



## City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

### Staff Report Zoning Ordinance Text Amendment Z-TA-8-23-Y June 30, 2023

**Application No Z-TA-8-23-Y:** Amend Chapter 2, Section 202 (Definitions) to add definitions for affordable housing, passenger loading space, passenger loading zone, and revise parking space, unreserved; amend Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing); amend Chapter 7, Sections 702.C (Parking Requirements) and Section 702.E (Modifications to Parking Requirements); and amend Chapter 13, Section 1307 (Parking Standards) to modify the parking requirements for multifamily, single-family attached, and affordable housing, and add requirements for passenger loading zones.

**Staff recommendation:** Staff recommends approval of Z-TA-8-23-Y as shown in the recommended text in Attachment A.

#### **BACKGROUND**

In 2020, City Council unanimously approved the Housing Phoenix Plan to create a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. The Plan's primary goal is to create or preserve 50,000 homes by 2030, and increase overall supply of market, workforce, and affordable housing to address the housing shortage in Phoenix. In order to implement this goal, nine policy initiatives were identified. Policy Initiative 5 is "Building Innovations and Cost Saving Practices". These proposed changes would address concerns that existing parking requirements are more than necessary, and contribute to the increasing costs of development, and in turn, increasing housing costs.

#### **PURPOSE**

The intent of the proposed text amendment is to reduce parking requirements for multi-family developments. Related definitions have been revised and/or deleted, with new definitions provided as necessary; "passenger loading space" and "passenger loading zone" has been added for use with the Walkable Urban code, together with proposed development standards; and parking requirements have been reduced for multi-family developments as further detailed below.

#### **DESCRIPTION OF THE PROPOSED TEXT**

The proposed text amendment primarily reduces parking requirement for multi-family development, but in varying degrees based primarily upon location and/or if the housing qualifies as "affordable" per definitions used by HUD and the City's Housing Department. It also introduces a requirement for multi-family developments zoned WU Code for Passenger Loading Zones, to provide staging zones for rideshare, food deliveries, and personal package deliveries.

**1. City-wide multi-family parking requirements:**

The proposed text modifies the standard multi-family parking requirement to more closely match parking demand identified for multi-family housing as published in the Institute of Transportation Engineers (ITE) Manual, 5<sup>th</sup> Edition, 2019. The demand is identified at 1.21 spaces per dwelling unit, for low rise (up to 2-story) development not located near rail transit, in a general urban/suburban area. The proposed City-wide standard requirement is proposed to be 1.25 spaces per dwelling unit, with 30% of parking to remain unreserved (not assigned for a particular unit or person).

Proposed: 100 dwelling units = 125 spaces, of which 38 must be unreserved.  
Existing: 100 dwelling units = 150 spaces\*, of which 50 must be unreserved.

*\*For 1- or 2-bedroom apartments. 1.3 required for studio and 2 spaces for 3-bedroom, but outside of DTC these are not provided in great numbers*

**2. City-wide affordable housing parking reduction:**

The proposed text modifies an existing provision in the zoning ordinance which provides a density bonus for affordable housing, to add a parking reduction for affordable housing. The reduction is proposed to be 50%, or 0.625 spaces per dwelling unit. This is supported by the demand identified for affordable housing as published in the ITE Manual, 5<sup>th</sup> Edition, 2019. The demand is identified at 0.53 spaces per dwelling unit, for affordable (income-limited) developments in a dense multi-use urban area.

Proposed: 100 dwelling units = 63 spaces, of which 19 must be unreserved.  
Existing: 100 dwelling units = 150 spaces\*, of which 50 must be unreserved.

*\*For 1- or 2-bedroom apartments. 1.3 required for studio and 2 spaces for 3-bedroom, but outside of DTC these are not provided in great numbers*

**3. Infill Development District (IDD) parking reductions:**

The same reduction proposed for City-wide affordable housing is also proposed for multi-family development within the Infill Development District (IDD). The reduction is proposed to be 50%, or 0.625 spaces per dwelling unit. This is supported by the demand identified for affordable housing as published in the ITE Manual, 5<sup>th</sup> Edition, 2019. The demand is identified at 0.58 spaces per dwelling unit, for low-rise developments in a dense multi-use urban area located within ½ mile of rail transit.

Proposed: 100 dwelling units = 63 spaces, of which 19 must be unreserved.  
Existing: 100 dwelling units = 150 spaces\*, of which 50 must be unreserved.

