

Chapter 5
Street Access and Parking Lot Criteria

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Chapter 5

Street Access and Parking Lot Criteria

5.1 Traffic Studies

5.1.1 Responsibilities for Traffic Report

5.1.1.1 Traffic impact reports may be required by the City in order to adequately assess the impact of a proposal on the existing and/or planned street system. The primary responsibility for assessing the traffic impacts associated with a proposed development will rest with the developer with the City serving in a review capacity.

5.1.1.2 Unless waived by the City Engineer, a written report meeting the City guidelines will be required for a nonresidential development proposal when trip generation during the peak hour is expected to exceed 100 vehicles, or any multifamily residential development with 150 or more dwelling units.

5.1.1.3 Preparation of the report shall be the responsibility of the developer and must be prepared by a licensed design professional with experience in transportation planning. Upon submission of a draft traffic report, the City will review the study data sources, methods, and findings. Comments will be provided in a written form. The developer and his engineer will then have an opportunity to incorporate necessary revisions prior to submitting a final report. All reports must be reviewed by the City before acceptance.

5.1.1.4 All previous traffic reports relating to the development that are more than two years old must be updated, unless it is determined that conditions have not changed enough to warrant an update.

5.1.1.5 Traffic reports will be required if the trip generation/dwelling unit criteria as noted in Section 5.1.1.2 are exceeded for the following submittals:

- a. For a rezoning application or Conditional Use Permit.
- b. For a final plan or final development plan if the property has already been rezoned for the proposed use and no traffic report was required for the rezoning.
- c. Prior to issuance of a building permit, if the property has already been zoned/platted, and no previous traffic report less than two years old exists.
- d. Additional access off an arterial street to an existing use is being requested.
- e. The developer will be required to submit a new traffic report if, after submitting the original traffic report, the land use intensity and traffic generation area increased.
- f. A land use amendment is required.

5.1.1.6 Where access points are not defined or a site plan is not available at the time the traffic report is prepared, additional traffic work may be required when a site plan becomes available or the access points are defined.

5.1.1.7 The developer will be notified at the preplanning stage if a traffic report will be required, provided sufficient information is available for the City to determine whether the trip generation/dwelling unit criteria have been met. If insufficient information is available but the property appears to involve a sufficiently intense land use, the applicant will be informed that a traffic report is required.

5.1.2 Traffic Report Format

Traffic consultants are encouraged to discuss projects with the City prior to starting the study. Topics for possible discussion at such meetings might include directional distribution of traffic, definition of the study area, intersections requiring capacity analysis, and methods for projecting build-out volume. This should provide a firm base of cooperation and communication between the City, the owner or developer, and his consultant in creating traffic characteristics that are in the best interest of the total community. Specific requirements will vary depending on the site location. However, all traffic reports shall contain, as a minimum, the following information:

5.1.2.1 Introduction.

5.1.2.1.1 Land Use, Site, and Study Area Boundaries. A brief description of the size of the land parcel, general terrain features, the location within the jurisdiction and the region should be included in this section. In addition, the roadways that afford access to the site, and are included in the study area, should be identified.

The exact limits of the study area should be based on engineering judgment, and an understanding of existing traffic conditions at the site. In all instances, however, the study area limits shall be mutually agreed upon by the developer, his design professional, and City staff. These limits will usually result from initial discussion with staff. A vicinity map that shows the site, in relation to the surrounding transportation system, should be included.

5.1.2.1.2 Existing and Proposed Site Uses. The existing and proposed uses of the site should be identified in terms of the various zoning categories of the City. In addition, the specific use for which the request is made should be identified if known, since a number of uses may be permitted under the existing ordinances.

5.1.2.1.3 Existing and Proposed Uses in Vicinity of the Site. A complete description of the existing land uses in the vicinity of the site, as well as their current zoning and use, should be included.

The developer should also state the proposed uses for vacant adjacent land in order that any proposed transition in uses is identified. This latter

item is especially important where large tracts of undeveloped and/or underdeveloped land are in the vicinity of the site, and within the prescribed study area. Generally much of this information can be obtained from the initial meetings with the City's Planning staff.

5.1.2.1.4 Existing and Proposed Roadways and Intersections. Within the study area, the developer must describe existing roadways and intersections (geometrics and traffic signal control) as well as improvements contemplated by government agencies. This would include the nature of the improvement project, its extent, implementation schedule, and the agency or funding source responsible.

5.1.2.2 Trip Generation and Design Hour Volumes.

5.1.2.2.1 A summary table listing each type of land use, the size involved, the average trip generation rates used (total daily traffic and a.m./p.m. peaks), and the resultant total trips generated shall be provided.

5.1.2.2.2 Trip generation will be calculated from the latest data contained within the *Institute of Transportation Engineers' Trip Generation Guide* (latest edition). In the event that data is not available for the proposed land use, the City must approve estimated rates prior to acceptance.

5.1.2.2.3 Site design hour volumes approximating the peak hour volume used to determine public improvements will be estimated by one of the following methods which are listed in order of preference:

- a. Traffic volume counts for existing uses.
- b. Peak hour trip generation rates as published in the *ITE Trip Generation Guide* (latest edition).

5.1.2.3 Trip Distribution. The direction of approach for site-generated traffic will be presented in this section. The technical analysis steps, basic methods, and assumptions used in this work must be clearly stated.

5.1.2.4 Trip Assignment. This section will describe the utilization of study area roadways by site-generated traffic. The anticipated site traffic volumes must be combined with existing and projected area traffic volumes in Section 5.1.2.5 to describe mainline and turning movement volumes for future conditions with the site developed as proposed. Internal trips in excess of 10 percent will require analytical support to demonstrate how the higher figures were derived. Nongenerated passerby traffic reductions in generation volumes may be considered if applicable. All estimates of trip distribution, assignment, and modal split are subject to review and approval by the City.

