

Lakewood Zoning Code – 2025

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ARTICLE 8: PARKING AND LOADING STANDARDS

17.8.1: General

17.8.1.1: Purpose and Intent

This Article establishes parking and loading standards for development in the City of Lakewood (the “City”). The purpose of these parking and loading standards is to ensure that development implements the principles and goals articulated in the City’s Comprehensive Plan for land use, community sustainability and transportation. The purpose of the parking and loading standards in this Article is to:

- A. Provide for pedestrian connections and safety;
- B. Prevent the establishment of excessive amounts of off-street parking; and
- C. Reduce the need for parking by promoting the use of transit, bicycles, and other alternative forms of transportation.

17.8.1.2: Applicability

This Article establishes parking standards for all land uses in the City. The parking standards shall be applied for any new development and redevelopment except where explicitly superseded by an approved ODP or as identified in this Article.

New development and redevelopment shall follow the site plan process outlined in Article 2 of this Zoning Code. Provisions for nonconforming parking and loading standards shall be found in Article 12 of this Zoning Code.

17.8.1.3: General Standards and Exemptions

- A. Provision of parking spaces within an integrated parking and access system is required. The total number of parking spaces provided shall be the sum total of the individual parking standards. Mixed developments, shopping centers, and industrial or office parks, shall be evaluated on individual uses, however shared parking agreements, and the relationship between specific uses shall be used to determine parking standards. Off-street parking standards are identified in [Table 15](#).
- B. The minimum and maximum off-street vehicle and bicycle parking standards identified in [Table 15](#) shall apply to all new development and redevelopment.
- C. Parking standards that are based on building square footage, outdoor recreational field square footage, and/or outdoor entertainment area shall be calculated on the GFA of a building, field, or entertainment area.

- D. For motor vehicles sales, the parking requirement will be calculated on the building footprint.
- E. When measurements of the number of required spaces result in a fractional number, any fraction will be rounded up to the next higher whole number.
- F. Parking maximums shall not apply to structured parking.
- G. Driveways, vacuum bays, and air compressor bays shall not count as parking space(s).
- H. On-site parking shall be maintained in good condition free of weeds, dust, trash and debris, and major surfacing defects.
- I. No person shall construct, pave or repave a parking lot without first obtaining a building permit. Newly paved and repaved parking lots shall comply with Americans with Disabilities Act (ADA) Parking Standards.
- J. For information pertaining to the measurement of vision clearance triangles, stacking distances from right-of-way, pavement design, and new parking lot structural sections please refer to the Transportation Engineering Design Standards (TEDS) and Engineering Regulations, as amended.

17.8.1.4: Parking Exemptions:

The following are exempt from the minimum parking requirements in this Article:

- A. Residential buildings and adaptive re-use mixed-use development projects which include at least fifty (50) percent residential purposes within one quarter (1/4) mile of a transit station or transit line as identified by the Department of Local Affairs (DOLA) Applicable Transit Service Area Map or in any mixed-use urban or transit context; and
- B. Affordable housing units are exempt from the minimum parking requirements as identified in this Article including visitor parking standards.
- C. Visitor parking standards within the Transit Service Area Map are not exempted from the requirements of this Article.
- D. The City may require loading spaces as defined in C.R.S. § 29-36-102 to allow for temporary parking for commercial vehicles during loading/unloading of materials and vehicles that allow passengers to board or disembark from the vehicle.

17.8.1.5: Design and Development Criteria

In addition to the parking standards established in this Article, the City has adopted design and development criteria to further articulate the intended design for specific areas of the City. Any new development or redevelopment of a site located in an area governed by design and development criteria shall adhere to such criteria.

Parking Standards [Table 15](#) identifies the minimum and maximum parking requirements for all uses in all zone districts except as otherwise exempted herein.

Table 15: Parking Standards; 17.8.1

Table 15: Parking Standards						
Land Use	Vehicle Parking Spaces				Bicycle Parking Spaces	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
N/A = Not Applicable						
Residential						
Residential Dwelling ⁽¹⁾	1 per 1,000 sf above the first 4,000 sf	3 per 1,000 sf	2 per 1,000 sf	1.5 per 1,000 sf	1 per 2,000 sf	1 per 10,000 sf
⁽¹⁾ Additional visitor parking is required per 17.8.2 :						
Commercial and Industrial						
Adult Business	1 per 1,000 sf	3 per 1,000 sf	2.5 per 1,000 sf	2.0 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Animal Care	2 per 1,000 sf	4 per 1,000 sf	3.5 per 1,000 sf	3 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Bar	2 per 1,000 sf	6 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	NA	1 per 5,000 sf
Bed and Breakfast	1 per bedroom	1 per bedroom plus 4	1 per bedroom plus 3	1 per bedroom plus 2	NA	NA
Cemetery	N/A	N/A	N/A	N/A	N/A	N/A
Club, Lodge, or Service Organization	2 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Contractor Shop	1 per 1,000 sf	3 per 1,000 sf	NA	NA	1 per 2,500 sf	NA

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Table 15: Parking Standards						
Land Use	Vehicle Parking Spaces				Bicycle Parking Spaces	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
N/A = Not Applicable						
Crematory	1 per 1,000 sf	3 per 1,000 sf	NA	NA	NA	NA
Day Care Facility, Child or Adult	1.5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	2.5 per 1,000 sf	1 per 1,000 sf	1 per 5,000 sf
Emergency Medical Facility	1 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 2,000 sf	1 per 5,000 sf
Entertainment Facility						
Indoor	2.5 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 5,000 sf	1 per 1,000 sf
Outdoor	2 per 1,000 sf	6 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	NA	1 per 5,000 sf
Fitness or Athletic Facility, Private	2 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,500 sf	1 per 1,000 sf
Gallery or Studio	1 per 1,000	4 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 5,000 sf	1 per 5,000 sf
Golf Course	2 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 5,000 sf	1 per 5,000 sf
Hotel	1 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 5,000 sf	1 per 10,000 sf
Junkyard or Motor Vehicle Wrecking	0.25 per 1,000 sf	2 per 1,000 sf	NA	NA	NA	1 per 10,000 sf
Manufacturing						
Light	1 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 2,500 sf	NA

