

CHAPTER 10-07. PARKING, LOADING, ACCESS, AND PRIVATE STREET REQUIREMENTS

DIVISION 10-07-001. PURPOSE

10-07-001-0001. PURPOSE:

The purpose of this Chapter is to regulate and ensure the provision of adequate motor vehicle parking and loading areas for each land use, as well as to provide minimum access standards and regulations for the use of private streets.

DIVISION 10-07-002. OFF-STREET PARKING AND OFF-STREET LOADING STANDARDS

10-07-002-0001. APPLICABILITY:

The following Sections describe required standards for off-street parking and off-street loading:

- A. **NEW USES, BUILDINGS AND ADDITIONS:** All proposed land uses, developments, buildings, structures, or building additions of twenty-five (25) percent or more in terms of additional dwelling units, gross floor area, seating capacity, or other units of measurement specified herein for required parking or loading facilities, either with a single addition or cumulative additions subsequent to the effective date of this provision, May 7, 1992 in all districts, including the established development "E" districts, shall meet the requirements of this Chapter as well as the pertinent Sections of Chapter 6, Landscaping and Bufferyard Standards. This includes additions which increase the total number of required parking spaces by twenty-five (25) percent or more. All building additions of less than twenty-five (25) percent cumulative, shall be exempt from the requirements of this Chapter. All additions to existing single family detached dwellings, regardless of size, are exempt from the requirements of this Chapter so long as additional dwellings are not created; and a second single family detached dwelling on the same lot, where permitted, shall provide the required parking and access only for that dwelling if the parking for the first dwelling does not meet code requirements. Construction of a duplex, a second (attached) dwelling, or a third dwelling (attached or detached) on the same lot as an existing dwelling, where permitted, shall be subject to the requirements of this Chapter, as well as the pertinent Sections of Chapter 6, for the entire property. (Ord. 1741, 3-17-92) (Ord. 1997, 6-15-99)
- B. **CHANGE OF USE/INTENSITY:** Except as provided in subsection C below, whenever the use of any existing building, structure, or premises is changed to a new use, or the intensity of use is increased through the incorporation of additional dwelling units, gross floor area, seating capacity, or other units of measurement specified herein for required parking or loading facilities, and which change of use or intensification of use creates a need for an increase in the total number of required parking spaces of twenty-five (25) percent or more, either with a single change or cumulative changes, subsequent to the effective date of this provision, May 7, 1992; then parking and loading facilities as required herein shall be provided for the entire building, structure or premises, including the applicable landscaping requirements of Chapter 6, to the maximum extent possible as determined by the Planning Director. When such an increase in required parking is less than twenty-five (25) percent cumulatively, the change of use or intensity is exempt from the requirements of this Chapter. (Ord. 1741, 3-17-92) (Ord. 1997, 6-15-99)
- C. **NONCONFORMING USES, STRUCTURES OR LOTS:** Whenever a nonconforming use, structure or lot is abandoned for a period of one hundred eighty (180) consecutive days and then changed to a new use according to the requirements of Sections 10-10-005-0003 and 0004 of this Code, then parking and loading facilities shall be provided for the entire building, structure or premises, to the maximum extent possible as determined by the Planning Director. (Ord. 1997, 6-15-99)
- D. **Accessory off-street parking or loading facilities** which are located on the same lot as the building or use served and which were in existence on the effective date of this Ordinance or were provided voluntarily after such effective date shall not hereafter be reduced below, or if already less than, shall not further be reduced below, the requirements of this Chapter for a similar new building or use.

