The City of Los Altos Parking Lot Layout and Striping Recommendations

Background

- Currently Los Altos has minimum parking dimensions (9 feet by 18 feet) that are greater than those required by neighboring cities.
- This creates a number of inefficiencies 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.
  - Example: In the Downtown Business Triangle there are parking stall dimensions as small as 7’ by 15’ and as large 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 (on the following slide) the lion’s share of nearby communities have embraced an 8 ½’ by 18’ stall dimension.

Menlo Park

Adopted ULI Parking Guidelines:	Width	Depth	Drive Aisle
	8’ 6”	16’ 6”	23’

Belmont

City Code Section 8.3.1:	Width	Depth	Drive Aisle
Standard:	8’ 6”	18’	-
City code Section 8.3.1:	-	-	26’

Burlingame

City Code Section 25.70.020:	Width	Depth	Drive Aisle
Standard:	8’ 6”	18’	-
Compact:	8’	17’	-
City code Section 25.70.025:	-	-	24’

Los Gatos

City Code Section 29.10.155:	Width	Depth	Drive Aisle
	8’ 6”	18’	25’

San Carlos

City Code Section 18.20.100f:	Width	Depth	Drive Aisle
	8’ 6”	18’	24’

Mountain View

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

Palo Alto

City Code Section 18.54.070:	Width	Depth	Drive Aisle
	8’ 6”	17’ 6”	24’
	9’	17’ 6”	24’
	9’ 6”	17’ 6”	23’

Redwood City

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

Discussion Continued

- Since the vast majority of downtown 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.

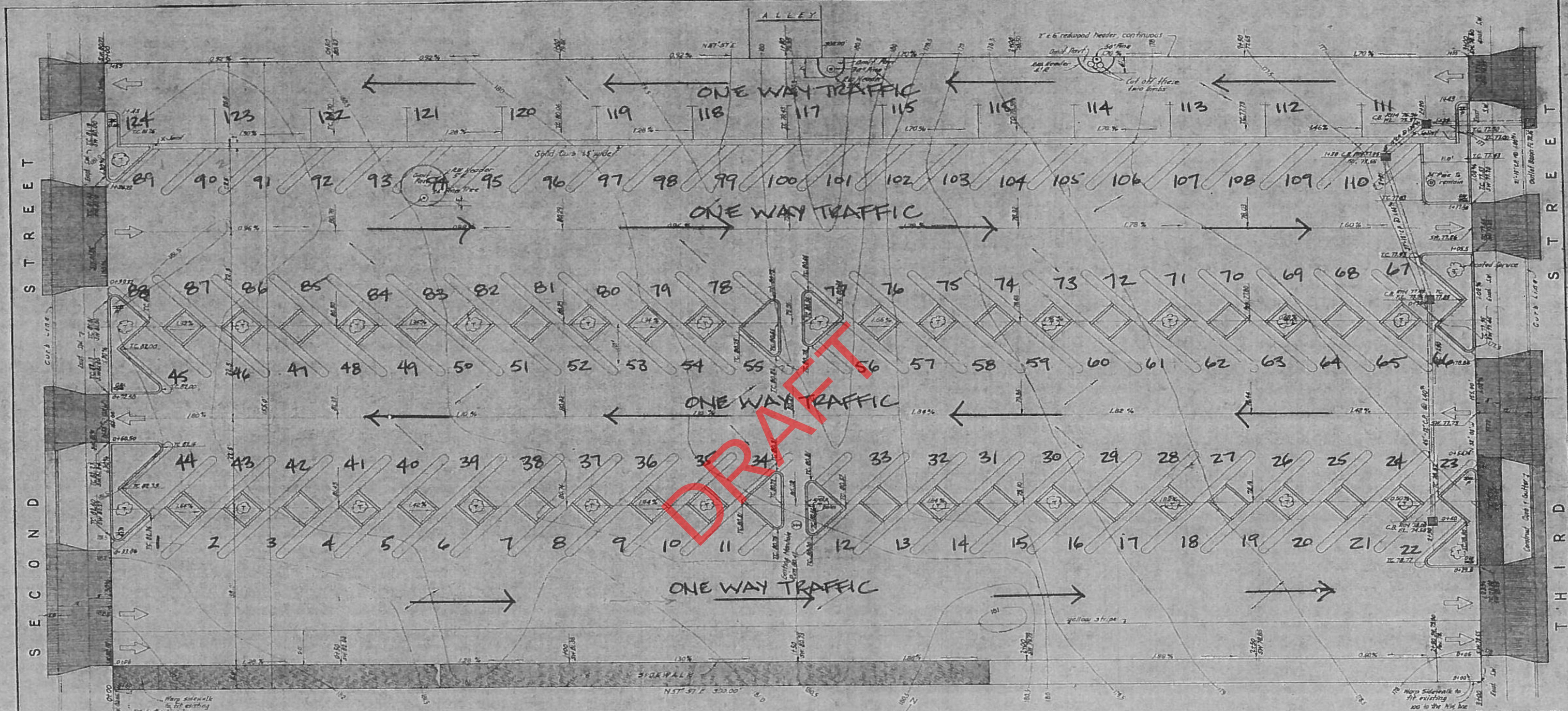
- This increase yield would allow the city additional time to develop a comprehensive parking expansion program for the downtown and increase parking efficiencies throughout the city as well.

