

## CHAPTER 18

### MOTOR VEHICLE PARKING AND ACCESS STANDARDS

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#### 14-18-101 PURPOSE

The purpose of this chapter is to protect the public health, safety and welfare by establishing motor vehicle parking and access standards.

#### 14-18-102 OFF-STREET PARKING REQUIRED

An off-street parking area and access plan meeting the minimum requirements of this Title shall be provided with any proposal to erect, enlarge, or increase the capacity of any building, any time a change in use occurs, or any time that site plan review is required by this Title.

Any application for a building permit shall be accompanied by a plot plan showing required parking spaces with ingress and egress. Said plan shall be reviewed and approved by the Planning and Engineering Departments.

#### 14-18-103 CONTINUING OBLIGATION

Required off-street parking facilities shall be a continuing obligation of the property owner so long as the use requiring vehicle parking or vehicle loading facilities continues. It shall be unlawful for any owner or tenant of any building or use to discontinue or dispense with the required vehicle parking facilities without providing some other vehicle parking area which meets the requirements of this Chapter and is approved by the appropriate land-use authority.

#### 14-18-104 CALCULATING PARKING REQUIREMENTS

- A. Whenever parking requirements are based on square footages, calculations shall be based on the gross square footage of the structure.
- B. When a structure or parcel contains multiple uses, more than one (1) parking standard may apply.

- C. Available on-street parking spaces shall not be used to meet the requirements of this Title, unless specifically permitted and regulated by the zone in which the property is located. And no development plan shall be based on the assumption that excess vehicles can be parked on a public street, unless specifically permitted and regulated by the zone in which the property is located.
- D. When parking regulations are based on the number of employees, parking calculations shall use the largest number of employees who work on any one (1) shift. Where shift changes may cause substantial overcrowding of parking facilities, the approving authority may require additional spaces as needed in order to accommodate the overlap period or peak parking period.
- E. When parking use intensities vary during the course of a day because of mixed uses or staggered operational shifts, the approving authority may permit reduced parking standards based upon accepted professional standards. The approving authority may also require a shared parking analysis performed by a traffic engineer.

**14-18-105 GENERAL REQUIREMENTS FOR PARKING AREAS**

- A. Each off-street parking area shall be constructed from a Hard Surface or Permeable Parking Surface material as defined in 14-3-102 and shall be graded to dispose of all surface water except as allowed in Section 14-4-110 of this Title, specifically in the Single-Family Residential Zone.
  - 1. The perimeter of the Hard Surface shall be finished with concrete curb and gutter except for single-family and two-family residential uses.
  - 2. Parking Surfaces may be installed in stages as approved by the applicable authority.
  - 3. Parking areas constructed as a Permeable Parking Surface shall only be accessible from a Hard Surface such as a driveway and must be located on the property in accordance with the requirements of Section 14-4-110 of this Title.
  - 4. All parking and grading plans shall be reviewed and approved by the City Engineer.
- B. Parking areas shall be designed to provide orderly and safe circulation, loading, unloading, parking, and storage of vehicles. All parking areas shall be landscaped, striped, marked and maintained according to approved plans.
- C. Lighting provided in off-street parking areas shall be directed away from adjoining premises and streets in accordance with the design standards of this Title. The type and location of luminaries shall be approved by the approving authority.
- D. Off-street parking areas shall allow vehicles to enter and exit from a public street by forward motion only. This regulation shall not apply to single-family and two-family residential units, or to town-house style residential units approved and constructed after December 31, 2006, that front onto a public street that is not designated on the Street Master Plan as a collector or major street and that does not exceed an average daily traffic volume of one thousand (1,000) vehicles.

- E. Pavement, striping, landscaping, paintings, lighting and all other parking area components shall be maintained to prevent deterioration and safety hazards.
- F. No off-street parking shall be permitted in any required residential front yard or street side yard except as allowed in Section 14-4-110 of this Title. Vehicles, trailers, or similar devices shall not be parked on lawns, landscaping areas including xeriscape, park strips, or any other non-approved surfaces/areas except as allowed in Section 14-4-110 of this Title, specifically in the Single-Family Residential Zone.
- G. No tandem parking (one space behind another) shall be allowed, except for conventional single-family dwellings. Duplexes, apartments, townhouses and condominiums may have tandem parking providing that both spaces are assigned to the same dwelling unit and the plan is approved by the applicable authority.
- H. Off-street parking spaces shall be located at least ten (10) feet from any street property line except for driveways serving one and two-family dwellings. For single family and two-family residential uses, at least two (2) of the required on-site parking spaces per unit shall be provided behind the minimum front yard setback. No driveways or paved vehicle areas of any kind are allowed in a street side yard (corner lot) setback unless they provide access to an approved parking area located within an approved garage or carport or a paved area located at least 10 feet from the street side property line.
- I. Landscaping of all parking areas is required and shall meet the requirements and standards of this Title.

