

**CHAPTER 19 – PARKING**  
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## CHAPTER 19 – PARKING

### 19.1 GENERAL

This chapter defines the parking criteria for on-street parking, including Downtown parking, parking on cul-de-sacs, and other special requirement areas. This chapter also establishes clearance requirements for off-street parking. Parking stall dimensions for various parking configurations shall be designed in accordance with **Standard Drawing 19-4**.

### 19.2 ON-STREET PARKING

#### 19.2.1 Parallel Parking

Parallel parking is permitted on certain streets in accordance with the Construction Drawing cross sections in **Chapter 7, Street Design and Technical Criteria, (Chapter 7 Standard Details)**.

##### A. No Parking Signs

For all streets in which parking is limited or not allowed, “No Parking” street signs shall be required in accordance with **Chapter 14, Traffic Control Devices**.

#### 19.2.2 Non-Parallel Parking

In Downtown areas and other special designation areas, the Local Entity may permit perpendicular or diagonal parking. The Local Entity Engineer must specifically approve any on-street parking areas that are not designed as parallel parking. All parking shall be designed in accordance with **Figure 19-7**.

##### A. Diagonal Parking

All diagonal parking areas approved by the Local Entity Engineer shall be designed at an angle of thirty, forty-five, or sixty degrees.

#### 19.2.3 Parking in Cul-de-Sacs

The Local Entity will require that at least one off-site parking space be provided for each residence that has frontage on a cul-de-sac bulb.

##### A. Design Methods

The on-street parking can be developed in the following three design methods:

1. Parallel Parking. Each space that is provided on the perimeter of cul-de-sac bulbs must be designed in accordance with **Figure 19-4**.

2. Center Island in the Cul-de-Sac Bulb. The center island for parking shall be designed in accordance with **Figure 19-1**. In Loveland (GMA and city limits), parking may be provided as shown in **Figure 19-2L**.
  - a. Fort Collins (GMA and city limits). This island shall be limited to a total of 16 spaces, 8 on each side.
3. Off Street Perpendicular Parking Areas. The parking areas shall be designed in accordance with **Figure 19-3**. These areas shall be in easements. Off street parking areas shall be maintained by a private entity.
4. Off Street Parallel Parking Areas. In Loveland (city limits only), parallel parking may be allowed in accordance with **Figure 19-5L**.

#### **B. Drainage**

Cul-de-sac parking areas must be paved and designed for drainage to flow to the curb and into the drainage system.

#### **C. Landscaped Areas**

All landscaped areas within the center islands or off-street areas must be maintained by a private entity (i.e., Homeowner’s Association). The Local Entity will not be responsible for maintenance. Any proposed irrigation should be designed as a drip system to minimize spray onto the pavement areas. In Fort Collins (GMA and city limits), the irrigation system shall be designed in accordance with streetscape standards in **Appendix C**.

### **19.2.4 On-Street Handicapped Parking Requirements**

Streets within commercial areas that include parking may be required to provide at least two spaces per block (one on each side) specifically designated for handicapped parking. The parking area shall be appropriately signed in accordance with **Chapter 14, Traffic Control Devices**.

## **19.3 OFF-STREET PARKING REQUIREMENTS**

The requirements for off-street parking shall be designed in accordance with the Local Entity’s zoning requirements.

### **19.3.1 Minimum Distance**

The minimum setback distance from the street curb face to the nearest parking space in an off-street parking area must be designed in accordance with **Figure 19-6**.

### **19.3.2 Off-Street Straight-In Cul-de-Sac Parking Requirements**

Refer to **Figure 19-3**.

