



SONOMA COUNTY

APPROVED

FEB 26 2019

Summary Report

575 ADMINISTRATION
DRIVE ROOM 102A
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SANTA ROSA, CA 95403

ATTEST: **FEB 26 2019**

SHERYL BRATTON, Clerk/Secretary
BY *[Signature]*
DEPUTY CLERK/ASST. SECRETARY

Agenda Date: 2/26/2019 #13

To: Sonoma County Board of Supervisors
Department or Agency Name(s): General Services
Staff Name and Phone Number: Caroline Judy, 707-565-8058
Vote Requirement: 4/5th
Supervisory District(s): All

	AYE	NO
GORIN	✓	
RABBITT	✓	
ZANE	✓	
GORE	✓	
HOPKINS	✓	

Title:

Campus Parking Changes and Replacement Parking Improvements

Recommended Actions:

Consider multiple staff recommendations relating to parking on the County Government Center campus in order to provide sufficient parking for employees and the public as a result of displacement due to construction of the new State Courthouse.

- A) Authorize General Services Director to take all necessary steps to proceed with parking solutions including creating new spaces on the Mendocino Lot (P26) , Net Fleet Lot (P28), reconditioning the current Probation Supervised Adult Crews (SAC) and Regional Parks' yards, realigning County Center Drive with added street parking, and implementing an assigned parking program.
- B) Authorize the General Services Director to identify and return to the Board with potential real estate lease(s) to facilitate relocation of the Probation SAC and Regional Parks yard.
- C) Adopt a resolution authorizing budgetary adjustment releasing \$161,664 from Fleet Accumulated Outlay fund balance to finance the cleanup of the Probation SAC and Regional Park's yard to allow for Fleet Motor Pool parking. (4/5th vote)
- D) Adopt a resolution authorizing budgetary adjustment and transfer of \$494,259 in General Fund contingencies to finance improvement projects needed to expand parking on campus.
(4/5th vote Required)

Executive Summary:

The County Government Center campus currently accommodates parking for employees of the County, Superior Court employees and jurors, as well as members of the public accessing government services. A total of 2,749 surface parking stalls exist with approximately 392 of these available for the public. The new Sonoma County Courthouse will permanently displace 522 parking stalls, leaving a remaining 2,227 parking spaces available. The County will simultaneously lose 99 parking spaces for twenty-four months due to the construction of the Behavioral Health Housing Unit.

Prior studies conducted in 2002 and 2012, concluded that additional parking would be necessary to fulfill anticipated demand especially at peak times between 11 am and 12 noon daily, on juror pool selection days, and on Tuesdays during Board meetings. Key assumptions in the prior studies have changed, and parking areas

previously used by departments have been displaced by new buildings (Sheriff's Evidence Building and Permit Sonoma trailers). The parking impacts of new projects such as the Behavioral Health Housing Unit were not considered in prior studies. These studies have been re-examined given new information about the phasing and construction timelines for the new Courthouse make-ready projects, the Inmate Connector, the new Courthouse itself, and the Behavioral Health Housing Unit. The make-ready projects include: replacing the EOC communications tower - \$1,385,476, re-routing utilities and addressing storm drainage - \$766,826. The make-ready projects were previously authorized by the Board, and are either underway or will start within the next six months. A total of 522 parking stalls will be permanently displaced by construction on the campus; and therefore, staff is recommending several strategies for ensuring adequate parking is available for employees and the public.

Multiple solutions were considered based upon a set of guiding principles for planning criteria, and the most financially-feasible solutions are presented for the Board's consideration. Ensuring sufficient parking for employees and the public is considered essential to conducting the County and the Court's business. This Report describes recommended solutions to the permanent parking displacement including: the development and use of the Mendocino and County Government Center surface parking areas; relocation of the Probation Supervised Adult Crew (SAC) and Regional Parks yards for Fleet Motor Pool parking; promotion of a clean commute program; and designating department-specific assigned parking to ensure all County employees have a designated parking area on the County Campus. To accomplish this we are proposing to develop reserved, designated parking and issue permits to County employees. Staff is working with departments to develop a parking plan and will be presenting it to the Board at a future date, in conjunction with amending the County Parking Ordinance to reflect the changes. The new proposed parking plan creates a change in working conditions and therefore will involve a meet and confer process with the County's bargaining units. Staff have issued a notification letter and held a preliminary advisory meeting. Following the Board action staff will commence the formal meet and confer process with the County's bargaining units.

The recommended actions described require use of the County's Contingency Reserve fund. The requested use of General Fund Contingencies conforms to the Board's Use of General Fund Contingencies Policy which states that any decision to use Contingencies should only occur at the Board's annual budget hearing, and during mid-year budget updates.

Discussion:

The County Government Center campus currently has 2,749 surface parking stalls for employees, fleet vehicles, and the public. On November 15, 2011, the Board approved the sale of 6.86 acres of County property to the State of California to facilitate a new Courthouse proximate the Main Adult Detention Facility (MADF) and County District Attorney, Public Defender, Sheriff, Probation offices. The proceeds of that sale were used to fund the MADF Inmate Connector Project, which was approved by the Board on September 18, 2018. The property sale necessitated the relocation of the County Fleet operations building to a new location at Russell Avenue. Five hundred and twenty two (522) parking spaces for County employees will be permanently lost as

a result of the property sale, the new Courthouse, Inmate Connector, and make-ready construction projects. Although the Court will be creating Court employee and juror parking with controlled access on the Old Fleet facility lot, none of this parking will be available for County employees. The County will enforce time limits on public parking and will work with the local Courts to encourage jurors and the public attending Court to park in Court designated parking. Otherwise, there will likely be insufficient parking for the public receiving County services. The 2011 property sale did not include plans for a parking structure or other collaborative solutions to replace lost parking.

Prior Studies

Prior studies conducted in 2002 and 2012 by Whitlock & Weinberger Transportation, Inc., established the then-current traffic and parking conditions for the County Government Center. These studies evaluated parking zones including all of the County lands within the County Administration Center between Mendocino Avenue, US 101, Administration Drive and Russell Avenue, as well as the La Plaza buildings, the former Redwood Credit Union site at 370 Administration Drive, and the Family Justice Center at 2755 Mendocino Avenue. The studies evaluated parking supply and demand based upon occupancy surveys.

Conditions have changed since the parking studies were performed. The 2012 study evaluated parking demand based upon the number of department employees and the number of parked vehicles at each of the buildings and developed vehicle/employee ratios and parked vehicle/1,000 square feet ratios. In addition, the study evaluated two options with and without backfilling the office spaces in the Hall Of Justice. The 2012 study recommended reducing the number of "timed" spaces to create more "all day" spaces. At the time, departments studied had 1,702 employees with 2,119 parked vehicles (including all types). The 2012 Parking Study is included as Attachment A.

To determine the current parking space need, General Service's staff conducted interviews with department heads to determine parking needs for employees based on campus, and combined that total with offsite permit holders, Fleet vehicles assigned to departments, and included a cushion for potential new hires or reassignments to the campus location, resulting in an estimated total of 2,312 parking spaces needed for employees. An additional 392 spaces are needed to accommodate the public and jurors. Current projected loss of 522 spaces is based upon new knowledge of the phasing and siting of the Court and Inmate Connector projects and therefore requires new parking solutions beyond the originally recommended switch from "timed" to "all day" spaces.

Project Phases and Resulting Parking Impacts

Construction on the MADF portion of the Inmate Connector project begins February 2019. This phase of work results in the loss of 110 parking stalls. In July 2019, the State will gain control of P4, P5, and the majority of the old Fleet lot (See Attachment B for Parking Map). As a result an additional 284 parking stalls will be lost.

Finally in February 2020, the P20 lot will be transferred to the State resulting in the loss of 128 parking stalls. Although the impacts of the various construction projects will not all occur at once, comprehensive solutions are necessary in order to avoid disruption to public services and employees. Implementation of each of the solutions takes time and requires additional resources beyond existing budget allocations.

Solutions Considered

In considering new solutions, staff developed a set of planning criteria: minimize costs, provide sufficient public parking for a full Board chambers and juror parking needs, ensure a parking space for every employee on campus, prioritize parking proximate to each building as required for accessibility, support 24/7 facilities, encourage carpooling, and retain existing reserved spaces and loading zones. Staff considered five possible solutions: creating new parking lots, moving all department fleet vehicles off-site, leasing nearby parking lots and providing shuttles for employees, creating department-assigned parking areas, and promoting clean commute programs to incentivize carpooling and vanpools, bicycle, and/or transit use.

