

## Los Altos Stall Size Subcommittee – Stall Size and Restriping Recommendations DRAFT 06/30/15

### City of Los Altos Citywide Parking Committee Memorandum

To: City Council and Planning Transportation Commission

From: Citywide Parking Committee

Subject: Parking Lot Layout and Restriping Recommendations

#### Background

Currently Los Altos minimum parking dimensions (9 feet by 18 feet) are greater than those required by nearby cities. As a result, a number of inefficiencies exist with the current parking configurations throughout the downtown and city as a whole for commercial, retail, and multi-family residential uses. Establishing a new parking stall configuration will increase those efficiencies and significantly increase the potential yield of the total parking spaces available when existing parking lots are restriped.

#### Discussion

Currently Los Altos has an official policy of a minimum parking stall configuration of 9' by 18'. However, due to the age of many parking lots throughout the city, many existing parking stalls do not meet the required 9' by 18' stall size. For example, in the Downtown Business Triangle there are parking stall dimensions as small as 7' by 15' and as large as 9 ½' by 18'. Historically, the smallest sizes seem to be associated with the Downtown White Dot Program or when communities embraced the concept of compact parking. While a number of cities have varying parking stall sizes (see the attached document), the lion's share of nearby communities have embraced an 8 ½' by 18' foot stall dimension. Since the vast majority of downtown public parking stalls in Los Altos rely on either 9 or 9 ½ foot wide stall configurations, it is assumed that establishing a new stall configuration of 8 ½' by 18' will increase the total parking stall yield in the downtown, thereby increasing parking capacity within our existing parking lots. This increase yield would allow the city additional time to develop a comprehensive parking expansion program for the downtown and increase parking efficiencies throughout the city as well. These efficiencies could increase the available square footage to be developed in new projects or remodeled and expanded projects throughout the city--resulting in increased tax revenue for the city. Also, of course, this will relieve the current crunch on parking supply in the Downtown Business Triangle. It is therefore recommended that the City embrace a parking lot restriping program to increase these efficiencies.

As an example of those increased efficiencies, a preliminary study was conducted regarding plaza 8 downtown. The original parking layout, when the parking lots were built, yielded 124 parking spaces. Using the new proposed 8 ½' by 18' parking stall configuration increases the parking supply to 160 parking stalls (see attached). Due to changes over the years, the total parking spaces counted in the Fehr and Peers report places capacity at 131. The difference in parking stall count is primarily due to existing parking stall dimensions that do not meet current city policy of 9 by 18. Based upon the Fehr & Peers Report, the preliminary parking layout study increases the available parking for Plaza 8 by 29 stalls. Per the CDM Smith 2013 Report, it makes good economic sense to consider restriping Plazas 1,2, 3, 7,8, 9 &10, as part of an overall maintenance program. The total spaces gained from this restriping



appears to be somewhere between 200 and 215. While this percentage increase might not apply to all parking lots, this study clearly demonstrates the benefits of implementing a restriping program as part of an ongoing maintenance of the existing parking lots while increasing the parking supply downtown and throughout the City.

Previous City reports and discussion regarding parking lot restriping assume parking lot restriping would require significant additional capital improvements--including replacement of all asphalt and base rock, undergrounding of existing utilities, installation of new irrigation systems for trees, additional landscape improvements, storm drainage/retention improvements, etc. Our subcommittee believes that these extensive capital improvements are not required as part of a restriping program. They should be considered separately on their own merits. These capital improvements potentially render a restriping program economically unfeasible.

If the restriping program is implemented as a maintenance program where minimum site improvements are undertaken (e.g., replacing or removing trees where necessary) and the existing parking lots are merely slurry coated as part of a maintenance program to provide immediate benefit by increasing parking supply, then this approach would "buy time" for the City to develop a comprehensive strategy for long term use and potential development of the City owned Plazas.

This slurry coat/maintenance program would also minimize unnecessary expenses for capital improvements that may have to be demolished in the future if those Plaza lots are redeveloped.

Some concerns have been raised about potential loss of existing trees in the Plaza lots when they're reconfigured. One possible strategy would be leave some of the current trees in place to provide some shade, while new trees are taking root and developing a new canopy. Moreover, while many of the existing trees have already reached their full life expectancy and are in decline, any policy should include a strategy for tree replacement, removal where necessary, and the development of future trees, as part of a possible in lieu tree replacement fee comprehensive parking supply program.

