

DRAFT

Parking Lot Layout and Restriping Recommendations

May 6, 2015

Currently Los Altos minimum parking dimensions 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 potential yield of the total parking spaces available when existing parking lots are restriped.

Recommendation #1:

Generally speaking, this 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 attached diagrams)

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.

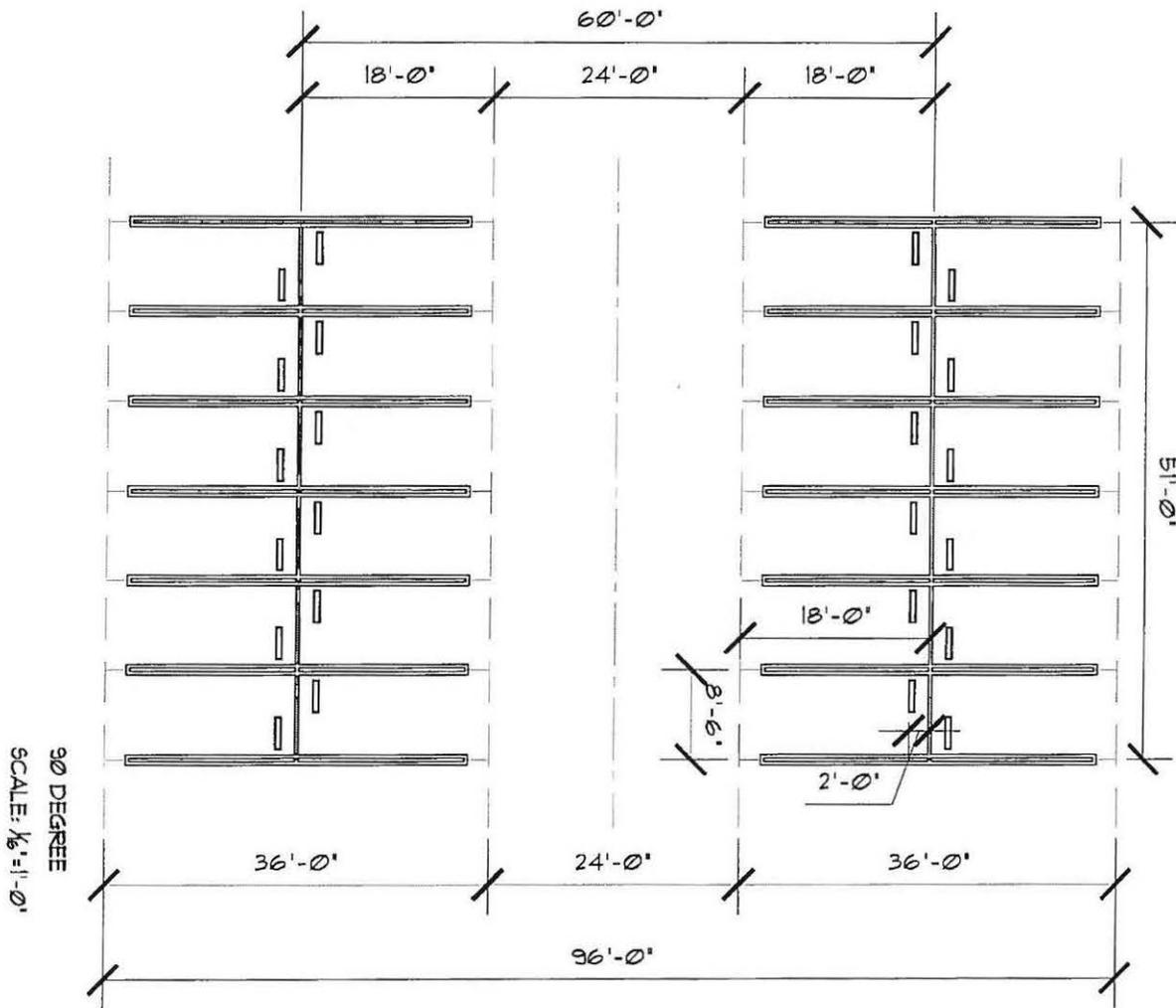
Recommendation #4:

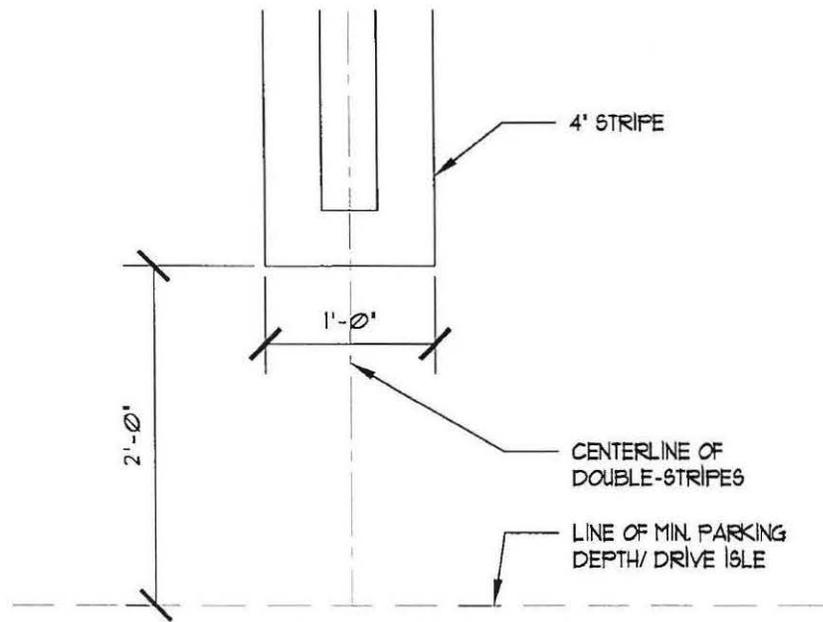
A restriping program may be used as part of an in lieu fee program to increase parking supply.

Recommendation #5:

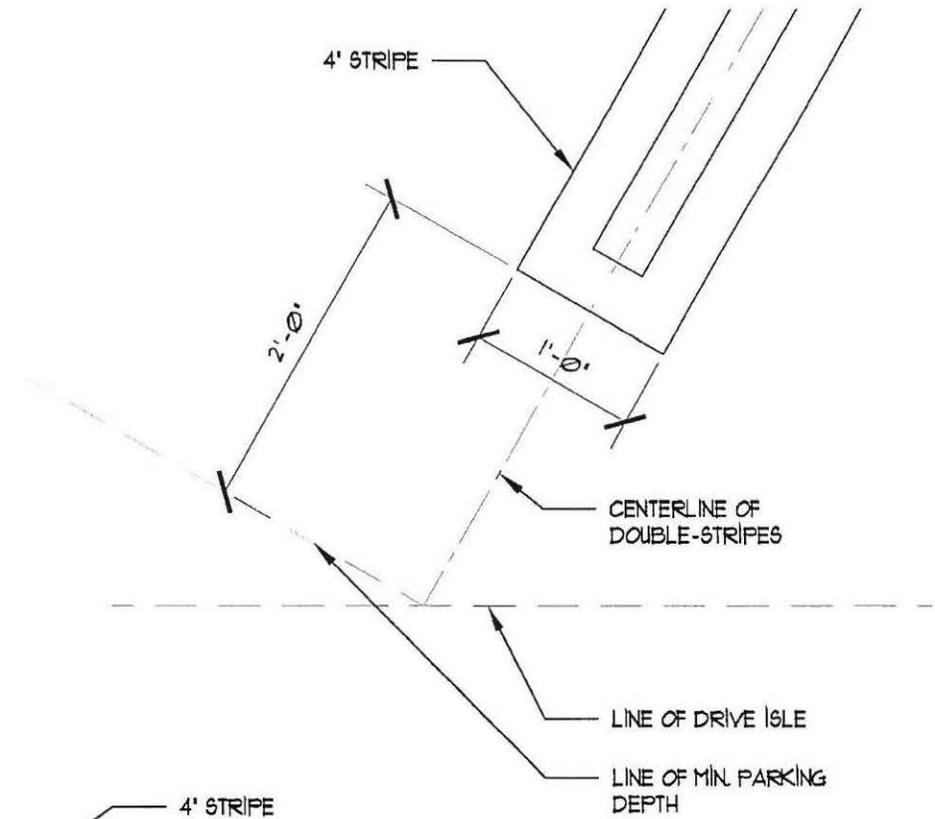
Further discussion.

