



## City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

### ADDENDUM A Staff Report: Z-TA-8-23-Y Zoning Ordinance Text Amendment December 22, 2023

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

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

**Background:** The attached language and changes reflect input and review of suggested language from the public hearing process. Staff have proposed revisions based upon further direction from the Transportation, Infrastructure and Planning City Council Subcommittee, the Planning Commission recommendation and other concerns expressed at the Village Planning Committee meetings. Below is a summary of the proposed revisions to the text amendment which are denoted as **BOLD/UNDERLINED** text in Exhibit A dated December 22, 2023.

#### **Proposed Changes**

Following the VPC meetings and the Planning Commission recommendation, staff proposes that the following changes be made to the proposed language for Z-TA-8-23-Y, as follows:

- A. Revise Section 202 to add a definition of “Special Needs Populations”, based upon the existing criteria stated in Section 702 (Off-Street Parking and Loading):

**SPECIAL NEEDS POPULATIONS: PERSONS OR HOUSEHOLDS WITH SPECIAL NEEDS, SUCH AS BUT NOT LIMITED TO THE DISABLED AND ELDERLY, AS DETERMINED BY THE ZONING ADMINISTRATOR.**

- B. Revise Section 608.J to remove the proposal to provide a parking reduction for Affordable Housing:

~~3. PARKING REDUCTION.~~

~~A. FOR EACH AFFORDABLE HOUSING UNIT, THE REQUIRED PARKING CALCULATION MAY BE REDUCED BY 50%.~~

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

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

Revise Section 702.C to revise the proposed City-wide multi-family parking requirement from 1.25 spaces/dwelling to 1.5 spaces/dwelling.

Type of Land Use	Parking Requirements
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Type of Land Use	Parking Requirements
Dwelling Unit, Multi-Family	<p><del>Total required parking</del></p> <p><del>1.3 spaces per efficiency unit and 1.5 spaces per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms</del></p> <p><del>When the required parking is reserved for residents, additional unreserved parking is required as follows: 0.3 spaces for each efficiency unit and 0.5 spaces per each 1 or 2 bedroom unit and 1.0 space per each 3 or more bedroom unit.</del></p> <p><del>Exception for unreserved parking: where minimum 18-foot driveways are provided for individual units, .25 space per each unit.</del></p> <p><del>Unreserved parking shall be distributed throughout the site.</del></p> <p><del>Note: Any unreserved parking spaces required by this section may be counted toward the total required parking count.</del></p> <p><del><b>1.25 SPACES PER DWELLING UNIT</b></del></p> <p><del><b>A MINIMUM OF 30% OF THE REQUIRED PARKING SPACES MUST REMAIN UNRESERVED.</b></del></p> <p><del><b><u>1.5 SPACES PER DWELLING UNIT</u></b></del></p> <p><del><b><u>A MINIMUM OF 50% OF THE REQUIRED PARKING SPACES MUST BE PROVIDED AS UNRESERVED SPACES.</u></b></del></p>

C. Revise Section 702.D.3 to remove the proposed subsection f, regarding a parking reduction for affordable housing, which was not recommended for approval by Planning Commission:

~~f. **INCENTIVES FOR AFFORDABLE HOUSING (RESIDENTIAL DISTRICTS, SECTION 608.J)**~~

- D. Revise Section 702.D.6 to revise the existing Special Needs Populations parking reductions to introduce a new administrative approval and parking study requirement:

~~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.~~

**6. REDUCTIONS FOR SPECIAL NEEDS POPULATIONS. FOR PERSONS OR HOUSEHOLDS WITH SPECIAL NEEDS, THE REQUIRED PARKING CALCULATION MAY BE REDUCED BY UP TO 50% UPON APPROVAL OF A PARKING DEMAND STUDY DEMONSTRATING THAT THE NUMBER OF VEHICLES PARKED AT THE ANTICIPATED PEAK HOUR CAN BE PARKED FULLY ON THE SITE.**

**a. THE PARKING DEMAND STUDY SHALL BE SEALED BY A REGISTERED TRAFFIC ENGINEER AND SUBMITTED TO THE PLANNING AND DEVELOPMENT DEPARTMENT FOR REVIEW AND APPROVAL.**

**b. ADDITIONAL REDUCTIONS LARGER THAN 50% MAY BE GRANTED BY OBTAINING A USE PERMIT PER SECTION 307. THE PARKING DEMAND STUDY OUTLINED IN 706.E.6.a SHALL BE SUBMITTED CONCURRENT WITH THE USE PERMIT APPLICATION.**