- 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.

- It is therefore recommended that the city embrace a parking lot restriping program to increase these efficiencies.

Discussion Continued

- 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 the following slide).
- 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 Peers Report, the preliminary parking layout study increases the available parking for Plaza 8 by 29 stalls.
- While this percentage increase may 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 lot.



Warp sidewalk to fit existing
DO to the N.W. line of State Street

SECOND STREET

REMOVE EXISTING CURB STATIONS	LIN FT	REMOVE EXISTING SIDEWALK STATIONS	SQ FT	CONSTRUCT CURB & GUTTER STATIONS	LIN FT	CONSTRUCT SIDEWALK STATIONS	SQ FT
0+05 to 0+26	21.0	0+06 to 0+30	120.0	0+13.34 to 0+58.50	12.6	0+33.65 to 0+55	125.7
0+58.5 to 0+74.5	4.0	0+60.5 to 0+77.5	60.0				
0+57.32 to 1+26.81	22.5	0+97.32 to 1+26.22	134.5				
1+41 to 1+57	16.0	1+43 to 1+55	58				
THIRD STREET							
0+04 to 0+30	30.5	0+06 to 0+31.86	415.0	0+20.5 to 0+32.32	12.6	0+27.5 to 0+54.32	108.2
0+55 to 0+80.86	30.8	1+06.5 to 1+17.5	60.0	1+39 to 1+41	2.0		
1+03.5 to 1+19.5	16.0	1+43 to 1+55	60.0				
1+38 to 1+57	19.0						
TOTALS	173.20		972.5		47.2		233.9

TOTAL SPACES
EXISTING = 124 SPACES

See sheet No 1 for symbols and general notes.
Revised as built October 15, 1958.

Warp Sidewalk to fit existing 100 to the N.W. line of State Street
Revised January 21, 1958

