

Parking

Parking on the Public Right-of-Way

Standard

The availability of on street parking shall not be considered or counted as a part of meeting the minimum parking space requirements of any development. Parking may be permitted to take place on the right-of-way. Such on street parking shall be in accordance with Chapter 22, Article IV of the Henrico County Code.

Parking may be removed from the right-of-way at any time, by the Traffic Engineer, if it is determined that such parking is creating a traffic safety problem, is impeding normal traffic flow or if the area that is used for parking is needed for another purpose.

Private parking lots shall not encroach into the public right-of-way.

Parking in Private Developments

Parking shall be at 90 degrees to the drive aisle or parallel to the drive aisle. When a one-way drive aisle is proposed, parking shall be at a 60 degree angle with the drive aisle. When a two-way drive aisle is proposed with angled parking, a minimum four (4) foot raised median separating traffic is required and parking shall be at a 60 degree angle with the drive aisle. Parking stalls perpendicular with the drive aisle shall be 9' wide by 18' long. These dimensions shall be used to design the angled parking spaces. Parking stalls parallel with the drive aisle shall be 8' wide by 22' long.

Drive aisles shall be a minimum of 18 feet wide for one-way traffic and a minimum of 24 feet wide for two-way traffic. Where the drive aisle is adjacent to parking stalls for a distance of less than 50 feet, the width of the drive aisle shall meet the minimum standards shown in *Parking by Weant and Levinson (1990)*.

The minimum curb radii shall be 4.5 feet. Raised islands with a minimum width of 9 feet shall be installed at the end of all rows of parking.

Loading/unloading stalls shall allow for the safe loading and unloading of vehicles without conflicting with vehicles within the drive aisles. Delivery points and dumpster placement shall be designed so that trucks shall not have to back out for longer than five (5) parking stalls.

A turn around space (9' x 18') shall be installed at the dead end of drive aisles greater than five (5) spaces deep. This space shall be on the left side of the dead end (as you approach the dead end) and shall be striped and signed to indicate No Parking. At the dead end of the drive aisle, there shall be a backing area five (5) feet deep.

Wheel stops shall be placed within handicap parking stalls and any regular stall adjacent to ADA ramps. Bollards shall be placed between parking stalls and buildings

where there is no raised sidewalk or curb. Bollards shall also be placed adjacent to and three (3) feet from any door that opens into a drive aisle to protect pedestrians using the door.

Applicability of the Standard

This standard applies to all types of development, including residential subdivisions, PODs, and CIPs.

Design Requirements