#### Recommendation(s)

#1:

Adopt a new policy using 8 ½ feet wide by 18 feet long parking bays with a double striping configuration where the double striping is 16 feet long even though the actual parking bay is 18 feet long, and a 24 foot drive aisle for 90 degree perpendicular parking. This reduced length in striping encourages drivers to park deeper into the stall and against the concrete tire stops thereby increasing the perceived width of the drive aisle. Additionally, the double wide parking stripes, that are 1 foot in width, encourage drivers to center their cars in individual parking spaces thereby providing more useable space between individual cars. (See attached diagrams)

#2:

A restriping program should be established by the City and private land owners as part of a maintenance program rather than capital improvement program. Slurry coating is a required ongoing maintenance item for parking lots. Restriping can create an economical and expedient way to increase parking supply for the existing Plazas, as well as various existing developments throughout the city. This approach eliminates the need to meet new state mandates regarding storm water retention and other city

policies regarding undergrounding of existing utilities, landscaping, etc. Those improvements should be done as capital improvements separate from a restriping maintenance program.

#3:

When lot restriping and reconfigurations are proposed where existing landscape tree planters are affected, a tree and landscape replacement plan should be provided either through direct replacement or payment into a replacement fund.

#4:

A restriping program may be used as part of a parking in lieu fee program to increase parking supply.

#5:

A restriping program may also encourage new development on existing downtown parcels.

#6:

In parallel with establishing a parking restriping/maintenance program, the City should also establish long term goals regarding the increasing of available parking supply. The development of these new parking strategies for increased parking supply would benefit from a simultaneous implementation of our parking maintenance and restriping program.

**Presentation**

See attached documents for new proposed parking layouts. In addition, see attached example of increased parking efficiency using downtown Lot 8 as an example.

## Parking Stall Dimensions of Bay Area Cities

### Belmont

City Code Section	Width	Depth	Drive Aisle
8.3.1:			
Standard	8'6"	18'	
City Code Section 8.6.1:			26'

### Burlingame

City Code Section	Width	Depth	Drive Aisle
25.70.020:			
Standard	8'6"	18'	
Compact	8'	17'	
City Code Section 25.70.025:			24'

### Los Gatos

City Code Section	Width	Depth	Drive Aisle
29.10.155:			
	8'6"	18'	25'

### Menlo Park

Adopted ULI Parking Guidelines:	Width	Depth	Drive Aisle
	8'6"	16'6"	23'

### Mountain View

City Code Section	Width	Depth	Drive Aisle
A36.37.090:			
	7'6"	16'	20'
	8'6"	18'	24'
	9'	18'	24'
	9'6"	18'	24'

## Parking Stall Dimensions of Bay Area Cities

### Palo Alto

City Code Section	Width	Depth	Drive Aisle
18.54.070:			
	8'6"	17'6"	24'
	9'	17'6"	24'
	9'6"	17'6"	23'