*\*only reduction currently available is to be able to count adjacent on-street parking.*

#### Non-Residential Reduction

A smaller reduction of 20% is also proposed for non-residential development, since the reduction was written in such a way to remove the existing “reduction” of allowing on-street parking spaces to count toward parking requirements. The on-street parking has conflicted with some proposed bike lanes. This proposed 20% reduction should meet or exceed the typical amount of on-street parking which could be counted toward on-site parking requirements.

#### **4. Walkable Urban (WU) Code parking requirements:**

The proposed text modifies the existing standard multi-family housing parking requirements to more closely match parking demand identified for dense multi-family housing as published in the ITE Manual, 5<sup>th</sup> Edition, 2019. The demand is identified at 0.71 spaces per dwelling unit, for mid-rise (3-10 story) developments in a dense multi-use urban area, within ½ mile of rail transit. The proposed multi-family parking requirement for development zoned WU Code is proposed to change from a 25% reduction from City-wide standards, to 0.5 spaces per dwelling unit, with 30% of parking to remain unreserved (not assigned for a particular unit or person).

Proposed: 100 dwelling units = 50 spaces, of which 15 must be unreserved.

Existing: 100 dwelling units = 113 spaces\*, of which 38 must be unreserved.

*\*For 1- or 2-bedroom apartments. 1.3 required for studio and 2 spaces for 3-bedroom, but outside of DTC these are not provided in great numbers.*

#### **5. Walkable Urban (WU) Code affordable housing parking requirements:**

The proposed text modifies the existing affordable multi-family housing parking requirements to more closely match parking demand identified for dense affordable multi-family housing as published in the ITE Manual, 5<sup>th</sup> Edition, 2019. The demand is identified at 0.53 spaces per dwelling unit, for affordable (income-limited) developments in a dense multi-use urban area. The proposed affordable multi-family housing parking requirement for development zoned WU Code is proposed to change from a 0.5 spaces per dwelling unit to 0 spaces (no minimum required).

Proposed: 100 dwelling units = 0 spaces.

Existing: 100 dwelling units = 50 spaces, with no unreserved requirement.

#### **6. Passenger Loading Zones within WU Code:**

This text amendment also proposes a new requirement for passenger loading spaces/zones, which are pull-out areas for short-term waiting for rideshare vehicles, meal delivery vehicles, and package delivery vehicles (but not commercial docks or loading areas). Such services are frequently used by persons living in denser central urban environments to supplement transit and bicycle transportation. Such areas should be located on-site but may be located off-street if they do not reduce required landscaping and pedestrian amenities, and if approved by Street

Transportation. The proposed rates are adapted from standards adopted by the Town of Eloy, AZ and Chandler, AZ, with development standards provided in accordance with federal requirements:

<i>USE TYPE</i>	<i>PASSENGER LOADING SPACES REQUIRED <sup>(2)</sup></i>
CULTURAL OR PUBLIC FACILITY	2
HOSPITAL	3
HOTEL OR MOTEL	3
MULTI-FAMILY RESIDENTIAL	1 PER 50 DWELLING UNITS <sup>(1)</sup>
PUBLIC ASSEMBLY	1 PER 50 REQUIRED PARKING SPACES <sup>(1)</sup>

**Conclusion:**

The proposed changes to parking requirements, generally to reduce parking minimums for transit-oriented, multi-family, and affordable development, is supported by demand studies in the ITE Parking Generation Manual. The requirement for passenger loading zones in WU Code is to support the use of ancillary transportation services often used by persons utilizing transit or bicycle as a primary means of transportation.

Staff recommends approval of the changes to the Zoning Ordinance as proposed in Attachment A.

**Writer**

C. DePerro

6/30/2023

**Attachments**

A. Proposed Language

**EXHIBIT A**

**Text Amendment Z-TA-8-23-Y:**

**Parking Reductions for Multifamily and Affordable Housing**

**Proposed Language:**

**Amend Chapter 2, Section 202 (Definitions) to add definitions for affordable housing, passenger loading space, passenger loading zone, and revise parking space, unreserved, as follows:**

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*AFFORDABLE HOUSING:* RESIDENTIAL OR MIXED-USE DEVELOPMENT PROVIDING HUD OR OTHER ASSISTED LOW- TO MODERATE-INCOME HOUSING, AS VERIFIED BY THE PHOENIX HOUSING DEPARTMENT; TYPICALLY INCLUDES DWELLING UNIT(S) COMMITTED FOR A MINIMUM TERM THROUGH COVENANTS OR RESTRICTIONS TO HOUSEHOLDS WITH INCOMES AT 80 PERCENT OR LESS OF THE AREA MEDIAN INCOME, AS DEFINED BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR THE CITY.

