour starting at 8:00 a.m. and ending at 8:00 p.m. on weekdays, including a Friday. On Saturday, counts were collected every other hour; at 10:00 a.m., 12:00 p.m., 2:00 p.m. and 4:00 p.m. Additionally, Town staff conducted and provided occupancy counts for private, off-street lots collected on one Tuesday and one Saturday during August 2015. A brief summary of the peak-hour parking occupancy for the private off-street lots is also provided.

► Sub-Area 1

- Sub-Area 1 contains 431 total public parking spaces (199 on-street parking spaces and 232 off-street parking spaces at the Clock Tower Lot).
- **On weekdays** the average on-street occupancy is 59 percent, varying between 27 percent at 8:00 a.m. and 79 percent at 6:00 p.m. Two peaks are observed at 12:00 p.m. (71 percent) and 6:00 p.m. (79 percent). The Clock Tower Lot has an average occupancy of 70 percent, with the lowest occupancy of 28 percent at 8:00 a.m. and a peak of 92 percent at 6:00 p.m. It is also to be noted that there are on-street “hot spot” locations along Hartz Avenue where evening occupancy rates range between 90% and 100% between 6:00 pm and 7:00 pm.
- **On Saturday** the on-street demand varies between 59 to 71 percent during the hours of 10:00 a.m. to 4:00 p.m. The Clock Tower Lot observed occupancy levels between 63 percent at 4:00 p.m. and 96 percent at 12:00 p.m. The Lot operates at capacity around 12:00 p.m., which can be attributed to the Farmers’ Market held at the Railroad Avenue Lot. There are over 100 on-street parking spaces observed to be available within the Sub-Area to support the Farmers’ Market and lunchtime (11:00 a.m. to 2:00 p.m.) parking demand.
- Overall, Sub-Area 1 has ample parking spaces available to accommodate peak demand that is observed around 12:00 p.m. on weekdays and Saturday. The completion of the Danville Hotel will increase the parking demand in the area, justifying further evaluation several months after the project is complete.

► Sub-Area 2

- Sub-Area 2 contains 398 total parking spaces (80 on-street parking spaces and 318 spaces at the Railroad Avenue Lot).
- **On weekdays** the average on-street occupancy is 56 percent, varying between 39 percent at 8:00 a.m. and 72 percent at 1:00 p.m. An evening peak of 63 percent is observed at 6:00 p.m., following by a decrease to 39 percent at 8:00 p.m. The Railroad Avenue Lot has an average occupancy of 41 percent, with a range of 13 percent at 8:00 a.m. to 58 percent around 12:00 p.m. Though on-street parking demand is high during the evening hours (5:00 p.m. to 8:00 p.m.), the Railroad Avenue Lot observed only 19 to 38 percent occupancy. This yields 28 to 45 percent total occupancy in Sub-Area 2 during the evening hours.
- **On Saturday** the on-street demand varies between 43 and 79 percent during the hours of 10:00 a.m. and 4:00 p.m. The Railroad Avenue Lot observed occupancy levels from 55 percent at 4:00 p.m. to 96 percent and 91 percent at 10:00 a.m. and 12:00 p.m. respectively. The Lot operates at capacity around 12:00 p.m., which can be attributed to the Farmers’ Market held at the Railroad Avenue Lot. There were over 50 parking spaces observed to be available within the Sub-Area to support the Farmers’ Market and lunchtime (11:00 a.m. to 2:00 p.m.) parking demand. The completion of the Danville Hotel will increase the parking demand in the area, justifying further evaluation several months after the project is complete.
- Overall, Sub-Area 2 has parking spaces available to accommodate parking demand throughout the day on weekdays. On Saturdays, during the Farmers’ Market hours, the parking demand is high with a generated demand of approximately 200 parking spaces per hour. In addition, 100 parking spaces are allocated to the Farmers’ Market operations, which further reduces the available supply. A total of 300 parking spaces, or 75 percent of the total supply for Sub-Area 2,



is expected to be occupied for each hour during the Farmers' Market operations. Nevertheless, the supply of on-street and off-street parking spaces within this Sub-Area are considered currently adequate to meet the demand. This was confirmed during field observations on two (2) Saturdays during peak times for the Farmers' Market. However, as previously mentioned, with the completion and eventual occupation of the Danville Hotel, parking demand will increase in the area and will justify further evaluation throughout the Sub-Area, particularly for Saturdays.

► Sub-Area 3

- Sub-Area 3 contains 217 total public parking spaces (60 on-street parking spaces, 86 off-street parking spaces at the Library Lot and 71 off-street parking spaces at the Village Theatre Lot).
- **On weekdays** the average on-street occupancy is 54 percent, varying between 24 percent at 8:00 a.m. and 69 percent around 12:00 p.m. An increase from 48 to 57 percent is observed from 5:00 p.m. to 8:00 p.m. The Library Lot has an average occupancy of 58 percent. Although the morning occupancy level is low, the lot remains at over 73 percent occupancy from 11:00 a.m. and peaks at 4:00 p.m. with an occupancy of 87 percent. The Village Theatre Lot has an average occupancy of 68 percent, with a range of 16 percent at 8:00 a.m. to 94 percent at 6:00 p.m.
- **On Saturday** the on-street demand varies between 37 to 54 percent during the hours of 10:00 a.m. and 4:00 p.m. The Library Lot observed occupancies between 64 and 77 percent most hours of the day while the Village Theatre Lot observed occupancy rates ranging from 31 percent at 10:00 a.m. to 80 percent at 2:00 p.m.
- Overall, Sub-Area 3 has ample parking spaces available to accommodate peak demand in all areas including the high-demand Library area.

► Sub-Area 4

- Sub-Area 4 contains 149 total parking spaces (68 on-street parking spaces and 81 off-street parking spaces at the Front Street Lot).
- **On weekdays** the average on-street occupancy is 45 percent and varies between 19 percent at 8:00 a.m. to 62 percent at 6:00 p.m. Occupancy is observed to increase from 51 to 62 percent from 5:00 p.m. to 8:00 p.m. The Front Street Lot has an average occupancy of 78 percent, with a range of 23 percent at 8:00 a.m. to 96 percent at 6:00 p.m.
- **On Saturday** the on-street demand varies from 29 to 62 percent during the hours of 10:00 a.m. and 4:00 p.m. The Front Street Lot experiences occupancies in the 48-65 percent range most hours of the day.
- Overall, Sub-Area 4 has ample spaces available to accommodate peak demand during the weekdays and Saturdays. As with Sub-Areas 1 and 2, the completion of the Danville Hotel will have potential to increase the parking demand in the area, justifying further evaluation once the project is complete and businesses and residences are occupied.

► Sub-Area 5

- Sub-Area 5 contains 92 total spaces (75 on-street parking spaces and 17 off-street parking spaces at the Rose Street Lot).
- **On weekdays** the average on-street occupancy is 58 percent, varying between 27 percent at 8:00 a.m. and 77 percent 12:00 p.m. Occupancy fluctuates between 54 and 65 percent from 2:00 p.m. to 6:00 p.m., decreasing to 48 percent at 8:00 p.m. The Rose Street Lot experiences 94 to 100 percent occupancy from 10:00 a.m. to 4:00 p.m., declining to below 47 percent after 6 p.m. There are isolated on-street "hot spot" locations where occupancy rates range between 90% and 100% at 12:00 noon and between 6:00 pm and 8:00 pm.
- **On Saturday** the on-street demand varies between 39 and 52 percent during the hours of 10:00 a.m. and 4:00 p.m. With ample parking available in the vicinity, the Rose Street Lot is underutilized during this time.



- Overall, Sub-Area 5 has ample parking spaces available to accommodate the current demand during weekdays and Saturdays. However, it is to be noted that the Rose Street Lot is utilized at full capacity during the weekdays and that there are on-street “hot spot” locations at peak times where occupancy rates approach 100%.
- ▶ Sub-Area 6
 - Sub-Area 6 contains a total of 113 public parking spaces (98 on-street parking spaces and 15 off-street parking spaces at the north end of Hartz Avenue and Railroad Avenue).
 - **On weekdays** the average on-street/off-street occupancy is 47 percent, varying between about 36 percent at 8:00 a.m. and 68 percent at 12:00 p.m.
 - **On Saturday** the on-street/off-street demand varies between 31 to 42 percent during the hours of 10:00 a.m. and 4:00 p.m.
 - Overall, Sub-Area 6 has ample spaces available to accommodate parking needs during the weekdays and Saturdays. However, there are on-streets segments (Railroad Avenue) where on-street occupancy is currently much greater than other segments of the Sub-Area (Hartz Avenue).

PRIVATE OFF-STREET PARKING

- The Downtown Area contains 1,648 private off-street parking spaces.
- **On a weekday** the peak hour occupancy was observed at 58 percent (958 spaces occupied).
- **On a Saturday** the peak hour occupancy was observed at 39 percent (648 spaces occupied).

PARK AND RIDE LOT

The Park and Ride Lot has 230 parking spaces that primarily serve the commuters as well as Iron Horse Regional Trail users. On weekdays the lot is generally filled to capacity by commuters who carpool, utilize County Connection bus services, or take shuttle buses operated by private firms. The weekday observations at 10:00 a.m. and 4:00 p.m. shows occupancies at 82 percent and 74 percent respectively. On weekends, the occupancies were much lower, with rates of 27 percent at 10:00 a.m. and 10 percent at 4:00 p.m. respectively.

Tables 3 to 10 on the following pages summarize detailed weekday and Saturday occupancy data. For further details, such as occupancies by block, please refer to **Appendix F**.

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Table 3. Weekday Average Hourly Parking Occupancy by Sub-Area (On-Street)

Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM
1	199	59%	697	1253	3.50	1.80	27%	39%	58%	64%	71%	71%	62%	49%	57%	65%	79%	67%
2	80	56%	199	506	2.49	2.54	39%	50%	65%	69%	70%	72%	65%	47%	45%	43%	63%	39%
3	60	54%	177	361	2.95	2.04	24%	37%	53%	65%	69%	69%	66%	55%	53%	48%	50%	57%
4	68	45%	204	323	3.00	1.59	19%	26%	37%	42%	48%	53%	50%	48%	45%	51%	61%	62%
5	75	58%	223	481	2.98	2.15	27%	41%	57%	68%	77%	74%	65%	59%	57%	54%	64%	48%
6	113	47%	312	601	2.76	1.93	36%	45%	50%	55%	68%	65%	55%	38%	37%	40%	42%	36%
Total	595	54%	1812	3525	3.05	1.94	29%	40%	54%	61%	68%	68%	61%	48%	50%	53%	63%	53%

Table 4. Weekday Average Hourly Parking Occupancy by Parking Lot (Off-Street)

Lot Name	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM
Clock Tower Lot	1	232	70%	762	1753	3.28	2.30	28%	44%	62%	78%	87%	78%	72%	71%	78%	79%	92%	76%
Railroad Lot	2	318	41%	682	1517	2.15	2.22	13%	42%	50%	52%	58%	53%	48%	44%	42%	38%	29%	19%
Library Lot	3	86	58%	280	560	3.25	2.00	5%	24%	60%	77%	79%	80%	78%	72%	87%	73%	47%	19%
Village Theatre Lot	3	71	68%	163	513	2.29	3.15	16%	44%	65%	72%	88%	86%	76%	61%	56%	72%	94%	81%
Front Street Lot	4	81	78%	357	676	4.41	1.89	23%	72%	85%	85%	90%	88%	80%	66%	82%	88%	96%	76%
Rose Street Lot	5	17	81%	28	157	1.63	5.67	51%	84%	96%	94%	94%	108%	94%	96%	96%	86%	47%	25%
Total		805	58%	2271	5176	2.82	2.28	19%	44%	60%	68%	75%	71%	65%	60%	64%	63%	62%	47%
Sycamore Park and Ride	7	230	78%	-	-	-	-	-	-	82%	-	-	-	-	-	74%	-	-	-

Table 5. Weekday Average Hourly Parking Occupancy Summary by Sub-Area (Combined)

Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM
1	431	65%	1459	3005	3.39	2.06	27%	42%	60%	71%	80%	75%	67%	61%	68%	73%	86%	72%
2	398	45%	881	2023	2.21	2.30	19%	43%	53%	55%	60%	57%	52%	45%	42%	39%	45%	28%
3	217	58%	619	1434	2.85	2.32	14%	34%	60%	72%	79%	79%	74%	64%	68%	66%	48%	37%
4	149	63%	561	999	3.77	1.78	21%	51%	63%	66%	71%	72%	66%	57%	65%	71%	79%	72%
5	92	65%	251	638	2.73	2.54	31%	49%	64%	73%	80%	80%	71%	66%	64%	60%	81%	63%
6	113	47%	312	601	2.76	1.93	36%	45%	50%	55%	68%	65%	55%	38%	37%	40%	42%	36%
Total	1400	61%	4084	8701	2.92	2.13	31%	48%	62%	69%	75%	73%	67%	59%	61%	62%	66%	54%
7	230	78%	-	-	-	-	-	-	82%	-	-	-	-	-	74%	-	-	-

Table 6. Weekday Average Parking Occupancy Summary by Sub-Area (On-Street/Off-Street)

Sub-Area	On-Street Parking						Off-Street Parking					
	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle
1	199	59%	697	1253	3.50	1.80	232	70%	762	1753	3.28	2.30
2	80	56%	199	506	2.49	2.54	318	41%	682	1517	2.15	2.22
3	60	54%	177	361	2.95	2.04	157	63%	442	1073	2.82	2.43
4	68	45%	204	323	3.00	1.59	81	78%	357	676	4.41	1.89
5	75	58%	223	481	2.98	2.15	17	81%	28	157	1.63	5.67
6	113	47%	312	601	2.76	1.93	-	-	-	-	-	-
Total	595	54%	1812	3525	3.05	1.94	805	58%	2271	5176	2.82	2.28
7	-	-	-	-	-	-	230	78%	-	-	-	-

Note
*Occupancy greater or equal to 85% is highlighted in red for each cell.



Table 7. Saturday Hourly Parking Occupancy by Sub-Area (On-Street)

Sub Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover	Average Duration per Vehicle	10:00 AM	12:00 PM	2:00 PM	4:00 PM
1	199	63%	406	1020	2.04	2.51	59%	71%	63%	59%
2	80	60%	133	382	1.66	2.87	79%	68%	50%	43%
3	60	44%	66	168	1.10	2.55	41%	54%	43%	37%
4	68	50%	101	246	1.49	2.44	29%	62%	60%	47%
5	75	46%	92	272	1.23	2.96	44%	52%	51%	39%
6	113	38%	132	328	1.17	2.48	36%	42%	42%	31%
Total	595	51%	930	2416	1.56	2.60	49%	58%	51%	44%

Table 8. Saturday Hourly Parking Occupancy by Parking Lot (Off-Street)

Lot Name	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Veh Hours	Turnover Rate	Average Duration per Vehicle	10:00 AM	12:00 PM	2:00 PM	4:00 PM
Clock Tower Lot	1	232	32%	507	1484	2.19	2.93	76%	96%	82%	63%
Railroad Lot ¹	2	318	30%	482	1140	1.52	2.37	96%	91%	62%	55%
Library Lot	3	86	28%	155	490	1.80	3.16	77%	72%	72%	64%
Village Theater Lot	3	71	22%	85	324	1.20	3.81	31%	66%	80%	45%
Front Street Lot	4	81	22%	117	352	1.44	3.01	51%	65%	53%	48%
Rose Street Lot	5	17	3%	2	10	0.12	5.00	12%	6%	6%	6%
Total	7	805	28%	1348	3800	1.67	2.82	76%	84%	68%	56%
Sycamore Park and Ride	7	230	19%	-	-	-	-	27%	-	-	10%

Table 9. Saturday Hourly Parking Occupancy Summary by Sub-Area (Combined)

Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Veh Hours	Turnover Rate	Average Duration per Vehicle	10:00 AM	12:00 PM	2:00 PM	4:00 PM
1	431	72%	913	2504	2.12	2.74	68%	85%	73%	61%
2	398	73%	615	1522	1.55	2.47	92%	86%	60%	53%
3	217	59%	306	982	1.41	3.21	52%	65%	67%	50%
4	149	52%	218	598	1.46	2.74	41%	64%	56%	48%
5	92	39%	94	282	1.02	3.00	38%	43%	43%	33%
6	113	38%	132	328	1.17	2.48	36%	42%	42%	31%
Total	1400	62%	2278	6216	1.63	2.73	65%	73%	61%	51%
7	230	19%					27%			10%

Table 10. Saturday Parking Occupancy Summary by Sub-Area (On-Street/Off-Street)

Sub-Area	On-Street Parking						Off-Street Parking					
	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle
1	199	63%	406	1020	2.04	2.51	232	32%	507	1484	2.19	2.93
2	80	60%	133	382	1.66	2.87	318	30%	482	1140	1.52	2.37
3	60	44%	66	168	1.10	2.55	157	26%	240	814	1.53	3.39
4	68	50%	101	246	1.49	2.44	81	22%	117	352	1.44	3.01
5	75	46%	92	272	1.23	2.96	17	3%	2	10	0.12	5.00
6	113	38%	132	328	1.17	2.48						
Total	595	51%	930	2416	1.56	2.60	805	28%	1348	3800	1.67	2.82
7							230	19%				

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.



IV. KEY FINDINGS AND RECOMMENDATIONS

The study analyzed on-street and off-street parking conditions for weekdays as well as Saturdays. The following key findings and recommendations have been developed based upon the newly collected data, field observations, comparison with prior studies, staff feedback and stakeholder interviews.

PARKING TIME-LIMITS

The study collected parking turnover data for weekdays and Saturdays. This data provided valuable information on how long vehicles were parked without moving. Analysis of turnover data in relation to existing parking time limits provided valuable feedback to verify whether shorter time limits were justified. The findings of the study included the following:

- ▶ For on-street parking, the weekday data indicated that between 70 to 75 percent of vehicles were parked for less than two (2) hours. An additional 6 percent of vehicles were parked for a duration between two (2) to three (3) hours. A similar pattern was seen on Saturday as well, where 72 percent of vehicles were observed parking for a duration under two (2) hours. Further details are shown on **Figures B-1, B-2 and B-3**.
- ▶ For off-street lots, the weekday data showed that about 60 percent of vehicles were parked for less than two (2) hours. The number of vehicles parked for a duration between two (2) and four (4) hours was significantly higher compared to on-street parking duration. Similar patterns were seen during Saturday as well. Additional details are shown on **Figures D-1, D-2 and D-3**.



Recommendations:

- ▶ On-street parking spaces are primarily utilized for shorter duration while longer term parking is accommodated in the off-street lots. This finding is consistent with parking industry recommendations of keeping curb parking available for shoppers and visitors and thereby support local businesses. No time limit changes are recommended for on-street parking locations at this time.
- ▶ Increased enforcement of time limits may help free up on-street spaces for shorter duration parking. The current practice of enforcing time limits by chalking tires is labor intensive and less efficient compared to automated enforcement. The Town could explore use of advanced camera systems mounted on enforcement vehicles which have the ability to track parked vehicles and eliminate the need for tire chalking.
- ▶ In coming years, if the balance between percentages of vehicles parked on-street as compared to vehicles parked in off-street lots change with more drivers parking on-street, increased enforcement of time limits and reductions of on-street parking time limits should be explored.





EMPLOYEE PERMIT PARKING

Danville utilizes a mix of time-limited parking and permit parking options to balance the parking needs of a diverse group of users including merchants, employees, visitors and residents. Time-limited parking caters to downtown visitors, encourages healthy turnover of parking spaces and supports merchants and businesses needing short-term parking for their customers throughout the day. Danville offers employee parking permits which allow business owners and employees to park their vehicles within designated areas throughout the Downtown for the entire day.

An eligible employee or a business owner may purchase an annual permit for parking in one of the three permit areas: Zone 1 (White), Zone 2 (Red) or Zone 3 (Blue). An annual permit costs \$25 for Zone 1 and \$50 for Zones 2 and 3. Zone 1 permits are valid in Zone 1 only, while Zone 2 and 3 permits are valid in all three (3) Zones. A valid permit must be displayed on the lower left corner of the front windshield to park for extended hours over the posted time limits. These permits are valid only in areas marked “All Day Parking By Permit Only”. To encourage use of these permits the Town of Danville allows eligible employers and employees to submit applications either in person or by utilizing a user-friendly online application and payment processing option.



Businesses located within downtown Danville employ approximately 1,100 workers. In 2015, nearly 450 employee parking permits were issued across all three permit parking zones. Approximately 300 parking spaces are available for permit parking among all permit zones. The data collection and field observations revealed that the employees are not utilizing this relatively inexpensive option to park in a time-limited zone for all-day parking. From discussions with Town staff (including parking enforcement officers), Danville Chamber of Commerce and Discover Danville Association representatives, it was learned that many downtown Danville employees continue to choose to park as close as possible to their employment site and move their vehicles multiple times in a day to avoid a citation rather than purchase a permit and park in one of the three permit zones, all of which are conveniently located within a block or two away from their respective Downtown businesses. This behavior reduces the availability of much-needed short-term parking for visitors and patrons, which in turn impacts the vibrancy of downtown businesses. **Appendix G** provides guidance on the “Level of Service for Walking Distances.” This information illustrates what are considered to be appropriate walking distances from parking to the final destinations for visitors and employees.

Recommendations:

- ▶ Consider expanding current outreach efforts and education to business owners and employees to ensure that they are aware of permit parking location options and the negative impacts considered to be associated with not utilizing permit parking zones for all-day parking.
- ▶ Encourage business owners to monitor the parking habits of their employees. Armed with a better understanding of their employees parking needs and practices, employers might consider purchasing permits for their employees in order to conserve short-term parking for the downtown patrons and visitors.
- ▶ Consider reducing or temporarily waiving annual fees for employee parking permits within underutilized permit parking areas (such as the Railroad Lot, “Zone 1”) as a means to encourage employee permit parking use. If implemented, it is recommended that any fee waivers be implemented on an interim basis and re-evaluated after one year.

- ▶ Park and Ride Lot: Consider maximizing the number of parking spaces at the Sycamore Park and Ride Lot as an employee parking resource and provide a non-vehicular connection at the northern end of the lot to improve access to downtown Danville.

FREIGHT LOADING ZONES

To support the loading and unloading of freight and merchandise, Danville provides several yellow freight loading zones (FLZ) throughout the downtown. These spaces are strategically placed with consideration to business needs, street dimensions, traffic conditions, ease of truck movement and overall vehicular and pedestrian safety. Currently, there are 13 marked FLZ spaces: that include two (2) on-street on Hartz Avenue, two (2) on-street on Railroad Avenue, and nine (9) within the Clock Tower Lot. Eight (8) of the 13 FLZ spaces are convertible and available for public parking after 10am.

In conjunction with the data collection effort, field observations and discussions with the Town staff indicated the following:

- ▶ The downtown has an adequate amount of FLZ's to serve the needs of downtown businesses. While adding more FLZ's are not required, relocating some of the existing FLZ's may increase their utilization.
- ▶ Rather than utilizing FLZ's, delivery vehicles frequently park in standard parking spaces nearest to their pick-up/delivery location. This behavior allows for a quicker delivery that helps both the delivery personnel and merchants but that can also have an adverse impact on parking availability for visitors and patrons depending on time of day.
- ▶ Since many FLZ's are sporadically utilized, regular vehicles are parked illegally in the FLZ's for extended periods of time and are not actively engaged in any pick-up or delivery operations.

Recommendations:

- ▶ Reevaluate the utilization of each FLZ. If the utilization is minimal, consider relocating or removing the FLZ. The relocation of underutilized FLZ's will encourage more delivery personnel to use the FLZ's while removal of underutilized FLZs will increase the parking supply for regular vehicles and will serve the broader needs of the downtown merchants, patrons, visitors and employees.
- ▶ Review the merits of increasing enforcement of the FLZ's in areas where non-commercial vehicles are regularly parked with no active pick-up or delivery operations. On two separate days, illegal parking was observed in the Clock Tower FLZs, although additional observations are necessary to appropriately document the problem.





STUDENT PARKING

San Ramon Valley High School (SRVHS) is located along Danville Boulevard, just north of the study area, between Railroad Avenue, Love Lane and El Cerro Boulevard. The estimated student population of San Ramon Valley High School (SRVHS) for the 2015-16 school year is approximately 2,140 (including approximately 580 seniors).

The continued growth in student enrollment over the past several years has exacerbated the parking situation, both on-campus and in the immediate vicinity of the school.

The Town of Danville and SRVHS recognize impacts of student parking infiltration in nearby residential areas and businesses and have historically implemented measures that discourage such parking impacts.