### Redwood City

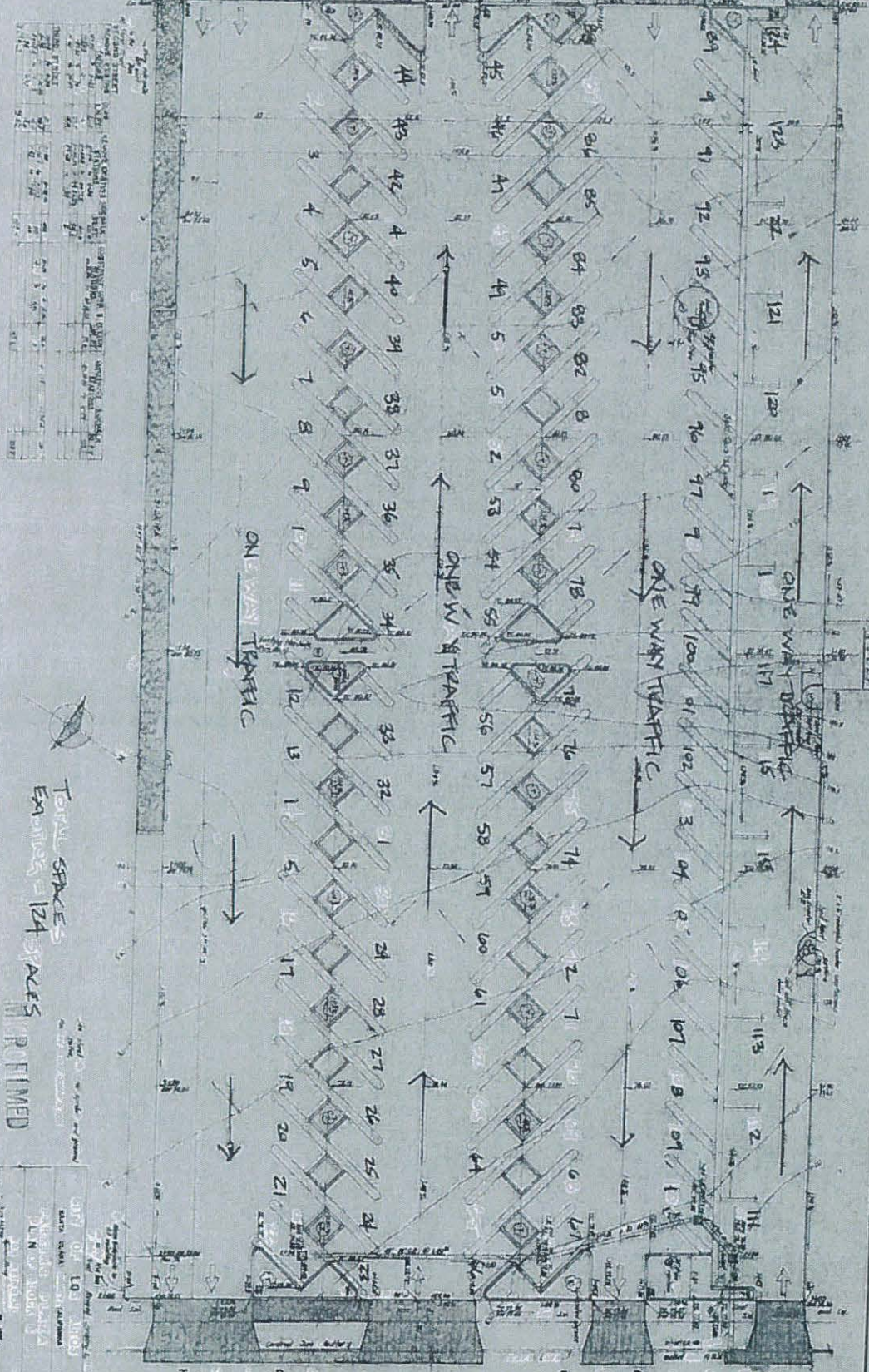
City Code Section	Width	Depth	Drive Aisle
30.7:			
	7'6"	16'	20'
	8'6"	18'	24'
	9'	18'	24'
	9'6"	18'	24'

### San Carlos

City Code Section	Width	Depth	Drive Aisle