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*Parking Space, Unreserved:* An unassigned parking space that is available to both residents, EMPLOYEES, and visitors TO THE PROPERTY. UNRESERVED PARKING SPACES WHICH COUNT TOWARD ANY REQUIRED PARKING MINIMUMS SHALL NOT BE USED FOR OFF-SITE OR COMMERCIAL PARKING USES.

FOR RESIDENTIAL DEVELOPMENTS, UNRESERVED SPACES MAY BE LOCATED BEHIND A VEHICULAR GATE IF A CALL BOX IS PROVIDED TO ALLOW VISITOR ENTRY BY RESIDENTS OF THE PROPERTY.

FOR NON-RESIDENTIAL DEVELOPMENTS, UNRESERVED SPACES MAY NOT BE LOCATED BEHIND A VEHICULAR GATE UNLESS THE GATE IS OPEN (OR WILL OPEN AUTOMATICALLY UPON APPROACH) DURING ALL STANDARD BUSINESS HOURS.

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*PASSENGER LOADING SPACE:* A DESIGNATED SPACE FOR THE SHORT-TERM USE BY ONE VEHICLE TO STAND DURING PASSENGER PICK UP OR DROP OFF OF VISITORS, RESIDENTS, OR OCCUPANTS OF THE BUILDING OR USE; OR DURING DELIVERY OF GOODS TO INDIVIDUAL OCCUPANTS. A PASSENGER LOADING SPACE MAY NOT INCLUDE ANY DELIVERY OF GOODS OR SERVICE AREAS FOR COMMERCIAL USES, NOR ANY USE NOT CONSIDERED SHORT-TERM.

*PASSENGER LOADING ZONE*: AN AREA ADJACENT TO A PRIMARY ENTRY COMPRISED OF AT LEAST ONE PASSENGER LOADING SPACE, CONSTRUCTED IN TANDEM (WITH NO BARRIERS IN BETWEEN) FOR USE AS ONE CONTIGUOUS LOADING ZONE.

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**Amend Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing) to read as follows:**

- J. ~~Density Bonus~~ **INCENTIVES For Low or Moderate Income AFFORDABLE Housing.** In order to overcome a demonstrated deficiency in the supply of housing for persons of low and moderate income, ~~density bonus~~ incentives are established to foster the provision of such housing. ~~The bonuses in this paragraph shall apply to the maximum density for any district and may be in addition to bonuses earned by the provision of additional open space.~~
1. **Applicability.** All development LOCATED WITHIN A ZONING DISTRICT SUBJECT TO THE PROVISIONS OF SECTION 608 providing ~~HUD or other assisted mixed income rental housing as approved by the Phoenix Housing and Urban Redevelopment Department~~ AFFORDABLE HOUSING AS DEFINED IN SECTION 202.
  2. **Density bonus.**
    - a. One additional ~~conventional~~ unit SHALL BE allowed for every two ~~low/moderate income~~ AFFORDABLE HOUSING units, provided that the overall project density does not exceed ten percent beyond that which would otherwise be allowed.
    - b. ~~The A DENSITY bonuses in this paragraph~~ AWARDED PER THIS SECTION shall apply to the maximum density for any district and may be in addition to A DENSITY bonuses earned ~~by the provision of additional open space~~ PER THE PROVISIONS OF SECTION 608.I.2.
  3. **PARKING REDUCTION.**
    - A. FOR EACH AFFORDABLE HOUSING UNIT, THE REQUIRED PARKING CALCULATION MAY BE REDUCED BY 50%.

B. A PARKING REDUCTION AWARDED PER THIS SECTION SHALL APPLY ONLY WHEN NO OTHER TYPE OF PARKING REDUCTION AUTHORIZED ELSEWHERE IN THE ZONING ORDINANCE HAS BEEN GRANTED.

