

Chapter 13. On-Site Parking, Loading, and Circulation

13.1. PURPOSE AND APPLICABILITY.

13.1(a) Purpose. The purpose of this Chapter is to provide standards for parking and loading facilities to accommodate the various land uses permitted by the PPGN Community Plan. It is the intent of this Chapter to require the minimum number of on-site parking and loading spaces with maneuvering areas, driveways, and surface materials for the efficient movement of vehicular traffic, and to provide flexibility in meeting these requirements for sites with special needs. Additional purposes of this Chapter include:

1. Ensuring the provision of safe and convenient places to park personal transportation vehicles, including automobiles, bicycles and motorcycles;
2. Providing paved surfaces and alternative dust control measures to control and reduce the amount of dust and PM-10 particulates released to the atmosphere;
3. Limiting the area of land consumed by parking through allowances for reductions to the number of required parking spaces and allowances for sharing of parking spaces among multiple uses where appropriate;
4. Minimizing conflicts between pedestrian and vehicular circulation;
5. Reducing the scale of paved surfaces and shading these surfaces, to reduce heat gain that contributes to the urban heat island effect; and
6. Encourage sustainable development by promoting the use of alternative modes of transportation, walking and bicycling through recalibrating parking regulations for mixed use and transit-oriented developments.

13.1(b) Applicability. The parking and loading requirements of this Chapter apply to all development within PPGN. They may be modified pursuant to the provisions for certain LUGs.

1. *Additions to Existing Buildings and Changes in Use.* When a change in use, expansion of a use, or expansion of floor area creates an increase of 5% or more in the number of required off-street parking or loading spaces, based on the initially approved and constructed facility or development, off-street parking and loading shall be provided

according to the provisions of this Chapter. The additional parking shall be required only for such addition, enlargement, or change in use and not for the entire building or site. A change in occupancy is not considered a change in use for the purpose of this paragraph unless the new occupancy is in a different land use classification than the former occupant.

2. *Alterations that Increase Number of Dwelling Units.* If an alteration to an existing building increases the number of residential dwelling units on the site, off-street parking to serve the new dwelling units must be provided according to the provisions of this Chapter.
3. *Off-street Parking and Loading When Required.* Off-street parking and loading facilities required by this Chapter shall be constructed or installed prior to the issuance of a Certificate of Occupancy for the uses that they serve.

13.2. GENERAL REGULATIONS AND STANDARDS.

13.2(a) Location. All required parking and loading spaces and maneuvering areas shall be located on the lot upon which the use served is located, except that parking spaces may also be located upon a contiguous lot incorporated into the development site. Parking spaces and maneuvering areas shall not be located within the required front yard in any Single Residence LUG or in any required front or corner side yard or landscaped area in any other zoning district, except driveways that directly and immediately allow a vehicle to access the site from a street or abutting property may encroach into a required yard or landscape area.

13.2(b) Commercial Vehicles. No commercial vehicle having a gross vehicle weight rating (GVWR) exceeding 13,000 pounds and is intended to be used primarily for commercial purposes rather than private or individual use shall be parked overnight or stored on any residential lot.

13.2(c) Standards. The following standards apply to required onsite parking and loading spaces, maneuvering areas, and access:

1. Unless allowed for otherwise within this Community Plan, all required permanent parking and loading spaces, maneuvering areas, and driveways shall be paved with asphalt, concrete, paving stone, or masonry to a sufficient thickness to withstand repeated vehicular traffic, except in Single Residence uses. The Zoning Administrator, in collaboration with the City Engineer, may establish alternative standards for porous surface paving.

2. Required parking spaces shall be permanently marked and shall be accessible from a street or alley by a driveway or aisle such that all vehicles shall approach the street or alley in forward motion, except in Single Residence uses. See Chapter 13.4(g).
3. Failure by the owner of the site to maintain the parking surface and markings according to the industry standards and schedules shall be considered a violation of this Ordinance.

13.2(d) Compact Parking. On a site with at least 10 required parking spaces, up to 20 percent of the total required parking spaces may be compact spaces, provided that the following standards are met:

1. Where covered parking is required all covered parking spaces shall be standard size;
2. All compact spaces are to be designated with a sign or pavement marking; and
3. Compact spaces shall be distributed throughout the parking area, with no more than 9 compact spaces in a single cluster. Each cluster of up to 9 spaces shall be separated by a minimum radius of at least 60-feet from the next cluster of compact parking spaces.