5.1.2.5 Existing and Projected Traffic Volumes.

5.1.2.5.1 Graphics should show:

- a. a.m. peak hour site traffic (in and out) including turning movements.

- b. p.m. peak hour site traffic (in and out) including turning movements.
- c. a.m. peak hour total including site (in and out) and through traffic including turning movements for current conditions and the Metropolitan Planning Organization (MPO) planning year horizon or build-out.
- d. p.m. peak hour total including site (in and out) and through traffic including turning movements for current conditions and MPO planning year horizon or build-out.

5.1.2.5.2 All raw traffic count data (including hourly ADT and peak hour turning movements) and analysis worksheets shall be provided in the appendices. Computer techniques and the associated printouts can be used as part of the report.

5.1.2.5.3 Build-out projections shall include major vacant properties around the proposed development as defined by the City. Volume projections for background traffic growth will be provided by the City, or a method for determining their volume will be recommended by the City.

5.1.2.5.4 All total daily traffic counts should be actual machine counts and not based on factored peak hour sampling. Latest available machine counts from the South Dakota Department of Transportation (SDDOT), the City, and other agencies may be acceptable if not more than two years old.

5.1.2.5.5 All traffic will be assigned to existing and planned facilities in a manner consistent with existing traffic patterns and approved by the City.

5.1.2.6 Capacity Analysis. A capacity analysis will be conducted for the street intersections at driveways for the proposed development. Within the limits of the previously defined study area, capacity analyses will also be conducted for street intersections. The a.m., p.m., and any other relevant peak period will be analyzed. Pedestrian, bicycles, and transit movements should also be considered in the evaluation. Capacity calculations should also include an analysis for MPO planning year horizon or build-out conditions. Capacity analysis will be calculated using Synchro and SimTraffic software. The latest edition of the Highway Capacity Manual analysis report from Synchro shall also be included in the report. The default values for the capacity analysis in Synchro and SimTraffic will be in the default files provided by the City to the consultant electronically.

5.1.2.7 Traffic Signals.

5.1.2.7.1 The need for new traffic signals shall be checked using the warrants in the *Manual on Uniform Traffic Control Devices*, latest edition. Traffic progression is of paramount importance. Generally a spacing of one-half mile for all signal-controlled intersections is desirable with the spacing not to drop below one quarter mile. This spacing is usually

desirable to achieve good speed, capacity, and optimum signal progression.

5.1.2.7.2 To provide flexibility for existing conditions and ensure optimum signal progression, an approved traffic engineering analysis will be made to properly locate all proposed connecting access approaches that may require signalization if the access is more than 100' from a quarter mile spacing. A progression pattern will be established between two public intersections that bracket the proposed approach as chosen by the City. These bracketing intersections should be at least one mile apart, and be existing, or possible future signal locations. The progression patterns shall be established using A.M. and P.M. peak platoon progression diagrams and an off-peak time space diagram that shows progression in both directions. The cycle lengths and splits used for capacity analysis shall be the same ones that are used for the progression patterns. Tru-Traffic, or a compatible software that saves files that can be opened by Tru-Traffic such as Synchro.csv files, shall be used to establish progression patterns. The City may choose not to signalize intersections shown to be less than desirable in the progression patterns.

5.1.2.7.3 The acceptable cycle lengths for capacity analysis and progression patterns are between 60 and 180 seconds with a travel speed of 40 mph, unless existing signal systems and speed limits govern usable cycle lengths and travel speeds. Left-turn phases shall have a minimum split of at least 10 seconds. Dual left-turn phases shall have a minimum split of at least 13 seconds. Thru-phases shall have a minimum split of at least 20 seconds, and no less than the time required for a pedestrian to cross the street in accordance with the latest edition of the *Manual of Uniform Traffic Control Devices*.

5.1.2.8 Level of Service. Level of Service (LOS) C during the peak hour will be the design objective for all new street components and intersections. Individual approaches shall be designed to at least LOS D for arterial street approaches or a LOS E for collector/local/private street approaches, with no individual movement having a volume/capacity ratio of greater than 1.00. Existing corridors with established adjacent development shall be designed to LOS D. The design year will be the MPO planning year horizon or at build-out of the area. Levels of service are defined in *The Highway Capacity Manual*.

5.1.2.9 Traffic Crashes. Traffic crash data for affected street corridors may be required for the study. Where this is necessary, estimates of increased or decreased crash potential shall be evaluated for the development.

5.1.2.10 Recommendations. In the event that analysis indicates unsatisfactory levels of service on study area roadways, a description of proposed improvements to remedy deficiencies shall be included. These proposals would not include committed projects by the City or the SDDOT. In general, the recommendation section should include:

5.1.2.10.1 Proposed Recommended Improvements. This section shall describe the location, nature, and extent of proposed improvements to assure sufficient roadway capacity.

5.1.2.10.2 Volume/Capacity Analysis at Critical Points. Another iteration of the volume/capacity analysis will be described, which demonstrates the anticipated results of making these improvements.

5.1.2.10.3 Levels of Service at Critical Points. As a result of the revised volume/capacity analysis presented in the previous section, levels of service for the highway system with improvements will be presented.

5.1.2.11 Conclusion. The last chapter of the report must be a clear, concise description of the study findings. It is anticipated that this concluding chapter will serve as an executive summary.

5.1.2.12 Revisions to Traffic Report. Revisions to the traffic report must be provided as required by the City. The need to require revisions will be based on the completeness of the traffic report, the thoroughness of the impact evaluation, and the compatibility of the study with the proposed access and development plan.

5.1.2.13 Report Submittals. The engineer shall submit two paper copies of the Draft Traffic Impact Study to the City Engineering Division. In addition, the engineer shall submit the electronic files of Synchro and SimTraffic traffic data and output files.

The engineer shall submit to the City one paper copy and one electronic copy of the Final Traffic Impact Study. The electronic copy shall include the report in PDF format and all the appendices in Synchro or SimTraffic format or a compatible format.