~~3.4. Other requirements. The total number of units within a project shall be as approved by the Department of Housing, and Urban Development. Further, the location of any such units shall be consistent with the goals of the City of Phoenix Housing Assistance Allocation Plan.~~

**Amend Chapter 7, Section 702.C (Parking Requirements) to read as follows:**

C. **Parking Requirements.** Off-street automobile parking space or area shall be provided according to the following table, except for large scale retail commercial uses (see Section 702.D). The parking ratios in the table identify the minimum level of parking required to serve that use and receive site plan approval.

Type of Land Use	Parking Requirements
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Type of Land Use	Parking Requirements
<p>Dwelling Unit, Multi-Family</p>	<p><del>Total required parking</del></p> <p><del>1.3 spaces per efficiency unit and 1.5 spaces per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms</del></p> <p><del>When the required parking is reserved for residents, additional unreserved parking is required as follows: 0.3 spaces for each efficiency unit and 0.5 spaces per each 1 or 2 bedroom unit and 1.0 space per each 3 or more bedroom unit.</del></p> <p><del>Exception for unreserved parking: where minimum 18 foot driveways are provided for individual units, .25 space per each unit.</del></p> <p><del>Unreserved parking shall be distributed throughout the site.</del></p> <p><del>Note: Any unreserved parking spaces required by this section may be counted toward the total required parking count.</del></p> <p>1.25 SPACES PER DWELLING UNIT</p> <p>A MINIMUM OF 30% OF THE REQUIRED PARKING SPACES MUST REMAIN UNRESERVED.</p>
<p>Dwelling Unit, Single-Family Attached</p>	<p><del>1.3 spaces per efficiency unit and 1.5 spaces per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms</del></p> <p>PER SECTION 608.F.6, IF DEVELOPING UNDER THE SINGLE-FAMILY INFILL DEVELOPMENT OPTION PER SECTIONS 614-618</p> <p>2 SPACES PER UNIT IF NOT DEVELOPING UNDER THE SFI OPTION. THE REQUIRED SPACES FOR EACH DWELLING UNIT MUST BE PROVIDED ON THE SAME LOT. AN ADDITIONAL 0.25 UNRESERVED SPACE PER DWELLING UNIT MUST PER PROVIDED ELSEWHERE WITHIN THE DEVELOPMENT FOR VISITOR PARKING.</p>
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**Amend Chapter 7, Section 702.E (Modifications to Parking Requirements) to read as follows:**



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## E. Modifications to Parking Requirements.

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3. **Reductions.** Parking reductions are specified within the specific zoning districts. The listed zoning districts offer parking reductions:

- a. ~~Downtown Core District: No parking required. (Section 643)~~  
DOWNTOWN CODE: PER SUSTAINABILITY BONUS AWARDS.  
(CHAPTER 12)
- b. ~~Warehouse District: No parking required. (Section 645)~~ WALKABLE  
URBAN (WU) CODE. (CHAPTER 13)

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- F. INCENTIVES FOR AFFORDABLE HOUSING (RESIDENTIAL DISTRICTS, SECTION 608.J)

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9. **Reductions for Infill Development District.** THE INFILL DEVELOPMENT DISTRICT, AS SHOWN ON THE GENERAL PLAN, IS SUBJECT TO THE FOLLOWING PROVISIONS:

- a. ~~Within the infill development district, as shown on the general plan for Phoenix, a development's on-street parking adjacent to and along the same side of a public, local or collector street may be counted toward parking requirements.~~ PARKING REDUCTIONS.

(1) THESE REDUCTIONS DO NOT APPLY TO PROPERTIES ZONED DOWNTOWN CODE OR WALKABLE URBAN CODE.

(2) NON-RESIDENTIAL USES SUBJECT TO THE PARKING REQUIREMENTS OF SECTION 702.C WITH NO OTHER PARKING REDUCTIONS MAY REDUCE THE AMOUNT OF REQUIRED PARKING BY 20%.

(3) MULTI-FAMILY USES SUBJECT TO THE PARKING REQUIREMENTS OF SECTION 702.C WITH NO OTHER PARKING REDUCTIONS MAY REDUCE THE AMOUNT OF REQUIRED PARKING BY 50%.