**14-18-106 TRANSITIONAL AREAS**

Multi-family, commercial, institutional, or industrial off-street parking areas which are adjacent to residential uses or residential zoning districts shall be effectively screened on the abutting sides by a solid barrier fence which is in compliance with the provisions of this Title and which has been approved by the approving authority. Such wall or fence shall be six (6) feet in height and shall be permanently maintained with no advertising thereon.

**14-18-107 PARKING SPACES REQUIRED**

- A. Except as otherwise provided in this Chapter, the number of off-street parking spaces for various uses will be as follows:
  - 1. Automobile Service and Repair Center. Three (3) exterior parking spaces for each stall, service bay or work station. Such spaces shall be for customer parking only and are not intended for storage or parking of vehicles under repair. Adequate parking for vehicles under repair or impound must be provided in addition to the required customer parking spaces.
  - 2. Banks, Business Offices or Professional Offices Providing Customer Services or Sales (Excluding Medical and Dental Offices). One (1) space for each two hundred (200) square feet of floor area.

3. Bowling Alleys. Four (4) spaces for each alley plus parking space for all accessory uses (i.e., coffee shop, restaurant, bar) as herein defined.
4. Car Wash. Three (3) spaces in approach lane to each hand wash bay, or 6 stacking spaces for each automated wash facility.
5. Churches. One (1) parking space for every four (4) seats for fixed, individual seating; one parking space for each six (6) feet of linear pew; or one (1) parking space for every twenty (20) square feet of floor area where temporary seating can be located.
6. Dwellings, Multiple Family.

a. Parking for multiple family developments shall be based on the following standards:

Bedrooms	Required Spaces	Visitor Spaces
1	1.5/Unit	.25/unit
2	2.0/Unit	.25/unit
3 or more	2.5/ Unit	.25/unit

At least one (1) of the required parking spaces above shall be a designated, covered parking stall for each dwelling unit. Visitor parking spaces shall be distributed throughout the project for convenient access from all units.

b. Downtown Mixed-Use Zone parking for multiple family developments shall be based on the following standards:

Bedrooms	Required Spaces
Studio Apartment	1.0 / Unit
1	1.0 / Unit
2	1.75 / Unit
3 or more	2.0 / Unit

7. Dwellings, Single Family. Four (4) parking spaces for each single family dwelling unit. At least two (2) spaces shall be in a garage.
8. Funeral Homes, Mortuaries. One (1) parking space for each forty (40) square feet of floor area located in the assembly chapel and viewing room(s).
9. Furniture and Appliance Stores, Hardware Stores or Other Similar Uses Which Require Large Display Areas But Generate Light Traffic Demands. One (1) parking space for each five hundred (500) square feet of floor area.
10. General Business/Retail Not Specifically Described. One (1) parking space for each two hundred (200) square feet of floor area.

11. Handicapped/Disabled Persons Parking. Parking spaces shall be provided in conformance with the following:

**Handicap Stall Calculation Table**

Number of Spaces in Lot	Minimum # of Spaces for Disabled
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	Two percent (2%) of total plus 1 for each 100 over 1,000 spaces

In addition, one (1) in every eight (8) spaces for the disabled, but not less than one (1) shall be made accessible for vans. See Section 14-18-108 for special space requirements.

All parking spaces for the disabled shall be designated as reserved by a sign showing the symbol of accessibility for the disabled. Spaces designated for accessibility for vans shall have an additional sign reading "Van Accessible" mounted below the symbol sign.

12. Hospitals. One (1) parking space for each four hundred (400) square feet of floor area.
13. Hotels, Motels and Motor Hotels. One (1) parking space for each living or sleeping unit, plus one (1) parking space for every two hundred (200) square feet of assembly, banquet or restaurant area, and one (1) space for each employee on the highest employment shift.
14. Libraries. One (1) parking space for each three hundred (300) square feet of floor area.
15. Manufacturing/Industrial Uses, Research and Testing Laboratories, Bottling Plants. One (1) parking space for every one thousand (1,000) square feet of floor area, or one (1) space for each person employed on the highest employment shift, whichever is greater.
16. Medical/Dental Clinics. One (1) parking space for each two hundred fifty (250) square feet of floor area or five (5) spaces for each practitioner, whichever is greater.