SRVHS allows on-campus parking for seniors by permit. Permits are issued with the highest priority given to seniors who carpool with other seniors. Seniors who drive alone are given lowest priority. SRVHS emphasizes the adherence of parking regulations and good driving behavior via a student-parent handbook that is issued each year. Each student requesting a parking permit and his/her parent are required to sign a parking and driving regulations form that clearly defines the school's expectations regarding parking and consequences for not following the regulations.

The Downtown Parking Utilization Assessment Study was primarily focused on the downtown core and in-depth analysis of school area parking was not conducted. Several observations made during the school hours revealed that the on-street parking on both sides of Danville Boulevard is in very high demand and the future parking demand may outpace the current parking supply resulting in negative impacts on nearby streets and parking lots. Staff conducted field observations that indicated the following:

- ▶ Students park at various off-campus locations within the downtown and nearby neighborhoods. Two off-street private parking lots offer their own student parking permits for a total of 76 spaces.
- ▶ Several students were observed parking within the employee permit parking areas just south of the SRVHS parking lot. These students presumably work at local businesses during non-school hours and obtained an employee parking permit.
- ▶ It is expected that in the spring of each year, parking demand will increase as additional sophomores obtain their drivers licenses. This may result in increased student parking in nearby residential areas.

The planned addition of 200 spaces on the SRVHS campus will help alleviate student parking needs and the continuing impact on the Downtown caused by overflow student parking. Once these additional parking spaces are added, a follow up analysis is recommended to ascertain that student parking needs are met and if the additional parking has reduced impacts on downtown parking.

Recommendations:

- ▶ Conduct a focused study of the SRVHS parking situation to analyze on-campus parking, impacts of parking within the nearby residential areas, and opportunities to increase the amount of on-street parking along Danville Boulevard. The study should explore cost effective alternatives to increase parking supply in the least expensive yet most effective manner.
- ▶ The Town and SRVHS should explore alternatives to reduce parking demand by encouraging non-automotive modes of transportation. Various transportation demand management (TDM) strategies should be evaluated addressing commute options for students and school staff.



FARMERS' MARKET

The Danville Certified Farmers' Market (CFM) has been held at the Railroad Avenue Parking Lot since 1990. The market is held on Saturdays from 9:00 am to 1:00 pm and occupies approximately 100 parking spaces at the lot for operations. As previously mentioned, the patron trips to the CFM generate a parking demand of approximately 200 parking spaces per hour. In conjunction with the 100 parking spaces allocated to operations, the CFM generates an estimated parking demand of approximately 300 parking spaces per hour, or 75 percent of the total parking supply of Sub-Area 2. In light of the increased redevelopment activity in the downtown and the resulting increase in parking demand, the study observes parking conditions during the CFM on two Saturdays. The findings include the following:

- ▶ At the Railroad Parking Lot the parking demand varies during the day. From approximately 11:30 a.m. to 12:00 p.m., between five (5) and 15 parking spaces were available most of the time. Effective turnover of parking spaces results in having at least a few open spaces at most times.
- ▶ At the Clock Tower Parking Lot, parking spaces are available to support the visitors attending the CFM and Downtown businesses. However, it is observed that the lot is near capacity (96 percent) around the noon time hour.
- ▶ Along Railroad Avenue between East Prospect Avenue and Church Street, on-street parking is in high demand, yet a few parking spaces generally remain available throughout the hours of CFM operation.
- ▶ Adjacent streets with residential frontage such as Quinnterra Lane, West Prospect Avenue and El Dorado Avenue are observed to have high parking occupancy rates during the hours of operation, however, people are not seen walking back and forth from the CFM, implying that those on-street spaces are primarily occupied by vehicles owned by the residents or their guests. These observations suggest that the CFM does not lead to parking intrusion into residential neighborhoods.

Recommendations:

- ▶ Overall, it is observed that the current supply of on-street and off-street parking spaces in the immediate vicinity of the CFM is adequate to support the CFM operations. However, with increased redevelopment activities in the downtown and continued economic vibrancy, it is anticipated that the parking demand could outpace the current supply in the future. With the completion of the Danville Hotel project, it is anticipated that the parking demand at the Railroad Lot and in the vicinity will increase. These anticipated changes in the parking demand justify revisiting the CFM's parking needs and the associated parking impacts on other businesses in coming years.





ENFORCEMENT

Danville strives to maintain a visitor friendly environment that supports local businesses and employers. The downtown area has approximately 3,000 parking spaces, including all on-street spaces and public and privately owned off-street spaces. The provision of an ample supply of conveniently located parking assures that the parking needs of a variety of users can be met during the weekdays and weekends. To effectively manage public parking and to meet the parking needs of a diverse user base, the Town enforces parking regulations through its Police Department staff.

Currently, Danville has three part-time Parking Enforcement Officers (PEO) engaged in parking related enforcement for approximately 20 hours a week, five (5) days a week. No enforcement by PEOs is provided during the weekends. PEOs also support vehicle abatement of abandoned vehicles and towing services, as well as assisting the Patrol Division with special situations such as accident scenes. The citation processing and hearing officer services are provided by the County under the existing agreement that covers other police services for the Town as well.



The field observations and discussions with Town PEOs resulted in the following findings:

- ▶ Overall, the enforcement program works well with adequate staffing levels. While some users may have issues or concerns with employee permit parking, FLZs or student parking, such issues are primarily due to personal preferences rather than flaws in the program or services.
- ▶ During the last 12 months nearly 1,400 citations were issued. The most common violations were related to exceeding time limits, followed by expired vehicle registrations and parking within red curb zones and other restricted areas. Enforcing time zone restrictions require consistent and frequent chalking of vehicle tires and is labor intensive.

Recommendations:

- ▶ To improve efficiency and consistency of time limit enforcement, the Town should explore less labor-intensive and secure approaches such as tracking of parked vehicles via vehicle-mounted automated camera systems in lieu of chalking of tires.
- ▶ Focus enforcement activity during weekday lunch periods and Saturday mornings to ensure an adequate turnover of parking supply for patrons and visitors of the downtown. Enforcement activities should be adjusted as appropriate to ensure that employees and students are not occupying prime parking spaces that would otherwise be available for patrons.



PARKING SLOTS OR T'S

It is common for cities with heavy parking demand in the downtown core to delineate on-street parking spaces if doing so can increase the parking supply. During a field review conducted in October 2015, it was observed that some vehicles were parked on-street in a manner that was somewhat inefficient, leaving excess space in the front and/or rear of the vehicle. Gaps ranging from five to fifteen feet were observed along Railroad, Hartz and Danville Boulevard. Conversely, during high-demand days of the December holidays, it was observed that vehicles were parked very efficiently leaving minimal space between parked vehicles. Additionally, field observations confirm that drivers parked much more efficiently along the longer stretches of uninterrupted curb runs (between intersections or driveways), and less efficiently in shorter stretches of red curb where it can be more challenging for drivers to parallel park.

On a case-by-case basis, in areas where better utilization of the curb space is necessary, drivers should be encouraged to park their vehicles leaving no more than three to five feet open space from the vehicle in the front and rear. This can be achieved by striping parking slots or T's in the downtown core where parking is in high demand or in areas where there are consistently observed parking inefficiencies. It is estimated that the construction of a new parking space within the downtown costs over \$65,000 per parking space. Delineating the parking spaces along curbs can be a cost effective way to increase the parking supply for underutilized or consistently inefficient curbside parking areas

Recommendations:

- ▶ Consider installing parking slots or T's along streets where parking occupancy consistently exceeds 75 percent and/or in areas where there are consistent inefficient uses of curb space, such as along short curb lengths or areas adjacent to curb bulb-outs.
- ▶ Upon installation of parking T's, adjust current enforcement efforts to ensure vehicles are parking within the marked stalls.



PAID PARKING

Many cities utilize paid parking to achieve a variety of goals and objectives. Some of the outcomes of paid parking include the following:

- ▶ Improves parking space utilization and increases turnover rates, which benefits businesses that rely on the availability of short-term parking;
- ▶ Increases the efficiency of parking systems and reduces the need for creating additional parking supply;
- ▶ Improves enforcement of posted time limits as meters eliminate the need to chalk tires;
- ▶ Generates revenue from meters and subsidizes the cost of enforcement operations. Revenue from parking meters can be allocated to specific parking-related expenses or municipal services.

Although paid parking brings several advantages, there are several impacts that should be carefully considered prior to implementation, such as:

- ▶ Requires capital expenditure for purchasing and maintenance of parking meters and associated management systems and software;
- ▶ Requires on-going operations and maintenance expenses associated with revenue collection, enforcement, equipment maintenance, customer concerns and complaints, etc.;
- ▶ Impact on local businesses that could create competition between businesses where free parking is provided;
- ▶ Potential to push parking into adjacent residential neighborhoods as an attempt to avoid meter charges, impacting the safety and livability of the affected neighborhoods.

Recommendations:

- ▶ Evaluate the parking supply and demand in the Downtown Area within two to three years, and if it is found that the demand has increased significantly, further explore and consider the paid parking alternative.



PARKING BENEFIT DISTRICT

Many cities considering a change in their parking programs from “free” or “unpaid” to “paid” parking often experience resistance from the merchants and business associations being indirectly affected by the new parking fees. One of their prime concerns is the use of newly-created parking revenues and any direct benefit to the blocks where they conduct their businesses. Most stakeholders start with the assumption that new parking revenues would be in an attempt to add to the City’s general fund budget to support other services, and which may not directly benefit them. To alleviate this concern and garner broader support from downtown businesses, cities may establish special Parking Benefit Districts (PBD). A PBD works similar to a Business Improvement District (BID) or a Community Benefit District (CBD) where collected revenues are reinvested in the areas that contributed to the revenues.

With this approach, the newly generated revenues are invested back into the blocks and communities where it is collected. Many cities have tried this approach and experienced that businesses vitality improved after paid parking was introduced as more spaces became available for patrons and visitors due to increased turnover. Pasadena and San Diego are great examples of cities that have experienced significant benefits of introducing PBDs.

Recommendations:

- ▶ If in the future the Town explores a paid parking option, consideration should be given to various options for the use of newly generated parking revenues, including the establishment of a PBD.

PRIVATE-PUBLIC PARKING AGREEMENTS

Of the 3,084 parking spaces within the Downtown Area, 1,684 spaces, or approximately 55% of the downtown parking supply, consist of privately-owned off-street spaces. With the exception of restaurants, many of the privately-owned parking lots and spaces throughout the downtown are underutilized during non-business hours, which generally coincides with evening hours and peak restaurant patronage. Allowing public use of privately-owned parking spaces during non-business or off-hours could be of benefit for both the private entity as well as the public, and could be achieved through development of shared-use parking agreements. In developing a shared-use parking agreement, examples of terms that should be considered include enforcement, facility maintenance, operations (establishing public use times, parking signage, etc.) and insurance.

Recommendations:

- ▶ Pursue opportunities to develop private-public partnerships for utilization of private parking lots for public use during evening and/or off-hour use.



Appendix A

Town of Danville Downtown Parking Utilization Assessment

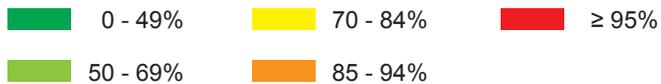


FIGURE A-3. Public Parking Occupancy - 4 PM October 6, 2015 (Tuesday)

Town of Danville Downtown Parking Utilization Assessment

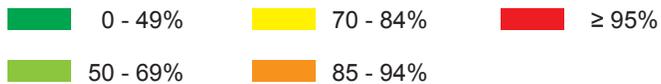
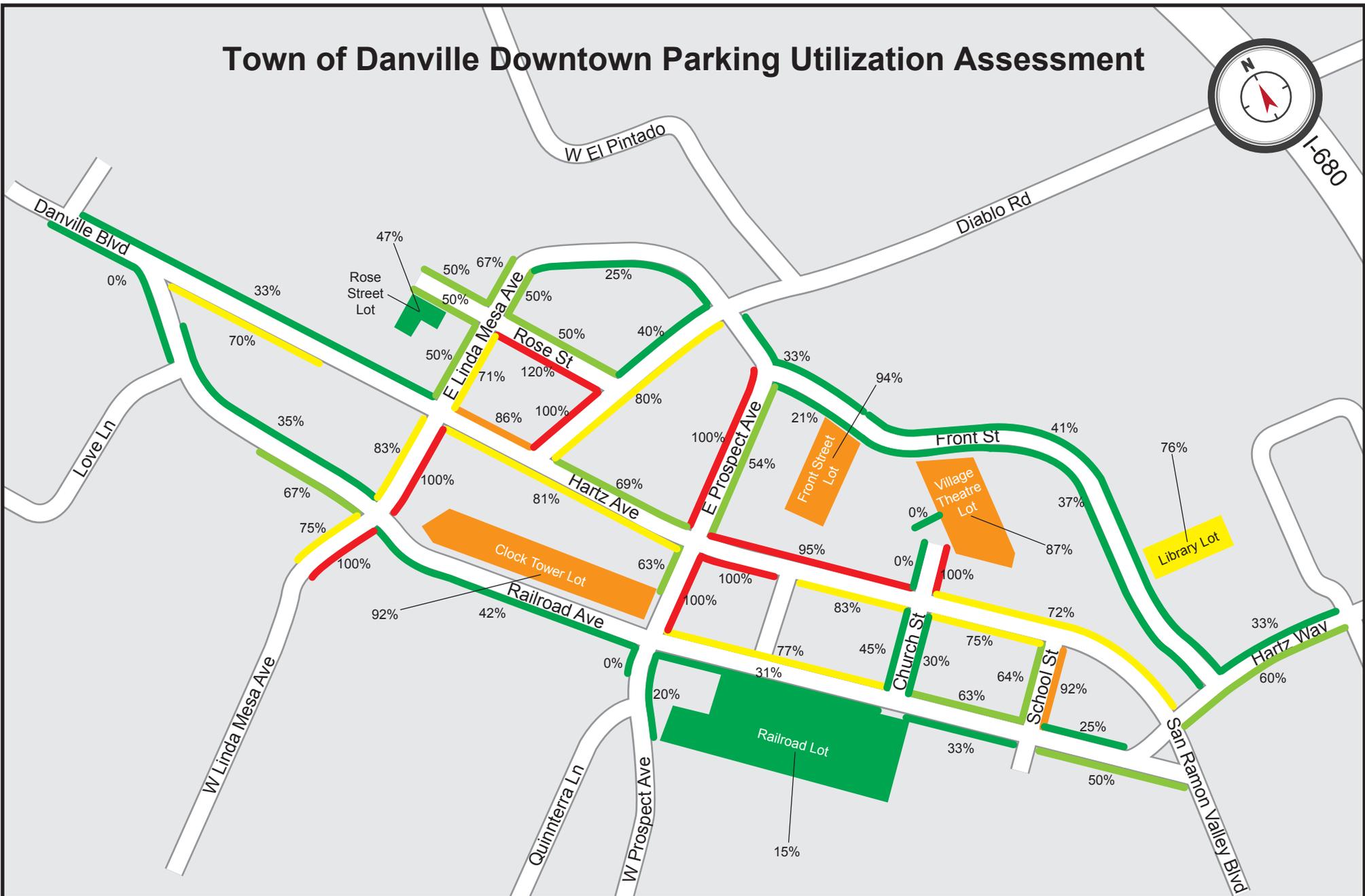


FIGURE A-4. Public Parking Occupancy - 6 PM March 22, 2016 (Tuesday)

Town of Danville Downtown Parking Utilization Assessment

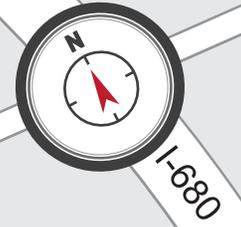


FIGURE A-6. Public Parking Occupancy - 10 AM October 21, 2015 (Wednesday)

Town of Danville Downtown Parking Utilization Assessment



- 0 - 49%
- 70 - 84%
- ≥ 95%
- 50 - 69%
- 85 - 94%

FIGURE A-10. Public Parking Occupancy - 8 PM March 23, 2016 (Wednesday)



Town of Danville Downtown Parking Utilization Assessment

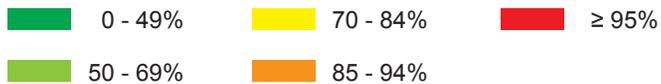
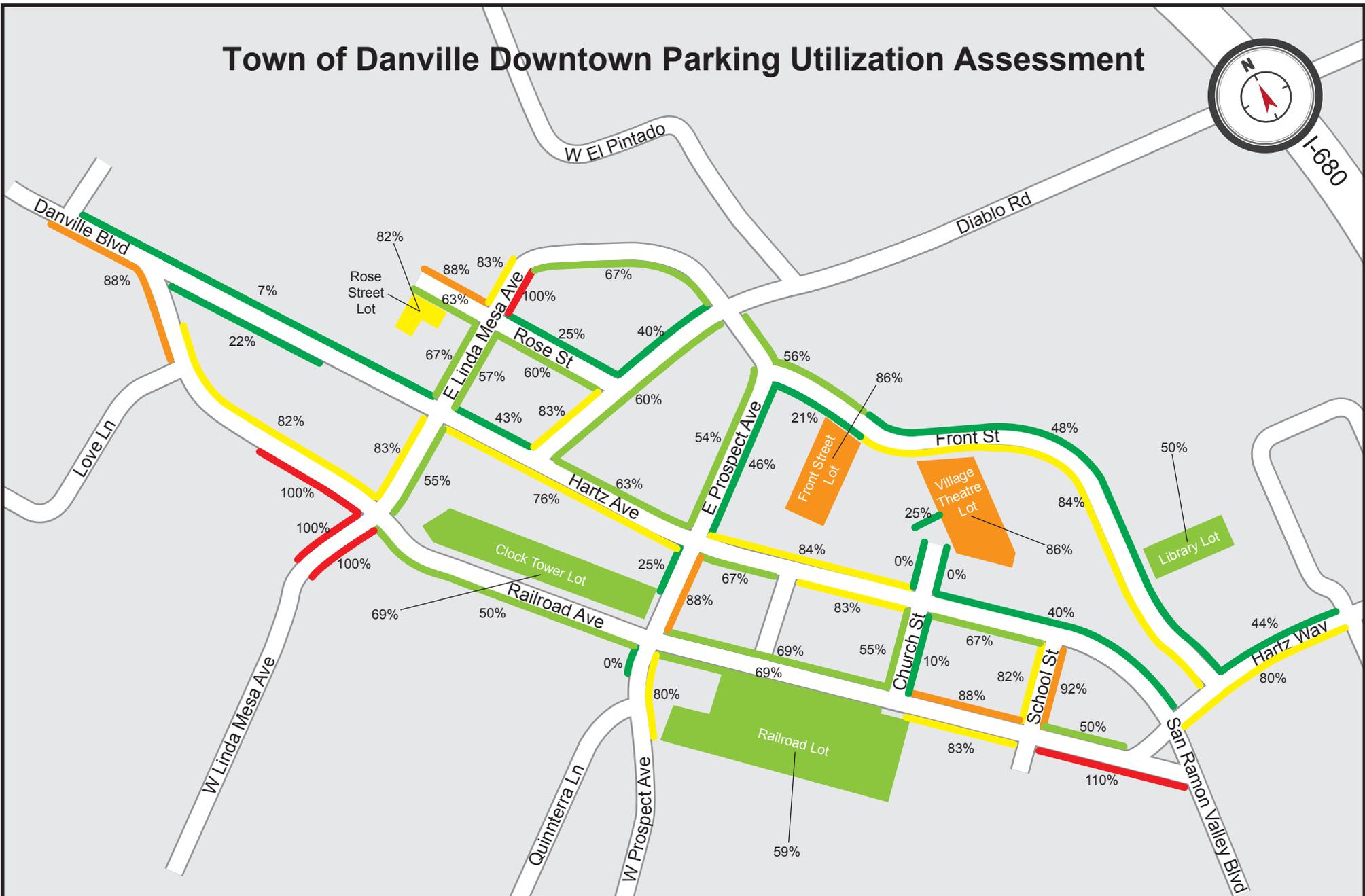


FIGURE A-11. Public Parking Occupancy - 10 AM March 25, 2016 (Friday)

Town of Danville Downtown Parking Utilization Assessment

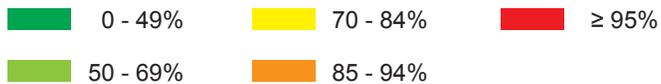
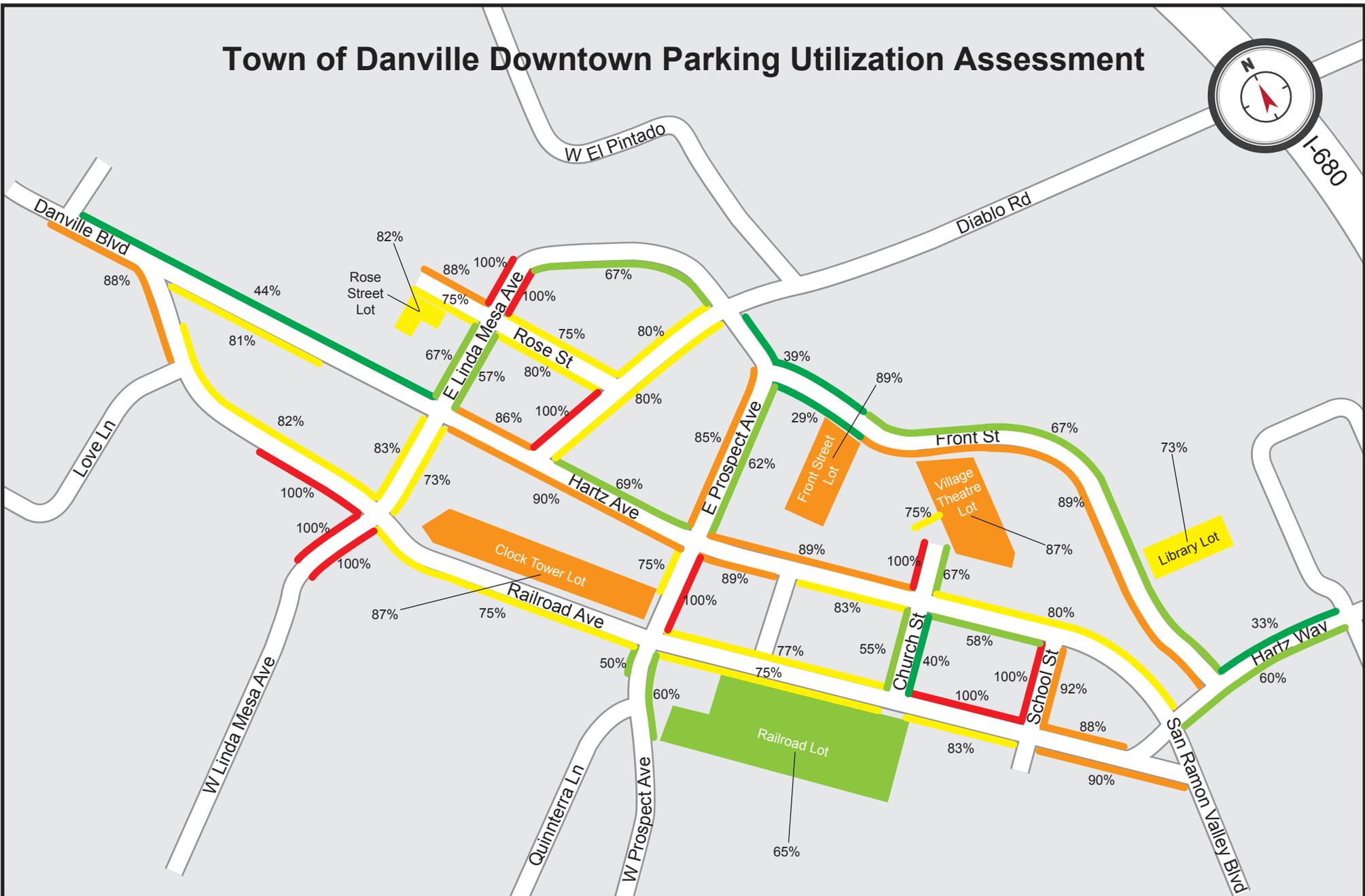


FIGURE A-12. Public Parking Occupancy - 12 PM March 25, 2016 (Friday)

