



Date: 7/10/2023

Attention: Sean Pesek & Evan Balmer

From Fore Green Development

Subject: Hawes Crossing Multifamily Parking Comparison to other Fore Properties

Case #: ZON22-01133 and DRB22-01124

Sean and Evan,

Fore Green Development is an experienced multifamily developer and have developed over 25,000 units nationally including over 2,000 units across 5 projects most recently in the Phoenix MSA. Our typical parking ratio is at or below 1.55 spaces per unit and 1.10 spaces per bedroom. This includes a limited number of guest parking spaces. Guest and visitor parking at our urban developments are limited to parking outside of the vehicular gate while our suburban deals include a few spaces inside the secured vehicular gate.

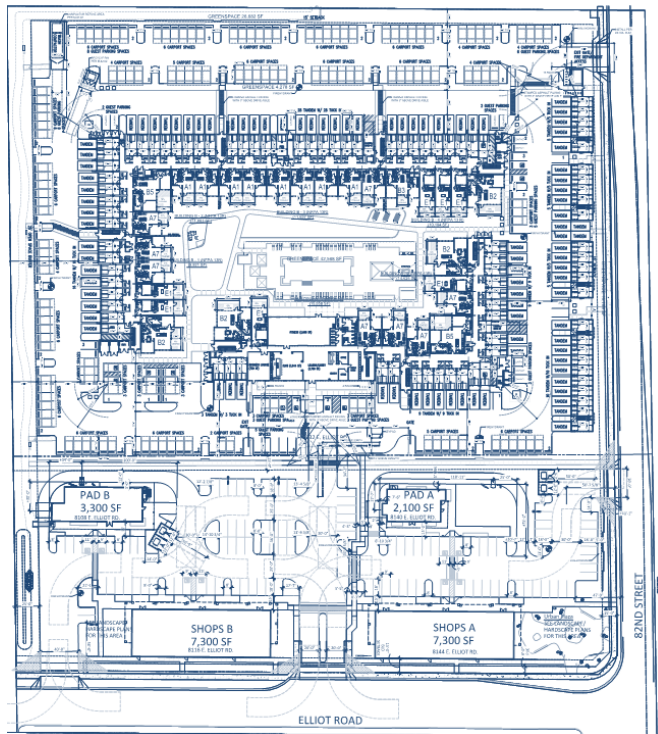
Our most recently completed project in Glendale, Cuvee a 310-unit garden style community, provided a total of 21 park spaces available for resident's guests. Our two upcoming projects, Zanjero III and Higley Apartments, will have 32 and 35 guest parking spaces for 301 residential units and 261 residential units, respectively. Hawes Crossing has 45 guest parking spaces set aside. This represents 11.1% of the total parking and one of higher guest parking allocations we have done.

The below table shows a summary of Fore's most recent and upcoming developments. It highlights the total parking provided, the per unit and bedroom parking provided and the amount of guest spaces provided. As demonstrated below, Hawes Crossing will represent one of the highest per unit and per bedroom parking requirements and provide one of the highest total guest parking allocations Fore has developed.

Parking at Fore Developments in Phoenix MSA						
	Centra	The Rey	Cuvee	Zanjero III	Higley Apartments	Hawes Crossing
Type of Construction	Podium	Podium	Garden	Garden	Garden	Garden
City	Phoenix	Phoenix	Glendale	Glendale	Gilbert	Mesa
Year Built	2021	2022	2022	2024	2024	2025
Total Units	223	323	310	301	261	233
Total Parking	298	405	478	460	418	407
Total Guest Parking	22	50	21	32	35	45
% of Spaces for Guest	7.4%	12.3%	4.4%	7.0%	8.4%	11.1%
Parking Ratio Per Unit	1.34	1.25	1.54	1.53	1.6	1.75
Parking Ratio Per Bedroom	.98	1.07	1.11	1.09	1.17	1.27
Guest Parking Per Unit	9.9%	15.5%	6.8%	10.6%	13.4%	19.3%

HAWES CROSSING

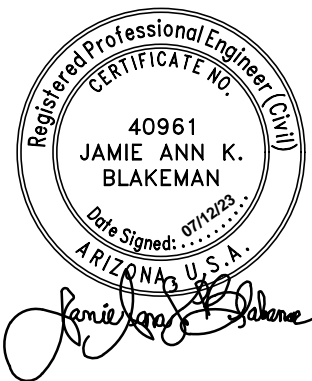
PARKING STUDY



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July 12, 2023



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1. EXECUTIVE SUMMARY

Lōkahi, LLC (Lōkahi) was retained by Hawes Crossing to complete a Parking Study for the proposed Hawes Crossing development. The development is located on the northwest corner of Elliot Road and 82nd Street in Mesa, Arizona.

The proposed Hawes Crossing development will include the following use:

- **Multi-Family Residential** 233 units
 - 28 studio units
 - 118 one-bedroom units
 - 87 two-bedroom units
- **Retail** 14,600 square feet
- **Fast-Food Restaurant** 5,400 square feet

The objective of this Parking Master Plan is to establish that the 407 multi-family parking stalls and 109 commercial parking stalls (516 total parking stalls) will provide sufficient parking for the proposed Hawes Crossing development.

City of Mesa Required Parking

Using Table 11-32-3.A entitled *Required Parking Spaces By Use* within the *City of Mesa Code of Ordinances*, a total of 582 parking stalls are required. Of which, the residential component requires 489 parking stalls and the commercial component requires 93 parking stalls.

There are 109 parking stalls that are anticipated to be provided to serve the commercial component of the Hawes Crossing development, which results in a surplus of 16 (17.2%) parking stalls.

Previous City of Mesa Required Parking

Based on the previous City of Mesa Code, 403 parking stalls are required for the proposed Hawes Crossing development. With 407 parking stalls provided, this represents a surplus of 4 (1.0%) parking stalls.

ITE Parking Generation

Based upon ITE Parking Generation, 5th Edition, the average weekday and average Saturday parking demand for the proposed Hawes Crossing development is 306 and 285 parking stalls, respectively. With 407 parking stalls provided, this **represents a surplus of 101 (33.0%) and 122 (42.8%) parking stalls for the multi-family component of the proposed development.**

Additionally, the 85th percentile weekday and 85th percentile Saturday parking demand for the proposed Hawes Crossing development is 343 and 310 parking stalls, respectively. With 407 parking





stalls provided, this **represents a surplus of 64 (18.7%) and 97 (31.3%) parking stalls for the multi-family component of the proposed development.**

ULI Shared Parking

Multi-Family Site

Based upon the ULI Shared Parking calculations, the weekday and weekend parking demand for the residential component of the proposed Hawes Crossing development is 299 and 310 parking stalls, respectively. With 407 parking stalls provided, this **represents a surplus of 108 (36.1%) and 97 (31.3%) parking stalls for the multi-family component of the proposed development.**

Multi-Family Site & Commercial Shared Parking Analysis

The site was evaluated as a mix-used site. Based upon the ULI Shared Parking calculations, there is a maximum peak parking demand of 326 and 363 parking stalls on a weekday and weekend, respectively, between the multi-family and commercial land uses. With 516 parking stalls, this represents a **surplus of 190 (58.3%) and 153 (42.1%) parking stalls on a weekday and weekend, respectively.**

As a mixed-use development, blending commercial and residential uses allow for maximizing parking use. For these land uses the peak parking demand times varies by the day as well as the hour. Typically, commercial land uses observe peak parking demand during business operating hours, restaurants during typical meal hours, while residential land uses during evenings and nights.

Local Agencies Parking Requirements

The parking requirements for three (3) local Phoenix Metropolitan agencies were researched, including the Town of Gilbert, City of Phoenix and the City of Scottsdale. **Applying these parking requirements to the proposed multi-family component of the Hawes Crossing development results in a surplus between 28 (7.4%) and 62 (18.0%) parking stalls.**



Parking Summary

	Reference Table	Parking Stalls Required	Parking Surplus/Deficit	Parking Surplus/Deficit (%)
City of Mesa Parking Requirements				
Commercial	1	93	20	21.5%
Multi-Family - Current Parking Requirement		489	-82	-16.8%
Multi-Family - Previous Parking Requirement	2	403	4	1.0%
ITE Parking Generation - Demand (Multi-Family Only)				
Weekday - Average	3	306	101	33.0%
Saturday - Average	4	285	122	42.8%
Weekday - 85 th Percentile	5	343	64	18.7%
Saturday - 85 th Percentile	6	310	97	31.3%
ULI Shared Parking - Demand (Multi-Family Only)				
Weekday	7	299	108	36.1%
Weekend	8	310	97	31.3%
ULI Shared Parking - Demand (Multi-Family & Commercial Shared Parking Analysis)				
Weekday	13	326	194	59.5%
Weekend	14	363	157	43.3%
Local Agencies Parking Requirements (Multi-Family Only)				
Town of Gilbert	15	379	28	7.4%
City of Phoenix	16	345	62	18.0%
City of Scottsdale	17	376	31	8.2%

Based on the national ITE and ULI parking demand calculations, which is established on research and experiences of industry professionals, as well as the parking requirements of local agencies within the Phoenix Metropolitan Area, there is a surplus of parking that is provided for the proposed Hawes Crossing development. In conclusion, the proposed 516 parking stalls will provide sufficient parking to not only meet but exceed the parking demand anticipated for this development.

The ITE and ULI parking calculations are based on actual parking demand studies. Therefore, based on these calculations providing between 285 and 343 parking stalls should be adequate for the anticipated parking demand for the multi-family component of the proposed Hawes Crossing development. As each development is unique, along with the calculations, factors that may also impact parking demand include operations of the proposed site, assignment of parking stalls to units, number of open parking stalls, resident demographics, etc.



2. INTRODUCTION

Lōkahi, LLC (Lōkahi) was retained by Fore Green Development to complete a Parking Study for the proposed Hawes Crossing development. The development is generally located on the northwest corner of Elliot Road and 82nd Street in Mesa, Arizona.

The proposed Hawes Crossing development will include the following use:

- **Multi-Family Residential** 233 units
 - 28 *studio units*
 - 118 *one-bedroom units*
 - 87 *two-bedroom units*
- **Retail** 14,600 square feet
- **Fast-Food Restaurant** 5,400 square feet

Scope of Study

The objective of this Parking Master Plan is to establish that the 407 multi-family parking stalls and 109 commercial parking stalls on-site will provide sufficient parking. This results in a total of 516 parking stalls being provided.

This Parking Demand Study calculates the number of parking spaces required for the proposed development based on the City of Mesa, the ITE Parking Generation, and the ULI Shared Parking Publication.

Surrounding Area

The study area is located in the City of Mesa, Arizona. The approximate 11.69-gross acre site is bordered by the 82nd Street alignment to the east and Elliot Road to the south. The surrounding area is generally occupied by vacant and agricultural land uses. See **Figure 1** for a vicinity map.



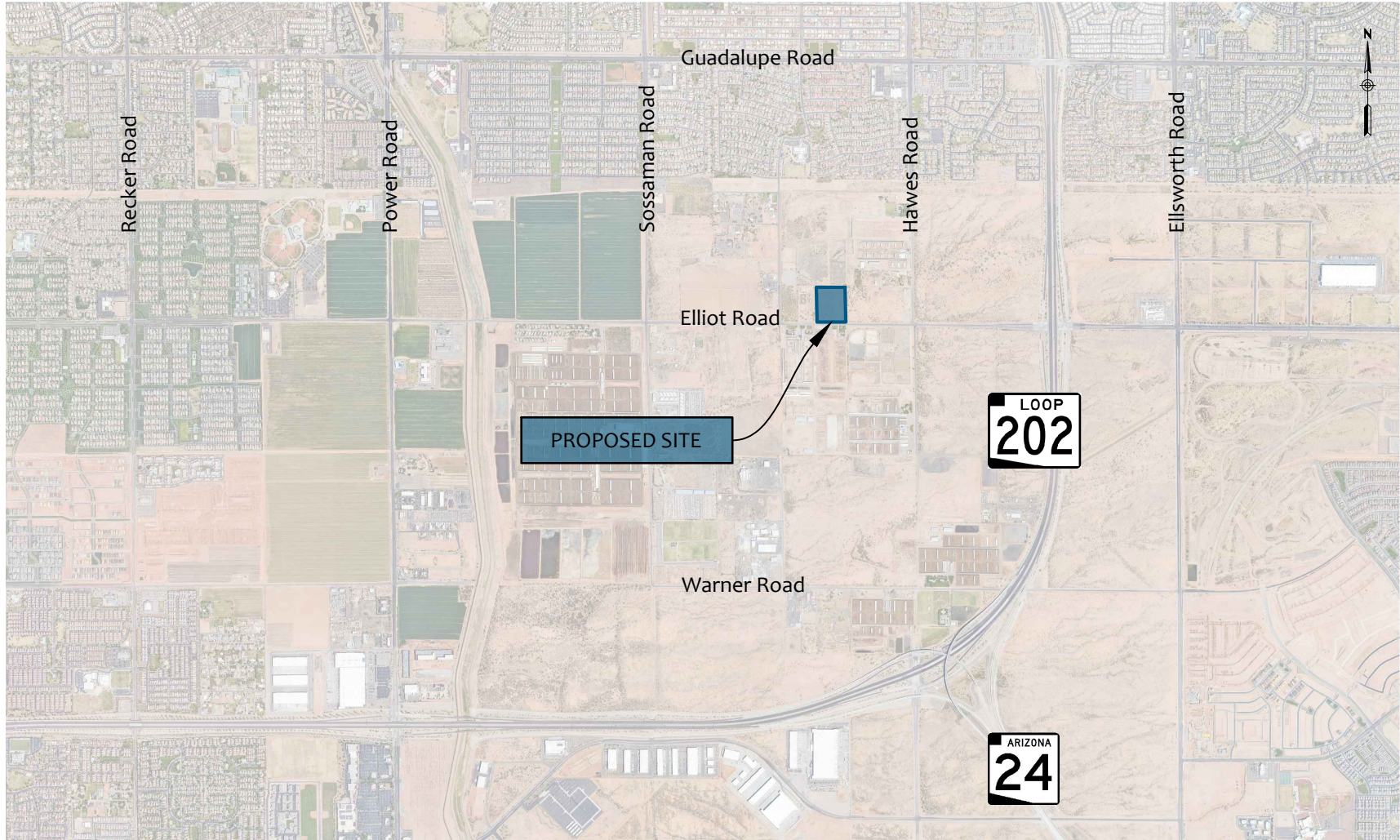


FIGURE 1 | VICINITY MAP



3. PROPOSED DEVELOPMENT

The study area is located in the City of Mesa, Arizona. State Route 202 Loop (SR202L) is located three-quarters (0.75) of a mile east of the proposed development.

The proposed Hawes Crossing development will include the following use:

- **Multi-Family Residential** 233 units
 - 28 *studio units*
 - 118 *one-bedroom units*
 - 87 *two-bedroom units*
- **Retail** 14,600 square feet
- **Fast-Food Restaurant** 5,400 square feet

See **Figure 2** and **Appendix A** for the proposed site plan.