5.2 Access Control

5.2.1 General Access

Access in newly developing areas will follow these provisions. In areas being redeveloped, access will be determined as to the best fit based on traffic safety, existing conditions, future street improvements, and property development along with other considerations as appropriate.

A Sidewalk and Driveway Permit must be obtained from the City Engineer for any public or private access constructed to a public street. Access to streets or highways within the city limits under the jurisdiction of the South Dakota Department of Transportation (SDDOT) are also governed by requirements of the SDDOT. In addition to obtaining a permit from the City Engineer, a permit from the Area Engineer of the SDDOT must be obtained. Access shall be limited as dictated by this City of Sioux Falls Design Standards. Any discrepancy between the SDDOT and the City of Sioux Falls regarding precedence of access design standards shall be jointly coordinated, reviewed, and approved.

Fire Department access to all buildings shall be provided and maintained during construction and upon completion of all improvements. Fire department access shall meet all requirements outlined in Fire Prevention Division Policy No. 05-01.

5.2.4 Definition of Terms for Access Control

Several terms are used herein which have a somewhat distinct meaning. For the purpose of clarity, the definitions of some of these terms are listed below.

5.2.4.1 Width of Curb Opening (W)—The width of curb opening measured at the throat of the driveway from the edge of pavement to the edge of pavement.

5.2.4.2 Property Line (P)—The distance measured along the property line from the nearest edge of the driveway to the property line.

5.2.4.3 Corner Clearance (C)—At an intersecting street the distance measured along the curb line from the end of the corner radius to the nearest edge of the curb opening.

5.2.4.4 Distance Between Double Drives (D)—The distance measured along the curb line between the radii.

5.2.4.5 Frontage—The distance along the street right-of-way line of a single property or development within the property lines. Corner property at an intersection would have a separate frontage along each street.

5.2.4.6 Residential—Property used primarily for residential purposes such as single-family, two-family, and multifamily units.

5.2.4.6.1 Single-Family (SF) Residential—Single, detached family dwelling units or double bungalows or duplexes.

5.2.4.6.2 Multifamily (MF) Residential—Three or more attached dwelling units including townhouses, condominiums, and apartments.

5.2.2 Basic Principles for Curb Openings and Driveways

5.2.2.1 Arterial Street Access

5.2.2.1.1 Private residential access directly to arterial streets and any access to a principal arterial street shall be permitted only when the property in question has no other reasonable access to the general street system, or when denial of direct access to the arterial and alternative access to another roadway would cause traffic operation and safety problems as shown in a Traffic Report. Any access to arterials must adhere to City street standards as described in Chapter 8.

5.2.2.2 General Access

5.2.2.2.1 High Volume Access. In general, when trip generation served by the driveway exceeds 100 vehicles per hour during the peak hour or the

driveway accesses an arterial street, returns using a standard street return radius as set forth in Table 5.1 and Figure 5.1 will be required.

5.2.2.2.2 Access Points. Access will not be approved for parking or loading areas that require backing maneuvers onto or from a public street right-of-way except for single-family or duplex residential uses on local and minor collector streets.

Table 5.1
Driveway Dimensions
(All Dimensions in Feet)

Arterial	Dimension Reference (See Figure 5.1)	Local			Collector			Arterial		
		Residential	Commercial	Industrial	Residential	Commercial	Industrial	Residential	Commercial	Industrial
Width ¹	W									
Minimum		12	15	20	12	15	20	15	15	20
Maximum		32 ²	36	40	30	36	40	36	36	40
Right-turn Radius	R									
Minimum		5	10	15	10	15	25	25	25	30
Maximum ³		15	20	30	25	50	50	30	50	50
Minimum Spacing ⁴										
From Property Line	P	0	R	R	0	R	R	R	R	R
From Street Corner	C	10	40	40	50	50	50	NA	NA	NA
Between Driveways	D	10 ⁵	25	25	35	50	50	NA	NA	NA
Angle ⁶	A	45°	70°	70°	45°	70°	70°			

¹ The minimum width of commercial driveways is intended to apply to one-way operation. In high pedestrian activity areas, such as in a central business district or in the same block with an auditorium, school, or library, the maximum basic width should be 30 feet. The width shown applies to rural routes and most City streets including neighborhood business, residential, and industrial streets. The width is intended to be measured along the right-of-way line, in most instances, at the inner limit of a curbed radius or between the line of the radius and the near edge of a curbed island at least 50 square feet in area.

² Maximum width on bulb of cul-de-sac shall be 24 feet.

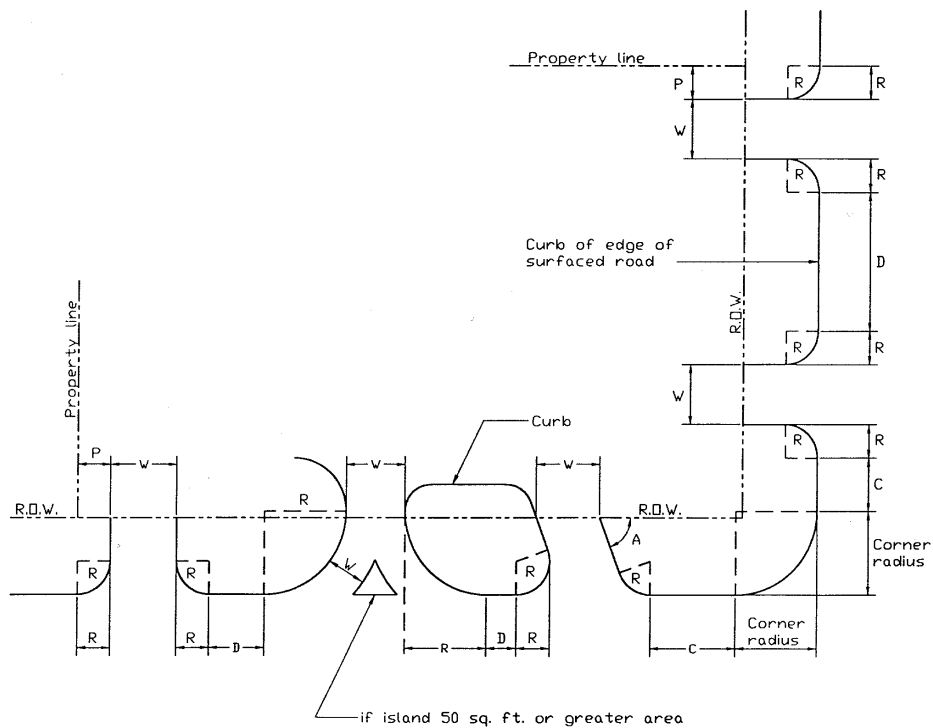
³ On the side of a driveway exposed to entry or exit by right-turning vehicles. In high pedestrian activity areas, the radii should be half the values shown. The maximum radii for major generator driveways shall be designed in accordance with *A Policy on Geometric Design of Highways and Streets*, published by AASHTO latest edition.