18.20.100f:			
	8'6"	18'	24'



S E C O N D S T R E E T



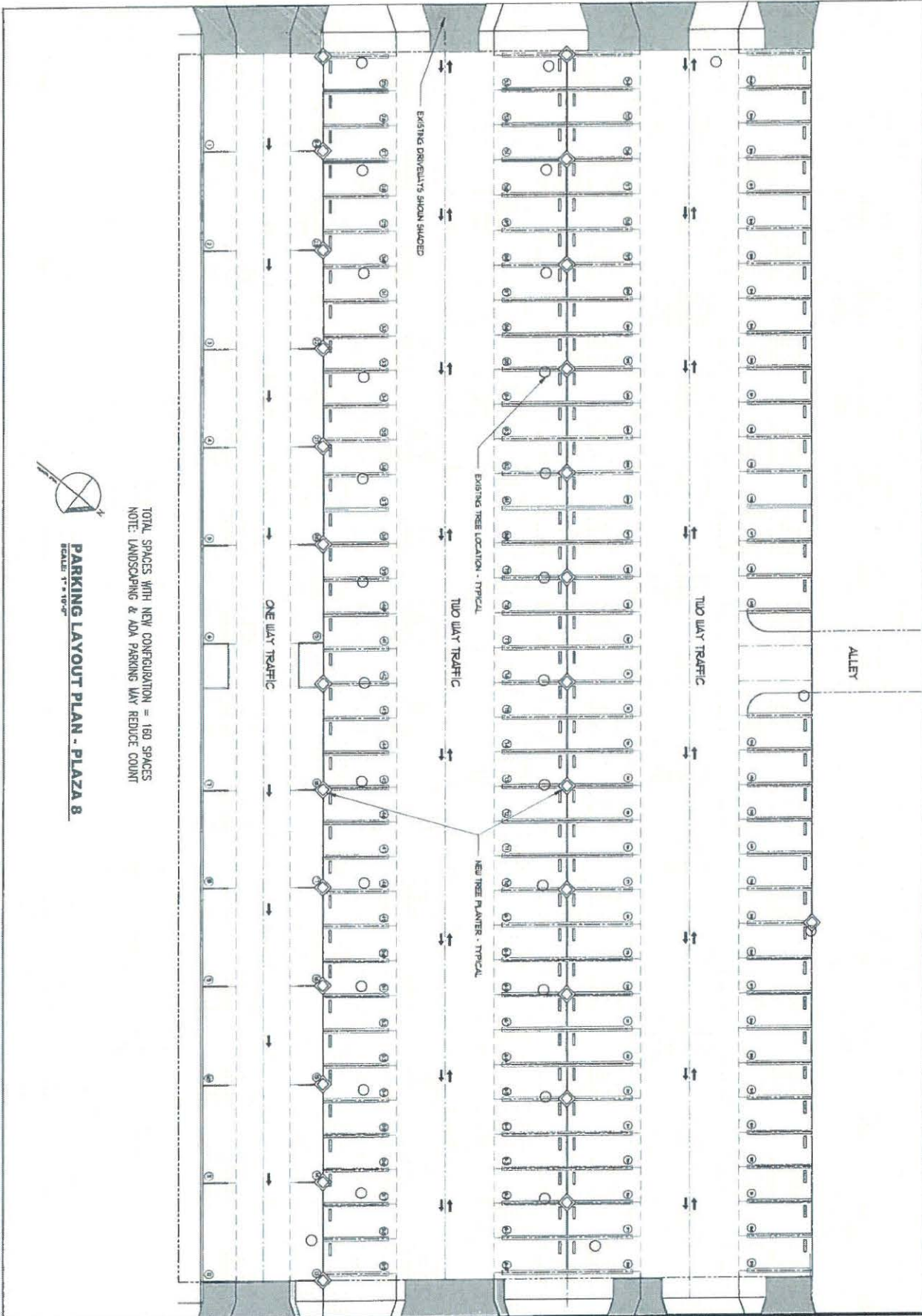
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TOTAL SPACES  
 EXISTING = 124  
 IMPROVED  
 SPACES