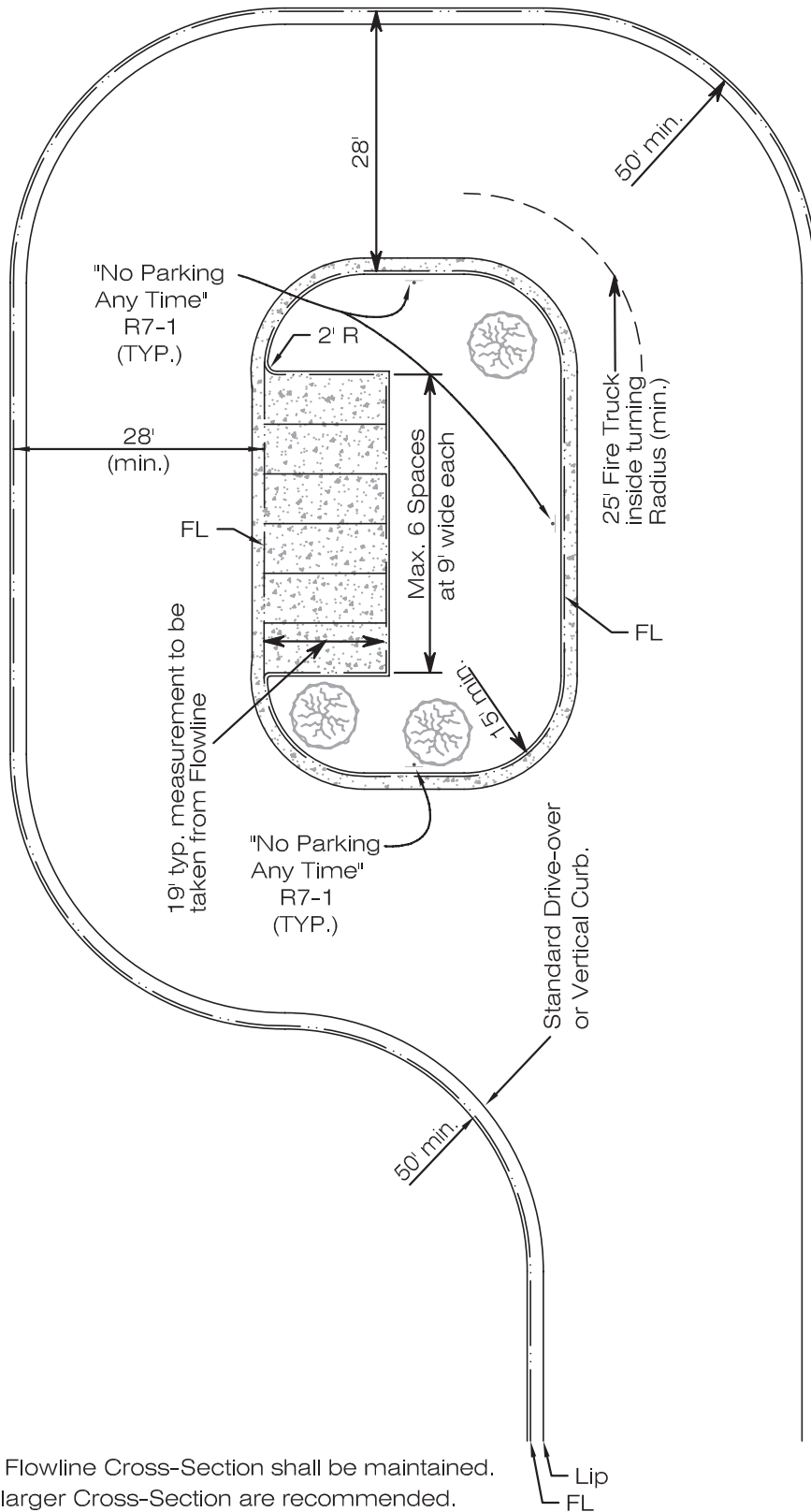
## **19.4 PARKING CLEARANCES**

### **19.4.1 Driveway Clearance**

A vehicular parking space within the roadway shall be designed with a minimum clearance of 6 feet from the edge of a driveway.

### **19.4.2 Intersection Clearance**

A vehicular parking space in the roadway shall be designed with a minimum clearance of 35 feet from the intersection flowline. Depending on traffic conditions, the Local Entity may require a greater clearance.



Note: 28' Flowline to Flowline Cross-Section shall be maintained.  
 For higher densities, larger Cross-Section are recommended.

