Technical Memorandum

TO
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City of Thousand Oaks

From
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MNS Engineers, Inc.

DATE
October 28, 2019

Subject
Los Feliz Drive Sidewalk Project – Phase II
On-Street Parking Analysis

Purpose
This technical memorandum addresses the impacts to existing on-street parking due to the construction of new sidewalks along Los Feliz Drive.

Background
The City of Thousand Oaks proposes to construct missing segments of sidewalk along Los Feliz Drive from Conejo School Road to Thousand Oaks Boulevard. Once complete, the project will be able to provide a continuous sidewalk on both sides of the road.

On-street parking is currently available at random intervals throughout the corridor. Factors that contribute to parking availability include driveways, roadway width, unimproved parkway and sight distance due to horizontal and vertical geometry.

Single- and multi-family residences as well as apartment complexes are located along the corridor. This varied zoning leaves residents partially reliant upon on-street parking. While the primary objective of the project is to provide sidewalks on both sides of Los Feliz Drive, parking impacts should be analyzed and minimized while also considering potential impacts to properties.
Existing Conditions

R26-series signs and red curbs are used throughout the corridor to designate where parking is prohibited. Through the eastern half of the project, the abundance of signage and curb delineation make it clear where vehicles can and cannot be parked. The western half of the project has less signage, and therefore does not have the same level of clarity. In the western half, some areas do not have curb, and residents may or may not park on the shoulder which we consider as miscellaneous parking in our analysis.

Exhibit A provides the location and types of existing on-street parking. Using the California Manual on Uniform Traffic Control Devices (CA MUTCD) as the basis of parking stall length (i.e. typical parallel parking stall of 24’ with 20’ long stalls on both ends), there are approximately 84 existing parking stalls in the corridor.

Proposed Alternative 1

The base street right-of-way is 40’ wide throughout the project limits excluding historical easements and dedications. 2010 American Disability Act Standard’s 5’ clear width requirement for continuous accessible routes in public rights-of-way excludes the width of the curb from the total sidewalk width, which yields a 5.5’ dimension from top of curb to back of sidewalk. With sidewalk on both sides of the road, we are left with a 29’ curb-to-curb width, or two 14.5’ lanes (see Figure 1 below). The City of Thousand Oaks has indicated their preference for a 13’ minimum width from centerline to top-of-curb for a single travel lane. In result, on-street parking will be eliminated in this roadway segment.
In instances where roadway easement or right of way dedication was provided due to historical development, minimum curb to curb roadway width increases to 34.5’. This width allows for two travel lanes and a parking lane on a single side of the street (see Figure 2 below). Exhibit B provides the location of existing and proposed sidewalk for Alternative 1, along with the resulting impact to parking. With the proposed sidewalks, there are approximately 66 parking stalls.

![Figure 2: 34.5’ Curb-to-Curb Width Section](image)

**Proposed Alternative 2**

In an effort to minimize the loss the on-street parking, the centerline stripe can be shifted towards the south at certain locations to provide a wider lane that can accommodate both a travel and parking lane. If the proposed sidewalk widths are reduced to 5’, we are able to achieve a curb-to-curb width of 30’. Shifting the centerline by 4’ in these narrow sections results in 11’ and 19’ wide lanes (see Figure 3 below). Exhibit C provides the location of potential centerline shifts for Alternative 2 and their resulting impacts to parking. With the proposed sidewalks, there are approximately 71 parking stalls.

The 11’ wide travel lane is below the City’s standards. An exception to the City’s standards may be provided for this project; however, the Ventura County Fire Department (VCFD) requires travel lanes to be a minimum 12’ wide, which results in 24’ of clear width for fire truck accessibility. Based on the requirements of VCFD, this alternative is rejected.
Conclusion

The largest parking impacts are located towards Thousand Oaks Boulevard and throughout the primary curve of Los Feliz Drive where miscellaneous parking currently exists. Due to limited public right-of-way, the VCFD requirement of 24’ roadway clear width, and other constraints, it is not feasible to construct new sidewalks without reducing on-street parking availability. Table 1 provides a summary of the total amount of existing parking stalls compared to the proposed amount for each alternative.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Estimated Parking Stalls</th>
<th>Linear Footage of Available Parking</th>
<th>Net Change in Parking Stalls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Conditions</td>
<td>84</td>
<td>2,119</td>
<td>-</td>
</tr>
<tr>
<td>Alternative 1</td>
<td>66</td>
<td>1,683</td>
<td>18</td>
</tr>
<tr>
<td>Alternative 2 (Rejected)</td>
<td>71</td>
<td>1,812</td>
<td>13</td>
</tr>
</tbody>
</table>

Attachments

- Exhibit A – Existing Parking Inventory
- Exhibit B – Conceptual Strip Map – Alternative 1
- Exhibit C – Conceptual Strip Map – Alternative 2