



**NOTES:**

1. REVERSE CURVES/CHAMFERS NOT NECESSARY IF ADEQUATE DRAINAGE CAN BE PROVIDED THAT WILL ENSURE THAT SEDIMENT, WATER, DEBRIS, ETC., DOES NOT COLLECT IN 90-DEGREE CORNERS.
2. PARALLEL ACCESSIBLE SPACES AND LOADING ZONES TO BE REVIEWED BY CDOT ON A CASE-BY-CASE BASIS.
3. FOR PARKING BAYS THAT ARE 8 FEET IN WIDTH OR GREATER, THE PAVEMENT MARKINGS SHALL BE SET AT ONE (1) FOOT LESS THAN THE STALL WIDTH.
4. GREATER SEPARATION FROM INTERVENING STREETS THAN THE DISTANCES PROVIDED IN THE MATRIX MAY BE REQUIRED AT CDOT'S DISCRETION.
5. POSITIVE DRAINAGE SHALL BE PROVIDED EITHER BY INSTALLATION OF APPROPRIATE DRAINAGE STRUCTURES OR SLOPE PARKING AREA TO STREET FLOW LINE. SLOPING PARKING AREA TO STREET FLOW LINE ONLY PERMITTED IF ROAD GRADE IS GREATER THAN 2%.
6. IF A BIKE LANE IS REQUIRED ADJACENT TO PARALLEL PARKING, A 3' BUFFER IS REQUIRED BETWEEN PARKING AND THE BIKE LANE.

MEASURE DISTANCE TO NEXT INTERVENING STREET OR ACCESSIBLE RAMP FROM THIS POINT. (SEE MATRIX BELOW)

PARALLEL PARKING BAY LOCATED ON

MINIMUM DISTANCE TO NEXT INTERVENING STREET

	DRIVEWAY	LOCAL/ COLLECTOR	ARTERIAL/ UPTOWN STREET
LOCAL/COLLECTOR	20'	20'	20'
ARTERIAL/UPTOWN STREET	20'	20'	50'

NOT TO SCALE



**CITY OF CHARLOTTE**  
**LAND DEVELOPMENT STANDARDS**  
 INCLUDES CHARLOTTE ETJ

**PARALLEL PARKING STANDARDS**

STD. NO.	REV.
50.09C	23