### CENTER ISLAND PARKING IN CUL-DE-SAC

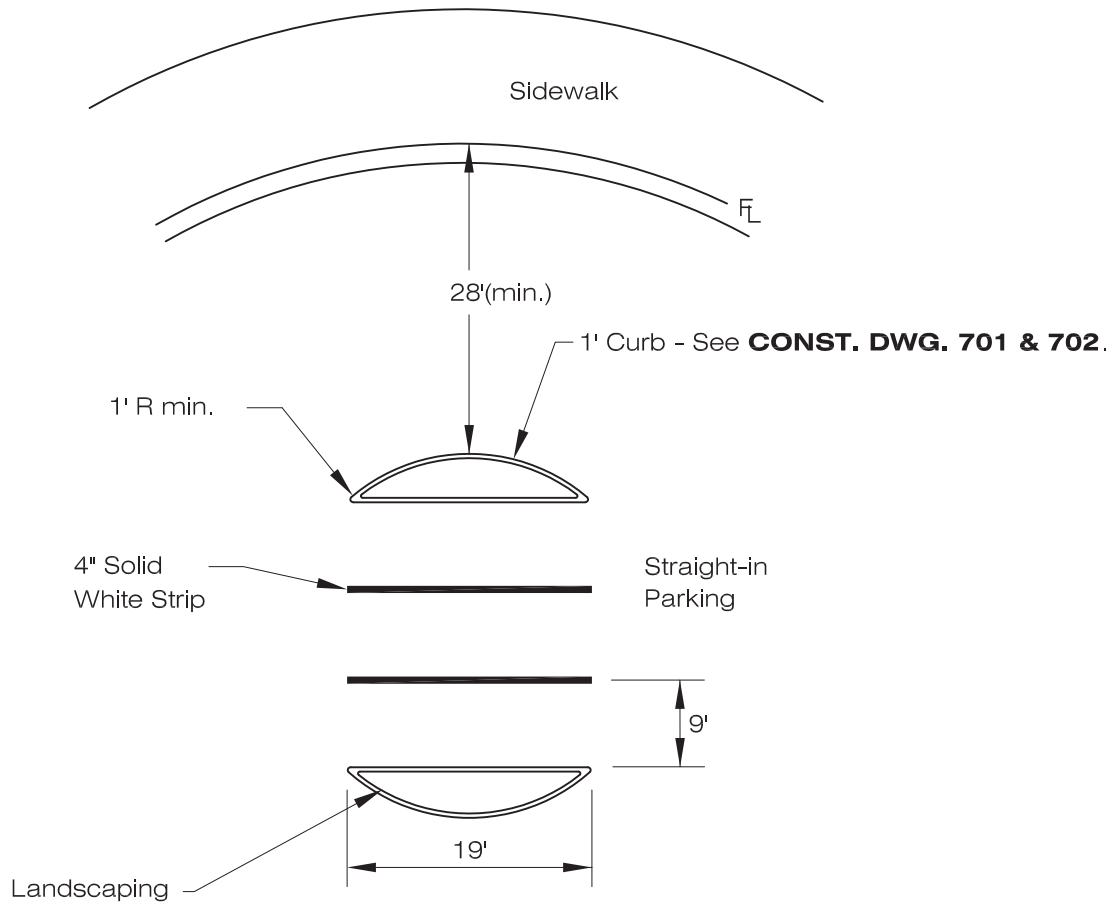
LARIMER COUNTY  
 URBAN AREA  
 STREET STANDARDS

DESIGN  
 FIGURE

REVISION NO: 2  
 DATE: 04/01/07

FIGURE  
 19-1

# LOVELAND ONLY



**NOTES:**

1. One space to be provided for every dwelling unit that fronts on the cul-de-sac. Refer to **Chapter 19** for exceptions.
2. The landscaping shall be maintained by the HOA or other private entity.
3. A clear distance of 28' must be maintained from edge of island to flow line.
4. For stripping materials and requirements, refer to **Chapter 14**.