DATE: OCT 10 1905  
 DRAWN BY: L. O. ...  
 CHECKED BY: ...  
 APPROVED BY: ...  
 ENGINEER: ...

18705





TOTAL SPACES WITH NEW CONFIGURATION = 180 SPACES  
 NOTE: LANDSCAPING & ADA PARKING MAY REDUCE COUNT



**PARKING LAYOUT PLAN - PLAZA 8**  
 SCALE: 1" = 10'-0"

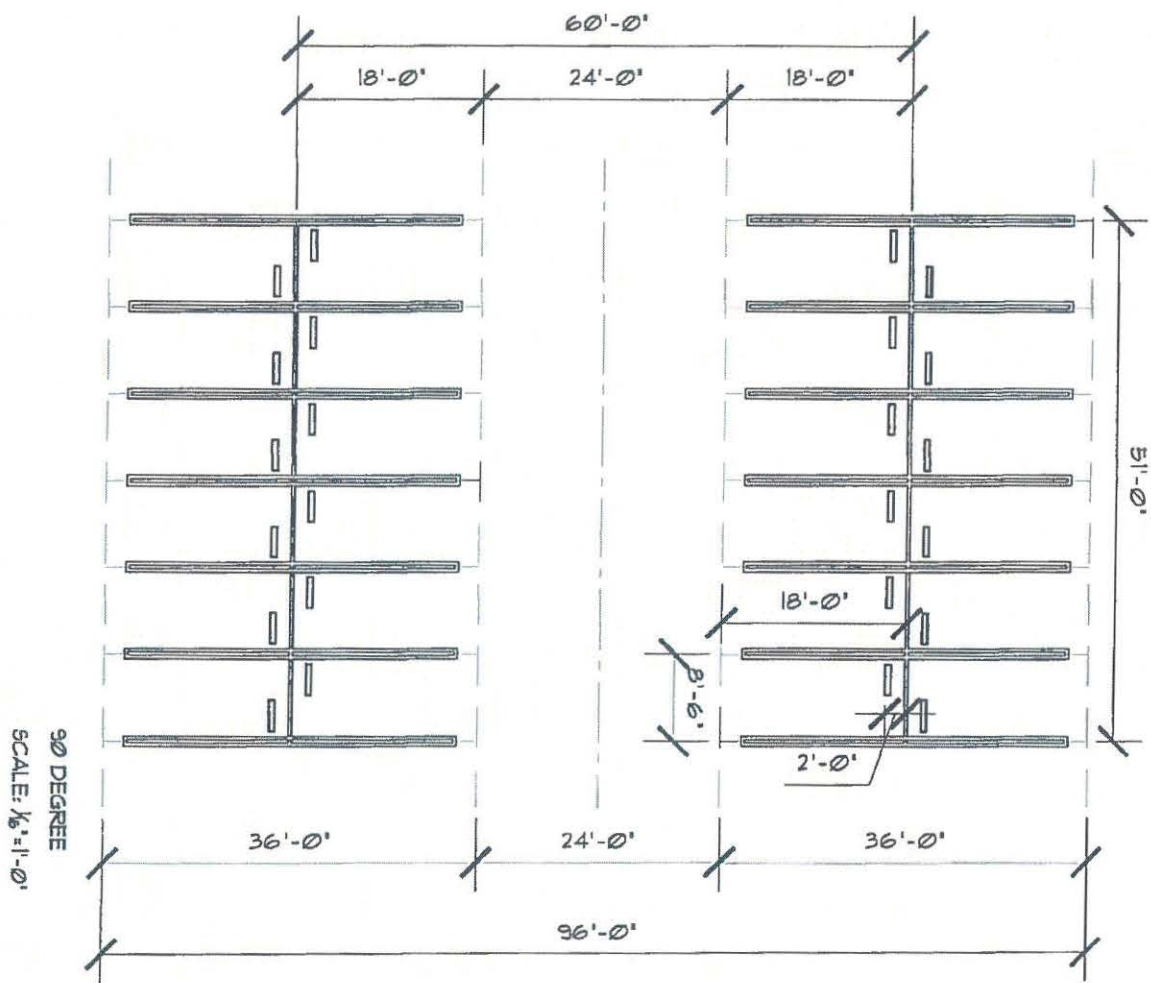
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NO.	1
REVISIONS	