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

- E. Revise Section Table 1307.1 to increase the parking requirement for market-rate multi-family developments zoned WU Code to respond to the Planning Commission recommendation and to reconcile the existing WU Code Affordable Housing parking requirements:

USE	MEASURE	T3	T4	T5 1—5 Stories	T5 6—10 Stories	T6
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RESIDENTIAL, MULTI-FAMILY <sup>(2)</sup>	PER UNIT	N/A	<del>0.5</del> <del>0.65</del> <u>0.75</u> A MINIMUM OF <del>30</del> <u>50</u> % OF THE REQUIRED SPACES SHALL REMAIN UNRESERVED.			
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Affordable Housing	per unit	0.85	0.75	0.5		0.5
<b>AFFORDABLE HOUSING</b>	<b>PER UNIT</b>	<b>0.75</b>	<b>NONE REQUIRED</b>			

**EXHIBIT A**

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

**Parking Reductions for Multifamily and Affordable Housing**

**Proposed Language:**

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

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

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

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

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

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

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

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**SPECIAL NEEDS POPULATIONS: PERSONS OR HOUSEHOLDS WITH SPECIAL NEEDS, SUCH AS BUT NOT LIMITED TO THE DISABLED AND ELDERLY, AS DETERMINED BY THE ZONING ADMINISTRATOR.**

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

**J. ~~Density Bonus~~ INCENTIVES For ~~Low or Moderate Income~~ AFFORDABLE Housing.**

In order to overcome a demonstrated deficiency in the supply of housing for persons of low and moderate income, ~~density bonus~~-incentives are established to foster the provision of such housing. ~~The bonuses in this paragraph shall apply to the maximum density for any district and may be in addition to bonuses earned by the provision of additional open space.~~

1. **Applicability.** All development LOCATED WITHIN A ZONING DISTRICT SUBJECT TO THE PROVISIONS OF SECTION 608 providing HUD ~~or other assisted mixed income rental housing as approved by the Phoenix Housing and Urban Redevelopment Department~~ AFFORDABLE HOUSING AS DEFINED IN SECTION 202.
2. **Density bonus.**
  - a. One additional ~~conventional~~ unit SHALL BE allowed for every two ~~low/moderate income~~ AFFORDABLE HOUSING units, provided that the overall project density does not exceed ten percent beyond that which would otherwise be allowed.
  - b. ~~The A DENSITY bonuses in this paragraph~~ AWARDED PER THIS SECTION shall apply to the maximum density for any district and may be in addition to A DENSITY bonuses earned ~~by the provision of additional open space~~ PER THE PROVISIONS OF SECTION 608.I.2.

**~~3. PARKING REDUCTION.~~**

~~A. FOR EACH AFFORDABLE HOUSING UNIT, THE REQUIRED PARKING CALCULATION MAY BE REDUCED BY 50%.~~

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

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

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

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

Type of Land Use	Parking Requirements
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Type of Land Use	Parking Requirements
<p>Dwelling Unit, Multi-Family</p>	<p><del>Total required parking</del></p> <p><del>1.3 spaces per efficiency unit and 1.5 spaces per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms</del></p> <p><del>When the required parking is reserved for residents, additional unreserved parking is required as follows: 0.3 spaces for each efficiency unit and 0.5 spaces per each 1 or 2 bedroom unit and 1.0 space per each 3 or more bedroom unit.</del></p> <p><del>Exception for unreserved parking: where minimum 18-foot driveways are provided for individual units, .25 space per each unit.</del></p> <p><del>Unreserved parking shall be distributed throughout the site.</del></p> <p><del>Note: Any unreserved parking spaces required by this section may be counted toward the total required parking count.</del></p> <p><del><b>1.25 SPACES PER DWELLING UNIT</b></del></p> <p><del><b>A MINIMUM OF 30% OF THE REQUIRED PARKING SPACES MUST REMAIN UNRESERVED.</b></del></p> <p><del><b><u>1.5 SPACES PER DWELLING UNIT</u></b></del></p> <p><del><b><u>A MINIMUM OF 50% OF THE REQUIRED PARKING SPACES MUST BE PROVIDED AS UNRESERVED SPACES.</u></b></del></p>