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Table 15: Parking Standards						
Land Use	Vehicle Parking Spaces				Bicycle Parking Spaces	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
N/A = Not Applicable						
Heavy	1 per 1,000 sf	4 per 1,000 sf	NA	NA	1 per 2,500 sf	NA
Medical Marijuana Business	1.5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Mini-Warehouse or Storage	0.1 per 1,000 sf	0.2 per 1,000 sf	NA	NA	1 per 20,000 sf	NA
Mortuary	1 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Motel	1 per 1,000 sf	4 per 1,000 sf	NA	NA	1 per 5,000 sf	1 per 10,000 sf
Motor Vehicle Rental	1 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Motor Vehicle Sales	0.25 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	NA	1 per 2,500 sf	1 per 5,000 sf
Motor Vehicle Service						
Car Wash	0.25 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Fueling Station	0.25 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Major	0.25 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Minor	0.25 per 1,000 sf	4 per 1,000 sf	2 per 1,000 sf	1 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Office	1.5 per 1,000 sf	5 per 1,000 sf	3.5 per 1,000 sf	2.5 per 1,000 sf	1 per 2,000 sf	1 per 5,000 sf
Parking, Stand-Alone	NA	NA	NA	NA	NA	1 per 5,000 sf
Pawnbroker	1 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 2,500 sf	1 per 2,000 sf

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Table 15: Parking Standards

Land Use	Vehicle Parking Spaces				Bicycle Parking Spaces	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
N/A = Not Applicable						
Personal Service	1 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	2 per 1,000 sf	1 per 2,500 sf	1 per 2,000 sf
Plant Nursery	1 per 2,500 sf	4 per 1,000 sf	NA	NA	1 per 5,000 sf	1 per 10,000 sf
Restaurant						
Residential, Commercial, Light Industrial and Suburban	6 per 1,000 sf	12 per 1,000 sf	NA	NA	1 per 2,000 sf	1 per 2,000 sf
Urban	6 per 1,000 sf	NA	8 per 1,000 sf	NA		
Transit	4 per 1,000 sf	NA	NA	5 per 1,000 sf		
Retail	1 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,500 sf	1 per 2,000 sf
Rental, Service, or Repair of Large Items	1 per 1,000 sf	5 per 1,000 sf	NA	NA	1 per 2,500 sf	1 per 5,000 sf
Storage, Outdoor	NA	NA	NA	NA	NA	NA
Vehicle Dispatch Facility	NA	NA	NA	NA	NA	NA
Warehouse or Distribution	0.25 per 1,000 sf	1 per 1,000 sf	NA	NA	1 per 5,000 sf	1 per 10,000 sf
Public / Civic / Institutional						

Table 15: Parking Standards

Land Use	Vehicle Parking Spaces				Bicycle Parking Spaces	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
N/A = Not Applicable						
Community Building	2 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Community Service Facility	1 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Convention or Exposition Center	2 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Correctional Institution	2 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,500 sf	1 per 5,000 sf
Hospital	2 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 5,000 sf	1 per 10,000 sf
Park	NA	NA	NA	NA	NA	NA
Religious Institution	2 per 1,000 sf	12 per 1,000 sf	8 per 1,000 sf	5 per 1,000 sf	NA	1 per 2,500 sf
School, Public or Private						
Elementary and Middle	0.5 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,000 sf	1 per 1,000 sf
High	1 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,000 sf	1 per 1,000 sf
School, Vocational or Trade	2 per 1,000 sf	6 per 1,000 sf	5 per 1,000 sf	3 per 1,000 sf	1 per 2,000 sf	1 per 1,000 sf
Solar Garden	NA	NA	NA	NA	NA	NA
Transportation Facility, Public	NA	NA	NA	NA	NA	NA

Table 15: Parking Standards						
Land Use	Vehicle Parking Spaces				Bicycle Parking Spaces	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
N/A = Not Applicable						
University or College	1 per 1,000 sf	5 per 1,000 sf	4 per 1,000 sf	3 per 1,000 sf	1 per 2,000 sf	1 per 1,000 sf
Utility Facility						
Major	NA	NA	NA	NA	NA	NA
Minor	NA	NA	NA	NA	NA	NA

17.8.2: Visitor Parking

17.8.2.1: General Standards

- A. A minimum of one (1) visitor parking space shall be provided with every residential development with five (5) or more units.
- B. Visitor parking spaces are in addition to required Electric Vehicle Charging Station (EVCS) or ADA compliant parking spaces.
- C. Temporary Dwelling Units do not require visitor parking.
- D. All residential developments of five (5) or more units shall provide visitor parking spaces in addition to parking required pursuant to [Table 15](#) as follows:
 - 1. In the R-M district and mixed-use zone districts with a Suburban context, one (1) visitor parking space shall be provided for every ten (10) units.
 - 2. In a mixed-use zone district with an Urban context, one (1) visitor parking space shall be provided for every fifteen (15) units.
 - 3. In a mixed-use zone district with a Transit context, one (1) visitor parking space shall be provided for every twenty (20) units.

17.8.3: Parking Substitutions and Reductions

17.8.3.1: General Standards

- A. Motorcycle and scooter parking spaces may substitute for up to five (5) percent of the required motor vehicle parking requirement.
- B. For every four (4) motorcycle and scooter spaces provided, the vehicle parking requirement is reduced by one (1) space.
- C. Each motorcycle and scooter space must be at least four (4) feet wide and eight (8) feet deep. Existing parking may be converted to take advantage of this standard.
- D. At the discretion of the Director:
 - 1. On-street parking available along the portion of a public or private street abutting the use may be counted toward the minimum number of parking spaces required where such spaces can be demonstrated to function safely without compromising sight distance, transit stops, or bikeways. Credits shall be documented on the site plan.

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2. Up to a twenty (20) percent reduction in parking may be granted for age restricted communities, where the residents are age fifty-five (55) or older or for income restricted residential communities, where the average income is less than or equal to sixty-five (65) percent of the area median income (AMI);
 3. Up to a twenty (20) percent reduction in parking may be granted for restaurant uses located within one quarter (1/4) mile of a transit stop.
 4. Parking requirements may be met on-site or off-site at a distance of up to six hundred (600) feet from the use, provided that a shared parking agreement is obtained prior to approval of the site plan or tenant improvement permit.
- E. The minimum parking count in [Table 16](#) is used to determine the parking count for each individual land use for a development application. The minimum number of parking spaces required may be reduced by the percentage indicated for each column of the five (5) time periods in the parking reduction schedule as shown below in [Table 16](#).

The resulting parking count from [Table 16](#) for each individual land use is then determined by totaling the number of spaces in each column. The resulting column total that generates the highest total number parking spaces then becomes the new minimum parking requirement.

Table 16: Parking Reduction Schedule					
Use	Weekday		Weekend		Night-time
	6 PM-6 PM	6 PM-12 AM	6 AM-6 PM	6 PM-12 AM	12 AM-6 AM
Residential	40%	10%	20%	10%	0%
Club, Lodge or Service Organization; Fitness or Athletic Facility; Gallery or Studio	50%	0%	0%	0%	90%
Entertainment Facility	60%	0%	20%	0%	90%
Industrial	0%	90%	90%	95%	95%
Hotel	30%	0%	30%	0%	30%
Office	0%	90%	90%	95%	95%
Public / Civic / Institutional	50%	0%	0%	70%	95%
Restaurant	50%	0%	0%	0%	90%
Retail	50%	10%	0%	30%	95%
All other uses	0%	0%	0%	0%	0%

Table 16: Parking Reduction Schedule; 17.8.3.1

17.8.4: Bicycle Parking

17.8.4.1: General Standards

Bicycle parking is required in order to encourage the use of bicycles by providing for safe and convenient places to park bicycles. The purpose of these design standards is to ensure that bicycle parking is convenient to bicyclists and provides sufficient security from theft and damage.