Proposed Parking

The proposed Hawes Crossing development will provide a total of 516 parking stalls, of which there will be 407 parking stalls and 109 parking stalls allocated to the multi-family and commercial components, respectively.

With a total of 407 parking stalls provided by the 233-unit residential development, this results in a ratio of 1.75 parking stalls per unit. Additionally, based upon the available unit mixture, there are a total of 320 bedrooms. Therefore, the 407 parking stalls represent a ratio of 1.27 parking stalls per bedroom.

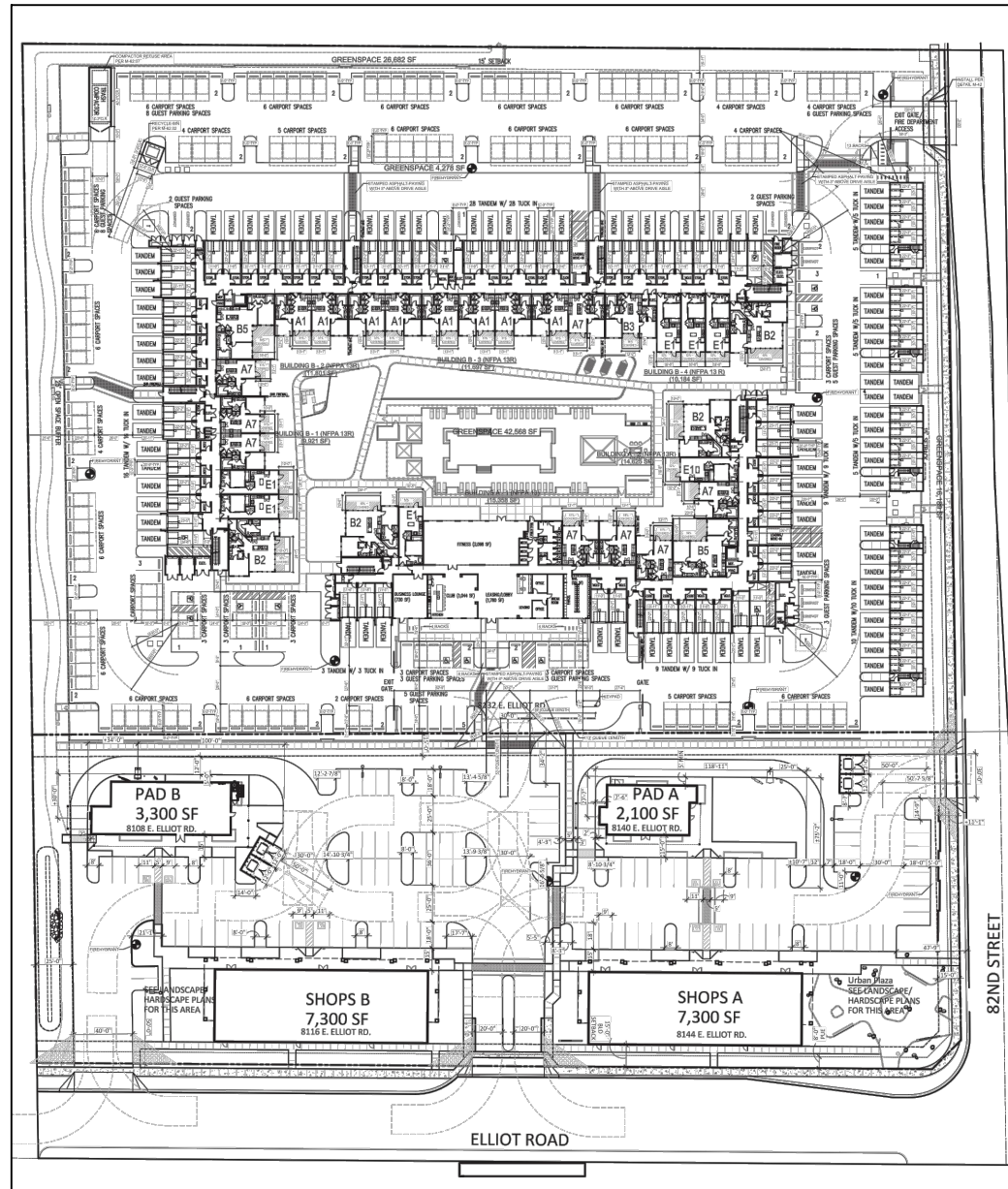


FIGURE 2 | SITE PLAN



4. CITY OF MESA REQUIRED PARKING

Table 11-32-3.A entitled *Required Parking Spaces By Use* within the *City of Mesa Code of Ordinances* provides the general parking requirements based on land use type. See [Appendix B](#).

The proposed Hawes Crossing development falls under the following category:

- Multiple Residence (Typical)
 - Dwelling Unit 2.1 space per dwelling unit
- General offices, retail, and services 1.0 space per 375 square feet
- Eating establishment (with drive-through window) 1.0 space per 100 square feet

Applying these rates to the proposed Hawes Crossing development results in the following parking requirements.

Table 1 – City of Mesa Parking Requirement

Land Use	Rate				Quantity	Units	Parking Stalls
Multifamily	2.1	Per	Dwelling Unit		233	Dwelling Units	489
General Retail	1.00	Per	375	SF GFA	14,600	Square Feet	39
Eating Establishment (with drive-through window)	1.00	Per	100	SF GFA	5,400	Square Feet	54
Commercial Total							93
Overall Total							582

There are 109 parking stalls that are anticipated to be provided to serve the commercial component of the Hawes Crossing development, which results in a surplus of 16 (17.2%) parking stalls.

Therefore, the remainder of this Parking Analysis focuses on the parking demands for the residential component of the proposed Hawes Crossing development

Previous Mesa Zoning Ordinance

Additionally, the parking requirements under the previous City of Mesa Zoning Ordinance was evaluated for the proposed site. The previous minimum parking requirement ratios were obtained from the City of Mesa and are shown below:



Residential

- Multiple Residence
 - Efficiencies, Studio Unit 1.0 space per dwelling unit
 - One-Bedroom Unit 1.5 spaces per dwelling unit
 - Two+ Bedroom Unit 2.0 spaces per dwelling unit
 - Guest Parking 1.0 spaces per each 10 dwelling units

Applying these rates to the proposed Hawes Crossing development results in the following parking requirements:

Table 2 – City of Mesa Previous Parking Requirement

Use	Rate			Quantity	Units	Parking Stalls
Residential	1.0	Per	each Studio	28	Dwelling Units	28
	1.5	Per	each 1 Bedroom	118		177
	2.0	Per	each 2 Bedroom	87		174
	1.0	Per	each 10 units	233		24
Total						403

Conclusion:

Based on the current City of Mesa Code, 489 parking stalls are required for the residential component of proposed Hawes Crossing development. With 407 parking stalls provided, this represents a deficit of 82 (16.8%) parking stalls.

Based on the previous City of Mesa Code, 403 parking stalls are required for the residential component for the proposed Hawes Crossing development. With 407 parking stalls provided, this represents a surplus of 4 (1.0%) parking stalls.



5. ITE PARKING GENERATION

The Institute of Transportation Engineers (ITE) publication titled *Parking Generation*, 5th Edition is utilized for estimating parking demand based on research and experiences of transportation engineering and planning professionals.

The land use category that most closely represents the proposed development is the following:

- **Land Use 221 Multifamily Housing (Mid-Rise)**
 - Average weekday peak: **1.31** parking stalls per dwelling unit
 - Average Saturday peak: **1.22** parking stalls per dwelling unit

The average weekday and Saturday ITE peak period parking demand calculations are presented below in **Table 3** and **Table 4**, respectively.

Table 3 – ITE Parking Demand (Average – Weekday)

Use	Weekday Rate				Quantity	Units	Parking Stalls
ITE Code 221 - Multifamily Housing (Mid-Rise)	1.31	Per	1	Dwelling Unit	233	Dwelling Units	306
Residential Total							306

Table 4 – ITE Parking Demand (Average – Saturday)

Use	Saturday Rate				Quantity	Units	Parking Stalls
ITE Code 221 - Multifamily Housing (Mid-Rise)	1.22	Per	1	Dwelling Unit	233	Dwelling Units	285
Residential Total							285

In addition, the 85th percentile weekday and Saturday peak period for the proposed development is the following:

- **Land Use 221 Multifamily Housing (Mid-Rise)**
 - 85th Percentile weekday peak: **1.47** parking stalls per dwelling unit
 - 85th Percentile Saturday peak: **1.33** parking stalls per dwelling unit

The 85th percentile weekday and Saturday ITE peak period parking demand calculations are presented below in **Table 5** and **Table 6**.



Table 5 - ITE Parking Demand (85th Percentile – Weekday)

Use	Saturday Rate				Quantity	Units	Parking Stalls
ITE Code 221 - Multifamily Housing (Mid-Rise)	1.47	Per	1	Dwelling Unit	233	Dwelling Units	343
Residential Total							343

Table 6 - ITE Parking Demand (85th Percentile – Saturday)

Use	Saturday Rate				Quantity	Units	Parking Stalls
ITE Code 221 - Multifamily Housing (Mid-Rise)	1.33	Per	1	Dwelling Unit	233	Dwelling Units	310
Residential Total							310

Conclusion

Based upon ITE Parking Generation, 5th Edition, the average weekday and average Saturday parking demand for the proposed Hawes Crossing development is 306 and 285 parking stalls, respectively. With 407 parking stalls provided, this **represents a surplus of 101 (33.0%) and 122 (42.8%) parking stalls for the proposed development.**

Additionally, the 85th percentile weekday and 85th percentile Saturday parking demand for the proposed Hawes Crossing development is 343 and 310 parking stalls, respectively. With 407 parking stalls provided, this **represents a surplus of 64 (18.7%) and 97 (31.3%) parking stalls for the proposed development.**



6. ULI SHARED PARKING

The *Urban Land Institute (ULI)* publication titled *Shared Parking, 3rd Edition* is an additional source for estimating parking demand based on research and experiences planners, government agencies, consultants, and engineers. ULI's Shared Parking publication provides base parking demand ratios based on various land uses, which is based upon national parking demand data.

The ULI Shared Parking model is a method that accounts for parking demand variations for each land use by time of day. Once the base parking demand is determined, the time-of-day rates are subsequently applied to determine the parking demand on the site for each hour of the day.

6.1. Multi-Family Site

Evaluating the proposed Hawes Crossing residential development as a standalone use, the ULI Shared Parking base parking calculations for the weekday and weekend are shown in **Table 7** and **Table 8**, respectively.

Table 7 - ULI Shared Parking - Weekday Base Rates (Multi-Family Site)

Use		Rate			Quantity	Units	Parking Stalls
Residential	Residents	0.85	per	each Studio	28	Units	24
		0.90	per	each 1 Bedroom	118	Units	107
		1.65	per	each 2 Bedroom	87	Units	144
	Visitor	0.10	per	each unit	233	Units	24
Total							299

Table 8 - ULI Shared Parking - Weekend Base Rates (Multi-Family Site)

Use		Rate			Quantity	Units	Parking Stalls
Residential	Residents	0.85	per	each 1 Bedroom	28	Units	24
		0.90	per	each 2 Bedroom	118	Units	107
		1.65	per	each 2 Bedroom	87	Units	144
	Visitor	0.15	per	each unit	233	Units	35
Total							310

Based upon the ULI Shared Parking calculations, the weekday and weekend parking demand for the residential component of the proposed Hawes Crossing development is 299 and 310 parking stalls, respectively. With 407 parking stalls provided, this represents a surplus of 108 (36.1%) and 97 (31.3%) parking stalls for the proposed development.



6.2. Multi-Family & Commercial Shared Parking Analysis

As previously mentioned, the ULI Shared Parking model is a method that accounts for parking demand variations for each land use by time of day. **Table 9** and **Table 10** below provide the base calculations for the commercial land uses.

Table 9 - ULI Shared Parking - Weekday Base Rates (Commercial Site)

Use		Rate				Quantity	Units	Parking Stalls
Retail	Visitor	2.90	per	1,000	SF GFA	14,600	Square Feet	43
	Employees	0.70	per	1,000	SF GFA	14,600	Square Feet	11
Fast Casual/Fast Food	Visitor	12.40	per	1,000	SF GFA	5,400	Square Feet	67
	Employees	2.00	per	1,000	SF GFA	5,400	Square Feet	11
Total								132

Table 10 - ULI Shared Parking - Weekend Base Rates (Commercial Site)

Use		Rate				Quantity	Units	Parking Stalls
Retail	Visitor	3.20	per	1,000	SF GFA	14,600	Square Feet	47
	Employees	0.80	per	1,000	SF GFA	14,600	Square Feet	12
Restaurant (Family Restaurant)	Visitor	12.70	per	1,000	SF GFA	5,400	Square Feet	69
	Employees	2.00	per	1,000	SF GFA	5,400	Square Feet	11
Total								139

ULI Shared Parking, 3rd Edition provides time-of-day adjustments for weekdays and weekends that are to be applied to the base parking results. **Table 11** and **Table 12** below show the hourly schedule of shared parking provided in ULI Shared Parking, 3rd Edition.

Table 11 – ULI Shared Parking Percentages (Weekday)

Land Use	ULI Land Use		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
			AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
Restaurant Uses	Fast Casual/Fast Food	Employee	20%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
		Visitor	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
Retail Uses	Retail	Employee	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
		Visitor (Typical)	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
Residential	Residential	Resident Suburban	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
		Guest	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%



Table 12 – ULI Shared Parking Percentages (Weekend)

Land Use	ULI Land Use		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
			AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
Restaurant Uses	Fast Casual/Fast Food	Employee	15%	20%	30%	40%	75%	100%	100%	95%	70%	60%	70%	90%	60%	80%	50%	30%	20%	10%	5%
		Visitor	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
Retail Uses	Retail	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
		Visitor (Typical)	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
Residential	Residential	Resident Suburban	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
		Guest	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%

Applying the time-of-day percentages shown in **Table 11** and **Table 12** to the multi-family parking requirements, shown in **Table 7** and **Table 8**, and commercial requirements, shown in **Table 9** and **Table 10**, results in the shared parking requirements shown in **Table 13** and **Table 14**, respectively.