Town of Danville Downtown Parking Utilization Assessment

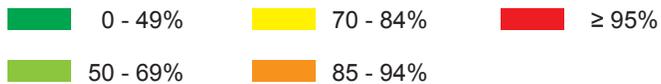
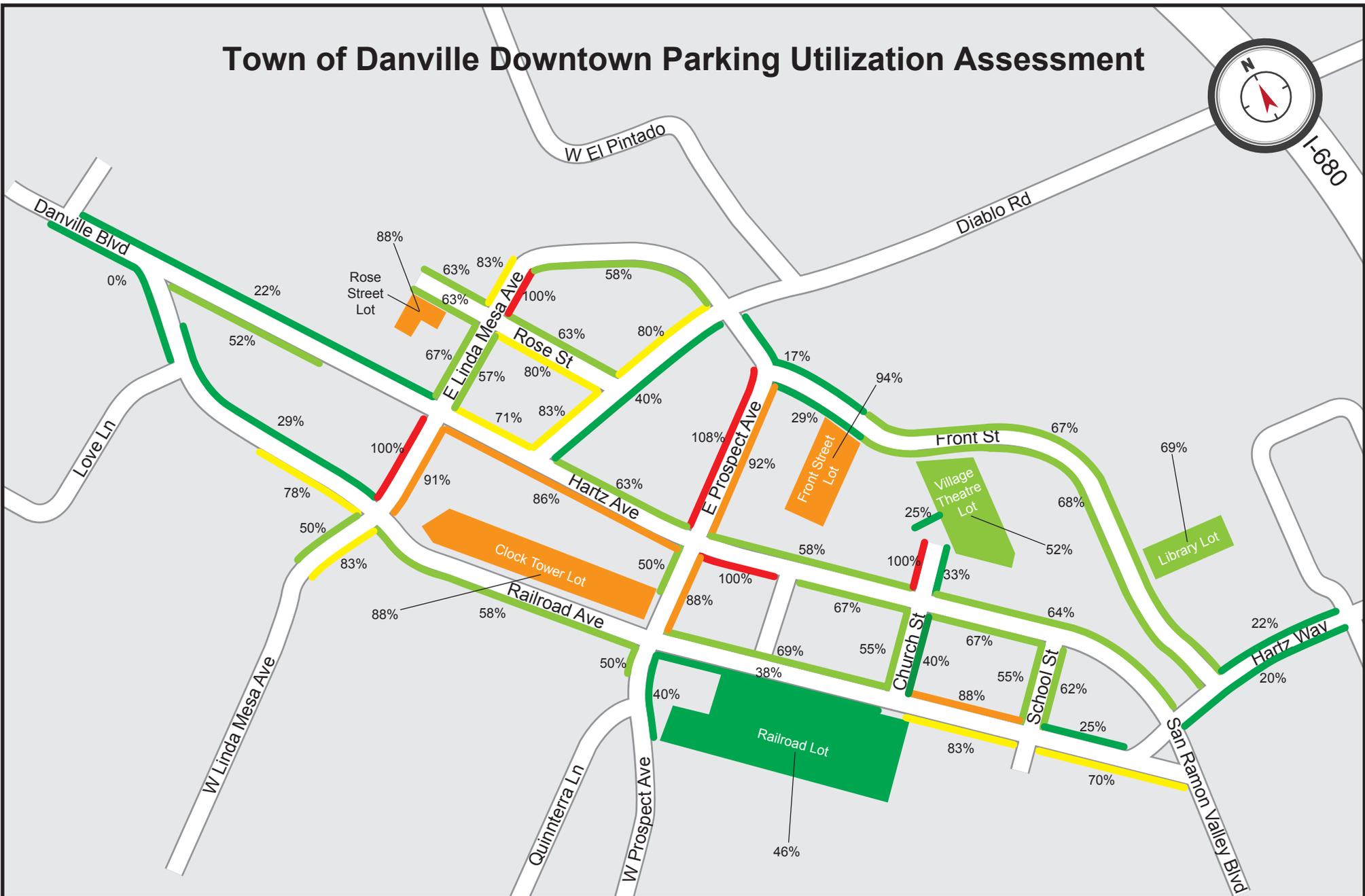
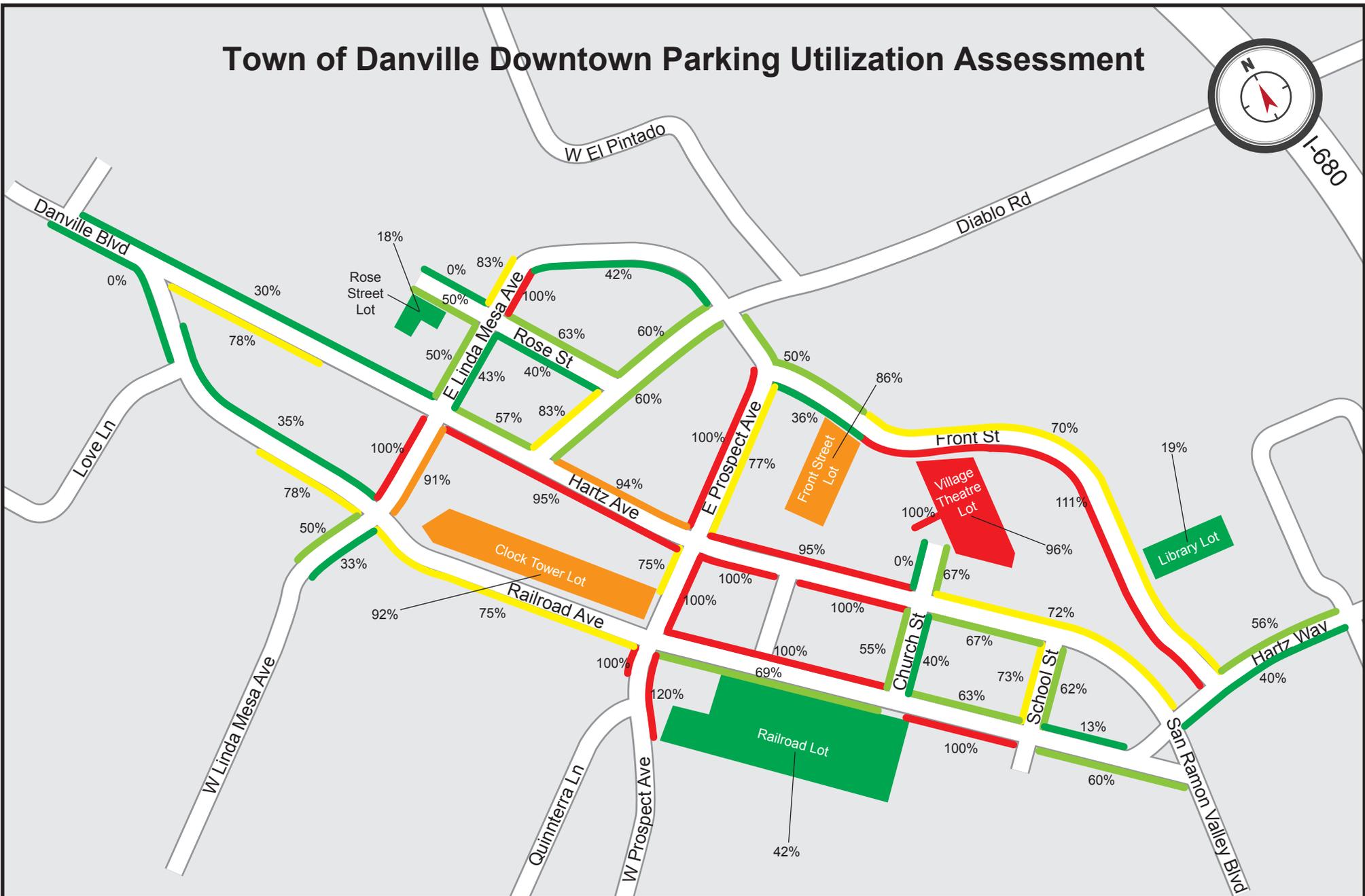
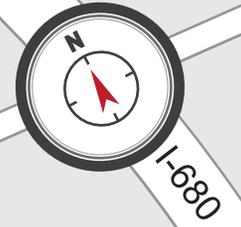


FIGURE A-13. Public Parking Occupancy - 4 PM March 25, 2016 (Friday)

Town of Danville Downtown Parking Utilization Assessment



- 0 - 49%
- 70 - 84%
- ≥ 95%
- 50 - 69%
- 85 - 94%

FIGURE A-15. Public Parking Occupancy - 8 PM March 25, 2016 (Friday)



Town of Danville Downtown Parking Utilization Assessment

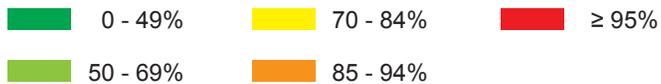


FIGURE A-16. Public Parking Occupancy - 10 AM October 17, 2015 (Saturday)



Town of Danville Downtown Parking Utilization Assessment

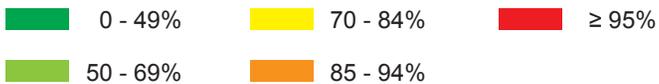


FIGURE A-17. Public Parking Occupancy - 12 PM October 17, 2015 (Saturday)



Town of Danville Downtown Parking Utilization Assessment

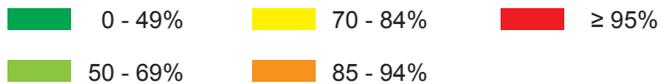
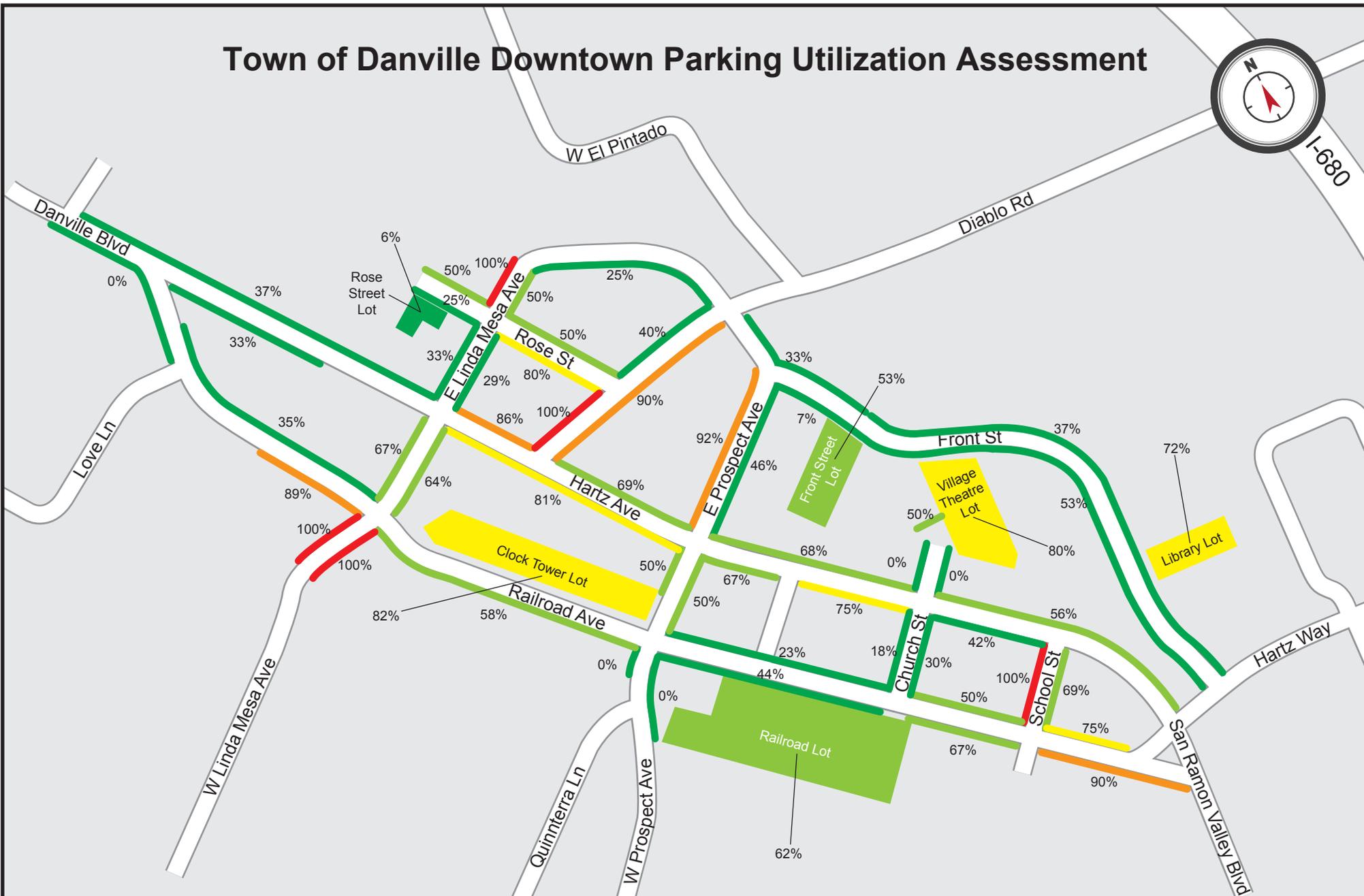


FIGURE A-18. Public Parking Occupancy - 2 PM October 17, 2015 (Saturday)