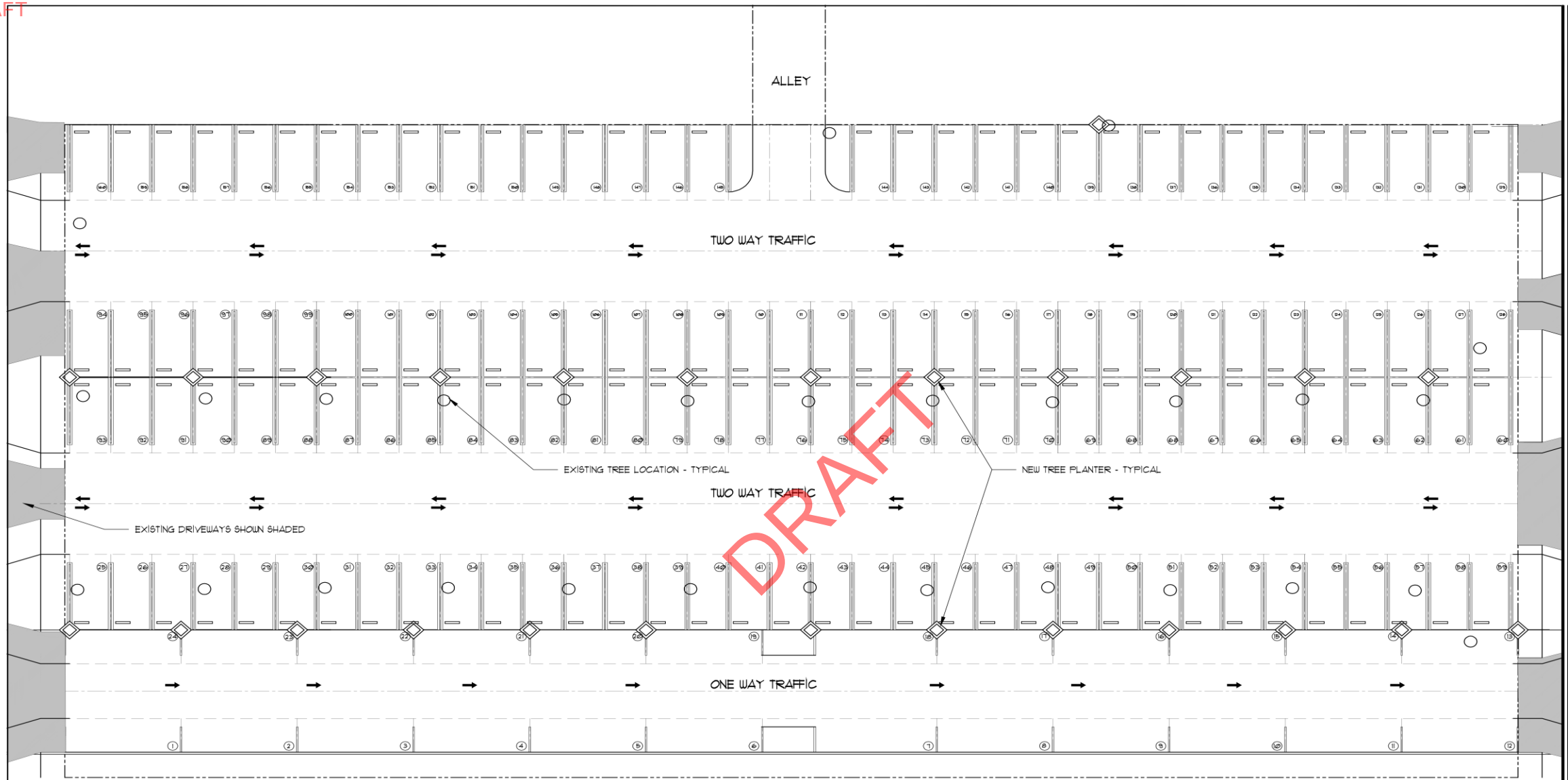
CITY OF LOS ALTOS
SANTA CLARA COUNTY, CALIFORNIA

PARKING PLAZA
PLAN OF BLOCK 6

DON REINOEHL
Consulting Engineer
LOS ALTOS SAN JOSE

SCALE 1"=10'	APPROVED Don Reinoehl CERTIFICATE NO 4000	DATE JUNE 1957
DRAWN BY D.N.		JOB NO 2615
CHECKED BY FWA	SHEET 3 OF 15 SHEETS	DRAWING NO 2615-3

30433



TOTAL SPACES WITH NEW CONFIGURATION = 160 SPACES
NOTE: LANDSCAPING & ADA PARKING MAY REDUCE COUNT

PARKING LAYOUT PLAN - PLAZA 8

SCALE: 1" = 10'-0"

REVISION	BY
UPDATED 6-30-2015	DD

William Maston ARCHITECT & ASSOCIATES
384 Castro Street
Mountain View CA, 94041
(650) 968-7900
www.mastonarchitect.com

LOS ALTOS PARKING
PLAZA 8
LOS ALTOS, CALIFORNIA

DATE	6-2-2015
SCALE	
DRAWN	
JOB	
SHEET	
OF	SHEETS

Discussion Continued

- Previous 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.
- These capital improvements potentially render a restriping program uneconomical.

