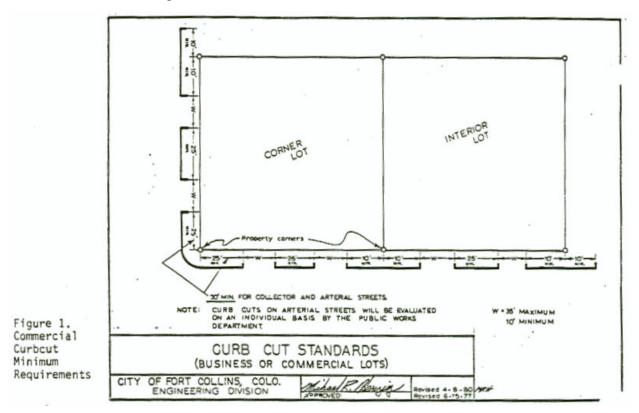
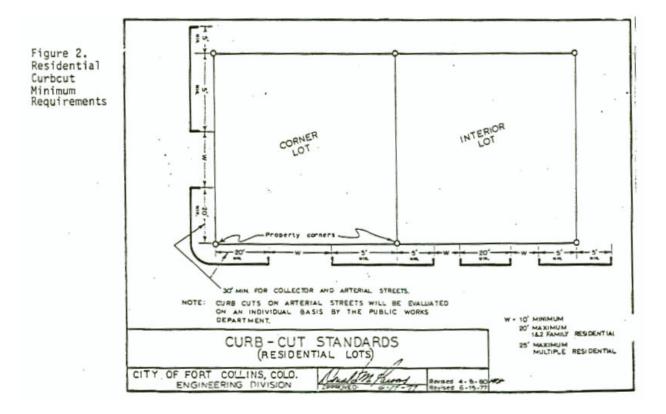
PARKING LOT DEVELOPMENT GUIDE

- (1) Purpose. The purpose of these administrative guidelines is to provide information and direction concerning the City's parking design requirement and specifications. These guidelines are supplemental and should be used in conjunction with parking regulations in the zoning ordinance (see City Code, Section 118-81 (d).
- (2) Procedure and Administration. The design guidelines contained herein are intended to apply to all proposed parking areas indicated on a plot plan submitted with an application for a building permit or on a site plan submitted with an application for a planned unit development. General requirements for plot plan and site plan submittal are available from the Planning and Development Department. These guidelines will be administered by the Director of Planning and Development. Access and circulation will be reviewed by the Director of Streets and Traffic. Landscaping will be reviewed by the City Arborist. Engineering will be reviewed by the City Engineer.
- (3) Design Guidelines.
 - (A) Access and Circulation.
 - (1) Curbcuts. Curbcuts should be limited to the fewest number necessary to provide workable access. In general, curbcuts should be spaced at intervals greater than 100 feet, unless this would preclude access to an independent property. Curbcuts should also meet the minimum requirement shown in Figure 1 (Commercial Curbcut Standards) or in Figure 2 (Residential Curbcut Standards).





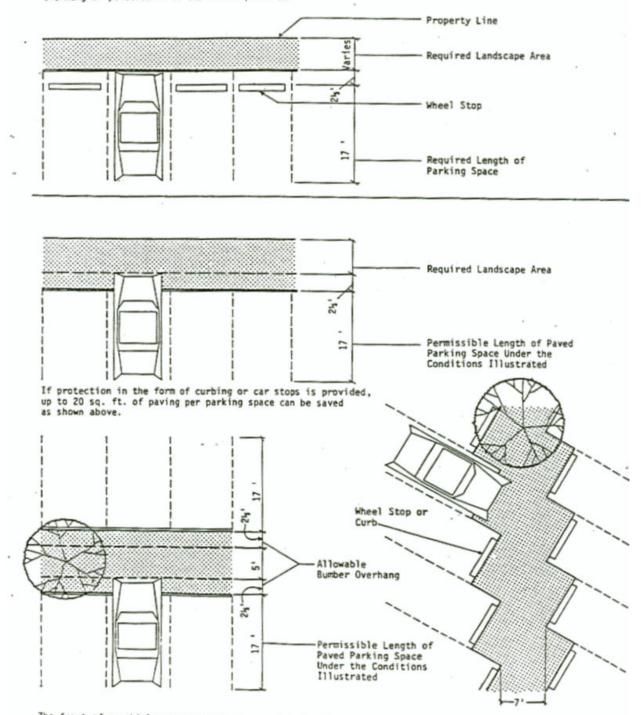
(2) Parking stall dimensions.