Table 13 – Shared Parking Calculations (Weekday)

Land Use	ULI Land Use		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
			AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Restaurant Uses	Fast Casual/Fast Food	Employee	2	2	3	4	8	11	11	11	10	8	7	8	10	10	7	4	3	2	2
		Visitor	3	7	13	20	37	57	67	67	60	40	37	40	57	54	34	20	13	7	3
Retail Uses	Retail	Employee	1	2	3	5	8	10	11	11	11	11	11	11	11	11	10	7	4	2	0
		Visitor (Typical)	0	2	6	15	26	32	43	43	41	37	37	37	39	34	28	19	6	2	0
Residential	Residential	Resident Suburban	261	220	184	151	138	124	110	110	110	110	124	138	165	193	220	234	261	267	275
		Guest	0	2	5	5	5	5	5	5	5	5	5	5	10	14	24	24	24	19	12
Total			267	235	214	200	222	239	247	247	237	211	221	244	296	326	323	308	311	299	292
Maximum Parking Demand																					326

Table 14– Shared Parking Calculations (Weekend)

Land Use	ULI Land Use		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
			AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Restaurant Uses	Fast Casual/Fast Food	Employee	2	2	3	4	8	11	11	11	10	8	7	8	10	10	7	4	3	2	2
		Visitor	3	7	14	21	38	59	69	69	62	41	38	41	59	55	35	21	14	7	3
Retail Uses	Retail	Employee	1	2	5	9	10	11	12	12	12	12	12	11	10	10	9	8	5	2	0
		Visitor (Typical)	0	2	14	24	33	42	45	47	47	45	42	38	35	33	31	24	14	5	0
Residential	Residential	Resident Suburban	275	261	242	220	206	193	187	179	179	187	195	204	212	220	228	237	245	253	275
		Guest	0	7	7	7	7	7	7	7	7	7	7	14	21	35	35	35	35	28	18
Total			281	281	285	285	302	323	331	325	317	300	301	316	347	363	345	329	316	297	298
Maximum Parking Demand																					363

As shown in **Table 13** and **Table 14**, the commercial land uses typically observe peak parking demand during typical business hours (9:00 AM to 6:00 PM), while the residential land uses observe peak parking demand during the evening and night periods (7:00 PM to 7:00 AM). As a mixed-use development, blending commercial and residential uses allow for maximizing parking use.

Conclusion:

The *ULI Shared Parking, 3rd Edition* was utilized to estimate parking demand for the proposed The Hawes Crossing development. The ULI Shared Parking model is a method to account for parking demand variations based upon land use and time of day on a single site.

Based upon the ULI Shared Parking calculations, the weekday and weekend parking demand for the residential component of the proposed Hawes Crossing development is 299 and 310 parking stalls, respectively. With 407 parking stalls provided, this represents a surplus of 108 (36.1%) and 97 (31.3%) parking stalls for the multi-family component of the proposed development.



Additionally, the site was evaluated as a mixed-use site. Based upon the ULI Shared Parking calculations, there is a maximum peak parking demand of 326 and 363 parking stalls on a weekday and weekend, respectively, between the multi-family and commercial land uses. With 516 parking stalls, this represents a surplus of 104 (58.3%) and 153 (42.1%) parking stalls on a weekday and weekend, respectively.

As a mixed-use development, blending commercial and residential uses allows for maximizing parking use. For these land uses the peak parking demand times varies by the day as well as the hour. Typically, commercial land uses observe peak parking demand during business operating hours, restaurants during typical meal hours, while residential land uses during evenings and nights.



7. LOCAL AGENCIES PARKING REQUIREMENTS

The parking requirements for other nearby cities were researched for comparison. The following tables show the parking requirements based on the respective City codes.

Town of Gilbert

Section 4.204 entitled Number of Parking Spaces Required within Article 4.2 of the Town of Gilbert Land Development Code (see [Appendix C](#) for the printout) provides the general parking requirements.

Applying the Town of Gilbert's minimum parking requirements to the residential component of the proposed Hawes Crossing development results in the following:

Table 15 – Town of Gilbert Parking Requirements

	Rate				Quantity	Unit	Parking Stalls
Multi-Family (Studio)	1.0	Per	1	Dwelling Unit	28	DU	28
Multi-family (1 Bedroom)	1.0	Per	1	Dwelling Unit	118	DU	118
Multi-family (2 Bedroom)	2.0	Per	1	Dwelling Unit	87	DU	174
Guest	1.0	Per	4	Dwelling Units	233	DU	59
Total							379

City of Phoenix

Section 702 entitled *Off-Street Parking and Loading* within the *City of Phoenix Code of Ordinances* (see [Appendix C](#) for the printout) provides the general parking requirements.

Applying the City of Phoenix's minimum parking requirements to the residential component of the proposed Hawes Crossing development results in the following:

Table 16 – City of Phoenix Parking Requirements

	Rate				Quantity	Unit	Parking Stalls
Dwelling Unit, Multi-family (Studio)	1.3	Per	1	Dwelling Unit	28	DU	37
Dwelling Unit, Multi-family (1 or 2 bedroom unit)	1.5	Per	1	Dwelling Unit	205	DU	308
Total							345

City of Scottsdale

Table 9.103.A. entitled Schedule of Parking Requirements within the City of Scottsdale Code of Ordinances (see [Appendix C](#) for the printout) provides the general parking requirements.





Applying the City of Scottsdale's minimum parking requirements to the residential component of the proposed Hawes Crossing development results in the following:

Table 17 – City of Scottsdale Parking Requirements

	Rate				Quantity	Units	Parking Stalls
Dwellings, multi-family (Studio)	1.25	Per	1	Dwelling Unit	28	DU	35
Dwellings, multi-family (1 Bedroom)	1.3	Per	1	Dwelling Unit	118	DU	154
Dwellings, multi-family (2 Bedroom)	1.7	Per	1	Dwelling Unit	87	DU	148
Guest	1	Per	6	Dwelling Units	233	DU	39
Total							376

Summary of Parking Ratios

A summary of the parking ratios for each of the local agencies that was evaluated is shown in **Table 18** below.

Table 18 – Local Agency Parking Ratios

	Ratio Per Unit Type			
Agency	Studio	One-Bedroom	Two-Bedroom	Guest Parking
Town of Gilbert	1.0	1.0	2.0	1 Per 4 Units
City of Phoenix	1.3	1.5	1.5	-
City of Scottsdale	1.25	1.3	1.7	1 Per 6 Units

Conclusion:

The parking requirements for the Town of Gilbert, City of Phoenix, and the City of Scottsdale are shown in **Table 18**. **Applying these parking requirements to the residential component of the proposed Hawes Crossing development results between 345 and 379 parking stalls. This represents a surplus between 28 (7.4%) and 62 (18.0%) parking stalls.**



8. FORE GREEN DEVELOPMENT VS. HIGH STREET RESIDENTIAL

Currently, there are two proposed residential developments located along Elliot Road. The proposed Fore Green Development (Hawes Crossing) with 233 multifamily dwelling units, and a High Street Residential development with 419 multifamily dwelling units. **Table 19** Shows the comparison between the two developments.

Table 19 - Fore Green Development vs. High Street Residential

	Fore Green Development	High Street Residential
Studio	28	-
1-Bedroom	118	179
2-Bedroom	87	189
3-Bedroom	-	51
Total Number of Units	233	419
Total Number of Bedrooms	320	710
Multi-Family Parking Stalls Provided	407	802
Parking Stall/Unit	1.75	1.91
Parking Stall/Bedroom	1.27	1.13



9. RECOMMENDATIONS & CONCLUSIONS

Through this Parking Study, the Hawes Crossing development is requesting the approval to provide a total of 5 parking stalls, of which there will be 407 parking stalls and 109 parking stalls allocated to the multi-family and commercial components, respectively.

City of Mesa Required Parking

Using Table 11-32-3.A entitled *Required Parking Spaces By Use* within the *City of Mesa Code of Ordinances* within the *City of Mesa Code of Ordinances*, a total of 582 parking stalls are required. Of which, the residential component requires 489 parking stalls, and the commercial component requires 93 parking stalls. There are 113 parking stalls that are anticipated to be provided to serve the commercial component of the Hawes Crossing development, which results in a surplus of 16 (17.2%) parking stalls.

ITE Parking Generation

Based upon ITE Parking Generation, 5th Edition, the average weekday and average Saturday parking demand for the proposed Hawes Crossing development is 306 and 285 parking stalls, respectively. With 407 parking stalls provided, this **represents a surplus of 101 (33.0%) and 122 (42.8%) parking stalls for the multi-family component of the proposed development.**

Additionally, the 85th percentile weekday and 85th percentile Saturday parking demand for the proposed Hawes Crossing development is 343 and 310 parking stalls, respectively. With 407 parking stalls provided, this **represents a surplus of 64 (18.7%) and 97 (31.3%) parking stalls for the multi-family component of the proposed development.**

ULI Shared Parking

The ULI Shared Parking model accounts for parking demand variations for specific land uses by time of day.

Using the ULI Shared Parking formulas, there is a maximum peak parking demand of 326 and 363 parking stalls on a weekday and weekend, respectively. With 516 parking stalls, this represents a surplus of 190 (58.3%) and 153 (42.1%) parking stalls on a weekday and weekend, respectively.

As a mixed-use development, blending commercial and residential uses allow for maximizing parking use. For these land uses the peak parking demand times varies by the day as well as the hour. Typically, commercial land uses observe peak parking demand during business operating hours, restaurants during typical meal hours, while residential land uses during evenings and nights.



Local Agencies Parking Requirements

The parking requirements for three (3) local Phoenix Metropolitan agencies were researched, including the Town of Gilbert, City of Phoenix and the City of Scottsdale. **Applying these parking requirements to the multi-family component of the proposed Hawes Crossing development results in a surplus between 28 (7.4%) and 62 (18.0%) parking stalls.**

Parking Summary

	Reference Table	Parking Stalls Required	Parking Surplus/Deficit	Parking Surplus/Deficit (%)
City of Mesa Parking Requirements				
Commercial	1	93	20	21.5%
Multi-Family - Current Parking Requirement		489	-82	-16.8%
Multi-Family - Previous Parking Requirement	2	403	4	1.0%
ITE Parking Generation - Demand (Multi-Family Only)				
Weekday - Average	3	306	101	33.0%
Saturday - Average	4	285	122	42.8%
Weekday - 85 th Percentile	5	343	64	18.7%
Saturday - 85 th Percentile	6	310	97	31.3%
ULI Shared Parking - Demand (Multi-Family Only)				
Weekday	7	299	108	36.1%
Weekend	8	310	97	31.3%
ULI Shared Parking - Demand (Multi-Family & Commercial Shared Parking Analysis)				
Weekday	13	326	194	59.5%
Weekend	14	363	157	43.3%
Local Agencies Parking Requirements (Multi-Family Only)				
Town of Gilbert	15	379	28	7.4%
City of Phoenix	16	345	62	18.0%
City of Scottsdale	17	376	31	8.2%

Based on the national ITE and ULI parking demand calculations, which is established on research and experiences of industry professionals, as well as the parking requirements of local agencies within the Phoenix Metropolitan Area, there is a surplus of parking that is provided for the proposed Hawes Crossing development. In conclusion, the proposed 516 parking stalls will provide sufficient parking to not only meet but exceed the parking demand anticipated for this development.

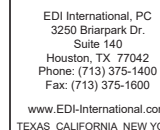
The ITE and ULI parking calculations are based on actual parking demand studies. Therefore, based on these calculations providing between 285 and 343 parking stalls should be adequate for the anticipated parking demand for the multi-family component of the proposed Hawes Crossing



development. As each development is unique, along with the calculations, factors that may also impact parking demand include operations of the proposed site, assignment of parking stalls to units, number of open parking stalls, resident demographics, etc.



Appendix A – Proposed Site Plan



FORE GREEN DEVELOPMENT



1



Appendix B – City of Mesa Code of Ordinances

11-32-3: - PARKING SPACES REQUIRED

- A. The following chart specifies the minimum parking spaces required for each permitted use (For exceptions, see Sections 11-32-5, 6, and 7):

Table 11-32-3.A: Required Parking Spaces By Use		
Use	Minimum Standard	
Residential		
Single Residence, detached or attached, including Manufactured Home Subdivisions	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 ¼ mile radius (1320-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
Apartments, multiple residence condominiums, mixed-use residential, townhomes, patio homes, and similar multiple residence buildings: development site not located within ¼ mile radius (1320-feet) of bus rapid transit or light rail station, regardless of bedroom count	2.1 spaces per dwelling unit	

Boarding House and Assisted Living Center	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
Family Community Residence, Transitional Community Residence, and Assisted Living Home	Same as Single Residence
Live-Work Units	2.1 spaces per unit
Residential Care, General (Nursing Home, Hospice)	1.0 space per room or dwelling unit plus 2 additional spaces
RV Parks	1 full-sized space for each RV space, plus 1 guest parking space per 10 (or fraction thereof) RV spaces for the overall development
RV Subdivisions	1 full-sized space and 1 golf cart space for each lot; plus 1 full-sized guest parking space per 10 (or fraction thereof) dwelling units for the overall development
Manufactured Home Parks	2 full-sized space for each lot (may include tandem spaces); plus 1 guest parking space per 10 (or fraction thereof) dwelling units for the overall development
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	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
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, hospices, skilled nursing, and nursing and convalescent homes	1 space per 400 square feet
Day care centers	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 (See Section 11-20-29)	1 space per 300 square feet of designated vendor area
Farmer's Markets (See Section 11-20-29)	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
Group 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
Independent Industrial Buildings and Uses	
Mini-storage (dead storage only)	4 spaces plus 2 for manager's quarters; Drive aisles between buildings shall maintain minimum distance of 24 feet
Warehousing and Storage, excluding Mini-storage	1 space per 900 square feet
Industrial	1 space per 600 square feet
Airport Buildings and Uses	
Aircraft Hangars	2 per aircraft, plus ancillary use requirements
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
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B. Basis of Calculation. The on-site parking requirements specified in this Section 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 Section, 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 Section 11-32-5.
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.

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 11-32-3(A), except as follows:

1. Office developments may provide higher parking ratio not to exceed 8 spaces per 1,000 square feet GFA when office development includes the following:
 - a. A minimum of 60,000 square feet.
 - b. The minimum density ratio of employees per gross floor area shall be 1 employee per 200 square feet.
2. Parking within the building footprint of a structure (e.g., rooftop parking, below grade parking, multi-level parking structure);
3. When a change in use to an existing development causes a lower parking requirement;
4. Parking spaces managed for shared parking;
5. An Administrative Use Permit is required to provide more surface parking than the maximum standard and additional landscape is required in compliance with Section 11-33-4, Interior Parking Lot Landscaping.
6. Phased projects do not need to comply with the maximum parking space requirement until the final phase is constructed.

D. Covered Spaces. Covered parking spaces shall be provided as follows:

1. Single-residences shall provide a minimum of 2 covered parking spaces per unit.

2. Multiple-residence projects shall provide a minimum of 1 covered parking space per unit.
 3. Office-use developments requiring a minimum of 10 parking spaces or more shall provide a minimum of 1 covered parking space per office or suite plus 1 additional space.
 4. Covered spaces may be counted concurrently with the minimum aggregate parking space requirements for the development.
- E. **Minimum Number.** Unless otherwise specifically stated in this Ordinance, all uses, except single residences, shall provide at least 4 on-site parking spaces.
- F. **Credit for On-Street Spaces.** On-street parking spaces located immediately adjacent to the frontage of properties in the EO, MX, DB, and DC districts or districts with a "-U" designator, may be counted toward required off-street parking for non-residential 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.
- G. **Uses not Specified.** The parking requirement for any use not listed in Table 11-32-3(A) 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.
- H. **Credit for On-Street Spaces.** On-street parking spaces immediately adjacent to the frontage of properties in the EO, ME, PE, and DC districts or districts with a "-U" designator, may be counted toward required off-street parking for non-residential 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.