Appendix B

Town of Danville Downtown Parking Utilization Assessment

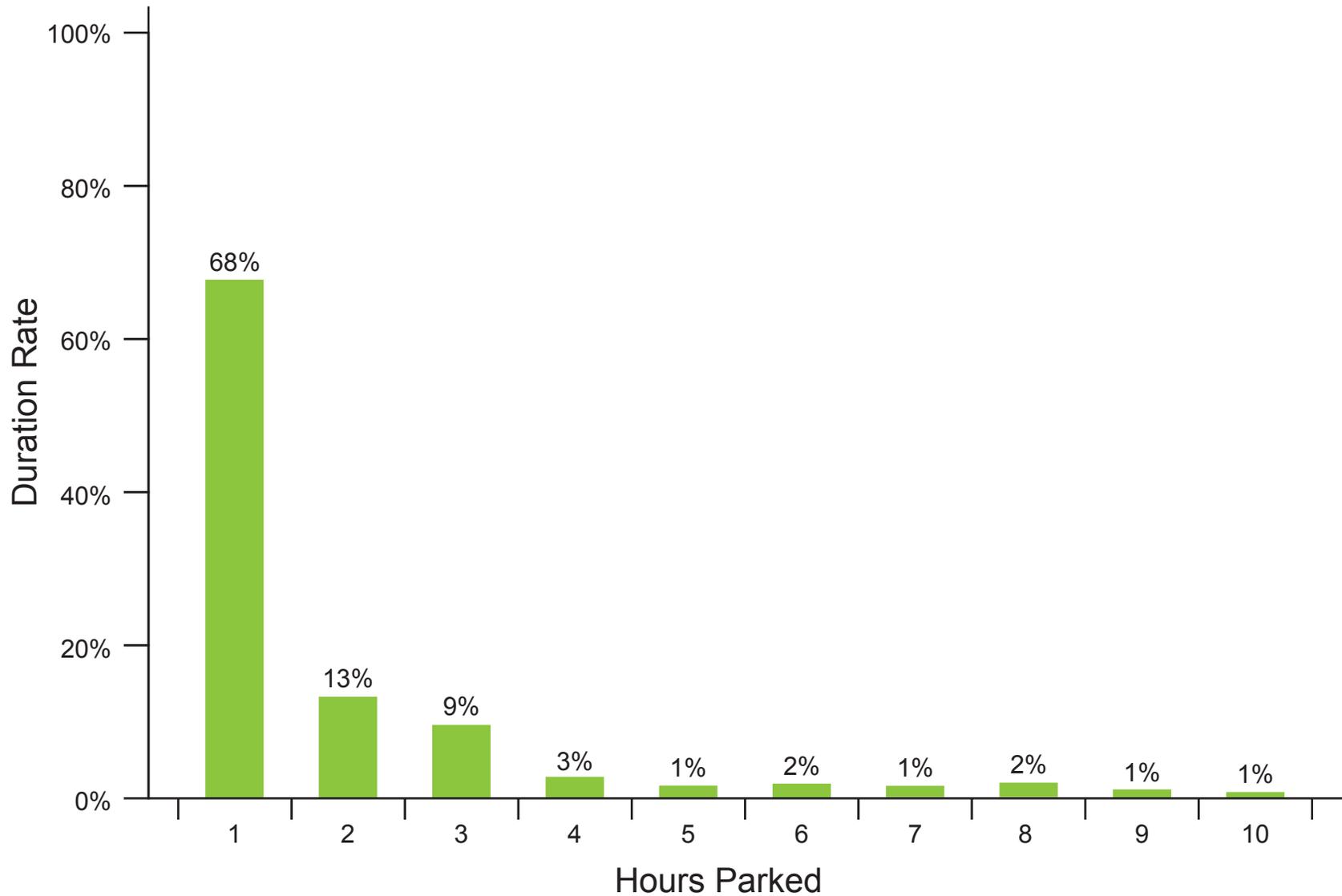


FIGURE B-1. On-Street Parking Average Duration - Tuesday

Town of Danville Downtown Parking Utilization Assessment

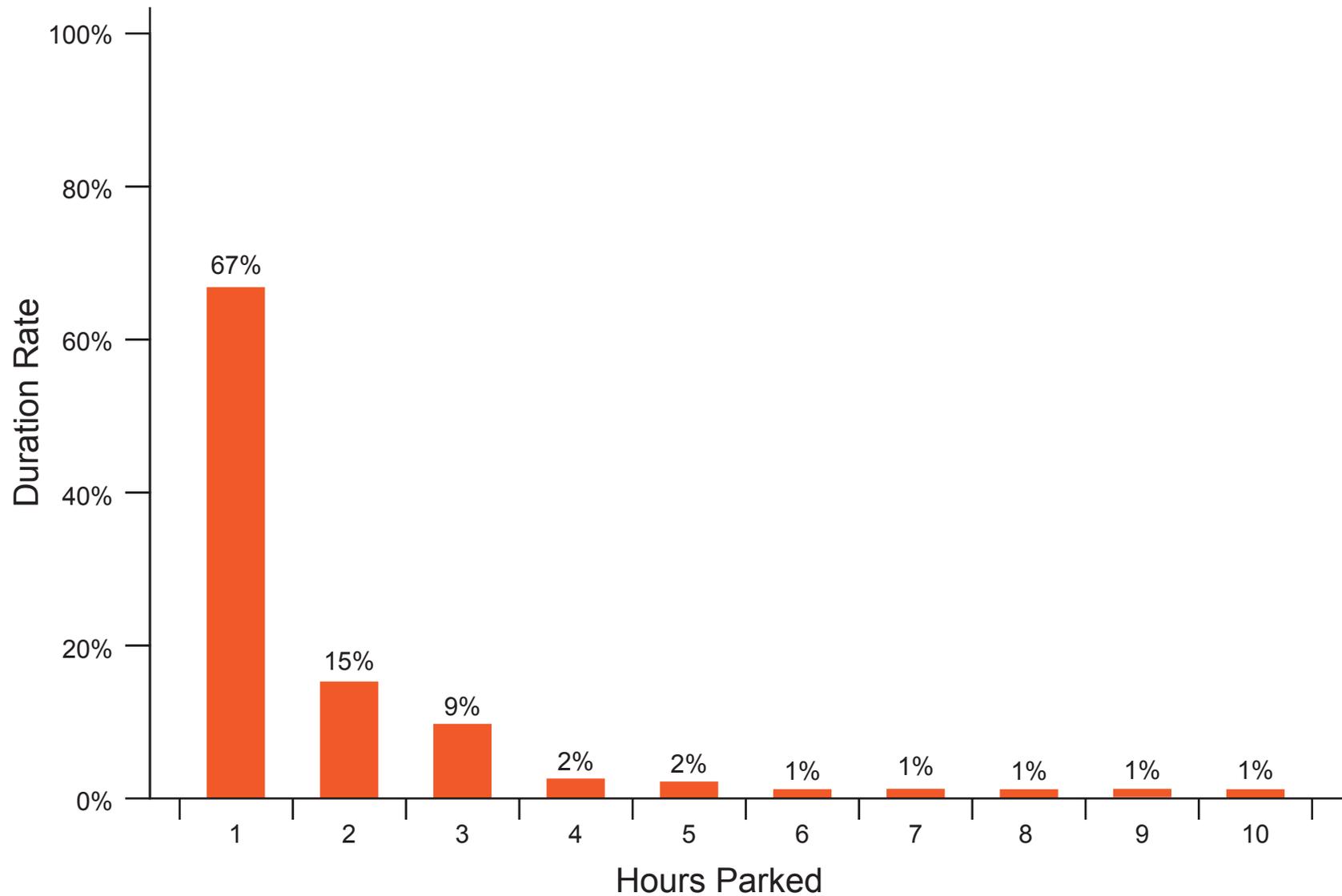


FIGURE B-2. On-Street Parking Average Duration - Wednesday

Town of Danville Downtown Parking Utilization Assessment

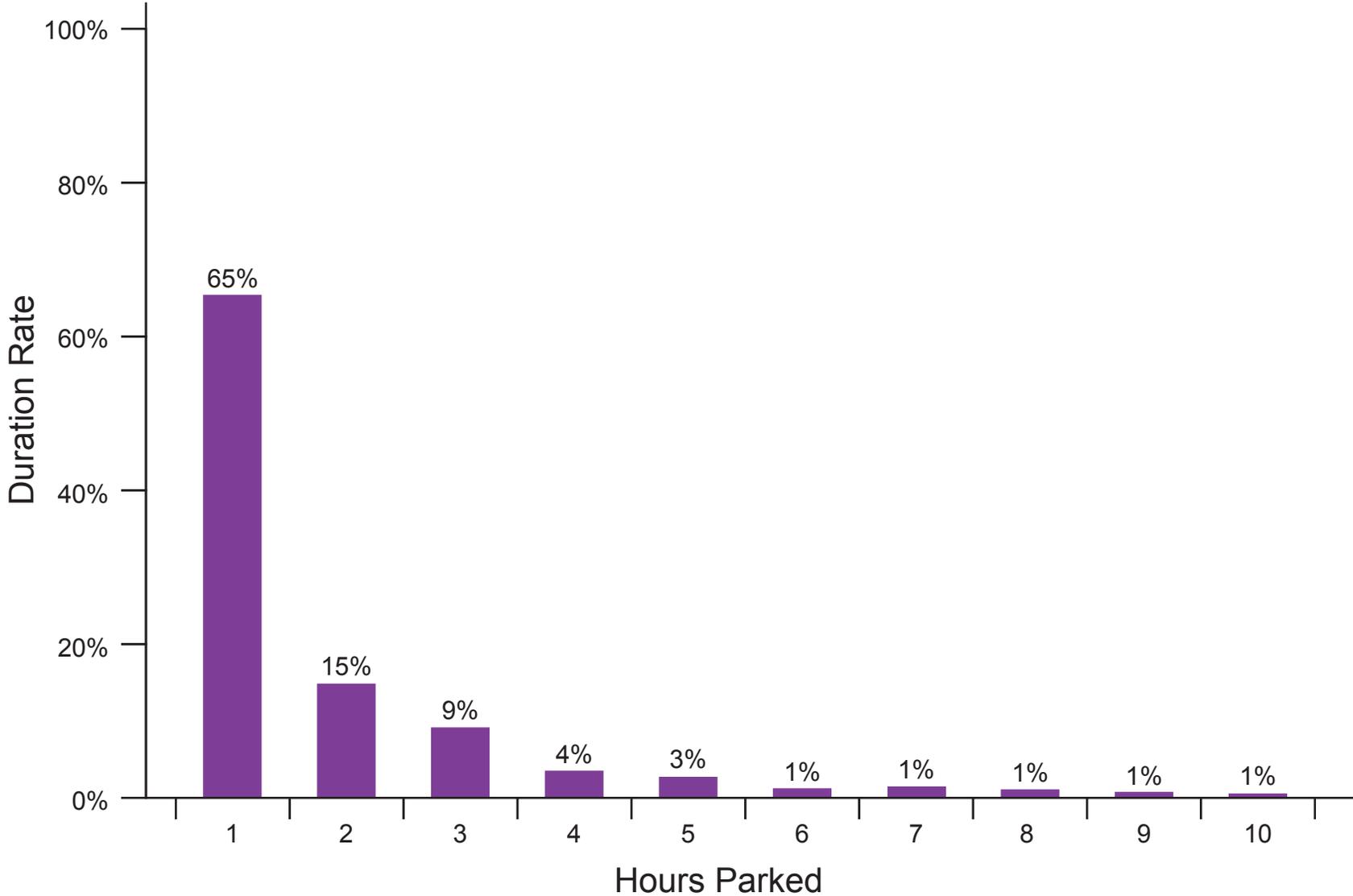


FIGURE B-3. On-Street Parking Average Duration - Friday



Town of Danville Downtown Parking Utilization Assessment

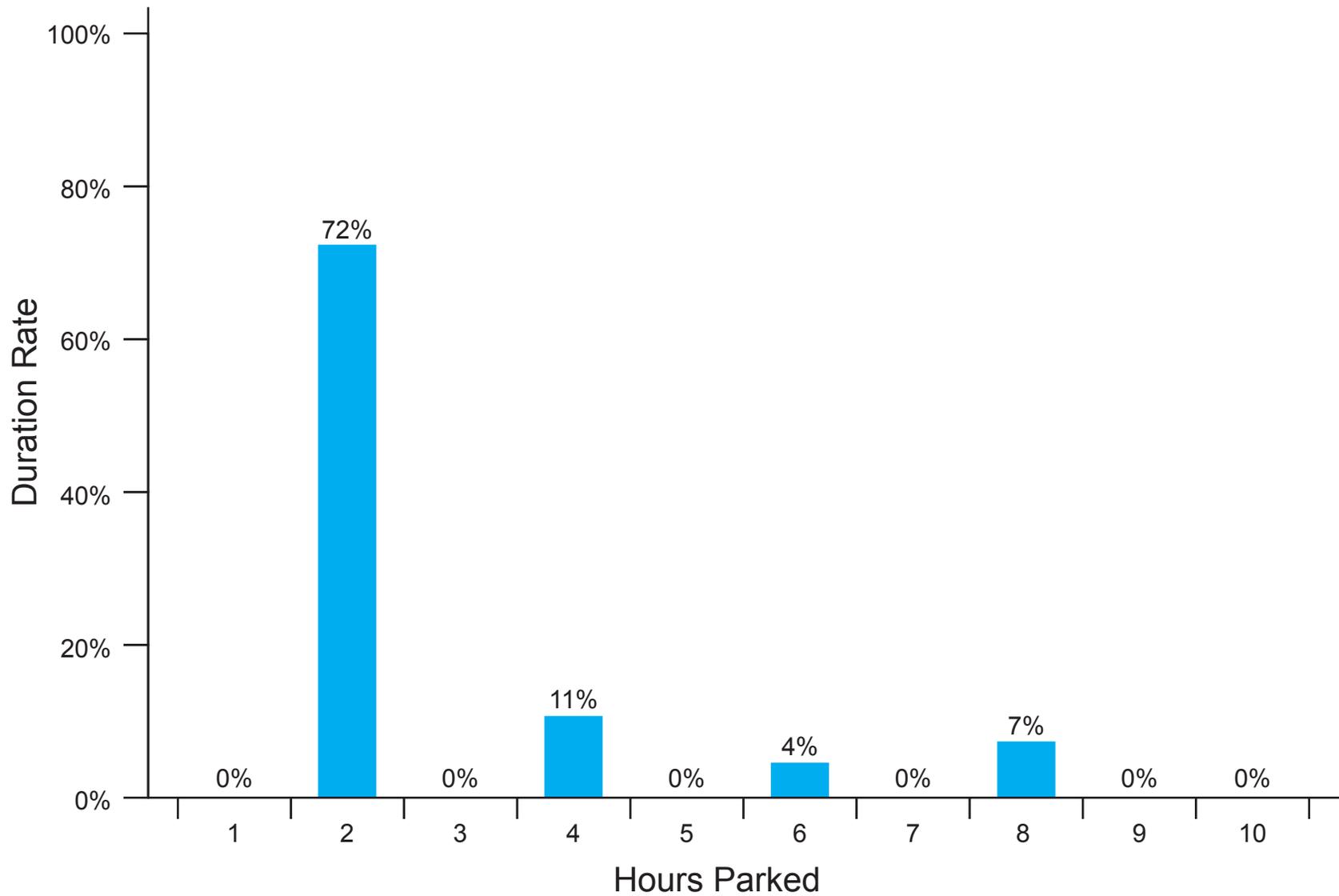


FIGURE B-4. On-Street Parking Average Duration - Saturday



Appendix C

Town of Danville Downtown Parking Utilization Assessment

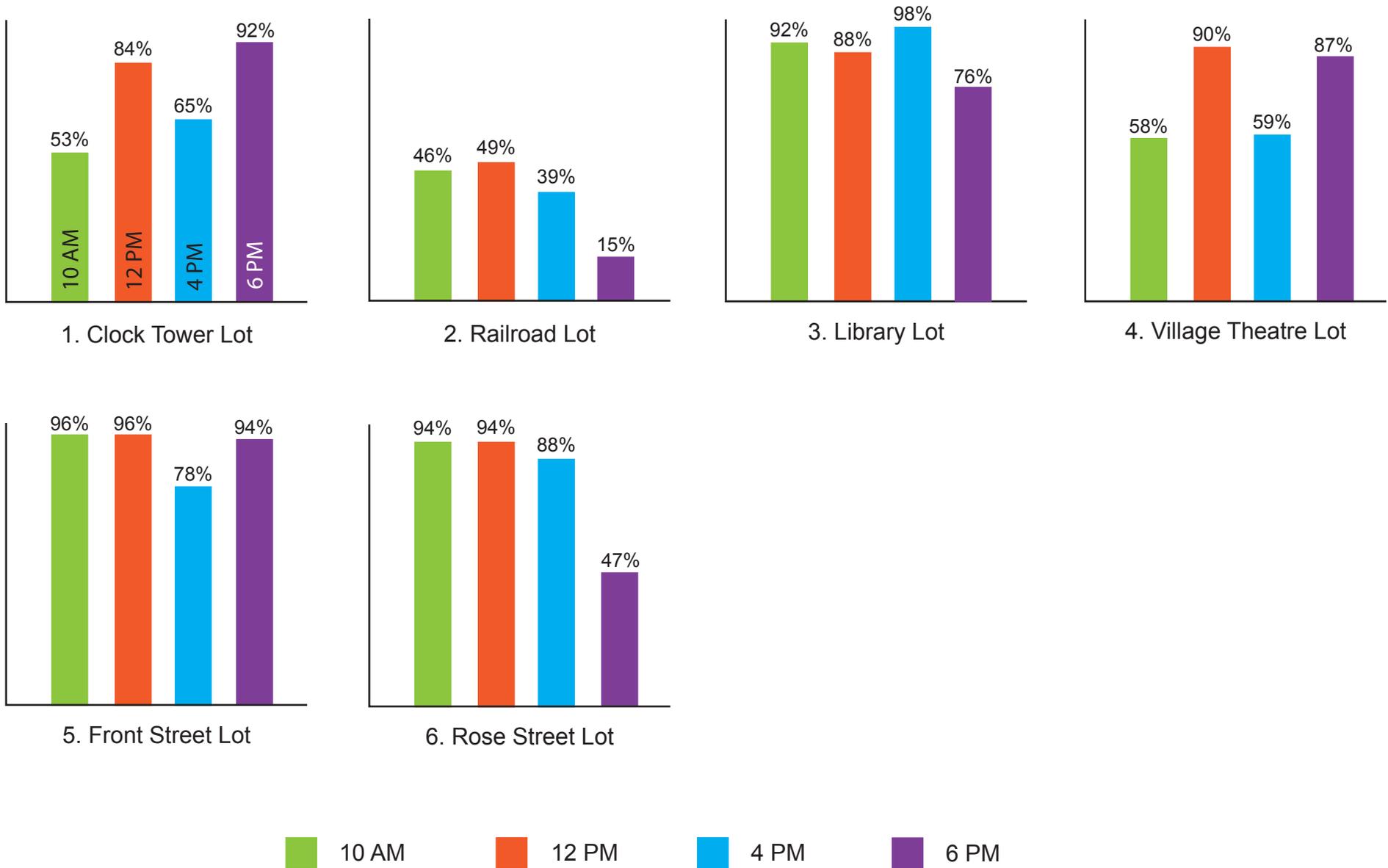


FIGURE C-1. Off-Street Parking Lot Occupancy Rates - Tuesday

Town of Danville Downtown Parking Utilization Assessment

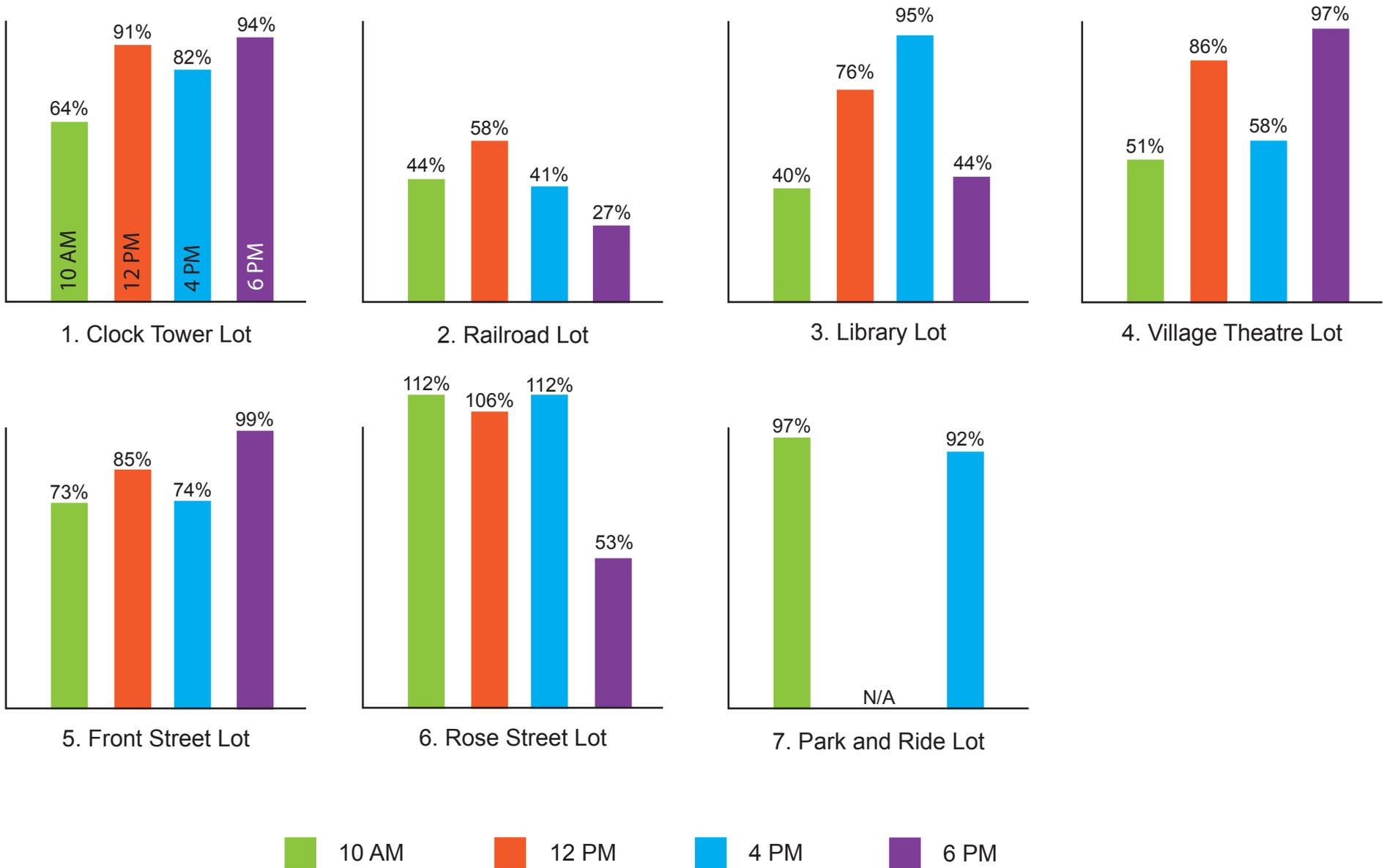


FIGURE C-2. Off-Street Parking Lot Occupancy Rates - Wednesday

Town of Danville Downtown Parking Utilization Assessment

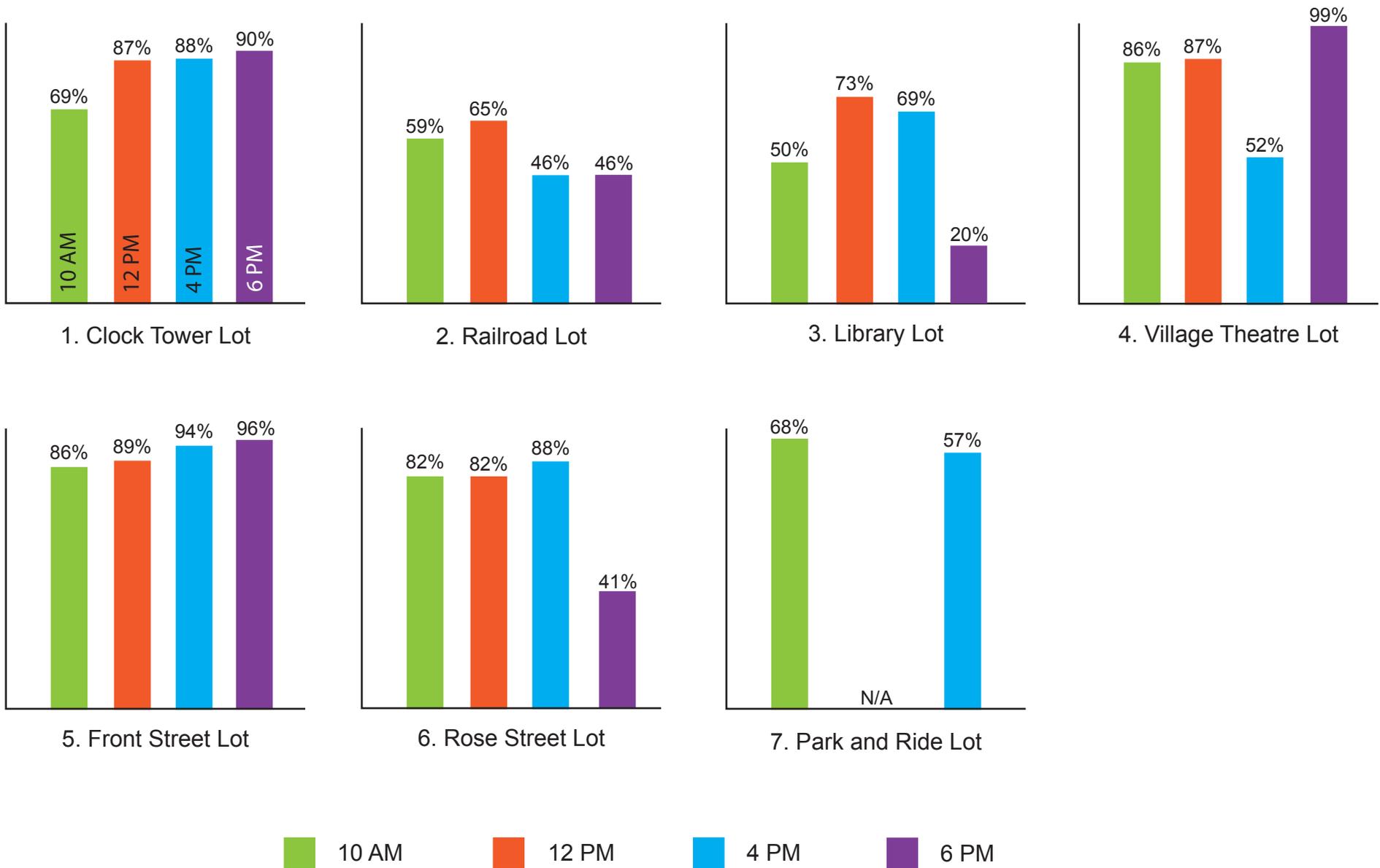


FIGURE C-3. Off-Street Parking Lot Occupancy Rates - Friday

Town of Danville Downtown Parking Utilization Assessment

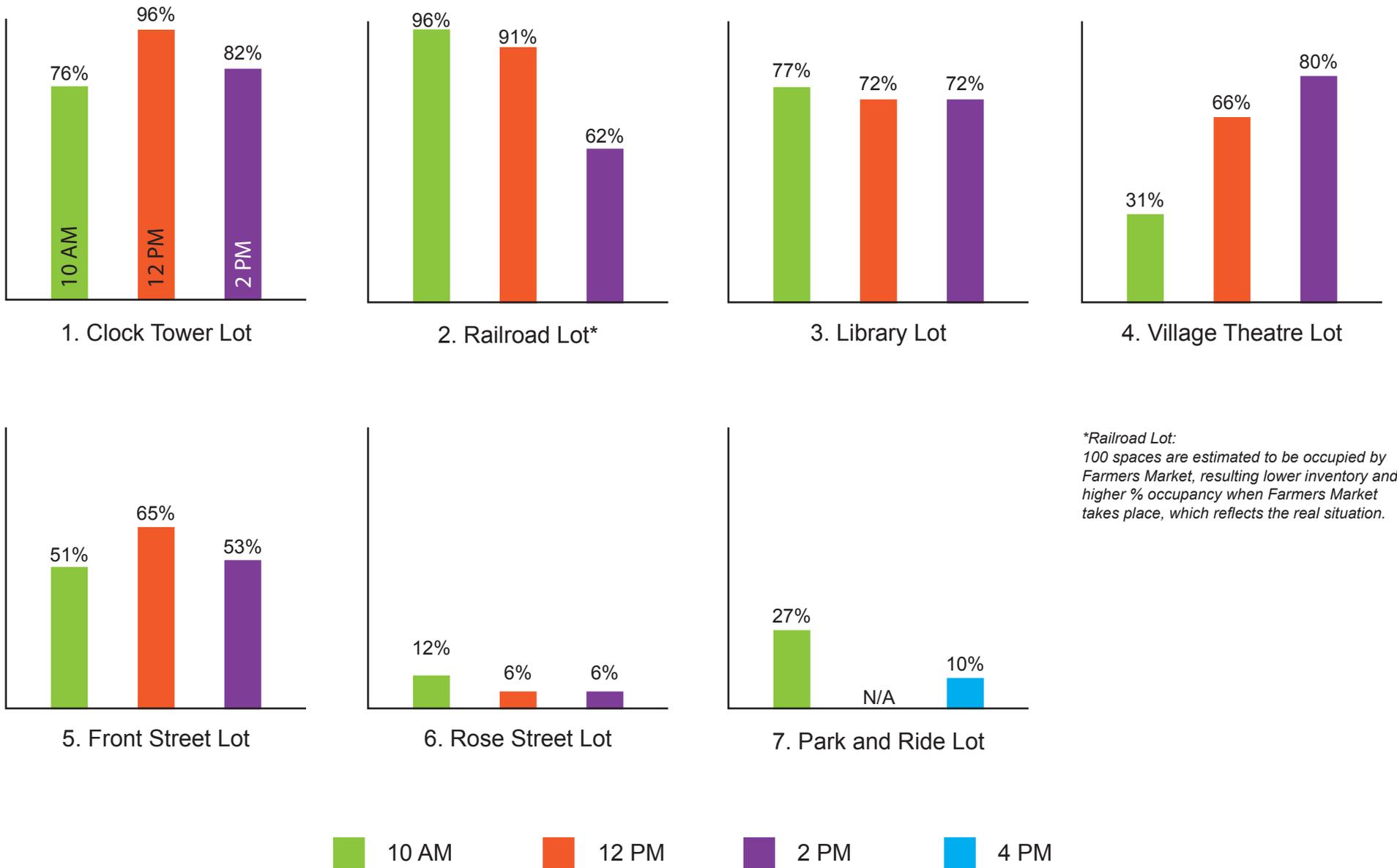


FIGURE C-4. Off-Street Parking Lot Occupancy Rates - Saturday



Appendix D

Town of Danville Downtown Parking Utilization Assessment

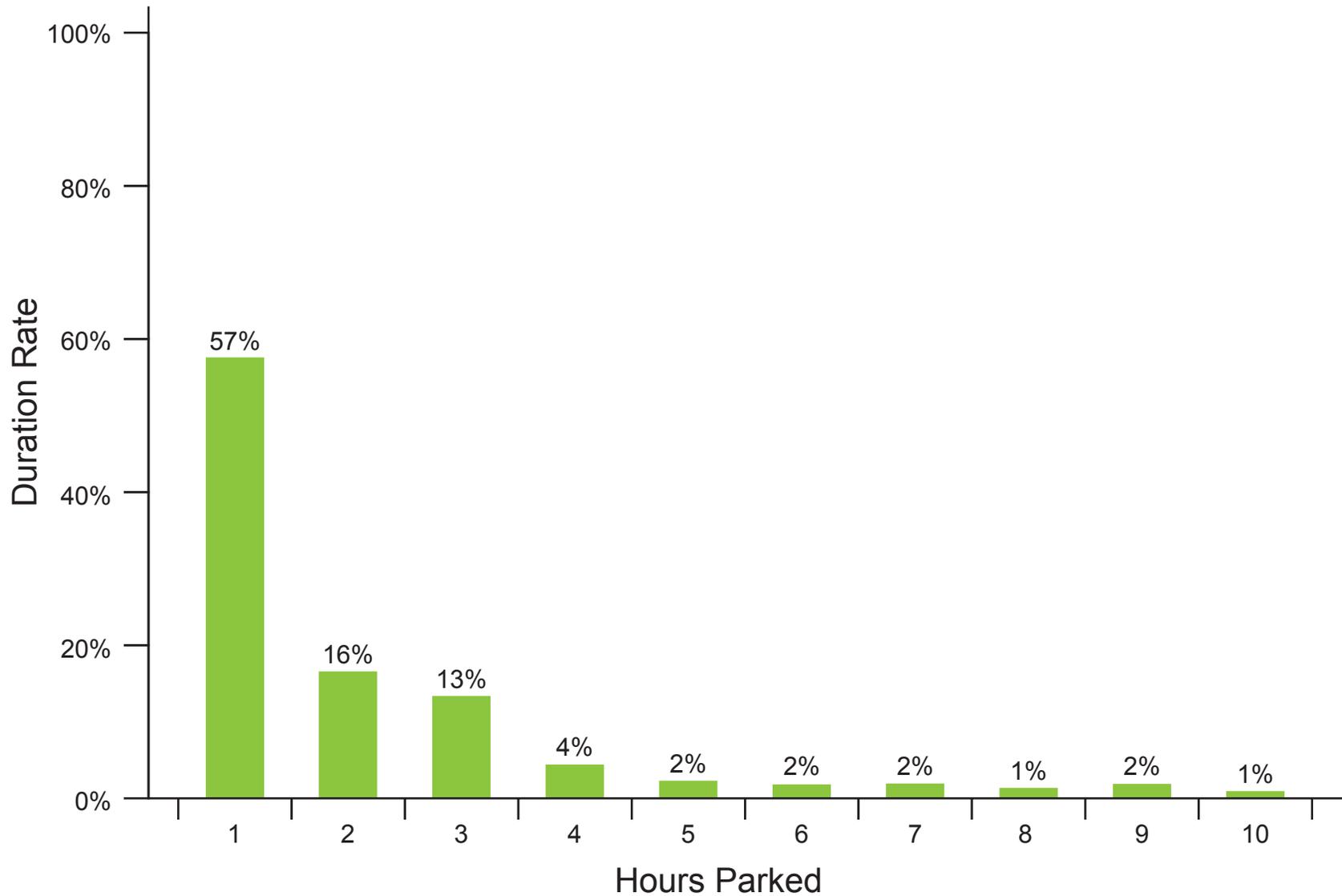


FIGURE D-1. Off-Street Parking Lot Average Duration - Tuesday

Town of Danville Downtown Parking Utilization Assessment

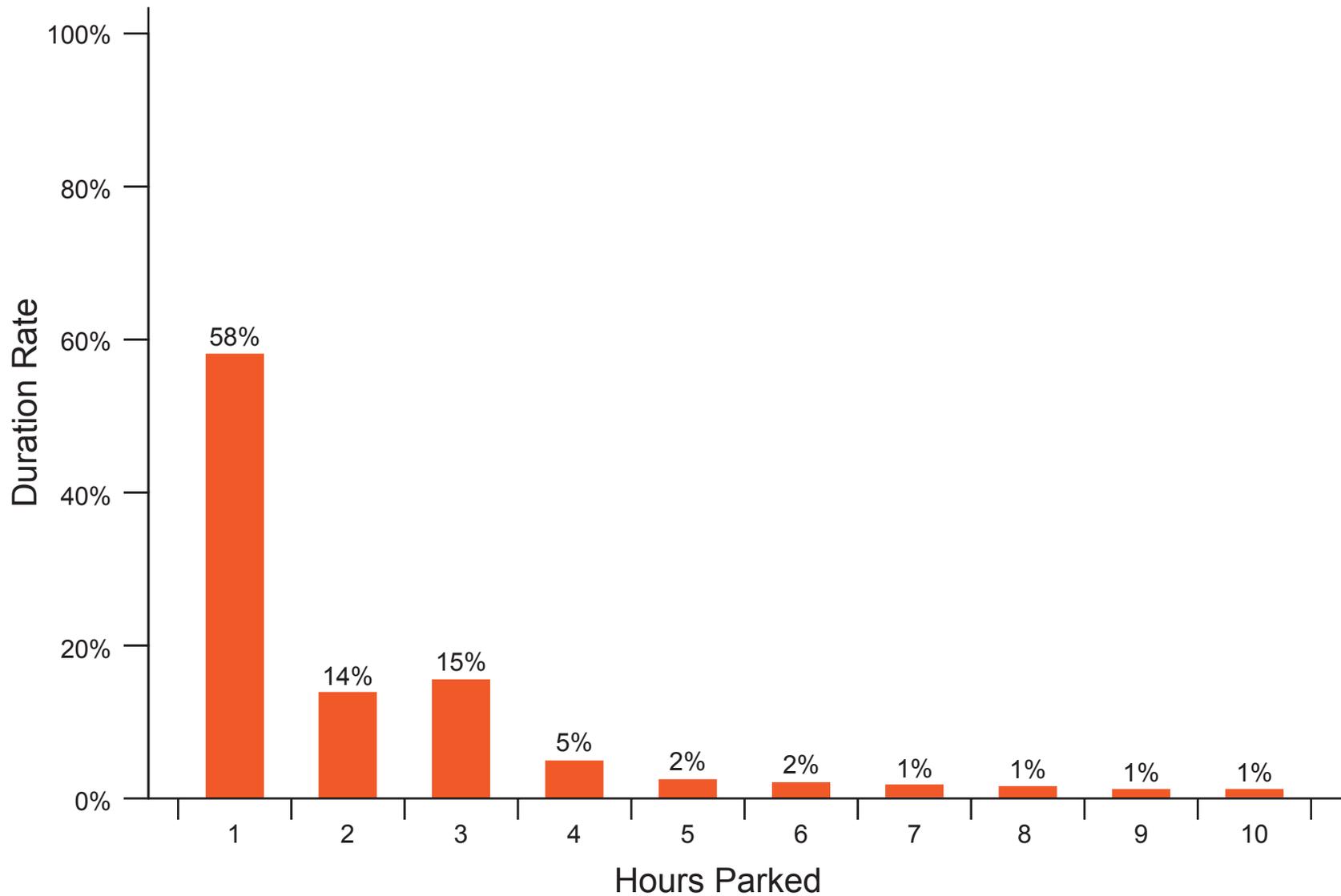


FIGURE D-2. Off-Street Parking Lot Average Duration - Wednesday

Town of Danville Downtown Parking Utilization Assessment

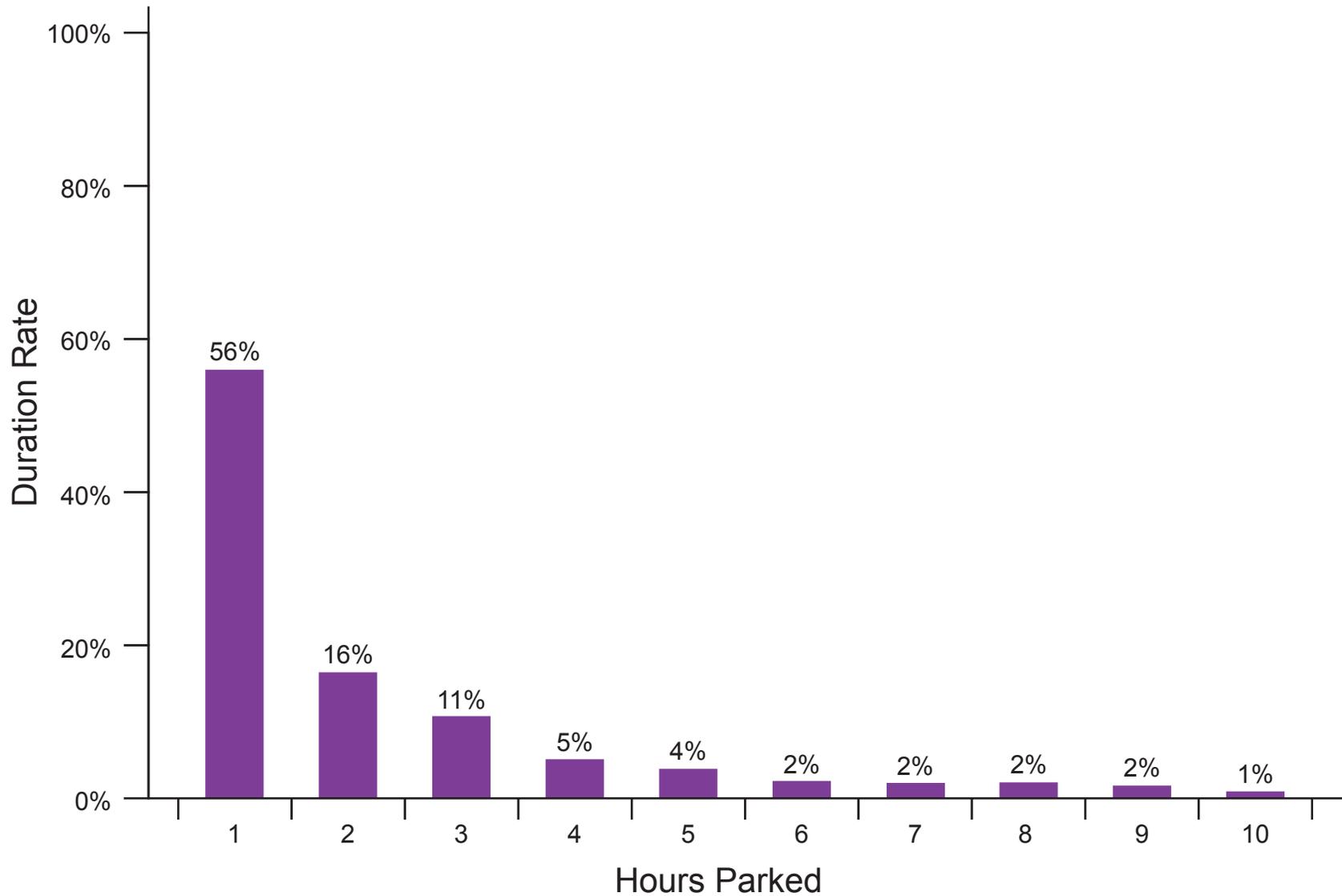


FIGURE D-3. Off-Street Parking Lot Average Duration - Friday

Town of Danville Downtown Parking Utilization Assessment

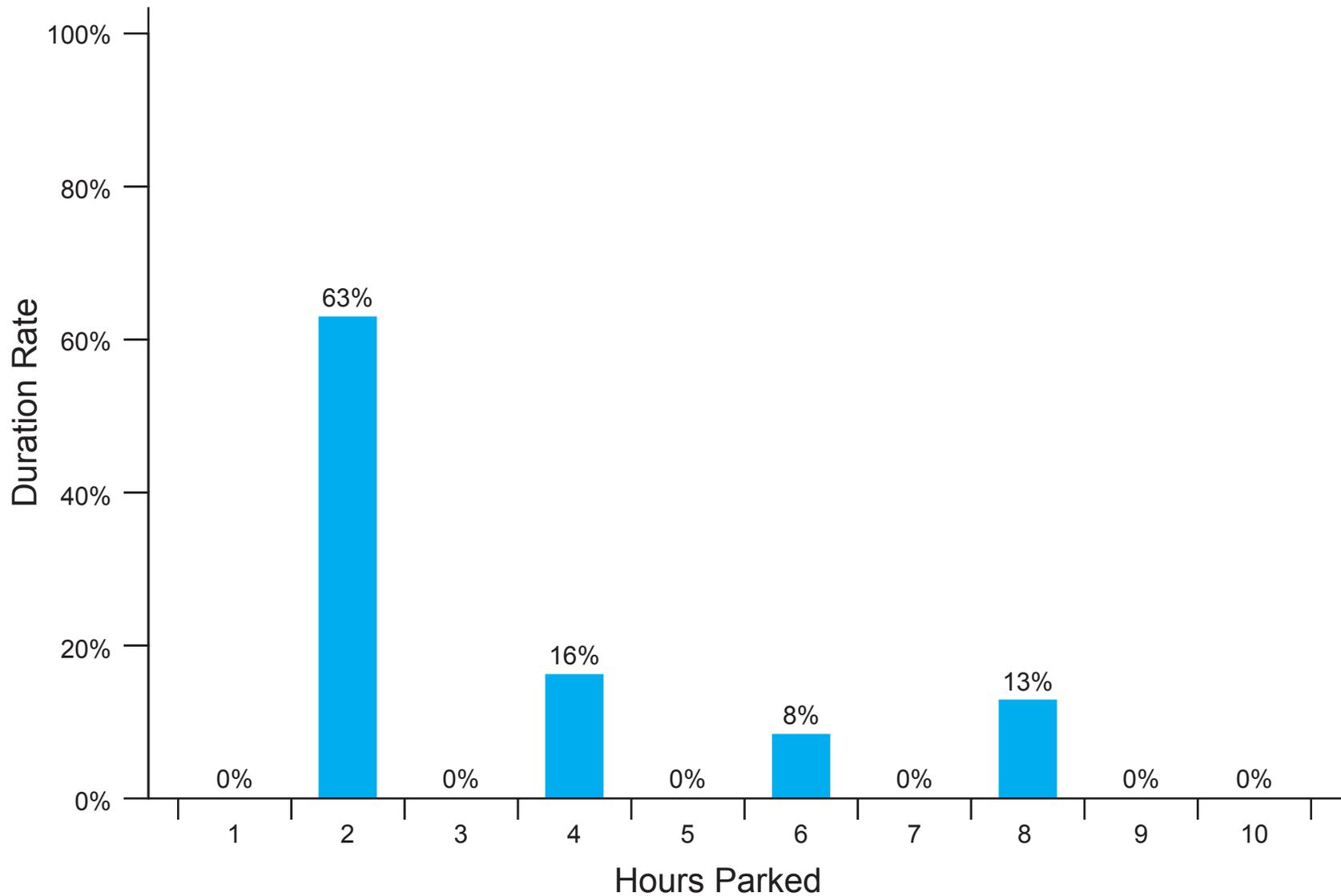


FIGURE D-4. Off-Street Parking Lot Average Duration - Saturday



Appendix E

Table E-1. Private Off-Street Parking Inventory

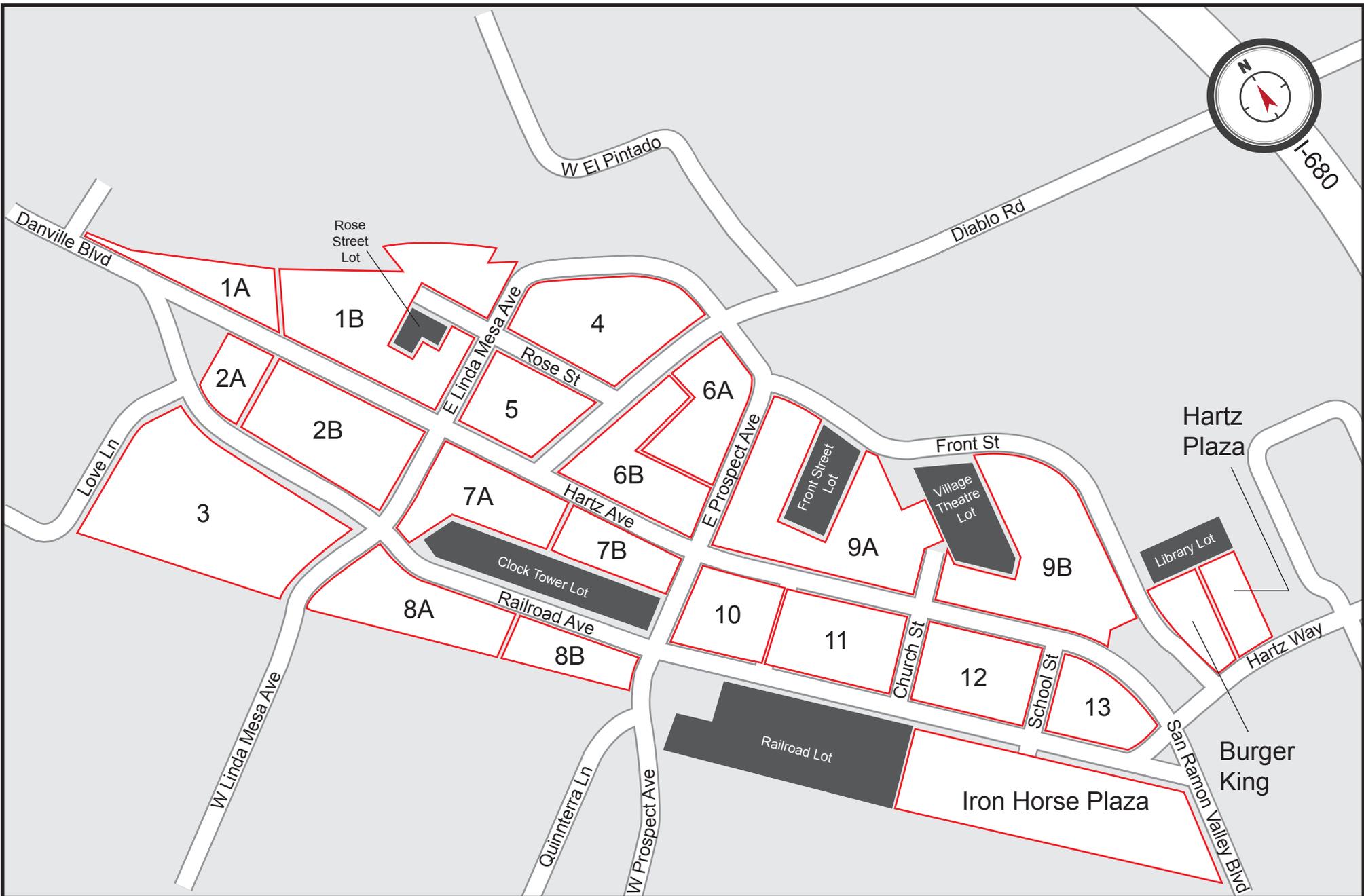
Block Name*	Sub-Area 1	Sub-Area 2	Sub-Area 3	Sub-Area 4	Sub-Area 5	Sub-Area 6	Total
Block 1A						22	22
Block 1B					33	91	124
Block 2A						21	21
Block 2B						76	76
Block 3						285	285
Block 4					167		167
Block 5					51		51
Block 6A				49			49
Block 6B	8			49			57
Block 7A	20						20
Block 7B	14						14
Block 8A		64				17	81
Block 8B		26					26
Block 9A	38		49	29			116
Block 9B	90		56				146
Block 9C			23				23
Block 10	52						52
Block 11		34					34
Block 12	33	13					46
Block 13		59					59
Lunardi's (Iron Horse Plaza)		122					122
Burger King			33				33
Hartz Plaza (Hartz Way)			60				60
Total	255	318	221	127	251	512	1684

* For Private Off-Street Parking Block Map please refer to **Figure E-1** in the following page.

Table E-2. Private Off-Street Parking Inventory Change Over Time by Sub-Area

Sub-Area	Total Spaces		Percent Change
	September 2008	October 2015	
1	219	255	16%
2	307	318	4%
3	229	221	-4%
4	117	127	9%
5	217	251	16%
6	482	512	6%
Total	1571	1684	7%





Private Off-Street Parking Blocks

FIGURE E-1. Private Off-Street Parking Blocks



Table E-3. On-Street Parking Inventory Change over Time by Block

Block Number	Street Name	Cross Streets	Total Spaces		% Change	Sub Area
			September 2008	October 2015	From September 2008	
200/300	Hartz Avenue	W Linda Mesa Avenue and W Prospect Avenue	44	44	0%	1
400	Hartz Avenue	W Prospect Avenue and Church Street	40	40	0%	1
500/600	Hartz Avenue	Church Street and Hartz Way	37	37	0%	1
100	W Linda Mesa Avenue ¹	Hartz Avenue and Railroad Avenue	15	17	13%	1
100	W Prospect Avenue ²	Railroad Avenue and Hartz Avenue	7	16	129%	1
0/99	Church Street	Hartz Avenue and Railroad Avenue	21	21	0%	1
100	School Street	Hartz Avenue and Railroad Avenue	24	24	0%	1
100	Railroad Avenue	W Linda Mesa Avenue and W Prospect Avenue	12	12	0%	2
150/200	Railroad Avenue ³	W Prospect Avenue and Church Street	35	29	-17%	2
300/400	Railroad Avenue ⁴	Church Street and Hartz Way	37	32	-14%	2
150	W Prospect Avenue ⁵	Quinnterra Lane and Railroad Avenue	0	7	7%	2
200/500	Front Street	Front Street Lot and Hartz Way	46	46	0%	3
800	Hartz Way	Front Street to Laurel Drive	16	14	-13%	3
100/200	Front Street	Diablo Road and Front Street Lot	32	32	0%	4
100	E Prospect Avenue	Front Street and Hartz Avenue	26	26	0%	4
100	Diablo Road (South side)	Front Street and Hartz Avenue	10	10	0%	4
0/99	Front Street ⁶	E Linda Mesa Avenue and Diablo Road	12	12	0%	5
200	Rose Street	Diablo Road and E Linda Mesa Avenue	13	13	0%	5
300	Rose Street	E Linda Mesa Avenue and End of Street	16	16	0%	5
100	E Linda Mesa Avenue	Rose Street and Hartz Avenue	13	13	0%	5
150	E Linda Mesa Avenue	Front Street and Rose Street	10	10	0%	5
100	Diablo Road (North side)	Front Street and Hartz Avenue	11	11	0%	5
100	Hartz Avenue ⁷	La Gonda Way and E Linda Mesa Avenue	33	75	127%	6
150	W Linda Mesa Avenue	Railroad Avenue and Iron Horse Trail	10	10	0%	6
0/99	Railroad Avenue	Hartz Avenue and W Linda Mesa Avenue	28	28	0%	6
Total			548	595	9%	

Note

¹ 2 spaces added south side of Linda Mesa Avenue (March 2016).

² Additional spaces due to reassessment of inventory.

³ 2 spaces added on west side of Railroad Avenue in front of depot (March 2016).