Staff evaluated the cost of leasing off-site employee and general parking and creating parking shuttles for employees, and alternatively leasing off-site Department assigned Fleet vehicle parking. The off-site parking solutions for employees were considered non-viable, primarily due to the cost of both leasing property and providing for shuttle services. Off-site parking would also impact employee productivity and the ability to access vehicles for errands, doctor's appointments, and other personal needs. Relocating Department assigned Fleet vehicles would similarly impact productivity. Employees use fleet vehicles to perform many governmental duties, including visits to clients, code compliance functions, building inspections, etc. Therefore based upon the criteria described above, and feedback from Department Heads and the CAO, staff recommend the Board consider three solutions: the creation of new parking areas on campus, developing department-assigned parking, and implementing a clean commute program.

Each of these recommended solutions is described further below and some were previously described in the Whitlock & Weinberger Transportation, Inc., study included as Attachment A. A final plan, including details and other measures related to each of the below solutions, will continue to be developed by General Services, working with the departments, County bargaining and other groups, and other involved stakeholders.

Staff recommend the Board consider the following three solutions collectively described as Option A.

Option A: New Parking Areas, Department Assigned Parking, and Clean Commute

- 1) New Surface Parking in Existing Underutilized Lots - Create 468 new parking spaces to generate a total of 2,695 total parking stalls. The funding requested includes total project expenses, including engineering, permits, project management, and special inspections which will be undertaken when funds are approved. All of the proposed parking space areas involve the use of existing disturbed property which has been previously used for parking at various times, making the proposed plan categorically exempt under CEQA. The projects required to meet the 468 spaces are:

- Modernization and use of the P26 (Mendocino lot) for 220 spaces (\$203,555). A partial solution utilizing only a portion of P26 might be feasible financially but would not address the entire parking shortfall. Modernization of P26 requires funding to prepare the parking areas and add lighting, security access gates, and k-rails. All parking improvements must meet ADA accessibility requirements, follow building codes, and include storm water prevention measures. The work will require approximately three months to implement.

The P26 scope does not include expanding the parking area in the dirt lot area at the north end outside the existing fencing. Additional funding of \$770,000 would be necessary to prepare that area. The northern end of the P26 lot does not have electrical power, requires secure fencing, and requires a bioswale for storm drainage improvements. Expanding the P26 parking lot to the northern boundary would gain another 210 parking spaces.

- Using the new P28 parking lot (New Fleet) on Russell Ave to provide 60 stalls for the Sheriff's Office MADF staff parking project already completed as part of the new Fleet Building (project completed - November 2018). This will also partially serve to offset the loss of parking related to the Behavioral Health Housing Unit's (BHHU) construction. Funds have already been budgeted for this scope as part of the BHHU project.
- Implement lane realignment and adding 68 parking spaces along County Center Drive (\$190,704). Project includes engineering, lane realignment and striping, crosswalks, and ADA compliant sidewalks and curb cuts on the western side of County Center Drive. The work will take approximately four months.
- Reconditioning the SAC and Parks service yards for 120 spaces (\$161,664). Project includes minor grading and gravelling of lot, installing internal security gate and fencing, and demolition and clean up. Reconditioning and preparation of the service yards will require two to three months. Funding is available in the Fleet ACO Fund. Materials and miscellaneous items currently stored on the north dirt lot will be disposed of making it possible to access and prepare the site north of P26 should the need be to expand the parking area. As previously noted, the proposed parking solutions will undergo further refinement through the meet and confer process and additional parking either for the public or employees may prove to be necessary. The most accessible remaining site on campus would be the expansion of P26 to the northern boundary.
- In order to use the SAC and Parks yards for secure Fleet pool and department assigned vehicle parking, the existing equipment storage functions will need to be relocated to another site. It is anticipated that SAC crews would still assemble at the County campus prior to dispatching out to work sites. Public transit access is required for the SAC crews. County staff evaluated using county-owned properties at the Los Guilicos campus and airport area for equipment storage but this would be operationally inefficient. Therefore leased properties were considered as a preferred alternative. Current estimates for relocation of the equipment and storage facilities, along with any tenant improvements

needed at the new leased site are between \$450,000 and \$565,000. Funding is available in the Fleet ACO fund for these costs if the improvements serve the use of fleet vehicles. The service yards are currently fenced and have electricity onsite. The Fleet vehicle key-kiosk requires electricity. The northern end of P26 was rejected as an alternative for Fleet pool and assigned vehicle parking because it does not have electrical service. Relocating SAC and Parks will require ongoing lease, insurance and utility costs associated with the move, estimated around \$125,400 per year, which will be dependent on future lease terms and conditions. Assuming a county owned location is not viable, the ongoing expenses for lease, insurance and utility costs will need to be included in Park's and Probation's departmental budgets for FY19-20. Further action related to this relocation will be brought to your Board at a later date when off-site locations are identified.

- 2) Assigned Parking (\$195,920) - After continued consultation with affected stakeholders, General Services will identify parking areas to assign to each department for first come-first served employee parking with visible parking permits, and identify overflow areas (see New Parking above) for all employees to access. Each department would have assigned parking areas proximate to their building and color coded parking hang tags. A tentative assignment plan is attached as Attachment B - Assigned Department Parking Map. Although not every employee would be accommodated proximate to their building, sufficient parking would be available in the overflow areas within walking distance. After Board direction, staff will begin a formal meet and confer process with the County's bargaining units. Ultimately, an ordinance amendment will be brought to your Board to revise Sonoma County Municipal Code Section 18-1 ("Regulation of Traffic on County-owned and Controlled Property") to enact the new parking regulations. Funding is required for related implementation and improvement measures, which may include signage, extra security, and additional lighting to enable this solution. Implementation of the assigned parking option will take 6-8 months and is anticipated to cost \$100,000. Once implemented, funding will be needed for new limited term staffing for required enforcement areas, security, and administrative oversight of parking credentials, adjudication, and program operations. General Services will request a FY 19-20 budget program improvement of \$95,920 for additional parking patrol staff to support the new parking program. Without these funds for parking enforcement there will be insufficient parking available for the public and employees, as both groups will likely park in designated public spaces or employee lots identified for proximate departments. Parking Enforcement also enforces the no camping ordinance both on the campus and at Chanate. Additional resources are required to provide enforcement for the proposed assigned parking program and expanded parking areas.
- 3) Employee Clean Commute Program - The County currently provides commuter benefits to employees by providing free access to Sonoma County Transit and Santa Rosa City Bus services. Staff are researching and evaluating additional clean commute programs offered by other Bay Area governmental entities, and by large private employers in Sonoma County. Options include an employee operated vanpool, similar to one implemented at Santa Clara County. Employees could sign up to use County fleet vehicles to carpool with other staff, and would be offered priority parking on campus. Another option is implementing a program similar to Marin County, where staff can set aside pre-tax payroll deductions to purchase Clipper products, including the SMART Eco-Pass. The County

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Administrator will bring forward options for the Board to consider in the near future.

Option A - Cost Summary

	One-Time Cost	Ongoing Annual Cost	Total Cost (1st Year)
Mendocino Lot (P26)	\$203,555	-	\$203,555
County Center Drive Reconfiguration	\$190,704	-	\$190,704
Recondition SAC/Parks Lot for Fleet Motor Pool	\$161,664	-	\$161,664
New Site for SAC/Parks	\$450,000 - \$565,000	\$125,400*	\$690,400
Assigned Parking Program & Enforcement	\$100,000	\$95,920*	\$195,920
Total	\$1,220,923	\$221,320	\$1,442,243

The annual cost estimates for a new leased site for SAC and Regional Parks, and the assigned parking program, will be subject to cost escalation based upon negotiated lease agreements and collective bargaining.

Based on the evaluation criteria, staff recommends Option A as the most viable, least disruptive solution that meets the planning criteria described above. However, some alternatives that the Board may want to consider are described below:

Option B: Temporarily using the Chanate campus for employee parking and providing shuttle services

During the next 9-12 months two acres of the County property at Chanate could potentially be used for temporary employee and fleet vehicle parking while the surplus process is underway. Parking would be located on existing parking areas on the Chanate property, making Option B categorically exempt under CEQA. Although Option B would likely be less expensive than the recommended Option A, it does not meet the planning criteria of ensuring a parking space on campus for every employee and would impact services to the public by delaying access to fleet vehicles. Staff would still implement the assigned parking as described in the recommended Option A, and in addition 220 employees would need to be identified to park at Chanate instead of at the P26 lot. Employees would be shuttled to the County campus. One hundred fleet vehicles would also be moved to Chanate. Option B is described further below.