17. Nursing, Convalescent and Other Similar Type Facilities. One (1) parking space for every three (3) persons the home is licensed or designed to care for, plus .25 stalls guest parking per bed or unit.
18. Offices not Providing Customer Services or Sales on the Premises. One (1) parking space for every three hundred (300) square feet of floor area.
19. Professional Offices for Attorneys, C.P.A.s, Architects, Engineers, etc. One (1) parking space for every three hundred (300) square feet of floor area.
20. Retirement Facility/Assisted Living Center (where occupants do not drive). Off-street parking shall be provided at the rate of .50 parking stalls per living unit or per occupant at maximum occupancy, whichever is greater.
21. Retirement Facility/Independent Living Center (where some occupants may still drive). Off-street parking shall be provided at the rate of one (1) parking stall per living unit, plus .25 stalls guest parking per unit. Common use facility areas will not be used in calculating parking requirements. At least half of the off-street parking stalls must be covered.
22. Restaurants. One (1) parking space for each two and one half (2.5) seats.
23. Restaurants, Fast Food. One (1) parking space for each two (2) seats or one (1) parking space for each one hundred (100) square feet of floor area when the number of seats is unknown.
24. Schools. One (1) parking space for each administrator and faculty member, plus one (1) space for each four (4) seats in an auditorium or assembly area.
25. Shopping Centers. One (1) parking space for every two hundred (200) square feet of net floor area or as determined by the approving authority.
26. Sports Arenas, Auditoriums, Theaters or Other Similar Places of Public Assembly. One (1) parking space for each four (4) seats of maximum of seating capacity.
27. Taverns, Private Clubs, Lodges, Fraternal Organizations and All Other Similar Dining and/or Drinking Establishments. As determined by Conditional Use Permit procedure by the Planning Commission, but not less than one (1) parking space for each two (2) seats or one (1) parking space for each one hundred (100) square feet of floor area when the number of seats is unknown.
28. Wholesale Establishments and Warehouses. One (1) parking space for every one thousand (1,000) square feet of gross floor area or one (1) space for each person employed on the highest employment shift, whichever is greater.
29. All Other Uses Not Listed Above. As determined by the approving authority based on the recommendation of the City Planner, City Engineer, and/or nearest comparable use standards.

- B. In calculating the requirements of this Section, any fractional parking spaces shall be rounded up to the next whole number.
- C. Parking Spaces for the Disabled. All spaces for the disabled shall be located as near as possible to the main public or primary entrance of a single building. In parking lots that do not serve a single building, parking for the disabled shall be located on the shortest accessible route of travel to an entrance designed for the disabled. In building with multiple entrances for the disabled, such parking spaces shall be dispersed and located closest to those entrances. Said parking stalls shall be designated as reserved by a sign showing the symbol designating them for disabled persons. Such signs shall be located so they cannot be obscured by a vehicle parking in the space.

**14-18-108 SIZE OF PARKING STALLS**

- A. The dimensions of each off-street parking space for passenger vehicles shall be at least nine (9) feet by twenty (20) feet for diagonal or ninety degree spaces; or nine (9) feet by twenty-four (24) feet for parallel spaces, exclusive of access drives or aisles. Parking stalls that front onto a dedicated, improved landscape area or onto a sidewalk of minimum six (6) foot width may be reduced in depth by a maximum of two (2) feet if the City Engineer determines that a vehicle of standard clearance could protrude into the area, as shown in Figure 18-1. In limited circumstances the approving authority may reduce the parking depth of interior lot spaces to nineteen (19) feet if recommended by the City Engineer.
- B. The dimension of parking spaces for commercial vehicles shall be determined by the approving authority.
- C. Twenty-four (24) feet of on-site aisle space shall be located behind every parking space which is accessed by a two-way aisle.
- D. The following aisle widths shall be required where the parking spaces are accessed from a one-way aisle:
  - 1. Twenty-four (24) feet behind every ninety degree (90°) parking space.
  - 2. Sixteen (16) feet behind every sixty degree (60°) parking space.
  - 3. Fifteen (15) feet behind every forty-five degree (45°) parking space.
  - 4. Fifteen (15) feet behind every thirty degree (30°) parking space.
- E. Parking spaces for the disabled shall be at least nine (9) feet wide with a sixty (60) inch aisle space adjacent to them. Spaces accessible to vans must have a ninety-six (96) inch minimum aisle space.

**14-18-109 ACCESS REQUIREMENTS**

- A. Any property, regardless of its use or zone designation, shall be subject to the following.

1. Any off-street parking area shall be accessed through an approved drive-approach, also referred to as a “drive-access“ or “curb-cut“, meeting City construction standards. It is unlawful to drive a motor vehicle on any sidewalk, park strip, or any other area behind the curb within a public right-of-way, with the exception of an approved drive-approach.
2. The combined area of drive-approaches along any public street frontage shall not exceed fifty-percent (50%) of the linear length of the street curb immediately adjacent to a property, including required curb returns. A legal, non-complying flag lot shall be limited to one (1) drive-approach which shall be the narrowest width possible to comply with the minimum access requirements of this Title and the Fire Code.
3. No off-street parking area shall be approved or constructed without a drive-approach meeting City standards. Any drive-approach shall be located at least five (5) feet from a side or rear property line, with the exception of approved, shared drive-approaches.
4. Each drive-approach or drive access shall be constructed from materials consistent with the City’s construction standards for drive approaches or other improvements constructed within the public right-of-way. Driveway(s) shall be constructed from Hard Surface as defined in 14-3-102 and shall be graded to dispose of all surface water. All parking, driveways, and grading plans shall be reviewed and approved by the City Engineer.
5. Existing drive approaches (drive accesses or curb-cuts) which are deemed abandoned by the City Engineer for non-use or which are relocated as part of an approved development project shall be removed and replaced with standard curb, gutter, park strip, and sidewalk within one (1) year, as required by the City Engineer.