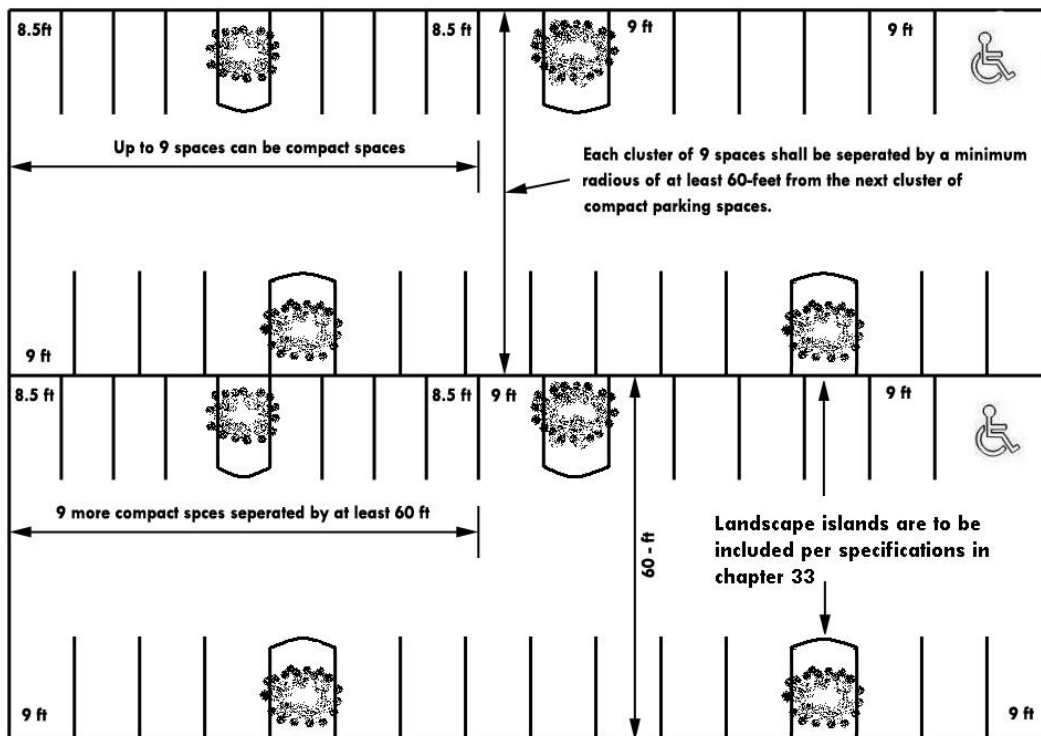


FIGURE 13.1: COMPACT PARKING SPACES

13.2(e) Accessible Parking. Accessible parking spaces shall be provided and maintained pursuant to the Mesa City Code pertaining to the Arizonans with Disabilities Act of 1992.

13.2(f) Structured Parking. The exterior elevations of any multi-level parking structure must be designed so as to screen or conceal parked cars on the first and second floors of the structure from view from public streets and open space. The floors of structured parking garages must be screened or concealed by one or more of the following methods:

1. **Ground-Floor Commercial.** The garage's ground-level street frontage (except for driveways and pedestrian entrances) for the designated front of the structure shall be improved with Retail Sales, Food and Beverage Sales, Eating and Drinking Establishments, Personal Services, Offices, or similar pedestrian-oriented uses.
2. **Landscaping.** Landscaping shall be provided in the form of perimeter planters within openings of the structure, and/or the incorporation of hanging baskets, flower boxes, or planting trellises.
3. **Landscape Setback.** A parking structure that does not incorporate ground-floor retail or other commercial use or is not otherwise screened or concealed at street frontages on the first and second levels, must provide a densely planted landscaped yard that is a minimum of 10 feet in depth, or the required setback for the district in which it is located, whichever is greater.
4. **Combination of Opaque Screen Walls and Open Decorative Panels.** A combination of opaque screening devices and decorative panels may be used to screen parking within aboveground structures. Opaque screen walls shall not be higher than 3'-6" relative to the abutting floor height, and shall not exceed 45 percent of the aggregate surface area of the exterior wall. Decorative panels or other devices with opacity of at least 40% shall be used to screen the remainder. The decorative panels shall be constructed of durable materials, such as iron, steel, copper, aluminum, formed concrete, glass block, brick or other textured masonry.
5. **Approval of Alternative Architectural Structure.** In lieu of providing screening or concealment, a parking garage structure that incorporates attractive architectural forms and detailing that have interest equal to an occupied structure may be approved during the

Site Plan and Design Review process pursuant to the procedures in Chapter 3.9.

13.2(g) Recreational Vehicle (RV) Parking. Recreational Vehicles shall not be parked, stored, or occupied on any property except as follows:

1. The temporary parking of an RV on public streets in a residential area, or within the front yard of a residential lot for the purpose of loading, unloading, or cleaning for a period of time not to exceed 48 hours shall be permitted subject to parking and traffic regulations of the City of Mesa and provided that the vehicle is not parked as to create a traffic hazard or obstruct traffic visibility.
2. On-site parking or storage of a recreational vehicle in accordance with the following, provided such recreational vehicle is not used for living quarters or commercial purposes:
 - a. Within an enclosed accessory building or garage in all LUGs.
 - b. Where outdoor storage is otherwise allowed in the Community Commercial (CC) and Community Mixed Use (CMU) LUGs.
 - c. On a parcel as an interim use upon approval of a TUP subject to the requirements of Chapter 9.25(f).
 - d. On single residence lots:
 - i. For Lots of a minimum 15,000 sq ft or greater, anywhere within the buildable area behind the front line of the dwelling unit; or anywhere within the rear yard; or in the side yard behind the front line of the dwelling unit provided such recreational vehicle does not exceed 40-ft in length exclusive of tongue.
 - ii. For Lots less than a minimum 15,000 sq ft or greater, anywhere within the buildable area behind the front line of the dwelling unit; or anywhere within the rear yard; or in the side yard behind the front line of the dwelling unit provided such recreational vehicle does not exceed 30 ft in length exclusive of tongue.
 - iii. A recreational vehicle parked in the side yard which exceeds 6 feet in height as measured from grade and is visible from a public street shall be screened from such public street by a 6 ft high opaque fence.

- e. On multiple Residence lots: only in an approved parking space; or within an approved, designated storage area.

13.2(h)Size of Parking Spaces and Maneuvering Aisles. Parking spaces and maneuvering aisles shall be provided to meet the minimum dimensions required by this subsection. Screening walls, roof support posts, columns, or other structural members shall not intrude into the required dimensions for parking spaces.

13.2(h)(i) Standard Parking Spaces. The minimum basic dimension for standard parking spaces is 9 feet by 18 feet. Table 13.1 provides the dimensions of spaces (stalls) and aisles according to the angle of parking spaces.

