

ARTICLE 6 OFF-STREET PARKING AND LOADING

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ARTICLE 6-1 PURPOSE

The purpose of this Article is to ensure the provision of adequate off-street parking and loading spaces and vehicular maneuvering areas to those spaces for the uses permitted in this Ordinance in a manner which is safe, efficient, convenient and functional. The provisions contained in this Article are considered reasonable and appropriate, and are established to:

- A. Provide standards for the minimum number of required off-street parking and loading spaces with maneuvering areas, driveways and surface materials for the efficient and safe movement of vehicular traffic.
- B. Provide adequate screening measures for parking and maneuvering areas in a manner that is visually attractive.
- C. Ensure pedestrian-friendly parking areas by providing safe, adequate and convenient pedestrian routes.
- D. Provide for the accessibility needs and requirements of the disabled.
- E. Allow flexible parking standards to improve circulation and promote community character.
- F. Provide adequate on-site bicycle parking facilities.

ARTICLE 6-2 GENERAL PARKING REGULATIONS

- 6-2-1 Off-Street Parking Spaces
- 6-2-2 Residential Vehicular Access

Section 6-2-1 Off-Street Parking Spaces

A. VEHICULAR PARKING

- 1. Vehicular parking for a standard vehicle shall be in the form of a rectangle not less than nine (9) feet in width by twenty (20) feet in depth, excluding driveways or

aisles, with access to a public thoroughfare; except that parking spaces abutting sidewalks, curbs or landscape planters may have a minimum required depth of eighteen and one-half (18.5) feet with a maximum allowed vehicle overhang of one and one-half (1.5) feet.

B. BOAT OR RECREATIONAL VEHICLE SPACE

1. Spaces shall be provided in the form of a rectangle not less than ten (10) feet by twenty-four (24) feet, or larger as may be required to accommodate the unit, subject to the screening requirements of Section 6-3-2-E.

Section 6-2-2 Residential Vehicular Access

A. DRIVEWAYS

1. An improved residential driveway shall be provided between a public or private street or alley and a garage, carport or other parking space. The driveway shall consist of concrete, asphalt or masonry, except as provided in Subsections 10 and 11 below, and shall not be less than twenty (20) feet in length, as measured from the back of sidewalk, or right-of-way line if no sidewalk is provided, to the front face of a garage or carport.
2. Driveways which provide access from a garage to an alley may be less than twenty (20) feet in length, provided that the total width of the alley and the total length of the driveway combine to provide a minimum length of twenty-three (23) feet for the maneuvering area.
3. Driveways shall connect to a public or private street, or may connect to a public or private street by an alley.
4. Driveways shall not be located closer than three (3) feet to an abutting side property line, unless a shared driveway is utilized.
5. When a shared driveway is utilized, the driveway shall be constructed so as to deflect drainage away from contiguous private lots or parcels.
6. The maximum or total defined driveway width may be expanded to accommodate floor plans that offer a combination of both front and side loading garages.
7. The total or maximum width of the driveway within the front yard for lots that are one hundred (100) feet wide or less shall be thirty (30) feet or fifty (50) percent of the lot width, whichever is less.
8. For lots that exceed one hundred (100) feet in width, the total or maximum driveway width shall be forty (40) feet. In no case shall the front yard exceed a total of forty-five (45) percent of improved surface (concrete, asphalt or masonry).

9. Lots that exceed one hundred (100) feet in width may incorporate a front yard circular drive provided the maximum driveway width is forty (40) feet. In no case shall the front yard exceed a total of forty-five (45) percent of improved surface (concrete, asphalt or masonry).
10. Residential lots in the Agricultural (AG) District accessed from a paved street shall include a paved apron that extends from the street a minimum of twenty (20) feet or to the edge of the public right-of-way, whichever is greater. The driveway may be paved or may contain a stabilized surface of two (2) inches of aggregate over four (4) inches of compacted soil properly treated to prevent dust, and shall extend from the apron to the paved parking spaces as prescribed in Section 6-3-2-C.
11. Driveways on residential lots in the Agricultural Urban (AU) and Agricultural (AG) Districts accessed from an unpaved street may be paved or may contain a stabilized surface of two (2) inches of aggregate over four (4) inches of compacted soil properly treated to prevent dust, and shall extend from the roadway to the paved parking spaces as prescribed in Section 6-3-2.