B. Single-Family and Two-Family Residential Lots

1. Each residential lot shall be allowed not more than two drive accesses (curb cuts), each of which shall have a minimum width of twelve (12) feet and a maximum width of thirty (30) feet, as measured at the street property line. There shall also be a minimum of thirty-five (35) feet between any drive access located on the same property, as measured at the property line. Lots exceeding one (1) acre in size with more than 150 feet of frontage on a public street may be allowed one (1) additional curb cut provided the curb cut meets all other standards related to size, maximum lot coverage and open space standards, minimum separation from other lots, driveways and intersections.
2. Circular drives shall meet all of the minimum width and separation standards that apply to drive accesses and shall be constructed in conformance with the requirements set forth in *Figure 18-5 Minimum Circular Drive Design Standards for All Single and Two Family Residential*. Areas between the minimum interior arc and the front property line shall be landscaped at all times, and shall not be filled with cement, asphalt or any other paving material. In limited circumstances, the City Engineer may allow a reduced circular driveway, as shown in *Figure 18-6 Minimum Circular Drive Design Standards for Limited Situations*. Before



approving the construction of a reduced circular driveway, the City Engineer shall determine that all of the following criteria are met:

- a. It is not physically possible to construct a standard size circular driveway.
  - b. There is a clear safety hazard created by the configuration of the road, sidewalk, or other element that is beyond the control of the property owner.
  - c. The property owner has not created the safety hazard or need for the reduced circular driveway by his action or the action of previous property owners.
  - d. There is no other reasonable solution to the safety hazard.
3. No drive access shall be closer than thirty (30) feet to any street intersection as measured at the property line. In any instance where a dwelling has a drive access on to a collector or arterial street, or in any instance where existing conditions restrict visibility, the City Engineer may require that the drive access be located further from the intersection; however, the location shall be the minimum necessary to mitigate the hazard.
  4. In any instance where a dwelling has a drive access on to a collector or major street as indicated on the Bountiful Master Street Plan, or in any instance where existing conditions restrict visibility, the City Engineer may prohibit vehicles from backing onto a public street. In addition, the City Engineer may require that onsite improvements be made to allow a vehicle to turn around and drive forward out on to a public street.

### C. Multiple-Family Residential Developments

1. Length and Width of Driveways.
  - a. No driveway shall exceed six hundred (600) feet without providing a second access.
  - b. Driveways which are one hundred fifty (150) feet or less in length shall have a minimum width of twenty (20) feet with no parking allowed along the driveway.
  - c. Driveways which are greater than one hundred fifty (150) feet in length shall have a minimum width of thirty (30) feet. Driveways with only one access and which are in excess of one hundred fifty (150) feet shall also have a seventy (70) foot diameter turnaround.
  - d. No more than twenty (20) units shall be allowed on any dead-end driveway regardless of length.
  - e. A shared driveway and/or shared drive access between adjoining properties may be allowed by the approving authority only if it is a secondary access and only if each development has another access and

driveway that is unique to that development. Both property owners must sign and record a cross access agreement benefiting both parties.

2. Number of Driveways Permitted. Not more than two (2) drive-accesses (curb cuts) shall be allowed for each one hundred (100) feet of street frontage, except for town-home style residential units approved and constructed after December 31, 2006, that front onto a public street that is not designated on the Street Master Plan as a collector or arterial street and that does not exceed an average daily traffic volume of one thousand (1,000) vehicles.
3. Intersection Proximity. No drive access shall be closer than fifty (50) feet to any street intersection as measured at the property line. Any proposed drive access that is located within one hundred (100) feet of a State road, arterial street, or collector street, shall also be reviewed and approved according to AASHTO and other professional standards.

D. Non-Residential and Mixed-use Developments. In non-residential and mixed-use developments, access shall be provided to meet the following requirements:

1. Width of Driveways. Each drive access shall not be less than fifteen (15) feet or more than thirty-five (35) feet in width, measured at right angles to the center line of the driveway, except as increased by the permissible curb return radii. The drive access flare may not encroach upon a designated travel lane within the public right-of-way and shall be designed according to standards approved by Bountiful City.
2. Spacing of Drive Accesses. There shall be a minimum of twelve (12) feet between each drive access, and no drive access shall be closer than six feet to a side property line unless there is a cross access agreement and it is approved by the approving authority.
3. Intersection Proximity. No drive access shall be closer than fifty (50) feet to any street intersection as measured at the property line. Any proposed drive access that is located within one hundred (100) feet of a State road, arterial street, or collector street, shall also be reviewed and approved according to AASHTO and other professional standards.
4. Landscaping Required. Landscaping shall be provided along the entire frontage of the property to a minimum depth of ten (10) feet, except for permitted driveways. Sprinkling systems shall be installed and permanently maintained within the landscaped area. The landscaped area shall be surrounded by a poured concrete curb extending six (6) inches above the paved surface.
5. Mixed-use developments that incorporate residential uses shall also meet the access and driveway criteria for multiple-family residential development. Any conflicting provisions between the two standards shall be resolved by the approving authority.