Table 13.1: Standard Parking Space and Aisle Dimensions					
<i>Angle of Parking</i>	<i>Stall Width</i>	<i>Curb Length Per Stall</i>	<i>Stall Depth</i>	<i>One-Way Aisle Width</i>	<i>Two-Way Aisle Width</i>
Parallel	9'0"	22'0"	9'0"	12'	20'
30°	9'0"	18'0"	17'4"	11'	20'
40°	9'0"	14'0"	19'2"	12'	22'
45°	9'0"	12'9"	19'10"	13'	24'
50°	9'0"	11'9"	20'5"	15'	24'
60°	9'0"	10'5"	21'0"	18'	24'
70°	9'0"	9'8"	21'0"	19'	24'
90°	9'0"	9'0"	18'0"	24'	24'

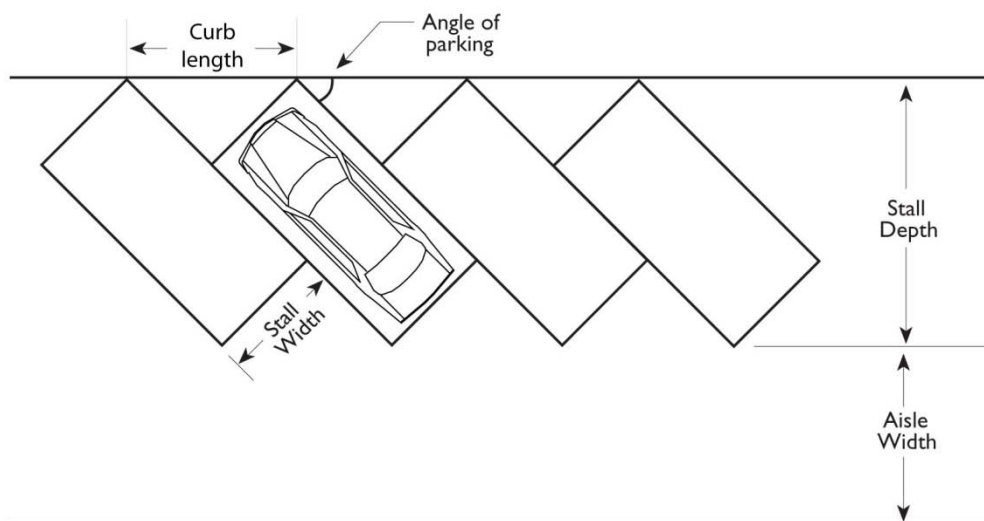


FIGURE 14.2: PARKING SPACES AND AISLES

13.2(h)(ii) Compact Parking Spaces. The minimum basic dimension for compact parking stalls shall be 8 feet by 16 feet. Table 13.2 provides the dimensions of spaces and aisles according to angle of parking spaces.

Table 13.2: Parking Area and Space Dimensions – Compact Spaces					
<i>Angle of Parking</i>	<i>Stall Width</i>	<i>Curb Length Per Stall</i>	<i>Stall Depth</i>	<i>One-Way Aisle Width</i>	<i>Two-Way Aisle Width</i>
Parallel	9'0"	22'0"	9'0"	11'	20'
30°	9'0"	18'0"	14'11"	11'	20'
40°	9'0"	14'0"	16'5"	11'	22'
45°	9'0"	12'9"	17'0"	11'	24'
50°	9'0"	11'9"	17'5"	13'	24'
60°	9'0"	10'5"	17'10"	16'	24'
70°	9'0"	9'8"	17'9"	16'	24'
90°	9'0"	9'0"	16'0"	21'	24'

13.2(h)(iii) Loading Spaces. If loading spaces are provided they shall be a minimum 10 feet by 30 feet.

13.2(i) Size of Parking Spaces for Motorcycles, Scooters, and Golf Carts. Motorcycle and Scooter parking spaces shall have a minimum dimension of 5 feet by 9 feet. Golf cart parking spaces shall have a minimum dimension of 5 feet by 10 feet.

13.2(j) Drive Aisle without Associated Parking Spaces. One-way drive aisles that do not provide access to parking or loading spaces shall be at least 12-foot wide. Two-way drive aisles that do not provide access to parking or loading spaces shall be at least 20-foot wide.

13.3. PARKING SPACES REQUIRED.

13.3(a) Required Parking Spaces By Use. The following Table 13.3 specifies the minimum parking spaces required for each permitted use (For exceptions, see Chapter 13.5, 13.6, and 13.7):

Table 13.3: Required Parking Spaces By Use		
Land Use	Minimum Standard	
Residential		
Single Residence, detached or attached,	2 spaces per dwelling, which may be in tandem with Zoning Administrator approval	
Multiple Residence (Typical)	See sub categories, below	
Apartments, multiple residence condominiums, and mixed-use residential, townhomes, patio homes and similar multiple residence buildings: development site located within 1/8 mile radius (660 feet) of bus rapid transit or light rail station, regardless of bedroom count	9 or fewer total units	1.4 spaces per dwelling unit
	10 – 25 total units	1.3 spaces per dwelling unit
	26 or more total units	1.2 spaces per dwelling unit