- A. Bicycle parking space(s) shall be provided with a locker, securely mounted rack, or other facilities for locking or securing a bicycle.
- B. A rack shall allow the locking of the frame and the front or rear wheel of the bicycle to the rack using a U-shaped shackle lock so that bicycles may be securely locked and safeguarded from damage.
- C. Bicycle parking areas shall be clearly identified by a sign near the main building entrance.
- D. Bicycle parking areas shall be located along the “desire line” from adjacent bikeways. The desire line is the path that cyclists are most likely to travel.
- E. Each required bicycle parking space shall be accessible without moving another bicycle.
- F. There must be at least five (5) feet behind all bicycle parking spaces to allow room for bicycle maneuvering. Where short-term bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the sidewalk or right-of-way, so long as the bike will not overhang public easements or right-of-way.
- G. A clearance of three (3) feet shall be provided between building walls and bike racks.
- H. Short-term bicycle parking shall not be required for a residential development with four (4) or fewer units.
- I. Short-term bicycle parking spaces shall be located within fifty (50) feet of the main entrance to the building. With the permission of the City, bicycle parking may be located in the public right of way. Where there is more than one main entrance to a building, short-term spaces should be split between building entrances.
- J. The standard required bicycle space is two (2) feet wide, six (6) feet long and three (3) and one-half (1/2) feet tall. Each space shall provide at least two (2) points of contact between the bicycle frame and rack.

- K. Short-term bicycle parking shall be near a light source and shall be visible from employee work areas or residences.

17.8.4.2: Long-term Bicycle Parking

Long-term bicycle parking provides users of a site a secure and weather-protected place to park bicycles. Long-term parking does not have to be provided on site; however, long-term bicycle parking must be within a reasonable distance of a site in order to encourage bicycle use.

- A. Long-term bicycle parking is not required on a site when:
1. Non-residential gross building area is less than five thousand (5,000) square feet; and
 2. There are ten (10) or fewer residential units in a development or redevelopment.
- B. Shower and changing facilities are required in employment-based buildings of thirty thousand (30,000) square feet or more where long-term bicycle parking is required.
- C. Long-term bicycle parking shall be located on the site or in an area within two hundred and fifty (250) feet of the building.
1. All long-term bicycle parking shall be designed to provide maneuvering areas sufficient to prevent conflicts with other bicycles.
 2. Covered bicycle parking may be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. When covered bicycle parking is not located within a building or locker, the cover shall be:
 - a. Designed to protect bicycles from precipitation;
 - b. High enough to provide at least ten (10) feet of clearance above the floor or ground; and
 - c. Posted with a sign indicating the location of the bicycle parking when not directly visible at a transit facility or main building entrance.
 3. To provide security, long-term bicycle parking shall be in at least one (1) of the following locations:
 - a. In a locked room;
 - b. In bicycle lockers that are not stacked vertically;

- c. In an area that is enclosed by a fence with a locked gate;
- d. In a freestanding shelter;
- e. Within view of an attendant or security guard;
- f. Within one hundred (100) of an attendant or security guard (See [Figure 45](#));
- g. In an area that is monitored by a security camera; and/or
- h. In an area that is visible from employee work areas (See [Figure 45](#)).

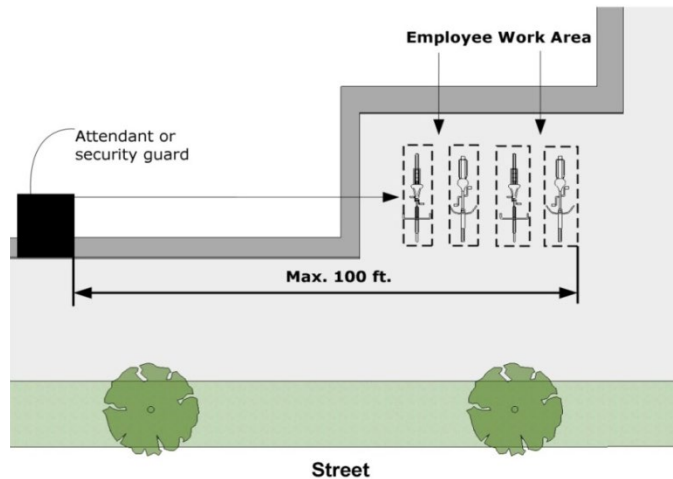


Figure 45: Long-Term Bicycle Parking; 17.8.4.2:C.3

17.8.5: Electric Vehicle (EV) Parking Standards

To support sustainable transportation options that reduce tailpipe emissions and pollution, including electric vehicles, these standards promote widespread access to electric vehicle charging, help avoid high costs of retrofitting with necessary electrical infrastructure as demand for charging increases, and preserve an attractive and desirable public realm for pedestrians.

17.8.5.1: General Standards

- A. All parking spaces with Electric Vehicle Supply Equipment (EVSE) shall include signage and pavement markings identifying spaces for EV charging only. If time limits or vehicle removal provisions are to be enforced, regulatory signage including parking restrictions shall be installed immediately adjacent to, and visible from the EVSE. Optional signage may also be provided to include information about charging types, voltage, fees, wayfinding, or other information as desired. All signage is subject to the applicable standards in Article 9.

- B. The property owner is not restricted from collecting a service fee for the use of an EVSE made available to residents, employees, and visitors to the property.
- C. The design and number of parking spaces and parking access for all new EVSE shall comply with the U.S. Access Board Design Recommendations for Accessible Electric Vehicle Charging Stations or any comparable accessibility regulations issued by the Department of Justice, Department of Transportation, or State of Colorado.
- D. Any parking space served by an EVSE or used to site EVSE or Electric Vehicle Supply Infrastructure (EVSİ) shall be counted toward applicable parking minimums. Any van-accessible parking space that is designed to accommodate a person in a wheelchair, is served by an EVSE, and is not designated as parking reserved for a person with a disability under C.R.S. § 42-4-1208 shall be counted as two (2) parking spaces toward applicable parking minimums.

17.8.5.2: Minimum EV Parking Requirements

- A. All new developments which provide on-site parking need to include a combination of installed EVSE and minimum infrastructure to add more charging stations in the future in accordance with the Electric Vehicle Power Transfer Infrastructure requirements in the [Colorado Model Electric and Solar Ready Code](#).
- B. The number of required EV parking spaces shall be rounded up to the nearest whole number.
- C. All required EV parking spaces shall be designed to accommodate a minimum of Level 2 charging or comparable technology. Level 1 charging or comparable technology is not sufficient to meet the EV parking requirements.
- D. Existing developed sites undergoing external alterations such as building additions, site grading, or other site modifications must comply with the EV parking requirements for the portion of the site being modified.