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- c. Use Permit Notice Procedure for ~~Infill-OFF-SITE Parking Reductions~~. The following additional procedures shall be followed as part of the ~~infill parking reduction-use permit process~~ (in addition to the procedures required by Section 307):

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**Amend Chapter 13, Section 1307 (Parking Standards) to modify the parking requirements for multi-family, single-family attached, and affordable housing, and add requirements for passenger loading zones to read as follows:**

**Chapter 13  
WALKABLE URBAN (WU) CODE**

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**Section 1307. Parking AND LOADING standards.**

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**B. Required Vehicular Parking.**

1. Vehicular parking must be provided for each use in accordance with Table 1307.1 and as follows:
  - a. Minimum required vehicular parking is the sum of parking required for each use within a lot.
  - ~~b. Accessory dwellings in T3 and T4 require one parking space per unit.~~
  - ~~c. B.~~ Vehicular parking may be limited to a maximum number of spaces by parking districts where established.
  - ~~d. C.~~ Other uses not identified on Table 1307.1 shall follow Section 702 standards.

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**Table 1307.1 Minimum Required Vehicular Parking**

USE	MEASURE	T3	T4	T5 1—5 Stories	T5 6—10 Stories	T6
<b>Residential, Single-Family DETACHED</b>	per unit	2.0		n/a	n/a	n/a
<b>Residential: Single-Family Attached and Multifamily</b>	(1) As per Section <a href="#">702</a> . Additional 25% reduction when the off-street parking area is located within 1,320 feet from a light rail station when measured in a direct line from the building, and 10% reduction of required parking if the development is greater than 1,320 feet from a light rail station. The minimum required on-site vehicular parking is exclusively for the patrons of the subject parcel.					
<b>RESIDENTIAL, SINGLE-FAMILY ATTACHED</b>	PER SECTION 608.F.6, IF DEVELOPING UNDER THE PROVISIONS OF 1303.A.1.A.; OTHERWISE PER SECTION 702.					
<b>RESIDENTIAL, MULTI-FAMILY <sup>(2)</sup></b>	PER UNIT	N/A	0.5 A MINIMUM OF 30% OF THE REQUIRED SPACES SHALL REMAIN UNRESERVED.			
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<b>Affordable Housing</b>	per-unit	0.85	0.75	0.5		0.5
<b>AFFORDABLE HOUSING</b>	PER UNIT	0.75	NONE REQUIRED			
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D. **Required SERVICE/GOODS Loading AREAS and Service Bays.** THE FOLLOWING REQUIREMENTS APPLY TO SHORT-TERM LOADING AND UNLOADING OF SERVICE VEHICLES WITH MATERIALS, GOODS OR EQUIPMENT. PASSENGER LOADING ZONES ARE ADDRESSED IN SECTION 1307.I.

1. On-site SERVICE/GOODS loading shall be required for all development as follows:

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**E. Off-Street Parking Location and Access.**

1. Parking must be set back from frontages according to Table 1303.2, except where parking is located underground. PASSENGER LOADING SPACES/ZONES ARE NOT SUBJECT TO THESE SETBACK REQUIREMENTS.

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- I. **PASSENGER LOADING.** THE FOLLOWING REQUIREMENTS APPLY TO PASSENGER LOADING SPACES AND ZONES ONLY. SERVICE/GOODS LOADING AREAS ARE ADDRESSED IN SECTION 1307.D.

1. **REQUIRED NUMBER OF SPACES.** PASSENGER LOADING SPACES SHALL BE PROVIDED AS FOLLOWS:

<b>TABLE. 1307.3 REQUIRED PASSENGER LOADING SPACES</b>	
<b>USE TYPE</b>	<b>PASSENGER LOADING SPACES REQUIRED <sup>(2)</sup></b>
CULTURAL OR PUBLIC FACILITY	2
HOSPITAL	3
HOTEL OR MOTEL	3
MULTI-FAMILY RESIDENTIAL	1 PER 50 DWELLING UNITS <sup>(1)</sup>
PUBLIC ASSEMBLY	1 PER 50 REQUIRED PARKING SPACES <sup>(1)</sup>
ALL OTHER USES	1 PER 25,000 GROSS SF <sup>(1)</sup>

<sup>(1)</sup> OR PORTION THEREOF. NO SITE SHALL BE REQUIRED TO PROVIDE MORE THAN 10 PASSENGER LOADING SPACES.