B. FRONT YARD

1. Any vehicle which is not otherwise prohibited by the provisions of this Ordinance from being parked in the front yard of a single family or two family residence lot may be parked upon a driveway.

ARTICLE 6-3 PARKING DESIGN STANDARDS

- 6-3-1 Parking Standards Pertaining to All Districts
- 6-3-2 Parking Standards for Single Family, Two Family and Manufactured Home Residential Uses
- 6-3-3 Parking Standards for Multi-family Residential, Commercial, Industrial and Mixed Uses

Section 6-3-1 Parking Standards Pertaining to All Districts

A. PERMITS

1. No building permit shall be issued until the applicant has presented satisfactory evidence to the Zoning Administrator that he owns or has otherwise available for his use, sufficient property to provide required parking.
2. No additions to or enlargement of an existing building or use shall be permitted unless the parking requirements are met for the entire building or use.

3. For new buildings, building expansions or conversions, plans must show the arrangement of required parking and loading spaces, and indicate sufficient space for vehicle maneuvering and adequate ingress and egress by patrons and delivery vehicles to the parking area before a permit is granted. In the design of parking areas, safe, adequate and convenient pedestrian routes shall be provided. Plans shall be submitted, fully dimensioned, to the Zoning Administrator for approval prior to the permit being granted.

B. GENERAL REQUIREMENTS FOR ALL SPACES

1. All parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes shall be paved with an asphalt, concrete, or masonry surface to a sufficient thickness to withstand repeated vehicular traffic based on an engineered design approved by the City Engineer, or his designee, except as provided below:
 - a. The surfacing of the areas referenced above shall not be required by the City during construction on any site or project which is otherwise covered by an individual or general air quality permit issued by the Maricopa County Air Quality Department, but all surfacing improvements related to a specific building permit shall be completed prior to the issuance of a certificate of occupancy for such permit.
 - b. The City Engineer, or his designee, at his discretion, may allow the use of other materials for surfacing the areas referenced above when these areas:
 - (1) are in excess of the minimum number of spaces required by this Article; or,
 - (2) were established and existing as of October 1, 2008; or,
 - (3) are temporary in terms of frequency of use (i.e., infrequent or intermittent use) or duration of use (i.e., only used for a specific period of time until paved or, for model home complexes, until substantial completion of a residential development).
 - c. Any alternative surfacing materials allowed by the City Engineer, or his designee, shall be appropriate to the use for which they are approved and at a minimum shall minimize the generation of dust or particulate matter.
 - d. Any property with parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes that were not surfaced as of the effective date of Ordinance No. 08-1108, April 24, 2008, shall be improved with surfacing to meet the minimum standards specified above no later than October 1, 2008, except for residential property developed with four (4) or fewer dwelling units that has less than three thousand (3,000) square feet of parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes and except for agricultural uses and construction sites operating under an individual or general air quality permit issued by the

2. All vehicular egress from parking lots to public right-of-way shall be by forward motion only, except in the case of single family and two family residences fronting on a local street or a primary or secondary collector street.
3. The permanent or unauthorized temporary use of off-street parking or loading areas for other than the said purpose shall constitute a violation of this Ordinance. Should the owner or occupants of a building change the use of the building and thus increase the requirement for off-street parking, it shall constitute a violation of this Ordinance, until there is compliance with the parking requirements.

Section 6-3-2 Parking Standards for Single Family, Two Family and Manufactured Home Residential Uses

A. PARKING SPACE LOCATION

1. No motor vehicle shall be parked in a front yard, except on an authorized driveway.
2. No part of any vehicle parked in the front yard of a single family or two family residential lot shall extend over the public or private sidewalk, or street curb where no sidewalk exists; nor shall any such vehicle be parked within the area formed by a ten by ten (10 x 10) foot triangle as measured from the point of intersection of the back of the sidewalk, or street curb where no sidewalk exists, and a side property line extended to the back of the sidewalk, or street curb where no sidewalk exists, when such side property line is within five (5) feet of a driveway or an improved parking surface located on an adjacent lot.