(a) Parking spaces for automobiles should meet the specification as set forth on page 8-10.

(b) Handicapped spaces. Parking spaces for the physically handicapped should have a stall width of 12' unless the space is parallel to the pedestrian walk. Other dimensions should be the same as those for standard vehicles. Any such spaces should be designated as being for the handicapped with a raised standard identification sign.

(c) Vehicular overhang. The stall dimensions indicated above may be modified with respect to vehicular overhang as indicated in Figure 3.

VEHICULAR OVERHANG ENCROACHMENT - Parked vehicles may hang over the interior and perimeter landscaped area no more than two and a half feet, as long as concrete or other wheel stops are provided to insure no greater overhang or penetration of the landscaped area.



The front of a vehicle may encroach upon any interior landscaped area when said area is at least five feet in depth per abutting parking space and protected by wheel stops or curbing. Two and a half feet of said landscaped area may be part of the required depth of ϵ parking space.

(3) Layout. Parking lots should provide well defined circulation for both vehicles and pedestrians.

(a) Standard traffic control signs and devices should be used to direct traffic where necessary within a parking lot. A well designed parking lot never needs speed bumps.

(b) Landscaped islands with raised curbs should be used to define parking lot entrances, the ends of all parking aisles, and the location and pattern of primary internal access drives.

(c) The layout should specifically address the interrelation of pedestrian and vehicular circulation and provide specific treatment at points of conflict such as signs, painted crosswalks, and raised pedestrian walks or landings.

(4) Bicycle parking. Commercial, industrial and multiple family residential uses should provide bicycle parking facilities.

(a) Location. For convenience and security, bicycle parking facilities should be located near building entrances rather than in remote automobile parking areas. They should not, however, be located so as to impede pedestrian or automobile traffic flow no so as to cause damage to plan material from bicycle traffic.

(b) Design. Bicycle parking facilities should be designed to allow both the bicycle frame and both wheels to be securely locked to the parking structure. The structure should be of permanent construction such as heavy gauge tubular steel with angle bars permanently attached to the pavement foundation. A typical bicycle space should be 2 to 3 feet in width and 5 $\frac{1}{2}$ to 6 feet in length with an additional back out or maneuvering space of approximately 5 feet.

- (B) Landscaping.
 - (1) Plant material. Consult the <u>City of Fort Collins' Landscaping Guide</u> for plant species and landscape materials which should be used. Existing mature healthy trees should be preserved wherever possible. All new plant material should meet specifications of the American Association of Nurserymen (AAN) for No. 1 grade. Only trees which are balled and burlapped should be planted. At the time of planting, plants should be sized according to the following table:

Type	Size
Standard deciduous trees	1 ³ / ₄ in. to 2 in. caliper

Standard deciduous trees Small ornamental and flowering trees Evergreen trees Shrubs 1 ¾ in. to 2 in. caliper
1 ½ in. to 1 ¾ in. caliper
5 ft to 6 ft. in height
Adequate size o be consistent
with design intent

