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 **Figure19-3**.

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.