B. ENCLOSED PARKING SPACE DIMENSIONS

1. The number of required parking spaces for all residential uses is identified in Section 6-4-2. Required enclosed parking spaces may be either side-by-side or tandem for single family and two family residential uses. Side-by-side enclosed parking areas shall at a minimum measure eighteen (18) feet wide by twenty (20) feet deep with no obstructions. Enclosed tandem spaces shall at a minimum measure nine (9) feet wide by forty (40) feet deep with no obstructions.

C. RURAL RESIDENTIAL PARKING.

1. For residential lots in the Agricultural (AG) District accessed from a paved street, two (2) paved parking spaces shall be required in the form of either: (1) an enclosed garage; or (2) a carport that is located to the rear of the residence and not visible from the street; or (3) a side-entry carport whose side facing the street is

enclosed; or (4) an alternate location determined to be appropriate and approved by the Zoning Administrator.

2. For residential lots in the Agricultural Urban (AU) and Agricultural (AG) districts accessed from an unpaved roadway, two (2) paved parking spaces shall be required in the form of either: (1) an enclosed garage; or (2) a carport that is located to the rear of the residence and not visible from the street; or (3) a side-entry carport whose side facing the street is enclosed; or (4) an alternate location determined to be appropriate and approved by the Zoning Administrator.

D. **COMMERCIAL VEHICLE PARKING.** Parking of more than one commercial vehicle or work trailer of two-ton capacity or less, or one commercial vehicle of more than two-ton capacity on a lot within any residential district shall be considered a commercial use and is prohibited.

E. **RECREATIONAL VEHICLE, BOAT PARKING**

1. Parking a recreational vehicle, travel trailer, unmounted camper/camper shell, accessory trailer, work trailer, inoperable or unlicensed vehicle, or boat under a carport, in a garage, or in a rear yard screened from public view is permissible.
2. Parking in a required front yard or driveway is prohibited, except for loading/unloading or repairs for no more than forty-eight (48) hours. The Zoning Administrator may authorize a longer period of time if an emergency exists, up to a maximum of five (5) days.
3. Parking within the side yard on the carport/garage side of the residence is permissible, if there is sufficient space and the parking area is improved with a paved, uncovered slab and is screened from street view by a minimum six (6) foot high wall and/or gate.
4. The total number of recreational vehicles, travel trailers, unmounted camper/camper shells, accessory trailers, work trailers, inoperable or unlicensed vehicles, and boats parked or stored on any lot outside of a garage shall be restricted to a combination of not more than two (2).

Section 6-3-3 Parking Standards for Multi-family Residential, Commercial, Industrial and Mixed-Use Development

- A. **MAINTENANCE.** It shall be the joint and separate responsibility of the lessee and owner of the principal use, uses or building to maintain in a neat and adequate manner, the parking spaces, access ways, striping, landscaping, and required walls or screening.
- B. **PARKING AREA IMPROVEMENTS.** For multi-family residential, commercial, industrial and mixed-use developments, including non-residential uses in a residential District, all parking areas shall be screened from street view by buildings or by a

landscape berm and/or wall with landscaping. Berms and/or walls (including retaining walls) shall be a minimum of three (3) feet in height on the parking lot side, and no higher than four and one-half (4.5) feet in height on the street side. For the purposes of this section, parking areas as used herein shall include all parking spaces, drive aisles and maneuvering areas.