## STANDARD CUL-DE-SAC CENTER PARKING AREA

LARIMER COUNTY  
URBAN AREA  
STREET STANDARDS

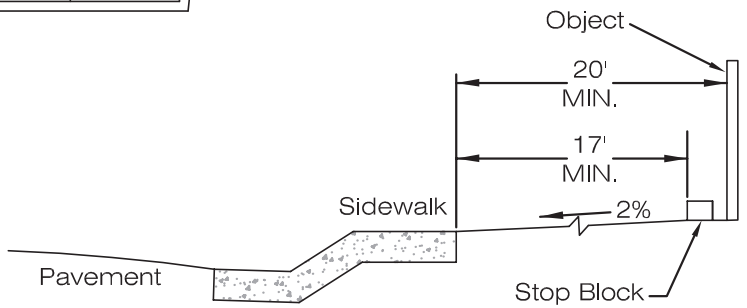
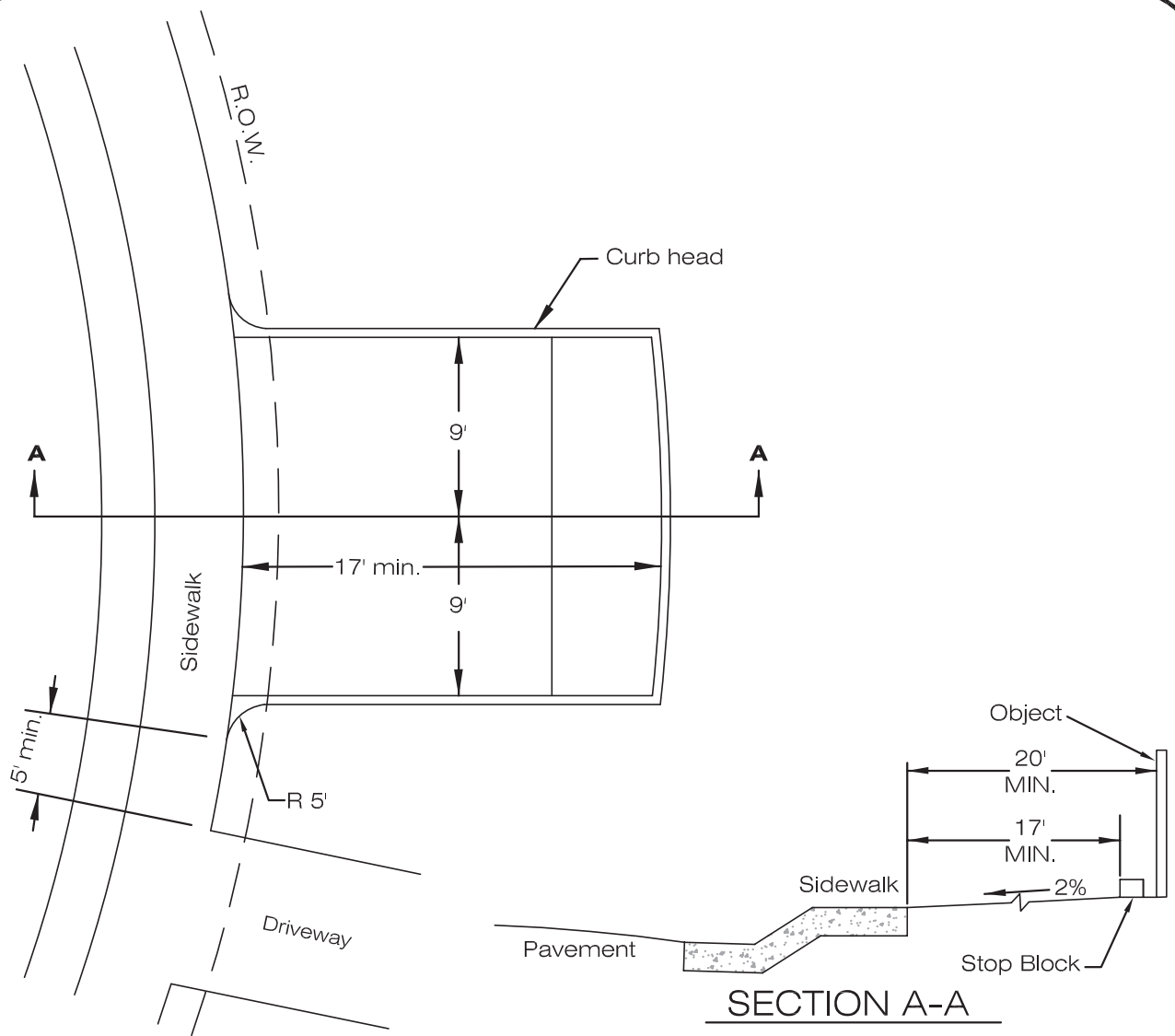
DESIGN  
FIGURE