⁴ Measured along the curb or edge of pavement from the roadway end of the curb radius. In high pedestrian activity areas, the minimum spacing between driveways should be 5 feet.

⁵ Minimum space between driveways may be reduced to 3 feet on one side on local streets only at the discretion of the City Engineer.

⁶ Minimum acute angle measured from edge of pavement, and generally based on one-way operation. For two-way driveways, and in high pedestrian activity areas, the minimum angle should be 80 degrees.

**Figure 5.1
Driveway Dimensions**



5.2.2.2.3 Standards. Every property that accesses the street shall have a driveway. Driveways shall be constructed in accordance with the City of Sioux Falls Standard Plates.

5.2.2.2.4 Existing and Future Demands. The opening or driveway width shall be adequate to handle properly the anticipated traffic volume and character of traffic, as well as being within the limits specified for the type of property development. The controls established for curb openings and driveways shall apply to existing streets as well as new streets that may be developed in the future.

5.2.2.2.5 Utility Conflicts. Any adjustments which must be made to utility poles, street light standards, fire hydrants, catch basins or inlets, traffic signs and signals, or other public improvements or installations which are necessary as the result of the curb openings or driveways shall be accomplished without any cost to the City.

5.2.2.2.6 Access Signs. Driveway approaches, whereby the driveway is to serve as an entrance only or as an exit only, shall be appropriately signed by, and at the expense of, the property owner subject to approval of City Planning and Building Services. Sign location, height, and legend must be in accordance with the *Manual on Uniform Traffic Control Devices* (MUTCD).

5.2.2.2.7 Abandoned Driveways. Any curb opening or driveway which has been abandoned shall be removed and the street restored by the property owner.

5.2.3 General Requirements

5.2.3.1 Number of Openings.

5.2.3.1.1 Single-Family Residential—In general, each single-family residential property shall be limited to one access point. However, where houses are located on corner lots or have extra wide frontage, more than one access point may be permitted. Applicable zoning setback requirements must be followed.

5.2.3.1.2 Multi-Family Residential—In general, access shall be determined by information provided by the owner/developer in a Traffic Impact Report and/or by comments generated during the City's review and acceptance of that report.

5.2.3.1.3 Commercial/Industrial—In general, access to commercial and industrial property shall be limited to the requirements as set forth in Chapter 8 of the Engineering Design Standards and shall be based on the street classification described by the 2025 Major Street Plan that is kept in the Office of the City Engineer. For commercial/industrial property located on a corner of an arterial street, access may be restricted to a side street only. Access may also be restricted if use of such access would be precluded by existing left turn lanes or other traffic control devices.

5.2.3.2 Access to Roadways with No Curb and Gutter. Private drive access to local, collector, or arterial streets that have no curb and/or gutter improvements shall be constructed to meet the following requirements:

5.2.3.2.1 The private drive shall extend from right-of-way line to the edge of the existing driving surface and shall be constructed of: (a) an 8-inch-thick compacted aggregate base material, or if paved, (b) a minimum 4-inch-thick asphalt pavement over 6-inch-thick aggregate base material; i.e., minimum acceptable roadway pavement design.

5.2.3.2.2 Access shall be governed by the driveway criteria.

5.2.3.2.3 A culvert properly sized for the ditch flow shall be installed at the established roadside ditch flowline beneath the private drive access. Minimum size for the culvert shall be 15 inches. Culverts shall have a precast concrete-sloped end section or cast-in-place concrete headwall. If a cast-in-place headwall is built, it shall have a maximum slope of 4:1 on any exposed face. No vertical headwalls will be allowed.

5.2.3.2.4 A sketch plan of the installation must be submitted with the access permit application. No construction permit will be issued until the access and its construction plan or sketch are approved by the Office of the City Engineer.