17.8.5.3: EV Supply Equipment Design Standards

- A. EVSE shall not encroach into a parking space or be located in a manner that impedes pedestrian access. Cords, cables and connector equipment shall not extend across any designated path of pedestrian travel.
- B. EVSE must be set back a minimum of two (2) feet from the back of the sidewalk along a public or private street frontage, or the back of the future required sidewalk location if one does not currently exist. EVSE located between two (2) feet and ten (10) feet from the back of the existing or future sidewalk shall not exceed five (5) feet in height above finished grade.

- C. Parking stalls located along a public or private street frontage and served by EVSE must comply with the parking lot screening standards set forth in Article 8.
- D. EVSI shall be located and screened in accordance with the utility screening standards in Articles 6 and 7.
- E. EVSE and EVSI shall not reduce the amount of required plant materials per Articles 6 and 7 within any landscape areas.
- F. For existing developed sites adding EVSE as an accessory use, existing trees and shrubs shall not be removed to accommodate new EVSE and EVSI to the maximum extent feasible. An existing parking space may be utilized to site EVSE and EVSI as an alternative to disturbing existing landscaping. Any trees or shrubs shall be relocated and/or replaced at the same rate as which they are removed and in accordance with applicable landscape standards in Articles 6 and 7.
- G. Parking spaces with EVSE must have adequate lighting for safety of users. Lighting may be provided by existing on-site lighting and/or by new lighting fixtures integrated into EVSE or by new separate light fixtures. Any new lighting fixtures shall be visually consistent with the existing on-site lighting and comply with applicable lighting standards in Articles 6 and 7.
- H. Canopies for accessory use EVSE are optional and subject to applicable standards for Accessory Structures in Article 5.

17.8.6: Parking Standards for Residential Lots with One to Two 1-2 Dwelling Units

17.8.6.1: Driveways and Parking Areas

The following standards shall apply to all residential and mixed-use district lots with one (1) to two (2) residential dwelling units:

- A. Parking areas shall not exceed fifty (50) percent of the back yard; fifty (50) percent of the front yard, and fifty (50) percent of the side yard.
- B. Each lot shall be allowed no more than thirty-five (35) feet of drive-cuts along a street frontage and may occupy no more than fifty (50) percent of the lot frontage, cul-de-sacs excluded.
- C. A driveway accessing a front-loaded garage shall be a minimum of eighteen (18) feet in length as measured from the back of sidewalk, or twenty-nine (29) feet in length, as measured from the edge of asphalt if no sidewalk or curb exists. (See [Figure 46](#))

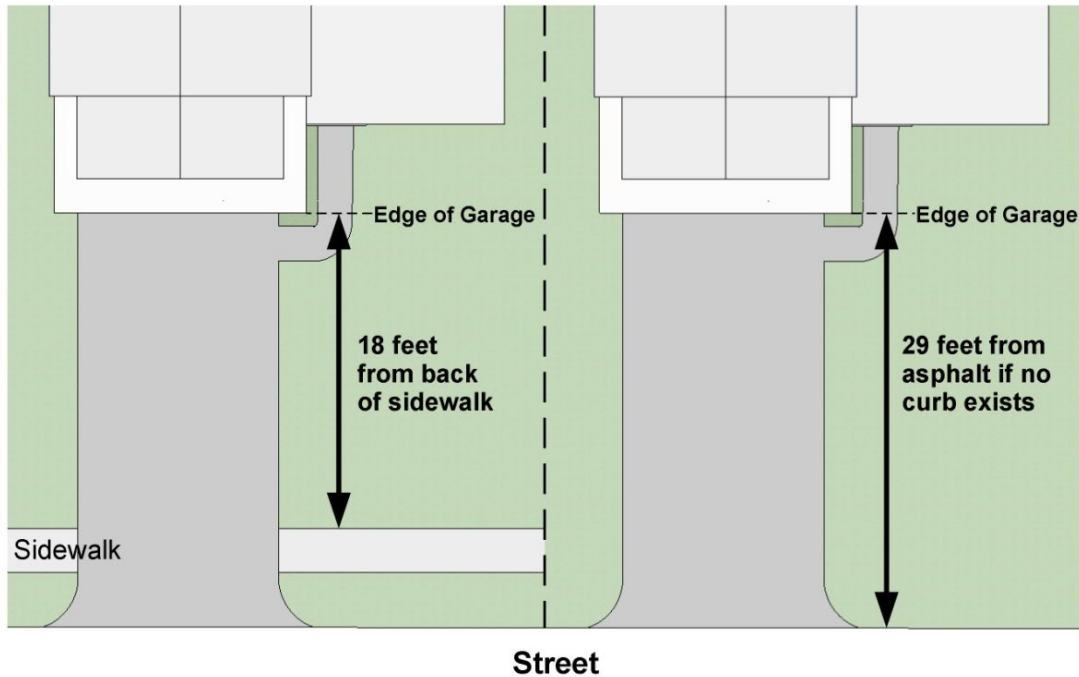


Figure 46: Driveway Length Measurements; 17.8.6.1:C

- D. Driveways and parking areas are to be maintained as dust-free, weed-free, and mud-free surfaces.
- E. Driveways and parking areas shall not be allowed in location intended for other purposes such as landscaping or open space.
- F. Parking shall not be allowed on grass, weeds, mud or dirt. This includes, but is not limited to, the parking of trailers, campers and camper shells, and recreational vehicles.
- G. Approved all weather parking surfaces for detached single-family include concrete paving, asphalt paving and rock applied to a minimum depth of three (3) inches. Rock driveways and parking areas shall use a minimum three-quarters ($\frac{3}{4}$) inch rock size.
- H. All weather surfaces shall not include materials including but not limited to carpet, shingles, wood or cardboard.

17.8.7: Parking and Loading Standards for All Other Uses

17.8.7.1: Americans with Disabilities Act Parking Standards

All places of public accommodation must comply with the Department of Justice published revised regulations for Titles II and III of the Americans with Disabilities Act (ADA) 42 U.S.C.S. 12101, et seq.

17.8.7.2: Loading Space Standards

This Section establishes off-street loading space standards which provide requirements for the design and construction of loading areas.

- A. At no time may loading or unloading occur from the right-of-way of a collector or arterial street.
- B. Whether or not a loading space is provided, all vehicle maneuvering for loading or unloading shall occur on site.
- C. A loading space shall not encroach on or interfere with the public use of streets and sidewalks by vehicles and pedestrians.
- D. No loading space shall permit any vehicle to extend into any front setback area or across any lot line of a more restrictive district while being loaded or unloaded.
- E. Loading spaces shall not conflict with or overlap any required drive aisles or off-street parking spaces, unless the loading space will only be used during hours when the primary structure is not open for business.