REVISION NO:

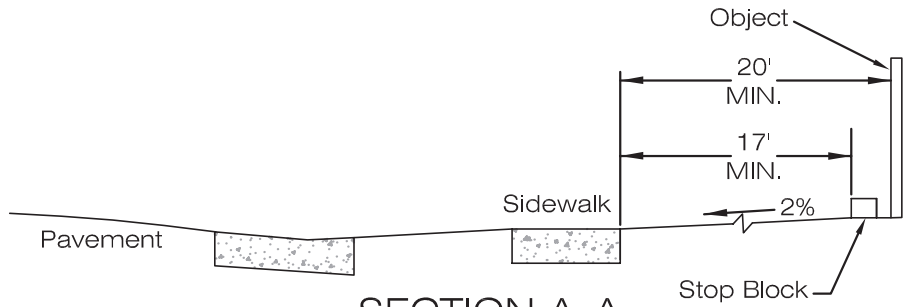
DATE: 08/07/00

FIGURE

19-2L



**SECTION A-A**  
**ATTACHED WALK**



**SECTION A-A**  
**DETACHED WALK**

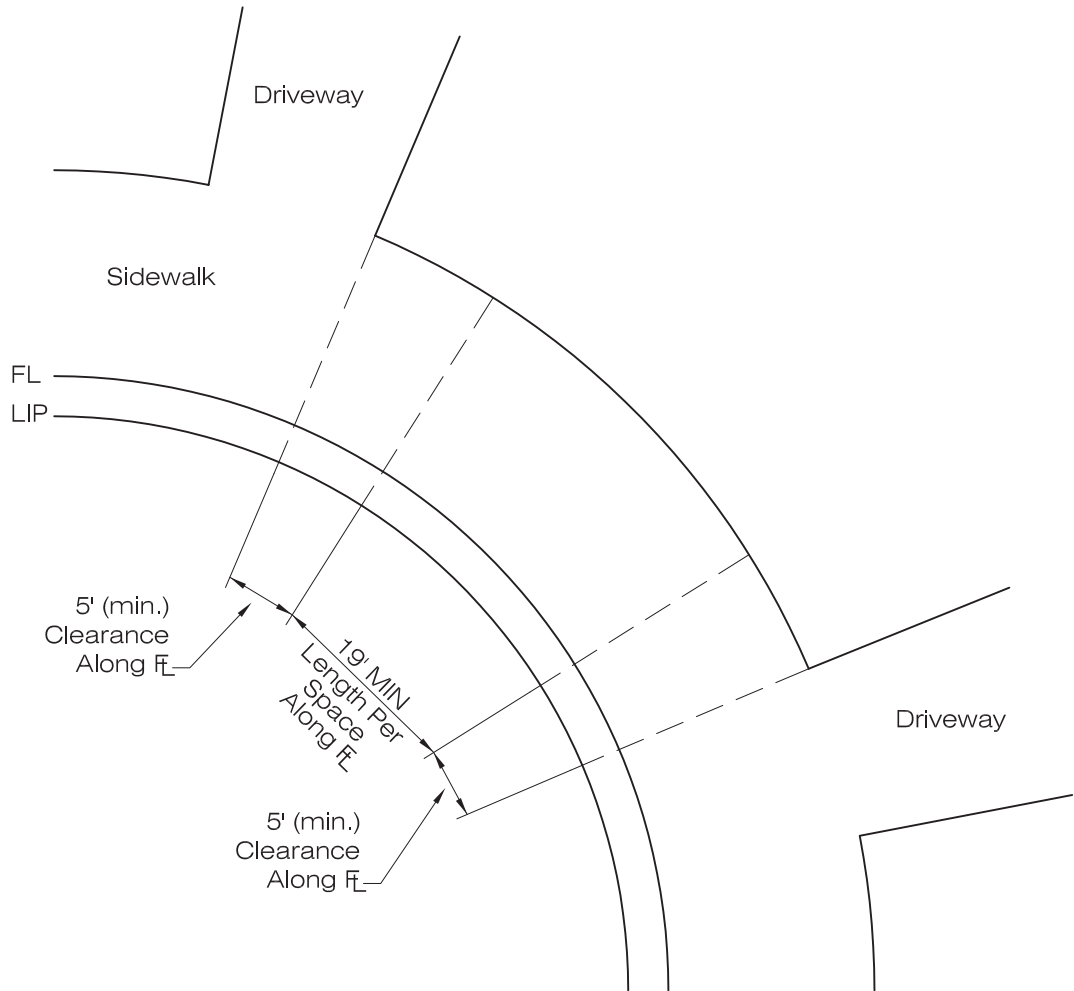
**NOTES:**

1. The minimum width of the parking stalls are 9'; the minimum length is 17' (with stop block.)
2. A curb head must be provided along the outside edges of the parking area, not adjacent to the sidewalk.
