



1. THIS DRAWING IS INTENDED FOR RIGHT-OF-WAY (ROW) & PUBLIC ACCESS EASEMENT (PAE) PURPOSES ONLY (INCLUDING BACKING INTO ROW/PAE). SEE "PARKING STRUCTURE DESIGN GUIDELINES" FOR PRIVATE PROPERTY PARKING.
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 WITHOUT APPROVED TURN-AROUNDS - THESE CONFIGURATIONS SHOWN ABOVE 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 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 EIGHT FEET (4' X 8') .