



Public Works Department
Transportation Division

Parking and Driveway Design Guidelines

A. DEFINITIONS

- A “driveway approach” is that portion of the automotive vehicular access located in the public right-of- way between the curb line (or edge of pavement) and the front property line.
- A “driveway” is that portion of the automotive vehicular access located on private property between the front property line and the line which would be at the front of a vehicle when it begins its first maneuver to enter either the first parking space or the first lateral aisle.
- An “aisle” is that portion of the automotive vehicular access located on private property which is used for maneuvering between the driveway and the parking space (or stall).

B. WIDTHS

The widths of driveways vary depending upon the length of the driveway, the number of cars being served, the number of cars that must back out into the street, and the presence of obstructions adjacent to the driveway. The table below lists the City’s width guidelines and the maximum number of cars that will be permitted to back out into the street. These guidelines apply only to residential parking areas.

Driveway Widths for Residential Units

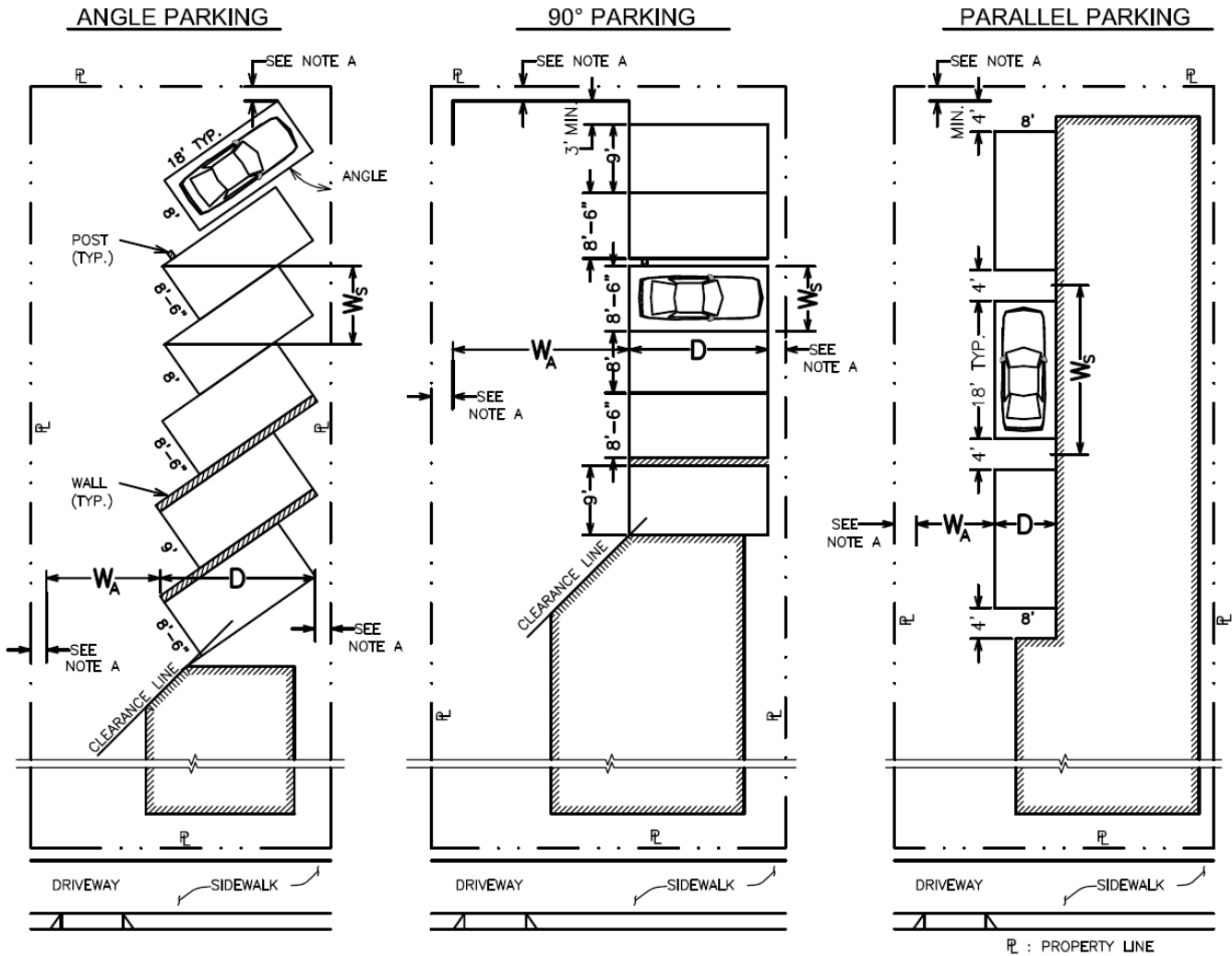
	Length of Driveway (front property line to aisle)				Max # of cars that can back into street
	0’ – 30’	31’ – 60’	61’ – 100’	101’ & over	
Number of cars served	Width in Feet				
1 - 3	8	9	10	11	3
4 – 6	9	10	11	12	0
7 – 25	10	11	12	15	0
26 – 35 a / b	9 / 18	9 / 19	10 / 20	10 / 20	0 / 0
36 – 50 a / b	9 / 19	10 / 20	10 / 20	10 / 20	0 / 0
51- 100 a / b	10 / 20	10 / 20	10 / 20	10 / 20	0 / 0

- a. One-way circulation (2 driveways required)
- b. Two-way circulation (1 driveway required)

C. OTHER GUIDELINES

- Generally, driveway slopes should be less than 15%. Though driveway slopes of up to 25% may be allowed, their approval is contingent upon a City Traffic Engineer’s consideration of total driveway length, length of the 25% slope, width, topography, whether vehicles are driven, or are likely to be driven, in reverse at any time, existing or proposed fences or walls of any type, and other design issues relevant to the particular site.
- Driveway spacing on the same residential lot must be greater than 75 feet.
- Driveway widths must be less than or equal to 20 feet.
- Grade breaks of 10% are permitted and transition slopes must be 10 feet or longer.
- Commercial driveways are not permitted to serve a parking layout that results in vehicles backing out and into the street.

Parking Requirements



Angle of Parking	Depth of Stall (D)	Width of Aisle (W_A)	Width of Stall Parallel with Aisle (W_S)
Parallel	8'	12'	22.0'
30°	16'	12'	16.0'
45°	18'	12'	11.3'
60°	19.6'	18'	9.2'
75°	19.5'	21'	8.3'
90°	18'	24'	8.0'

Notes:

- A. The Berkeley Municipal Code, Zoning Sections 23D.12.080, 23D.04.70, and 23E.28.080, requires various screening, buffering, or landscaping treatments dependent upon location of parking (side or rear), number of spaces, and whether property is commercial or residential.
- B. Add .5 foot if the parking space is adjacent to walls, posts, columns, landscaping, etc.
- C. Vehicles are not permitted to maneuver, into or out of parking spaces, within the public right-of-way.
- D. Parking pad slopes must be 2% maximum or as approved by a City Traffic Engineer.