Moving the 100 fleet vehicles to Chanate would require installation of a key kiosk in a secure air conditioned space, estimated to cost \$125,000 including an ADA accessible path of travel, electricity and network access. Approximately half of these vehicles are used as motor pool for County business, and the other half are a combination of new patrol vehicles, used vehicles going to auction, or damaged vehicles. Employee parking,

Sheriff's patrol and new fleet vehicles would all require secure fencing. An additional staff position (\$92,814) would be required for parking patrol services covering both Chanate and the County campus, and a part time Motor Pool Attendant (\$16,807) would be required to support Fleet.

The cost of an employee shuttle with driver to/from Chanate for 220 employees is estimated at \$500,000. This option would require 5 busses with drivers capable of carrying 45 passengers each, operating at peak morning and evening commute hours. It is anticipated that there would be impacts on employee productivity. Employees would not have access to their vehicles during the day unless the County offered additional shuttle service during working hours, doing so would significantly increase the cost of the shuttle.

Using Chanate could be a temporary solution only, as 220 employee and 100 fleet vehicle spaces would be needed again when the property is sold. If the Chanate property sells within the year, staff would have to search for another parking solution for employees and the fleet vehicles. Temporarily using Chanate for employee parking could potentially lead to an increase in carpooling, thus allowing the County to retain existing reserved spaces, loading zones, and public parking at the County Campus. Staff do not recommend this solution, as it has significant impacts on employees and is not a permanent solution.

Option B Cost Summary

	One-Time Cost	Ongoing Annual Cost	Total Cost (1st Year)
Fleet Key Kiosk	\$125,000	-	\$125,000
Employee Shuttle	-	\$500,000	\$500,000
Parking Enforcement & Fleet Staff	-	\$109,621	\$109,621
Total	\$125,000	\$609,621	\$734,621

Option C: Leasing off-site parking and providing shuttle services

This option would require the County to identify two acres of leased property for 220 employees and 100 fleet vehicles, and provide shuttle services to/from the County campus. A previous market survey for adequate space for parking identified only one available property, at Fulton and River Road.

Moving the 100 fleet vehicles to a leased property would require installation of a key kiosk in a secure air conditioned space with network connectivity (\$125,000). An additional staff position (\$92,814) would be required for parking patrol services covering the County campus, and a part time Motor Pool Attendant (\$16,807) would be required to support Fleet.

Staff would implement the assigned parking as described in the recommended Option A, and in addition 220 employees would need to be identified to park at the leased property instead of at the P26 lot. At peak commute times the Fulton and River Road property is a 25 minute one-way commute. Again, it is estimated that it would take 5 busses to move 220 employees. This option would be significantly more expensive than the recommended Option A due to the lease and shuttle service costs. The property at Fulton and River Road is anticipated to cost around \$75,000 annually for improved parking with lighting and security fencing. Shuttle services would likely cost annually \$1,000,000 per year. To properly analyze the costs of this option it would require a transit study and potential other environmental analysis. Staff are continuing to explore other properties closer to the County campus that might be willing to lease parking space.

Option C Cost Summary

	One-Time Cost	Ongoing Annual Cost	Total Cost (1st Year)
Fleet Key Kiosk	\$125,000	-	\$125,000
Offsite Lease	-	\$75,000	\$75,000
Employee Shuttle	-	\$1,000,000	\$1,000,000
Parking Enforcement & Fleet Staff	-	\$109,621	\$109,621
Total	\$125,000	\$1,184,621	\$1,309,621

This option does not meet the planning criteria of ensuring a parking space on campus for every employee. Employees would not have access to their vehicles during the day unless the County offered additional service during working hours or offered a Guaranteed Ride Home program. Doing so would significantly increase the cost of the shuttle. It is anticipated that there would be significant impacts on employee productivity and strong opposition from the County employee labor unions. As with Option B, Option C could encourage carpooling, which would allow the County to retaining existing reserved spaces, loading zones, and public parking. Staff do not recommend this option as it would have significant impacts on employees.

Cost Comparison of the Three Options

	One-Time Cost	Ongoing Annual Cost	Total Cost Year 1	Total Cost Year 2	Total Cost Year 3	Total Cost Year 4	Cumulative Four Year Cost
Option A	\$1,220,923	\$221,320	\$1,442,243	\$224,198	\$227,162	\$230,214	\$2,123,817
Option B	\$125,000	\$609,621	\$734,621	\$612,910	\$616,297	\$619,786	\$2,583,614

Option				\$1,187,910	\$1,191,297	\$1,194,786	\$4,883,614
C	\$125,000	\$1,184,621	\$1,309,621				

Although the table above describes the costs of the various options, this is not the only factor for consideration. Impacts to employees, operational impacts, and limitations on potential future uses all need to be considered. Both options B and C would preserve the use of the P26 parking lots for public parking or for future development. However Options B and C both have much more significant employee impacts than Option A, and will result in complicated meet and confer discussions, which could delay implementation. The process of determining which employees move offsite will likely raise equity and accessibility concerns on the part of the bargaining units and could complicate the current labor negotiations process. Selection of either Option B or C will likely require longer meet and confer processes prior to Board approval compared to what is anticipated with Option A.

Long Term Parking Solutions

Although a much longer-term solution, staff also evaluated the cost of constructing a parking structure. A five story parking structure with a 39,000 square foot floor plate would provide parking for 550 vehicles total, at a cost estimated around \$19 million. A parking garage may be a future option the Board may want to pursue if there is direction to proceed with a new County Government Center initiative. Staff anticipate that eventually the SAC yard, P26, and P26 northern lots will all be part of the County Center development and garage parking will replace existing surface parking. Until such time as a long-term solution is provided, the new parking, assigned parking and employee clean commute solutions described above are considered the most feasible and viable short-term solutions.

Recommended Next Steps

The County Government Center will be undergoing a period of transition where new modern facilities are constructed to facilitate improved workspaces and enhanced services to the public. As new facilities displace existing surface parking areas, new parking solutions are necessary. Staff will work collaboratively with all stakeholders to ensure that parking solutions are rapidly developed to minimize disruption to employees and the public.

Staff request that the Board consider the proposed options described above, direct staff to take all actions necessary to implement the recommended strategy of Option A, and adopt the budget resolution necessary to provide funding to accomplish these actions.

Board adoption of the recommended actions will be followed by working with all affected stakeholders, including noticing of the County's bargaining groups and subsequent meet and confer process.

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Prior Board Actions:

September 18, 2018 - Board of Supervisors authorization to Award Design Build Contract for the construction of the MADF Inmate Connector

June 21, 2016 - Board of Supervisors authorization of Design of Bridging Documents for MADF Inmate Connector

June 23, 2015 - Board of Supervisors approval of New Fleet and Materials Lab Facility - Authorize to Bid and Award for construction.

November 15, 2011 - Board of Supervisors authorized sale of 6.86 acres of County Property to the State of California for the proposed new Santa Rosa Courthouse Project

FISCAL SUMMARY

Expenditures	FY 18-19 Adopted	FY19-20 Projected	FY 20-21 Projected
Budgeted Expenses		\$221,320	\$221,320
Additional Appropriation Requested	\$655,923		
Total Expenditures	\$655,923	\$221,320	\$221,320
Funding Sources			
General Fund/WA GF		\$221,320	\$221,320
State/Federal			
Fees/Other			
Use of Fund Balance	\$161,664		
Contingencies	\$494,259		
Total Sources	\$655,923	\$221,320	\$221,320

Narrative Explanation of Fiscal Impacts:

The total estimated cost for the creation of new parking areas and developing a department assigned parking plan in FY 18-19 is \$1,220,923. There are sufficient funds in the Fleet Accumulated Capital Outlay (ACO) fund to support the SAC and Regional Parks relocation efforts for the Fleet Motor Pool. At this time, staff is requesting to transfer \$161,664 from Fleet ACO to recondition the SAC and Parks lot to allow for parking.