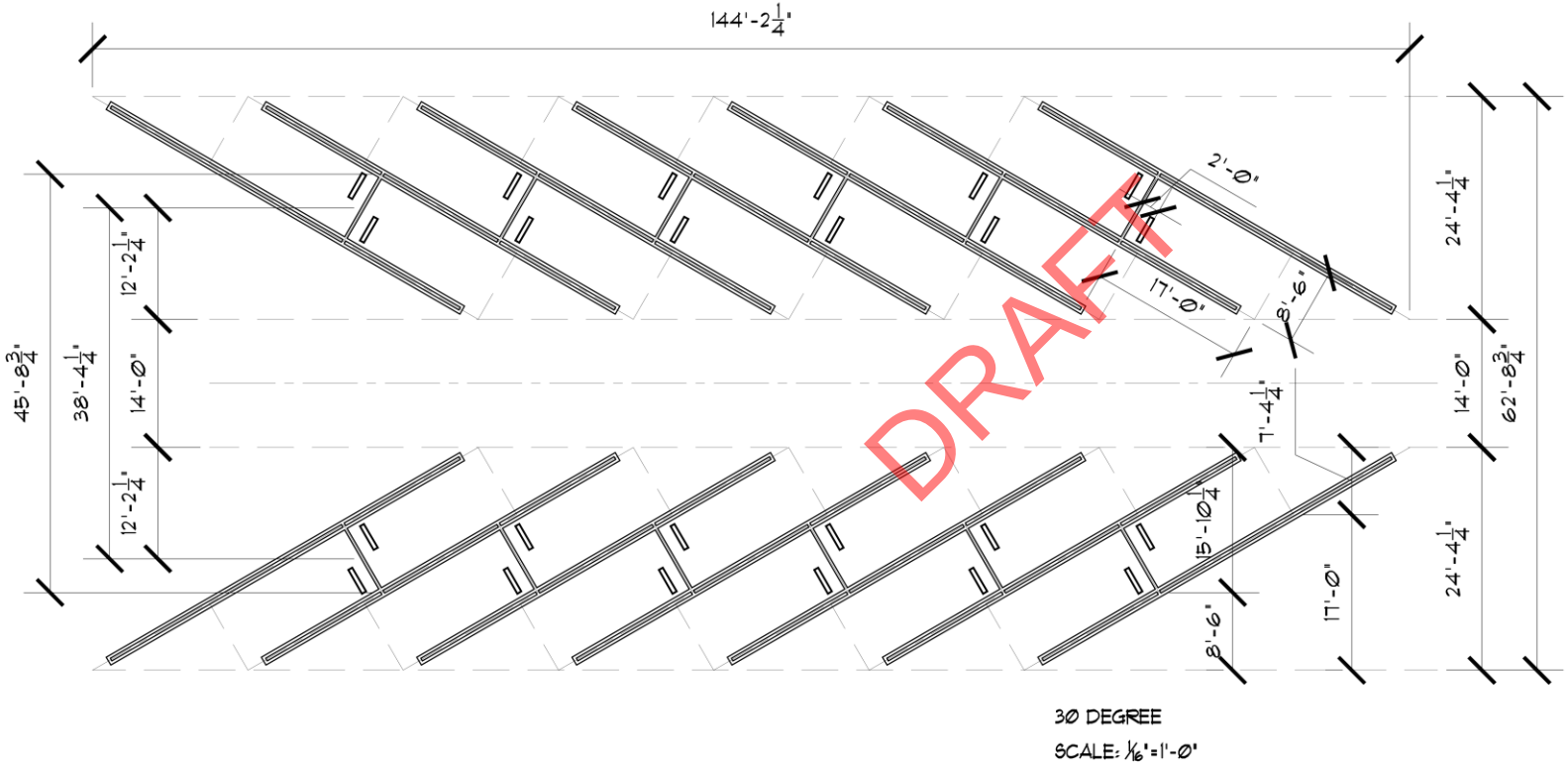
Discussion Continued

- If the restriping program be implemented as a maintenance program where minimum site improvements are undertaken 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 parking lots.
- This slurry coat/maintenance program would also minimize unnecessary expenses for capital improvements that may have to be demolished in the future if those parking lots are redeveloped.