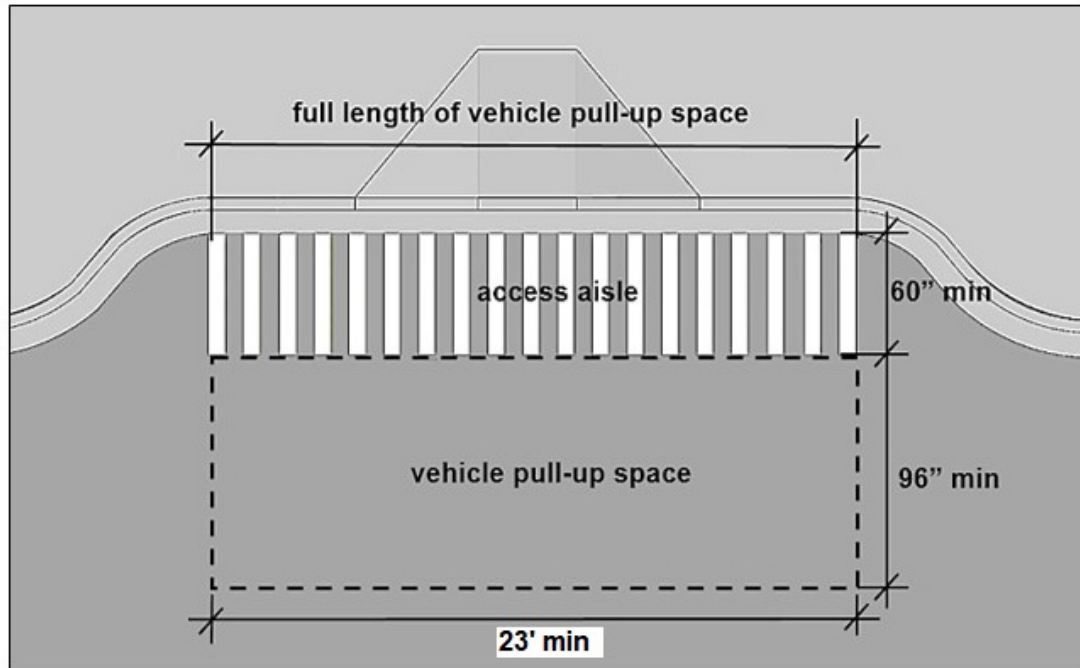
<sup>(2)</sup> FOR MIXED USES, THE MINIMUM NUMBER OF REQUIRED SPACES SHALL BE THE SUM OF THE SPACES REQUIRED FOR THE INDIVIDUAL USES, ALTHOUGH ROUNDING UP SHALL OCCUR AT THE FINAL STEP OF THE CALCULATIONS. FOR EXAMPLE, A DEVELOPMENT WITH 70,000 GROSS SF OF OFFICE SPACE, PLUS 125 MULTI-FAMILY DWELLING UNITS, IS REQUIRED 1.4 SPACES (70,000 SF / 50,000 SF/SPACE), PLUS 1.25 SPACES (125 DU / 100 DU/SPACE), WHICH TOTALS 2.65 REQUIRED, OR 3 PASSENGER LOADING SPACES.

2. **DEVELOPMENT STANDARDS FOR PASSENGER LOADING ZONES.**

A. ACCESSIBLE PASSENGER LOADING SPACES.

- (1) AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE SHALL BE PROVIDED FOR EVERY 100 LINEAR FEET OF CONTIGUOUS PASSENGER LOADING ZONE. HOWEVER, EACH PHYSICALLY SEPARATE PASSENGER LOADING ZONE MUST ALSO HAVE AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE.
- (2) AN ACCESSIBLE PASSENGER LOADING SPACE SHALL BE A MINIMUM OF 96 INCHES WIDE AND A MINIMUM 23 FEET LONG.
- (3) THE PEDESTRIAN ACCESS AISLE SERVING THE ACCESSIBLE LOADING ZONE SPACE SHALL EXTEND THE LENGTH OF THE SPACE AND SHALL BE A MINIMUM 60 INCHES WIDE.
- (4) THE VEHICLE PULL-UP SPACE AND ACCESS AISLE MUST COMPLY WITH ADA REQUIREMENTS FOR GROUND AND FLOOR SURFACES AND CANNOT EXCEED A SLOPE OF 2%.
- (5) CURB RAMPS CANNOT OVERLAP ACCESS AISLES OR VEHICLE PULL-UP SPACES.
- (6) A VERTICAL CLEARANCE OF 14 FEET IS REQUIRED FOR EACH VEHICLE PULL-UP SPACE AND ACCESS AISLE, AND ALL ALONG ANY VEHICULAR ROUTE CONNECTING THEM TO A VEHICLE ENTRANCE AND EXIT, UNLESS OTHERWISE APPROVED FOR EMERGENCY/SERVICE VEHICLE ACCESS.
- (7) THE PEDESTRIAN ACCESS AISLES SHALL NOT ENCROACH INTO A TRAVEL LANE.