Table 13.3: Required Parking Spaces By Use	
<i>Land Use</i>	<i>Minimum Standard</i>
Apartments, multiple residence condominiums, mixed-use residential, townhomes, patio homes, and similar multiple residence buildings: development site not located within 1/8 mile radius (660 feet) of bus rapid transit or light rail station, regardless of bedroom count	2.1 spaces per dwelling unit
Group Residential (Assisted Living, Group Homes for the Handicapped in excess of 10 persons)	1.2 spaces per dwelling unit for development with distinguishable dwelling units 1.0 space for each room plus 2 additional spaces for development with congregate dining and no distinguishable separate dwelling units
Group Home for the Handicapped (10 or less persons)	Same as Single Residence
Live-Work Units	2.1 spaces per unit
Residential Care, Stand Alone Facility (Nursing Home, Hospice)	1.0 space per room or dwelling unit plus 2 additional spaces
Residential Care within a Hospital or Medical Campus (Nursing Home, Hospice, Convalescent Care)	1 space per 400 square feet
Public Assembly and Schools	
Theaters, auditoriums, assembly halls, places of worship, clubs, lodges and fraternal buildings, funeral homes, community centers, libraries	1 space per 75 square feet used for public assembly
Museums	1 space per 250 square feet used for public assembly plus accessory uses
Stadiums	1 space per 5 seats plus 1 space per 300 square feet for accessory uses
School, kindergarten through 9th grade or middle school	1 space per 75 feet for public assembly space, such as auditoriums and theaters, and 1 space per 600 square feet for all other areas

Table 13.3: Required Parking Spaces By Use	
<i>Land Use</i>	<i>Minimum Standard</i>
High schools, academies, colleges, universities, trade or vocational schools	1 space per 200 square feet
Health Care	
Medical/dental offices and outpatient clinics	1 space per 200 square feet
Hospitals	1 space per 400 square feet
Day care centers (stand alone, not part of a community center)	1 space per 375 square feet
Group Commercial Developments	
Shell buildings (no specified use)	1 space per 275 square feet
Independent Commercial Buildings and Uses	
General offices, retail, and services	1 space per 375 square feet
General auto repair, garages, service stations, car washes, and drive-through lubrication shops	1 space per 375 square feet, including service bays, wash tunnels, and retail areas
Hotels and motels	1 space per room or suite of rooms with individual exits plus ancillary use requirements
Eating and Drinking Establishments (no drive-through window)	1 space per 75 square feet for indoor area, and 1 space per 200 square feet for outdoor seating area
Eating Establishments (with drive-through window and associated queuing drive aisle)	1 space per 100 square feet for indoor area, and 1 space per 200 square feet for outdoor seating area
Outdoor sales and service areas (car lots, plant nurseries, building supplies, etc.)	1 space per 375 square feet of sales and service building, but not less than 4 spaces per use
Temporary Outdoor Uses	
Swap Meets	1 space per 300 square feet of designated vendor area
Mobile Food Vending including Push Carts and Food Trucks	As determined by the Zoning Administrator as a part of the TUP approval.

Table 13.3: Required Parking Spaces By Use	
<i>Land Use</i>	<i>Minimum Standard</i>
Temporary Retail Businesses including Roadside Stands, Pop-Up Retail and Kiosks,	As determined by the Zoning Administrator as a part of the TUP approval.
Farmer’s Markets	1 space per 400 square feet of designated vendor area
Recreation	
Bowling centers	5 spaces per lane plus ancillary use requirements
Golf driving range	1 space per tee plus ancillary use requirements
Miniature golf, amusement parks, batting ranges, and water slides	1 space per 500 square feet of outdoor recreations area plus ancillary use requirements
Health space and clubs, gyms, and tennis, handball, and racquetball courts and clubs	1 space per 100 square feet, excluding courts, plus 2 spaces per court
Skating rinks and dance halls	1 space per 75 square feet used for recreational activities plus ancillary use requirements
Light Industrial Buildings and Uses	
Shell buildings (no specified use)	75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet
Mini-storage (dead storage only)	4 spaces plus 2 for manager’s quarters; Drive aisles between buildings shall maintain minimum distance of 24 feet
Public Facilities and Uses	
Fire stations	1 space per bed, plus 1 space per 75 square feet for Community Room
Police Substations	1 space per 300 square feet, plus 1 space per 75 square feet for Community Room, plus ancillary use requirements

13.3(b) Basis of Calculation. The on-site parking requirements specified in this Chapter are based on gross floor area unless otherwise stated.

1. In the case of mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements of the various uses computed separately as specified in this Chapter, and the off-street parking space for one use shall not be considered as providing the required off-street parking for any other use, unless a Shared Parking Plan has been approved in accordance with the requirements of Chapter 13.5.
2. In case of fractional results in calculating parking requirements from the chart above, the required number shall be rounded up to the nearest whole number.

13.3(c) Maximum Parking Spaces. The number of parking spaces provided by any development in surface parking lots shall not exceed 125% of the minimum required spaces in Table 13.3, except as follows:

1. Parking within the building footprint of a structure (e.g., rooftop parking, below grade parking, multi-level parking structure);
2. When a change in use to an existing development causes a lower parking requirement;
3. Parking spaces managed for shared parking;
4. An Administrative Use Permit is required to provide more surface parking than the maximum standard and additional landscape is required in compliance with Chapter 15, Interior Parking Lot Landscaping; and
5. Phased projects do not need to comply with the maximum parking space requirement until the final phase is constructed.

13.3(d) Covered Spaces. Covered parking spaces shall be provided as follows:

1. Single residences shall provide a minimum of two covered parking spaces per dwelling unit.
2. Multiple residence projects shall provide a minimum of one covered parking space per dwelling unit.

3. Office-use developments requiring a minimum of 10 parking spaces or more shall provide a minimum of one covered parking space per office or suite plus one additional space.
4. Covered spaces may be counted concurrently with the minimum aggregate parking space requirements for the development.

13.3(e) Minimum Number. Unless otherwise specifically stated in this Community Plan, all uses, except single residences, shall provide at least four on-site parking spaces.

13.3(f) Credit for On-Street Spaces. On-street parking spaces located immediately adjacent to the frontage of properties in the CC and CMU LUGs, or LUGs with a “-U” designator, may be counted toward required off-street parking for non-residence uses. One on-street parking space may be substituted for each required off-street space. These provisions only apply to street frontages where on-street parking is allowed and provided. The parking space credit shall be determined at the time of site plan approval.