- E. Curb Radius Requirements. Maximum and minimum curb return radii permitted and minimum driveway approach angles to the center line of the street shall be built to Bountiful City standards. Any part of a curb radius shall be located within the portion of right-of-way immediately adjacent to the property for which it is serving, as determined by extending the side property line into the right-of-way at an angle perpendicular to, or tangent to, the front property line. A curb radius shall not be located in such a way that it encroaches on an adjoining property or the portion of the right-of-way that an adjoining property is responsible for maintaining.
- F. Location of Gasoline Pumps. Gasoline dispensing devices at automotive service stations, convenience stores, or other similar businesses, shall be located a minimum distance of ten (10) feet from a property line and so located that all parts of a vehicle being serviced will be on the premises of the service pad. In addition, the location of dispensing devices shall be in accordance with the following:
  - 1. Dispensing devices shall be located not less than ten (10) feet from any building which is less than one-hour fire resistive construction. Such dispensing devices shall also be located so that the nozzle, when hose is fully extended, shall not reach within five (5) feet of any building opening.
  - 2. Dispensing devices shall be at least twenty (20) feet from all fixed sources of ignition.
  - 3. All dispensing devices shall be protected against physical damage from vehicles by mounting them on a concrete island a minimum of six (6) inches in height. Alternate methods of providing equivalent protection may be permitted when approved by the Fire Marshal.
  - 4. Apparatus dispensing Class I or Class II liquids into the fuel tanks of motor vehicles of the public shall not be located in a bulk plan unless separated by a fence or similar barrier from the area in which bulk operations are conducted.
  - 5. Dispensing devices shall be secured to the island in an approved manner other than piping and conduit.

**14-18-110 OFF-STREET LOADING AREAS**

- A. Space Requirement. Every building or part thereof having a gross floor area of at least five thousand (5,000) square feet and that is designed or used for a commercial or industrial use that entails the delivery of materials or merchandise by motor vehicles, shall provide and maintain on-site loading areas meeting the following minimum requirements:

<b>Gross Floor Area</b>	<b>Number of Loading Spaces Required</b>
Less than 5,000 sq. ft.	None
5,001 to 30,000 sq. ft.	1
30,001 to 70,000 sq. ft.	2
70,001 to 120,000 sq. ft.	3
Each additional 100,000 sq. ft. over 120,000 sq. ft.	+1

- B. Dimensions. Each loading space shall be not less than fourteen (14) feet in width and twenty-five (25) feet in length.
- C. Turning and Maneuvering Space. Sufficient room for turning and maneuvering of trucks and other vehicles shall be provided on the site. Loading spaces shall be arranged on the site in such a way as to allow normal movement of traffic in and around the loading area.
- D. Access and Location. Each loading space shall have unobstructed access from a street or from an aisle or drive connecting with a street. No loading space may be located within the minimum front or street yard setback, neither shall it be allowed to encroach upon any public right-of-way, pedestrian walkway, minimum required landscape area or any required parking area.
- E. Screening. Such loading space may occupy any required side or rear yard and shall be enclosed by a masonry wall matching the architecture of the structure to which it is attached, or a solid landscaping barrier not less than six (6) feet in height, or both. If the loading area is illuminated, lighting shall be deflected away from abutting residential lots so as not to cause annoying glare.
- F. All semi-trucks, commercial trailers, and all delivery vehicles in excess of twelve thousand (12,000) pounds G.V.W, shall be parked and/or serviced only within an approved loading area. Short term deliveries such as UPS, FedEx, etc., where the vehicle is parked for less than thirty (30) minutes, may use general parking facilities.

**14-18-111 DISPLAY OF VEHICLES OR OTHER MERCHANDISE FOR SALE OR RENT**

Minimum setback for display of vehicles or other merchandise for sale or rent shall be ten (10) feet. The ten (10) foot area shall be comprised of approved landscaping and shall not be used for the display of merchandise.