3. The parking area must be paved with asphalt or concrete in an approved thickness according to **Chapter 10**.

**OFF STREET STRAIGHT-IN CUL-DE-SAC PARKING**

<b>LARIMER COUNTY URBAN AREA STREET STANDARDS</b>	<b>DESIGN FIGURE</b>	<b>REVISION NO: 2</b>	<b>FIGURE 19-3</b>
		<b>DATE: 04/01/07</b>	





PARALLEL CUL-DE-SAC PARKING IN RIGHT OF WAY

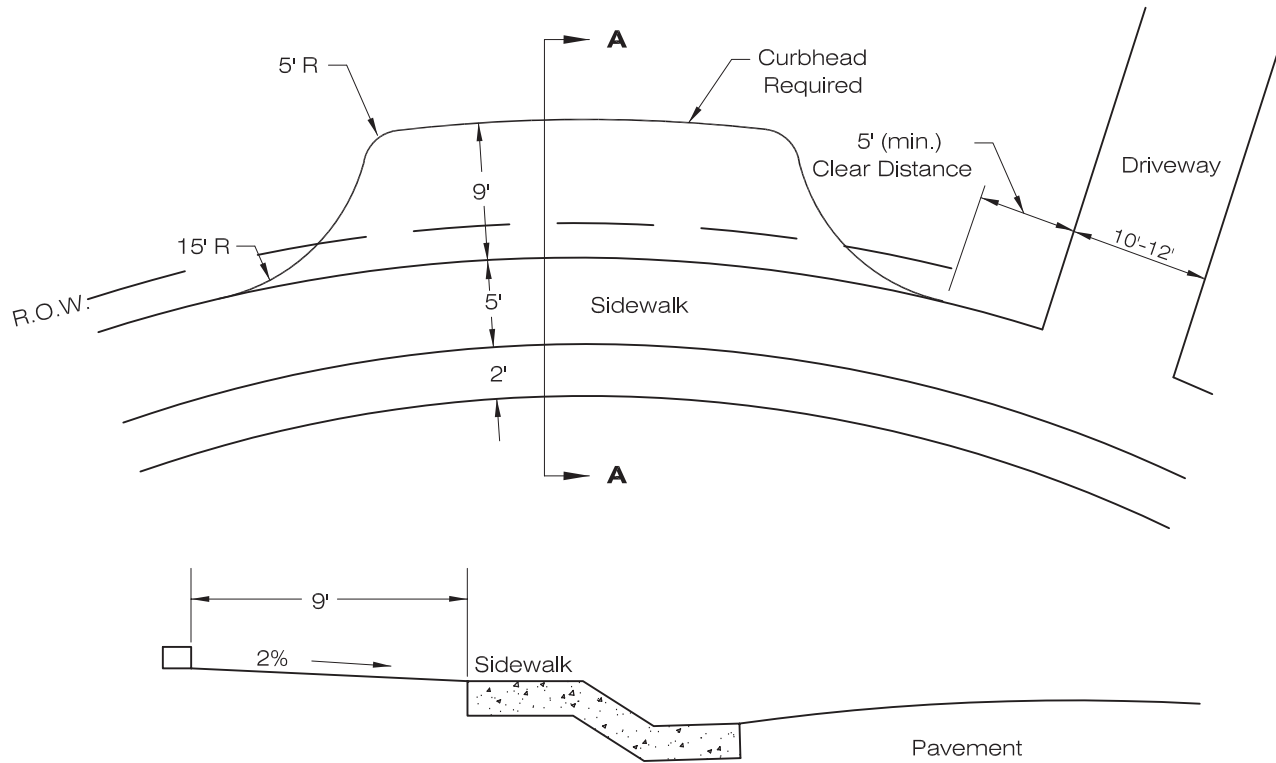
LARIMER COUNTY  
URBAN AREA  
STREET STANDARDS

