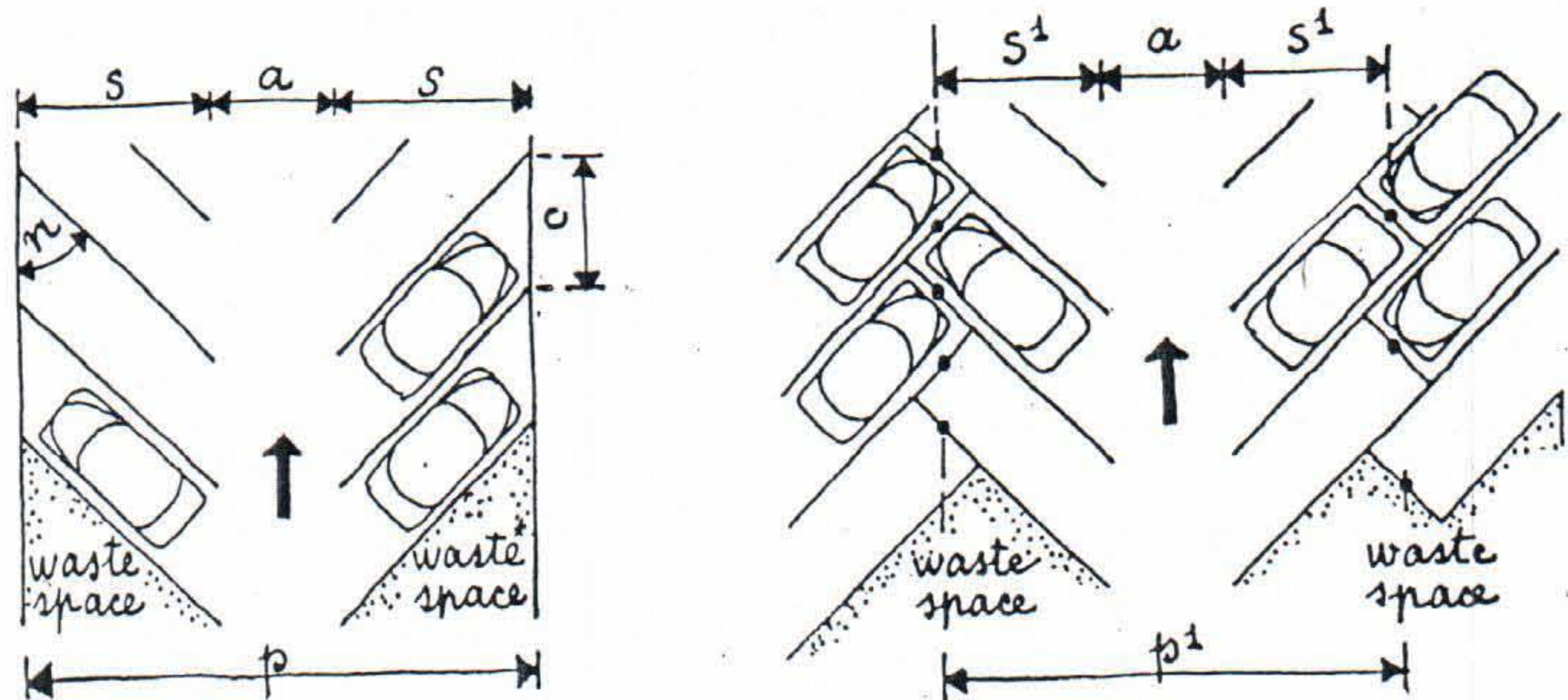


STANDARD DIMENSIONS for parking space — whether self-parking or attendant-parking—are normally for maximum use of the available space. This is satisfactory for the planning of downtown parking lots, where shoppers are so thankful to find any space at all that they are not too fussy about overcrowding. For the increasingly competitive field of suburban shopping centers, ease of parking, of entrance and exit, cannot be so lightly disregarded. Moreover it is most essential to provide sufficient space around the car so that large bundles may be loaded through the side doors and into the trunk with ease and safety. If the stalls are made too small, or too awkward to drive into, shoppers will disregard the painted demarcation lines and lap over into the next stall. This haphazard parking will waste far more space than provision of slightly larger stalls. Accordingly we have been brought to the conclusion that a stall measuring 9 x 18 ft. is desirable for self-parking in the typical outlying center where the land is available. Even so there will still be a few cars more than 18 ft. long which will stick out into the aisle. In very large parking areas it may be advisable to reduce the size of those stalls on the outer fringes of the area which are only in use at the busiest shopping periods. Varying the angle of parking, as the diagrams and table show, will vary

- (a) the length of curb per car,
  - (b) the width of the parking unit,
  - (c) the area per car,
  - (d) circulation within the parking area.
- Varying the angle of the stall may also vary the ease with which one can enter it. A diagonal stall, for example, is considered easier to enter than a perpendicular or a parallel one. For all angles up to 75° the width of the aisle required to turn into the stall is not sufficient to serve also for two-way circulation. The minimum desirable aisle width for two-way traffic is 24 ft. For parking angles from 80° up, the width of aisle required to enter and leave the stall is also sufficient for two-way circulation. This is a definite advantage, for two-way circulation is much less irritating for the driver who is searching for an empty stall. Also one-way circulation requires a large number of directional signs; and at peak periods, if it is to work

## WHAT ANGLE PARKING?



n	p	s	a	c	A*	p <sup>1</sup>	s <sup>1</sup>	A <sup>1</sup> *
parking angle degrees	width of parking section in ft.	depth of stall in ft.	width of aisle in ft.	curb length per car in ft.	area per car sq. ft.	width of parking section in ft.	depth of stall in ft.	area per car sq. ft.
0	28	8	12	23	320	28	8	320
30	46	17	12	18	415	38	13	342
35	48	18	12	15.8	380	41	14.5	325
40	49	18.5	12	14	343	42	15	295
45	50	19	12	12.8	320	43	15.5	275
50	51	19.5	12	11.8	302	45	16.5	266
55	53	20	13	11.1	294	48	17.5	266
60	55	20	15	10.3	282	50	17.5	258
65	57	20	17	9.9	282	53	18	262
70	59	20	19	9.6	283	56	18.5	269
75	61	20	21	9.3	283	59	19	274
80	63	19.5	24‡	9.2	290	62	19	285
85	64	19	26‡	9.1	291	63	18.5	286
90	64	18	28‡	9	288	64	18	288

\*Waste space at end of row and access roads are not included.  
‡Width of aisle required for turning permits two-way circulation.

COMPARATIVE DIMENSIONS FOR DIFFERENT PARKING ANGLES.  
8 x 18 FT. STALLS

effectively, it has to be supervised by a number of attendants. Deciding upon the best parking angle depends mainly upon the size and shape of the parking area. It may sometimes be advisable to use different parking angles

in the same parking lot, in order to use the available space to greatest advantage. Another method of space-saving, as shown by the last three columns of the table above, is by the use of overlapping and interlocking patterns of parking.