13.3(g) Uses not Specified. The parking requirement for any use not listed in Table 13.3 shall be determined by the Zoning Administrator based upon the requirements for the most similar comparable use, the particular characteristics of the proposed use, and any other relevant data regarding parking demand. In order to make this determination, the Zoning Administrator may require the applicant to submit a parking demand study or other information, at the applicant’s cost.

13.4. PARKING AREA DESIGN.

13.4(a) Setback of Cross Drive Aisles. Parking spaces along main drive aisles that connect directly to a street and drive aisles that cross such main drive aisles shall both be set back at least 50 ft from the property line abutting the street.

13.4(b) Parallel Parking Spaces Abutting Wall or Fence. Each parallel parking space adjoining a wall, fence, column, or other obstruction higher than 0.5 feet shall be increased by 2 feet on each obstructed side, provided that the increase may be reduced by 0.25 feet for each one foot of unobstructed distance from the edge of a required aisle, measured parallel to the depth of the parking space. See Figure 13.3 below.

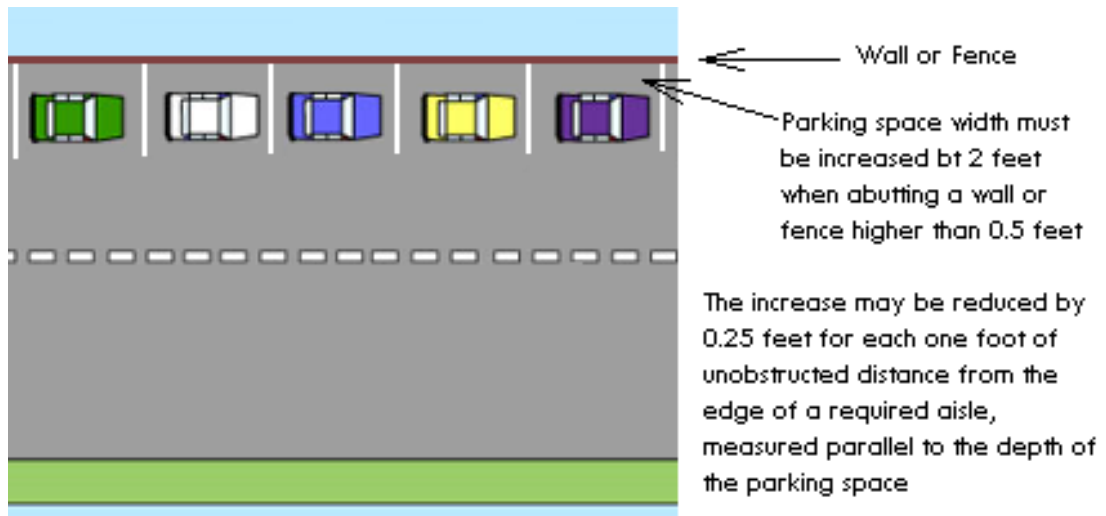


FIGURE 13.3: Parallel Parking Spaces Abutting Wall or Fence

13.4(c) Optional Double-Line Striping. Each parking space shall measure at least 9 feet from center to center, with double stripes 2 feet apart.

13.4(d) Long-Term Parking. In parking areas, or portions of parking areas, restricted to employee use rather than customer or visitor use, and in which a vehicle is not normally moved during the period of an employee's work shift, the width of parking spaces may be reduced to 8.5 feet for standard and compact spaces.

13.4(e) Minimum Dimensions for Residential Carports. Each single-car carport shall measure at least 10 feet wide by 20 feet long. Each double carport shall measure at least 18 feet wide by 20 feet long. The width of the carport is to be measured from inside face of support to inside face of opposite support. The carport roof shall cover the entire 20-foot length of the space.

13.4(f) Minimum Dimensions for Residential Enclosed Garages. Enclosed garages serving residence uses shall be constructed to meet the following minimum inside dimensions.

1. A single-car garage shall be at least 10 feet wide and 22 feet long.
2. A double-car garage shall be at least 20 feet wide and 22 feet long.
3. A garage for tandem parking shall be at least 10 feet wide and 44 feet long.

13.4(g) Parking Location, Circulation and Safety.**13.4(g)(i) Internal Circulation.**

1. Visibility shall be assured for pedestrians, bicyclists, and motorists entering individual parking spaces, circulating within a parking facility, and entering or leaving a parking facility.
2. Internal circulation patterns, and the location and traffic direction of all access drives, shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety.
3. Off-street parking and loading areas shall be provided with sufficient maneuvering room so that all vehicles can enter and exit from a public street by forward motion only. This regulation does not apply to parking areas serving Single Residences served by individual driveways. The maneuvering of vehicles necessary to enter or exit loading areas shall not occur on City of Mesa streets.
4. Parking lots shall be designed so that solid waste, emergency, and other public service vehicles can provide service without backing unreasonable distances or making other dangerous or hazardous turning movements.

13.4(g)(ii) Parking Lot Layout. No more than 200 parking spaces shall be allowed together in one group or cluster. Parking lot clusters shall be separated by landscaping, pedestrian connections, cross aisles, retention basins or similar features.

1. In office-use and industrial projects, a minimum 25 percent of the required parking spaces shall be provided within 200 feet of the building served, with the balance of the required parking within 400 feet.
2. In commercial and mixed use projects, a minimum of 50 percent of the required parking spaces shall be located within 300 feet of the building served.
3. In residential projects, required parking spaces shall be arranged to provide at least one parking space per unit within 200 feet of the dwelling units they are intended to serve.
4. Drive aisle intersections are to be perpendicular to each other.
5. Separate vehicular and pedestrian circulation systems shall be provided where possible.