Comments provided by WJM

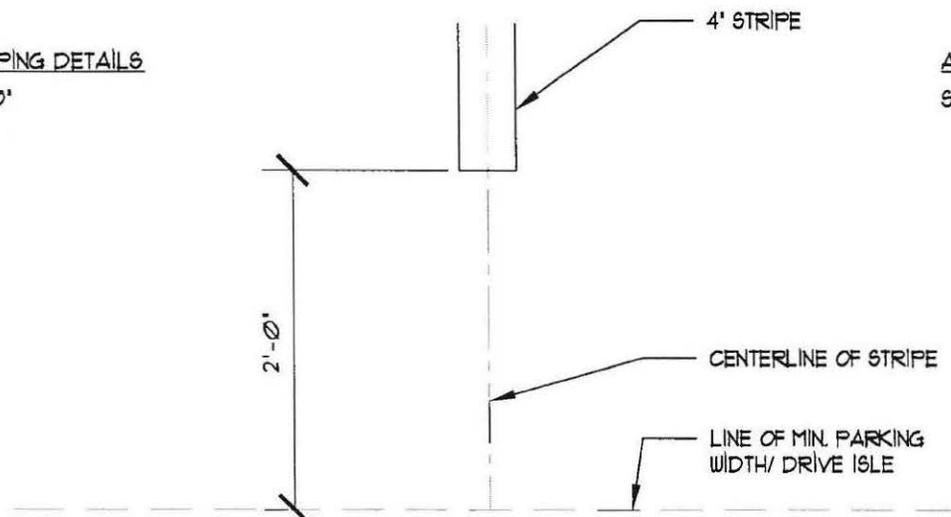




SQUARE STRIPING DETAILS  
SCALE: 1"=1'-0"