**LOS ALTOS PARKING PLAZA 8**  
 LOS ALTOS, CALIFORNIA

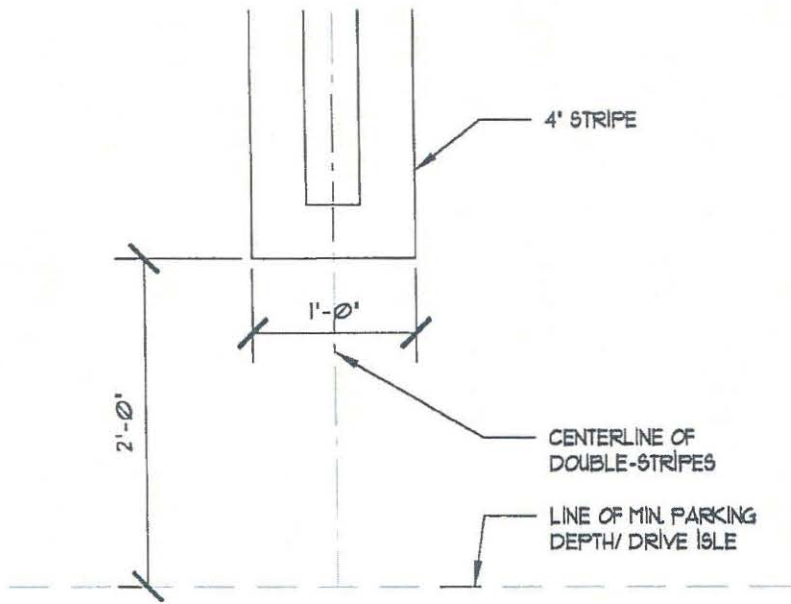
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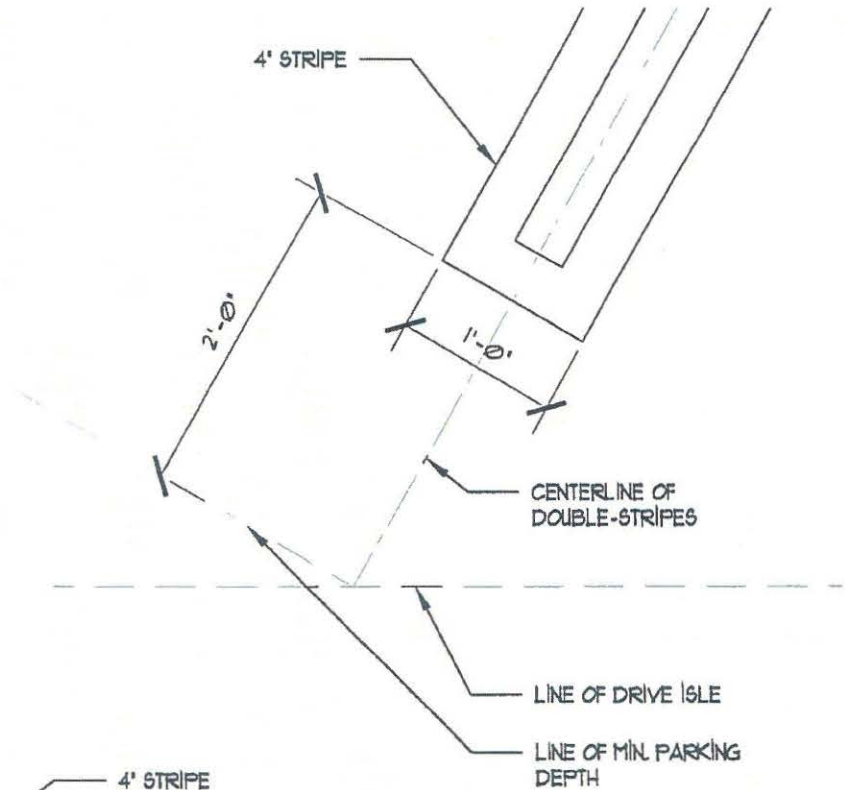
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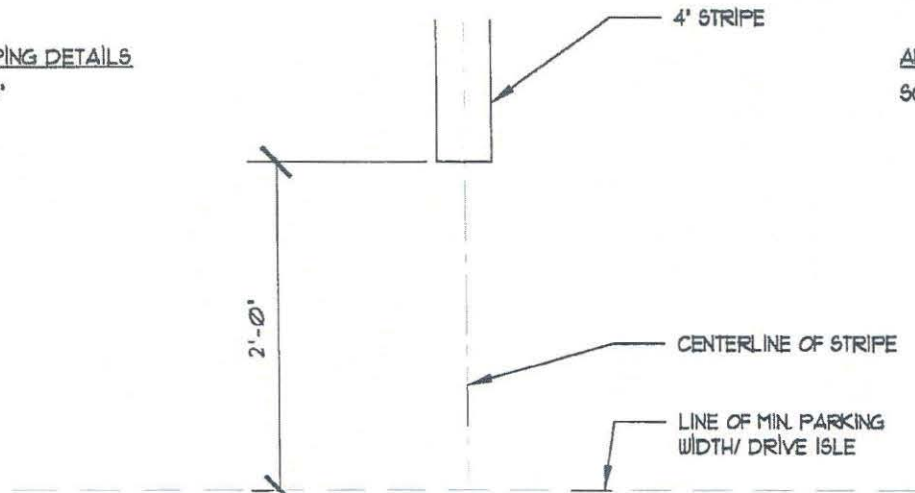