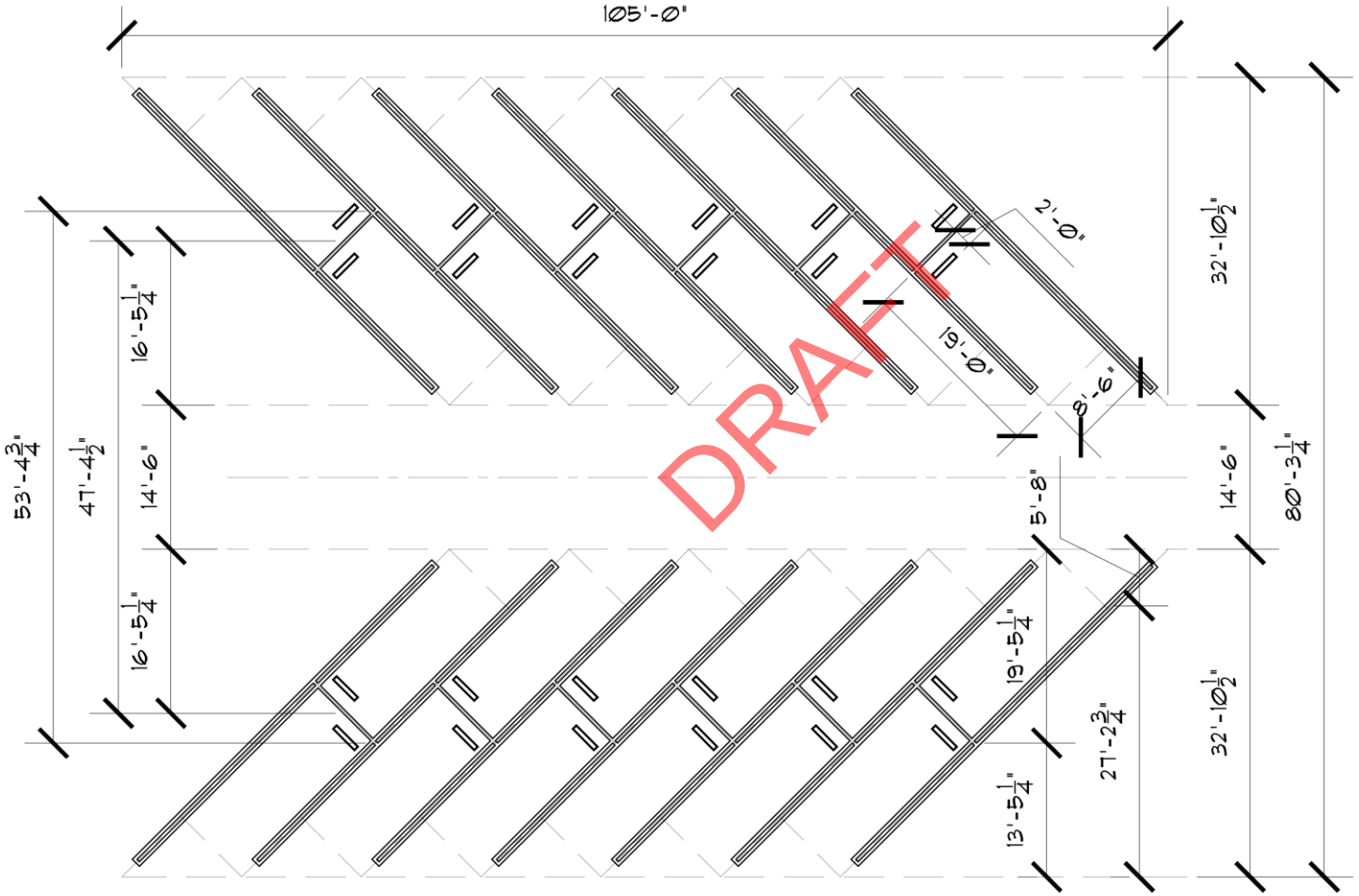
Recommendation #1

- Adopt a new policy uses 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.
- 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 isle.
- Additionally, the double wide parking stripes, that are 1 foot in width, encourages drivers to center their cars in individual parking spaces thereby providing more useable space between individual cars. (see following slides)