DESIGN  
FIGURE

REVISION NO:	1
DATE:	03/01/02

FIGURE  
19-4

# LOVELAND ONLY



DETAIL A-A

NOTE:

1. Parking areas out of the right of way must be within easements.
2. The minimum width of the parking area is 9'.
3. Drainage shall be designed to flow to the street.
4. Parking area must be paved with asphalt or concrete, and thickness shall be in accordance with **Chapter 10, Pavement Design.**
5. Clear distance between end of parking area to edge of driveway is 5'.

## OFF-STREET PARALLEL CUL-DE-SAC PARKING

LARIMER COUNTY  
URBAN AREA  
STREET STANDARDS

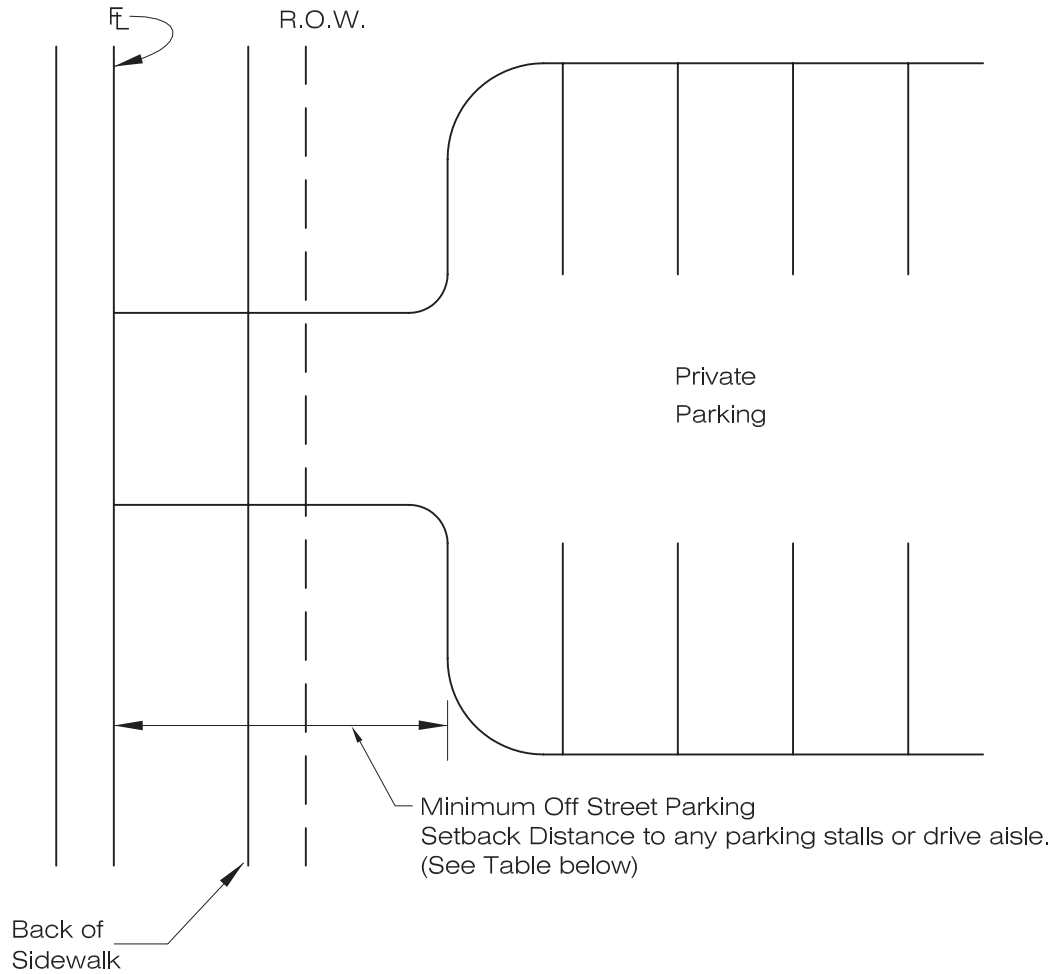
DESIGN  
FIGURE

REVISION NO:

DATE: 08/07/00

FIGURE

19-5L



MINIMUM OFF STREET PARKING SETBACK DISTANCES (FT.)

PARKING LOT	STREET CLASSIFICATION					
	Volume (ADT)	Local			Collector	Arterial
		<100 ADT	100-750 ADT	>750 ADT		
<100	20'	40'	40'	50'	50'	
100-750	20'	40'	50'	50'	75'	
>750	NA	50'	50'	60'	100'	

**MINIMUM OFF STREET PARKING SETBACK DISTANCE**

**LARIMER COUNTY  
URBAN AREA  
STREET STANDARDS**

**DESIGN  
FIGURE**