5.2.3.3 Amount of Curb Opening Permitted. Driveway width shall comply with Table 5.1.

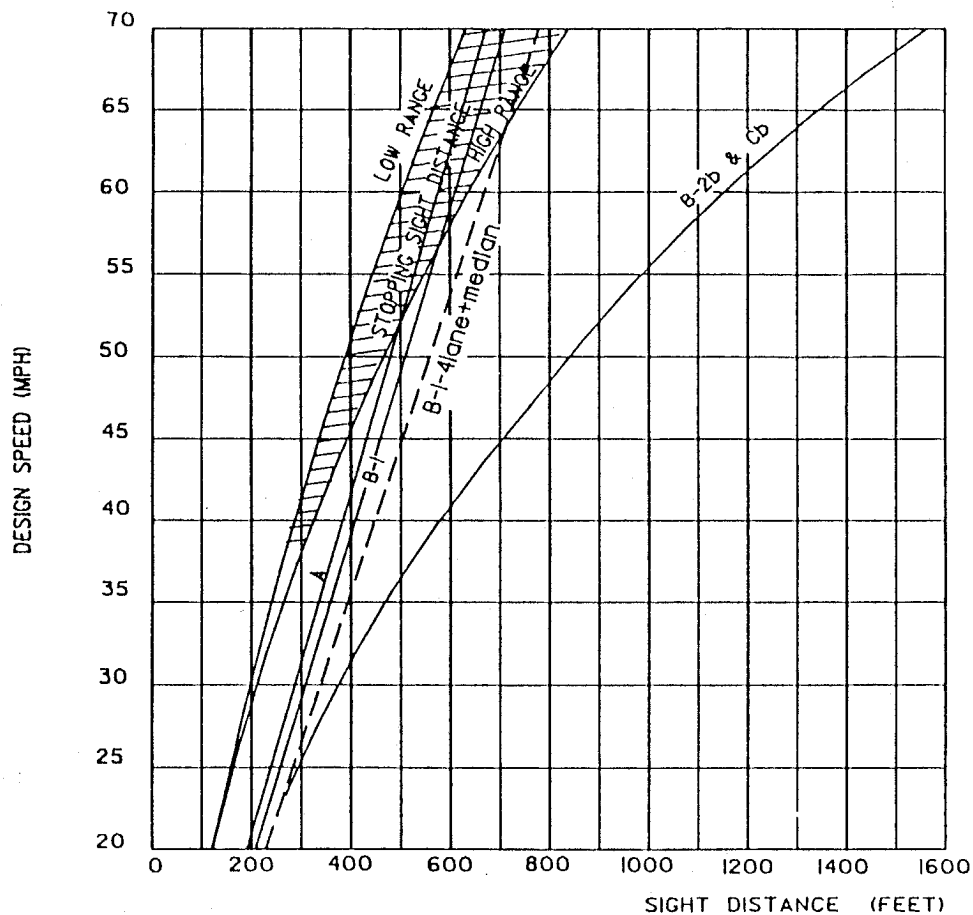
5.2.3.4 Mutual Access. On commercial, industrial, and multifamily developments, mutual use of access to streets is encouraged and may be necessary to meet driveway spacing requirements. Where used, mutual access will comply with City ordinance and will be shown on plans for approval prior to construction or change of use.

5.3 Access Design

5.3.1 Driveway Spacing

Where lots are large enough, the center of driveways not in alignment will normally be offset a minimum of 150 feet for all commercial/multifamily properties. Greater distances may be required if left-turn storage lanes require such on arterial streets. Minimum sight distance shall be provided at all access points as shown in Figure 5.2, which applies to both city street and driveway intersections.