- C. ACCESS. Off-street parking spaces shall be connected with a public street by a paved driveway which affords safe and reasonably convenient ingress and egress. The permissible location and minimum width of driveways shall be as specified in the City of Goodyear Engineering Design Standards and Policies Manual and Standard Details.
- D. PARKING SPACE LOCATION. All required parking spaces shall be located on the lot upon which the use is located or on an adjacent lot if a cross access/parking agreement is provided. Required parking spaces for multi-family, commercial or industrial uses may be located on an adjacent lot in another district (other than in a single family residential district) with a cross access/parking agreement.
- E. PARKING FOR MIXED-USE DEVELOPMENTS
 - 1. The total requirement for off-street parking spaces for mixed-use developments shall be the sum of the requirements of the various uses computed separately.
 - 2. A mixed-use shared parking program is an option to reduce the total required parking in mixed-use developments in which the uses operate at different times or that have different peak hours of operation from one another throughout the day. If an applicant for a mixed-use development can demonstrate through a shared parking study supplied by the applicant and approved by the Zoning Administrator that the total peak parking demand for the mixed uses will be less than the sum of the parking spaces required for each use served, a reduction in the total number of required spaces may be allowed, subject to the following:
 - a. The approved shared parking plan shall specify a schedule of shared parking calculations identifying the typical hours of operation with anticipated periods of greatest parking demand for all uses within the development; and shall indicate the number, location and convenience of pedestrian access of all spaces available to serve each use. The total number of parking spaces required for all uses within the development per Section 6-4-2 shall not be reduced by a shared parking plan by more than twenty (20) percent.
 - b. The property owners involved in the shared parking plan shall submit a written agreement approved by the Zoning Administrator requiring that the parking spaces shall be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article.

- c. The shared parking plan shall remain on file with the Community Development Department for the purpose of monitoring the continuing adequacy of available parking.
- d. At the time of shared parking plan approval, or at any subsequent time when the uses, intensities of the uses, or the or hours of operation of the uses change, or upon findings that the parking facilities are inadequate, the Zoning Administrator may require additional site area to be provided, and as necessary improved, to supply additional required parking facilities.

F. **CREDIT FOR ON-STREET PARKING.** On-street parking that directly and wholly abuts the subject property may be counted towards the parking requirement, provided that:

- 1. Such spaces are clearly marked on the site plan and constructed in accordance with City standards.
- 2. Such spaces are publicly accessible and cannot be reserved or restricted by the owner or tenants of the property.
- 3. On-street parking on private streets may be counted towards required parking provided that the street is publicly accessible (not gated) and the streets, parking spaces and sidewalks constructed are consistent with the standards for public streets in the City.

G. **CREDIT FOR BICYCLE PARKING FACILITIES.** The City encourages the use of alternative transportation modes such as the bicycle through a reduction in the number of required vehicular parking spaces in favor of additional bicycle parking facilities. The Zoning Administrator may authorize a credit towards on-site parking requirements for all non-residential uses for the provision of bicycle facilities beyond those otherwise required by this Ordinance, subject to the following guidelines:

- 1. Whenever bicycle parking is provided beyond the amount required per Section 6-6-A, credit toward required on-site vehicular parking may be granted at a rate of one (1) vehicular space per ten (10) additional bicycle spaces provided.
- 2. The number of required vehicle parking spaces shall not be reduced by more than five (5) percent or ten (10) spaces, whichever is less, for any use or building.

ARTICLE 6-4 PARKING REQUIREMENTS

- 6-4-1 Determination of Required Spaces
- 6-4-2 Parking Requirements

Section 6-4-1 Determination of Required Spaces. The calculations to determine the required number of parking spaces for a use, building or development shall be in accordance with the following:

- A. In the case of fractional results in calculating parking requirements, the required number shall be rounded up to the nearest whole number if the fraction is one-half (0.5) or greater.
- B. Except as otherwise provided herein, building gross floor area shall be used to calculate parking space requirements.
- C. All uses not specifically designated, or similar to a specified use, shall have parking space requirements as determined by the Zoning Administrator.
- D. Required accessible parking for non-residential developments shall be provided in conformance with all applicable accessibility standards of the prevailing Americans with Disabilities Act (ADA), Arizonans with Disabilities Act (AZDA), and the International Building Code (IBC).
- E. Required accessible parking for multi-family residential developments shall be provided in conformance with all applicable accessibility standards of the prevailing Americans with Disabilities Act (ADA), Federal Fair Housing Act (FFHA), and International Building Code (IBC).