(Ord. No. 5281, 5-4-15; Ord. No. 5633, § 1, 7-8-21)



Appendix C – Local Agency Parking Requirements

2. The additional parking space permitted by this section shall comply with the following standards:
 - a. The parking space shall have a surface of asphalt, concrete, decomposed granite or gravel.
 - b. The surface may consist of 2 parallel concrete or cement strips. The area between such parallel strips shall be landscaped with vegetative or non-vegetative ground cover.
 - c. No parked vehicle may obstruct or encroach on a sidewalk.
 - d. Access to the parking space shall be via a curb cut, rolled curb, or driveway.
3. No motor vehicle, recreational vehicle or trailer shall be parked in the front or side setback visible from the street, except on a driveway or additional parking space permitted in this section.

4.204 Number of Parking Spaces Required

This Section sets forth parking space requirements for all uses except uses in Shopping Center and Regional Commercial districts. Unless otherwise approved pursuant to Subsections 4.203H: Deferred Parking for Unique Uses or 4.203I: Off-Site Parking in the Heritage Village Center Zoning District and Gateway Districts, required parking spaces shall be located on the same building site as the use or building they serve, unless cross-access and cross-parking agreements are in effect. Parking on public or private streets shall not be used to satisfy the off-street parking requirement.

Table 4.204: Off-Street Parking Requirements

<i>Use Classification</i>	<i>Requirement (Gross Floor Area)</i>
Agritainment	Determined by Zoning Administrator
Ambulance Services	1 space per 250 sq. ft.
Animal Services	
<i>Animal Grooming</i>	1 space per 250 sq. ft.
<i>Animal Shelter</i>	1 space per 250 sq. ft.
<i>Feed and Tack Sales</i>	1 space per 350 sq. ft.
<i>Kennel</i>	1 space per 250 sq. ft.
<i>Large Animal Hospitals</i>	1 space per 300 sq. ft.
<i>Small Animal Clinics</i>	1 space per 250 sq. ft.
Automated Teller Machine	None required
Automated Teller Machine, Remote	2 spaces per machine
Banks and Other Financial Institutions	1 space per 200 sq. ft.
Banquet Facility	Determined by Zoning Administrator
Bed and Breakfast Homes	2 enclosed spaces; plus 1 space per guest room
Building Maintenance Services	1 space per 300 sq. ft.

Table 4.204: Off-Street Parking Requirements

Use Classification	Requirement (Gross Floor Area)
Building Material and Home Improvement Sales and Service, Retail	1 space per 250 sq. ft.
Building Material and Home Improvement Sales and Service, Wholesale	1 space per 800 sq. ft.
Business Services	1 space per 250 sq. ft.
Call Center	1 space per 150 sq. ft.
Cemetery	None required
Cemetery, Pet	None required
Civic, Social and Fraternal Organizations	1 space per 200 sq. ft. or 1 space per 4 fixed seats, whichever is greater
Colleges or Universities, Public Or Private	1 space per 200 sq. ft. of classroom and office area
Congregate Living Facility	0.5 spaces per unit
Contractor's yard	1 space per 250 sq. ft. of office area
Convention Center	1 space per 200 sq. ft. or 1 space per 4 fixed seats, whichever is greater
Crematorium	1 space per 300 sq. ft.
Crop and Animal Raising, Commercial	None required
Crop Raising, Non-Commercial	None required
Cultural Institutions	1 space per 200 sq. ft. or 1 space per 4 fixed seats, whichever is greater
Day Care Centers	1 space per 300 sq. ft.
Day Care Homes	No additional spaces required
Day Care , Residential	No additional spaces required
Dry Cleaning and Laundry Outlet	1 space per 250 sq. ft.
Dry Cleaning and Laundry Central Plant	1 space per 300 sq. ft.
Eating and Drinking Establishments <i>Bars/Night Clubs/Lounges/Dance Halls</i>	1 space per 100 sq. ft.; plus 1 space per 400 sq. ft. of outdoor dining area
<i>Restaurants, Beverage Service</i>	1 space per 75 sq. ft.; plus 1 space per 400 sq. ft. of outdoor dining area
<i>Restaurants, Full Service</i>	1 space per 100 sq. ft.; plus 1 space per 400 sq. ft. of outdoor dining area
<i>Restaurants, Limited Service</i>	1 space per 100 sq. ft.; plus 1 space per 400 sq. ft. of outdoor dining area
Entertainment and Recreation, Indoor	1 space per 150 sq. ft. of indoor area
Entertainment and Recreation, Outdoor	2 spaces per court; 45 spaces per soccer field; 35 spaces per baseball or softball field; 1 space per batting cage; 2 spaces per miniature golf hole
Farm Stand	1 space per 50 sq. ft. of sales area
Farmers' Market	1 space per 50 sq. ft. of sales area
Food Preparation <i>Large-Scale</i>	1 space per 300 sq. ft.
<i>Small Scale</i>	1 space per 250 sq. ft.
Funeral and Undertaking Services	1 space per 100 sq. ft. of assembly area; plus 1 space per 200 sq. ft. of office area
Garden Supply Store and Plant Nurseries	1 space per 400 sq. ft. of sales and display area
Golf Course	5 spaces per hole

Table 4.204: Off-Street Parking Requirements

Use Classification	Requirement (Gross Floor Area)
Government Offices and Facilities	1 space per 200 sq. ft.
Group Homes For The Handicapped	No additional spaces required
Haunted House	1 space per 100 sq. ft.
Health Care Facilities	
<i>Hospital</i>	1.5 spaces per bed
<i>Urgent Care Facility</i>	1 space per 100 sq. ft.
<i>Medical Offices and Clinics</i>	1 space per 150 sq. ft.
Home Occupation	No additional parking required
Homeowners Association Facilities	1 space per 250 sq. ft. building area
Hotels and Commercial Lodging	1.1 spaces per guest room, suite or unit; public eating and drinking establishments calculated separately
Instruction Services, Specialized	1 space per 200 sq. ft. of instructional area
Laboratories, Commercial	1 space per 150 sq. ft.
Laundry Services	1 space per 250 sq. ft.
Loft Unit	1.5 spaces per unit
Maintenance and Repair Services	1 space per 300 sq. ft.
Manufacturing and Assembly	
<i>Artisan</i>	1 space per 500 sq. ft.
<i>Light</i>	1 space per 500 sq. ft.
<i>General</i>	1 space per 500 sq. ft.
<i>Heavy</i>	1 space per 1,000 sq. ft.
Mining and Quarrying	1 space per 250 sq. ft. of office area
Nursing Home	0.5 spaces per bed
Offices, General	1 space per 250 sq. ft.
Pawn Shop	1 space per 250 sq. ft.
Personal Services	1 space per 200 sq. ft.
Public Safety Facilities	1 space per 250 sq. ft.
Recreational Vehicle Park	1 space per 100 sq. ft. of office area, plus 2 spaces per permanent residential unit
Place of Worship	1 space per 100 sq. ft. of assembly area, plus 1 space per 200 sq. ft. of other indoor area
Research and Development	1 space per 200 sq. ft.
Residential, Permanent	2 enclosed spaces per unit.
<i>Single Family (on-street parking permitted)</i>	Residential uses in the Heritage District Overlay Zoning District may provide 2 unenclosed spaces on site
<i>Single Family (no on-street parking)</i>	2 enclosed spaces per unit; plus .25 guest spaces per unit; plus 6 guest spaces at the primary active open space and 3 guest spaces at each secondary active open space. Residential uses in the Heritage District Overlay Zoning District may provide 2 unenclosed spaces on site.

Table 4.204: Off-Street Parking Requirements

Use Classification	Requirement (Gross Floor Area)
Single Family, Lot Width is less than 55' or Single Family, Apron Access	2 enclosed spaces per unit; plus 0.5 guest parking spaces per unit; plus 0.5 guest parking spaces per unit that does not provide a minimum of 80 square feet of additional enclosed parking area; plus 6 guest spaces at the primary active open space and 3 guest spaces at each secondary active open space. All required guest parking spaces must be striped and equally distributed throughout the development, as approved on the parking plan; required dwelling unit guest parking spaces shall be located within 250' of the dwelling unit's front lot line, as measured by the pedestrian route. Parking plan design review approval required. These standards do not apply to residential uses in the Heritage District Overlay Zoning District (see above).
Multi-Family	1 space per 1-bedroom/studio unit. 2 spaces per 2 or more bedroom units; all plus .25 guest spaces per unit. 1 space per unit shall be covered, of which 25% shall be enclosed Residential uses in the Heritage District Overlay Zoning District may provide uncovered and unenclosed spaces on site.
Secondary Dwelling	1 additional space
Retail Sales, Convenience	1 space per 100 sq. ft.
Retail Sales, Furniture	1 space per 500 sq. ft.
Retail Sales, General	1 space per 250 sq. ft.
Sexually-Oriented Business	1 space per 250 sq. ft.
Schools, Public or Private	Elementary: 2 spaces per classroom Junior High: 2 spaces per classroom High: 7 spaces per classroom
Special Assistance Shelters	1 space per 500 sq. ft.
Stables, Commercial	1 space per 2 horse stalls
Storage, Personal Property Indoor	8 spaces plus 2 covered spaces per dwelling unit
Outdoor	2 covered spaces per dwelling unit
Swap Meet and Auction, Indoor	1 space per 200 sq. ft.
Swap Meet and Auction, Outdoor	1 space per 200 sq. ft. of sales area
Teen Nightclub	1 space per 200 sq. ft.
Transportation Passenger Terminals	Determined by Zoning Administrator
Utilities	
Facilities	1 space per 250 sq. ft. of office area
Service Yards	1 space per 250 sq. ft. of office area
Well Site	No additional spaces required
Vehicle Equipment Sales, Leasing and Services Car Wash, Automated or Self-Service	2 spaces minimum
Car Wash, Full Service	10 spaces minimum

Table 4.204: Off-Street Parking Requirements

Use Classification	Requirement (Gross Floor Area)
<i>Commercial Vehicle/Equipment Sales and Rental; New and Used</i>	1 space per 250 sq. ft. of indoor area
<i>Fueling Facility</i>	1 space per 100 sq. ft. of convenience retail sales, plus 2 spaces per service bay
<i>Fueling Facility, Alternative</i>	1 space per fueling station
<i>Vehicle Equipment Sales, Leasing and Services(continued)</i>	
<i>Fueling Facility, Fleet</i>	None required
<i>Motor Vehicle Sales and Leasing, New and Used</i>	1 space per 250 sq. ft. of interior display space; plus 1 space per 3 service bays; plus 1 space per 25 vehicles displayed outdoors
<i>Non-Commercial Vehicle Rental</i>	1 space per 100 sq. ft.
<i>Vehicle Services, Light and Heavy</i>	3 spaces per service bay plus 1 space per 100 sq. ft. of office and sales area
<i>Warehousing</i>	
<i>Freight/Truck Terminal and Warehouse</i>	1 space per 1000 sq. ft. plus 1 space per 250 sq. ft. office area
<i>Petroleum and Gas Storage</i>	1 space per 250 sq. ft. of office area
<i>Salvage or Junkyards</i>	1 space per 200 sq. ft. of office area
<i>Waste Management</i>	
<i>Hazardous Waste Collection and Transfer Facility</i>	1 space per 250 sq. ft. of office area
<i>Hazardous Waste Disposal Facility</i>	1 space per 250 sq. ft. of office area
<i>Non-Hazardous Waste Collection Transfer Facility</i>	1 space per 250 sq. ft. of office area
<i>Non-Hazardous Waste Disposal Facility</i>	1 space per 250 sq. ft. of office area
<i>Non-Hazardous Material Recycling Collection Facility</i>	
<i>Large Scale</i>	1 space per 250 sq. ft. of office area
<i>Small Scale</i>	None required
<i>Wireless Communication Facilities</i>	None required

4.205 Number of Parking Spaces Required for Shopping Center and Regional Commercial

This section sets forth parking space requirements for uses in the Shopping Center and Regional Commercial districts. Required parking spaces shall be located on the same building site as the use or building they are intended to serve, unless cross-access and cross-parking agreements are in effect. Parking on public or private streets shall not be used to satisfy the off-street parking requirement.

Table 4.205: Off-Street Parking Requirements for Shopping Center and Regional Commercial Districts

Use Classification	Requirement (Gross Floor Area)
Shopping Center	1 space per 250 sq. ft.
Regional Commercial	1 space per 200 sq. ft.

Section 702. Off-Street Parking and Loading.

A. Off-Street Parking and Maneuvering.

1. Off-street parking requirement.

- a. Shall be provided for all uses of property in accordance with the standards in this Section.
- b. Shall include sufficient on site maneuvering for each parking space (refer to parking layout policy) along with adequate driveways, all of which must be located entirely on private property.
 - (1) If maneuvering is required on a site other than [than] the site of development a cross access agreement shall be executed. A copy of the executed and recorded agreement shall be provided to the Building Official and Planning and Development Traffic Engineer.
- c. All off-street parking areas shall be accessible from a public street or alley unless prohibited in the Driveway Ordinance (Phoenix City Code).

2. When a parking plan is required.

- a. An area for off street parking, drives and maneuvering meeting the requirements of this Section shall be provided on a parking plan in conjunction with the issuance of a building permit for any new construction or expansion of an existing building. The Building Official shall not issue a building permit unless these requirements are satisfied.
- b. Whenever a parking plan has been approved, the parking area must be developed in accordance with the plan and may not be changed to deviate from the plan without the approval of the Planning and Development Department.
- c. A parking plan shall be required by the building official whenever any change in use of a property is made that results in an increase in the number of required parking spaces or of the standards for parking areas contained in this Section. A parking plan is also required for new construction or site plan amendments.

3. Existing parking areas. Any parking area, existing as of July 2, 2003, which has an approved parking plan and is in conformance with that plan shall be considered a legal use under the terms of this section. New parking spaces required because of tenant changes, new construction, or site plan amendments occurring after July 2, 2003 may maintain the existing, legally nonconforming space dimensions. If more than fifty (50) spaces are added, the new spaces shall meet the dimensions of this Section.

4. Availability of parking on subject lot. The required parking for any use shall be on the same lot as the use, except:

- a. A non-residential use in a non-residential district may have parking on another lot when:

- (1) The lot is located within 300 feet of the use measured in a direct line from the building or, if no building is present, from the property line, and is not across an arterial or collector street;
- (2) The off-site parking area is zoned the same as the use or is in a zoning district permitting commercial parking lots; and
- (3) The use of the parking area is exclusively for the subject use and does not reduce parking for any other use below that required by this Section.

If not owned by the owner of the property containing the use, the off-site area must be used in conjunction with a recorded, non-cancelable lease, renewable in a minimum of five (5) year increments. A copy of the executed and recorded lease shall be provided to the Building Official and Planning and Development Traffic Engineer. The lease must remain permanently in effect to satisfy the parking requirements of this Section.