30 Degrees



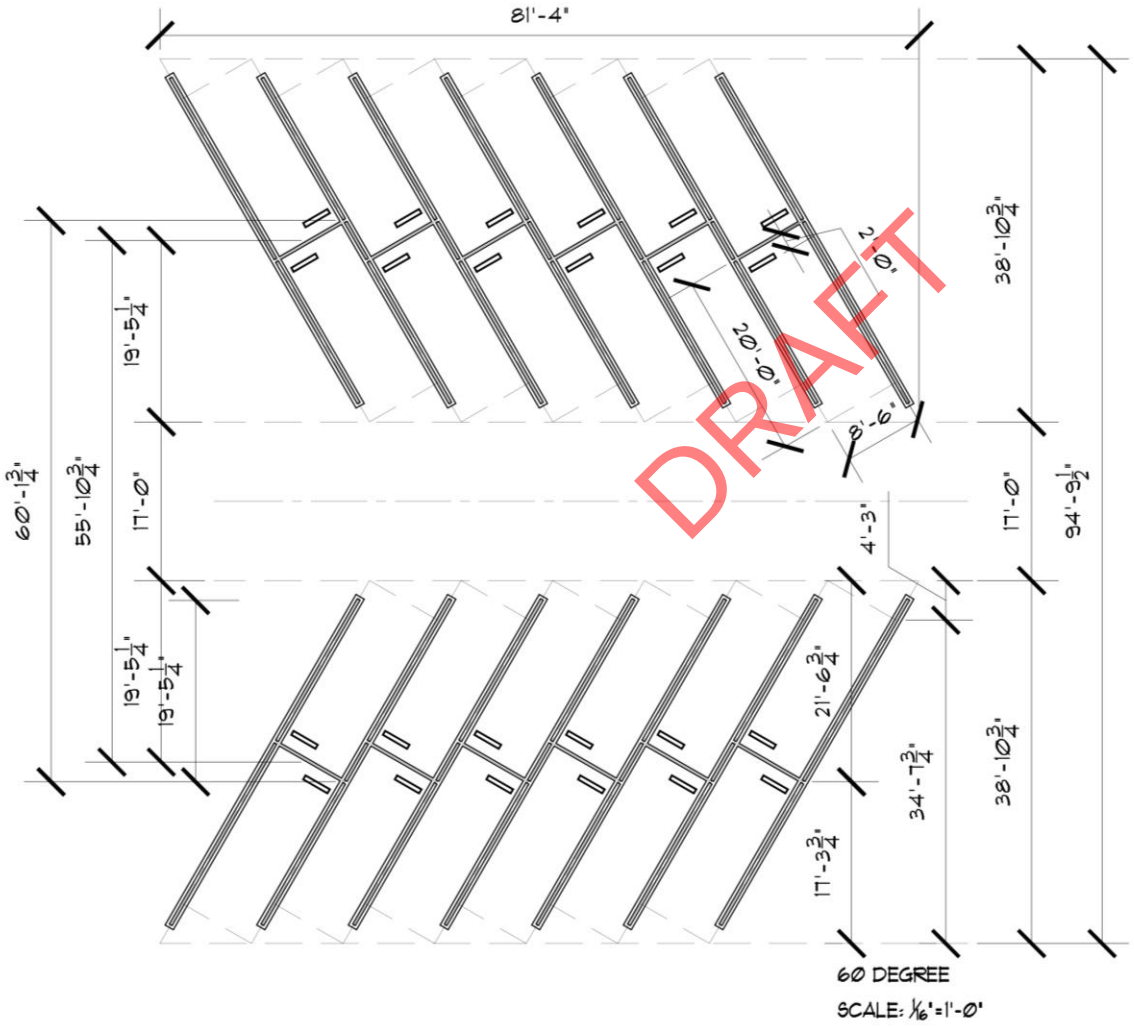
45 Degrees