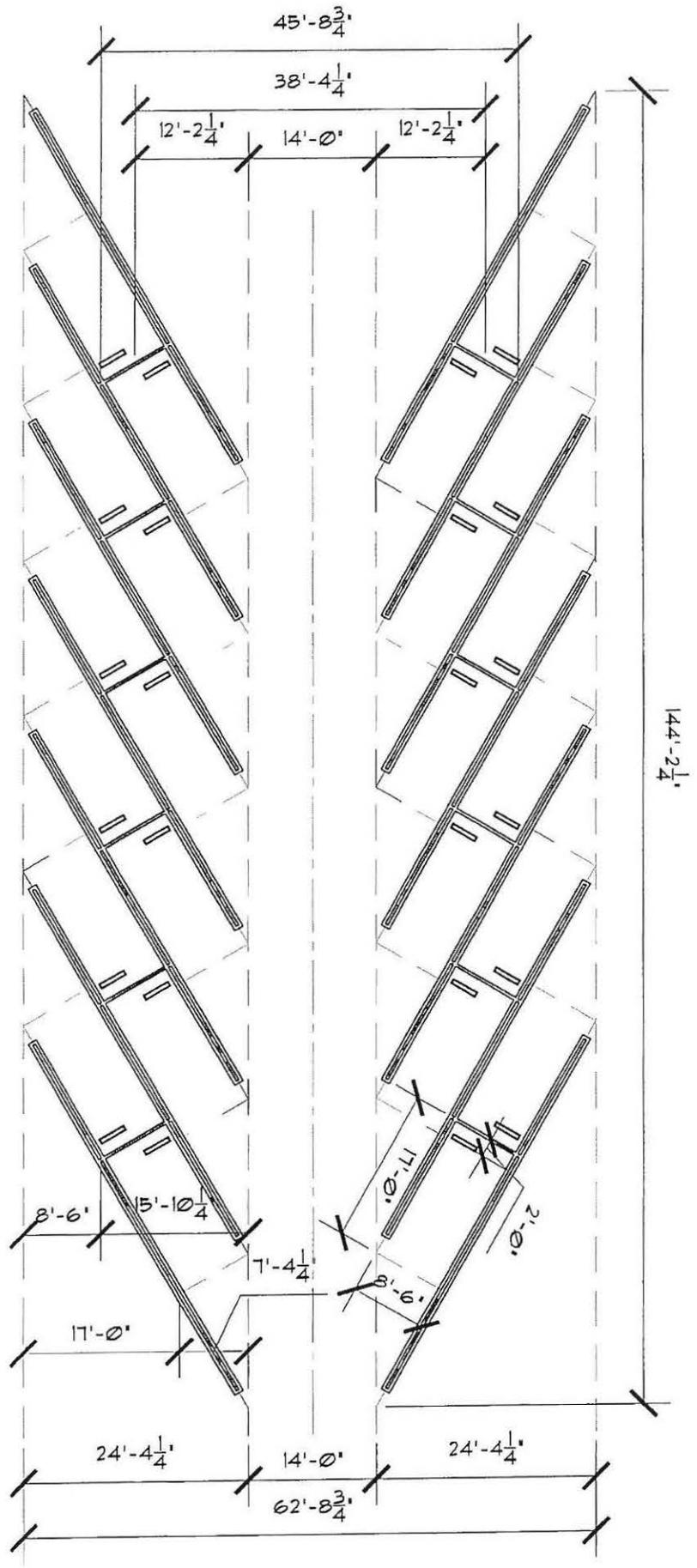


ANGLED STRIPING DETAILS  
SCALE: 1"=1'-0"