Once an offsite location has been identified for SAC and Parks, staff will come back with the request to transfer the remaining funds for relocating equipment and tenant improvements. Staff also requests a transfer of General Fund Contingencies in the amount of \$494,259 for the new parking areas on P26 and County Center Drive, as well as parking signage, painting, and employee vehicle placards. The request for General Fund Contingencies is consistent with the Board's Use of General Fund Contingencies Policy which states that any decision to use Contingencies should only occur at the Board's annual budget hearing, and during mid-year budget updates.

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The ongoing costs estimated for FY 19-20 and FY 20-21 of \$221,320 per year will be subject to increases based upon negotiated leases and bargaining agreements. The current estimates include staffing costs for parking enforcement, and offsite lease, insurance and utility costs for the Regional Parks and SAC maintenance yards.

Staffing Impacts:			
Position Title (Payroll Classification)	Monthly Salary Range (A - I Step)	Additions (number)	Deletions (number)

Narrative Explanation of Staffing Impacts (If Required):

There are no staffing impacts at this time. The additional staffing resources required in the proposed Option A will be requested in the FY 19/20 budget process.

Attachments:

Attachment A: 2012 Parking Study by Whitlock & Weinberger Transportation, Inc.

Attachment B: Proposed Assigned Department Parking Map

Attachment C: Budget Resolution

Related Items "On File" with the Clerk of the Board:

None



Parking Study for County Administration Center

Prepared for the
County of Sonoma



Submitted by

Whitlock & Weinberger Transportation, Inc.

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401

voice 707.542.9500

web www.w-trans.com

475 14th Street
Suite 290
Oakland, CA 94612

voice 510.444.2600

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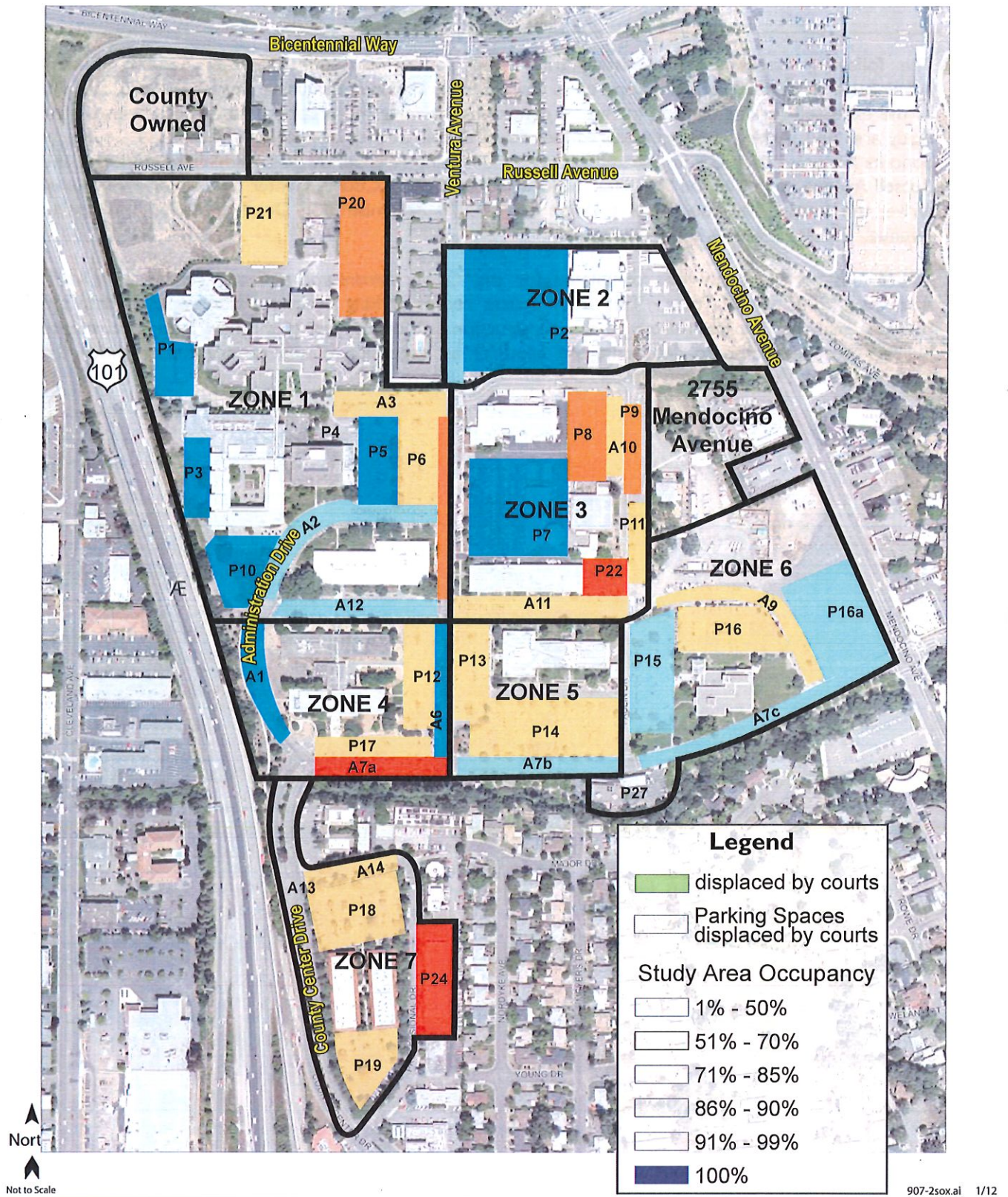
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Introduction

The following assessment of existing traffic and parking conditions for the Sonoma County Administration Center has been prepared to assist County staff in determining the current status as well as the expected parking demand for future conditions including the proposed State Courthouse. The study area and parking zones considered include all of the County owned lands within the County of Sonoma Administration Center located between Mendocino Avenue, US 101, Administration Drive and Russell Avenue as well as the "La Plaza" buildings located off of County Center Drive near Professional Drive, the former Redwood Credit Union site at 370 Administration Drive and 2755 Mendocino Avenue. The study area is shown in Figure I.

A previous parking study was completed for the *County Administration Center Parking and Traffic Assessment, 2003*, by W-Trans. This study utilizes recent parking occupancy surveys to update the previous analysis. Impacts related to the construction and occupation of the new State Courthouse building were evaluated to determine the need for an expansion of the parking supply within the Sonoma County Administration Center.



Sonoma County Center Parking & Traffic - Existing Conditions
County of Sonoma

Figure I
Existing Parking Details

Existing Parking Facilities and Demand

Existing Conditions

Parking Supply

There are currently 2,749 parking spaces within the County Administration Center consisting of 50 percent all day spaces, 25.5 percent restricted spaces, 10.6 percent timed spaces and miscellaneous other spaces. A total of 2,207 spaces are located in off-street lots while 542 of the spaces are located on streets within the County Center. A breakdown of the available parking spaces is shown in Table 1.

**Table 1
Parking Supply Summary**

Parking Space Type	Supply	Percent of Total
All Day	1,372	50.0%
Timed	291	10.6%
ADA	69	2.5%
Restricted	701	25.5%
Fleet	268	9.7%
30-min Freight	17	0.6%
Service	21	0.7%
Motorcycle	7	0.3%
Electric	3	0.1%
Total	2,749	100%

Parking Demand

Based on the parking study conducted at the Sonoma County Administration Center in 2002, peak parking conditions were determined to occur on Tuesdays between 1:30 and 2:00 p.m. Existing parking demand conditions for the Sonoma County Administration Center was determined based on an occupancy survey conducted between 10:00 a.m. and 3:30 p.m. on Tuesday, February 1, 2011.

Parking occupancy was noted in each of the seven parking zones within the study area shown in Figure 1. Within each zone, there are subzone parking areas which are identified by "P" series (off-street lots) and "A" series (on-street parking) designations.

A summary of the parking occupancy survey is shown in Table 2. In general, peak parking conditions occurred either between 11:00 a.m. and 12:00 p.m. or 1:30 and 2:30 p.m. The period which represented the worst-case condition was 11:00 a.m. to 12:00 p.m. with 1,950 parked vehicles or 70.9 percent occupancy.