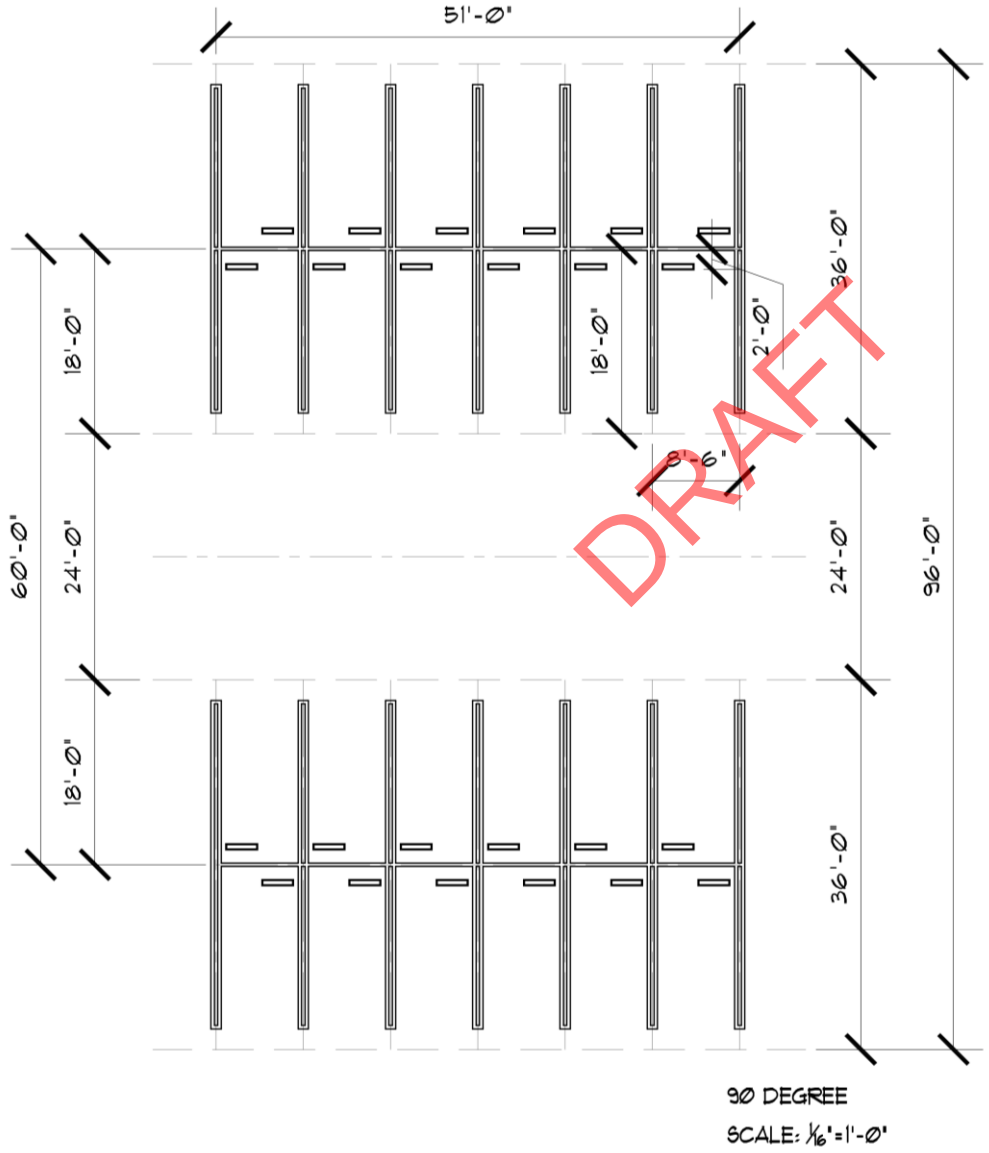
45 DEGREE

SCALE: 1/16"=1'-0"