Figure 5.2: Intersection Distance at At-Grade Intersection

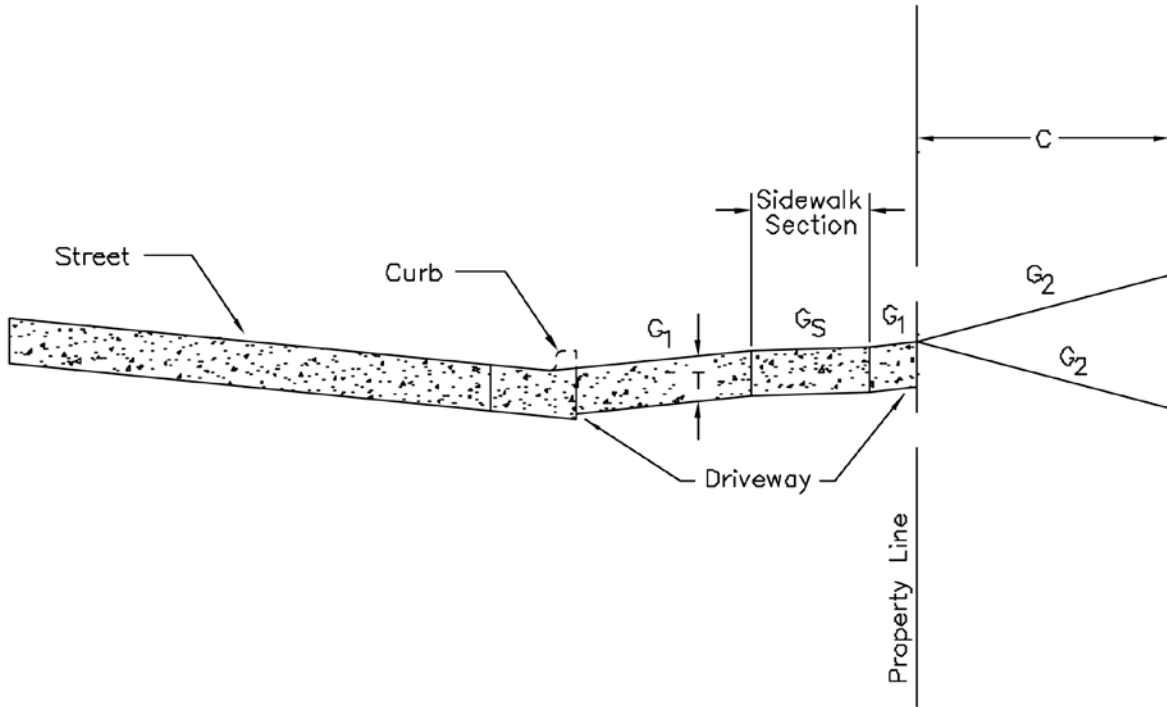


- A - SIGHT DISTANCE FOR P VEHICLE CROSSING TWO-LANE HIGHWAY FROM STOP (SEE DIAGRAM).
- B-1- SIGHT DISTANCE FOR P VEHICLE TURNING LEFT INTO TWO-LANE HIGHWAY ACROSS P VEHICLE APPROACHING FROM LEFT (SEE DIAGRAM).
- B-1-4 Lane+median SIGHT DISTANCE FOR P VEHICLE TURNING LEFT INTO FOUR-LANE HIGHWAY ACROSS P VEHICLE APPROACHING FROM LEFT (SEE DIAGRAM).
- B-2b- SIGHT DISTANCE FOR P VEHICLE TO TURN LEFT INTO TWO-LANE HIGHWAY AND ATTAIN 85% OF DESIGN SPEED WITHOUT BEING OVERTAKEN BY A VEHICLE APPROACHING FROM THE RIGHT REDUCING SPEED FROM DESIGN SPEED TO 85% OF DESIGN SPEED (SEE DIAGRAM).
- Cb- SIGHT DISTANCE FOR P VEHICLE TO TURN RIGHT INTO TWO-LANE HIGHWAY AND ATTAIN 85% OF DESIGN SPEED WITHOUT BEING OVERTAKEN BY A VEHICLE APPROACHING FROM THE LEFT AND REDUCING FROM DESIGN SPEED TO 85% OF DESIGN SPEED.

5.3.2 Driveway Design

Driveway sectional details are shown in Figure 5.3 with design requirements listed in Table 5.2.

**Figure 5.3
Driveway Grades**



*All sidewalk grades (Gs) shall be 2.0% maximum.

Table 5.2

Type of Driveway	Minimum Thickness	Grade (G1)		Grade (G2)		Control Distance (C)
		Min.	Max.	Min.	Max.	
Low Volume Residential	6"	+5.0%	+8.0%	±0.5%	±13%	20'
Low Volume Commercial/Industrial	7"	±0.5%	±6%	±0.5%	±6%	40'
High Volume	7"	±0.5%	±3%	±0.5%	±3%	40'

The following sketches are the recommended minimum design for limited movement driveways. Acceleration and deceleration lanes may be required to be incorporated into the designs. The islands are raised with vertical curb. The ends of the islands should typically be provided with 2-foot radii.