⁴ Parking Count in 2009: Reduction in parking due to Railroad Avenue Improvements Project and reassessment of spaces.

⁵ This block segment was not included in 2009 report.

⁶ 3 parking spaces have been temporarily removed due to Front Street Slide Project.

⁷ Increase in parking due to the Hartz Avenue Beautification Project and reassessment of spaces. Public off-street spaces now included at the northern nose.



Table E-4. Off-Street Parking Inventory Change over Time by Lot

Lot Name	Total Spaces		Percent Change	Sub Area
	September 2008	October 2015		
Clock Tower Lot ¹	233	232	0%	1
Railroad Lot ²	322	318	-1%	2
Library Lot	86	86	0%	3
Village Theatre Lot	71	71	0%	3
Front Street Lot	81	81	0%	4
Rose Street Lot	17	17	0%	5
Total	810	805	-1%	
Sycamore Park and Ride	230	-	-	7

Note

¹ Parking Count in 2009: 233; One parking space was removed to accommodate the installation of 2 EV charging stations. Location has 2 EV stations.

² Farmers Market occupies 100 spaces on Saturdays until 1pm.

3 spaces removed due to Railroad Avenue Improvements and 1 space removed due to addition of shopping cart bay.

Table E-5. Public Parking Inventory Change over Time by Sub-Area

Sub-Area	Total Spaces		Percent Change
	September 2008	October 2015	
1 ¹	421	431	2%
2 ²	406	398	-2%
3	219	217	-1%
4	149	149	0%
5	92	92	0%
6 ³	71	113	59%
Total	1358	1400	3%
7 ⁴	230	-	-

Note

¹ Additional spaces due to reassessment of inventory.

² Spaces lost due to Railroad Avenue Improvements and reassessment of inventory.

³ Spaces added due to Hartz Avenue Beautification and reassessment of inventory.

⁴ Sub Area 7 (Sycamore Park and Ride Lot) was not included in the previous scope of parking studies.



Appendix F

Table F-1.1. Tuesday Hourly On-Street Parking Occupancy by Block

Block Number	Street Name	Cross Streets	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rates	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM	
200/300	Hartz Avenue	W Linda Mesa Avenue and W Prospect Avenue	1	44	57%	158	235	3.59	1.49	36%	30%	48%	55%	68%	77%	55%	52%	43%	70%	77%	70%	
400	Hartz Avenue	W Prospect Avenue and Church Street	1	40	61%	154	227	3.85	1.47	15%	38%	68%	60%	73%	78%	50%	58%	55%	75%	93%	75%	
500/600	Hartz Avenue	Church Street and Hartz Way	1	37	51%	95	181	2.57	1.91	5%	38%	38%	51%	62%	68%	65%	49%	57%	57%	73%	54%	
100	W Linda Mesa Avenue	Hartz Avenue and Railroad Avenue	1	17	46%	43	64	2.53	1.49	24%	35%	47%	35%	53%	29%	24%	41%	35%	47%	94%	82%	
100	W Prospect Avenue	Railroad Avenue and Hartz Avenue	1	16	51%	39	74	2.44	1.90	31%	31%	44%	44%	63%	69%	56%	44%	38%	44%	81%	63%	
0/99	Church Street	Hartz Avenue and Railroad Avenue	1	21	36%	44	75	2.10	1.70	10%	29%	48%	57%	52%	48%	43%	19%	10%	43%	38%	38%	
100	School Street	Hartz Avenue and Railroad Avenue	1	24	75%	57	188	2.38	3.30	29%	92%	96%	96%	96%	92%	96%	71%	67%	50%	79%	38%	
100	Railroad Avenue	W Linda Mesa Avenue and W Prospect Ave.	2	12	38%	26	48	2.17	1.85	25%	25%	25%	58%	75%	67%	58%	33%	17%	17%	42%	17%	
150/200	Railroad Avenue	W Prospect Avenue and Church Street	2	29	47%	32	139	1.10	4.34	24%	41%	52%	62%	59%	62%	59%	45%	41%	34%	52%	31%	
300/400	Railroad Avenue	Church Street and Hartz Way	2	32	65%	81	231	2.53	2.85	75%	88%	81%	75%	84%	88%	84%	63%	41%	41%	44%	13%	
150	W Prospect Avenue	Quinnterra Lane and Railroad Avenue	2	7	56%	16	46	2.29	2.88	57%	71%	57%	57%	57%	71%	71%	100%	57%	57%	14%	0%	
200/500	Front Street	Front Street Lot and Hartz Way	3	46	55%	136	263	2.96	1.93	20%	37%	61%	83%	80%	74%	65%	57%	52%	41%	39%	48%	
800	Hartz Way	Front Street to Laurel Drive	3	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43%	29%	
100/200	Front Street	Diablo Road and Front Street Lot	4	32	21%	29	56	0.91	1.93	3%	6%	16%	28%	31%	19%	16%	19%	19%	19%	28%	47%	
100	E Prospect Avenue	Front Street and Hartz Avenue	4	26	56%	90	134	3.46	1.49	31%	35%	54%	58%	65%	58%	54%	50%	58%	54%	77%	81%	
100	Diablo Road (South side)	Front Street and Hartz Avenue	4	10	38%	23	31	2.30	1.35	0%	10%	10%	0%	60%	80%	30%	40%	20%	50%	80%	70%	
0/99	Front Street	E Linda Mesa Avenue and Diablo Road	5	12	40%	20	60	1.67	3.00	25%	50%	42%	58%	58%	67%	33%	42%	42%	25%	25%	17%	
200	Rose Street	Diablo Road and E Linda Mesa Avenue	5	13	51%	30	60	2.31	2.00	23%	31%	38%	46%	77%	69%	54%	46%	31%	38%	77%	77%	
300	Rose Street	E Linda Mesa Avenue and End of Street	5	16	40%	31	65	1.94	2.10	19%	25%	63%	75%	75%	38%	44%	19%	25%	25%	50%	19%	
100	E Linda Mesa Avenue	Rose Street and Hartz Avenue	5	13	59%	28	82	2.15	2.93	15%	46%	62%	46%	85%	85%	77%	77%	77%	62%	62%	15%	
150	E Linda Mesa Avenue	Front Street and Rose Street	5	10	80%	32	81	3.20	2.53	70%	80%	80%	100%	90%	100%	70%	50%	80%	90%	60%	90%	
100	Diablo Road (North side)	Front Street and Hartz Avenue	5	11	53%	18	57	1.64	3.17	9%	27%	45%	45%	64%	64%	64%	64%	64%	73%	73%	45%	
100	Hartz Avenue ¹	La Gonda and W Linda Mesa Avenue	6	75	49%	260	526	2.52	2.02	45%	50%	54%	59%	67%	65%	53%	38%	39%	39%	37%	33%	
0/99	Railroad Avenue ²	Hartz Avenue and W Linda Mesa Avenue	6	28	<i>(Combined with row above: Hartz Avenue La Gonda and Linda Mesa Avenue)</i>																43%	50%
150	W Linda Mesa Avenue	Railroad Avenue and Iron Horse Trail	6	10	73%	29	78	2.90	2.69	60%	90%	80%	80%	80%	80%	60%	80%	60%	70%	90%	50%	
Total				595	51%	1471	3001	2.47	2.04	28%	42%	52%	58%	66%	65%	54%	46%	43%	46%	57%	47%	

Note

¹ All numbers shown are aggregated with the following block, except for total spaces.