Section 6-4-2 Parking Requirements. The number of required parking spaces for each for use, building or development permitted by this Ordinance shall be in accordance with the following parking standards:

<i>Use Classification</i>	<i>Required Minimum Parking</i>
A. Administrative and Financial	
<i>Banks and other financial institutions</i>	1 space per 300 sq. ft. floor area
<i>Professional offices</i>	1 space per 300 sq. ft. floor area
B. Automobile Related	
<i>Automated or self service car wash</i>	2 spaces
<i>Automobile sales and rentals</i>	1 space per 375 sq. ft. indoor floor area of sales and service building, but not less than 4 spaces per use. Outdoor displayed vehicles shall not occupy any required parking spaces for the use or site
<i>General auto repair and service - garage, service station, full service car wash and drive-through oil and lube services</i>	1 space per 300 sq. ft. floor area, including service bays, wash tunnels and retail areas
C. Eating and Drinking Establishments	
<i>Restaurants, cafes, bars and similar uses</i>	1 space per 50 sq. ft. indoor dining/seating floor area
	1 space per 150 sq. ft. kitchen and employee service areas
	1 space per 150 sq. ft. of outdoor serving (patio) area

D. Entertainment and Recreation	
<i>Bowling alleys</i>	5 spaces per lane plus ancillary use requirements
<i>Golf course</i>	1 space per 2 practice tees in driving range, plus 4 spaces per green plus ancillary use requirements
<i>Health spas/clubs, gyms & tennis, handball, racquetball courts/clubs</i>	1 space per 150 sq. ft. indoor floor area, excluding courts, which require 2 spaces per court
<i>Miniature golf, amusement parks, carnival or circus grounds, water parks</i>	1 space per 500 SF outside recreation area
<i>Skating rinks, teen entertainment centers and similar recreational uses.</i>	1 space per 150 sq. ft. gross floor area used for recreational activities plus ancillary use requirements
<i>Movie theaters</i>	1 space for every 3 patron seats
E. General Industrial, Manufacturing and Warehousing	
<i>Manufacturing, assembling and processing</i>	1 space per 600 sq. ft. floor area
<i>Mini-storage or RV storage</i>	1 space per 300 sq. ft. office area and 1 space per 50 storage units
<i>Large warehouse or distribution facility greater than 200,000 sq. ft. floor area</i>	1 space per 2,000 sq. ft. floor area
<i>Motion picture or recording studio</i>	1 space per 500 sq. ft. floor area
<i>Warehouses 200,000 sq. ft floor area or less</i>	1 space per 900 sq. ft. floor area
F. General Retail and Personal Services	
<i>Day care facility</i>	1 space per 375 sq. ft. indoor floor area, but not less than 5 spaces
<i>Outdoor sales and service areas (plant nurseries, building supplies)</i>	1 space per 375 sq. ft. of sales and display area, but not less than 4 spaces per use
<i>Personal services</i>	1 space per 300 sq. ft. floor area
<i>Retail</i>	1 space per 300 sq. ft. floor area
G. Institutional	
<i>Auditoriums, theaters, stadiums or similar places of public assembly</i>	1 space for every 3 patron seats
<i>Elementary and junior high schools</i>	1 space per 375 sq. ft. indoor floor area
<i>Funeral home and mortuaries</i>	1 space per 75 sq. ft. of indoor floor area used for public assembly
<i>Government offices</i>	1 space per 300 sq. ft. floor area
<i>High schools, academies, colleges, universities, trade or vocational schools</i>	1 space per 200 sq. ft indoor floor area
<i>Libraries, cultural institutions, museums and art galleries</i>	1 space per 300 sq. ft. floor area
<i>Places of worship, lodges and fraternal buildings, assembly halls and community centers</i>	1 space per 75 sq. ft. of indoor floor area used for public assembly plus 1 space per 300 sq. ft. of other indoor area