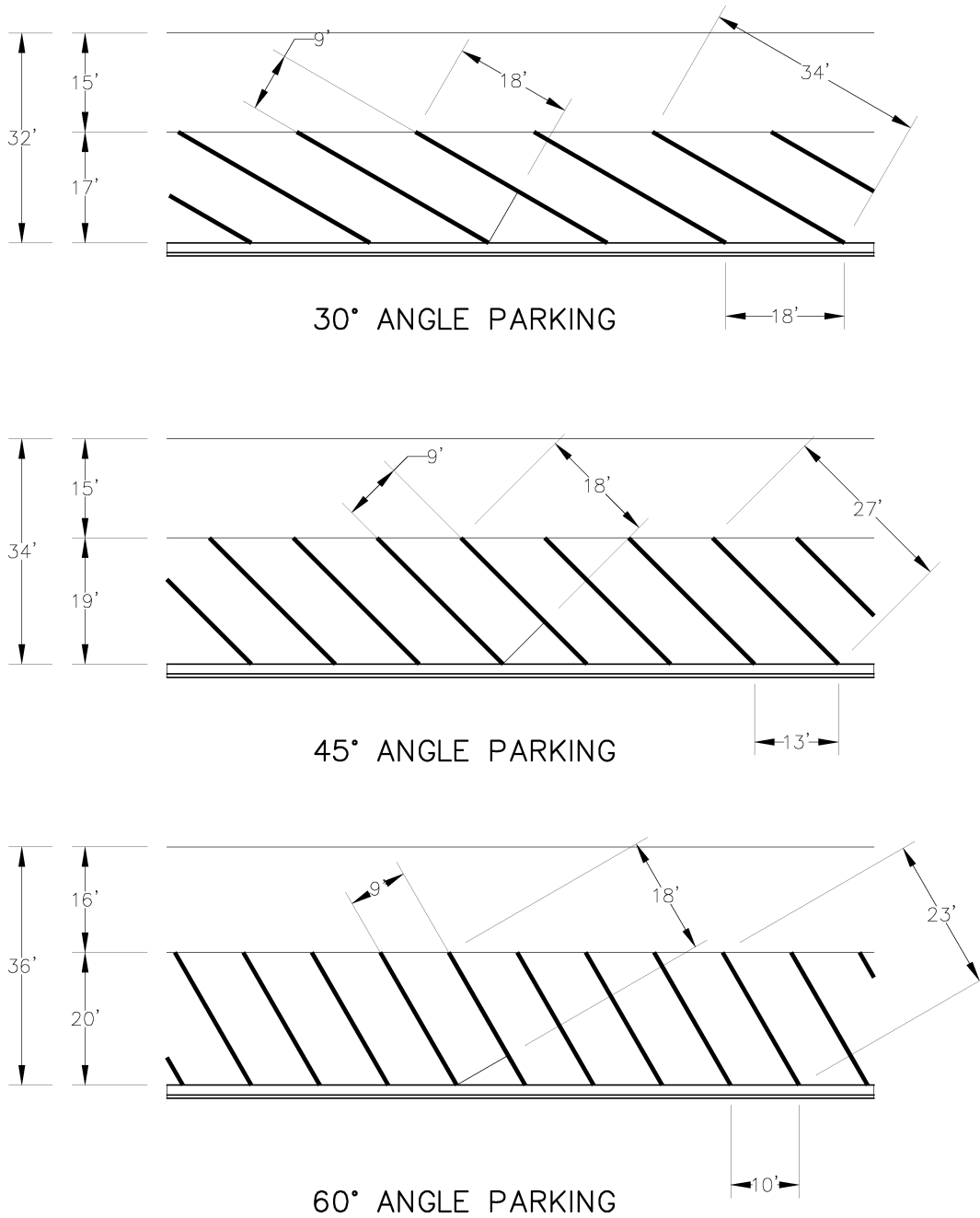
**14-18-112 STACKING LANES FOR DRIVE-UP WINDOWS**

Uses which have drive-up service windows or devices shall provide on-site space for stacking of vehicles waiting to reach the drive-up window or device in accordance with the following:

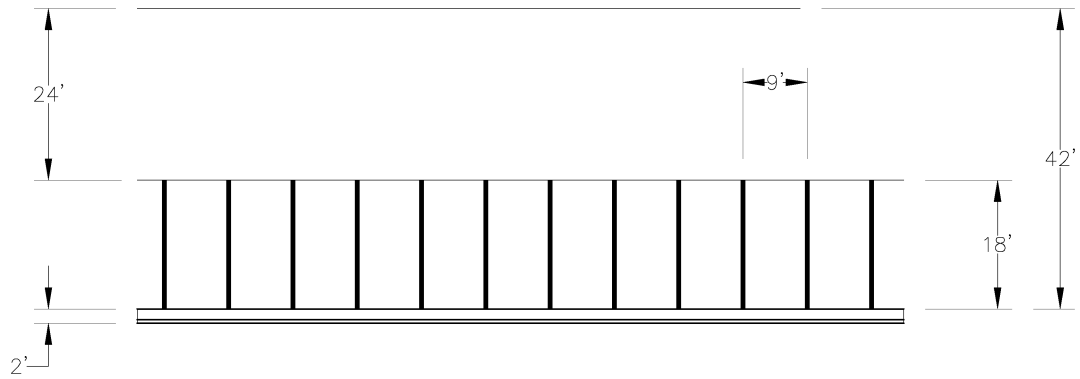
- A. Restaurants and Fast Food Establishments: Six (6) stacking spaces for each service window or device.