² All numbers shown are aggregated with the above block, except for total spaces.

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-1.2. Tuesday Hourly Off-Street Parking Occupancy by Lot

Lot Name	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM
Clock Tower Lot	1	232	66%	672	1469	2.90	2.19	37%	48%	53%	69%	84%	78%	64%	62%	65%	72%	92%	66%
Railroad Lot	2	318	35%	541	1267	1.70	2.34	14%	37%	46%	46%	49%	48%	44%	38%	39%	35%	15%	4%
Library Lot	3	86	69%	321	636	3.73	1.98	3%	30%	92%	97%	88%	86%	92%	74%	98%	78%	76%	17%
Village Theatre Lot	3	71	63%	137	442	1.93	3.23	14%	42%	58%	68%	90%	89%	72%	55%	59%	68%	87%	56%
Front Street Lot	4	81	76%	316	598	3.90	1.89	16%	73%	96%	89%	96%	85%	62%	57%	78%	86%	94%	77%
Rose Street Lot	5	17	78%	17	145	1.00	8.53	41%	94%	94%	94%	94%	82%	88%	88%	88%	88%	47%	41%
Total		805	55%	2004	4557	2.49	2.27	20%	45%	60%	65%	73%	69%	60%	53%	59%	59%	59%	36%

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-2.1. Wednesday Hourly On-Street Parking Occupancy by Block

Block Number	Street Name	Cross Streets	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Veh Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM	
200/300	Hartz Avenue	W Linda Mesa Avenue and W Prospect Avenue	1	44	60%	177	256	4.02	1.45	43%	36%	50%	61%	73%	68%	64%	55%	55%	75%	73%	73%	
400	Hartz Avenue	W Prospect Avenue and Church Street	1	40	62%	162	228	4.05	1.41	35%	20%	65%	68%	60%	70%	63%	53%	65%	73%	93%	85%	
500/600	Hartz Avenue	Church Street and Hartz Way	1	37	41%	82	137	2.22	1.67	0%	3%	24%	46%	65%	57%	41%	30%	43%	62%	62%	59%	
100	W Linda Mesa Avenue	Hartz Avenue and Railroad Avenue	1	17	66%	59	115	3.47	1.95	53%	53%	71%	76%	76%	59%	47%	53%	65%	65%	88%	82%	
100	W Prospect Avenue	Railroad Avenue and Hartz Avenue	1	16	55%	42	89	2.63	2.12	38%	31%	81%	63%	50%	50%	63%	56%	69%	56%	69%	31%	
0/99	Church Street	Hartz Avenue and Railroad Avenue	1	21	34%	30	71	1.43	2.37	0%	19%	38%	43%	43%	48%	48%	19%	33%	48%	43%	29%	
100	School Street	Hartz Avenue and Railroad Avenue	1	24	73%	51	186	2.13	3.65	50%	83%	88%	88%	75%	92%	83%	75%	67%	75%	79%	25%	
100	Railroad Avenue	W Linda Mesa Avenue and W Prospect Ave.	2	12	24%	21	26	1.75	1.24	17%	33%	33%	8%	25%	42%	8%	0%	25%	25%	50%	25%	
150/200	Railroad Avenue	W Prospect Avenue and Church Street	2	29	45%	37	134	1.28	3.62	45%	48%	55%	66%	59%	55%	52%	34%	28%	21%	66%	17%	
300/400	Railroad Avenue	Church Street and Hartz Way	2	32	64%	84	214	2.63	2.55	69%	75%	78%	84%	81%	78%	69%	38%	53%	44%	72%	31%	
150	W Prospect Avenue	Quinnterra Lane and Railroad Avenue	2	7	43%	14	32	2.00	2.29	29%	57%	71%	57%	29%	29%	43%	43%	29%	71%	43%	14%	
200/500	Front Street	Front Street Lot and Hartz Way	3	46	54%	121	259	2.63	2.14	13%	35%	52%	63%	83%	67%	61%	59%	65%	63%	39%	43%	
800	Hartz Way	Front Street to Laurel Drive	3	14	38%	20	45	1.43	2.25	57%	50%	14%	21%	21%	29%	43%	29%	29%	29%	71%	64%	
100/200	Front Street	Diablo Road and Front Street Lot	4	32	28%	43	79	1.34	1.84	9%	9%	16%	16%	25%	41%	44%	38%	28%	22%	41%	50%	
100	E Prospect Avenue	Front Street and Hartz Avenue	4	26	73%	109	184	4.19	1.69	69%	69%	50%	69%	65%	73%	77%	69%	77%	88%	88%	81%	
100	Diablo Road (South side)	Front Street and Hartz Avenue	4	10	39%	32	40	3.20	1.25	30%	10%	60%	70%	10%	20%	70%	20%	70%	20%	50%	40%	
0/99	Front Street	E Linda Mesa Avenue and Diablo Road	5	12	39%	26	52	2.17	2.00	17%	33%	42%	58%	58%	58%	42%	33%	42%	33%	25%	25%	
200	Rose Street	Diablo Road and E Linda Mesa Avenue	5	13	56%	42	72	3.23	1.71	8%	38%	31%	85%	85%	85%	62%	62%	46%	23%	77%	77%	
300	Rose Street	E Linda Mesa Avenue and End of Street	5	16	53%	43	86	2.69	2.00	38%	50%	56%	69%	75%	44%	50%	63%	56%	38%	63%	38%	
100	E Linda Mesa Avenue	Rose Street and Hartz Avenue	5	13	52%	49	66	3.77	1.35	8%	8%	38%	46%	92%	92%	62%	54%	54%	54%	69%	46%	
150	E Linda Mesa Avenue	Front Street and Rose Street	5	10	82%	39	83	3.90	2.13	60%	70%	90%	110%	110%	100%	90%	70%	70%	60%	70%	80%	
100	Diablo Road (North side)	Front Street and Hartz Avenue	5	11	52%	27	59	2.45	2.19	27%	27%	55%	64%	55%	73%	55%	73%	36%	45%	73%	45%	
100	Hartz Avenue ¹	La Gonda and W Linda Mesa Avenue	6	75	43%	259	494	2.51	1.91	36%	46%	46%	59%	67%	56%	50%	32%	33%	40%	25%	27%	
0/99	Railroad Avenue ²	Hartz Avenue and W Linda Mesa Avenue	6	28	<i>(Combined with row above: Hartz Avenue La Gonda and Linda Mesa Avenue)</i>																43%	29%
150	W Linda Mesa Avenue	Railroad Avenue and Iron Horse Trail	6	10	77%	27	84	2.70	3.11	90%	90%	100%	90%	100%	90%	70%	60%	70%	60%	50%	50%	
			Total	595	52%	1596	3091	2.68	1.94	34%	40%	51%	61%	64%	62%	55%	46%	48%	52%	59%	47%	

Note

¹ All numbers shown are aggregated with the following block, except for total spaces.

² All numbers shown are aggregated with the above block, except for total spaces.

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-2.2. Wednesday Hourly Off-Street Parking Occupancy by Lot

Lot Name	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Veh Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM
Clock Tower Lot	1	232	69%	696	1557	3.00	2.24	20%	37%	64%	81%	91%	73%	72%	69%	82%	78%	94%	70%
Railroad Lot	2	318	39%	591	1358	1.86	2.30	10%	47%	44%	53%	58%	50%	45%	43%	41%	36%	27%	11%
Library Lot	3	86	59%	303	547	3.52	1.81	3%	21%	40%	76%	86%	77%	79%	79%	95%	84%	44%	22%
Village Theatre Lot	3	71	63%	127	400	1.79	3.15	10%	34%	51%	55%	86%	80%	70%	61%	58%	59%	97%	90%
Front Street Lot	4	81	75%	326	599	4.02	1.84	38%	69%	73%	78%	85%	84%	85%	67%	74%	86%	99%	65%
Rose Street Lot	5	17	97%	39	186	2.29	4.77	94%	100%	112%	106%	106%	153%	112%	118%	112%	82%	53%	18%
	Total	805	57%	2082	4647	2.59	2.23	17%	43%	54%	67%	76%	69%	64%	60%	65%	61%	62%	42%
Sycamore Park and Ride	7	230	94%	-	-	-	-	-	-	97%	-	-	-	-	-	92%	-	-	-

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-3.1. Friday Hourly On-Street Parking Occupancy by Block

Block Number	Street Name	Cross Streets	Sub Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM
200/300	Hartz Avenue	W Linda Mesa Avenue and W Prospect Avenue	1	44	71%	258	383	5.86	1.48	41%	50%	66%	68%	82%	82%	80%	52%	75%	75%	91%	89%
400	Hartz Avenue	W Prospect Avenue and Church Street	1	40	69%	195	350	4.88	1.79	33%	35%	80%	68%	88%	80%	73%	45%	70%	70%	95%	98%
500/600	Hartz Avenue	Church Street and Hartz Way	1	37	57%	158	265	4.27	1.68	3%	27%	49%	76%	73%	78%	65%	38%	65%	68%	78%	70%
100	W Linda Mesa Avenue	Hartz Avenue and Railroad Avenue	1	17	78%	81	162	4.76	2.00	35%	65%	65%	76%	76%	94%	88%	65%	94%	88%	100%	94%
100	W Prospect Avenue	Railroad Avenue and Hartz Avenue	1	16	69%	62	143	3.88	2.31	38%	38%	56%	81%	88%	75%	75%	50%	69%	88%	88%	88%
0/99	Church Street	Hartz Avenue and Railroad Avenue	1	21	38%	58	101	2.76	1.74	24%	29%	33%	38%	48%	33%	33%	24%	48%	48%	48%	48%
100	School Street	Hartz Avenue and Railroad Avenue	1	24	78%	87	228	3.63	2.62	50%	88%	88%	92%	96%	92%	92%	67%	58%	63%	88%	67%
100	Railroad Avenue	W Linda Mesa Avenue and W Prospect Ave.	2	12	60%	53	95	4.42	1.79	25%	58%	50%	50%	75%	83%	42%	58%	58%	67%	83%	75%
150/200	Railroad Avenue	W Prospect Avenue and Church Street	2	29	60%	88	226	3.03	2.57	14%	14%	69%	72%	76%	76%	76%	48%	52%	52%	90%	83%
300/400	Railroad Avenue	Church Street and Hartz Way	2	32	70%	120	278	3.75	2.32	31%	44%	84%	94%	91%	91%	91%	66%	66%	56%	75%	56%
150	W Prospect Avenue	Quinnterra Lane and Railroad Avenue	2	7	55%	25	49	3.57	1.96	0%	29%	57%	71%	57%	57%	57%	29%	43%	71%	71%	114%
200/500	Front Street	Front Street Lot and Railroad Way	3	46	67%	197	384	4.28	1.95	20%	35%	63%	67%	76%	96%	91%	74%	67%	59%	70%	87%
800	Hartz Way	Front Street to Laurel Drive	3	14	41%	31	72	2.21	2.32	36%	36%	57%	71%	43%	43%	43%	29%	21%	21%	43%	50%
100/200	Front Street	Diablo Road and Front Street Lot	4	32	32%	154	247	4.81	1.60	0%	6%	41%	25%	34%	44%	41%	34%	22%	41%	47%	44%
100	E Prospect Avenue	Front Street and Hartz Avenue	4	26	75%	68	128	2.62	1.88	15%	58%	50%	77%	73%	85%	85%	85%	100%	100%	85%	88%
100	Diablo Road (South side)	Front Street and Hartz Avenue	4	10	57%	63	70	6.30	1.11	20%	30%	60%	40%	80%	90%	90%	40%	40%	60%	70%	60%
0/99	Front Street	E Linda Mesa Avenue and Diablo Road	5	12	51%	41	79	3.42	1.93	33%	33%	67%	50%	67%	67%	67%	50%	58%	33%	42%	42%
200	Rose Street	Diablo Road and E Linda Mesa Avenue	5	13	58%	52	102	4.00	1.96	0%	8%	38%	69%	77%	85%	77%	62%	69%	85%	69%	54%
300	Rose Street	E Linda Mesa Avenue and End of Street	5	16	64%	64	123	4.00	1.92	31%	56%	75%	81%	81%	75%	81%	81%	63%	69%	50%	25%
100	E Linda Mesa Avenue	Rose Street and Hartz Avenue	5	13	63%	39	111	3.00	2.85	23%	23%	62%	62%	62%	85%	92%	69%	62%	77%	92%	46%
150	E Linda Mesa Avenue	Front Street and Rose Street	5	10	91%	54	101	5.40	1.87	70%	100%	90%	100%	100%	90%	90%	90%	90%	80%	100%	90%
100	Diablo Road (North side)	Front Street and Hartz Avenue	5	11	73%	35	104	3.18	2.97	27%	55%	64%	73%	91%	82%	82%	73%	82%	91%	82%	73%
100	Hartz Avenue	La Gonda and W Linda Mesa Avenue	6	75	32%	211	297	2.81	1.41	9%	8%	17%	21%	52%	57%	51%	25%	27%	32%	49%	39%
0/99	Railroad Avenue	Hartz Avenue and W Linda Mesa Avenue	6	28	65%	120	221	4.29	1.84	29%	82%	89%	86%	89%	86%	82%	61%	43%	36%	46%	46%
150	W Linda Mesa Avenue	Railroad Avenue and Iron Horse Trail	6	10	83%	31	104	3.10	3.35	80%	90%	100%	90%	100%	100%	80%	80%	70%	80%	90%	40%
Total				595	59%	2345	4423	3.94	1.89	24%	38%	59%	64%	73%	76%	72%	52%	58%	60%	72%	66%

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-3.2. Friday Hourly Off-Street Parking Occupancy by Lot

Lot Name	Sub Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM
Clock Tower Lot	1	232	76%	917	2232	3.95	2.43	25%	45%	69%	85%	87%	85%	79%	82%	88%	88%	90%	92%
Railroad Lot	2	318	49%	915	1926	2.88	2.10	16%	42%	59%	57%	65%	61%	56%	51%	46%	42%	46%	42%
Library Lot	3	86	48%	215	497	2.50	2.31	8%	21%	50%	59%	73%	67%	65%	63%	69%	57%	20%	19%
Village Theatre Lot	3	71	77%	224	697	3.15	3.11	24%	55%	86%	93%	87%	90%	85%	66%	52%	90%	99%	96%
Front Street Lot	4	81	82%	430	832	5.31	1.93	14%	74%	86%	89%	89%	94%	94%	74%	94%	91%	96%	86%
Rose Street Lot	5	17	68%	27	140	1.59	5.19	18%	59%	82%	82%	82%	88%	82%	82%	88%	88%	41%	18%
Total		805	63%	2728	6324	3.39	2.32	18%	45%	67%	72%	77%	75%	71%	66%	66%	67%	65%	62%
Sycamore Park and Ride	7	230	63%							68%						57%			

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-4.1. Weekday Hourly On-Street Parking Occupancy by Block

Block Number	Street Name	Cross Streets	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM	
200/300	Hartz Avenue	W Linda Mesa Avenue and W Prospect Avenue	1	44	63%	198	291	4.49	1.47	40%	39%	55%	61%	74%	76%	66%	53%	58%	73%	80%	77%	
400	Hartz Avenue	W Prospect Avenue and Church Street	1	40	64%	170	268	4.26	1.58	28%	31%	71%	65%	73%	76%	62%	52%	63%	73%	93%	86%	
500/600	Hartz Avenue	Church Street and Hartz Way	1	37	50%	112	194	3.02	1.74	3%	23%	37%	58%	67%	68%	57%	39%	55%	62%	71%	61%	
100	W Linda Mesa Avenue	Hartz Avenue and Railroad Avenue	1	17	63%	61	114	3.59	1.86	37%	51%	61%	63%	69%	61%	53%	53%	65%	67%	94%	86%	
100	W Prospect Avenue	Railroad Avenue and Hartz Avenue	1	16	58%	48	102	2.98	2.14	35%	33%	60%	63%	67%	65%	65%	50%	58%	63%	79%	60%	
0/99	Church Street	Hartz Avenue and Railroad Avenue	1	21	36%	44	82	2.10	1.87	11%	25%	40%	46%	48%	43%	41%	21%	30%	46%	43%	38%	
100	School Street	Hartz Avenue and Railroad Avenue	1	24	75%	65	201	2.71	3.09	43%	88%	90%	92%	89%	92%	90%	71%	64%	63%	82%	43%	
100	Railroad Avenue	W Linda Mesa Avenue and W Prospect Ave.	2	12	41%	33	56	2.78	1.69	22%	39%	36%	39%	58%	64%	36%	31%	33%	36%	58%	39%	
150/200	Railroad Avenue	W Prospect Avenue and Church Street	2	29	51%	52	166	1.80	3.18	28%	34%	59%	67%	64%	64%	62%	43%	40%	36%	69%	44%	
300/400	Railroad Avenue	Church Street and Hartz Way	2	32	66%	95	241	2.97	2.54	58%	69%	81%	84%	85%	85%	81%	55%	53%	47%	64%	33%	
150	W Prospect Avenue	Quinnterra Lane and Railroad Avenue	2	7	51%	18	42	2.62	2.31	29%	52%	62%	62%	48%	52%	57%	57%	43%	67%	43%	43%	
200/500	Front Street	Front Street Lot and Hartz Way	3	46	58%	151	302	3.29	2.00	17%	36%	59%	71%	80%	79%	72%	63%	62%	54%	49%	59%	
800	Hartz Way	Front Street to Laurel Drive	3	14	38%	26	59	1.82	2.29	46%	43%	36%	46%	32%	36%	43%	29%	25%	25%	52%	48%	
100/200	Front Street	Diablo Road and Front Street Lot	4	32	27%	75	127	2.35	1.69	4%	7%	24%	23%	30%	34%	33%	30%	23%	27%	39%	47%	
100	E Prospect Avenue	Front Street and Hartz Avenue	4	26	68%	89	149	3.42	1.67	38%	54%	51%	68%	68%	72%	72%	68%	78%	81%	83%	83%	
100	Diablo Road (South side)	Front Street and Hartz Avenue	4	10	44%	39	47	3.93	1.19	17%	17%	43%	37%	50%	63%	47%	50%	27%	53%	73%	57%	
0/99	Front Street	E Linda Mesa Avenue and Diablo Road	5	12	43%	29	64	2.42	2.20	25%	39%	50%	56%	61%	64%	47%	42%	47%	31%	31%	28%	
200	Rose Street	Diablo Road and E Linda Mesa Avenue	5	13	55%	41	78	3.18	1.89	10%	26%	36%	67%	79%	79%	64%	56%	49%	49%	74%	69%	
300	Rose Street	E Linda Mesa Avenue and End of Street	5	16	52%	46	91	2.88	1.99	29%	44%	65%	75%	77%	52%	58%	54%	48%	44%	54%	27%	
100	E Linda Mesa Avenue	Rose Street and Hartz Avenue	5	13	58%	39	86	2.97	2.23	15%	26%	54%	51%	79%	87%	77%	67%	64%	64%	74%	36%	
150	E Linda Mesa Avenue	Front Street and Rose Street	5	10	84%	42	88	4.17	2.12	67%	83%	87%	103%	100%	97%	83%	70%	80%	77%	77%	87%	
100	Diablo Road (North side)	Front Street and Hartz Avenue	5	11	59%	27	73	2.42	2.75	21%	36%	55%	61%	70%	73%	67%	70%	61%	70%	76%	55%	
100	Hartz Avenue ¹	La Gonda and W Linda Mesa Avenue	6	75	44%	283	513	2.75	1.81	32%	41%	46%	52%	65%	62%	54%	35%	34%	37%	37%	33%	
0/99	Railroad Avenue ²	Hartz Avenue and W Linda Mesa Avenue	6	28	<i>(Combined with row above: Hartz Avenue La Gonda and Linda Mesa Avenue)</i>																44%	42%
150	W Linda Mesa Avenue	Railroad Avenue and Iron Horse Trail	6	10	78%	29	89	2.90	3.06	77%	90%	93%	87%	93%	90%	70%	73%	67%	70%	77%	47%	
			Total	595	54%	1812	3525	3.05	1.94	29%	40%	54%	61%	68%	68%	61%	48%	50%	53%	63%	53%	

Note

¹ All numbers shown are aggregated with the following block, except for total spaces.

² All numbers shown are aggregated with the above block, except for total spaces.

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-4.2. Weekday Hourly Off-Street Parking Occupancy by Lot

Lot Name	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM
Clock Tower Lot	1	232	70%	762	1753	3.28	2.30	28%	44%	62%	78%	87%	78%	72%	71%	78%	79%	92%	76%
Railroad Lot	2	318	41%	682	1517	2.15	2.22	13%	42%	50%	52%	58%	53%	48%	44%	42%	38%	29%	19%
Library Lot	3	86	58%	280	560	3.25	2.00	5%	24%	60%	77%	79%	80%	78%	72%	87%	73%	47%	19%
Village Theatre Lot	3	71	68%	163	513	2.29	3.15	16%	44%	65%	72%	88%	86%	76%	61%	56%	72%	94%	81%
Front Street Lot	4	81	78%	357	676	4.41	1.89	23%	72%	85%	85%	90%	88%	80%	66%	82%	88%	96%	76%
Rose Street Lot	5	17	81%	28	157	1.63	5.67	51%	84%	96%	94%	94%	108%	94%	96%	96%	86%	47%	25%
	Total	805	58%	2271	5176	2.82	2.28	19%	44%	60%	68%	75%	71%	65%	60%	64%	63%	62%	47%
Sycamore Park and Ride	7	230	78%	-	-	-	-	-	-	82%	-	-	-	-	-	74%	-	-	-

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-5.1. Saturday Hourly On-Street Parking Occupancy by Block

Block Number	Street Name	Cross Streets	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Vehicle Hours	Turnover Rate	Average Duration per Vehicle	10:00 AM	12:00 PM	2:00 PM	4:00 PM
200/300	Hartz Avenue	W Linda Mesa Avenue and W Prospect Avenue	1	44	70%	109	246	2.48	2.26	61%	75%	77%	66%
400	Hartz Avenue	W Prospect Avenue and Church Street	1	40	73%	95	232	2.38	2.44	70%	85%	70%	65%
500/600	Hartz Avenue	Church Street and Hartz Way	1	37	47%	61	154	1.65	2.52	41%	57%	51%	38%
100	W Linda Mesa Avenue	Hartz Avenue and Railroad Avenue	1	17	63%	40	86	2.35	2.15	53%	82%	65%	53%
100	W Prospect Avenue	Railroad Avenue and Hartz Avenue	1	16	58%	31	74	1.94	2.39	63%	50%	50%	69%
0/99	Church Street	Hartz Avenue and Railroad Avenue	1	21	42%	24	70	1.14	2.92	43%	52%	24%	48%
100	School Street	Hartz Avenue and Railroad Avenue	1	24	82%	46	158	1.92	3.43	83%	88%	83%	75%
100	Railroad Avenue	W Linda Mesa Avenue and W Prospect Ave.	2	12	48%	21	46	1.75	2.19	58%	58%	58%	17%
150/200	Railroad Avenue	W Prospect Avenue and Church Street	2	29	49%	38	114	1.31	3.00	72%	52%	34%	38%
300/400	Railroad Avenue	Church Street and Hartz Way	2	32	78%	64	200	2.00	3.13	91%	84%	72%	66%
150	W Prospect Avenue	Quinnterra Lane and Railroad Avenue	2	7	39%	10	22	1.43	2.20	86%	71%	0%	0%
200/500	Front Street	Front Street Lot and Hartz Way	3	46	44%	66	168	1.43	2.55	41%	54%	43%	37%
800	Hartz Way	Front Street to Laurel Drive	3	14	-	-	-	-	-	-	-	-	-
100/200	Front Street	Diablo Road and Front Street Lot	4	32	22%	16	56	0.50	3.50	16%	31%	22%	19%
100	E Prospect Avenue	Front Street and Hartz Avenue	4	26	70%	65	146	2.50	2.25	54%	85%	69%	73%
100	Diablo Road (South side)	Front Street and Hartz Avenue	4	10	55%	20	44	2.00	2.20	10%	70%	90%	50%
0/99	Front Street	E Linda Mesa Avenue and Diablo Road	5	12	33%	13	32	1.08	2.46	42%	50%	25%	17%
200	Rose Street	Diablo Road and E Linda Mesa Avenue	5	13	48%	15	50	1.15	3.33	54%	38%	62%	38%
300	Rose Street	E Linda Mesa Avenue and End of Street	5	16	42%	20	54	1.25	2.70	56%	50%	38%	25%
100	E Linda Mesa Avenue	Rose Street and Hartz Avenue	5	13	31%	14	32	1.08	2.29	8%	46%	31%	38%
150	E Linda Mesa Avenue	Front Street and Rose Street	5	10	78%	13	62	1.30	4.77	90%	70%	80%	70%
100	Diablo Road (North side)	Front Street and Hartz Avenue	5	11	48%	17	42	1.55	2.47	18%	55%	73%	45%
100	Hartz Avenue ¹	La Gonda and W Linda Mesa Avenue	6	75	33%	115	258	1.12	2.24	33%	36%	36%	26%
0/99	Railroad Avenue ²	Hartz Avenue and W Linda Mesa Avenue	6	28	(Combined with row above: Hartz Avenue La Gonda and Linda Mesa Avenue)								
150	W Linda Mesa Avenue	Railroad Avenue and Iron Horse Trail	6	10	88%	17	70	1.70	4.12	70%	100%	100%	80%
Total				595	51%	930	2416	1.56	2.60	49%	58%	51%	44%

Note

¹ All numbers shown are aggregated with the following block, except for total spaces.