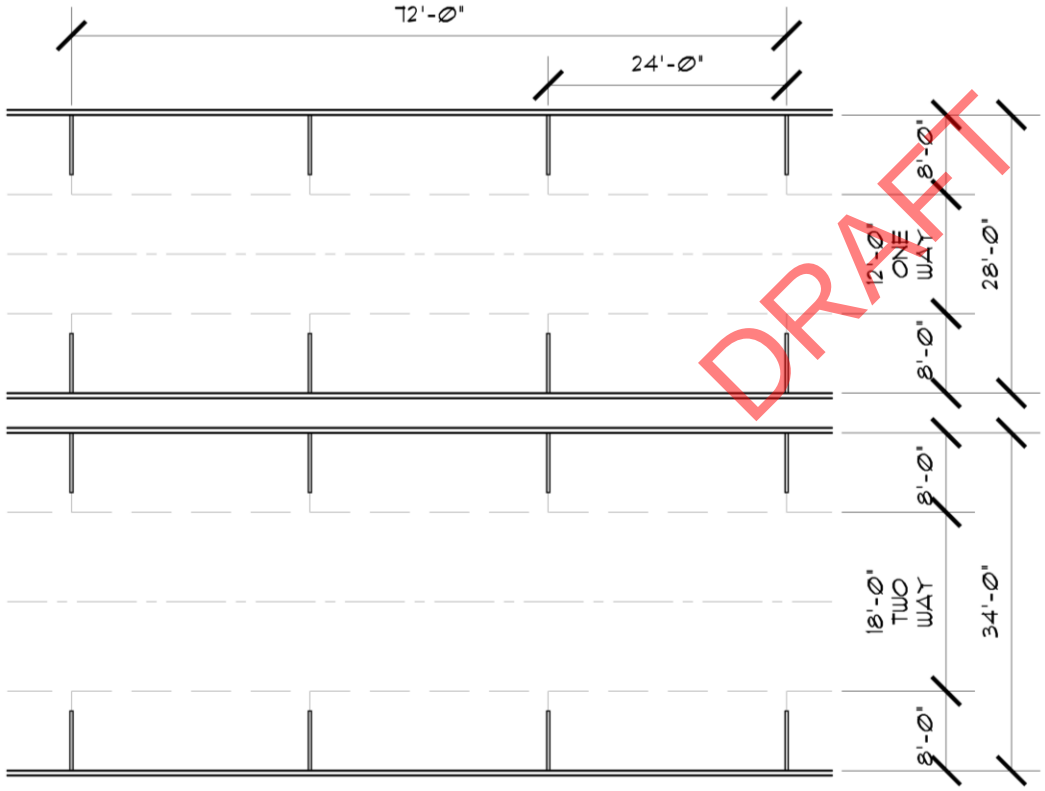
60 Degrees



90 Degrees



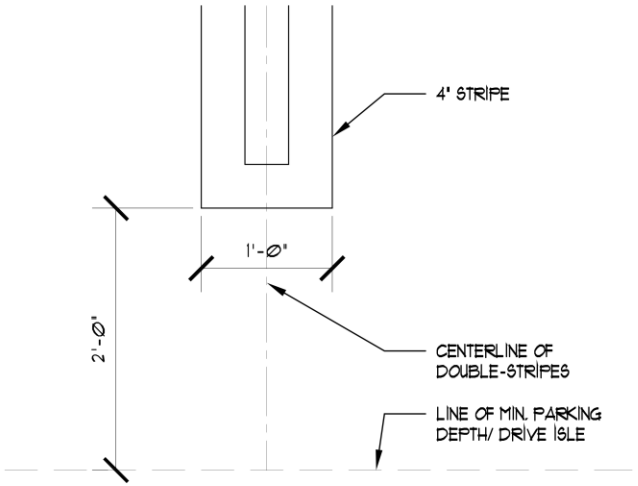
Parallel



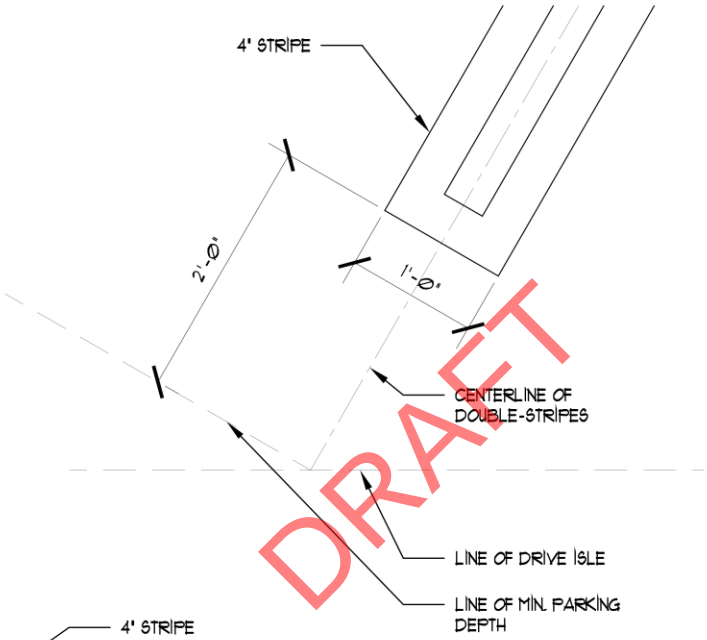
PARALLEL

SCALE: 1/16"=1'-Ø"

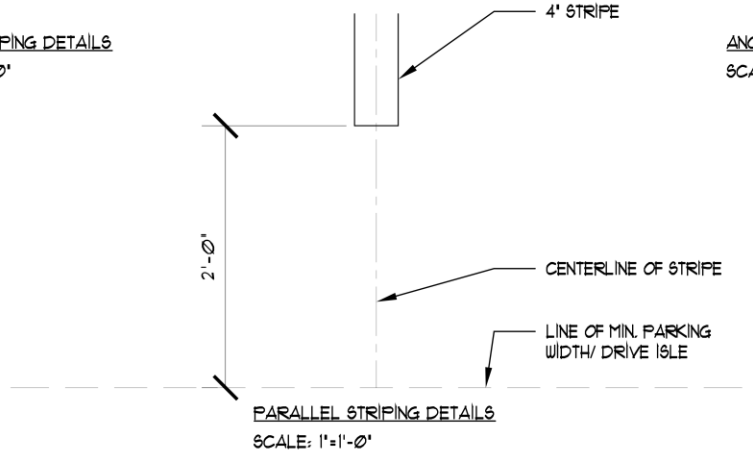
Striping Details



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



ANGLED STRIPING DETAILS
SCALE: 1"=1'-Ø"



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

Recommendation #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 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.

Recommendation #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.

Recommendation #4

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

Recommendation #5

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

Recommendation #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.