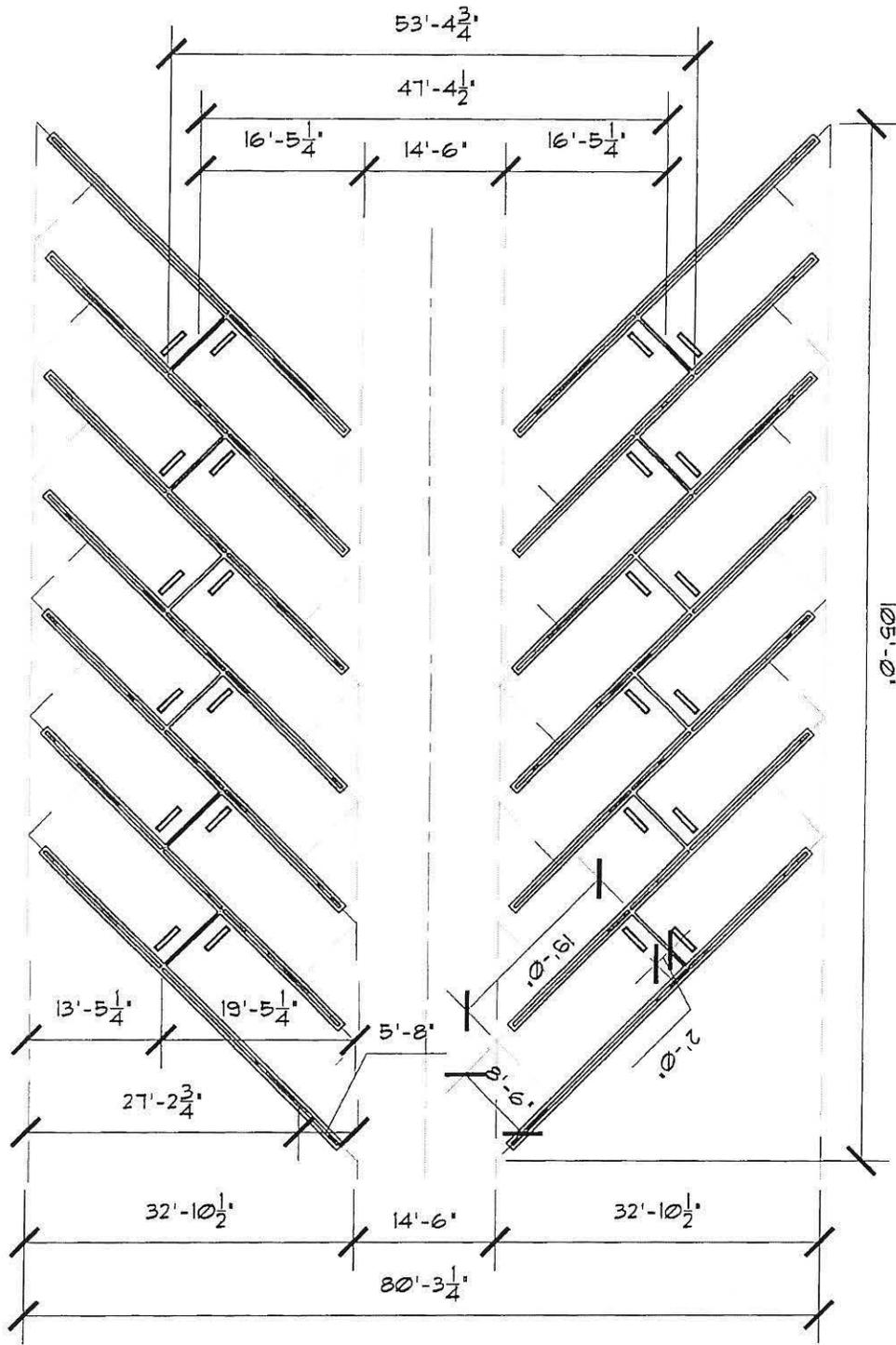


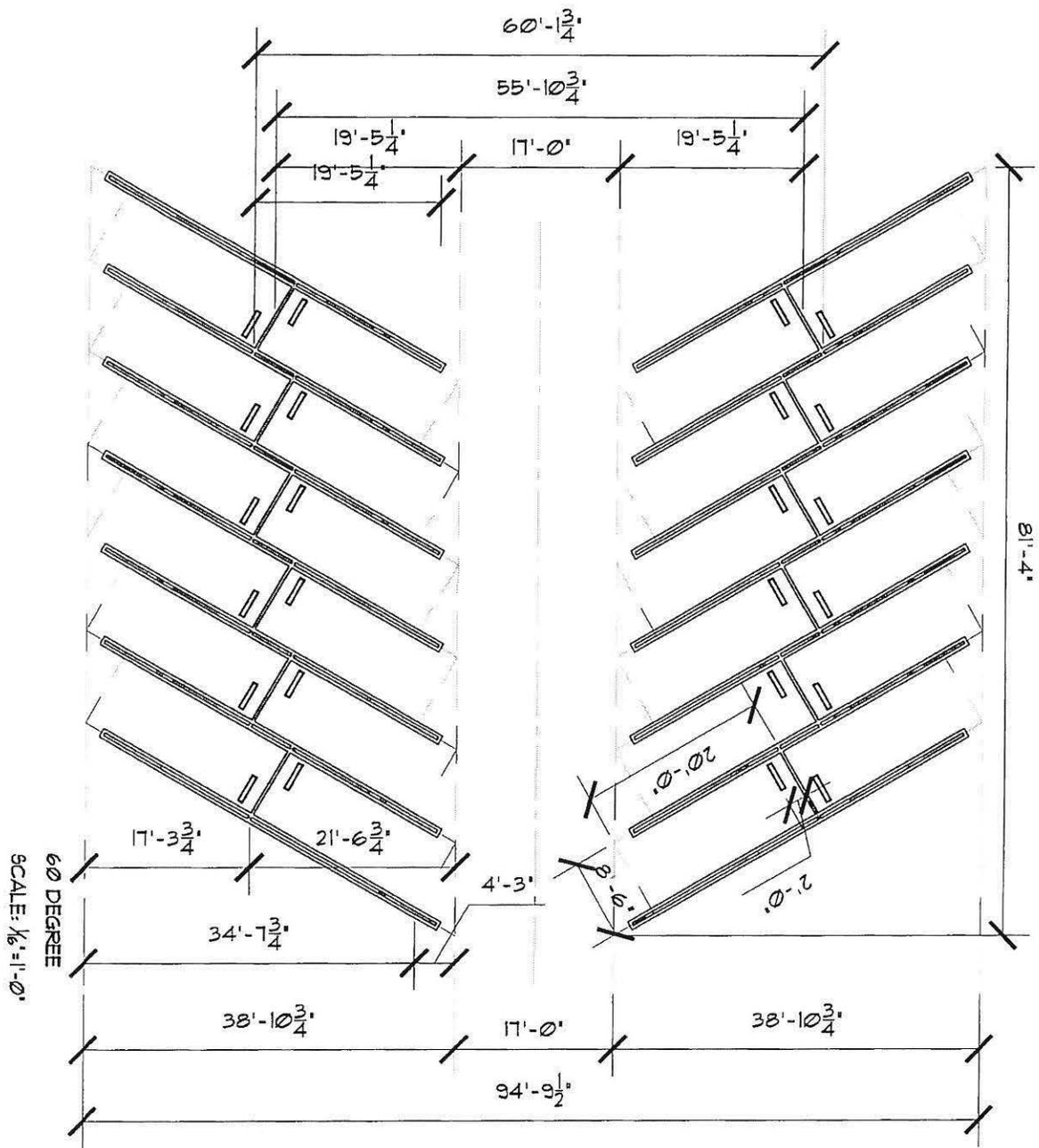
PARALLEL STRIPING DETAILS  
SCALE: 1"=1'-0"