H. Lodging	
<i>Hotel and motel</i>	1 space per room or suite of rooms 1 10 x 75 foot space for each 25 rooms for truck trailers and recreational vehicles Meeting rooms, restaurant and drinking establishments open to the public calculated separately
I. Medical	
<i>Assisted living facility</i>	0.75 spaces per unit
<i>Hospitals</i>	1 space per 400 sq. ft. indoor floor area
<i>Medical or dental offices and out-patient</i>	1 space per 150 sq. ft. indoor floor area
<i>Nursing home</i>	1 space per 400 sq. ft. indoor floor area
<i>Veterinary clinic, hospital or office</i>	1 space per 150 sq. ft. indoor floor area
J. Residential Uses	
<i>Manufactured home / RV park</i>	1 space per dwelling unit, plus 1 visitor parking space per 10 units.
<i>Manufactured home subdivision</i>	2 spaces per dwelling unit
<i>Single family</i>	2 enclosed* spaces per dwelling unit, side-by-side or tandem
<i>Two family</i>	2 enclosed spaces per dwelling unit, side-by-side or tandem

**Multi-family:	
<i>Efficiencies, studios</i>	1 space per dwelling unit
<i>One bedroom</i>	1.5 spaces per dwelling unit
<i>Two or more bedrooms</i>	2 spaces per dwelling unit
<i>Townhomes</i>	2 spaces per dwelling unit
*See Section 6-3-2-C for parking standards pertaining to homes accessed from a paved roadway in the Agricultural (AG) District, and for homes accessed from an unpaved roadway in the Agricultural (AG) and Agricultural Urban (AU) districts.	
**All multi-family developments with five (5) or more units shall also provide guest parking at one (1) space per ten (10) units. At least one (1) space per multi-family dwelling unit must be covered and assigned to a dwelling unit.	

ARTICLE 6-5 OFF-STREET LOADING

6-5-1 Spaces Required

6-5-2 Standards for Off-Street Loading Facilities

Section 6-5-1 Spaces Required. All commercial or industrial uses (except self-storage warehouses) which have an aggregate gross floor area of fifteen thousand (15,000) square feet or more, that require the delivery or distribution of material or merchandise by trucks measuring

thirty-six (36) feet or more in length, including cab and trailer, shall provide an adequate number of off-street truck loading or unloading spaces as determined by the City in the Site Plan Review process.

Section 6-5-2 Standards for Off-Street Loading Facilities. All required off-street loading facilities shall conform to the following standards:

A. DIMENSIONS

Required loading spaces shall be at least forty-five (45) feet in length, twelve (12) feet in width and fourteen (14) feet in height, exclusive of aisle and maneuvering space.

B. LOCATIONS

1. Loading spaces shall not be located closer than fifty (50) feet to any existing or planned residentially zoned lot.
2. Sufficient room for turning and maneuvering vehicles shall be provided on the site so that no backing onto or from a public street is required.
3. Off-street loading facilities for a single use shall not be considered as providing required off-street loading facilities for any other use.
4. Off-street loading facilities shall be located on the same site with the use for which the loading spaces are required.

ARTICLE 6-6 BICYCLE PARKING

A. REQUIREMENTS

1. Non-residential uses of land or buildings which are required to provide at least forty (40) vehicle parking spaces shall be required to provide on-site bicycle parking spaces in a bicycle parking facility at a rate of one (1) for every ten (10) required vehicle parking spaces.
2. Non-residential uses of land or buildings which are required to provide less than 40 vehicle parking spaces shall be required to provide a minimum of four (4) on-site bicycle parking spaces in a bicycle parking facility.
3. In no event shall any use or building be required to provide more than one hundred (100) bicycle parking spaces.
4. The following uses are exempt from the foregoing bicycle parking requirements:
 - a. All residential uses.

- b. Self-storage facilities.
 - c. Other uses as determined by the Zoning Administrator.
5. Common or shared bicycle parking facilities may be provided for attached or in-line uses. Bicycle parking in mixed-use commercial centers shall be distributed throughout the project. A reduction of required bicycle parking spaces may be authorized by the Zoning Administrator.
 6. A bicycle parking facility is a stationary object, typically a bicycle rack or locker, permanently affixed to the ground or a structure to which the operator can lock the bicycle frame and wheels to the object.

B. STANDARDS

1. Bicycle parking spaces shall be located on a paved surface within one hundred (100) feet of a primary building entrance. Bicycle parking spaces shall not encroach into any required landscaping or pedestrian access areas.
2. A bicycle parking space shall measure two (2) feet by six (6) feet. A pre-manufactured bicycle rack or locker which differs from these dimensions may be approved by the Zoning Administrator.

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