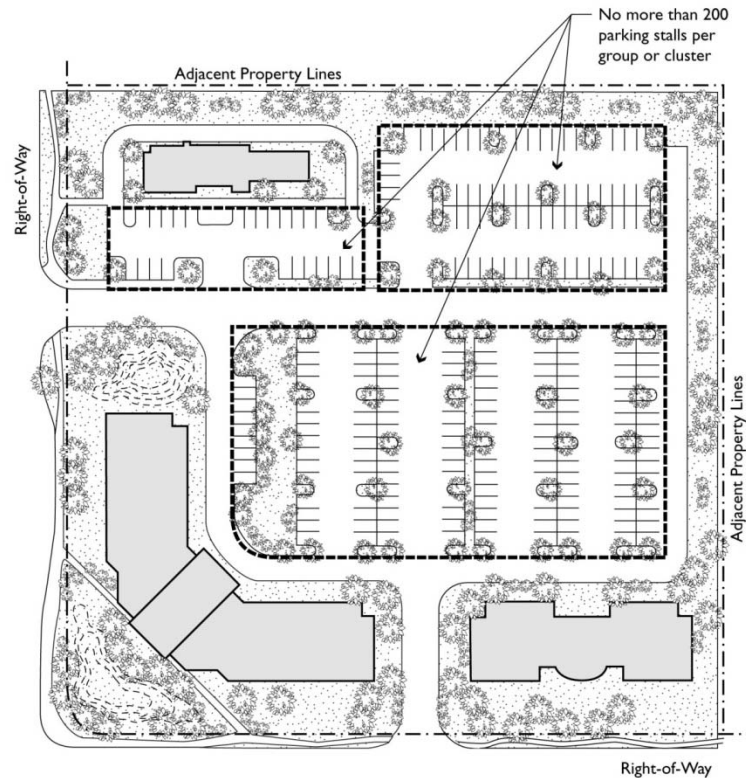


FIGURE 13.4: Parking Lot Layout

13.4(g)(iii) *Parking Area Location, General.* Parking areas should be designed as a series of outdoor spaces that are spatially defined by adjacent buildings, landscaping, and other site design features, and should contribute to the structure of the overall development site plan. Parking areas may be a series of smaller spaces or several larger ones, depending on project needs, but should be located in close proximity to building entrances. To the extent practicable, the visibility of parking areas from adjacent public streets should be minimized by locating parking areas to the side or behind buildings, or through the strategic use of landscaping and other site design features.

13.4(g)(iv) *Parking Area Location in CMU and -U Designated Areas.* Parking areas that are part of a more urban development form should be located behind or beside buildings, away from primary street frontages and street corners, and should be centralized to the extent practicable. Larger parking areas should be divided both visually and functionally into smaller parking courts. Parking areas should be located in close proximity to building entrances or other pedestrian destinations. Except for on-street parking, parking areas should not be located between the front facade line of buildings and a street edge

along any principal pedestrian oriented/gathering street or private drive.

13.4(g)(v) *Pedestrian Access.* Design Objective: Provide a safe, convenient and comfortable network of pedestrian walkways within parking areas for users and residents.

The design standards described below shall be provided for multiple residence developments of five or more units and for commercial, mixed-use, and/or employment developments that are 80 feet or more in depth and/or include 50 or more parking spaces.

1. *Pedestrian Safety.* Parking lot design should be laid out in a way to minimize the times pedestrians would typically have to walk between parked cars and then cross a drive aisle to get to locations on the site. Internal circulations systems shall be clearly defined.
2. *Materials and Width.* Walkways shall provide at least five feet of unobstructed width and be hard-surfaced with a material that differs from the drive aisle by composition, texture, or through the use of a differing color that is integral to the material.
3. *Identification.* Pedestrian walkways shall be clearly differentiated from driveways, parking aisles, and parking and loading spaces through the use of elevation changes, a different paving material, or similar method. Where a pedestrian sidewalk crosses a vehicle lane, the pedestrian sidewalk shall be raised a minimum of 3-inches above the vehicle lane and made distinct by use of textured paving and contrasting color.
4. *Separation.* Where a pedestrian walkway is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least six inches high, decorative bollards, or other physical barrier.

13.4(h) Electric Vehicle Charging Stations. If spaces for electric cars are provided, allowed compact parking spaces can be increased by 1% for every two electric car charging stations; up to a maximum of 25-percent of the total minimum required.

13.4(i) Additional Requirements. For additional design requirements related to parking, See Chapter 14 (Landscaping), Chapter 7 (Residential Land Use Groups) and Chapter 8 (Commercial and Mixed Use Land Use Groups).

13.4(j) Alternative Parking Area Designs. Where an applicant can demonstrate to the satisfaction of the approval authority that variations on the dimensions otherwise required by this Chapter are warranted in order to achieve to environmental design and sustainable building objectives (i.e. certification under the LEED™ Green Building Rating System or an equivalent), a specific parking area design may be approved.

13.5. SHARED PARKING.

13.5(a) Description. Shared parking represents an arrangement in which two or more non-residential uses, or a mixed-use residential development, with different peak parking periods (hours of operation) use the same off-street parking spaces to meet their off-street parking requirements.

13.5(b) Authorization and Criteria.

13.5(b)(i) *Permit Requirement.* A Administrative Use Permit may be approved, allowing shared parking arrangements for uses with different hours of operation.

13.5(b)(ii) *Criteria for Approval.* Up to 100% of the parking required for one use may be supplied by the off-street parking spaces provided for another use if the Zoning Administrator determines:

- a. that the various activities will have peak parking demands at different periods of the day or week; and,
- b. based on competent evidence provided by the applicant, that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed.

