



1. THIS DRAWING IS INTENDED FOR RIGHT-OF-WAY & PUBLIC ACCESS EASEMENT PURPOSES ONLY (BACKING INTO OR WHOLLY CONTAINED IN THE ROW OR PAE). SEE "PARKING STRUCTURE DESIGN GUIDELINES" FOR A PRIVATE PROPERTY PARKING GUIDE.
2. ALL PARKING / DRIVING DIMENSIONS ARE MINIMUM VALUES; LONGER STALLS / SPACES AND / OR WIDER LANES / STALLS / SPACES ARE ACCEPTABLE.
3. DRIVING LANES FOR PARALLEL, 60 DEGREE AND 45 DEGREE CONFIGURATIONS CANNOT BE APPLIED TO 'DEAD END' ROUTES - THESE CONFIGURATIONS SHALL HAVE FLOW-THROUGH TRAFFIC PATTERN WITH SEPARATE ENTRANCE POINT(S) AND EXIT POINT(S).
4. SIDEWALKS ADJACENT TO PARKING AREAS WITH OVERHANGING VEHICLES SHALL BE SEVEN AND A HALF FEET (7' 6") WIDE (INCLUDING THE CURB), MINIMUM.
5. ALL PARKING SIGNAGE AND MARKINGS FOR TRAFFIC CONTROL, VEHICLE MANAGEMENT (STRIPING), ETC. SHALL BE A MINIMUM OF FOUR INCHES (4") WIDE AND SHALL BE EXTERIOR PAVEMENT PAINT AND SHALL FULLY COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
6. A TYPICAL MOTORCYCLE PARKING SPACE IS FOUR FEET BY NINE FEET (4' X 9') .

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Engineering Division

ROW/PAE Parking Layout and Design Guidelines

Approved By
City Engineer
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