Table 2
Existing Peak Parking Demand Summary (Tuesday, February 1, 2011)

Survey Time	10-11 AM	11 AM-12 PM	12:30-1:30 PM	1:30-2:30 PM	2:30-3:30 PM
Parked Vehicles	1,934	1,950	1,857	1,948	1,910
Occupancy (%)	70.4%	70.9%	67.6%	70.9%	69.5%

Notes: **Bold** = Peak Conditions

The peak parking occupancy in each of the seven zones ranged from 82.8 percent in Zone 7 to 46.5 percent in Zone 6. The occupancies of various types of parking facilities during the parking survey are summarized in Table 3. The parking occupancy for each designated parking facility type ranged from 80.7 percent for all day spaces to 11.8 percent for 30-minute freight spaces. The parking occupancy for unrestricted and "non-specialty" spaces was determined to be approximately 75 percent. Additional details regarding the existing parking supply and peak occupancy demand by parking area are provided in Appendix A.

Table 3
Existing Peak Parking Details (Tuesday, February 1, 2011)

Parking Type	Supply	Demand	Percent of Total
All Day	1,372	1,107	80.7%
Timed	291	144	49.5%
<i>Subtotal</i>	<i>1,663</i>	<i>1,251</i>	<i>75.2%</i>
Handicap	69	26	37.7%
Restricted	701	466	66.5%
Fleet	268	187	69.8%
30-min Freight	17	2	11.8%
Service	21	15	71.4%
Motorcycle	7	2	28.6%
Electric	3	1	33.3%
Total	2,749	1,950	70.9%

Jury Parking

Parking conditions in Zone 1, which is in and around the courthouse, can sometimes be dominated by jury pools. In order to assess the level of jury pool parking activity at the time of the parking surveys, jury pool information was obtained for the months of January and February 2011. As shown in Table 4, there was a minimum of 424 weekly jurors during the week that the parking occupancy surveys were conducted, which is 113 fewer than the weekly average for this two-month period, and 284 less than the maximum jury pool for a single week. Based on this information, the overall parking occupancy presented in the report may be slightly lower than what would be experienced during weeks with higher jury pool summaries. Typically, parking occupancy during the peak may be more in the range of 1,980 to 2,020 parked vehicles, or approximately 72 to 73.5 percent occupancy.

Table 4
Summary of Weekly Jury Assembly

Weekly Interval	Number of Jurors
January 1-8, 2011	463
January 9-15, 2011	516
January 16-22, 2011	708
January 23-30, 2011	508
January 31-February 5, 2011	424
February 6-12, 2011	461
February 13-19, 2011	677
<i>Average Weekly Conditions</i>	537

Notes: **Bold** = Peak Conditions

Shaded cells = the week that the surveys were conducted

Source: Sonoma Courts

Parking Demand Rates

Parking demand rates for existing parking activity were previously developed based on the results of the surveys conducted in 2003 for the *County Administration Center Parking and Traffic Assessment*. The focus of this work was to determine the number of parked vehicles generated by each of the buildings within the County Administration Center in various parking locations.

The Hall of Justice (HOJ) was broken down into two user groups, the Court staff and other County staff. Based on information provided by the County, the 145,827 square foot HOJ building is made up of 86,575 square feet (59.4 percent) of space dedicated to court related activities, while the remaining 59,252 square feet (40.6 percent) consists of County space. This building area ratio was used to allocate the number of employees and parked vehicles attributable to each user group.

Parking demand rates for the number of parked vehicles per employee as well as per 1,000 square feet (ksf) of building area are summarized in Table 5. These rates based on parking activity in 2003 were used to predict parking demand for various functions in the County Center.

**Table 5
Parking Demand Rates (2003)**

Building	No. of employees	No. of parked vehicles	Rate of parked veh/emp	Rate of parked veh/ksf *
Hall of Justice (Court Staff)	188	268	1.43	3.10
Hall of Justice (County Staff)	129	184	1.43	3.10
La Plaza A & B	254	163	0.64	1.40
Fiscal	186	241	1.30	2.82
PRMD	158	234	1.48	3.22
Administration	144	148	1.03	2.23
MADF	140	216	1.54	3.35
Sheriff	137	223	1.63	3.54
Human Services	125	143	1.14	2.49
Ag Building	91	125	1.37	2.99
Data Processing	72	98	1.36	2.96
2300 Professional	48	33	0.69	1.49
Facilities Operations	17	24	1.41	3.07
Fleet	13	19	1.46	3.18
Total	1702	2119	1.25	2.71

Note: * Square footage for buildings other than HOJ calculated based on a rate of 460 square feet per employee; veh = vehicle; emp = employee; ksf = 1,000 square feet

State Courthouse Conditions

Project Description

The State plans to build a new courthouse for activities which currently take place in the Hall of Justice (HOJ). The new courthouse would be constructed on the old jail site as well as some existing parking lots. In addition, the State is requiring control over a minimum of 450 surface parking spaces to serve its functions. Following is a summary of the assumptions used in the parking analysis for the proposed State Courthouse building:

- The new courthouse building would be built at the site of the recently demolished Jail building as well as on parking areas P4, P5 and P6, which would displace 142 existing spaces.
- The new 173,500 square foot building would be served by 54 new on-site parking spaces for the exclusive use of the State.
- The existing Fleet building as well as a portion of parking area P7 and all of parking area P8 would be purchased by the State of California and converted into parking for court related vehicles only. In addition, the State would have control of parking area P20. These areas currently supply the County with 330 parking spaces which will no longer be available for County employees and business.
- In total, the new courthouse will displace 472 existing off-street parking spaces.

As previously noted, the 59.4 percent of the existing HOJ building is dedicated to court related activities, while the remaining 40.6 percent consists of County space. Upon occupation of the new State Courthouse building, it was assumed that non-court County staff who currently work in the HOJ building would remain. The court-vacated space may be "back-filled" with either new State or County functions at some point in time. Therefore, two conditions were evaluated, one with 86,575 square feet of vacant space in the HOJ and one with the 86,575 square feet back-filled by government functions for a total of 145,827 square feet which were assumed to generate parked vehicles at a similar rate to the prior courts use.

In evaluating the impacts of the State Courthouse, two levels of minimum parking supply standards were set. The most desirable condition would be to provide parking which would result in similar occupancy to existing conditions (70.9 percent). Based on industry standards, the maximum level of occupancy should be approximately 85 percent which would allow for parking circulation and turnover.

County Center Adjusted Parking Demand

In evaluating the parking impacts of the state court building project, the current parking demand in the displaced areas were assumed to be relocated to nearby parking areas. However, the following limitations were employed in this process:

- Parking demand and activity located on streets within the County center were assumed to remain the same.
- Parking demand in the gravel lot (P16a) was assumed to remain the same unless no other options were available.
- Off-street parking subareas were assumed to have a parking demand cap of no more than 85 percent unless no other options were available.

- Spillover parking demand was contained within the areas north of Administration Drive and were not diverted to Zone 7 (La Plaza buildings).

Conditions with Existing HOJ Building Vacancy

- The State Courthouse will eliminate a total of 472 parking spaces, resulting in a supply of 2,277 spaces.
- Court related activities such as staff and jurors currently generate an estimated 268 parked vehicles during the peak; this demand would be accommodated in the State-controlled parking areas.
- Peak parking demand in the County Center would be reduced from 1,950 parked vehicles to 1,682 vehicles.
- The resulting overall parking demand would be 73.9 percent which is slightly higher than the current 70.9 percent occupancy.
- The majority of off-street parking areas in zones 1-5 would be at 85 percent occupancy which would allow for minimal flexibility.
- In order to return the County center to the existing occupancy level (70.9 percent), 95 new parking spaces would need to be added.