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- E. The requirements set forth in this Chapter and in the applicable sections of Chapter 6, with respect to the location, design, landscaping or improvement of parking, standing, and loading spaces shall apply to all such spaces that are provided for use, whether said spaces are provided in accordance with the requirements of this Ordinance, or said spaces are voluntarily provided. (Ord. 1997, 6-15-99)
- F. Required off-street parking facilities accessory to residential uses and developed in any residential district in accordance with the requirements of this Chapter shall be used solely for the parking of passenger automobiles or other non-commercial motor vehicles owned by occupants of the dwelling structures to which such facilities are accessory, or for the parking of passenger automobiles by guests of said occupants. For single-family detached residential uses, this includes the driveways to the parking facilities. Unless provided otherwise, parking and/or storage of recreational vehicles, campers, camping trailers, utility trailers and boats shall be regulated by Section 10-07-002-0002.C.14 (LOCATION) of this Chapter. For the Established "E" Districts, such vehicles are also governed by Section 10-02-005-0025 (EXCEPTIONS AND MODIFICATIONS) of this Code. Under no circumstances shall required off-street parking facilities accessory to residential structures be used for the storage or parking of commercial vehicles associated with a business operation other than for a permitted home occupation at the same location. Such residential parking facilities shall not be used for the parking of automobiles belonging to the employees, owners, tenants, visitors, or customers of nearby commercial or manufacturing establishments. (Ord. 1997, 6-15-99)
- G. No major motor vehicle work of any kind shall be permitted in conjunction with accessory off-street parking or loading facilities; e.g., the overhauling of engines shall be prohibited. No more than one (1) unregistered or inoperable motor vehicle shall be stored on any residentially zoned lot or parcel of land, and no such unregistered or inoperable vehicle shall be stored within the front yard setback. (Ord. 1997, 6-15-99)

10-07-002-0002. OFF-STREET PARKING STANDARDS:

- A. **REQUIRED NUMBER OF PARKING SPACES.** The following minimum number of parking spaces shall be required of the uses specified below. When determination of the number of required off-street parking spaces results in a fractional space, any fraction of less than one-half (1/2) may be disregarded, while a fraction of one-half (1/2) or more shall be counted as one (1) parking space. Reference herein to "employee(s) on the largest work shift" means the maximum number of employees working at the facility during a single given day, regardless of the time period during which this occurs, and regardless of whether any such person is a full-time employee. The largest work shift may occur on any day of the week, or during a lunch or dinner period in the case of a restaurant. The term "capacity" as used herein means the maximum number of persons which may be accommodated by the use as determined by its design or by fire or building code regulations, whichever is greater. This is synonymous with the term "maximum occupant load" used in the Uniform Building Code.
 - 1. **RESIDENTIAL USES.**
 - Single-Family Detached Residential Uses: Two (2) spaces per dwelling unit.
 - Single-Family Attached Residential Uses: Two (2) spaces per dwelling unit.
 - Accessory Dwelling Unit (ADU): One (1) parking space per ADU. (Ord. 2007-20, 3-20-07)
 - Two-Family (Duplex) Residential Uses: Same requirement as indicated below for Multiple-Family Residential Uses.
 - Manufactured Housing Residential Uses: Two (2) spaces per dwelling unit.
 - Multiple-Family Residential Uses: one and one-quarter (1.25) spaces for efficiency or studio units; one and one-half (1.5) spaces for (1) bedroom units; two (2) spaces for units containing two (2) or more bedrooms. In addition, one-quarter (0.25) parking space shall be provided per

dwelling unit to accommodate guest parking and the parking of recreational vehicles and/or boats for two (2) bedroom units and above. (Ord. 2007-20, 3-20-07)

Multiple-Family Residential Uses, Affordable: One (1) space for efficiency units and one (1) bedroom units; one and one-half (1.5) spaces for two (2) or three (3) bedroom units; two (2) spaces for four (4) or more bedrooms. In addition, one-quarter (0.25) parking space shall be provided per dwelling unit to accommodate guest parking when there are four (4) or more units on a lot or parcel. (Ord. 2007-20, 3-20-07)

Housing for the Elderly Uses: See Institutional Uses, or Small Unit Single-Family Uses below.

Group Home Uses: Two (2) spaces for the operator(s) of the home (if living on the premises), plus one (1) space for each motor vehicle owned by client/residents or staff members and kept on the premises.