13.5(b)(iii) *Application Requirements.* A request for approval of a shared parking arrangement must be accompanied by such information determined by the Zoning Administrator to be necessary to evaluate the peak parking demand characteristics or difference in hours and/or days of operation, including, but not limited to, a description of the uses and their operational characteristics, a site plan including a description of pedestrian access, and a parking study prepared by a licensed professional traffic engineer or equivalent qualified professional which justifies the reduction in parking requested.

13.5(b)(iv) *Location of Shared Parking Facility.* A facility or land use activity for which shared parking is proposed should be located within 660 feet of the shared parking, measured from the entrance of the use to the nearest parking space within the shared parking lot. A Shared

Parking Facility greater than 660 feet from the location of the activity served may be reviewed and approved by the Zoning Administrator if compelling evidence is provided as a part of the Special Use Permit to justify that appropriate pedestrian connections exist between the facility or land use and the remote parking.

13.5(b)(v) Agreement. An agreement providing for the shared use of parking areas, executed by the parties involved, must be filed with the Zoning Administrator in approved form, and then recorded with the Office of the Maricopa County Recorder. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Agreements must guarantee long-term availability of the parking, commensurate with the use served by the parking. If a shared parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this Chapter.

13.6. PARKING REDUCTIONS.

Required parking for any use may be reduced through approval of a Special Use Permit, unless specified otherwise, and the following:

13.6(a) Criteria for Approval. A Special Use Permit for reduced parking shall only be issued if the following criteria are found to be true:

1. Special conditions—including, but not limited to, the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site—exist that will reduce parking demand at the site;
2. The use will adequately be served by the proposed parking; and
3. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area.

13.6(b) Parking Demand Study. In order to evaluate a proposed project's compliance with the above criteria, the Zoning Administrator may require submittal of a parking demand study that substantiates the basis for granting a reduced number of spaces and includes any of the following information:

1. Total square footage of all uses within existing and proposed development and the square footage devoted to each type of use.
2. A survey of existing on-street and off-street parking within 300 feet of the project site.

3. Standard parking requirements for the use, based on Table 13.3.
4. Estimated parking demand for the use, using any available existing parking generation studies from the Institute for Transportation Engineers (ITE) or other professionally recognized, and/or accredited sources. If appropriate parking demand studies are not available, the City may require the applicant to conduct a parking demand survey of a development similar to the proposed.
5. Comparison of proposed parking supply with parking requirements.
6. A shared parking analysis, as appropriate.
7. A description any other characteristics of the site or measures being undertaken that could result in reduced parking demand, including staggered work shifts, telecommuting, shuttles to transit stations, or similar programs.
8. Other information as required by the City of Mesa.

13.6(c) Optional Transit Reduction. Except residence uses, the following reductions may be factored directly when determining the minimum number of parking spaces required for a development, and do not require an Special Use Permit to be approved by the Zoning Administrator:

1. The minimum number of parking spaces may be reduced by up to 10% for sites in which the closest portion of the requested parcel is no more than a 1/8 of a mile (660 linear feet) radius from a light rail station or bus rapid transit stop.
2. The minimum number of parking spaces may be reduced by up to 5% for sites in which the closest portion of the requested parcel is no more than a 1/4 of a mile (1320 linear feet) radius from a light rail station or bus rapid transit stop.
3. The distances specified shall be measured in a straight line from the nearest property line of the development site to the nearest pay kiosk, shade canopy, or bus stop sign post, whichever is closest.

Additional reductions to the minimum number of parking spaces may be requested through the Special Use Permit process described in Paragraph A of this Chapter.

13.7. ALTERNATIVE COMPLIANCE WITH MINIMUM PARKING REQUIREMENTS.

13.7(a) Authorized Alternatives. The Zoning Administrator is authorized to approve alternative compliance parking permits for the following:

1. Off-site parking (See Chapter 13.7(c), below);
2. Valet parking (See Chapter 13.7(d), below);
3. Transit accessibility (See Chapter 13.7(e), below);
4. Residential Special Needs (See Chapter 13.7(f), below); and
5. Community building(s) for residential developments (See Chapter 13.7(g), below).

13.7(b) Special Use Permit Required. Applicants seeking approval of an alternative compliance parking plan must secure approval of a Special Use Permit.

13.7(c) Off-Site Parking. The Zoning Administrator may permit all or a portion of the required off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located, subject to the standards of this Chapter.

1. **Location.** No off-site parking space may be located more than 1,000 feet from the primary entrance of the use served, measured along the shortest legal, practical walking route. This distance limitation may be waived by the Zoning Administrator if adequate assurances are offered that van or shuttle service will be operated between the off-site parking areas and the principal use.
2. **Off-Site Parking Agreement.** An agreement providing for the use of off-site parking, executed by the parties involved, must be filed with the Zoning Administrator, in an approved form. Off-site parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Agreements must guarantee long-term availability of the parking, commensurate with the use served by the parking, and shall be recorded with the County Recorder's Office. If an off-site parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this Chapter.

13.7(d) Valet Parking. Valet parking may be authorized through a Special Use Permit as a means of satisfying up to 100 percent of otherwise applicable off-street parking ratios. In order to approve an alternative parking plan for valet parking the Zoning Administrator must determine that the proposal satisfies the approval criteria of off-site parking (see C, above) and that the valet parking will not cause interference with the public use of rights-of-way or imperil public safety.

13.7(e) Transit Accessibility. The Zoning Administrator may authorize up to a 33 percent (total) reduction in parking ratios for uses located within 660 feet of a bus rapid transit or light rail stop with 30-minute or more frequent service during the hours of 7:00 a.m. to 9:00 a.m. and 5:00 p.m. to 7:00 p.m. The basis point for determining the reduction shall be the aggregate number of parking spaces for the total development required before any reductions have been applied.

