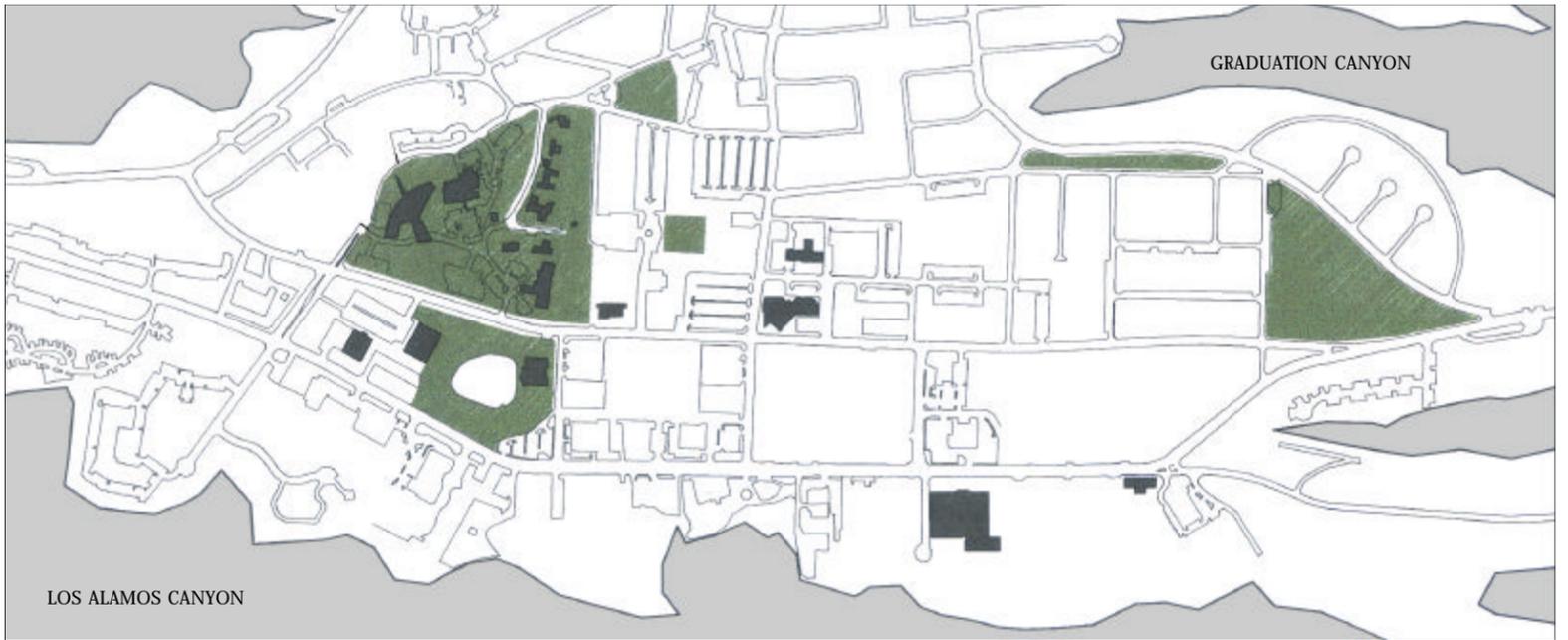


a.



b.



c.



d.

E. APPENDIX

3. COMPARATIVE ANALYSIS

a. STREET GRID & PARK SPACE

IN CONTRAST TO THE EXISTING “SUPERBLOCK” PATTERN OF LOS ALAMOS’ ROAD NETWORK, the master plan proposes a street grid with an average block size of 250’ x 250’, as illustrated opposite by the first two diagrams. The creation of this street grid has two significant effects. First, traffic flow and safety is improved. The current feeder and thorough-fare road network concentrates traffic onto a few streets, notably Central Avenue and Trinity Drive. The proposed street grid increases the number of options drivers have to reach varying points in downtown, and therefore reduces congestion by distributing traffic more evenly. This grid also reduces the number of curb cuts and uncontrolled cross-traffic on the major east-west roads. Currently, there are only six street intersections and three traffic lights on Trinity Drive between Oppenheimer Road and East Road, but over 40 curb cuts. The proposed street grid halves this number, since most properties facing Trinity Drive will be accessed from the new north-south streets.