Type of Land Use	Parking Requirements
Dwelling Unit, Single-Family Attached	<p><del>1.3 spaces per efficiency unit and 1.5 spaces per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms</del></p> <p>PER SECTION 608.F.6, IF DEVELOPING UNDER THE SINGLE-FAMILY INFILL DEVELOPMENT OPTION PER SECTIONS 614-618.</p> <p>2 SPACES PER UNIT IF NOT DEVELOPING UNDER THE SFI OPTION. THE REQUIRED SPACES FOR EACH DWELLING UNIT MUST BE PROVIDED ON THE SAME LOT. AN ADDITIONAL 0.25 UNRESERVED SPACE PER DWELLING UNIT MUST PER PROVIDED ELSEWHERE WITHIN THE DEVELOPMENT FOR VISITOR PARKING.</p>
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**Amend Chapter 7, Section 702.E (Modifications to Parking Requirements) to read as follows:**

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**E. Modifications to Parking Requirements.**

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

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

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~~f. INCENTIVES FOR AFFORDABLE HOUSING (RESIDENTIAL DISTRICTS, SECTION 608.J)~~

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~~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.~~

**6. REDUCTIONS FOR SPECIAL NEEDS POPULATIONS. FOR PERSONS OR HOUSEHOLDS WITH SPECIAL NEEDS, THE REQUIRED PARKING CALCULATION MAY BE REDUCED BY UP TO 50% UPON APPROVAL OF A PARKING DEMAND STUDY DEMONSTRATING THAT THE NUMBER OF VEHICLES PARKED AT THE ANTICIPATED PEAK HOUR CAN BE PARKED FULLY ON THE SITE.**

**a. THE PARKING DEMAND STUDY SHALL BE SEALED BY A REGISTERED TRAFFIC ENGINEER AND SUBMITTED TO THE PLANNING AND DEVELOPMENT DEPARTMENT FOR REVIEW AND APPROVAL.**

**b. ADDITIONAL REDUCTIONS LARGER THAN 50% MAY BE GRANTED BY OBTAINING A USE PERMIT PER SECTION 307. THE PARKING DEMAND STUDY OUTLINED IN 706.E.6.a SHALL BE SUBMITTED CONCURRENT WITH THE USE PERMIT APPLICATION.**

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

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

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

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

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

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

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

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

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

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

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**B. Required Vehicular Parking.**

1. Vehicular parking must be provided for each use in accordance with Table 1307.1 and as follows:
  - a. Minimum required vehicular parking is the sum of parking required for each use within a lot.

- ~~b.~~ Accessory dwellings in T3 and T4 require one parking space per unit.
- ~~c.~~ B. Vehicular parking may be limited to a maximum number of spaces by parking districts where established.
- ~~d.~~ C. Other uses not identified on Table 1307.1 shall follow Section 702 standards.

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**Table 1307.1 Minimum Required Vehicular Parking**

USE	MEASURE	T3	T4	T5 1—5 Stories	T5 6—10 Stories	T6
<b>Residential, Single-Family DETACHED</b>	per unit	2.0		n/a	n/a	n/a
<del><b>Residential: Single-Family Attached and Multifamily</b></del>	<del>(1) As per Section <a href="#">702</a>. Additional 25% reduction when the off-street parking area is located within 1,320 feet from a light rail station when measured in a direct line from the building, and 10% reduction of required parking if the development is greater than 1,320 feet from a light rail station. The minimum required on-site vehicular parking is exclusively for the patrons of the subject parcel.</del>					
<b>RESIDENTIAL, SINGLE-FAMILY ATTACHED</b>	PER SECTION 608.F.6, IF DEVELOPING UNDER THE PROVISIONS OF 1303.A.1.A.; OTHERWISE PER SECTION 702.					
<b>RESIDENTIAL, MULTI-FAMILY <sup>(2)</sup></b>	PER UNIT	N/A	<del>0.5-0.65</del> <b>0.75</b> A MINIMUM OF <del>30-50</del> <b>50</b> % OF THE REQUIRED SPACES SHALL REMAIN UNRESERVED.			
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<b>Affordable Housing</b>	per unit	<b>0.85</b>	<b>0.75</b>	<b>0.5</b>		<b>0.5</b>

USE	MEASURE	T3	T4	T5 1—5 Stories	T5 6—10 Stories	T6
<b>AFFORDABLE HOUSING</b>	<b>PER UNIT</b>	<b>0.75</b>	<b>NONE REQUIRED</b>			
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D. **Required SERVICE/GOODS Loading AREAS and Service Bays.** THE FOLLOWING REQUIREMENTS APPLY TO SHORT-TERM LOADING AND UNLOADING OF SERVICE VEHICLES WITH MATERIALS, GOODS OR EQUIPMENT. PASSENGER LOADING ZONES ARE ADDRESSED IN SECTION 1307.I.