**REVISION NO: 1  
DATE: 03/01/02**

**FIGURE  
19-6**

### STANDARD VEHICLE

Dimension in feet

A	B <sup>②</sup>	C <sup>①</sup>	D	E	F *	G *
0°	8	23	8	23	20	12
30°	8.5	20	17.4	17	20	15
45°	8.5	20	20.2	12	20	15
60°	9	19	21	10.4	24	20
90°	9	19	19	9	24	NA

### COMPACT VEHICLE

Dimension in feet

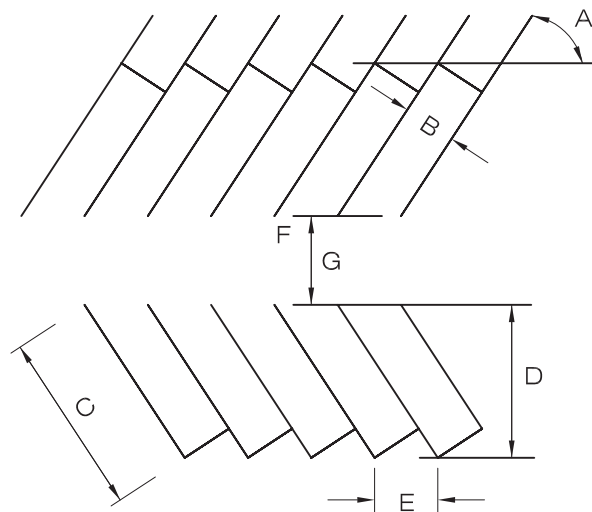
A	B	C	D	E	F *	G *
0°	7.5	19	7.5	19	20	12
30°	7.5	16.5	14.8	15	20	15
45°	7.5	16.5	17	10.6	20	15
60°	8	16	17.9	9.2	24	20
90°	8	15	15	8	24	NA

\* Under special conditions, these dimensions could be varied with the Local Entity's approval.

① Stall length (only) can be reduced by 2' when overhanging is provided.

② For handicap spaces, width shall be 13' with ramp access to walks.

- A - Angle of Parking
- B - Stall Width
- C - Stall Length
- D - Stall Depth
- E - Curb Length
- F - Two-Way Drive Width or Double Loaded Drive Width
- G - One-Way Drive Width or Single Loaded Drive Width



## PARKING AREA DIMENSIONS

LARIMER COUNTY  
URBAN AREA  
STREET STANDARDS

DESIGN  
FIGURE

REVISION NO:

DATE: 08/07/00

FIGURE

19-7