- B. Banks: Four (4) stacking spaces for each service window or device.
- C. All Other: Three (3) stacking spaces for each service window or device.
- D. Each space shall measure nine (9) feet by twenty (20) feet and have a height clearance of fourteen (14) feet or as determined by the Fire Marshal. Such spaces shall not interfere with other required off-street parking or traffic circulation. The fourteen (14) feet clearance requirement may be reduced to nine (9) feet if the Fire Marshall determines the fire apparatus completely circulates the site/building without passing under the reduced canopy.

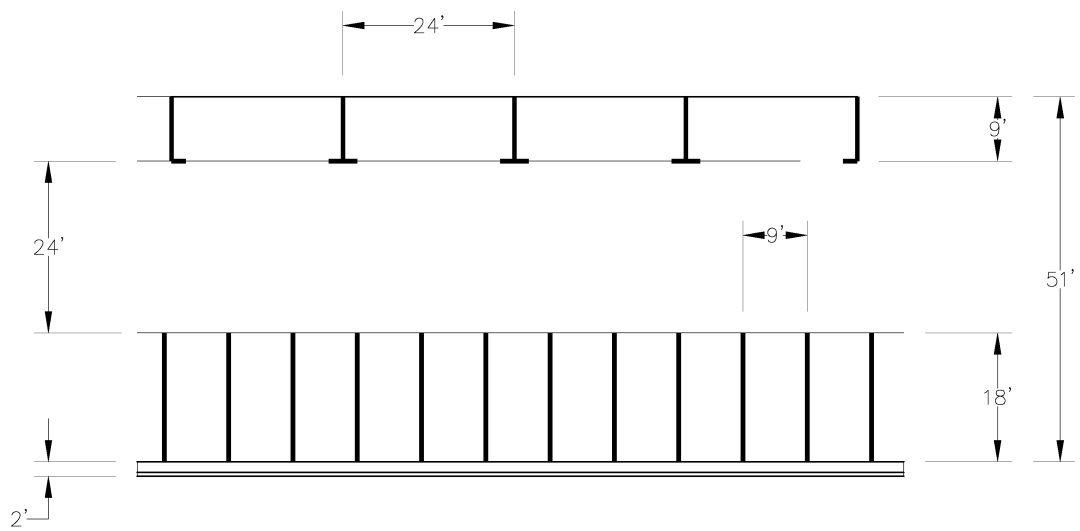
**FIGURE 18-1**  
**Parking Stalls And Drive Aisles**



**FIGURE 18-1 (Continued)**  
**Parking Stalls And Drive Aisles**

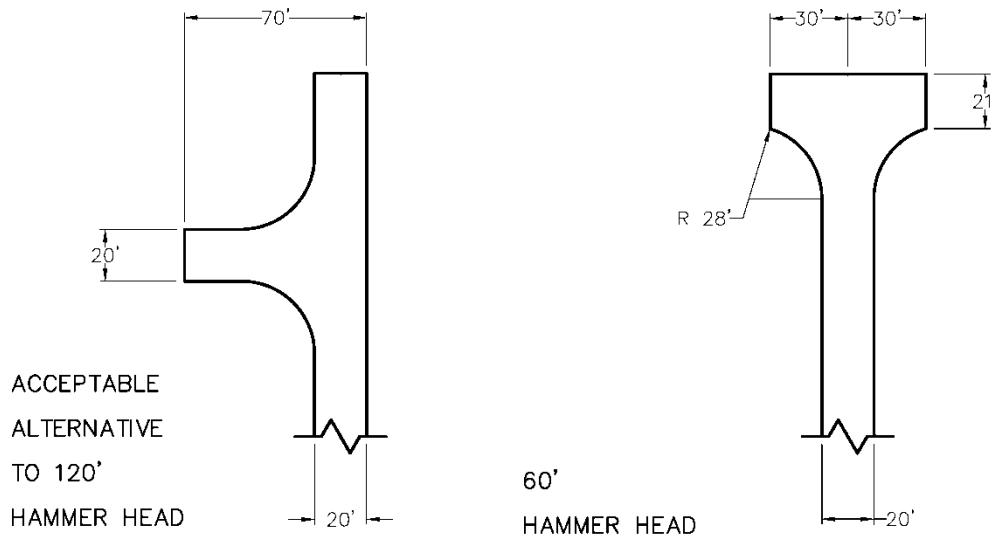
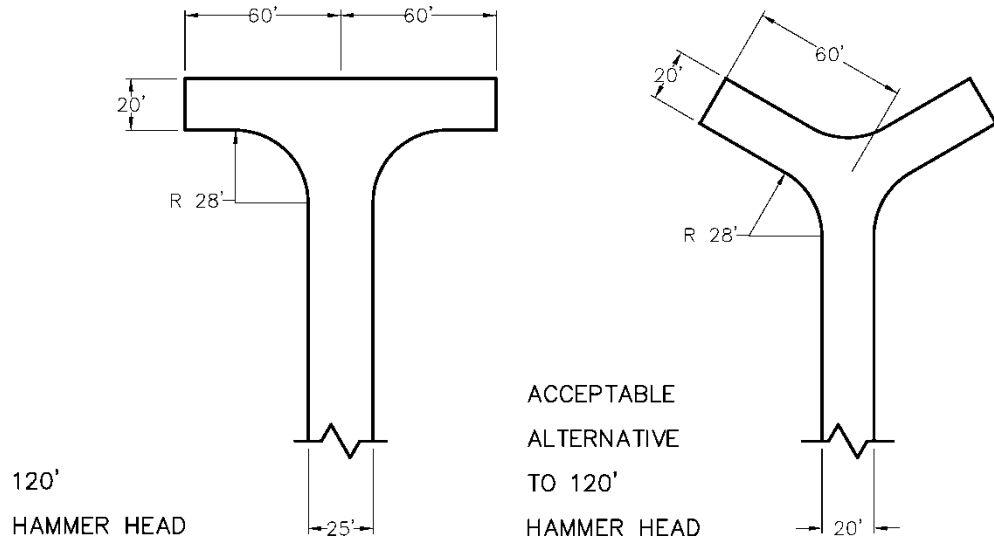