- b. Parking for a nonresidential use legally permitted within a residence district may be provided on a lot separated from the property by no more than a public alley.
- c. Parking for any use located outside a residence district shall not be located within a residence district unless in accordance with the provisions of this Ordinance.

B. Site and Parking Space Design Standards.

1. **Parking plan requirements.** Parking plans shall be submitted to and approved by the Planning and Development Department. The plan shall indicate the location and dimensions of all parking spaces, driveways, queuing lanes, maneuvering areas, parking and maneuvering surface, landscaped areas and pedestrian ways. The design shall provide sufficient on site maneuvering for each parking space (Refer to parking layout policy) along with adequate driveways. All parking plans shall conform to Section [31-44](#) of the Phoenix City Code, as amended.
2. **Space and aisle dimensions.** Dimensions for maneuvering aisles and for different types of parking spaces shall be as follows:
 - a. *Parking garages:*
 - (1) Parking space dimensions.
 - (a) *Commercial retail, assembly uses and restaurant establishments:* shall have dimensions measuring a minimum of nine and one-half (9 1/2) feet by eighteen (18) feet. The depth of the parking space may be adjusted, as approved by the Planning and Development Department and consistent with parking area dimension policies, for angled parking.
 - (b) *Office, industrial and multi-family residential developments:* Shall have parking space dimensions measuring a minimum of eight and one-half (8 1/2) feet by eighteen (18) feet. The depth of the parking space may be adjusted, as approved by the Planning and Development Department and consistent with parking area dimension policies, for angled parking.

- (c) *Tandem parking is permitted for multi-family development:* Tandem parking spaces shall have dimensions measuring a minimum of nine and one-half (9 1/2) feet by eighteen (18) feet for each parking space, except for accessible spaces.
- (2) A minimum of one and one-half (1 1/2) foot setback from any interior wall or column shall be provided, if required by the Planning and Development Department, to ensure proper maneuverability.
- (3) Parking garages serving a mixture of retail or assembly uses or restaurants and other uses shall have a clearly designated area on the site plan for the 9 1/2 X 18 foot spaces.
- (4) The lengths of all parking stalls shall be double striped with a minimum of twelve (12) inches between the striping. Said striping need not extend the minimum width of the stall, as specified in item a.(1) above.
- (5) Maneuvering aisles for two-way traffic shall be a minimum of twenty-four (24) feet in width, except as provided in 702.B.2.b.(5) below. Aisle widths may be adjusted, as approved by the Planning and Development Department and consistent with parking area dimension policies for angled parking and/or one-way traffic.
- (6) Retail, assembly uses or restaurant establishments that do not exceed ten percent (10%) of the gross floor area of a development in the Light Industrial (A-1), Industrial District (A-2), and Commerce Park Zoning Districts are not subject to the above parking provisions.
- b. *Surface parking:*
- (1) Parking space dimensions.
- (a) *Commercial retail, assembly uses and restaurant establishments:* Parking spaces located in surface parking lots that are single striped shall have dimensions measuring a minimum of nine and one-half (9 1/2) feet by eighteen (18) feet. If the entire surface parking lot is double striped, fifty percent (50%) of the spaces provided in the lot must be nine and one-half (9 1/2) feet by eighteen (18) feet wide, while the remainder of the spaces may be a minimum of nine (9) feet wide. the depth of the parking space may be adjusted, as approved by the Planning and Development Department and in compliance with parking area dimension policies, for angled parking.
- (b) *Office, industrial and multi-family residential developments:* Shall have parking space dimensions measuring a minimum of eight and one-half (8 1/2) feet by eighteen (18) feet. The depth of the parking space may be adjusted, as approved by the Planning and Development Department and consistent with parking area dimension policies, for angled parking.
- (c) *Tandem parking is permitted for multi-family development.* Tandem parking spaces shall have dimensions measuring a minimum of nine and one-half (9 1/2) feet by eighteen (18) feet for each parking space, Except for accessible spaces.

- (2) Surface parking serving a mixture of retail or assembly uses or restaurants and other uses shall have a clearly designated area on the site plan for the spaces that comply with the requirements outlined in item b.(1) above.
- (3) All double striped spaces shall have a minimum of twelve (12) inches between the striping. Said striping need not extend the minimum width of the stall, as specified in item b.(1) above.
- (4) Retail or restaurant uses, including outdoor areas reserved for such uses, that do not exceed ten percent (10%) of the gross floor area of a development in the Light Industrial (A-1), Industrial District (A-2), and Commerce Park Zoning Districts are not subject to the above parking provisions.
- (5) The combined depth of the parking space and the aisle width shall equal sixty-two (62) feet for a double loaded aisle and forty-three (43) feet for a single loaded aisle.

c. *Compact parking.*

- (1) May only be used for spaces in excess of required parking spaces and shall be located in the lowest use areas of the site. The minimum dimensions are eight (8) feet by sixteen (16) feet.
- (2) Multi-family projects may use compact space dimensions for no more than 10% of required parking spaces. If garages are provided for dwelling units, one compact space may be allowed for each garage unit up to a maximum of 30% of required parking.

d. *Single family residential.*

- (1) Tandem parking is permitted for single-family. Surface tandem parking spaces shall have dimensions measuring a minimum of nine and one-half (9 1/2) feet by eighteen (18) feet for each parking space.
- (2) Individual garages for residential uses shall have unencumbered parking space dimensions measuring a minimum of nine and one-half (9 1/2) feet by nineteen (19) feet.

3. **Dustproofing and paving.**

- a. All parking and maneuvering areas within the front yard and side yards adjoining a primary residential structure shall be maintained in a dustproofed condition. If more than the above prescribed area of the front yard is surfaced with a similar dustproof material, the parking and maneuvering area within the front yard and side yards adjoining the primary structure shall be delineated with a permanent border.
- b. All parking and maneuvering areas on a residential lot, except single-family or duplex residential, shall have dustproof paving.
- c. All parking and maneuvering areas on a non-residential lot shall have dustproof paving. This includes areas of a lot used to store pneumatically tired vehicles and lots for used cars.

- d. Dustproof paving or surfacing shall be provided on any such lots by April 20, 1999 or the effective date of the original City Zoning. The Zoning Administrator may approve an alternate schedule if there are extenuating circumstances.
4. **Control.** Control shall be established to prevent vehicles from leaving parking and maneuvering areas except through necessary driveway openings and shall be provided on the property in the following manner:
- a. Parking or maneuvering areas which abut a property line shall have a solid masonry wall or a minimum six (6) inch high curb installed and located so that no part of a vehicle shall extend over or beyond the property line.
 - b. Parking or maneuvering areas which do not abut a property line and which are not bounded by a fence, wall, building, or established landscaping plot shall be bounded by curbing.
 - c. Solid curbing shall be installed, if required for drainage control by the City Engineer.
5. **Lighting.** Any lights used to illuminate said parking place shall be so arranged as to reflect the light away from adjoining lots in residential districts.
6. **Queuing lanes.** Queuing lanes for drive-through facilities shall be provided on site and shall not be located within the required front or street side yards. Queuing lanes shall be in addition to required off street parking and shall be designed so as not to interfere with the operation of driveways and maneuvering areas for off street parking areas. Queuing lanes shall be provided as follows:
- a. *Banks, savings and loan establishments, and other similar financial institutions:* Minimum of one hundred fifty (150) linear feet of queuing space for the first bay plus one hundred (100) linear feet of queuing space per additional bay. Queuing lengths shall be a linear measurement from the point of service.
 - b. *Drive-in theaters:* Queuing space in a number of linear feet which equals two (2) times the number, of viewing stalls located within the theater.
 - c. *Drive-through facilities for restaurants:* One hundred fifty (150) linear feet of queuing space per pick-up window. queuing lengths shall be a linear measurement for the point of service.
 - d. All other drive-through facilities not addressed shall have a minimum of one hundred (100) linear feet of queuing space per bay or pick-up window. Queuing lengths shall be a linear measurement from the point of service.
 - e. Facilities providing multiple bays or points of service shall provide a minimum of two (2) approach lanes.
7. **Screening.**
- a. *Residential districts.* Screening of parking is required in residential districts when the lot serves any use, except single-family units or a multi-family project of less than sixteen (16) units. A screen consisting of a solid wall or landscaping shall be required, detailed as follows:

(1) Along that portion of the perimeter of the parking area bounding or within side or rear yards, the wall shall not be less than four (4) feet nor more than six (6) feet in height. Landscaping, when matured, shall be a minimum of four (4) feet in height and shall be maintained in a living condition.

(2) Along that portion of the perimeter of the parking area bounding or within a front yard, the wall shall be three (3) feet in height. Landscaping shall, when matured, be a minimum of three (3) feet in height and shall be maintained in a living condition.

(3) All landscaping or wall construction adjacent to driveway entrances is not to exceed three (3) feet in height within a triangle measuring ten (10) feet in depth from the property line tapering to the property line twenty (20) feet on either side of the driveway. All landscaping and wall construction shall comply with the vision obscurement requirement of the Phoenix City Code.

(4) All required walls and landscaping shall be maintained in a neat and orderly condition.

(5) Landscaping as required in this Section shall provide at least continuous evergreen (broad leaf or conifer) shrubs or hedges in a planting area which shall be a minimum of three (3) feet in width.

b. *Non-residential districts.* Screening of the parking area is required in nonresidential districts, when the following conditions exist: The lot serves any use, except single-family units or a multi-family project of less than sixteen (16) units, and the lot adjoins a residential zoning district or is separated from a residential district by an alley, locale or collector street. A screen consisting of a solid wall or landscaping shall be required along the portions of the parking lot and drives which adjoin or are across the street or alley from the residential zoning district, detailed as follows:

(1) Along that portion of the perimeter of the parking area bounding or within interior, side or rear yards, the wall shall not be less than [than] four (4) feet nor more than six (6) feet in height. Landscaping, when matured, shall be a minimum of four (4) feet in height and shall be maintained in a living condition.

(2) Along that portion of the perimeter of the parking area bounding or within a street side or front yard, the wall shall be three (3) feet in height. Landscaping shall, when matured, be a minimum of three (3) feet in height and shall be maintained in a living condition.

(3) All landscaping or wall construction adjacent to driveway entrances is not to exceed three (3) feet in height within a triangle measuring ten (10) feet in depth from the property line tapering to the property line twenty (20) feet on either side of me [the] driveway. All landscaping and wall construction shall comply with the vision obscurement requirement of the Phoenix City Code.

(4) All required walls and landscaping shall be maintained in a neat and orderly condition.

(5) Landscaping as required in this section shall provide at least continuous evergreen (broad leaf or conifer) shrubs or hedges in a planting area which shall be a minimum of three (3) feet in width.

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
Art Gallery	1 space per 300 sq. ft.
Art Studio	1 space per 500 sq. ft. or 1 per 1.5 employees
Basketball and Volleyball Courts	9 spaces per court, 6 spaces per half-court
Batting Cages	1 space per 60 s.f. of batting area (area where batter is standing)
Billiard Parlors	1.5 spaces per table (3 feet around pool tables will not be counted for parking in bars & lounges)
Car Wash, Automated	1 space per 3 non-office employees and 1 space per 300 s.f. of office and sales area and 2 space per 24 feet of wash bay
Churches, Synagogues, Temples, or Other Places of Worship (See Public Assembly—General, for public event facilities)	1 space per 3 seats or 1 space per 58 lineal inches of pew space
Community Residence Center, Nursing Home, Specialized Treatment Facility, Structured Sober Living Home (with more than ten residents), and Hospice	1 space per 2 resident/patient beds
Convention/Conference Centers	1 space per 100 sq. ft.
Court Rooms, Detention Facilities	1 space per 60 s.f. of hearing rooms or 1 space per 90 lineal inches of pew space and 1 space per 300 s.f. office area and 1 space per 3 employees in jail area and 1 space per 5 beds
Day Care Center (Adult and Child Care)	1 space per 300 s.f. of floor area (20% reduction allowed for storage, restrooms, etc).
Dormitories, Fraternity and Sorority Houses	1 space per 1 dwelling unit and 1 space for each 2 guest rooms
Dwelling Unit, Multi-family	Total required parking 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

Type of Land Use	Parking Requirements
	<p>space per unit of less than 600 square feet regardless of number of bedrooms</p> <p>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.</p> <p>Exception for unreserved parking: where minimum 18-foot driveways are provided for individual units, .25 space per each unit.</p> <p>Unreserved parking shall be distributed throughout the site.</p> <p>Note: Any unreserved parking spaces required by this section may be counted toward the total required parking count.</p>
Dwelling Unit, Single-Family Attached	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
Dwelling Unit, Single-Family Detached	2 spaces per 1 dwelling unit
Field Sports i.e. Softball, Soccer, Football	15 spaces per field
Fire Station	1 space for each 3 employees for the two largest shifts
Fitness Center/Family Activity Center	1 space per 150 s.f. floor area
Furniture Store	1 space per 400 s.f. floor area
Go Cart Tracks	2 spaces per cart and 1 space per 60 s.f. floor area
Golf Course	<p>2 spaces per hole and (60/tee time spacing (in minutes)) spaces and 2 spaces per designated station on the driving range tee area and 1 space per 50 square feet of dining area (indoor and outdoor combined) and 1 space per 300 s.f. of retail sales area and 1 space per golf course facility staff and 1 space per 500 s.f. putting and chipping green</p>
	For golf course facilities located adjacent to or within a resort to and from which the golf course facility provides free motorized transportation (e.g. golf cart), the 'course' golfer,

Type of Land Use	Parking Requirements	
	range user, diner and customer parking requirements stated above will be reduced by 30%.	
Group Home or Boarding House	1 space per 2 resident beds	
Hospital	1 space per 3 employees, including nurses not domiciled on the property and 1 space per resident doctor and 1 space per 2 patient beds	
Industrial Plants, Manufacturing, Wholesale, including but not limited to warehouses and storage buildings and yards, public utility buildings, contractor equipment and lumber yards, business service establishments, such as blueprinting, printing and engraving, soft drink bottling establishments and fabricating plants	Specified industrial use: 1 space per 1.5 warehouse or production workers. If the facility runs more than one shift a day, employee count will be based on the two largest shifts and 1 space per 300 s.f. of administration office.	
	Unspecified Industrial Use (Shell Building):	
	Gross Floor Area	Parking Ratio
	0 to 150,000 sq. ft.	1 space per 1,000 sq. ft.
	150,001 to 500,000 sq. ft.	1 space per 2,000 sq. ft.
	500,001 and greater sq. ft.	1 space per 2,500 sq. ft.
	Office square footage that is incidental to the industrial operation, e.g. manager's office, will be calculated based on the industrial ratio. Office square footage that is the administrative or research component of an industrially based business will use the office ratio.	
Libraries	1 space per 190 s.f. gross floor area and 1 space per 3 employees	
Medical Offices: Doctor, Dentist, Clinics, Centers	1 space per 200 s.f. gross floor area between exterior walls	