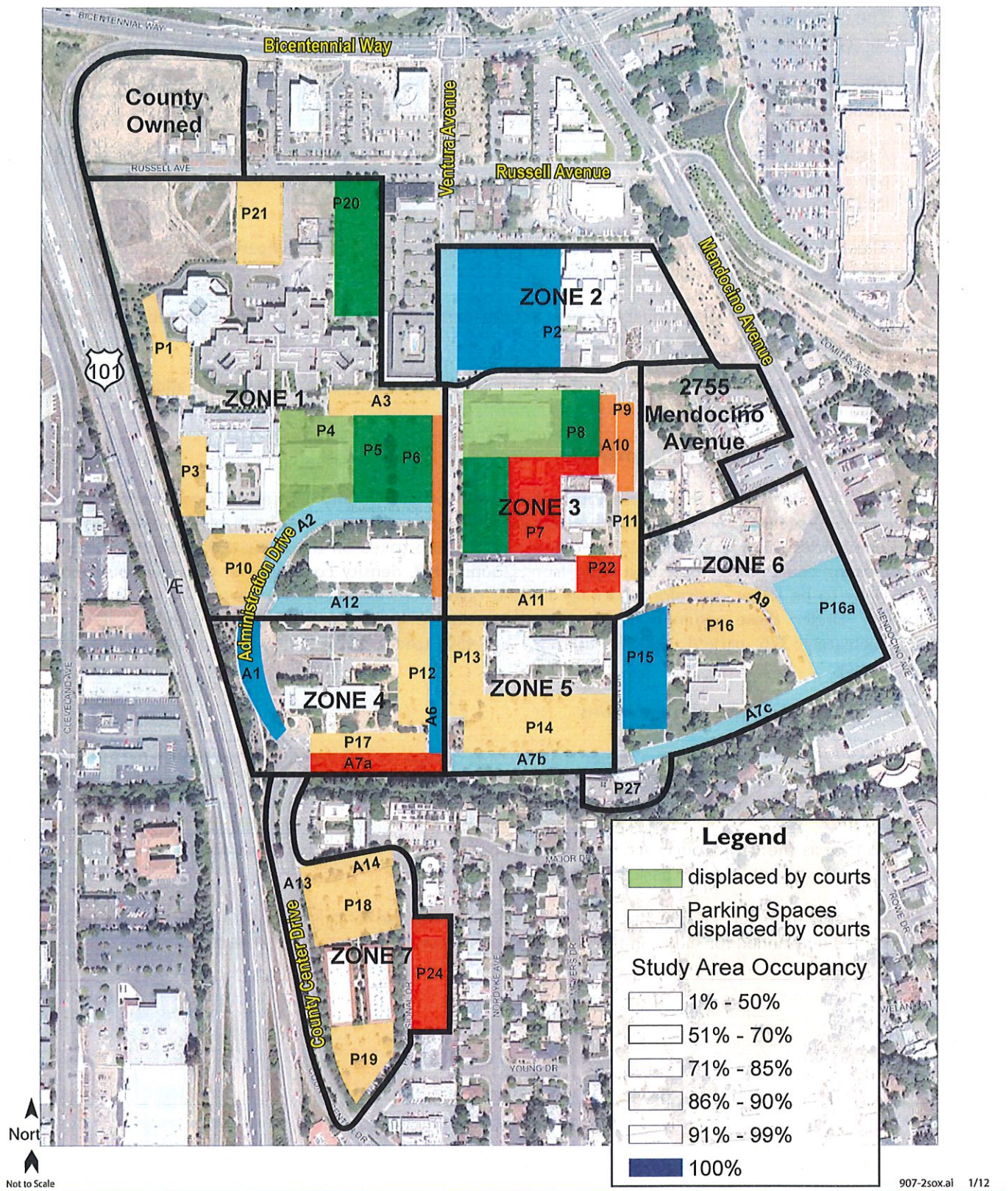
The results of this scenario are displayed in Figure 2 and summarized in Table 6; additional details are provided in Appendix B.

Table 6
Adjusted Parking Demand Summary

Condition	Supply	Occupied	Vacant	Occupancy Rate	Minimum Spaces required for 85%	New Spaces to achieve current occupancy rate (70.9%)
Existing Conditions 2011	2,749	1,950	779	70.9%	0	0
With State Courthouse (no backfill in HOJ)	2,277	1,682	595	73.9%	0	95
With State Courthouse (full backfill in HOJ)	2,277	1,950	327	85.6%	207	473

Conditions with HOJ Space Backfilled

- The State Courthouse will eliminate a total of 472 parking spaces, resulting in a supply of 2,277 spaces.
- Court activities such as staff and jurors currently generate an estimated 268 parked vehicles which would be accommodated in the State-controlled parking areas.
- The 86,575 square feet of vacated space was assumed to be backfilled with activity that was assumed to generate 268 additional parked vehicles during the peak period.
- Parking demand during the peak in the County Center would remain at 1,950 parked vehicles assuming that the parking for the backfilled space would be accommodated in the County controlled spaces.



Sonoma County Center Parking & Traffic - Existing Conditions
County of Sonoma

Figure 2
State Courthouse Conditions with HOJ Vacancy

- The resulting overall parking demand would be at 85.6 percent occupancy, which is higher than the current 70.9 percent occupancy.
- All of the off-street parking areas in zones 1-5 would be at 95 to 100 percent occupancy which would not allow for functional parking turnover and flexibility.
- Assuming that all of the off-street parking areas in zones 1-5 were maintained at no more than 85 percent occupancy, there would be an overflow demand of 176 vehicles to serve in a new parking facility.
- The 176 vehicle overflow demand would require a minimum of 207 new parking spaces in order to achieve an 85 percent occupancy ratio.
- In order to return the County Center to the existing occupancy level (70.9 percent), 473 new parking spaces would need to be added.

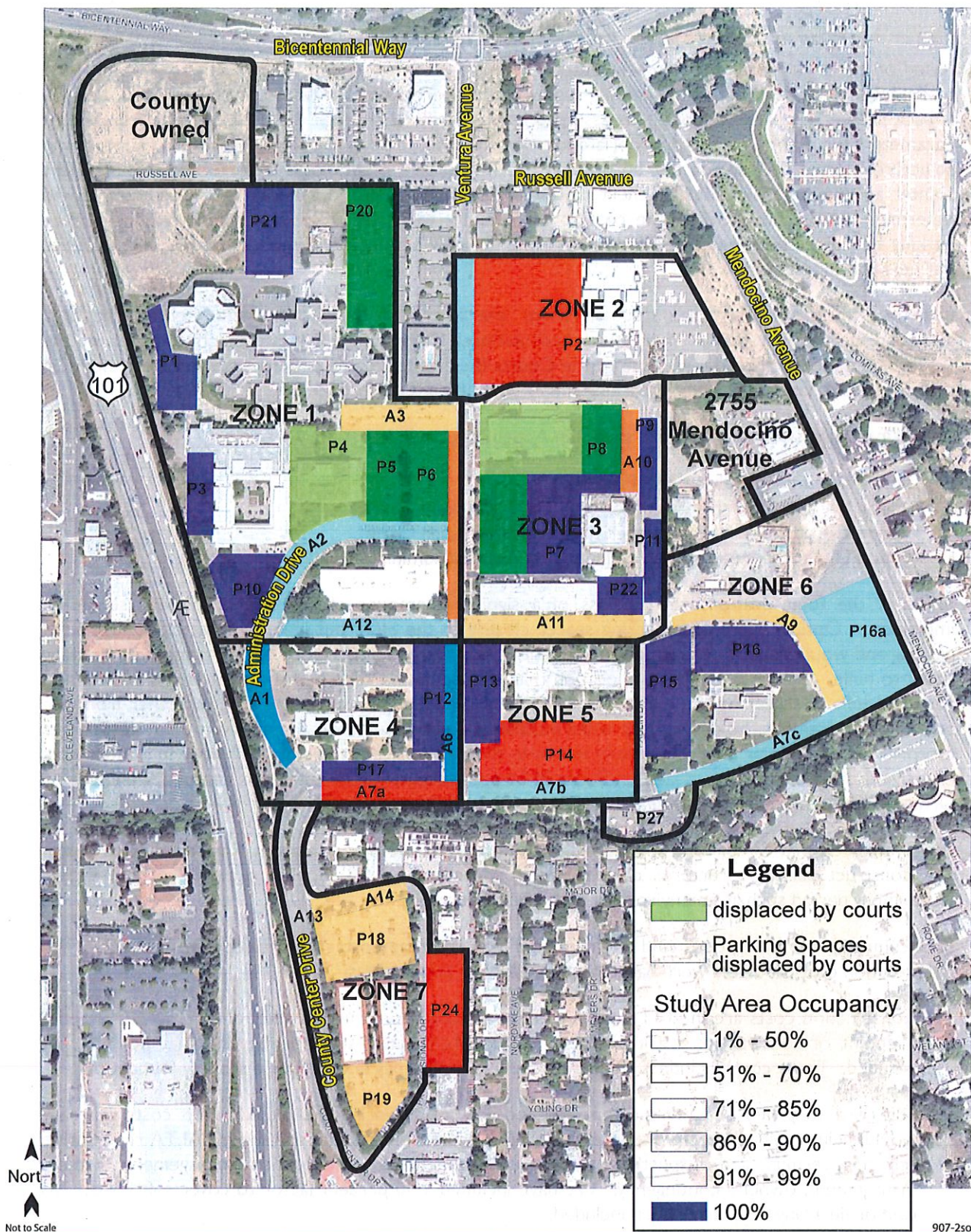
The results of this scenario are displayed in Figure 3 and summarized in Table 6, with additional details provided in Appendix B.