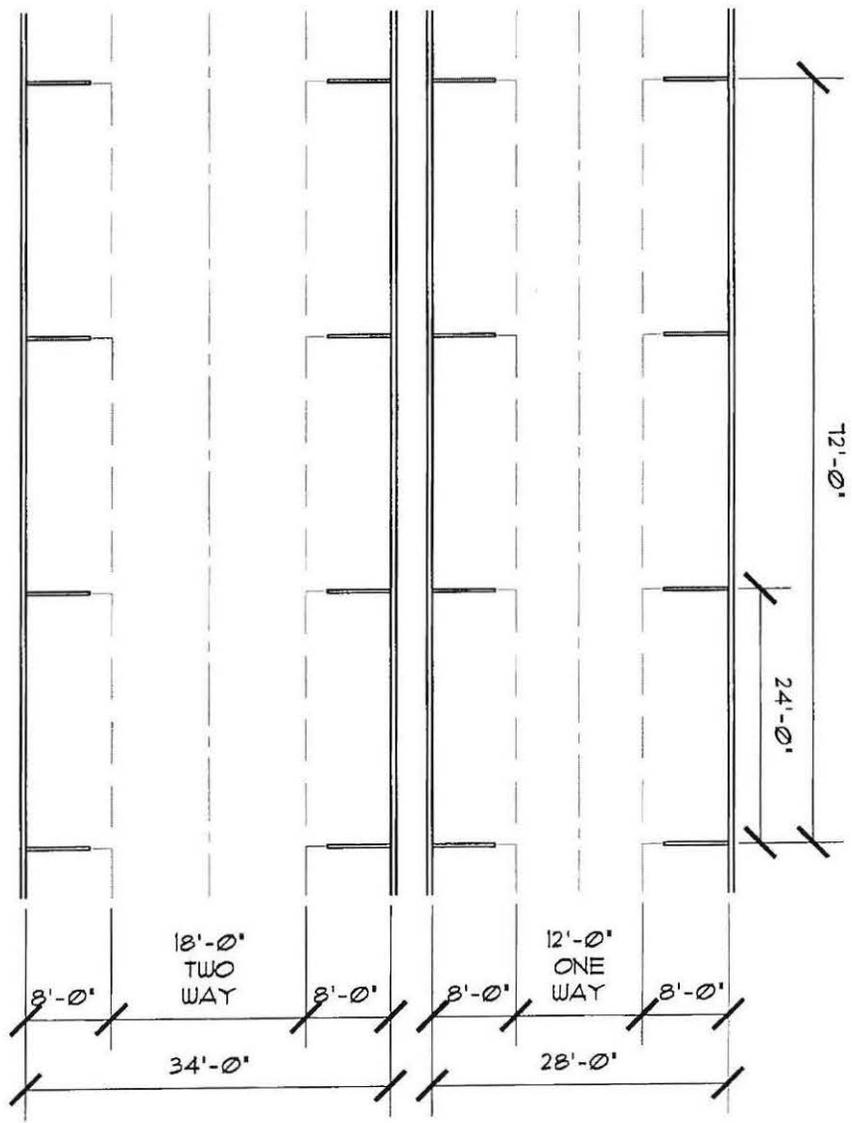
30 DEGREE  
SCALE: 1/8" = 1'-0"



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







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

## 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'