17.8.7.3: Parking Lot and Drive-Through Vehicle Stacking

Vehicle stacking is the minimum length required for an on-site drive aisle necessary to facilitate the safe movement of vehicles between the parking lot and the public street, and/or the minimum required length of an on-site drive aisle necessary to facilitate movement of vehicles within a parking lot to drive-up window service or other drive-through services. The following standards shall apply to all vehicle stacking situations:

- A. Adequate space must be provided for on-site stacking, storage and queuing of vehicles.
- B. Stacking spaces must be a minimum of eight (8) feet in width and twenty (20) feet in length.
- C. Vehicles using drive-through facilities shall not encroach on or interfere with the on-site or off-site use of streets, and sidewalks by vehicles and pedestrians.

- D. Stacking spaces for internal drive-through services shall be measured from the point of service and within a designated drive aisle (See [Figure 47](#)). Stacking spaces are shown in [Table 17](#).

Table 17: Drive-Through Stacking	
Type of Facility	Minimum Stacking Spaces Required
Car Wash, Automatic	2
Car Wash, Self-Service	2
Dry Cleaner, Drive-Through	2
Financial Institution, Drive-Through	1
Gasoline Pump Island	1
Liquor Store, Drive-Through	2
Restaurant, Drive-Through	4
Other	Determined by the Director with queuing study

Table 17: Drive-Through Stacking; 17.8.7.3:D

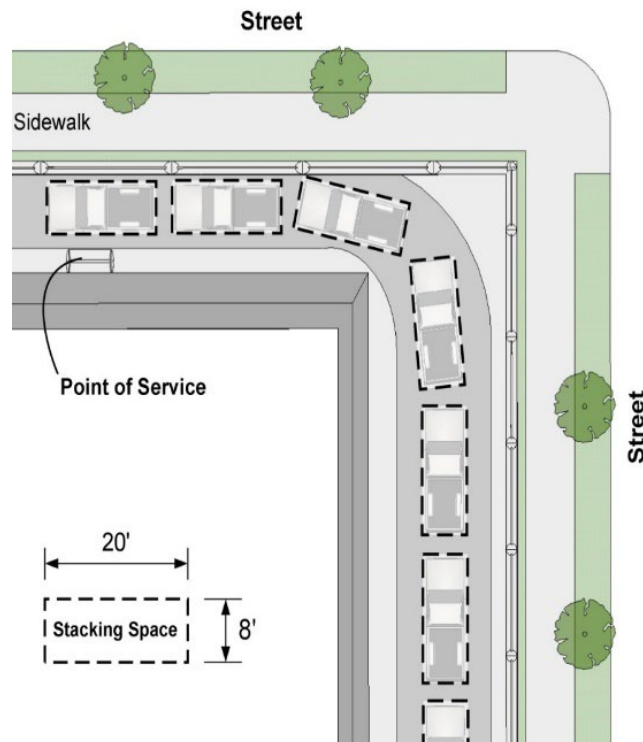


Figure 47: Drive-Through Stacking; 17.8.7.3.D

- E. Stacking distances for individual parking lots are indicated in [Table 18](#) (See [Figure 48](#)).

Table 18: Vehicle Stacking at Entrances	
Number of Parking Lot Spaces	Stacking Distance in Feet
0 to 100 spaces	20
101 to 500 spaces	40
501 to 1000 spaces	60
1001+ spaces	100

Table 18: Vehicle Stacking at Entrances; 17.8.7.3:E

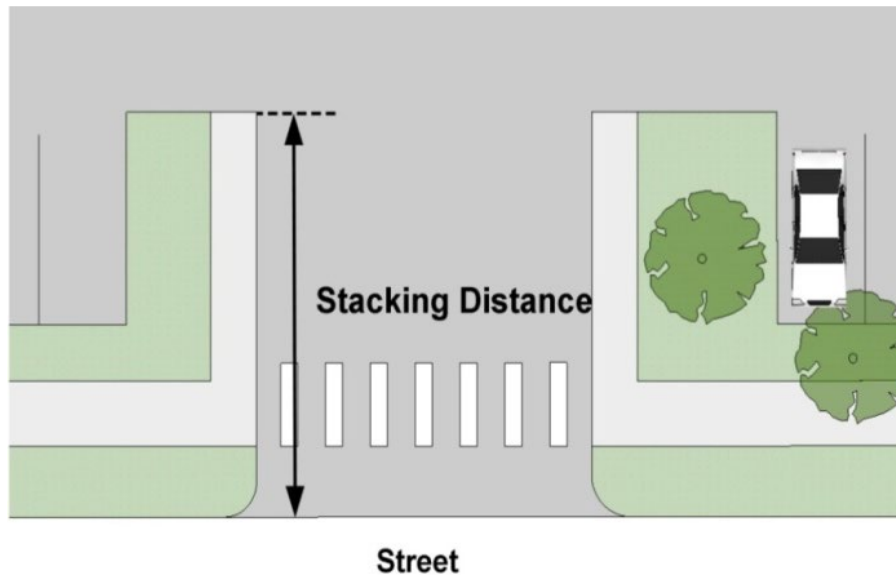


Figure 48: Stacking Distance; 17.8.7.3:E

17.8.7.4: Shared Driveways for Residential Infill

For sites proposing three (3) or more primary dwellings on a lot, a shared driveway serving multiple units is required unless the applicant demonstrates infeasibility due to site conditions. Where alleys exist, ally access shall be used where feasible.

17.8.8: Surface Parking Lot Dimensions

17.8.8.1: General Standards

The following standards are intended to create landscaped surface parking areas that are easy to navigate for pedestrians and vehicles. The following standards shall apply to all surface parking lot dimensions:

- A. Vehicular drive aisles, parking areas, stacking areas, and loading areas shall be surfaced with asphalt, concrete, brick, stone pavers or an equivalent material including pervious materials. Gravel or other similar compacted materials are not an acceptable parking surface.
- B. Parking space dimensions for parking spaces in parking structures may differ from [Table 19](#) as part of a site plan review as outlined in Article 2 of this Zoning Code.
- C. Parking spaces shall be defined on the pavement surface with striping, change of color or material.
- D. Bumper blocks are not permitted in parking lots except to provide for separation between an ADA accessible parking space and a sidewalk or where needed to provide for surface flows to a storm water management facility or at the discretion of the Director.
- E. Bollards are not permitted in parking lots in-lieu of raised curb except to provide for separation between an ADA accessible parking space(s) and a sidewalk, or to protect trash enclosures, utility boxes/meter, or at the discretion of the Director.
- F. Parking lots and loading areas shall have access from a clearly defined drive aisle not less than eighteen (18) feet in width for one-way traffic and twenty-four (24) feet in width for two-way traffic.
- G. The size of a parking stall, its angle, and the width of the access aisle shall conform to the parking layout dimensions listed in [Table 19](#) and illustrated in [Figure 49](#).