The majority of cross-traffic will occur at street intersections, which will be controlled with coordinated lights. This will reduce the risk of accidents and regulate the traffic into an even flow, rather than the current sporadic pattern caused by random intersections and driveways. Improving traffic flow will also help increase pedestrian safety by creating crosswalks at street intersections. Additionally, as outlined by the street sections and lined with buildings as described in the development code, sidewalks will be designed for pedestrians. The new street grid will create a dedicated pedestrian realm currently missing from the expansive parking lots and large blocks of Downtown Los Alamos, enhancing the walking experience.

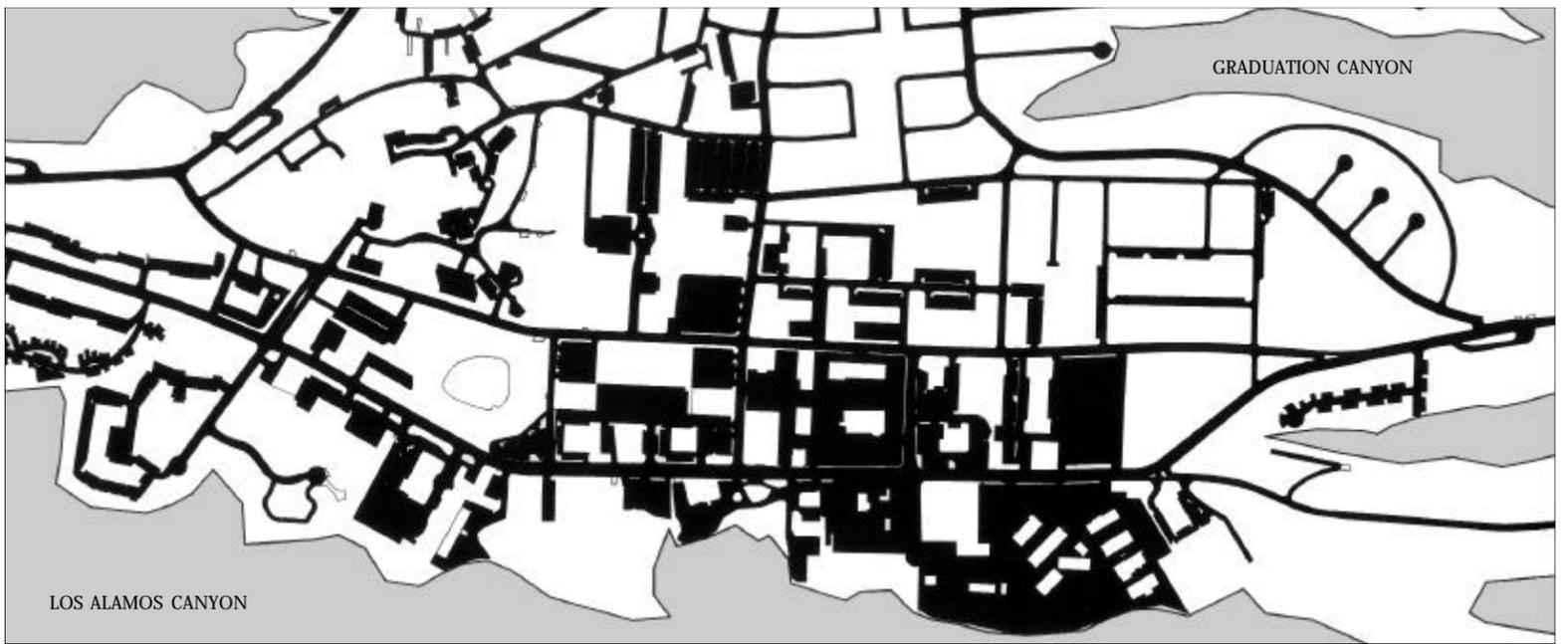
The second pair of diagrams compares the existing and proposed greenspace network. Pedestrian-orientated, tree-lined streets provide the connective links between existing and new parks. The new street grid will thus leverage the expansion of existing parks and the creation of new ones. The realignment of 20th Street will increase the size of the park at Ashley Pond and the Historic / Cultural Park surrounding Fuller Lodge and the Library will be rehabilitated by reconfiguring the roads and parking lots within it. New squares will be created in the East End area, and most significantly, the drive along Los Alamos Canyon creates a public recreational parkway.