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

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

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

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

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

<b>TABLE. 1307.3 REQUIRED PASSENGER LOADING SPACES</b>	
<b>USE TYPE</b>	<b>PASSENGER LOADING SPACES REQUIRED <sup>(2)</sup></b>
CULTURAL OR PUBLIC FACILITY	2

HOSPITAL	3
HOTEL OR MOTEL	3
MULTI-FAMILY RESIDENTIAL	1 PER 50 DWELLING UNITS <sup>(1)</sup>
PUBLIC ASSEMBLY	1 PER 50 REQUIRED PARKING SPACES <sup>(1)</sup>
ALL OTHER USES	1 PER 25,000 GROSS SF <sup>(1)</sup>

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

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

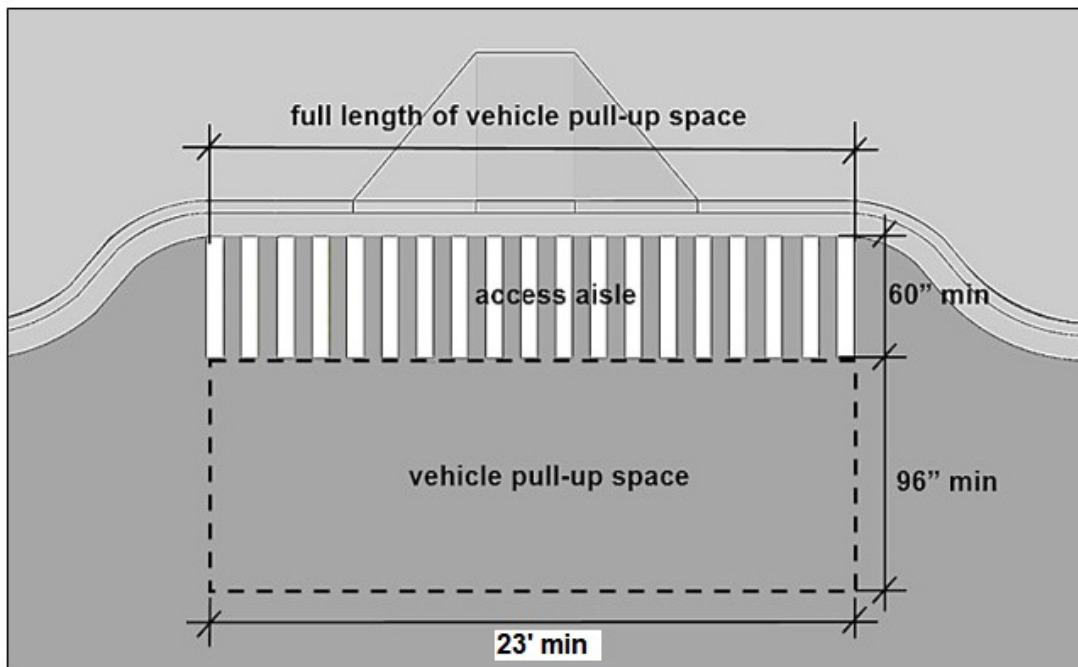
**2. DEVELOPMENT STANDARDS FOR PASSENGER LOADING ZONES.**

**A. ACCESSIBLE PASSENGER LOADING SPACES.**

- (1) AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE SHALL BE PROVIDED FOR EVERY 100 LINEAR FEET OF CONTIGUOUS PASSENGER LOADING ZONE. HOWEVER, EACH PHYSICALLY SEPARATE PASSENGER LOADING ZONE MUST ALSO HAVE AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE.
- (2) AN ACCESSIBLE PASSENGER LOADING SPACE SHALL BE A MINIMUM OF 96 INCHES WIDE AND A MINIMUM 23 FEET LONG.
- (3) THE PEDESTRIAN ACCESS AISLE SERVING THE ACCESSIBLE LOADING ZONE SPACE SHALL EXTEND THE LENGTH OF THE SPACE AND SHALL BE A MINIMUM 60 INCHES WIDE.