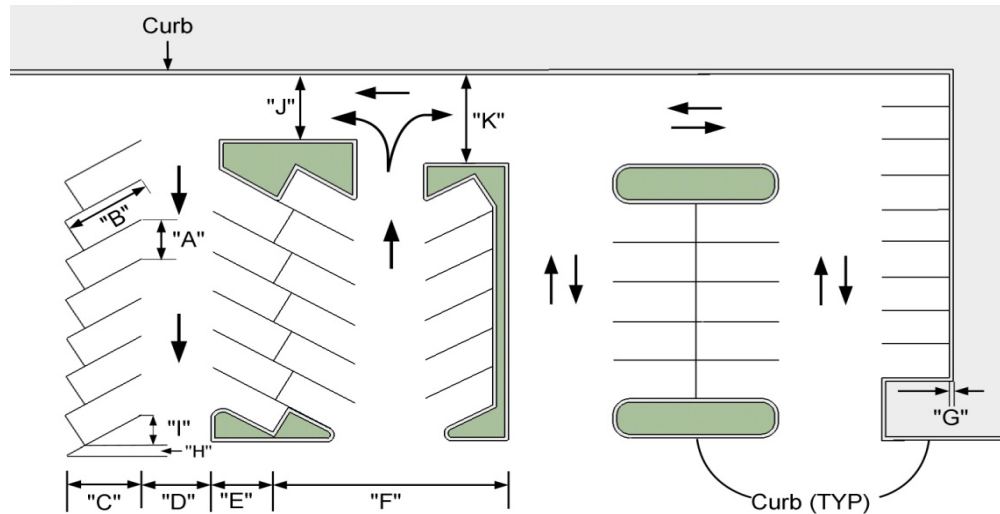


Figure 49: Parking Lot Layout Dimensions; 17.8.8.1:G

- H. Dead end aisles shall only be permitted for ninety (90) degree parking layouts. An area of five (5) feet in depth and the same width as the aisle shall be provided as the end of the dead-end aisle to allow vehicles to safely maneuver.
- I. The minimum length of a parking stall may be reduced by two (2) feet if it is perpendicular to a landscaped area with suitable ground cover behind the curb a minimum distance of two (2) feet or it is perpendicular to a sidewalk that is dimensioned seven (7) feet or more in width.

Table 19: Parking Lot Layout Dimension						
Dimension	Figure 49	0°	45°	60°	75°	90°
Stall width, parallel to aisle	A	9.0	12.7	10.4	9.3	9.0
Stall length of line	B	24.0	24.5	21.5	19.5	18.0
Stall depth to wall	C	9.0	17.0	18.5	19.0	18.0
Aisle width between stall lines	D	12.0	12.0	16.0	22.0	24.0
Stall depth interlock	E	9.0	14.8	17.0	18.3	18.0
Module, wall to interlock	F	30.0	43.8	51.5	59.3	60.0
Bumper overhang (typical)	G	0.0	1.5	1.8	2.0	2.0

Table 19: Parking Lot Layout Dimension						
Dimension	Figure 49	0°	45°	60°	75°	90°
Offset	H	--	6.3	2.7	0.5	0.0
Setback	I	24.0	11.0	8.3	5.0	0.0
Cross aisle one-way	J	18.0	18.0	18.0	18.0	18.0
Cross aisle two-way	K	24.0	24.0	24.0	24.0	24.0

Table 19: Parking Lot Layout Dimension; 17.8.8.1**17.8.9: Parking Lot Placement and Design****17.8.9.1: Parking Lot Location**

Surface parking lots in mixed-use zone districts shall be located in the configurations identified in [Table 20](#) and [Figure 50](#).

Table 20 Surface Parking Lot Location			
Regulations	Contexts		
	Suburban	Urban	Transit
✓ = Applicable N/A = Not Applicable			
Parking may be located behind the rear plane of a building.	✓	✓	✓ (1)
Parking may be located at the side of a building.	✓	✓	N/A
Parking may be located in the area between the street and building.	✓	N/A	N/A
(1) Within the M-C-T zone district, surface parking areas shall be limited to short-term, convenience parking lots with fewer than ten (10) spaces per building. All other parking shall be accommodated for in parking structures. Convenience spaces may be located behind or to the side of a building and shall be clearly marked for short-term use only.			

Table 20: Surface Parking Lot Location; 17.8.9.1

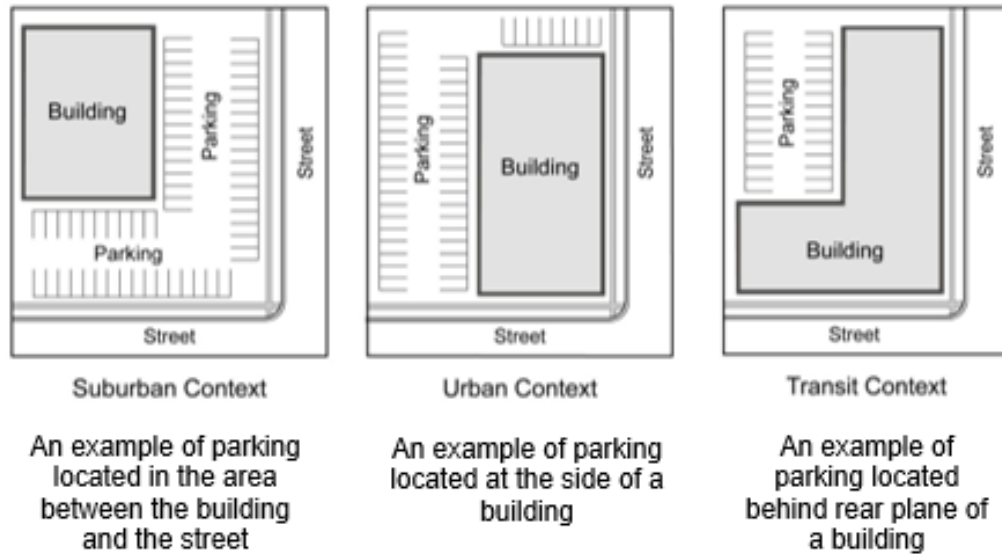


Figure 50: Example Parking Locations by Context; 17.8.9.1

17.8.9.2: Parking Blocks

The following standards apply to surface parking lots in the R-M, mixed-use, commercial, and light industrial zone districts:

- A. Parking lots in blocks of twenty-five (25) or fewer parking spaces shall be required to provide a sidewalk at least five (5) feet in width from the parking lot to the front of the primary building(s), to the farthest perimeter point of the parking lot, or to an existing parking lot connection.
- B. Parking lots in blocks of more than twenty-five (25) parking spaces shall be grouped into blocks of parking spaces according to the following:
 1. Residential developments with three (3) or more dwelling units shall group the parking lots in blocks of no more than fifty (50) contiguous parking spaces. These spaces may be in a linear row or two (2) or more parallel rows. A landscaped area of at least twelve (12) feet wide shall separate parking areas (See [Figure 51](#)).
 2. Developments with an institutional, mixed-use, commercial, and light industrial land use shall group the parking lots in blocks that average no more than seventy-five (75) parking spaces per block.
 - a. A grade-separated sidewalk at least five (5) feet in width shall be installed from the front of the primary building(s) to the farthest perimeter point of the parking lot. Additional grade-separated sidewalks at least five (5) feet in width from the front of the primary building(s) to the farthest edge of the parking lot shall be required to ensure that no parking space is located

more than two hundred (200) feet from a grade-separated sidewalk leading to the front of the primary building(s).

- b. The grade-separated sidewalk shall be buffered from parking or traffic by a landscape strip with a minimum of five (5) feet in width. The sidewalk shall be placed so that a five (5) foot wide planting area is created (See [Figure 52](#)).
3. Sidewalk crossings shall be clearly defined and marked through a change in paving materials, height, or use of distinctive color when a sidewalk crosses a parking lot or internal street or driveway.

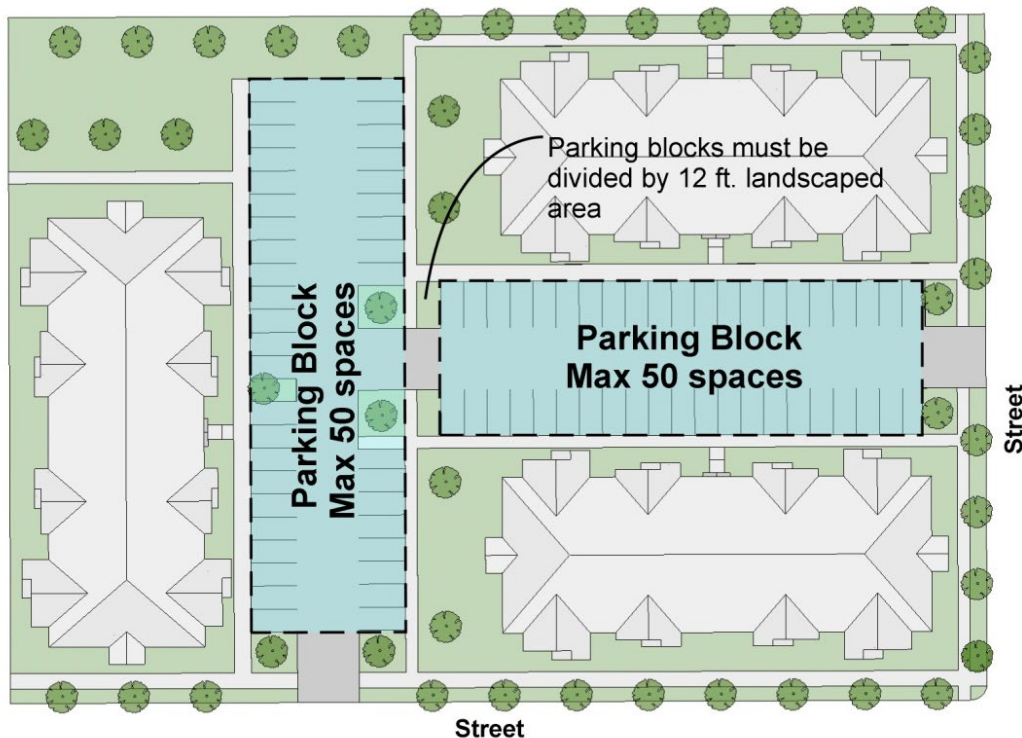
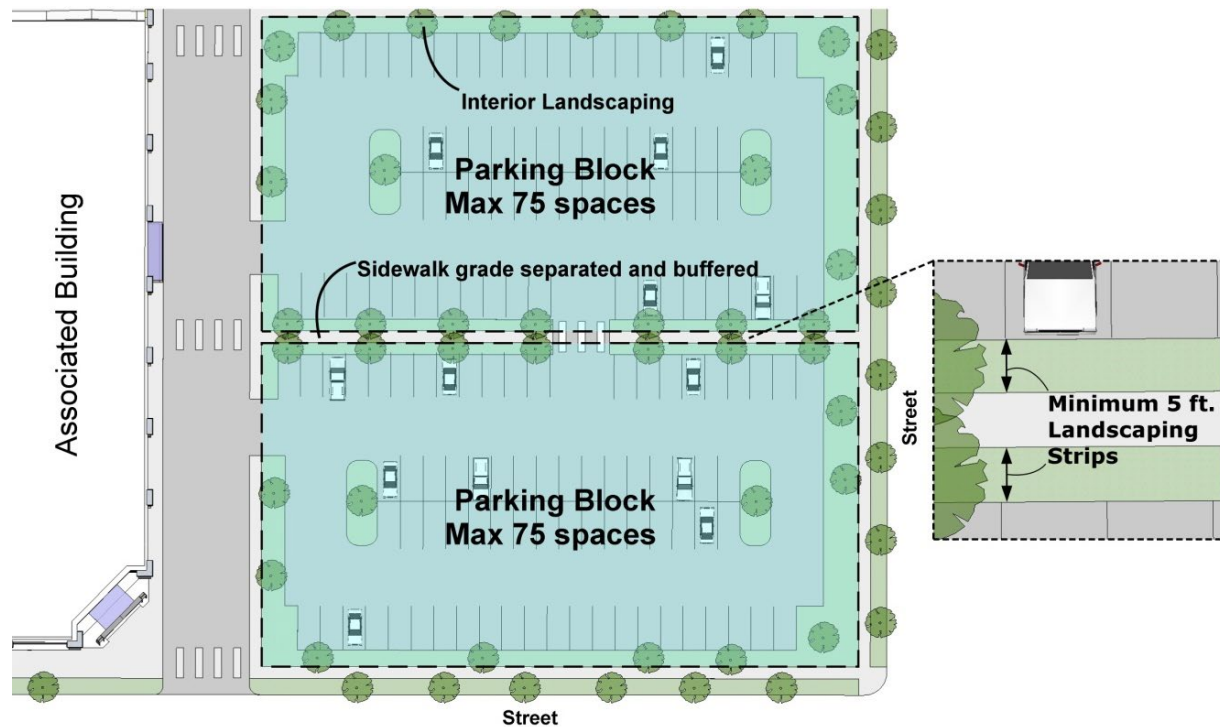


Figure 51: Residential Parking Lot Design for Developments With Three (3) or More Dwelling Units; 17.8.9.2:B.1



**Figure 52: Mixed-Use, Commercial and Light Industrial Parking Lot Design;
17.8.9.2:B.2**

17.8.10: Parking Lot Landscape Standards

17.8.10.1: Landscaping in Parking Lots

- A. Raised curb islands shall be required to define the ends of each parking row.
- B. The perimeter of the parking lot and any raised curb islands shall have concrete curb. Gaps in a concrete curb are allowed if landscape and open space areas or islands have been designed to provide for infiltration and filtration of rainwater.
- C. Sites requiring more than twenty-five (25) parking spaces shall be required to have the following amount of landscaping in parking lots:
 1. For parking lots with fewer than one hundred and fifty (150) parking spaces, landscaping islands shall be a minimum of ten (10) percent of the parking area.
 2. For parking lots with one hundred and fifty (150) parking spaces or more, landscaping islands shall be a minimum of twelve (12) percent of the parking area.