a. EXISTING STREET GRID

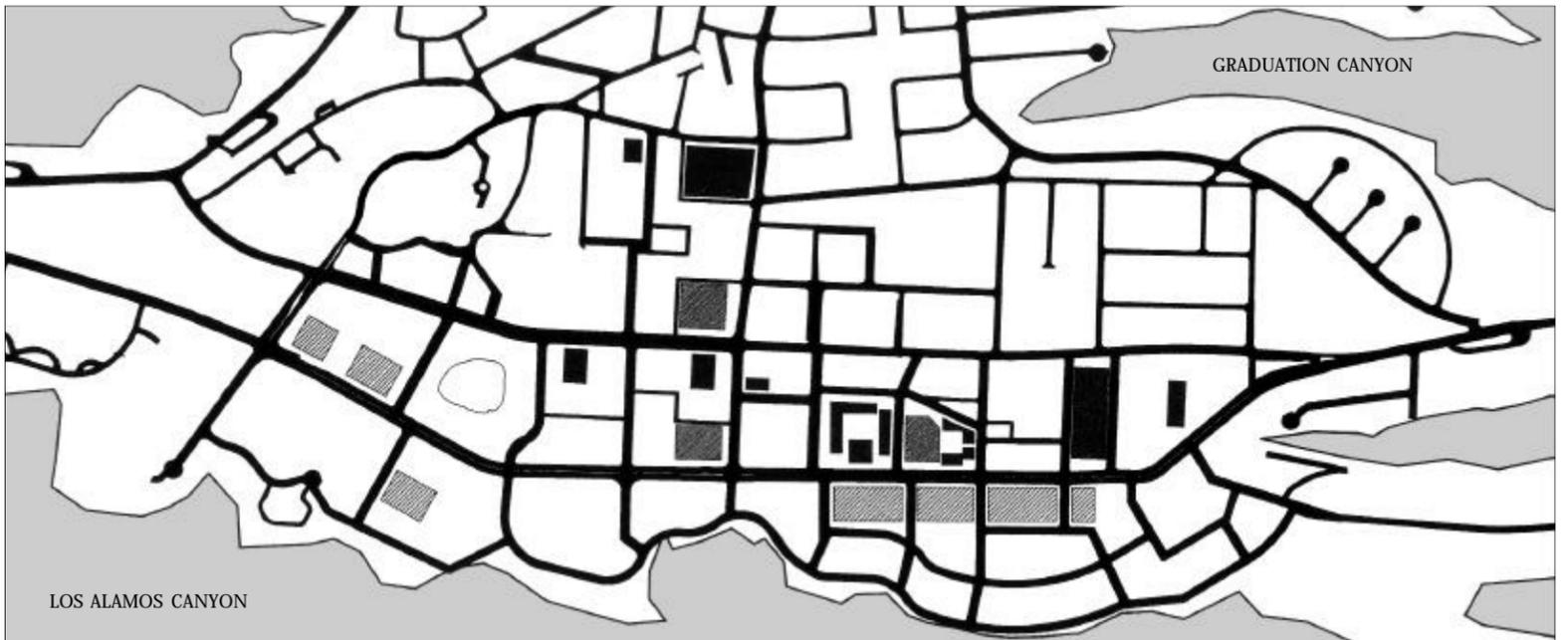
b. PROPOSED STREET GRID

c. EXISTING PARKS AND CIVIC BUILDINGS

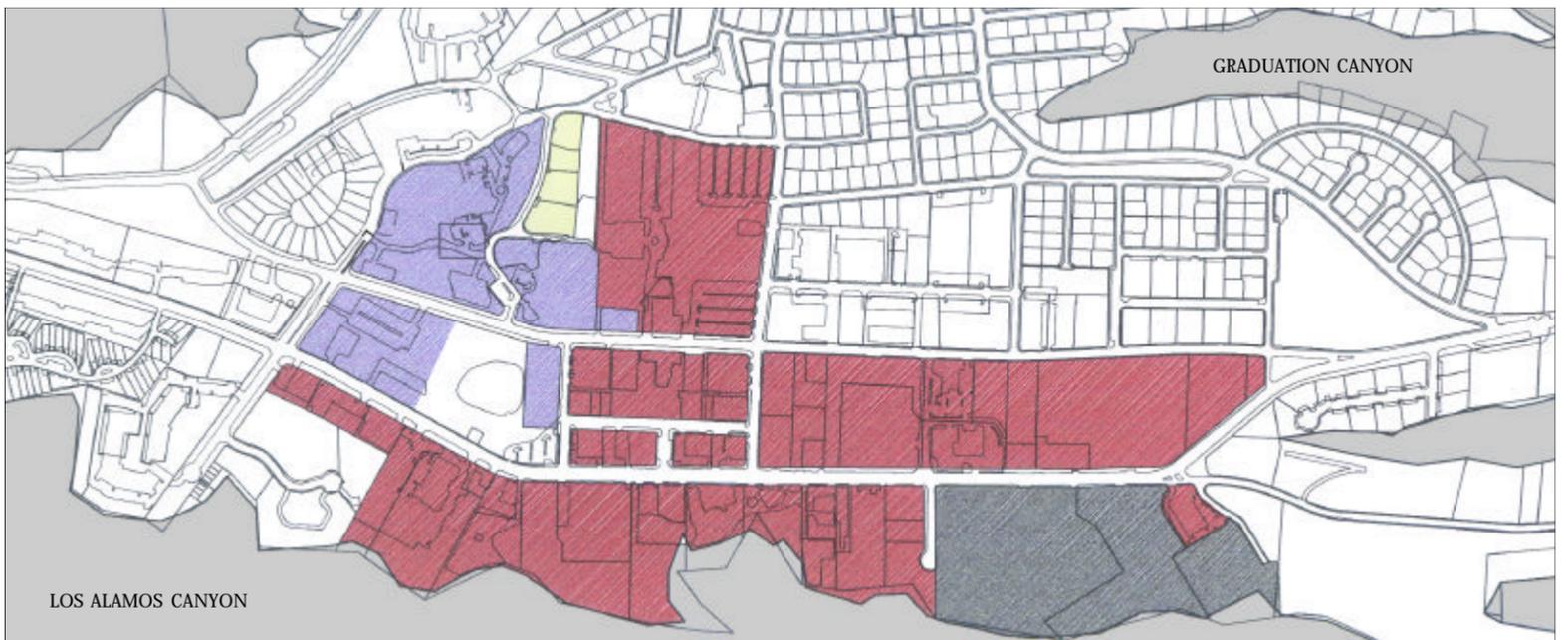
d. PROPOSED PARKS AND CIVIC BUILDINGS



a.



b.



c.



d.

E. APPENDIX

3. COMPARATIVE ANALYSIS

b. PARKING & LAND USE

A CRITICAL COMPONENT OF THE MASTER PLAN IS THE REDISTRIBUTION OF PARKING WITHIN Downtown Los Alamos. Currently the downtown can accommodate around 4000 cars in an extensive network of surface parking lots. Although the diagrams of existing parking and aerial photographs reveal a downtown almost entirely covered by asphalt and concrete, many people perceive a lack of parking in the town center. This in fact is the case. Under the multi-park strategy demanded by suburban zoning and in effect in Los Alamos, every 1000 square feet of building requires 5 parking spaces. With this equation, Downtown Los Alamos has enough parking for 800,000 square feet of development, short of its current constructed supply of 1.5 million square feet. The proposed master plan redistributes this parking into a Park Once strategy. By concentrating development and relying on walking as a mode of transportation, the park-once model requires only 2.7 cars per 1000 square feet. Parking is achieved by on-street parking and through a series of municipal parking garages. The proposed street grid accommodates 1300 cars with on-street parking, and another 1800 in Park Once garages and surface lots. Buildings within the office campus, civic center and resort area will provide their own parking garages, accommodating another 900 cars. The total parking available will remain at 4000 cars, but under the park-once formula, this can service 1.5 million square feet of commercial and civic structures. Distributing cars into the garages necessary for the Park Once strategy frees land previously occupied by parking lots for other development. Since market pressures and the development code require housing to provide for its own parking, the Park Once strategy applied to Downtown Los Alamos enables housing to be introduced into the town center in addition to reducing the area occupied by parking lots.

Thus much like the proposed street grid leverages the creation of new parkland, the adoption of a Park Once strategy enables a mixed-use town center. The final two diagrams compare existing and proposed land uses in Downtown Los Alamos.

a. EXISTING STREETS AND PARKING LOTS

b. PROPOSED STREETS AND PARKING GARAGES AND LOTS

c. EXISTING LAND USE DIAGRAM

d. PROPOSED LAND USE DIAGRAM