Type of Land Use	Parking Requirements	
Mini-Warehouses	1 space for each 35 storage units (storage stalls or lockers) and 2 spaces for manager's apartment	
Miniature Golf Courses	1.5 spaces for each hole and 1 space per 60 s.f. of game room area	
Mixed Use Project	Sum of the requirements of the various uses computed separately. The parking spaces for one use shall not provide required parking for another use except through use of the shared parking model.	
Mobile Home Development	2 spaces per 1 dwelling unit	
Motels, Hotels, Resort Hotels	1 space per 1 dwelling unit or rooming unit (each curbside parking space shall be 8 feet 6 inches wide by 23 feet long)	
Movie Theaters	1 space per 3.5 seats	
Office Building(s) with less than 50,000 s.f. of gross building area	1 space per 300 s.f. floor area	
Office Building(s) or Centers with 50,000 s.f. or greater of gross building area	Square feet of tenant leasable area (TLA)	Spaces per 1,000 square feet of TLA
	50,000 to 250,000	3.5
	250,001 to 600,000	3.2
	600,001 to 1,000,000	2.8
	Over 1,000,000	2.7
Public Assembly—Active Recreational	Requires parking study	
Public Assembly—Entertainment	1 space per 50 s.f. exclusive of kitchen, rest rooms, storage, etc.	
Public Assembly—General	1 space per 60 sq. ft.	
Public Assembly—Spectator	1 space per 4 seats and 1 space per 60 s.f. of area in public assembly	
Public Museum	1 space per 60 sq ft of public area, 1 space per 300 sq. ft. for retail and office	

Type of Land Use	Parking Requirements		
Racquetball/Handball Courts	3 spaces for each court.		
Recreational Vehicle Park	1.1 spaces for each recreational vehicle space		
Resort	Requires parking study or is based on previously approved parking interpretation for a like use		
Restaurants, Bars, Taverns, Night Clubs, or Similar Drinking Establishments	<p>1 space per 50 s.f. (including outside dining/sales) exclusive of kitchen, rest rooms, storage, etc.</p> <p>1 space per 200 s.f. of outdoor recreational areas. Landscape planters with trees and shrubs, ingress/egress pathways and retention areas will not be counted as outdoor recreational areas.</p>		
Retail Establishments including those not specified with less than 50,000 sq. ft. of gross building area	1 space per 300 s.f. floor area		
Retail Establishments or Centers with 50,000 sq. ft. or greater of gross building area—(Large scale commercial retail developments not included)	Square feet of tenant leasable area (including outside dining/sales)	Spaces per 1,000 square feet of TLA	Gross assembly without surcharge
	50,000 to 350,000 sq. ft.	4	20%
	Greater than 350,000 sq. ft.	4.5	20%
	Centers with more than 20% of area in public assembly uses will be assessed a parking surcharge based on actual tenant use for the portion in excess of 20%. Gross, not net, public assembly is used in these calculations. Parking for theaters, hotels, schools, and medical offices is calculated separately from the rest of the center. This requirement will apply to any tenant improvements.		
Schools, Including Academies, Colleges, Universities, Elementary Schools, Junior High Schools, High Schools, Prep Schools and All Other Similar Institutions of Learning	1 space per 3 employees including administrators, teachers, and building maintenance personnel and 1 space per 5 high school, college, or university students, predicated on the designed capacity of the physical plant.		

Type of Land Use	Parking Requirements
Schools, Beauty and Vocational	1 space per 60 s.f. of classroom area and 1 space per 300 s.f. of administration
Service Stations	2 spaces per service bay (pump islands not considered bays; standing areas at a pump islands and interior circulation areas shall not be counted as parking areas).
Skate Board Tracks	1 space per 400 s.f. of track area on a concrete surface open to the public and space for other mixed uses as detailed in this table
Structured Sober Living Home (with six to ten residents)	4 spaces per 1 dwelling unit, 2 of which may be located within the required front yard setback
Swap Meet	1 space per 300 sq. ft. of office and 1 space per leasable vender space.
Swimming Pools/Spas	1 space per 60 s.f. of deck area
Tanning, Health and Beauty Salon	1 space per 300 s.f. office/waiting area and 1 space per service station/area
Television Stations	1 space per 3 employees in studio areas and 1 space per 300 s.f. of office and sales area
Tennis Courts	3 spaces for each court
Vehicle Sales: Recreational, Mobile Home Displays, New and Used Car Agencies, Marine Sales, and Other Businesses Selling Motorized and Non-Motorized Land or Marine Vehicles or Mobile Living and/or Transporting Units	1 space per 300 s.f. office and covered sales area and 1 space per 10,000 square feet of outdoor display or portion thereof and 1 space per 10,000 square feet thereafter and 1 space per 3 employees and 1 space for each service bay
Veterinary Offices	1 space per 200 s.f. gross floor area, excluding indoor and outdoor kennel areas.

D. Parking Requirements For Large Scale Commercial Retail Developments.

1. A minimum of 4 spaces per 1,000 square feet of tenant leasable area and a maximum of 5 spaces per 1,000 square feet of tenant leasable area (not including public assembly, theaters, hotels, schools, medical, restaurants and veterinary offices). Parking may be increased above the maximum allowable number of spaces by including one or more of the following options listed below:

Incentive Options:

- a. *Provide additional 100 lineal feet of landscaped pedestrian walkway through parking areas in one or more locations:* Twenty (20) spaces.
- b. *Provide enhanced landscaping within customer parking areas beyond required minimum:* Four (4) spaces for each fifty (50) square feet of additional landscaped area.
- c. *Provide shaded bus shelter that is architecturally integrated with the design of the primary structure and as approved by the public transit department:* Twenty-five (25) spaces.
- d. *Provide covered customer parking:* Ten (10) spaces for each covered space.
- e. *Provide parking structure:* Fifty (50) spaces for each one (1) space provided in a parking structure. Said parking structure shall be a maximum of forty-eight (48) feet high and subject to a use permit as provided in Section [307](#).
- f. *Improved outdoor public areas (plazas, courtyards, etc.), located adjacent to and integrated with the main pedestrian circulation:* Four (4) spaces for every fifty (50) square feet with seating.
- g. *Permanent public art detached from the building and developed by a commercial artist that occupies a minimum of ten (10) cubic feet:* Ten (10) spaces.
- h. *A freestanding or attached architectural tower of a minimum twenty-five (25) feet high (no tenant signage permitted):* Ten (10) spaces per tower.
- i. *A freestanding or attached clock of a minimum twenty-five (25) feet high (no tenant signage permitted):* Fifty (50) spaces.

E. Modifications to Parking Requirements.

1. **Parking management study.** The purpose of a parking management study is to ensure that required site parking is available within reasonable walking distances, i.e., the walking distance from a required parking stall is less than 600 feet as the pedestrian travels to the curb directly in front of a business or mall entrance or the curb of the plaza or courtyard directly in front of the business or mall entrance.
 - a. A parking management study may be required when one of the following conditions exists on the same site:
 - (1) A retail center or mixed use project has more than 100,000 square feet of public assembly uses, including movies theaters, concentrated in the same general location.
 - (2) A retail user of 100,000 square feet is located within 200 feet of a public assembly user of 50,000 square feet, including movie theaters.
 - b. A final parking management study must be approved as part of the site plan review. It may include parking structures, site layout, use of shuttle system, valet service, or other techniques approved by the

Planning and Development Department to make all required parking functional. The Planning and Development Director or his designee is authorized to approve parking management studies.

c. The parking management study may designate an area for employee parking if it is designed and sectioned off in such a way that it functions as a separate lot. The employee parking spaces shall use the minimum size dimensions for office/industrial spaces.

2. **Shared parking model.** The shared parking model can be used as a basis for predicting the parking demand for a particular mix of uses on a site as an alternative to the parking requirements table. The model is a demand matrix and accompanying documentation and is available from the Planning and Development Department. The model assumes that every separate use will need the full amount of parking that is called for in the parking requirements at some point during the day (called the "peak" period for that use). Where different uses need parking at different times of the day, there is an opportunity for them to share parking. The total number of parking spaces needed to serve a mixed use site (the parking demand) may be significantly less than the number of stalls that would have to be built if each of the uses had to provide parking on its own.

The standard shared parking model, developed and administered by the Planning and Development Department, is a tool for estimating the parking demand for a specific mix of uses. The demand curves represent the parking needed for an average, typical use, based on studies and observations. The curves are represented in a table showing the percent of the parking requirement needed by hour of day for each use. Modifications to the standard model can be proposed based on more detailed information on specific center uses as specified below. The Planning and Development Director or his designee may periodically modify the shared parking model to improve it as a predictor of parking demand based on national or local research, including site observations.

- a. A retail, office, or mixed use center may use the shared parking model when:
 - (1) The gross floor area is at least 25,000 square feet; and
 - (2) The mix of businesses have compatible operating hours in terms of shared parking.
- b. The shared parking model analysis must be performed, and the report must be sealed, by a professional civil engineer who has extensive experience with traffic and parking issues in private development when one of the following conditions exists:
 - (1) If the project, or any site or tenant improvement, warrants a traffic study, or
 - (2) If modifications to the standard demand matrix are proposed.
- c. A reduction in parking of up to fifteen percent (15%) based on the shared parking model may be granted by the Planning and Development Department Traffic Engineer. Parking reductions greater than fifteen percent (15%) and based on the model must obtain a use permit in accordance with the standards and procedures of Section [307](#).
- d. Properties or businesses approved to share parking must be approved under a combined site plan.

- e. An applicant may petition the Planning and Development Traffic Engineer for review of parking situations which do not correlate with one of the standard uses in the model.
 - f. In addition to shared parking situations, the following items may be considered and counted toward parking reductions within the shared parking model:
 - (1) Transit service available within one-quarter mile of the site with rush hour frequencies of thirty (30) minutes or less.
 - (2) The area fits the criteria for a level 2 pedestrian area as outlined in the Maricopa Association of Governments' Pedestrian Area Policies and Design Guidelines.
 - (3) The business participates in a transportation management association that sponsors trip reduction programs.
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](#))
 - b. *Warehouse District:* No parking required. (Section [645](#))
 - c. *Urban Residential District.* (Section [642](#))
 - d. *Interim Transit-Oriented Zoning District One (TOD-1).* (Section [662](#))
 - e. *Interim Transit-Oriented Zoning District Two (TOD-2).* (Section [663](#))
4. **Reductions for buildings higher than four stories.** The Zoning Administrator or Board of Adjustment may grant a request to reduce the otherwise applicable parking requirements for buildings in excess of four (4) stories or forty-eight (48) feet in height through a use permit in accordance with the standards and procedures of Section [307](#) upon a showing by the applicant that:
- a. Because of the nature of the existing or proposed use or the existence of pedestrian, mass transit, or service trips, adherence to applicable parking requirements is not necessary; and
 - b. The reduced parking will accommodate vehicular traffic without increasing traffic and on street parking of vehicles in adjacent neighborhoods.
5. **Reductions in village cores.** The Zoning Administrator or Board of Adjustment may grant a request to reduce the otherwise applicable parking requirements for uses in village cores, as shown on the current general plan for Phoenix as adopted by the City Council, through a use permit upon the applicant showing that:
- a. Adherence to applicable parking standards is not necessary and will result in excess parking spaces because:

- (1) The mixture of existing or probable uses will generate a high proportion of multiple destination vehicular trips, or
 - (2) There will be a high level of pedestrian, carpool, and public transit traffic;
 - b. The site has been designed to accommodate pedestrians, carpools, transit riders, and transit system features, e.g. stops; and
 - c. The reduction of parking will accommodate vehicular traffic and parking needs without increasing traffic and parking within adjacent residential areas.
6. **Special needs populations.** The Zoning Administrator or Board of Adjustment may grant a use permit in accordance with the standards and procedures of Section [307](#) to reduce the otherwise applicable parking requirements for housing which serves households with special needs, such as but not limited to the disabled and elderly, when it can be shown there is less demand for parking or alternative sources of transportation are available.
7. **Parking reduction for recycling containers.** Commercial and multi-family developments may reduce the number of required parking spaces when recycling containers are provided on-site in accordance with the following provisions:
- a. Existing developments may convert a maximum of one (1) required parking space to install a recycling container.
 - b. New development on sites less than two (2) acres may reduce the number of required parking spaces by a maximum of one (1) space to install recycling containers on-site.
 - c. New developments on sites larger than two (2) acres may reduce the number of required parking spaces to allow recycling containers to be placed on site by securing an administrative use permit in accordance with the standards and procedures of Section [307](#).
8. **Adaptive reuse.** The purpose of these standards is to allow eligible properties to reduce the amount of required off-street parking. This practice will encourage re-investment in established neighborhoods, promote neighborhood preservation, revitalize neighborhoods and endorse sustainability.
- a. *Criteria for eligibility:* To be eligible for an off-street parking reduction from the requirements of Section [702](#), the following criteria must be met:
 - (1) The building shall be a minimum of twenty-five (25) years of age; and
 - (2) The project shall be a non-residential use or a mix of residential with non-residential within the same building; and
 - (3) The size of the building shall not exceed five thousand (5,000) gross square feet including any proposed additions. No proposed additions may exceed fifty percent (50%) of the existing building.

b. *Required parking:* The required parking for any use shall be on the same lot as the use, except for the following provisions:

- (1) The off-site parking area is located within one thousand three hundred twenty feet (1,320') of the use measured in a direct line from the building; and
- (2) The use of the off-site parking area is exclusively for the subject use and does not reduce parking for any other use below that required by this section; and
- (3) The off-site parking area must be used in conjunction with a recorded, non-cancelable lease, renewable in a minimum of five (5) year increments. A copy of the executed and recorded lease shall be provided to the Planning and Development Traffic Engineer. The lease must remain permanently in effect to satisfy the parking requirements of this section or another such lease shall be obtained and provided to the Planning and Development Traffic Engineer.

c. *Parking reduction:* There shall not be less than two (2) on-site parking spaces provided, unless no on-site parking is required by Zoning Ordinance.

- (1) If the subject parcel is within one thousand three hundred twenty feet (1,320') of a public parking lot or garage, any parking spaces in excess of those already dedicated or designated toward other uses may be counted for up to fifty percent (50%) of required parking; or
- (2) If the subject parcel is within one thousand three hundred twenty feet (1,320') of a light rail station, a maximum reduction of fifty percent (50%) of required parking is permitted; or
- (3) If the subject parcel is within one thousand three hundred twenty feet (1,320') of a city owned park and ride facility, a maximum reduction of fifty percent (50%) of required parking is permitted; or
- (4) If the use is an outdoor dining area accessory to a restaurant, outdoor dining areas up to a maximum of five hundred (500) square feet and not exceeding twenty five percent (25%) of the primary building's ground level gross floor area, shall not be subject to additional required parking.

d. *Parking lot landscaping:* New parking areas with ten (10) or less spaces shall not be subject to required parking lot landscape standards.

e. *Tandem parking:* Tandem parking may be used for employee parking and may account for up to twenty percent (20%) of the required parking. Tandem parking spaces shall have dimensions measuring a minimum of nine and one-half (9 1/2') feet by eighteen (18') feet for each parking space. Tandem parking spaces shall be signed for employee use only.

f. *Accessible parking:* All Zoning Ordinance requirements for accessible parking shall apply.