### DETAIL 1307.1. ACCESSIBLE PASSENGER LOADING SPACE



#### B. GENERAL REQUIREMENTS FOR PASSENGER LOADING ZONES.

- (1) STANDARD PASSENGER LOADING SPACES, WHEN PROVIDED IN ADDITION TO THE MINIMUM REQUIRED ACCESSIBLE PASSENGER LOADING SPACE(S), SHALL BE CONSTRUCTED TO THE SAME STANDARDS AS AN ACCESSIBLE PASSENGER LOADING SPACE, BUT WITHOUT THE REQUIREMENT FOR AN ACCESS AISLE.
- (2) A CONTIGUOUS PASSENGER LOADING ZONE MAY BE PROVIDED, WHICH SHALL CONSIST OF TWO (2) OR MORE LOADING ZONE SPACES PROVIDED IN TANDEM WITH NO BARRIERS SEPARATING SAID SPACES, THUS ENABLING VEHICLES TO MOVE FORWARD THROUGH MULTIPLE PASSENGER LOADING ZONE SPACES.

- (3) PASSENGER LOADING ZONES SHALL BE PROVIDED WITHIN 50' OF THE MAIN ENTRANCE OF THE USE OR STRUCTURE THEY ARE INTENDED TO SERVE, AS APPROVED BY PLANNING AND DEVELOPMENT DEPARTMENT STAFF.
- (4) PASSENGER LOADING ZONES SHALL NOT ENCROACH WITHIN THE MINIMUM WIDTH OF ANY FIRE LANES OR DRIVE AISLES.
- (5) PARKING AND/OR STANDING SHALL BE LIMITED TO 30 MINUTES WITHIN A PASSENGER LOADING ZONE, AND SIGNS SHALL BE INSTALLED AND MAINTAINED STATING THIS RESTRICTION, AS APPROVED BY PDD AND STREET TRANSPORTATION.
- (6) A PASSENGER LOADING ZONE SHALL NOT BE LOCATED BEHIND ANY TYPE OF VEHICULAR GATE OR BARRIER, EXCEPT FOR NON-RESIDENTIAL USES, WHEN SUCH GATE OR BARRIER IS LEFT OPEN DURING ON-SITE BUSINESS HOURS.
- (7) ON-STREET PASSENGER LOADING ZONES LOCATED IN THE PUBLIC RIGHT-OF-WAY ADJACENT TO THE PROPERTY MAY ONLY BE PROVIDED WHEN COMPLIANCE WITH ALL OF THE FOLLOWING IS DEMONSTRATED:
  - (A) APPROVAL FOR THE DESIGN OF THE PASSENGER LOADING ZONE HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT.
  - (B) AN ENCROACHMENT PERMIT HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT FOR ANY STRUCTURES REQUIRED AS PART OF THE PASSENGER LOADING ZONE (SHADE CANOPIES, SCREEN WALLS, SIGNS, ETC.).

(C) THE PASSENGER LOADING ZONE DOES NOT REDUCE OR PRECLUDE ANY REQUIRED STREETScape OR FRONTAGE ELEMENTS, INCLUDING THE PROVISION OF REQUIRED STREET TREES AND SHADE.

(D) THE PASSENGER LOADING ZONE DOES NOT INTERRUPT A DESIGNATED BICYCLE LANE.

C. PASSENGER LOADING AREA DESIGN GUIDELINES.

- (1) PASSENGER LOADING ZONES SHOULD BE LOCATED INTERNALLY TO THE BUILDING WHEN POSSIBLE.
- (2) PASSENGER LOADING ZONES SHOULD HAVE PRIMARY ACCESS FROM A STREET, RATHER THAN AN ALLEY.
- (3) PASSENGER LOADING ZONES SHOULD PROVIDE LANDSCAPED AND/OR STRUCTURAL SHADE FOR A MINIMUM OF 75% OF THE PASSENGER WAITING AREAS.

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