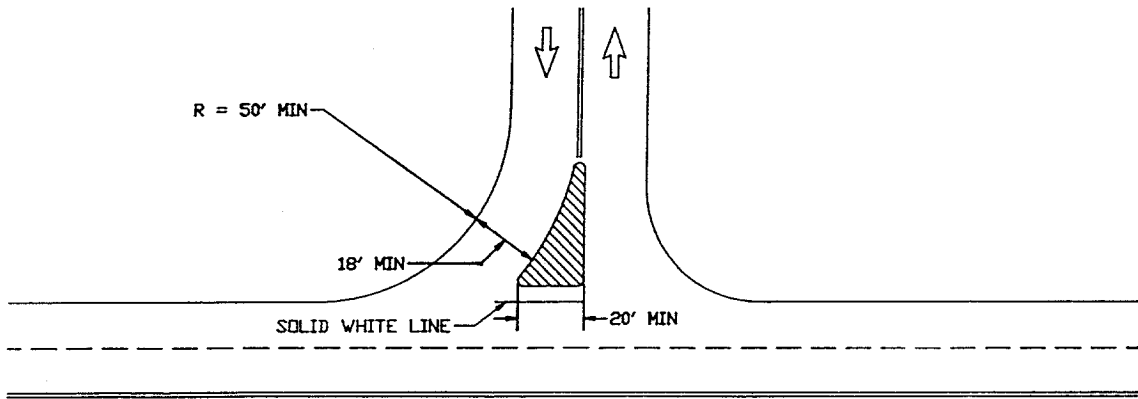


Figure 5.4: Right-In, Right-Out, Left-In Driveway Design

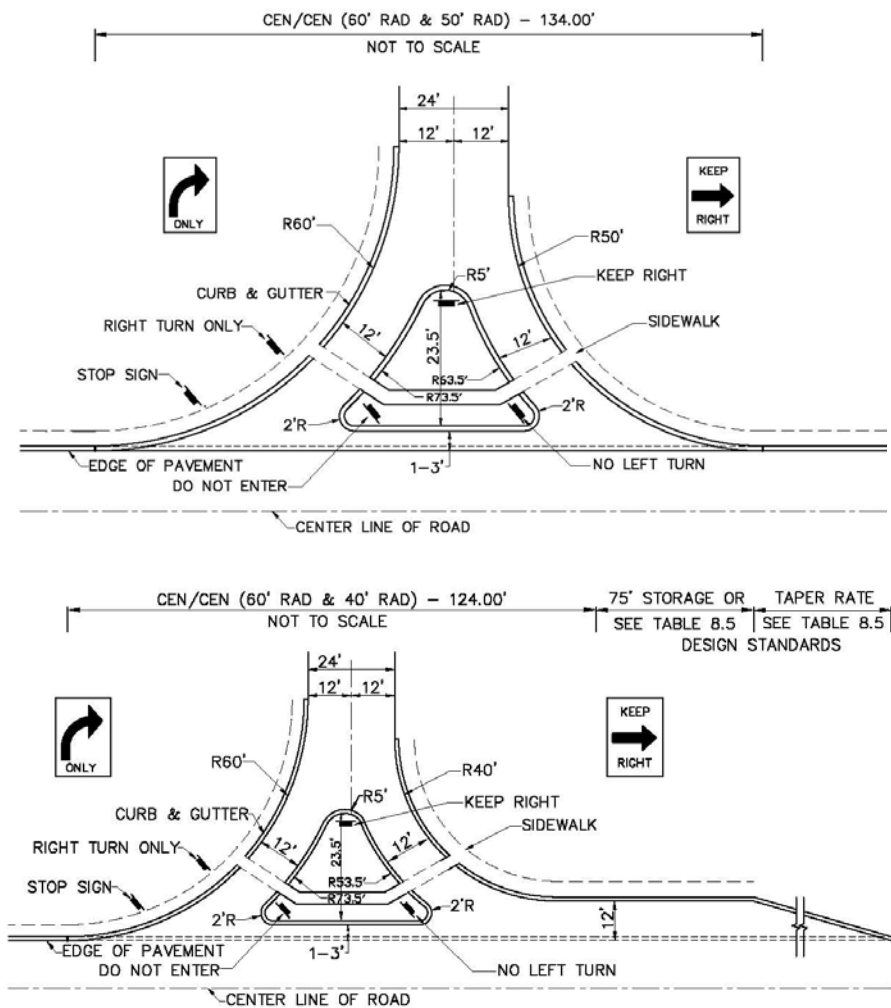


Figure 5.5: Right-In, Right-Out Driveway Designs

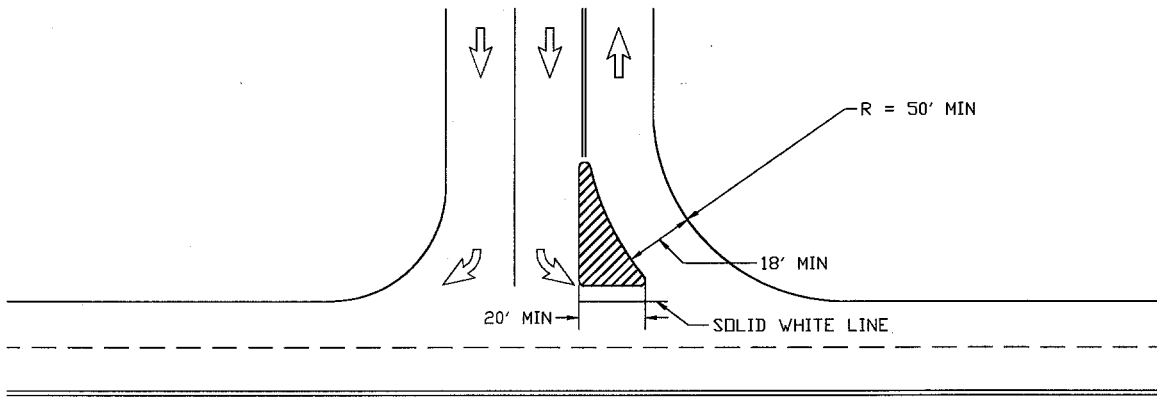


Figure 5.6: Right-In, Right-Out, Left-Out Driveway Design

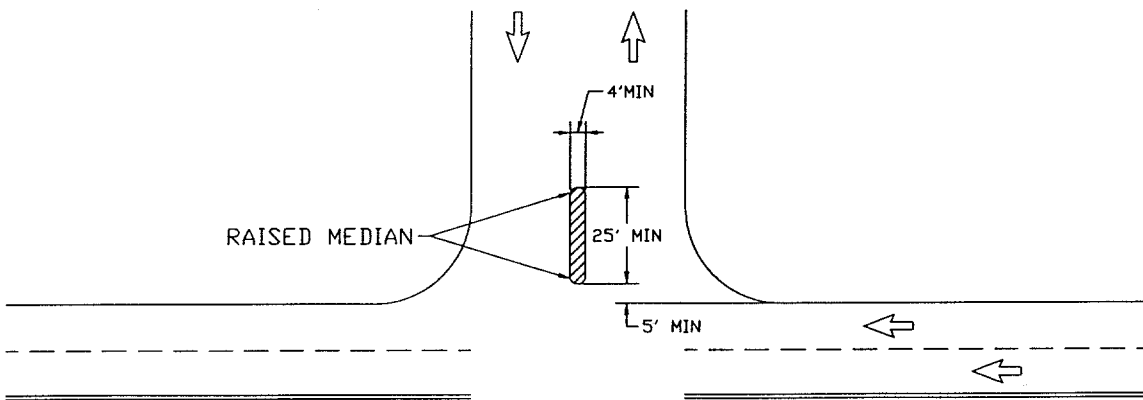


Figure 5.7: Driveway Design with Median Divider

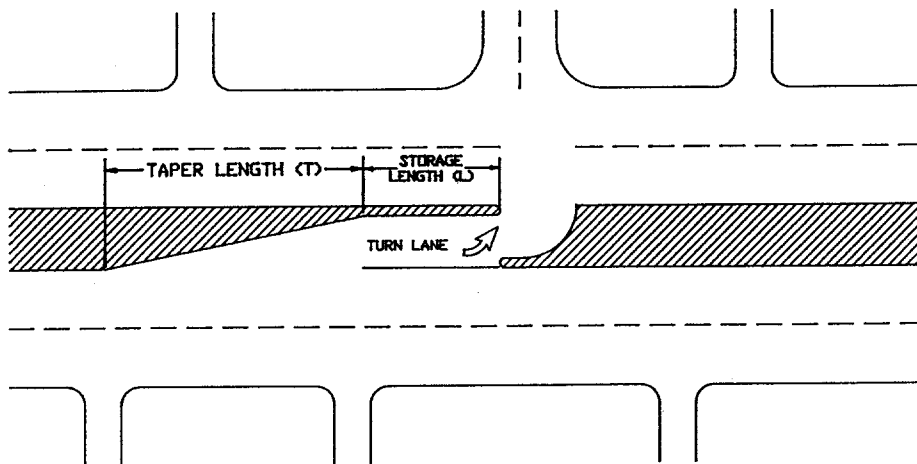


Figure 5.8: Median Design to Restrict Existing Left Turns

5.4 Off-Street Parking Area

5.4.1 General. In accordance with City Zoning Ordinances 15.55.010 and 15.55.070(e), the following guidelines regarding the design of off-street parking areas shall be followed.

5.4.2 Minimum Stall Width. The minimum stall width shall be 8 1/2 feet, except compact vehicles. Compact vehicle minimum stall width shall be 7 1/2 feet.

5.4.3 Compact Vehicles. A maximum of 33 percent of total required parking stalls may be designated specifically for compact vehicles. When an area is designed for compact vehicles only, the area shall be adequately signed to inform drivers of the exclusion.

