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PARKING STALLS AND DRIVEWAY DESIGN GUIDELINES

On March 18, 1996, the Planning Commission adopted guidelines for parking stalls and driveways. The guidelines standardize parking stall width dimensions and establish design criteria for review of driveway and parking lot circulation requests.

General Considerations

Parking Stall Dimensions:

Changes in the vehicle size have changed the parking space dimensions necessary to accommodate large cars and small cars. These vehicle changes have also reduced the aisle width requirements to access a parking stall. Large cars typically need approximately 9 feet of stall width to provide sufficient door opening width, and small cars need approximately 8 feet of stall width.

The one-size-fits-all designs are easier to execute for several reasons: 1) most drivers do not know the size of the vehicle or whether it is a large or small car; 2) most drivers take the first available space regardless of size; and 3) large cars parked in small-car spaces create problems by encroaching on adjacent spaces and possibly on the adjoining aisles.

- The Parking guidelines utilize a one-size-fits-all width of 8 feet 6 inches.

Driveway Design:

The safety and efficiency of a street depends on the amount and character of interference affecting vehicles moving along it. Significant interference is caused on most roads by vehicles entering, leaving, or crossing at intersecting streets and driveways. In order to minimize accidents and to assure best overall use of the road by the general public, it is necessary to regulate vehicle movements in and out of abutting developments and cross streets.

- The conflict effect of driveways is a function of traffic and pedestrian flow along the street and at the driveway.
- A low volume driveway causes relatively little conflict on a major street, and a high volume driveway causes little conflict on a minor route.
- In areas of high pedestrian activity, designs for low speed vehicular entry and exit may be based on radii and restricted total widths.
- Driveways should be designed for curb lane access with minimal encroachment on travel lanes.
- Design elements of each driveway (location, spacing, sight distance, throat width, radii, angles, and grades) should be based on expected volumes and vehicle characteristics.
- For right-turn entry and exit, the driveway radius should be consistent with the design vehicles sweep path requirements.
- Most driveway design elements are directly related to the layout of the parking area, amount of reservoir space, types of loading facility, circulation pattern, and building placement within the site.

Please refer to the attached ***Parking Area Design Guidelines, Handicap Parking Design Guidelines, Driveway Design Guidelines, and Driveways Grade Guidelines*** information sheets for specifications and detailed information.