**90° ANGLE PARKING**



**90° ANGLE AND PARALLEL PARKING**

**FIGURE 18-2**  
Requirements For Dead-End Access Ways



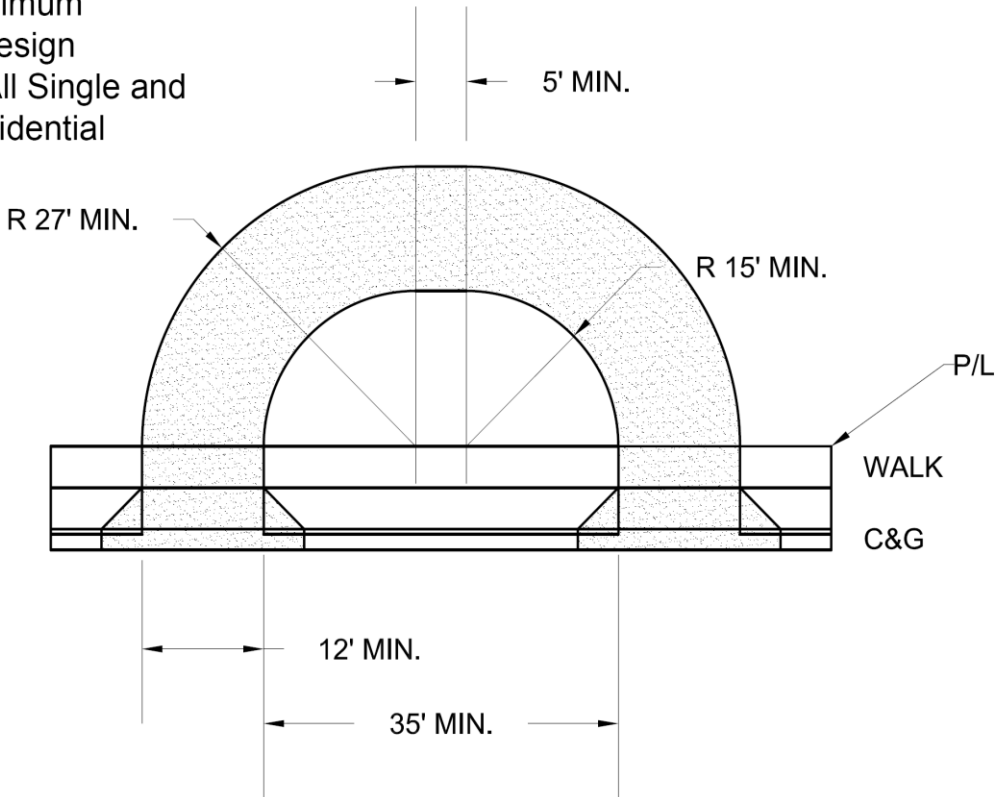
LENGTH	WIDTH	TURNAROUNDS REQUIRED
0 TO 150 FT.	20 FT.	NONE REQUIRED
150 TO 500 FT.	20 FT.	70 FT. DIA. CUL-DE-SAC/60 FT. HAMMER HEAD
500 FT. AND UP	26 FT.	70 FT. DIA. CUL-DE-SAC/120 FT. HAMMER HEAD

CURVES AND TOPOGRAPHICAL CONDITIONS COULD ALTER THE REQUIREMENTS FOR TURNAROUNDS AND THE WIDTH OF ACCESSWAYS.





**Figure 18-5** Minimum Circular Drive Design Standards For All Single and Two Family Residential



**Figure 18-6** Minimum Circular Drive Design Standards For Limited Situations