State Courthouse Parking Demand

Using the parking demand rates previously developed for the County Center, it is estimated that the new 173,500 square foot State Courthouse building would generate a maximum of approximately 538 parked vehicles. However, the parking demand rates were based on the current density conditions at the existing courthouse. Based on input from County staff, density conditions at the new courthouse are likely to be lower, therefore, parking demand rates were assumed to be about 20 to 30 percent lower. Under these assumptions, the State courthouse building would be expected to generate approximately 376 parked vehicles utilizing the 450 spaces provided, which equals 84 percent occupancy.

Conclusions and Recommendations

- Since "All Day" spaces have a higher than average occupancy (80 percent) while timed spaces have a much lower occupancy (49.5 percent) compared with the average, the County could consider reassigning some of the timed spaces to "All Day" usage.
- As long as the HOJ Courts are left unoccupied, current parking supply levels should be sufficient to serve the County Center parking needs.
- In preparation for HOJ Court space back-fill, an increase of approximately 473 parking spaces should be planned for either in the form of a surface lot or a new parking structure.



Sonoma County Center Parking & Traffic - Existing Conditions
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Figure 3
State Courthouse Conditions with HOJ Backfill

Parking Structures

Based on the parking demand numbers described in the previous section, an evaluation was completed to determine how to increase the parking supply by the approximately 470 to 550 stall deficit if the HOJ is back-filled. This parking supply was assumed to be increased through the use of structured parking. Parameters for determining an appropriate location for the additional parking supply were to locate the structures where they would not be problematic with future master plan ideas for the Government Center and where they provide benefit to the larger parking demand generators. In addition, it was determined to be beneficial to the cost to the County to locate structures where existing surface parking would not need to be displaced to provide the new parking stalls in order to keep the cost per net new parking space down.

Based on various master plan discussions for the future of the Government Center, the area surrounding the intersection of Ventura Avenue/Fiscal Drive would be the effective center of the Government Center. In addition, due to the Courts Building taking the parking supply nearest the HOJ, that site would have an insufficient parking supply when the HOJ is back-filled.

The four parking structure locations shown in Appendix C included:

- Option A – immediately south of the HOJ
- Option B – at the northwest corner of Fiscal Drive/Paulin Drive
- Option C – at the northeast corner of Fiscal Drive/Paulin Drive
- Option D – at the intersection of Mendocino Avenue/Administration Drive

None of the four locations require loss of a significant amount of the existing parking supply to implement. Option A provides parking spaces closest to the HOJ, but it is the least efficient site for parking and would require realignment of Administration Drive, so therefore costs the most per parking space to build. Option B maintains a location that is close to the center of the campus and provides an added benefit of screening the existing facilities plant. Options C and D are slightly further from the center of the campus; however, they were included because they have the ability to provide a larger footprint and the larger land area would minimize the height of the structure, resulting in a more cost effective design. The center of Option D would be approximately 0.25 mile from Ventura Avenue/Fiscal Drive, which is an acceptable walking distance.

It was assumed that the parking structure should not exceed 50 feet in height. The schedule to design and construct parking structures of this size is approximately 18 months exclusive of any special entitlement period such as an environmental impact report.

The summary of the options and their related construction costs are included in Table 7. The construction cost estimates were based on the following assumptions:

1. Construction costs are in 2011 dollars with an assumed construction start of Summer 2012 and a midpoint of construction of first quarter 2013. Additional escalation beyond that point is not included. These costs include a 10 percent design contingency and assume a shallow foundation.
2. Soft costs may vary depending on the methodology of delivering the project. Soft costs generally would include full architectural and engineering services, soils report, site survey, ALTA report, title reports, permits and inspections, testing, traffic studies, construction management, project management, owner's contingency. We have included a 30 percent factor to cover soft costs. No land or financing costs have been included.

3. Watry Design developed its database of unit costs from its extensive experience working on similar parking structures. Recognizing that Watry Design has no control over the cost of materials, equipment, labor, or an individual contractor's method of determining prices, they cannot offer guarantees that the actual construction costs will not vary from this statement of opinion.

Table 7
Summary of Parking Structure Options

Option	Description	Stall Count	Area	SF/Stall	Construction Cost		Soft Costs	Project Cost	
					Per Stall	Total		Per Stall	Total
A	2 bay, 5 level	436	158,100	363	\$20,355	\$8,874,920	30%	\$26,462	\$11,537,396
B	2 bay, 5 level	543	194,600	358	\$18,231	\$9,899,565	30%	\$23,701	\$12,869,435
C	3 bay, 3 level	494	173,100	350	\$16,632	\$8,216,033	30%	\$21,621	\$10,680,843
D	3 bay, 3 level	495	173,100	350	\$16,598	\$8,216,033	30%	\$21,577	\$10,680,843

Source: Watry Design, Inc.

Study Participants and References

Study Participants

W-Trans

Principal in Charge:	Steve Weinberger, PE, PTOE
Transportation Planner:	Chris Helmer
Technician/Graphics:	Deborah J. Mizell
Editing/Formatting:	Angela McCoy
Report Review:	Dalene J. Whitlock, PE, PTOE

Watry Design, Inc.

Principal: Michelle Wendler, AIA

References

County Administration Center Parking and Traffic Assessment, Whitlock & Weinberger Transportation, Inc., 2003

SOX907



Appendix A

Existing Parking Surveys

	On-Street		5 min. Time		15 min. Time		15 min. Time		45 min. Time		45 min. Time		1 Hour Time		1 Hour Time		Garage		Restricted		Park		30 min. / 15 min.		Supply		Motorcycle		Bike		TOTAL				
	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Occupancy Rate		
ZONE 1																																			
On-Street Lots		P1																2		50	55							4	8			105	84	81.0%	
		P2																		23	20			2		1	1					31	21	67.7%	
		P4																0		0				0		0		0	0			0	0	0.0%	
		P5																		49	34											49	34	69.4%	
		P6	62	64														5	1	24	5							2				85	74	78.8%	
		P10					9	9																1	1			5	1			31	25	64.5%	
		P20																5	4	128	120									1		143	125	87.4%	
		P21																1	55	79												89	79	78.9%	
On-Street Parking		A2				6							27	12				2	3	1	1											35	18	45.7%	
		A3																						14								14	12	85.7%	
		A5	19	19										1	11	8					1				2	1							31	28	90.3%
		A12												13	2																		69	24	34.6%
Total - Zone 1			82	82	2	5								18	27	60	34			19	10	430	319			3		2				700	497	71.0%	
ZONE 2																																			
On-Street Lots		P7	279	222									1	2	19	5				12	2	125	67					2		4		442	328	74.2%	
On-Street Parking		A4	26	14																													38	19	50.0%
Total - Zone 2			305	236										1	2	31	13			12	2	125	67					2		4		480	347	72.4%	
Zone 3																																			
On-Street Lots		P8																															198	184	93.0%
		P9	38	35																													72	63	87.5%
		P11	28	26																1		1	1					3				31	27	78.4%	
		P22	23	25																													25	25	100.0%
On-Street Parking		A10																															39	13	33.3%
		A15	47	45																5	1	1	1					1		5	6	65	55	84.6%	
Total - Zone 3			156	145																8	7	3	2	259	187			4		5	8	422	346	78.1%	
Zone 4																																			
On-Street Lots		P12	17	15																1		66	39									84	54	64.4%	
		P17	43	36																3												48	38	79.2%	
On-Street Parking		A1	17	14																													32	19	59.4%
		A5	11	8																													11	8	72.7%
		A16	21	20																													32	30	93.8%
Total - Zone 4			110	91																													178	135	76.7%
Zone 5																																			
On-Street Lots		P13	20	19																													53	45	84.9%
		P14	158	141																													188	161	85.1%
On-Street Parking		A7b	27	11																													27	11	40.7%
Total - Zone 5			205	171																													266	229	78.7%
Zone 6																																			
On-Street Lots		P15	17	5																													22	25	113.6%
		P16	79	75																													102	81	78.4%
		P16a	47	4																													47	4	8.5%
		P27																															30	0	0.0%
On-Street Parking		A7c	40	4																													40	4	10.0%
		A8																															17	4	23.5%
		A8	42	32																													61	32	78.7%
Total - Zone 6			253	172																													317	156	48.9%
Zone 7																																			
On-Street Lots		P18	100	100																													130	100	76.9%
		P19	50	57																													77	62	80.5%
		P24	44	40																													69	54	78.5%
On-Street Parking		A13																															0	0	0.0%
		A14	76	64																													76	64	84.2%
Total - Zone 7			290	261																													246	225	91.5%
Total - Zones 1-7			1372	1107	2	0	5	0	23	11	5	1	79	34	87	52	73	48	69	36	701	488	286	187	17	2	21	15	7	3	1	2749	1955	70.9%	