SQUARE STRIPING DETAILS  
SCALE: 1"=1'-0"

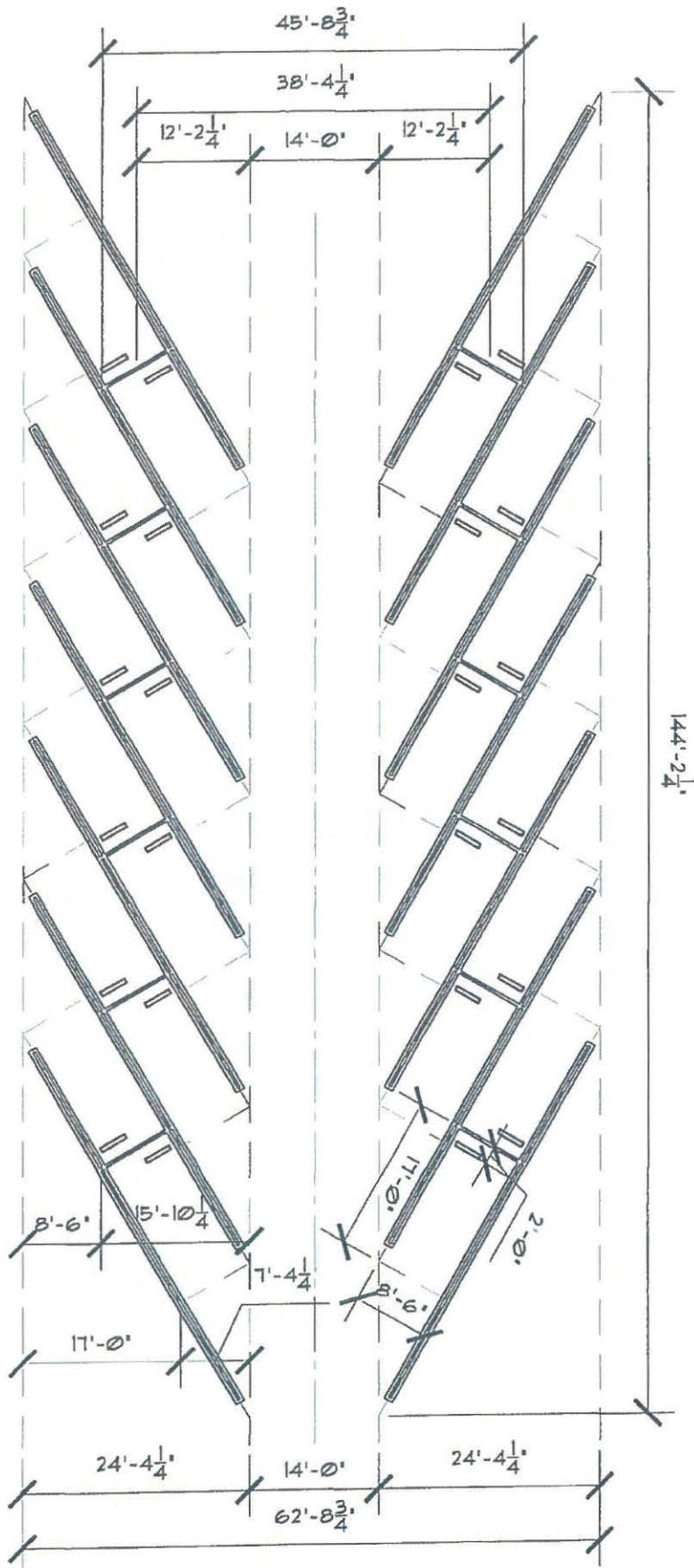


ANGLED STRIPING DETAILS  
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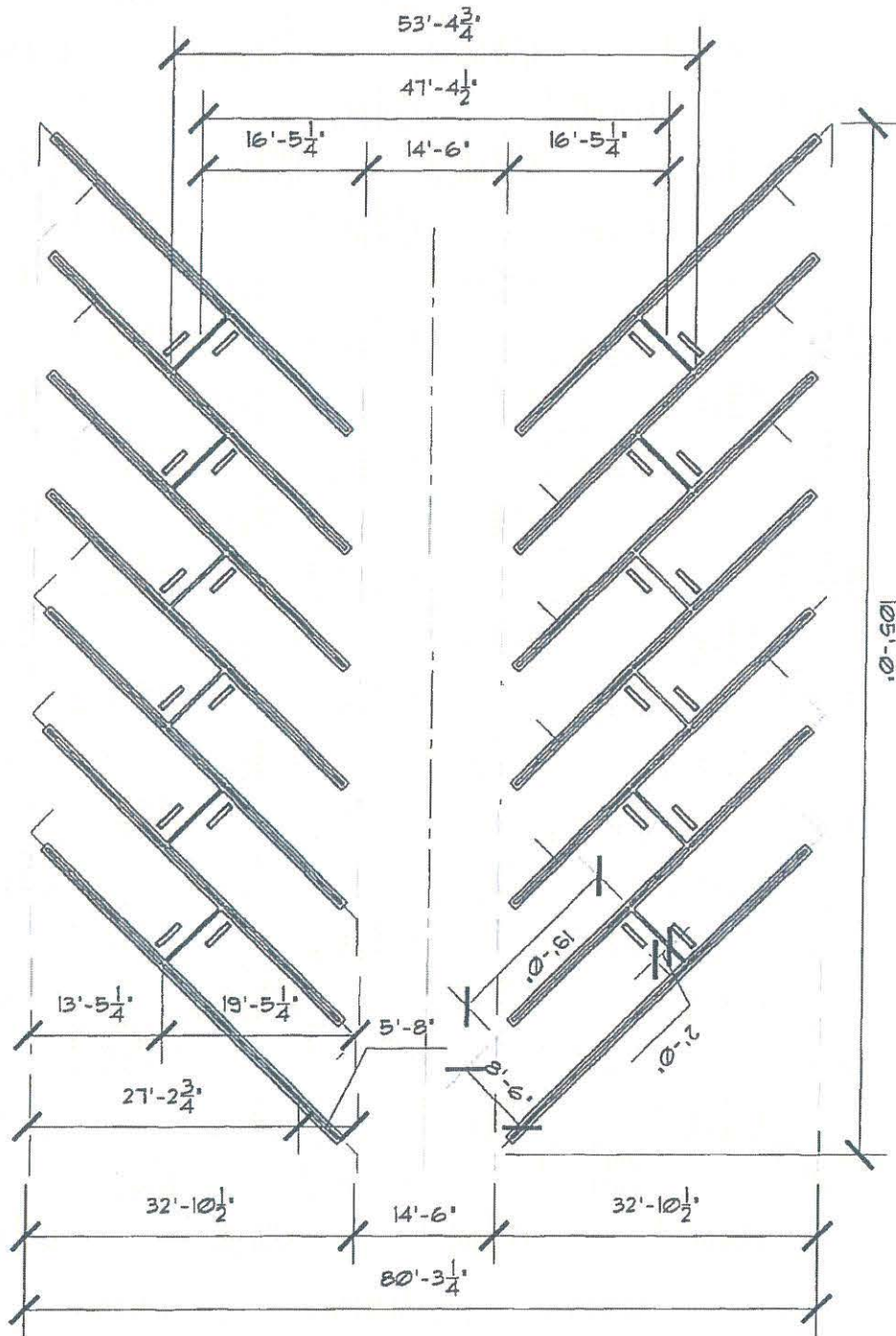