9. **Reductions for infill development district.**

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.

- b. *Off-site parking.* Off-site parking not within the right-of-way may account for up to a maximum of 50 percent of the required parking with a use permit and meeting the following conditions:
- (1) The use is within 1,320 feet of a parking lot or garage to be used by patrons of the subject parcel. This shall be measured from the closest points from the parking area to the main entrance.
 - (2) The owner of the subject parcel must provide an executed lease in a minimum five-year increment to the City demonstrating the right to use the off-site parking spaces, which spaces shall not have been counted for use by others, unless a shared parking model is approved for the site.
 - (3) The lease must be renewable in a minimum of five-year increments. If at any time the lease is no longer in effect, the owner of the subject parcel shall notify the City in writing within 30 calendar days of this condition and provide the City a replacement executed lease for the required spaces. A copy of the executed recorded lease shall be provided by the applicant to the Planning and Development Department Traffic Engineer. If at any time a lease for necessary off-site parking is no longer in effect, it shall be considered a violation of the approved use permit.
 - (4) The off-site parking area must be identified for use by patrons of the subject parcel and shall not eliminate required parking for any other use if on private property.
 - (5) The use permit for infill development parking reductions may be revoked if any of the use permit stipulations are violated including the failure to obtain an executed lease.
 - (6) Additional bicycle parking may be required as a condition of use permit approval.
- c. Use Permit Notice Procedure for Infill 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](#)):
- (1) A Neighborhood Traffic Notification Zone (NTNZ) as determined by the Street Transportation Department.
 - (2) The applicant for the use permit shall send, by first class mail, a notice of the date, time and place of the use permit zoning adjustment hearing to all property owners within the NTNZ. The notice shall also include an invitation to a meeting to discuss the proposal, and shall include a short description of the request.
 - (3) The following shall be provided to the City at least seven days prior to the zoning adjustment hearing:
 - (a) A written summary of the meeting or meetings.
 - (b) A map showing all leased off-site parking areas, number of spaces and locations of signs shall be placed on site to clearly show the location and address of the off-site parking areas, together with executed leases for such spaces.

(c) A written summary of how parking needs will be met and on-site management procedures to minimize impacts to surrounding residentially zoned properties. If valet parking is proposed, a copy of the valet parking plan that has preliminary approval by the Planning and Development Department's Traffic Engineer.

(d) A copy of a shared parking agreement as defined in this section, if applicable.

F. Special Parking Standards.

1. Residential lots.

a. Required parking spaces for single-family and duplex residential uses may not be located in the required front yard.

b. Spaces in excess of those required for single family and duplex residential uses may be located in the required front yard. However, all parking and maneuvering areas within the required front yard shall not exceed forty-five percent (45%) of:

(1) The area of the required front yard, or

(2) An area equal to the required front yard setback times the average lot width when the adjoining side property lines are not parallel. Notwithstanding the above requirements, the parking and maneuvering area shall not be required to be less than:

(a) Eighteen (18) feet in width, or

(b) The cumulative width of all front facing garage doors or carports plus three (3) feet, whichever is greater.

c. Buses shall not be parked in the front yard of any residential district. A bus is any commercially licensed motor vehicle designed for carrying more than fifteen (15) passengers and used for the transportation of persons as well as any motor vehicle, other than a taxicab, designed for the transportation of persons for compensation.

d. Mobile homes shall not be parked in any residential district except as provided in Section 647.A.2.1.

e. No semi-trailer or tractor; no commercial vehicle with a gross vehicle weight rating of more than 15,000 pounds as established by the manufacturer; and not more than one commercial vehicle with a gross vehicle weight rating of 15,000 pounds or less, as established by the manufacturer shall be parked on a lot in any residential district other than in conjunction with uses permitted in Sections [603](#) and [604](#).

f. Vacant lots or open land areas in any residential district may not be used as an area for the parking of customer and employee passenger vehicles.

2. Temporary parking for professional sports arenas. Temporary parking for professional sports arenas/stadiums, is permitted for non-residential uses in residential districts subject to obtaining a use permit,

in accordance with the standards and procedures of Section [307](#) provided that all of the following conditions are met:

- a. The subject parcel must have its primary driveway on an arterial street. Ingress and egress to the site during the time period the temporary use is functioning is restricted to arterial street driveways.
- b. Parking may be permitted for no more than one hundred (100) days during the calendar year.
- c. A use permit must be obtained for each of the first two (2) years. In the third and consecutive, subsequent years, no use permit approval shall be required to continue the temporary parking permitted by the use permit upon complying with the following:
 - (1) Payment of the application fee set forth in the City Code;
 - (2) Upon a finding by the Zoning Administrator that the temporary parking has not been detrimental to persons residing or working in the vicinity, to adjacent property or to the neighborhood;
 - (3) No sign be displayed or solicitation shall occur off the applicant's property; and
 - (4) The property is appropriately dustproofed.

3. **Temporary parking for civic events.** Temporary parking for civic events is permitted in all districts except residential uses located in a designated Historic Residential District subject to obtaining a use permit, in accordance with the standards and procedures of Section [307](#) provided that all of the following conditions are met:

- a. Parking may be permitted for no more than two (2) events within one (1) calendar year, provided that the duration of the event(s) does not exceed a total of twenty-one (21) days.
- b. Such parking shall be restricted to attendees of said civic event.
- c. The Zoning Administrator may make stipulations regarding the area devoted to parking, location, points of access, dustproofing, duration of use, hours of operation, screening, number of vehicles, time limits, and other appropriate matters as a condition of use permit approval.
- d. No use permit approval shall be required for temporary parking for a civic event on any property which within the previous two years has received use permit approval from the Zoning Administrator or Board of Adjustment and after complying with the following:
 - (1) Payment of the application fee set forth in the City Code;
 - (2) Upon a finding by the Zoning Administrator, or his duly authorized representative, that the temporary parking has not been detrimental to persons residing or working in the vicinity, to adjacent property or to the neighborhood;
 - (3) No sign be displayed or solicitation shall occur off each applicant's property; and
 - (4) The property shall be appropriately dustproofed.

G. Accessible Parking.

1. **Number of accessible parking spaces.** All off-street parking areas shall include reserved spaces for use by persons with disabilities according to the following requirements:

a. Health care facilities shall be provided in accordance with the following:

(1) *General health care facilities:* Parking to comply with Table 1.

(2) *Hospital outpatient facilities:* Not less than ten percent of the total parking spaces provided shall be accessible spaces.

(3) *Rehabilitation facility and outpatient physical therapy facilities:* Not less than 20 percent of total parking spaces provided to serve rehabilitation facilities specializing in treating conditions that affect mobility and outpatient physical therapy facilities shall be accessible spaces.

b. Multiple-family housing containing accessible or adaptable dwelling units shall be provided in accordance with the **U.S. Department of Housing and Urban Development Fair Housing Accessibility Guidelines** and as follows:

(1) Not less than two percent of all parking provided shall be accessible, including not less than two percent of any parking spaces assigned to individual apartment units and not less than two percent of all unassigned parking spaces.

(2) Where different types of parking are provided, such as uncovered parking, shade-covered parking, detached garages, carports or garages attached to apartment units, or garage structures, not less than two percent but not less than one of each different type of parking space shall be accessible.

(3) Where parking spaces are assigned to and designated for individual apartment units, the required accessible parking space shall be not less than 14'-2" in width and not less than 80" in unobstructed height. Assigned parking spaces are not required to be striped, signed or marked as accessible parking. Where parking spaces are not designated for individual apartment units, the required accessible parking shall comply with Section [702.G.1.c](#), for size, marking and signage.

(4) Where parking is provided and designated for common area amenities, not less than one such space shall be accessible and shall comply with Section [702.G.1.c](#) for size, marking and signage.

(5) Where parking is provided and designated for leasing offices, not less than one such space shall be accessible and shall comply with Section [702.F.1.c](#).

c. Uses not listed in Section [702.G.1.a](#) or b shall be provided in accordance with Table 1 which is based upon the total amount of unreserved parking spaces provided.

Table 1—Required Number of Accessible Parking Spaces

Total Parking in Lot	Required Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total
1,001 and over	20 plus 1 for each 100, or fraction thereof, over 1,000

2. **Size of accessible parking spaces.** A single accessible parking space shall be not less than 11 feet in width and shall have an adjacent access aisle not less than five feet in width. The length of accessible parking space and aisle shall not be less than 18 feet in length. Access aisles shall be permitted to be placed on either side of the parking space except for angled parking spaces which shall have access aisles located on the passenger side of the parking spaces. Two accessible parking spaces may share a single five-foot-wide access aisle.

Accessible Parking Dimensions

- a. *Width of stall:* Eleven feet.
- b. *Width of access aisle:* Five feet.
- c. *Length of stall:* Eighteen feet.
- d. *Overall width of a single space:* Sixteen feet.
- e. *Overall width of a double space:* Twenty-seven feet.

* Measurements taken for ninety-degree angle of parking

3. **Identification of accessible parking spaces.** All accessible parking spaces shall be prominently identified with an approved "Reserved Parking" sign and distinctive pavement markings in accordance with this Section. Each accessible parking space shall be outlined on all sides not adjacent to a curb and shall have the international wheel chair symbol displayed on the ground within each space. The access aisle shall be included within the outlined area and shall be marked with cross-hatching. The color scheme of the accessible parking space and access aisle shall distinctively contrast with that of the surrounding regular parking spaces.

Each accessible parking space shall be designated as reserved for the physically disabled by a standard regulatory sign printed in blue on a white background showing the international wheel chair symbol and the minimum verbiage of "Reserved Parking" and "Phoenix City Code." Accessible parking signs erected or replaced after October 1, 2001, shall be a minimum size of 12 inches wide by 24 inches high and shall have verbiage which states: "Reserved Parking For Vehicles Showing Disabled Insignia or License Plate Only" and "Phoenix City Code." Accessible parking signs shall be permanently mounted to an approved stationary post or wall located directly in front of each accessible parking space. The bottom of the sign shall be located not less than five feet and not more than six feet above the parking surface. Accessible parking signs shall be located and maintained to be clearly visible to any vehicle entering the parking space.

Exception: Where a total of four or fewer parking spaces, including accessible parking spaces, are provided on a site, identification of accessible parking spaces shall not be required. Accessible parking space dimensions shall be maintained and the access aisle shall still be provided.

4. **Location of accessible parking spaces.** Accessible parking spaces shall be located on the shortest possible accessible route of travel to the accessible building entrance. In facilities with multiple accessible building entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to each accessible entrance. Every parking access aisle shall lead directly to an accessible route of travel as set forth in the Phoenix Construction Code. Wherever practical, the accessible route of travel shall not cross lanes for vehicular traffic or pass behind parked vehicles. Where crossing vehicle traffic lanes is necessary, the route of travel shall be delineated as a crosswalk.

5. **Covered parking.** Where parking is provided in a parking garage or under shade canopies, the ratio of covered to uncovered accessible parking spaces shall not be less than the ratio of covered to uncovered non-accessible parking spaces. Where accessible parking spaces are provided within a parking garage or under a canopy, one in six or not less than one of the accessible spaces shall be designated for high-profile vehicles with a minimum headroom clearance of eight feet two inches provided in all parking, maneuvering and circulation areas serving such spaces. Except when all accessible spaces are high-profile spaces, special signage shall be provided to identify high-profile accessible parking spaces and to direct users to the location of both high profile and standard-height accessible parking spaces.

6. **Slope.** Accessible parking spaces and access aisles shall be located on a surface with a slope not exceeding one vertical foot in 48 horizontal feet in all directions.

7. **Existing parking lots.** Whenever a parking area built before April 3, 1991 does not have sufficient accessible parking spaces to comply with Section 702.F., existing non-accessible parking spaces may be

combined and converted to required accessible parking spaces and associated access aisles. The parking lot will be legally nonconforming if the total number of spaces drops below current ordinance requirements.

8. **Passenger loading zones.** Wherever a passenger loading zone is provided, at least one accessible vehicle pull-up space shall be provided for every continuous 100 linear feet of loading zone. The passenger loading zone space shall be a minimum of 96 inches wide and a minimum 20 feet long. The access aisles serving the loading zone space shall extend the length of the space and shall be a minimum 60 inches wide. The access aisles shall be marked so as to discourage parking in them.

B. Off Street Loading Spaces.

Editor's note—Ord. No. [G-5267](#), TA-8-08, § 1, adopted Nov. 5, 2008, effective Dec. 5, 2008, amended Section [702.A.](#) to add a new Section [702.B.](#) but did not include the renumbering of this existing Subsection B. The City is aware of the duplicate numbering of Subsection B. and is adopting a new ordinance to address the renumbering of this subsection.

1. **General provisions, requirements for space size.** Off-street loading spaces shall be not less than ten (10) feet in width and thirty (30) feet in length, exclusive of access aisles and maneuvering space.

2. **Off-street loading spaces required.** The following shall apply to all developments, except for single family developments and vehicular parking areas.

a. Commercial developments (excluding office) less than 60 feet in height and industrial developments, shall provide the following off-street loading spaces:

Table A:

Square Feet of Aggregate Gross Floor Area	Required Number of Spaces
0 sq. ft. up to and including 24,999 sq. ft.	0
25,000 sq. ft. up to and including 40,000 sq. ft.	1
40,001 sq. ft. up to and including 100,000 sq. ft.	2
100,001 sq. ft. up to and including 160,000 sq. ft.	3
160,001 sq. ft. up to and including 240,000 sq. ft.	4
240,001 sq. ft. up to and including 320,000 sq. ft.	5
320,001 sq. ft. up to and including 400,000 sq. ft.	6
400,001 sq. ft. up to and including 490,000 sq. ft.	7
For each additional 90,000 sq. ft.	1 additional space

- b. Office development less than 60 feet in height shall provide the following off-street loading spaces:

Table B:

Square Feet of Aggregate Gross Floor Area	Required Number of Spaces
0 sq. ft. up to and including 24,999 sq. ft.	0
25,000 sq. ft. up to and including 100,000 sq. ft.	1
100,001 sq. ft. up to and including 200,000 sq. ft.	2
For each additional 100,000 sq. ft.	1 additional space

- c. Multi-family residential development shall provide the following off-street loading spaces:

Table C:

Number of Residential Dwelling Units:	Number of Loading Spaces
0 to 25	0
26 to 150	1
For each additional 150 units	1 additional space

- d. Commercial or office developments (excluding multi-family) over 60 feet in height and all hotel or resort developments shall provide the following off-street loading spaces:

Table D:

Square Feet of Aggregate Gross Floor Area:	Required Number of Spaces
0 sq. ft. up to and including 24,999 sq. ft.	0
25,000 sq. ft. up to and including 100,000 sq. ft.	1
100,001 sq. ft. up to and including 240,000 sq. ft.	2

Table D:

Square Feet of Aggregate Gross Floor Area:	Required Number of Spaces
240,001 sq. ft. up to and including 400,000 sq. ft.	3
For each additional 120,000 sq. ft.	1 additional space

3. The off-street loading facilities required shall in all cases be on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off-street loading space be part of the area to satisfy the off-street parking requirements of this Ordinance.