D. The size and number of landscape islands shall be required as identified below. These requirements shall not apply when a row of parking spaces is located under a structure or at the end of a parking row that coincides with other landscaped areas:

1. A parking row containing fewer than fifteen (15) contiguous parking spaces shall be terminated by a landscape island with a minimum dimension of nine (9) feet in width by eighteen (18) feet in length.
2. A parking row containing between fifteen (15) and thirty (30) contiguous parking spaces shall be:
 - a. Terminated by a landscape island with a minimum dimension of twelve (12) feet in width by eighteen (18) feet in length (See Option A in [Figure 53](#)); or
 - b. Terminated by a landscape island with a minimum dimension of nine (9) feet in width by eighteen (18) feet in length and shall contain one (1) landscape island in the middle of the row with a minimum dimension of nine (9) feet in width by eighteen (18) feet in length (See Option B in [Figure 53](#)).

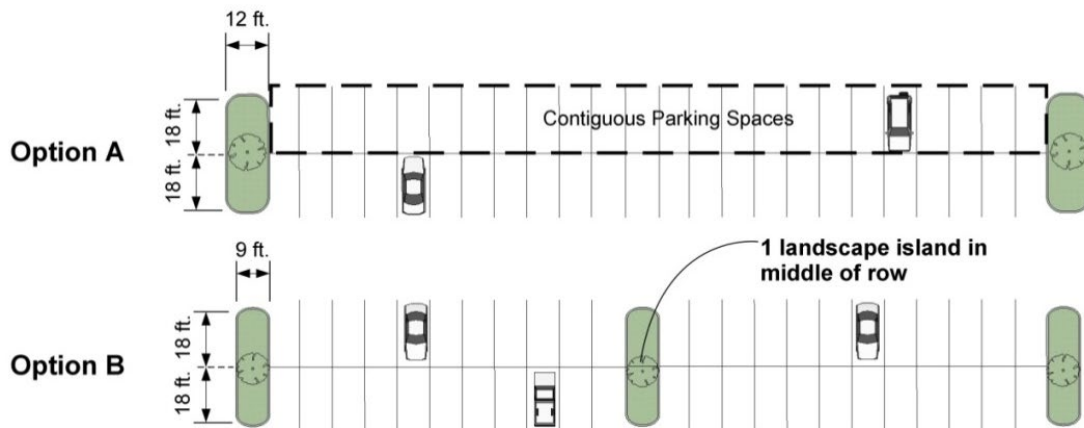


Figure 53: Parking Lot Landscape Island Locations; 17.8.10.1:D.2

3. A parking row containing over thirty (30) contiguous parking spaces shall include islands with a minimum dimension of nine (9) feet in width by eighteen (18) feet in length every fifteen (15) parking spaces.
4. Landscape islands shall include at least:
 - a. One (1) shade tree or two (2) ornamental trees; and

- i. A landscape surface of turf,
- ii. Living ground cover; or
- iii. A minimum of four (4) shrubs or six (6) grasses in mulch beds, or
- iv. Low water native and drought tolerant plants.

17.8.10.2: Screening of Parking Lots

- A. When adjacent to a public or private street, surface parking shall be screened through one (1) or any of a combination of the following (See [Figure 54](#)):
- 1. Option A: A landscape hedge or other plant materials of such size, branching density, spacing and quantity to provide a minimum of sixty (60) percent opacity while dormant. The landscape hedge or plant material shall reach a required minimum height of forty-two (42) inches within three (3) years of planting.
 - 2. Option B: A solid wall providing screening to a height of forty-two (42) inches. Materials utilized shall match the first-floor exterior material used on the primary building or comparable level of quality.
 - 3. Option C: A combination of a decorative fence to a height of forty-two (42) inches, and continuous landscape and plant materials. The decorative fence shall terminate with a structural column that utilizes materials that match the first-floor exterior material used on the primary building or materials of a comparable level of quality. A structural column utilizing materials that match the first-floor exterior material used on the primary building or of a comparable level of quality, shall be constructed every thirty (30) feet of linear fence.
 - 4. Option D: A landscaped berm containing at least one row of shade trees spaced evenly every fifteen (15) feet or as appropriate to the selected species along the entire length of the parking lot edge.

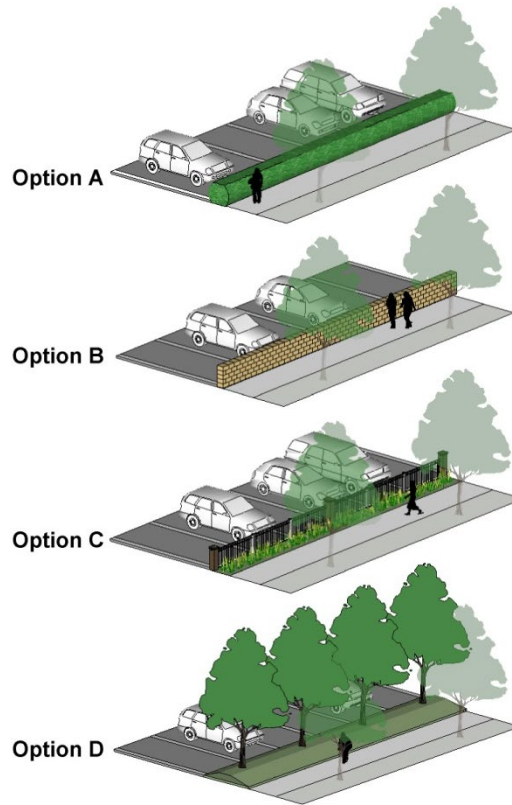


Figure 54: Screening of Parking Lots; 17.8.10.2

- B. Breaks in the wall, hedge, or fence shall be permitted where pedestrian access to the adjacent sidewalk is provided from the site. The breaks shall be no more than two (2) feet wider than the sidewalk width.