Small Unit Single-Family Uses: One and one-half (1.5) spaces per unit for units with more than one (1) bedroom, except where housing includes units for elderly residents, where at least one (1) member of the household is at least sixty-five (65) years old. In this case, parking may be reduced to one (1) space per "elderly" unit if written assurance is given by the property owner that these units will continue to be used as such. Also, only one (1) parking space is required for one (1) bedroom units, regardless of occupancy. (Ord. 1997, 6-15-99) (Ord. 2002-15, 11-05-02)

2. COMMERCIAL AND ENTERTAINMENT USES.

Automobile car wash: Five (5) vehicular stacking/queuing spaces shall be provided on-site for each wash rack excluding said wash racks or service windows, plus one (1) parking space for each one and one-half (1.5) employees.

Automobile service station: One (1) space per employee on the maximum shift; in addition, if a convenience grocery is included, see "Convenience grocery"; and if service bays are included, see "Vehicle repair and maintenance services".

Banks: One (1) space per two hundred (200) square feet of gross floor area, plus five (5) off-street waiting (stacking/queuing) spaces per drive-in lane excluding service window areas.

Beauty and barber shops: One and one-half (1.5) spaces per operator, plus one (1) space per employee on the largest work shift.

Bed and Breakfast: Two (2) spaces per dwelling unit and one (1) space per two (2) bedrooms for rent.

Convenience grocery: One (1) space per employee on the maximum shift; in addition, one (1) space per three hundred (300) square feet of gross floor area, if gasoline pumps are provided; or one (1) space per two hundred fifty (250) square feet of gross floor area, if no gasoline pumps are provided. Spaces located at gasoline pumps count toward the parking requirement.

Funeral home: One (1) space per three (3) visitor seats or twenty-five (25) spaces per chapel unit, whichever is greater.

Furniture and/or major appliance store: One (1) space per six hundred (600) square feet of gross floor area.

Grocery or supermarket: One (1) space per two hundred and fifty (250) square feet of gross floor area of customer sales and service, plus one (1) space per two thousand (2000) square feet of gross floor area of storage.

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Hotel or motel: One (1) space per room or suite, plus one (1) space per every three (3) employees on the largest work shift, plus one (1) space per three (3) persons to the maximum capacity of each public meeting and/or banquet room, plus fifty (50) percent of the number of spaces required for accessory uses (e.g., restaurants and bars). Hotels and motels meeting the above shall be posted for no trucks in excess of fourteen thousand (14,000) pounds gross vehicle weight or recreational vehicles. Where trucks or recreational vehicles are to be permitted, special parking requirements greater than the above stated off-street parking requirements for fifteen (15) percent of the total spaces shall be provided. Such parking shall be screened from the road and adjoining residential areas with an additional bufferyard having a minimum opacity rating of 0.2. Said bufferyard shall be installed in excess of those otherwise required in Chapter 10-06 to satisfy this requirement.

Lumberyard and/or building materials store: One (1) space per four hundred (400) square feet of customer service area, plus one (1) space per two thousand (2,000) square feet of warehouse or storage area, plus one (1) space per company vehicle.

Private clubs: One (1) space per three (3) persons to the maximum capacity of the facility.

Repair services: One (1) space per three hundred square feet of gross floor area, plus one (1) space per employee on the largest work shift.

Restaurant, fast food with drive-in: One (1) space per one hundred (100) square feet of gross floor area. Space shall also be provided to accommodate a minimum of seven (7) waiting vehicles at each drive-through excluding service window and menu board areas.

Restaurant, standard: One (1) space per one hundred (100) square feet of gross floor area, plus one (1) space per employee on the largest work shift.

School, commercial or trade: One (1) space per three (3) students, plus one (1) space per employee (including faculty) at capacity class attendance period.

Shopping Center, under one hundred thousand (100,000) square feet with one (1) or more restaurant(s): One (1) space per two hundred fifty (250) square feet of gross floor area.

Shopping Center, under one hundred thousand (100,000) square feet with no restaurants or where restaurants have separately counted parking: One (1) space per three hundred (300) square feet of gross floor area.

Shopping Centers of one hundred thousand (100,000) or more square feet with restaurant(s) sharing parking: One (1) space per two hundred fifty (250) square feet of gross floor area up to one hundred thousand (100,000) square feet; and one (1) space per three hundred (300) square feet of gross floor area over one hundred thousand (100,000) square feet.

