1 Types
1.1 When developing site plans for new development on the University campus, three parking lot types are considered appropriate: short term parking, long-term parking and visitor parking.

2 Space Size
2.1 The standard parking space size is 9 feet by 18 feet. Handicapped parking spaces are 8 feet by 19 feet with a 5-foot access aisle; van accessible handicapped parking spaces require an 8-foot access aisle.
2.2 Perimeter parking is encouraged to utilize a two-foot overhang to reduce the amount of paved area. Overhang area may not reduce the minimum sidewalk width or parking lot setback if required by community zoning requirements.

Note: Common parking bay widths for 90 degree parking is 60'; 18'+24'+18'

3 Construction Methods
3.1 Most campus parking lots have been constructed of asphalt concrete. Storm water considerations shall be accounted for in design. Design shall comply with TCPWQ/ WLaf /PU storm water ordinance and technical standards.
3.2 Parking lot construction shall provide positive surface drainage. Parking lots shall not be utilized as storm water detention areas with a depth greater than 6 inches.
3.3 Compacted granular fill is required for parking lot sub-base.
3.4 Pavement thickness and granular sub-base thickness shall be determined by a soils engineering report and shall consider the type of traffic; e.g., automobile or truck.

4 Driveway Width
4.1 Driveway curb cuts should be a minimum of 24 feet wide with 10 foot radii curb returns. If turn lanes are required additional width shall be required, up to a maximum of 36 feet.
4.2 Internal driveway widths of less than 24 feet are permitted (e.g. turn-around, passenger drop-offs, etc.); however, they must be posted "No Parking Fire Lane".

5 Parking Angle
5.1 The preferred parking angle is 90 degrees. Angled parking (60 degrees and 45 degrees) is permitted when one-way circulation is required or on narrow lots that will not accommodate 90 degree parking.

6 Pedestrian Routes
6.1 Provision for pedestrian routes in parking areas shall be identified. Evaluations of origin and destination routes are required for parking lots.
6.2 Pedestrian routes in conflict with vehicle aisles, circulation routes and parking stalls must be minimized.
6.3 Pedestrian routes should include walkways perpendicular as well as parallel to parking rows.

7 Street Access
7.1 Access from a parking lot to the street system should provide a safe transition for vehicles and pedestrians. Stopping and turning movements for vehicles shall consider pedestrian circulation patterns with conflicts identified and minimized as design decisions are incorporate.