² All numbers shown are aggregated with the above block, except for total spaces.

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-5.2. Saturday Hourly Off-Street Parking Occupancy by Lot

Lot Name	Sub-Area	Total Spaces	% Occupancy	Total Parked	Total Veh Hours	Turnover Rate	Average Duration per Vehicle	10:00 AM	12:00 PM	2:00 PM	4:00 PM
Clock Tower Lot	1	232	32%	507	1484	2.19	2.93	76%	96%	82%	63%
Railroad Lot ¹	2	318	30%	482	1140	1.52	2.37	96%	91%	62%	55%
Library Lot	3	86	28%	155	490	1.80	3.16	77%	72%	72%	64%
Village Theatre Lot	3	71	22%	85	324	1.20	3.81	31%	66%	80%	45%
Front Street Lot	4	81	22%	117	352	1.44	3.01	51%	65%	53%	48%
Rose Street Lot	5	17	3%	2	10	0.12	5.00	12%	6%	6%	6%
Total		805	28%	1348	3800	1.67	2.82	76%	84%	68%	56%
Sycamore Park and Ride	7	230	19%	-	-	-	-	27%	-	-	10%

Note

¹ 100 spaces are occupied for Farmers' Martket on Saturday.

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-6.1. Weekday On-Street Parking Occupancy Change over Time by Block

Block Number	Street Name	Lot Name	Sub-Area	% Occupancy								
				10am			12pm			4pm		
				September 2008	August 2015	October 2015	September 2008	August 2015	October 2015	September 2008	August 2015	October 2015
200/300	Hartz Avenue	W Linda Mesa Avenue and W Prospect Avenue	1	61%	48%	55%	82%	86%	74%	64%	55%	58%
400	Hartz Avenue	W Prospect Avenue and Church Street	1	71%	68%	71%	78%	68%	73%	66%	48%	63%
500/600	Hartz Avenue	Church Street and Hartz Way	1	53%	57%	37%	73%	65%	67%	38%	57%	55%
100	W Linda Mesa Avenue	Hartz Avenue and Railroad Avenue	1	37%	67%	61%	90%	67%	69%	57%	40%	65%
100	W Prospect Avenue	Railroad Avenue and Hartz Avenue	1	63%	63%	60%	78%	75%	67%	56%	25%	58%
0/99	Church Street	Hartz Avenue and Railroad Avenue	1	57%	95%	40%	62%	100%	48%	26%	81%	30%
100	School Street	Hartz Avenue and Railroad Avenue	1	88%	92%	90%	85%	88%	89%	71%	75%	64%
100	Railroad Avenue	W Linda Mesa Avenue and W Prospect Ave.	2	33%	25%	36%	42%	58%	58%	17%	42%	33%
150/200	Railroad Avenue	W Prospect Avenue and Church Street	2	43%	14%	59%	60%	14%	64%	30%	6%	40%
300/400	Railroad Avenue	Church Street and Hartz Way	2	68%	16%	81%	41%	11%	85%	38%	32%	53%
150	W Prospect Avenue	Quinnterra Lane and Railroad Avenue	2	86%	29%	62%	64%	29%	48%	64%	14%	43%
200/500	Front Street	Front Street Lot and Hartz Way	3	55%	41%	59%	56%	59%	80%	40%	65%	62%
800	Hartz Way	Front Street to Laurel Drive	3	0%	0%	36%	0%	0%	32%	0%	0%	25%
100/200	Front Street	Diablo Road and Front Street Lot	4	28%	9%	24%	48%	28%	30%	19%	28%	23%
100	E Prospect Avenue	Front Street and Hartz Avenue	4	83%	73%	51%	92%	92%	68%	73%	81%	78%
100	Diablo Road (South side)	Front Street and Hartz Avenue	4	50%	10%	43%	80%	70%	50%	40%	60%	27%
0/99	Front Street	E Linda Mesa Avenue and Diablo Road	5	50%	58%	50%	63%	92%	61%	63%	50%	47%
200	Rose Street	Diablo Road and E Linda Mesa Avenue	5	54%	77%	36%	62%	77%	79%	73%	85%	49%
300	Rose Street	E Linda Mesa Avenue and End of Street	5	72%	94%	65%	84%	81%	77%	84%	81%	48%
100	E Linda Mesa Avenue	Rose Street and Hartz Avenue	5	65%	85%	54%	96%	85%	79%	81%	77%	64%
150	E Linda Mesa Avenue	Front Street and Rose Street	5	80%	90%	87%	75%	100%	100%	85%	80%	80%
100	Diablo Road (North side)	Front Street and Hartz Avenue	5	59%	55%	55%	91%	82%	70%	55%	64%	61%
100	Hartz Avenue ¹	La Gonda and W Linda Mesa Avenue	6	62%	43%	46%	56%	94%	65%	37%	62%	34%
0/99	Railroad Avenue ²	Hartz Avenue and W Linda Mesa Avenue	6	(Combined with row above: Hartz Avenue La Gonda and Linda Mesa Avenue)								
150	W Linda Mesa Avenue	Railroad Avenue and Iron Horse Trail	6	75%	0%	93%	65%	0%	93%	65%	50%	67%
			Total	58%	50%	54%	68%	63%	68%	52%	52%	50%

Note

¹ All numbers shown are aggregated with the following block, except for total spaces.

² All numbers shown are aggregated with the above block, except for total spaces.

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-6.2. Weekday Off-Street Parking Occupancy Change over Time by Lot

Lot Name	Sub-Area	% Occupancy								
		10am			12pm			4pm		
		September 2008	August 2015	October 2015	September 2008	August 2015	October 2015	September 2008	August 2015	October 2015
Clock Tower Lot	1	51%	65%	62%	98%	90%	87%	70%	74%	78%
Railroad Lot	2	45%	64%	50%	50%	67%	58%	34%	50%	42%
Library Lot	3	53%	72%	60%	72%	81%	79%	71%	85%	87%
Village Theatre Lot	3	69%	55%	65%	87%	94%	88%	63%	72%	56%
Front Street Lot	4	58%	86%	85%	64%	73%	90%	37%	78%	82%
Rose Street Lot	5	100%	0%	96%	100%	0%	94%	100%	0%	96%
Total		63%	57%	60%	79%	68%	75%	63%	60%	64%

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.

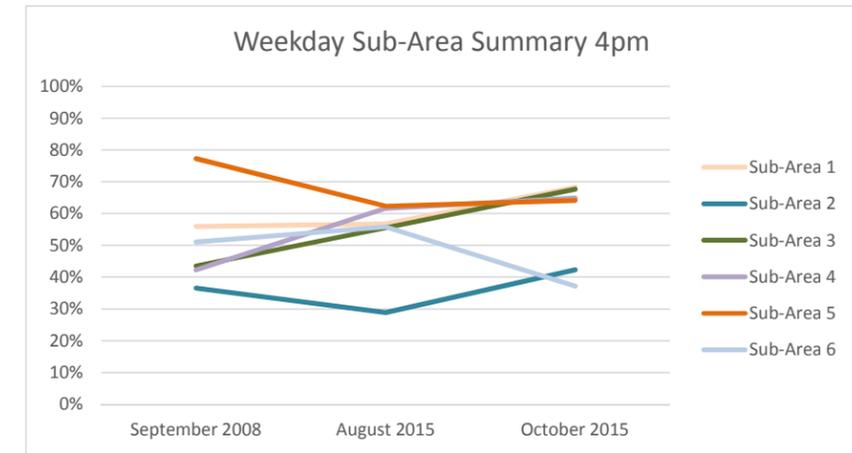
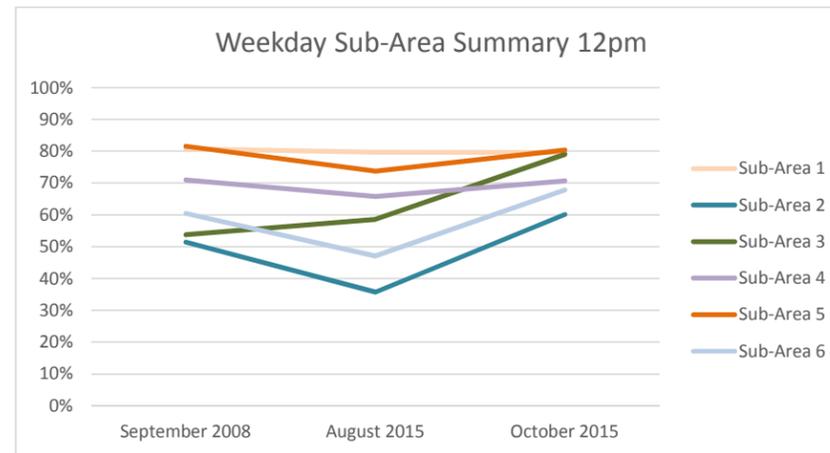
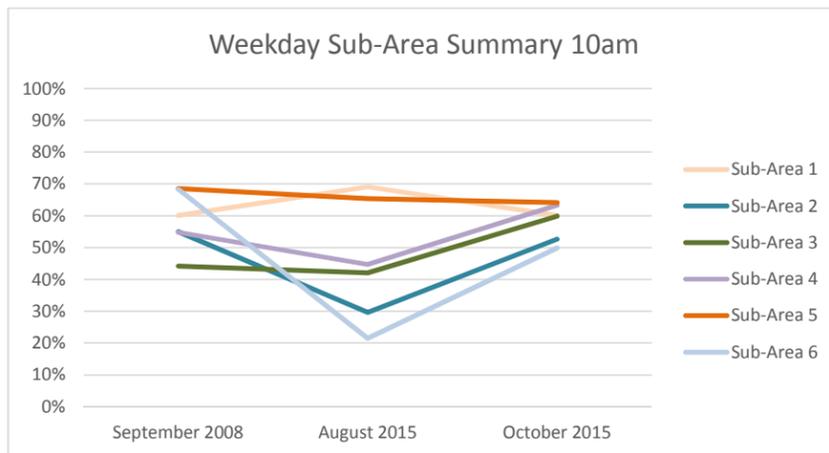
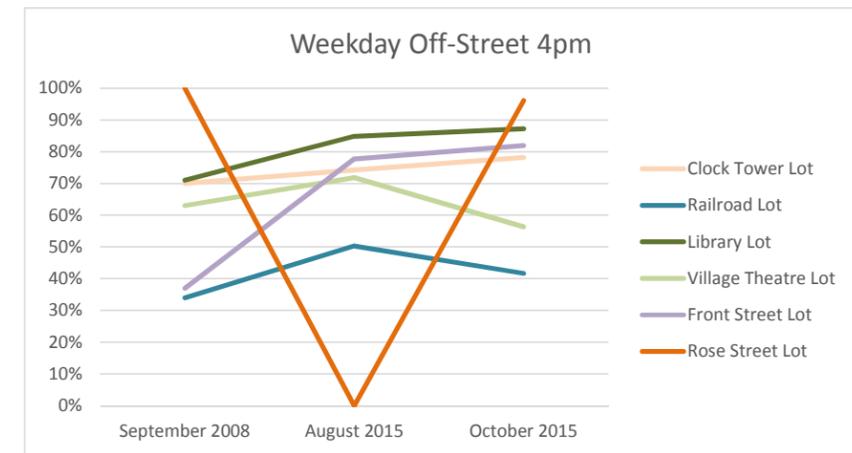
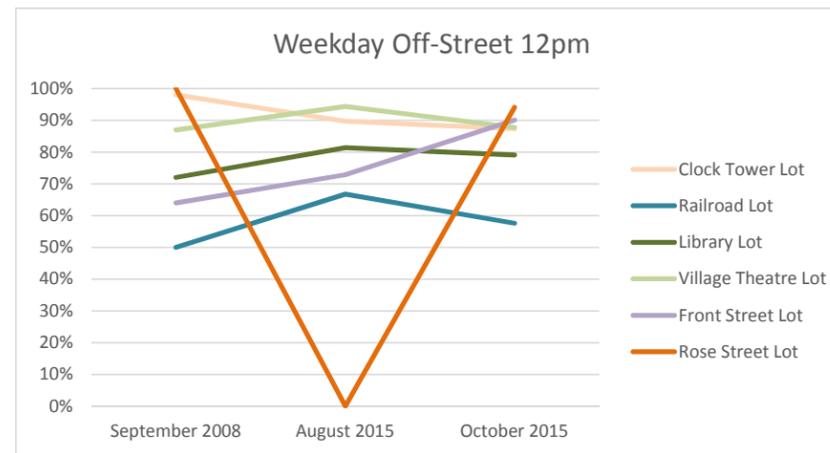
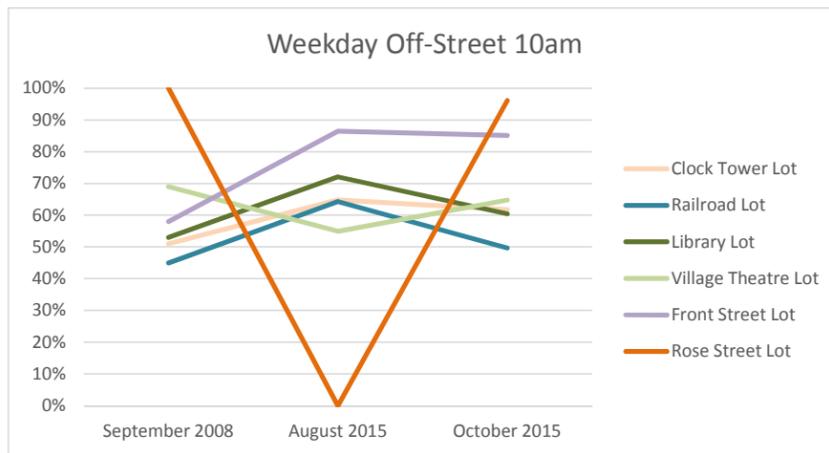
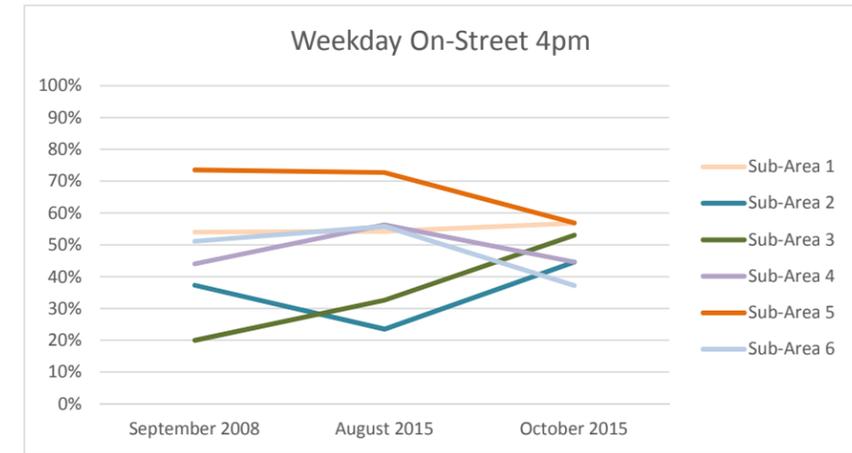
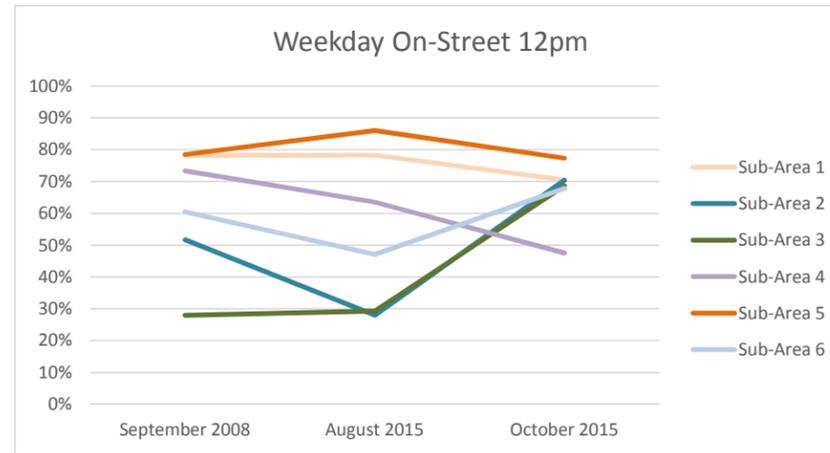
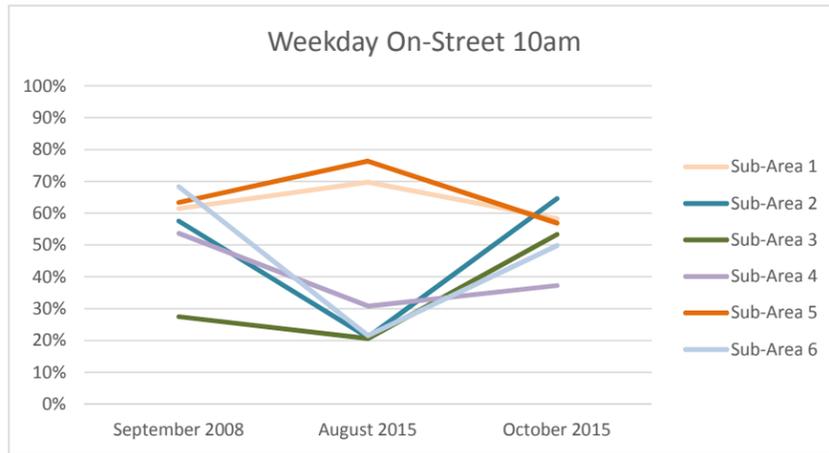


FIGURE F-6. Weekday Parking Occupancy Change over Time

Table F-7.1. Saturday On-Street Parking Occupancy Change over Time by Block

Block Number	Street Name	Cross Streets	Sub Area	% Occupancy								
				10am			12pm			2pm		
				September 2008	August 2015	October 2015	September 2008	August 2015	October 2015	September 2008	August 2015	October 2015
200/300	Hartz Avenue	W Linda Mesa Avenue and W Prospect Avenue	1	59%	52%	61%	64%	82%	75%	80%	89%	77%
400	Hartz Avenue	W Prospect Avenue and Church Street	1	68%	88%	70%	78%	78%	85%	60%	65%	70%
500/600	Hartz Avenue	Church Street and Hartz Way	1	38%	57%	41%	65%	86%	57%	38%	78%	51%
100	W Linda Mesa Avenue	Hartz Avenue and Railroad Avenue	1	13%	73%	53%	100%	93%	82%	80%	87%	65%
100	W Prospect Avenue	Railroad Avenue and Hartz Avenue	1	81%	100%	63%	75%	75%	50%	50%	69%	50%
0/99	Church Street	Hartz Avenue and Railroad Avenue	1	33%	90%	43%	43%	90%	52%	48%	95%	24%
100	School Street	Hartz Avenue and Railroad Avenue	1	83%	92%	83%	71%	96%	88%	54%	71%	83%
100	Railroad Avenue	W Linda Mesa Avenue and W Prospect Ave.	2	50%	83%	58%	42%	67%	58%	0%	83%	58%
150/200	Railroad Avenue	W Prospect Avenue and Church Street	2	83%	100%	72%	71%	86%	52%	40%	40%	34%
300/400	Railroad Avenue	Church Street and Hartz Way	2	70%	92%	91%	92%	95%	84%	62%	81%	72%
150	W Prospect Avenue	Quinnterra Lane and Railroad Avenue	2	100%	100%	86%	100%	100%	71%	0%	43%	0%
200/500	Front Street	Front Street Lot and Hartz Way	3	39%	59%	41%	54%	57%	54%	33%	50%	43%
800	Hartz Way	Front Street to Laurel Drive	3	-	-	-	-	-	-	-	-	-
100/200	Front Street	Diablo Road and Front Street Lot	4	13%	47%	16%	13%	63%	31%	19%	63%	22%
100	E Prospect Avenue	Front Street and Hartz Avenue	4	85%	88%	54%	92%	96%	85%	77%	81%	69%
100	Diablo Road (South side)	Front Street and Hartz Avenue	4	80%	30%	10%	80%	100%	70%	70%	50%	90%
0/99	Front Street	E Linda Mesa Avenue and Diablo Road	5	25%	67%	42%	33%	42%	50%	17%	58%	25%
200	Rose Street	Diablo Road and E Linda Mesa Avenue	5	54%	38%	54%	54%	77%	38%	38%	62%	62%
300	Rose Street	E Linda Mesa Avenue and End of Street	5	75%	75%	56%	88%	69%	50%	56%	56%	38%
100	E Linda Mesa Avenue	Rose Street and Hartz Avenue	5	77%	15%	8%	85%	31%	46%	85%	54%	31%
150	E Linda Mesa Avenue	Front Street and Rose Street	5	70%	60%	90%	80%	80%	70%	80%	90%	80%
100	Diablo Road (North side)	Front Street and Hartz Avenue	5	64%	82%	18%	73%	91%	55%	91%	82%	73%
100	Hartz Avenue ¹	La Gonda and W Linda Mesa Avenue	6	16%	35%	33%	28%	42%	36%	23%	33%	36%
0/99	Railroad Avenue ²	Hartz Avenue and W Linda Mesa Avenue	6	tz Avenue La Gonda and Linda Mesa Avenue)								
150	W Linda Mesa Avenue	Railroad Avenue and Iron Horse Trail	6	60%	100%	70%	70%	90%	100%	30%	80%	100%
			Total	58%	71%	49%	67%	78%	58%	49%	68%	51%

Note

¹ All numbers shown are aggregated with the following block, except for total spaces.

² All numbers shown are aggregated with the above block, except for total spaces.

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-7.2. Saturday Off-Street Parking Occupancy Change over Time by Lot

Lot Name	Sub Area	% Occupancy								
		10am			12pm			2pm		
		September 2008	August 2015	October 2015	September 2008	August 2015	October 2015	September 2008	August 2015	October 2015
Clock Tower Lot	1	54%	86%	76%	79%	97%	96%	71%	89%	82%
Railroad Lot	2	97%	99%	96%	89%	98%	91%	47%	27%	82%
Library Lot	3	45%	47%	77%	59%	56%	72%	59%	57%	82%
Village Theatre Lot	3	52%	51%	31%	63%	85%	66%	54%	89%	82%
Front Street Lot	4	41%	51%	51%	49%	60%	65%	46%	60%	82%
Rose Street Lot	5	41%	0%	12%	53%	0%	6%	41%	0%	82%
Total		55%	55%	76%	65%	66%	84%	53%	54%	82%

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.