- (2) Parking lot setbacks. Parking lot setback areas required by the zoning ordinance should be landscaped with trees, shrubs and ground covers or turf grasses listed in the <u>City of Fort Collins Landscape Guide</u>, or other approved material. Non-living groundcover should not exceed 20% of areas required to be landscaped. For nonresidential uses, trees should generally be provided in number equal to 1 tree per 25 lineal feet along a public street and 1 tree per 50 lineal feet along a side lot line parking setback area. Trees may be spaced irregularly in natural grouping rather than uniformly spaced. Parking setback landscaping along a street may be located in and should be incorporated with landscaping in the street right-of-way.
- (3) Screening. The zoning ordinance requires parking lots with six or more spaces to be screened from adjacent residential lots and from the street. Screening from residential uses must be a "visual barrier six (6) feet in height and of sufficient opacity to block at least seventy-five percent (75%) of the light from the motor vehicle headlights." Screening from the street must be "of sufficient height and opacity to block at least twenty percent (20%) of the cross section view of the parking area from the street." These screening performance standards may be met in any number of different ways. A solid wall, wooden fence, earthen berm, constructed planter, or dense evergreen hedge would be necessary to screen seventy-five percent (75%) of a headlamp's intensity. Shrub groupings, berms, hedges, planters, or a mix thereof could be used to achieve a twenty percent (20%) screen from the street. Where screening from the street is required, plans submitted for review should include a graphic depiction of the parking lot screening as seen from the street. The winder seasonal condition of plant material will be considered when it is used in meeting screening performance standards.
- (4) Visibility. To avoid landscape material from blocking driver sight distance at driveway-street intersections, no plant material greater than two fee in height should be located within 15 feet of a curbcut.
- (5) Internal landscaped area. Landscaped islands should be dispersed so as to improve parking lot by providing visual relief with vertical landscape elements and physical relief with season tree shading. Figure 4 indicates areas which should be counted in meeting the ordinance requirement that 6% of the interior of parking lots be landscaped. Trees should generally be provided in number equal to at least 1 tree per 150 square feet of internal landscaped area. A mix of shade trees and evergreen shrubs is encouraged.