5.4.4 Parking Dimensions. Minimum module depths shall be as shown on Figure 5.9 and in Table 5.3.

5.4.5 Backing Into Street Not Allowed. The spaces shall be so arranged so that no vehicle will be required to be backed into the street in order to exit the lot except for single-family or duplex dwelling units.

5.4.6 Backing Over Sidewalk Not Allowed. The spaces shall be so arranged so that no vehicle will be required to be backed over a public sidewalk in order to exit the stall.

Figure 5.9

Parking Area Layout

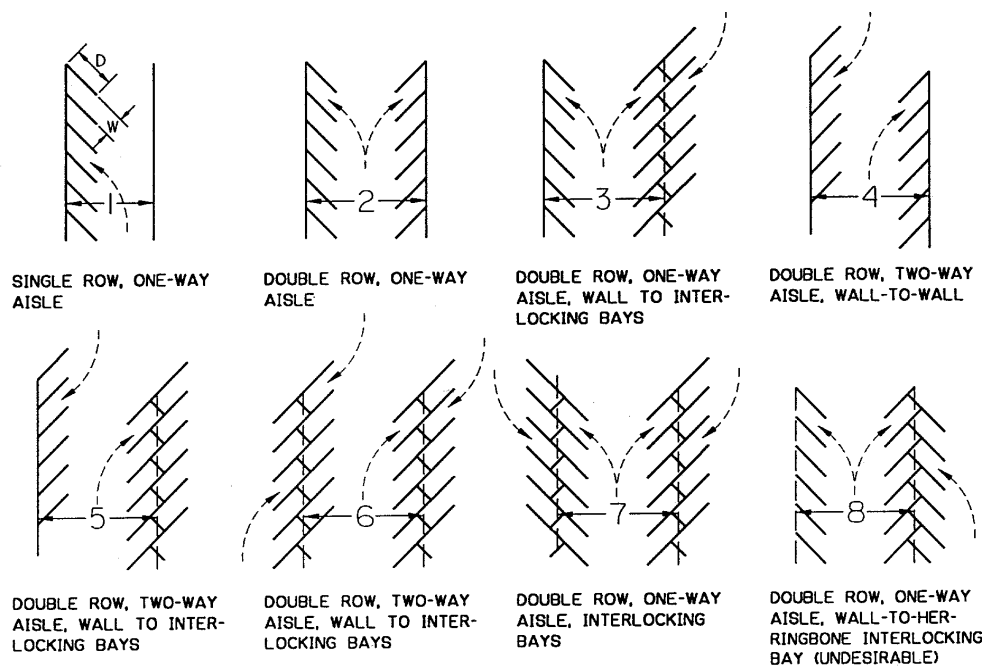


Table 5.3
Minimum Parking Lot Design Requirements
 (All Dimensions in Feet)

PARKING ANGLE (DEGREES)	STALL DEPTH "D" (FEET)	STALL WIDTH "W" (FEET)	MODULE DEPTH (FEET)							
			1	2	3	4	5	6	7	8
45	16*	7.5*	26	41	40	52	50	50	39	39
45	18	8.50	30	48	45	58	54	51	42	42
45	18	9.00	30	48	45	58	54	51	42	42
45	18	9.50	30	48	45	58	54	51	42	42
45	18	10.00	30	48	45	58	54	51	42	42
60	17*	7.5*	29	46	45	57	55	53	43	43
60	20	8.50	37	57	55	60	58	56	53	53
60	20	9.00	36	56	54	60	58	56	52	52
60	20	9.50	34	54	52	60	58	56	50	50
60	20	10.00	33	53	51	60	58	56	50	50
75	17*	7.5*	33	49	49	50	49	49	49	49
75	20	8.50	41	61	60	61	60	59	59	59
75	20	9.00	40	60	59	60	59	58	58	58
75	20	9.50	39	59	58	59	58	57	57	57
75	20	10.00	38	58	57	58	57	57	57	57
90	16*	7.5*	35	50	49	50	50	50	50	50
90	19	8.50	45	64	64	64	64	64	64	64
90	19	9.00	43	62	62	62	62	62	62	62
90	19	9.50	42	61	61	61	61	61	61	61
90	19	10.00	41	60	60	60	60	60	60	60

* • COMPACT CARS ONLY

5.5 On-Street Diagonal Parking in Urban Villages

5.5.1 General

Generally, on-street diagonal parking is not allowed on City streets except by City Ordinance approval. The Shape Sioux Falls guidelines adopted by the City of Sioux Falls, encourages a more complete streets implementation. As part of the complete streets philosophy, enhanced pedestrian and bicycle facilities, creating urban villages, and calming streets are encouraged. New developments may request diagonal on-street parking as part of their planned development. The diagonal parking will be allowed and approved by Ordinance only and should be submitted as part of the Planned Development Rezoning package.

5.5.2. Minimum Standards.

5.5.2.1 Vehicle Pulling Into the Diagonal Stall

1. Minimum street width is 32 feet, face of curb to centerline of street. Minimum right-of-way width is 40 feet from centerline of the street. Minimum stall width is 9 feet. The angle shall be 60 degrees or less.
2. Diagonal parking may be allowed on local or collector streets. No diagonal parking will be allowed on arterial streets.
3. A maintenance agreement is required to be executed between the developer and the City before the Development Engineering Plans are approved.
4. The diagonal parking will not be metered.

5.5.2.2 Vehicle Backing Into the Diagonal Stall

1. Minimum street width is 33 feet, face of curb to centerline of street. Minimum right of way width is 40 feet from the centerline of the street. Minimum stall width is 9.5 feet. The angle shall be 60 degrees or less.
2. Diagonal parking may be allowed on local or collector streets. No diagonal parking will be allowed on arterial streets.
3. A maintenance agreement is required to be executed between the developer and the City before the Development Engineering Plans are approved.
4. The diagonal parking will not be metered.
5. Bicycle lanes may be accommodated with this street section.