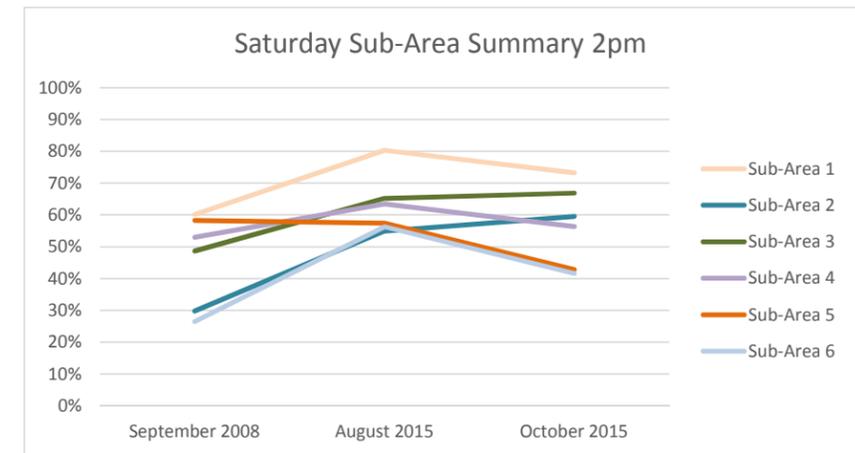
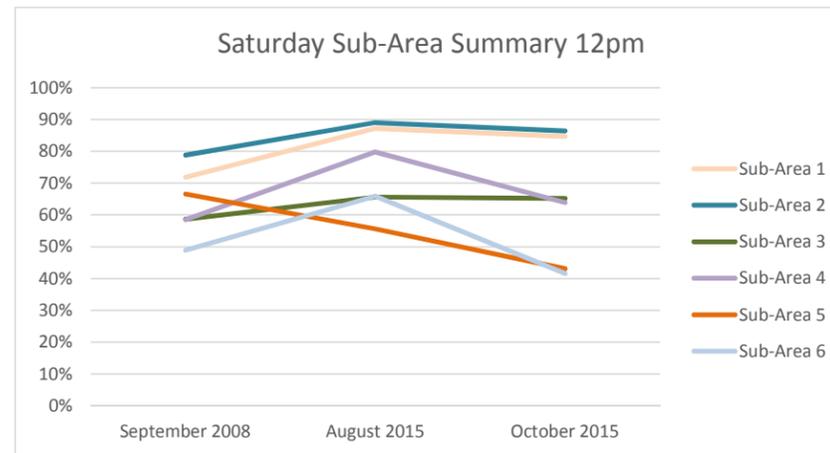
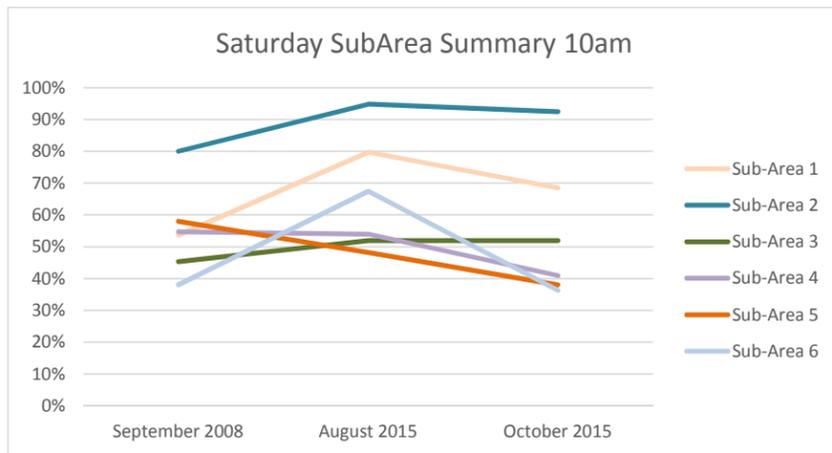
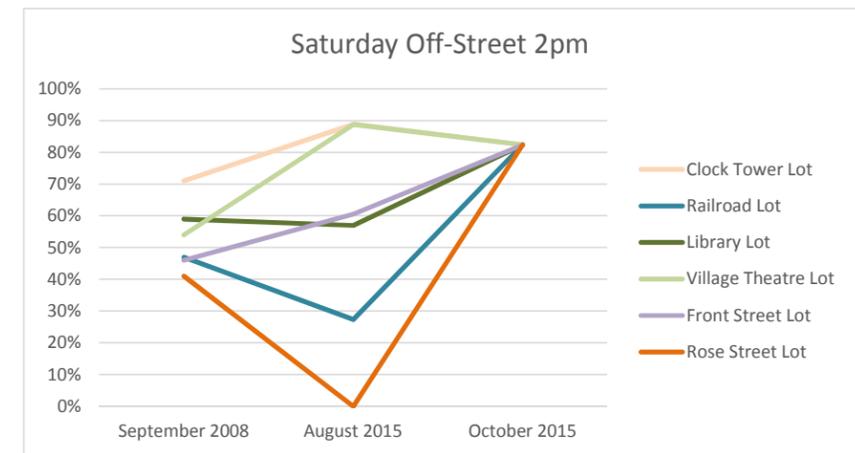
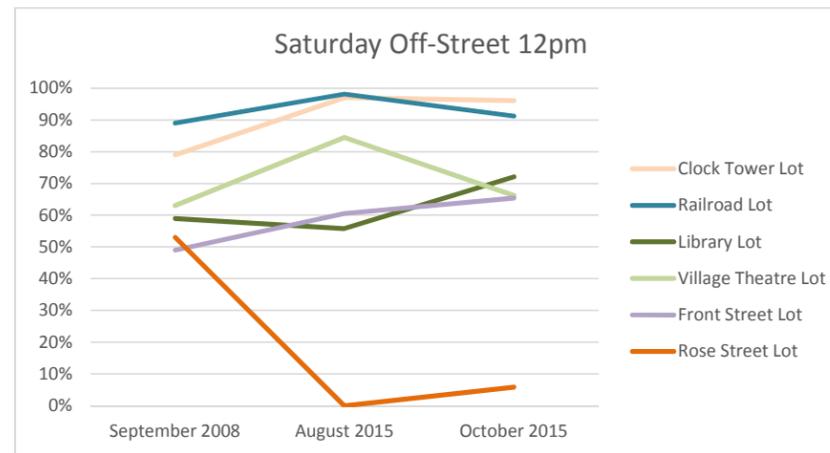
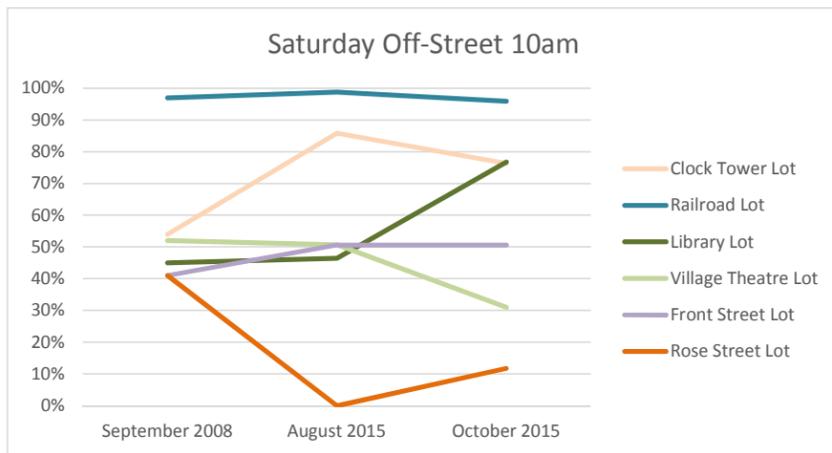
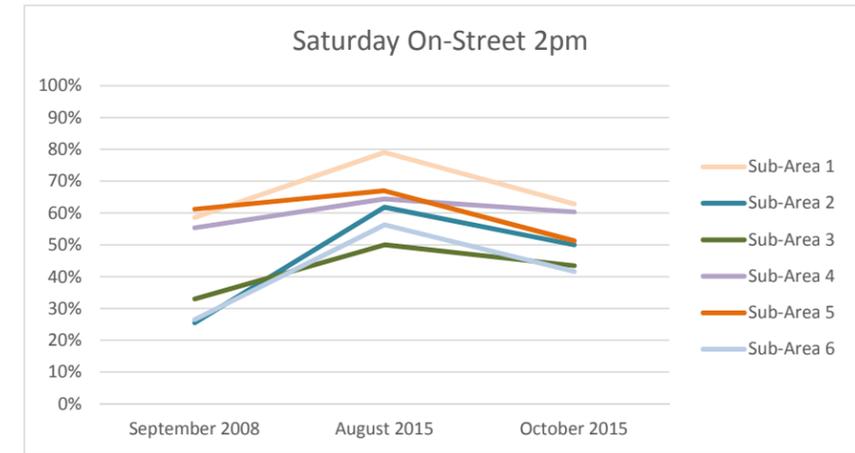
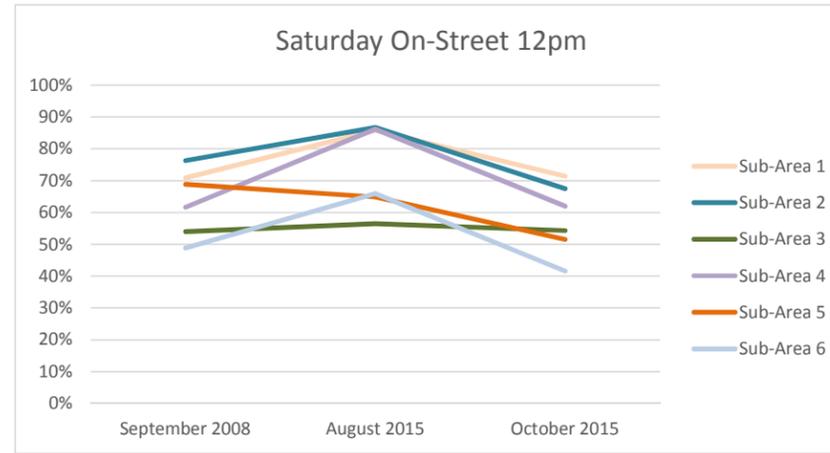
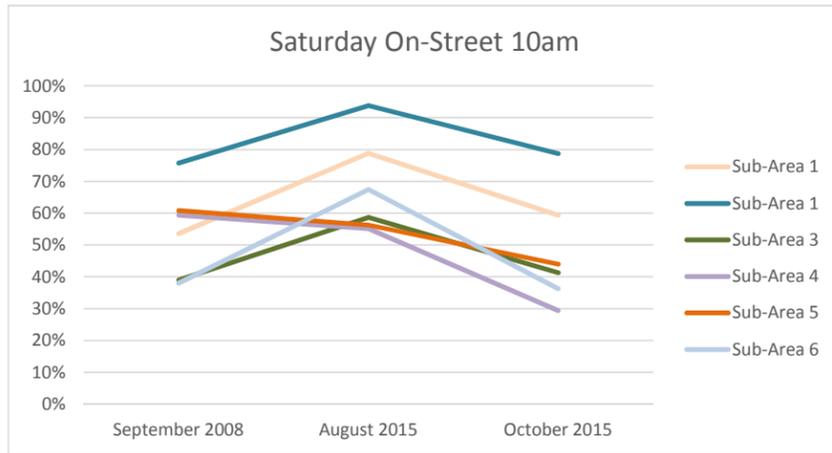


FIGURE F-7. Saturday Parking Occupancy Change over Time

Table F-8.1. Evening Occupancy by Block

Block Number	Street Name	Cross Streets	Sub-Area	Total Spaces	% Occupancy	Tuesday		Wednesday		Friday	
						6:00 PM	8:00 PM	6:00 PM	8:00 PM	6:00 PM	8:00 PM
200/300	Hartz Avenue	W Linda Mesa Avenue and W Prospect Avenue	1	44	79%	77%	70%	73%	73%	91%	89%
400	Hartz Avenue	W Prospect Avenue and Church Street	1	40	90%	93%	75%	93%	85%	95%	98%
500/600	Hartz Avenue	Church Street and Hartz Way	1	37	66%	73%	54%	62%	59%	78%	70%
100	W Linda Mesa Avenue	Hartz Avenue and Railroad Avenue	1	17	90%	94%	82%	88%	82%	100%	94%
100	W Prospect Avenue	Railroad Avenue and Hartz Avenue	1	16	70%	81%	63%	69%	31%	88%	88%
0/99	Church Street	Hartz Avenue and Railroad Avenue	1	21	40%	38%	38%	43%	29%	48%	48%
100	School Street	Hartz Avenue and Railroad Avenue	1	24	63%	79%	38%	79%	25%	88%	67%
100	Railroad Avenue	W Linda Mesa Avenue and W Prospect Ave.	2	12	49%	42%	17%	50%	25%	83%	75%
150/200	Railroad Avenue	W Prospect Avenue and Church Street	2	29	56%	52%	31%	66%	17%	96%	89%
300/400	Railroad Avenue	Church Street and Hartz Way	2	32	48%	44%	13%	72%	31%	75%	56%
150	W Prospect Avenue	Quinnterra Lane and Railroad Avenue	2	7	43%	14%	0%	43%	14%	71%	114%
200/500	Front Street	Front Street Lot and Hartz Way	3	46	54%	39%	48%	39%	43%	70%	87%
800	Hartz Way	Front Street to Laurel Drive	3	14	50%	43%	29%	71%	64%	43%	50%
100/200	Front Street	Diablo Road and Front Street Lot	4	32	43%	28%	47%	41%	50%	47%	44%
100	E Prospect Avenue	Front Street and Hartz Avenue	4	26	83%	77%	81%	88%	81%	85%	88%
100	Diablo Road (South side)	Front Street and Hartz Avenue	4	10	65%	80%	70%	70%	40%	70%	60%
0/99	Front Street	E Linda Mesa Avenue and Diablo Road	5	12	29%	25%	17%	25%	25%	42%	42%
200	Rose Street	Diablo Road and E Linda Mesa Avenue	5	13	72%	77%	77%	77%	77%	69%	54%
300	Rose Street	E Linda Mesa Avenue and End of Street	5	16	41%	50%	19%	63%	38%	50%	25%
100	E Linda Mesa Avenue	Rose Street and Hartz Avenue	5	13	55%	62%	15%	69%	46%	92%	46%
150	E Linda Mesa Avenue	Front Street and Rose Street	5	10	82%	60%	90%	70%	80%	100%	90%
100	Diablo Road (North side)	Front Street and Hartz Avenue	5	11	65%	73%	45%	73%	45%	82%	73%
100	Hartz Avenue	La Gonda and W Linda Mesa Avenue	6	75	35%	37%	33%	25%	27%	49%	39%
0/99	Railroad Avenue	Hartz Avenue and W Linda Mesa Avenue	6	28	43%	43%	50%	43%	29%	46%	46%
150	W Linda Mesa Avenue	Railroad Avenue and Iron Horse Trail	6	10	62%	90%	50%	50%	50%	90%	40%
			Total	595	58%	57%	47%	59%	47%	72%	67%

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.

Table F-8.2. Evening Occupancy by Lot

Lot Name	Sub-Area	Total Spaces	% Occupancy	Tuesday		Wednesday		Friday	
				6:00 PM	8:00 PM	6:00 PM	8:00 PM	6:00 PM	8:00 PM
Clock Tower Lot	1	232	84%	92%	66%	94%	70%	90%	92%
Railroad Lot	2	318	24%	15%	4%	27%	11%	46%	42%
Library Lot	3	86	33%	76%	17%	44%	22%	20%	19%
Village Theatre Lot	3	71	88%	87%	56%	97%	90%	99%	96%
Front Street Lot	4	81	86%	94%	77%	99%	65%	96%	86%
Rose Street Lot	5	17	36%	47%	41%	53%	18%	41%	18%
	Total	805	54%	59%	36%	62%	42%	65%	62%

Note

*Occupancy greater or equal to 85% is highlighted in red for each cell.



Appendix G

Level of Service (LOS) for Walking Distances

The parking design industry utilizes what is known as The Level of Service (LOS) Approach to determine appropriate walking distances from parking to destination. This approach, borrowed from the traffic engineering profession, identifies a range of variables in a design which are acceptable for a variety of conditions such as environment, different user groups, and level of occupancy. Environmental conditions for the Downtown study area would be considered “outdoors, uncovered”, since there is no existing structured parking, and all user groups, specifically retail patrons and employees (includes merchants) must travel from parking to destination through Downtown streets and sidewalks. Table 5 gives a brief overview of industry accepted walking distances for LOS A through LOS D for both *Outdoors – uncovered* and *Outdoors – covered*.

Table 5

Walking Distance (from parking to destination)	LOS A	LOS B	LOS C	LOS D
	RETAIL PATRONS	RETAIL PATRONS (PEAK HOURS/ SPECIAL EVENTS)	EMPLOYEES	
Outdoors - uncovered	400'	800'	1,200'	1,600'
Outdoors - covered	500'	1,000'	1,500'	2000'

Walking Distance (from parking to destination)	LOS A	LOS B	LOS C	LOS D
<i>RANGE PROVIDED TAKING INTO ACCOUNT UP TO 25% REDUCED WALKING DISTANCE FOR PEDESTRIAN 'FRICTION'</i>	RETAIL PATRONS	RETAIL PATRONS (PEAK HOURS/ SPECIAL EVENTS)	EMPLOYEES	
Outdoors - uncovered	300'-400'	600'-800'	900'-1,200'	1,200-1,600'

For retail patrons, The LOS Approach recommends a maximum travel distance of up to 400' outdoors, uncovered or LOS A. On busy Saturdays or during special events, such as the Danville Farmers' Market, it is considered acceptable for pedestrians to travel greater distances. For occasions such as these, a travel distance of up to 800', or LOS B, would be considered acceptable for retail patrons. The recommended travel distance for employees under the same conditions is up to 1,200', or LOS C. The methodology, however, does allow for a reduced recommended travel distance of up to 25% when friction, defined obstacles such as street crossings, traffic signals and passing between parked cars, occurs along the pedestrian path of travel. Because the study area is within a Downtown environment, friction such as this is likely to occur. While each path of travel should be evaluated on an individual basis, Table 5 aims to identify rough guidelines for recommended LOS for retail patrons and employees within the Downtown study area which take into account the 25% reduction for friction.

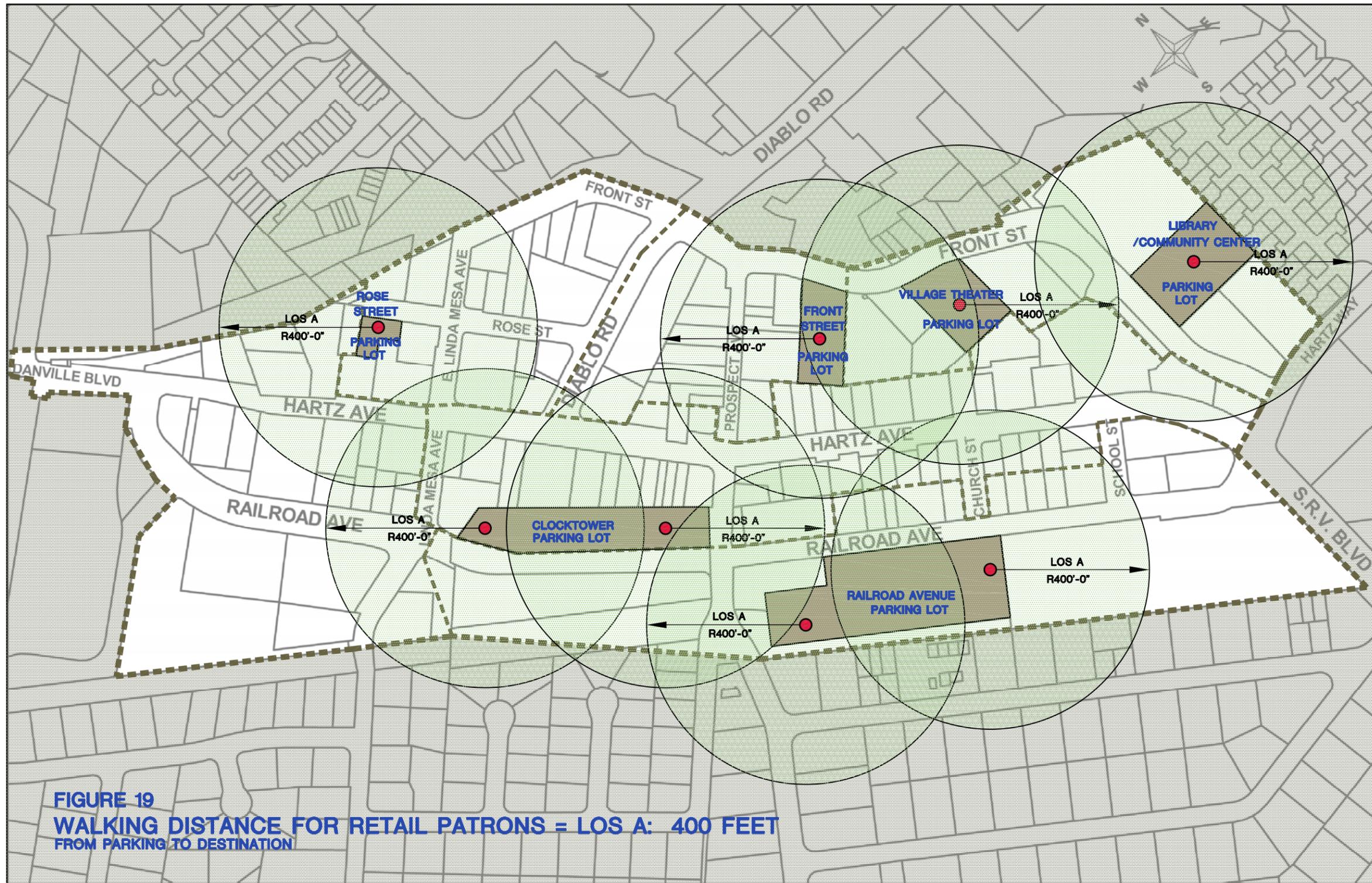


FIGURE 19
WALKING DISTANCE FOR RETAIL PATRONS = LOS A: 400 FEET
FROM PARKING TO DESTINATION

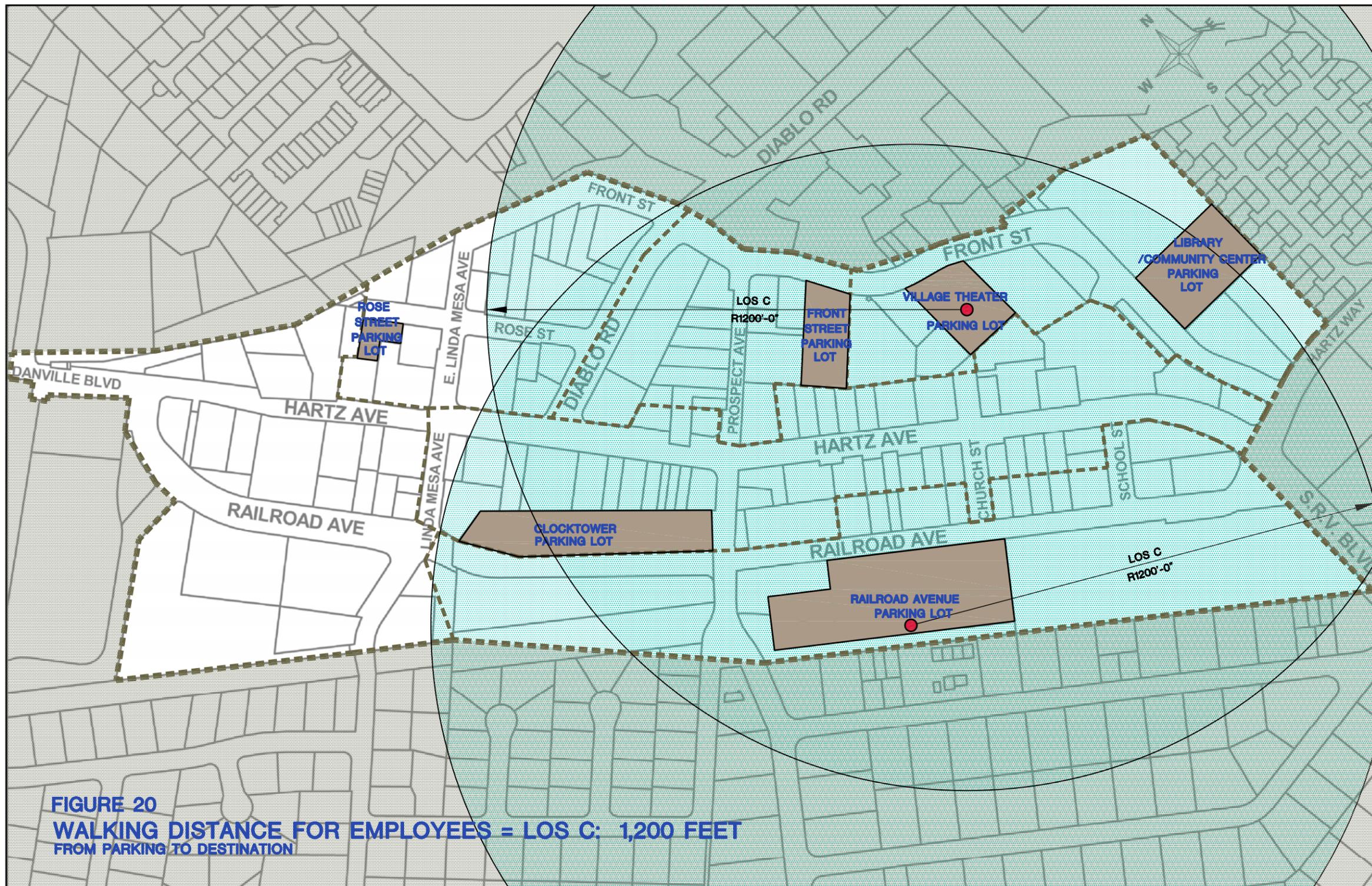


FIGURE 20
WALKING DISTANCE FOR EMPLOYEES = LOS C: 1,200 FEET
FROM PARKING TO DESTINATION

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