Appendix B

Parking Demand Estimates

Peak Parking Details - With HOJ Vacancy							
Zone	Area	Existing Conditions			With State Courts		
		Supply	Parked	Occupancy %	Supply	Parked	Occupancy %
Zone 1							
Off-Street	P1	105	64	61.0%	105	89	84.8%
	P3	31	21	67.7%	31	26	83.9%
	P4	0	0	0.0%	0	0	0.0%
	P5	49	34	69.4%	0	0	0.0%
	P6	93	74	79.6%	0	0	0.0%
	P10	31	20	64.5%	31	26	83.9%
	P20	143	125	87.4%	0	0	0.0%
P21	99	79	79.8%	99	84	84.8%	
On-Street	A2	35	16	45.7%	35	16	45.7%
	A3	14	12	85.7%	14	12	85.7%
	A5	31	28	90.3%	31	28	90.3%
	A12	69	24	34.8%	69	24	34.8%
Total Zone 1		700	497	71.0%	415	305	73.5%
Zone 2							
Off-Street	P2	442	308	69.7%	442	301	68.1%
On-Street	A4	38	19	50.0%	38	19	50.0%
Total Zone 2		480	327	68.1%	480	320	66.7%
Zone 3							
Off-Street	P7	196	124	63.3%	81	77	95.1%
	P8	72	63	87.5%	0	0	0.0%
	P9	39	35	89.7%	39	35	89.7%
	P11	34	27	79.4%	34	28	82.4%
	P22	26	25	96.2%	26	25	96.2%
On-Street	A10	20	15	75.0%	20	18	90.0%
	A11	65	55	84.6%	65	55	84.6%
Total Zone 3		452	344	76.1%	265	238	89.8%
Zone 4							
Off-Streets	P12	64	54	84.4%	64	54	84.4%
	P17	46	36	78.3%	46	39	84.8%
On-Street	A1	33	19	57.6%	33	19	57.6%
	A6	11	6	54.5%	11	6	54.5%
	A7a	22	20	90.9%	22	20	90.9%
Total Zone 4		176	135	76.7%	176	138	78.4%
Zone 5							
Off-Streets	P13	53	45	84.9%	53	45	84.9%
	P14	186	152	81.7%	186	155	83.3%
On-Street	A7b	27	11	40.7%	27	11	40.7%
Total Zone 5		266	208	78.2%	266	211	79.3%
Zone 6							
Off-Streets	P15	63	29	46.0%	63	43	68.3%
	P16	102	81	79.4%	102	81	79.4%
	P16a	47	4	8.5%	47	4	8.5%
	P27	20	0	0.0%	20	17	85.0%
On-Street	A7c	40	4	10.0%	40	4	10.0%
	A8	17	4	23.5%	17	4	23.5%
	A9	42	32	76.2%	42	32	76.2%
Total Zone 6		331	154	46.5%	331	185	55.9%
Zone 7							
Off-Streets	P18	130	105	80.8%	130	105	80.8%
	P19	77	62	80.5%	77	62	80.5%
	P24	59	54	91.5%	59	54	91.5%
On-Street	A13	0	0	0.0%	0	0	0.0%
	A14	78	64	82.1%	78	64	82.1%
Total Zone 7		344	285	82.8%	344	285	82.8%
Total Zones 1-7		2,749	1,950	70.9%	2,277	1,682	73.9%
State Court Building							
spaces removed due to construction					22		
spaces in State					450		
existing demand in HOJ						268	
					2,749	1,950	
expanded demand with larger building						108	
State Court Occupancy					450	376	83.6%
Notes: Colored text = changes from Existing Conditions (Green = Increase, Red = Decrease)							

Notes: Colored text = changes from Existing Conditions (Green = Increase, Red = Decrease)

Peak Parking Details - With HOJ Backfill							
Zone	Area	Existing Conditions			With State Courts		
		Supply	Parked	Occupancy %	Supply	Parked	Occupancy %
Zone 1							
Off-Street	P1	105	64	61.0%	105	105	100.0%
	P3	31	21	67.7%	31	31	100.0%
	P4	0	0	0.0%	0	0	0.0%
	P5	49	34	69.4%	0	0	0.0%
	P6	93	74	79.6%	0	0	0.0%
	P10	31	20	64.5%	31	31	100.0%
	P20	143	125	87.4%	0	0	0.0%
	P21	99	79	79.8%	99	99	100.0%
On-Street	A2	35	16	45.7%	35	16	45.7%
	A3	14	12	85.7%	14	12	85.7%
	A5	31	28	90.3%	31	28	90.3%
	A12	69	24	34.8%	69	24	34.8%
Total Zone 1		700	497	71.0%	415	346	83.4%
Zone 2							
Off-Street	P2	442	308	69.7%	442	422	95.5%
On-Street	A4	38	19	50.0%	38	19	50.0%
Total Zone 2		480	327	68.1%	480	441	91.9%
Zone 3							
Off-Street	P7	196	124	63.3%	81	81	100.0%
	P8	72	63	87.5%	0	0	0.0%
	P9	39	35	89.7%	39	39	100.0%
	P11	34	27	79.4%	34	34	100.0%
	P22	26	25	96.2%	26	26	100.0%
On-Street	A10	20	15	75.0%	20	15	75.0%
	A11	65	55	84.6%	65	55	84.6%
Total Zone 3		452	344	76.1%	265	250	94.3%
Zone 4							
Off-Streets	P12	64	54	84.4%	64	64	100.0%
	P17	46	36	78.3%	46	46	100.0%
On-Street	A1	33	19	57.6%	33	19	57.6%
	A6	11	6	54.5%	11	6	54.5%
	A7a	22	20	90.9%	22	20	90.9%
Total Zone 4		176	135	76.7%	176	155	88.1%
Zone 5							
Off-Streets	P13	53	45	84.9%	53	53	100.0%
	P14	186	152	81.7%	186	177	95.2%
On-Street	A7b	27	11	40.7%	27	11	40.7%
Total Zone 5		266	208	78.2%	266	241	90.6%
Zone 6							
Off-Streets	P15	63	29	46.0%	63	63	100.0%
	P16	102	81	79.4%	102	102	100.0%
	P16a	47	4	8.5%	47	7	14.9%
	P27	20	0	0.0%	20	20	100.0%
On-Street	A7c	40	4	10.0%	40	4	10.0%
	A8	17	4	23.5%	17	4	23.5%
	A9	42	32	76.2%	42	32	76.2%
Total Zone 6		331	154	46.5%	331	232	70.1%
Zone 7							
Off-Streets	P18	130	105	80.8%	130	105	80.8%
	P19	77	62	80.5%	77	62	80.5%
	P24	59	54	91.5%	59	54	91.5%
On-Street	A13	0	0	0.0%	0	0	0.0%
	A14	78	64	82.1%	78	64	82.1%
Total Zone 7		344	285	82.8%	344	285	82.8%
Total Zones 1-7		2,749	1,950	70.9%	2,277	1,950	85.6%
State Court Building							
spaces removed due to construction					22		
spaces in State					450		
					2,749	1,950	
existing demand in HOJ						268	
expanded demand with larger building						108	
State Court Occupancy					450	376	83.6%
Notes: Colored text = changes from Existing Conditions (Green = Increase, Red = Decrease)							

Notes: Colored text = changes from Existing Conditions (Green = Increase, Red = Decrease)

Appendix C

Parking Structure Options

OVERALL SITE PLAN
 SONOMA COUNTY
 PARKING STUDY
 SONOMA, CALIFORNIA

REVISIONS		
NO.	DATE	DESCRIPTION

DATE	10/10/00
BY	W.D.
CHECKED BY	W.D.
SCALE	AS SHOWN

A1.1