13.7(f) Residential Special Needs. If a developer can demonstrate that a Multiple- Residence or Group Residential housing project designed for residents with special needs, such as senior citizens or handicapped individuals, will not generate a need for as much parking as such a project designed for a general market, the approving body shall have the authority to allow a reduction in the number of required parking spaces. Upon conversion of a senior citizen or other special needs group housing project to a general market apartment or condominium complex, parking must be provided consistent with the requirements of Table 13.3.

13.7(g) Community Building(s) for Residential Developments. Community buildings used for the common benefit of residents within residential subdivisions; or otherwise designed to be used by multiple-residence projects such as townhouse developments, apartments, and residential condominiums may substitute up to 50 percent of required full-size parking spaces with golf-cart spaces, motorcycle/scooter spaces, or bicycle parking. Up to 50 percent of the substituted spaces may be bicycle parking.

13.8. BICYCLE AND MOTORCYCLE PARKING.

13.8(a) Bicycle Parking.

13.8(a)(i) Spaces Required.

1. Bicycle parking is required for multi-unit residential buildings and nonresidential development. Unless otherwise expressly stated, buildings and uses subject to bicycle parking requirements must provide at least 3 bicycle parking spaces or at least one bicycle space per 10 on-site vehicle parking spaces actually provided, whichever is greater. After the first 50 bicycle parking spaces are provided, the

required number of additional bicycle parking spaces is one space per 20 vehicle parking spaces.

2. The requirements of subsection 1, above, notwithstanding, the following minimum bicycle parking requirements apply to colleges, universities, schools and libraries:
 - a. Elementary and junior high school: one bicycle parking space per 1000 square feet;
 - b. High school: one bicycle parking space per 1500 square feet;
 - c. Colleges and universities: one bicycle parking space per five vehicle parking spaces provided; and
 - d. Libraries: one bicycle space per five vehicle parking spaces provided.

13.8(a)(ii) Design and Location.

1. *General.* Required bicycle parking spaces must:
 - a. Consist of racks or lockers anchored so that they cannot be easily removed and of solid construction, resistant to rust, corrosion, hammers, and saws;
 - b. Allow both the bicycle frame and the wheels to be locked using a standard U-lock;
 - c. Be designed so as not to cause damage to the bicycle;
 - d. Facilitate easy locking without interference from or to adjacent bicycles and maintain a separation of at least 24 inches from the nearest wall; and
 - e. Be located in close proximity to entrances and other high activity areas, highly visible, active, well-lighted areas without interfering with pedestrian movements.
2. *Size.* Required bicycle parking spaces for non-residential uses must have minimum dimensions of 2 feet in width by 6 feet in length, with a minimum overhead vertical clearance of 7 feet.

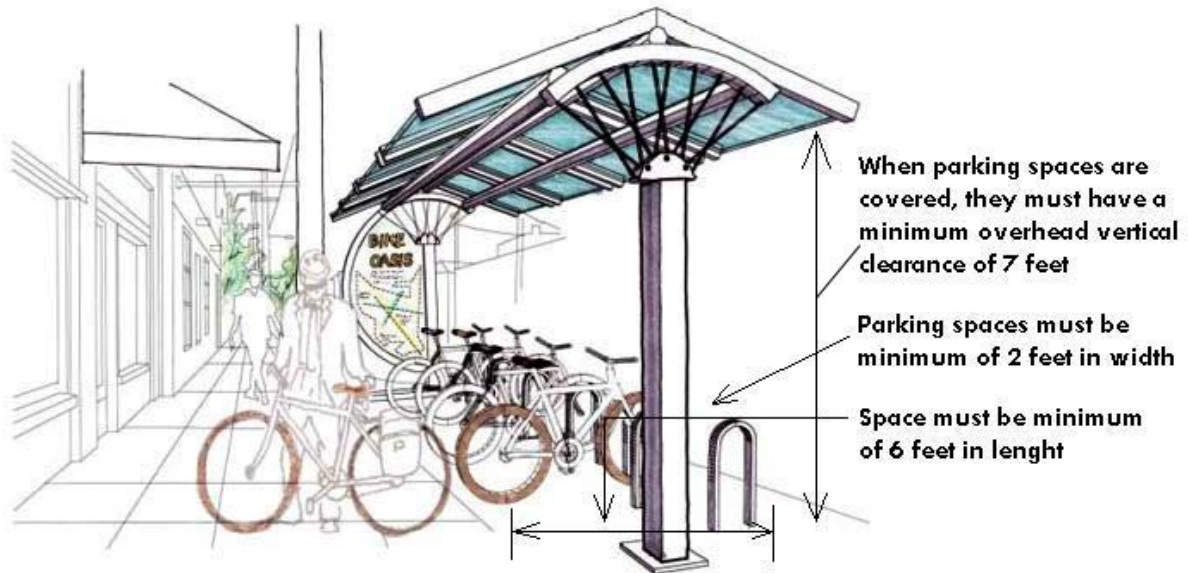


Figure 13.5: BICYCLE PARKING SPACES

3. *Location.* Required bicycle parking may be located indoors or outdoors. Such spaces must be located out of the ROW unless an encroachment agreement is approved. If required bicycle parking facilities are not visible from the abutting street or the building's main entrance, signs must be posted indicating their location.

13.8(b) Motorcycle and Scooter Parking. For any non-residential use providing 50 or more off-street spaces, a maximum of two required off-street parking spaces per 50 vehicle spaces may be reduced in size or otherwise redesigned to accommodate parking for motorcycles and scooters. When provided, motorcycle and scooter parking must be identified by a sign. Motorcycle and Scooter parking shall be counted concurrently as part of the minimum number of vehicle spaces required for the development.