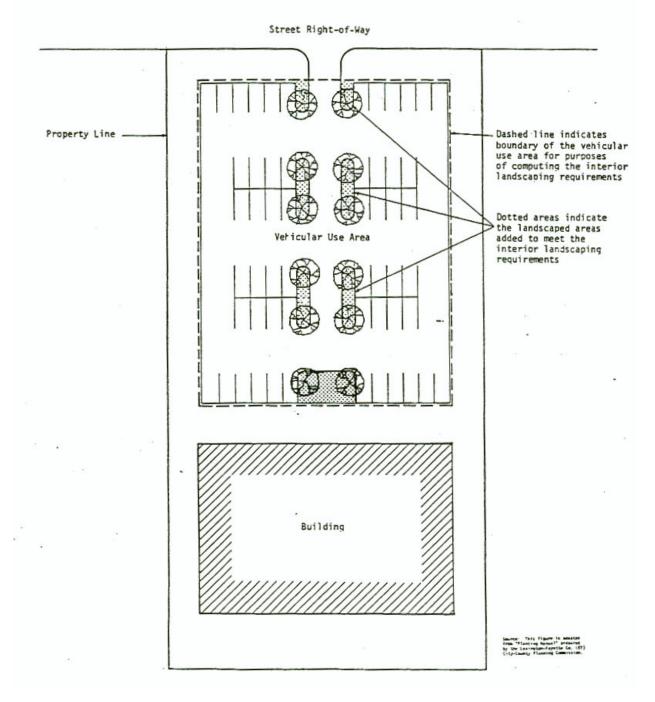


FIGURE 4. Interior Landscaping for Vehicular Use Areas

- (6) Landscaped islands. Each landscape island should include one or more full size trees, should be of length greater than 8 feet in its smallest dimension, should include at least 80 square feet of ground area per tree to allow for root aeration, and should have raised concrete curbs.
- (7) Irrigation. Provisions should be made for permanent irrigation of all plant material in parking lots. Normally, an automatic underground irrigation system is the most cost effective solution.
- (C) Engineering. Detailed specifications concerning parking lot surfacing material and parking lot drainage detention are available from the Public Works Department.
- (D) Employee Parking Requirement. The zoning ordinance requires commercial uses to provide employee parking at a ratio of two (2) spaces for each three (3) employees. The City will rely on an employer's or developer's estimate of the number of persons to be employed in a proposed project. Regardless of the accuracy of this estimate, however, an employer or developer should be aware that the ordinance requirement is an ongoing performance standard, and if the required ratio of perking is not provided at any point in time, it will be considered a violation of the zoning ordinance. If necessary, contact the Planning Division for reference information on average employee-per-square-foot ratios for typical business and industrial uses.

DESIGN GUIDELINES FOR COMPACT & LONG-TERM PARKING STALLS

In order to allow from flexible parking lot design options, while at the same time maintaining a safe and efficient parking lot situation, the following guidelines for compact and long-term parking stalls are established.

Definitions:

Long-Term Parking is parking which can be reasonably assumed to have limited turnover during a normal working weekday. Long-term parking would usually by employee-type parking or residential-type parking. The number of trips from a stall would generally be no more than two or three during the course of the day.

Short-Term Parking is customer parking which has constant turnover. Parking which is intended to serve a retail business and provide access to commercial activity would be considered short-term parking. Parking turnover in these stalls would usually be greater than three trips a day.

Guidelines:

For the purpose of these guidelines, parking areas will be divided into short-term and long-term parking. All areas approved as short-term parking will use only standard size parking dimensions. Those area of a parking lot which are approved as long-term parking have the option to use the following guidelines for inclusion of compact or long-term parking stalls.

- 1. Long-term parking areas may have up to 40% compact car stalls using the compact car dimensions listed on Page 10 of these guidelines.
- 2. As an option in long-term parking areas, if no compact car stalls are to be included, all long-term parking stalls may be designated using the following stall dimensions:

Parking Angle	Stall Width	Stall Length	
0°	8	21	
30°	8	19	
45°	8	19	
60°	8.5	18	
90°	8.5	18	

Except for stall width and stall depth listed above, all other dimensions as referenced on Page 10 of this handout will be applicable in parking lots.

Handicap Parking Stalls:

Handicap parking spaces shall be located on the shortest possible accessible route of travel to an accessible building entrance. When practical, the accessible route of travel shall not cross lanes for vehicular traffic. When crossing vehicle traffic lanes is necessary, the route of travel shall be designated and marked as a crosswalk.

Every handicap parking space located in a parking lot that contains more than 5 total parking spaces shall be identified by a sign, centered between 3 feet and 5 feet above the parking surface, at the head of the parking space. The sign shall include the international symbol of accessibility and state RESERVED, or equivalent language.

Total Parking Spaces in Lot	Minimum Required Number of Accessible Spaces	
1-25	1	
26-50	2	
51-75	3	
76-100	4	
101-150	5	
151-200	6	
201-300	7	
301-400	8	
401-500	9	
501-1,000	2% of total spaces	
Over 1,000	20 spaces plus 1 space for every 100 spaces, or fraction thereof, over 1,000	

Number of Handicap Parking Spaces

PARKING AREA DIMENSIONS

STANDA	RD VE	HICLE	2	3	Dimensio	ns in feet
Α	B **	C **	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	20***

COMPACT VEHICLE

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	20***

- A ANGLE OF PARKING
- **B STALL WIDTH**
- C STALL LENGTH
- D STALL DEPTH
- E CURB LENGTH
- F TWO SIDED LOADING WIDTH
- G ONE SIDED LOADING WIDTH
- * * See special Long Term Considerations effective 1-1-83 (Design Guideline for compact car stalls)

*** When overhang allowed to reduce stall depth, aisle width to be increased to 22'