- (4) THE VEHICLE PULL-UP SPACE AND ACCESS AISLE MUST COMPLY WITH ADA REQUIREMENTS FOR GROUND AND FLOOR SURFACES AND CANNOT EXCEED A SLOPE OF 2%.
- (5) CURB RAMPS CANNOT OVERLAP ACCESS AISLES OR VEHICLE PULL-UP SPACES.
- (6) A VERTICAL CLEARANCE OF 14 FEET IS REQUIRED FOR EACH VEHICLE PULL-UP SPACE AND ACCESS AISLE, AND ALL ALONG ANY VEHICULAR ROUTE CONNECTING THEM TO A VEHICLE ENTRANCE AND EXIT, UNLESS OTHERWISE APPROVED FOR EMERGENCY/SERVICE VEHICLE ACCESS.
- (7) THE PEDESTRIAN ACCESS AISLES SHALL NOT ENCROACH INTO A TRAVEL LANE.

**DETAIL 1307.1. ACCESSIBLE PASSENGER LOADING SPACE**





- B. GENERAL REQUIREMENTS FOR PASSENGER LOADING ZONES.
- (1) STANDARD PASSENGER LOADING SPACES, WHEN PROVIDED IN ADDITION TO THE MINIMUM REQUIRED ACCESSIBLE PASSENGER LOADING SPACE(S), SHALL BE CONSTRUCTED TO THE SAME STANDARDS AS AN ACCESSIBLE PASSENGER LOADING SPACE, BUT WITHOUT THE REQUIREMENT FOR AN ACCESS AISLE.
  - (2) A CONTIGUOUS PASSENGER LOADING ZONE MAY BE PROVIDED, WHICH SHALL CONSIST OF TWO (2) OR MORE LOADING ZONE SPACES PROVIDED IN TANDEM WITH NO BARRIERS SEPARATING SAID SPACES, THUS ENABLING VEHICLES TO MOVE FORWARD THROUGH MULTIPLE PASSENGER LOADING ZONE SPACES.
  - (3) PASSENGER LOADING ZONES SHALL BE PROVIDED WITHIN 50' OF THE MAIN ENTRANCE OF THE USE OR STRUCTURE THEY ARE INTENDED TO SERVE, AS APPROVED BY PLANNING AND DEVELOPMENT DEPARTMENT STAFF.
  - (4) PASSENGER LOADING ZONES SHALL NOT ENCROACH WITHIN THE MINIMUM WIDTH OF ANY FIRE LANES OR DRIVE AISLES.
  - (5) PARKING AND/OR STANDING SHALL BE LIMITED TO 30 MINUTES WITHIN A PASSENGER LOADING ZONE, AND SIGNS SHALL BE INSTALLED AND MAINTAINED STATING THIS RESTRICTION, AS APPROVED BY PDD AND STREET TRANSPORTATION.

- (6) A PASSENGER LOADING ZONE SHALL NOT BE LOCATED BEHIND ANY TYPE OF VEHICULAR GATE OR BARRIER, EXCEPT FOR NON-RESIDENTIAL USES, WHEN SUCH GATE OR BARRIER IS LEFT OPEN DURING ON-SITE BUSINESS HOURS.
  
- (7) ON-STREET PASSENGER LOADING ZONES LOCATED IN THE PUBLIC RIGHT-OF-WAY ADJACENT TO THE PROPERTY MAY ONLY BE PROVIDED WHEN COMPLIANCE WITH ALL OF THE FOLLOWING IS DEMONSTRATED:
  - (A) APPROVAL FOR THE DESIGN OF THE PASSENGER LOADING ZONE HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT.
  
  - (B) AN ENCROACHMENT PERMIT HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT FOR ANY STRUCTURES REQUIRED AS PART OF THE PASSENGER LOADING ZONE (SHADE CANOPIES, SCREEN WALLS, SIGNS, ETC.).
  
  - (C) THE PASSENGER LOADING ZONE DOES NOT REDUCE OR PRECLUDE ANY REQUIRED STREETScape OR FRONTAGE ELEMENTS, INCLUDING THE PROVISION OF REQUIRED STREET TREES AND SHADE.
  
  - (D) THE PASSENGER LOADING ZONE DOES NOT INTERRUPT A DESIGNATED BICYCLE LANE.

C. PASSENGER LOADING AREA DESIGN GUIDELINES.

- (1) PASSENGER LOADING ZONES SHOULD BE LOCATED INTERNALLY TO THE BUILDING WHEN POSSIBLE.

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

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