4. Reserved. (Ord. No. G-3408, 1991; Ord. No. G-3465, 1991; Ord. No. G-3495, 1992; Ord. No. G-3663, 1993; Ord. No. G-3869, 1995; Ord. No. G-4039, 1997; Ord. No. G-4040, 1997; Ord. No. G-4078, 1998; Ord. No. G-4156, 1999; Ord. No. G-4157, 1999; Ord. No. G-4345, 2001; Ord. No. G-4532, 2003; Ord. No. G-4558, 2003; Ord. No. G-4759, 2005; Ord. No. G-4769, 2005; Ord. No. G-4857, 2007; Ord. No. G-5037, 2007; Ord. No. G-5267, 2008; Ord. No. G-5290, 2008; Ord. No. G-5380, 2009; Ord. No. G-5453, 2009; Ord. No. G-5499, 2010; Ord. No. G-5581, 2011; Ord. No. G-5585, 2011; Ord. No. G-5680, 2012; Ord. No. G-5875, 2013; Ord. No. G-5959, 2014; Ord. No. G-6304, 2017; Ord. No. G-6331, 2017; Ord. No. G-6451, 2018)

The Phoenix Zoning Ordinance is current through Ordinance G-6868, passed June 16, 2021.

Disclaimer: The City Clerk's Office has the official version of the Phoenix Zoning Ordinance. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

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Sec. 9.103. - Parking requirements.

- A. *General requirement.* Except as provided in Sections 9.103.B, 9.104, 9.107, and 9.108, and subsections therein, each use of land shall provide the number of parking spaces indicated for that use in Table 9.103.A. and Section 9.105.
- B. *Requirement in the Downtown Area.* Except as provided in Sections 9.104, 9.107, and 9.108, and subsections therein each use of land in the Downtown Area shall provide the number of parking spaces indicated for that use in Table 9.103.b. and Section 9.105. Those uses that are not specifically listed in Table 9.103.B. shall provide the number of parking spaces indicated for that use in Table 9.103.A.
- C. *Required bicycle parking.* Every principal and accessory use of land which is required to provide at least forty (40) vehicular parking spaces shall be required to provide bicycle parking spaces at a rate of one (1) bicycle parking space per every ten (10) required vehicular parking spaces; and after July 9, 2010, new development shall provide, at a minimum, two (2) bicycle parking spaces. No use shall be required to provide more than one hundred (100) bicycle parking spaces.
1. Subject to the approval of the Zoning Administrator, in the Downtown Area, bicycle parking spaces may be provided within a common location that is obvious and convenient for the bicyclist, does not encroach into adjacent pedestrian pathways or landscape areas, and the location shall be open to view for natural surveillance by pedestrians. Such common bicycle parking areas shall be subject to the approval of the Zoning Administrator.
- D. *Bicycle parking facilities design.* Required bicycle parking facilities shall, at a minimum, provide a stationary object to which the bicyclist can lock the bicycle frame and both wheels with a user provided U-shaped lock or cable and lock. The stationary object shall generally conform to the Design Standards & Policies Manual. The Zoning Administrator may approve alternative designs. Bicycle lockers and other high security bicycle parking facilities, if provided, may be granted parking credits pursuant to Section 9.104.C., Credit for bicycle parking facilities.
- E. *Calculating required parking for transportation facilities.* Required parking for park and ride lots and major transfer centers shall be determined by the Zoning Administrator. Subject to the Design Standards & Policies Manual and the following criteria:
1. Goals of the City with regard to transit ridership along the route on which the transportation facility is located.
 2. Distance from other transportation facilities with parking.
- F. *Fractions shall be rounded.*
1. When any calculation for the required parking results in a fraction of a parking space, the fraction shall be rounded up to the next greater whole number.
 2. When any calculation for the provided parking results in a fraction of a parking space, the fraction shall be rounded down to the next greater whole number.
 3. When any calculation of a Parking P-3 District credit, improvement district credit, or in-lieu parking credit results in a fraction of a credit, the fraction shall not be rounded.
- G. *Interpreting requirements for analogous uses.* The Zoning Administrator shall determine the number of spaces required for analogous uses. In making this determination, the Zoning Administrator shall consider the following:

1. The number of parking spaces required for a use listed in Table 9.103.A., or Table 9.103.B., that is similar to proposed use;
 2. An appropriate variable by which to calculate parking for the proposed use; for example, building square footage or number of employees;
 3. Parking data from the same use on a different site or from a similar use on a similar site;
 4. Parking data from professional publications such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI);
- H. *Additional requirements for company vehicles.* When parking spaces are used for the storage of vehicles or equipment used for delivery, service and repair, or other such use, such parking spaces shall be provided in addition to those otherwise required by this Zoning Ordinance. Before a building permit is issued the number of spaces to be used for vehicle storage shall be shown on the plans. Unless additional spaces are provided in excess of the required number of spaces, no vehicles in addition to that number shall be stored on the site.

Table 9.103.A. Schedule of Parking Requirements

Amusement parks	Three (3) spaces per hole for any miniature golf course, plus one (1) space per three thousand (3,000) square feet of outdoor active recreation space, plus any additional spaces required for ancillary uses such as but not limited to game centers and pool halls.
Arts festivals, seasonal	A. One (1) space for each two hundred (200) square feet of indoor public floor area, other than public restaurant space. B. Restaurant at seasonal arts festivals shall be provided parking in accordance with table 9.103.a.
Banks/financial institutions	One (1) space per two hundred fifty (250) square feet gross floor area.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	A. One (1) space per sixty (60) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.

Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	<p>A. One (1) space per eighty (80) square feet of gross floor area; and</p> <p>B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.</p>
Boardinghouses, lodging houses, and other such uses	One (1) parking space for each one (1) guest room or dwelling unit.
Bowling alleys	Four (4) parking spaces for each lane, plus two (2) parking spaces for any pool table, plus one (1) parking space for every five (5) audience seats.
Carwash	Four (4) spaces per bay or stall plus one (1) space per employee plus ten (10) stacking spaces.
Churches and places of worship	<p>A. With fixed seating. One (1) space per four (4) seats in main sanctuary, or auditorium, and c below; or</p> <p>B. Without fixed seating. One (1) space for each thirty (30) square feet of gross floor area in main sanctuary and c below.</p> <p>C. One (1) space per each three hundred (300) square feet gross floor area of classrooms and other meeting areas.</p>
Club/lodge, civic and social organizations	One (1) space per two hundred fifty (250) square feet gross floor area.
College/university	One (1) space per two (2) employees plus one (1) space per four (4) students, based on projected maximum enrollment.
Community or recreation buildings	One (1) parking space for each two hundred (200) square feet of gross floor area.

Conference and meeting facilities, or similar facilities	<p>A. One (1) parking space for every five (5) seats, if seats are fixed, and/or</p> <p>B. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area.</p>
Cultural institutions and museums	One (1) space per three hundred (300) square feet gross floor area.
Dance halls, skating rinks, and similar indoor recreational uses	One (1) parking space for each three hundred (300) square feet of gross floor area in the building.
Dance/music/and professional schools	One (1) space per two hundred (200) square feet of gross floor area classroom area.
Day care center	One (1) parking space for each employee; plus one (1) space for every fifteen (15) students, plus one (1) space for each company vehicle as per Section 9.103.H., additional requirements for company vehicles.
Dry cleaners	One (1) space per two hundred fifty (250) square feet gross floor area.
Dwellings, multiple-family	<p>Parking spaces per dwelling unit at the rate of:</p> <p>efficiency units 1.25</p> <p>one-bedroom 1.3</p> <p>two-bedrooms 1.7</p> <p>three (3) or more bedrooms 1.9</p> <p>Guest Parking:</p> <p>1 space per every 6 units. Guest spaces shall be located so they are easily accessed by guests, as determined by the Development Review Board.</p>
Dwellings, single- and two-family and townhouses	Two (2) spaces per unit.

Elementary schools	One (1) parking space for each classroom plus one (1) parking space for each two hundred (200) square feet of gross floor area in office areas.
Funeral homes and funeral services	A. One (1) parking space for every two (2) permanent seats provided in the main auditorium; and B. One (1) parking space for every thirty (30) square feet of gross floor area public assembly area.
Furniture, home improvement, and appliance stores	A. Uses up to fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet gross floor area; or B. Uses over fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet for the first fifteen thousand (15,000) square feet of gross floor area, and one (1) space per eight hundred (800) square feet area over the first fifteen thousand (15,000) square feet of gross floor area
Galleries	One (1) space per five hundred (500) square feet of gross floor area.
Game centers	One (1) space per one hundred (100) square feet gross floor area.
Gas station	Three (3) spaces per service bay and one (1) space per 250 square feet of accessory retail sales gross floor area. Each service bay counts for one (1) of the required parking spaces.
Golf course	One (1) parking space for each two hundred (200) square feet of gross floor area in any main building plus one (1) space for every two (2) practice tees in the driving range, plus four (4) parking spaces for each green in the playing area.

Grocery or supermarket	One (1) space per three hundred (300) square feet gross floor area.
Health or fitness studio, and indoor recreational uses	<p>A. Building area less than, or equal to, 3,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p> <p>B. Building area greater than 3,000 square feet of gross floor area, and less than 10,000 square feet of gross floor area: one space per 150 square feet of gross floor area.</p> <p>C. Building areas equal to, or greater than, 10,000 square feet of gross floor area, and less than 20,000 square feet of gross floor area: one space per 200 square feet of gross floor area.</p> <p>D. Building areas equal to, or greater than, 20,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p>
High schools	One (1) parking space for each employee plus one (1) space for every six (6) students, based on projected maximum enrollment.
Hospitals	One and one half (1.5) parking spaces for each one (1) bed.
Internalized community storage	One (1) parking space for each two thousand five hundred (2,500) square feet of gross floor area.
Library	One (1) space per three hundred (300) square feet gross floor area.
Live entertainment (not including bars, restaurants, and performing arts theaters)	<p>A. With fixed seating. One (1) parking space for two and one-half (2.5) seats.</p> <p>B. Without fixed seating. One (1) parking space for every sixty (60) square feet of gross floor area of an establishment that does not contain fixed seating.</p>

Manufactured home park	One and one-half parking spaces per manufactured home space.
Manufacturing and industrial uses	One (1) parking space for each five hundred (500) square feet of gross floor area.
Mixed-use commercial centers In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 250 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.	One (1) space per three hundred (300) square feet of gross floor area.
Mixed-use developments	A. With at least 20% of gross floor area non-residential, one space per 325 square feet of gross floor area of nonresidential area; otherwise as required in accordance with this table; plus B. Multiple-family residential uses shall be parked at the ratios of the dwellings, multiple-family in other districts requirements, herein.
Office, all other	One (1) space per three hundred (300) square feet gross floor area.
Offices (government, medical/dental and clinics)	One (1) space per two hundred fifty (250) square feet of gross floor area.
Offices (telemarketing bureaus and other contact centers)	One (1) space per two hundred (200) square feet gross floor area.
Parks	Three (3) parking spaces for each acre of park area.
Personal care services	One (1) space per two hundred fifty (250) square feet gross floor area.
Plant nurseries, building materials yards, equipment rental or sales yards and similar uses	One (1) parking space for each three hundred (300) square feet gross site area of sales and display area.

Pool hall	Two (2) spaces per pool table.
Postal station(s)	One (1) parking space for each two hundred (200) square feet of gross floor area.
Radio/TV/studio	One (1) space per five hundred (500) square feet gross floor area, plus one (1) space per company vehicle, as per Section 9.103.H., additional requirements for company vehicles.
Ranches	One (1) space per every two (2) horse stalls.
Residential health care facilities	<p>A. Specialized care facilities—0.7 parking space for each bed.</p> <p>B. Minimal care facilities—1.25 parking spaces for each dwelling unit.</p>
Restaurants with live entertainment	<p>A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded.</p> <p>C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per sixty (60) square feet of gross floor area, plus patio requirements above.</p>

Restaurants	<p>A. One (1) parking space per one hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) square gross feet of outdoor patio area is excluded.</p>
Retail	One (1) space per two hundred fifty (250) square feet of gross floor area.
Retail, in a PCoC zoning district without arterial street frontage	One (1) space per three hundred (300) square feet gross floor area.
Stables, commercial	Adequate parking for daily activities shall be provided as determined by the Zoning Administrator.
Swimming pool or natatorium	One (1) space per one thousand (1,000) square feet gross floor area.
Tennis clubs	<p>One (1) parking space per each two hundred (200) square feet of gross floor area, excluding court area, plus three (3) parking spaces per each court.</p> <p>The property owner shall provide additional parking spaces as necessary for tournaments, shows or special events.</p>
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in PNC, PCC, PCP, PRC, or PUD zoning districts	One (1) space per ten (10) seats.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in other districts	One (1) parking space per four (4) seats.

Trailhead - gateway	Five hundred (500) to six hundred (600) spaces, including those for tour buses and horse trailers.
Trailhead - local	None required.
Trailhead - major community	Two hundred (200) to three hundred (300) spaces, including those for horse trailers.
Trailhead - minor community	Fifty (50) to one hundred (100) spaces.
Transportation facilities	Required parking shall be determined by the Zoning Administrator per Section 9.103.E., Calculating required parking for transportation facilities.
Transportation uses	Parking spaces required shall be determined by the Zoning Administrator.
Travel accommodations	One (1.0) parking spaces for each one (1) guest room or dwelling unit.

Travel accommodations with conference and meeting facilities, or similar facilities, and/or additional commercial uses within the same development project	<p>The travel accommodation requirements above.</p> <p>Plus:</p> <p>A. One (1) parking space for every five (5) seats, if seats are fixed, and/or</p> <p>B. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area, and/or</p> <p>C. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance with parking requirements herein this table.</p> <p>D. All other commercial uses. One (1) parking space for every four hundred (400) square feet of gross floor area.</p> <p>Exception: No additional parking shall be required for the first 2,000 square feet of associated commercial uses or meeting facilities.</p>
Vehicle leasing, rental, or sales (parking plans submitted for vehicle sales shall illustrate the parking spaces allocated for each of A, B, and C.)	<p>A. One employee parking space per 200 square feet of gross floor area,</p> <p>B. One employee parking space per 20 outdoor vehicular display spaces, and</p> <p>C. One patron parking space per 20 outdoor vehicular display spaces.</p>
Veterinary services	One (1) space per three hundred (300) square feet gross floor area.
Warehouses, mini	One (1) space per three hundred (300) square feet of gross floor area of administrative office space, plus one (1) space per each fifty (50) storage spaces.
Warehousing, wholesaling establishments, or separate storage buildings.	One (1) parking space for each eight hundred (800) square feet of gross floor area.