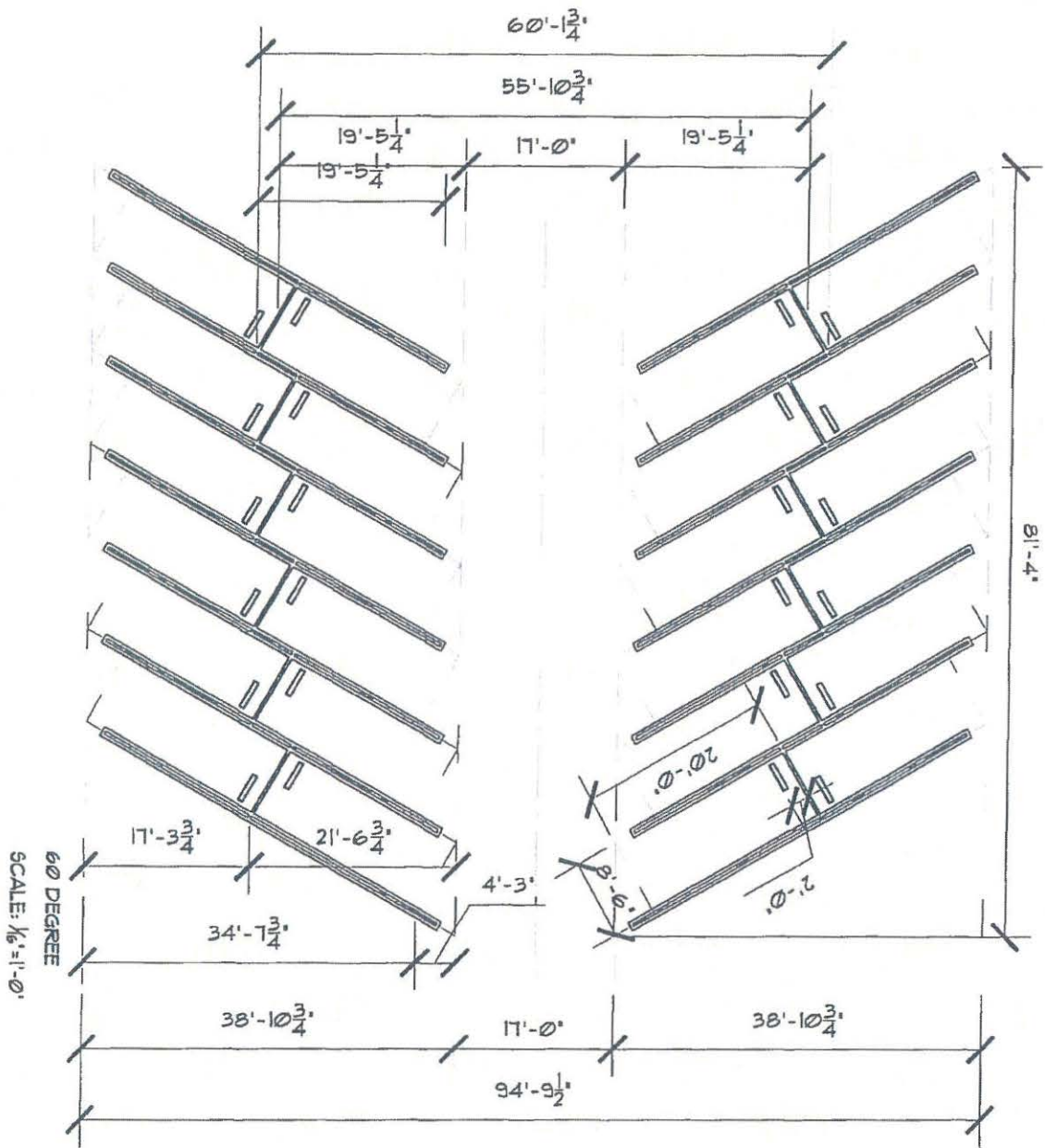
PARALLEL STRIPING DETAILS  
SCALE: 1"=1'-0"

30 DEGREE  
SCALE: 1/8" = 1'-0"











PARALLEL  
SCALE: 1/8" = 1'-0"