Shopping Centers of one hundred thousand (100,000) or more square feet with no restaurants or where restaurants have separately counted parking: One (1) space per three hundred (300) square feet of gross floor area up to one hundred thousand (100,000) square feet; and one (1) space per three hundred twenty-five (325) square feet of gross floor area over one hundred thousand (100,000) square feet..

Taverns, dance halls, night clubs, and lounges: One (1) space per fifty (50) square feet of gross floor area, plus one (1) space per employee on the largest work shift.

Theaters and auditoriums: One (1) space per five (5) patrons based on maximum capacity. In shopping centers, this requirement may be reduced by twenty (20) percent provided the remainder of the shopping center meets the requirements of this Section and the gross floor area of the theatre does not exceed ten (10) percent of the total floor area of the shopping center.

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Vehicle sales and associated service facilities: One (1) space per fifteen hundred (1,500) square feet of gross floor area and outdoor vehicle display area. All outdoor vehicle display areas must be designed and paved according to the City's "Engineering Design and Construction Standards and Specifications", but need not be striped according to a specific parking plan. Customer and employee parking areas, however, must be so striped and maintained according to a specific parking plan.

Vehicle service station: See "Automobile service station".

Vehicle repair centers (centers containing more than 10 service bays): One and one half (1.5) spaces per each repair or maintenance bay. Said required off-street parking shall be located on the premises.

Vehicle repair and maintenance services (10 or fewer bays): Two (2) spaces per each repair or maintenance bay, plus one-half (0.5) space per each repair or maintenance bay to accommodate the storage of inoperable vehicles. Said required off-street parking shall be located on the premises.

Any other commercial and entertainment uses not specifically listed: One (1) space per two hundred (200) square feet of gross floor area of customer sales and service, storage and/or office gross floor area. If the use has at least one hundred thousand (100,000) square feet of gross floor area, then one (1) space per two hundred and fifty (250) square feet of gross floor area shall be provided. For any drive-through facilities, space shall also be provided to accommodate a minimum of five (5) waiting vehicles at each drive-through excluding service window areas.

(Ord. 1997, 6-15-99)

3. COMMERCIAL/RECREATIONAL USES.

Bowling alley: Five (5) spaces per lane, plus one (1) space per employee on the largest work shift, plus one (1) space per three (3) persons to the maximum capacity of each public meeting and/or banquet room, plus the number of spaces required for accessory uses (e.g., restaurants and bars).

Recreational vehicle parks: One (1) space for each recreational vehicle and/or travel trailer space, plus required off-street parking spaces for any accessory uses.

Skating rink, ice or roller: One (1) space per three-hundred (300) square feet of gross floor area.

Other commercial/recreational uses (privately-owned): One (1) space per four (4) patrons to the maximum capacity of facility as determined by the applicable City building codes, plus one (1) space per each employee on the largest work shift.

4. INSTITUTIONAL, INDOOR RECREATIONAL, AND SPECIAL RESIDENTIAL USES.

Camps, day or youth: One (1) space per employee on the largest work shift, plus one (1) space per camp vehicle normally parked on the premises.

Cemetery: One (1) space per employee, plus two (2) spaces per acre which may be on internal private traffic ways.

Church: One (1) space per four (4) seats to the maximum capacity.

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Community and recreation center (publicly-owned): One (1) space per two hundred fifty (250) square feet of gross floor area, or one (1) space per four (4) patrons to the maximum capacity, whichever is greater, plus one (1) space per employee on the largest work shift.

Day or nursery school: One (1) space per employee on the largest work shift, plus one (1) off-street loading space per ten (10) students for student drop off area.

Housing for the Elderly: Three quarters (3/4) space per unit, where at least one (1) member of the household is at least sixty-five (65) years old; plus one (1) space per employee on the largest work shift. For facilities which include full-time health care, see "Nursing Homes".

Hospital: Two (2) spaces per three (3) patient beds, plus one (1) space per each employee on the largest work shift.

Lodging houses, boarding, and rooming houses, dormitories, and fraternities: One (1) space per bedroom or sleeping room, plus one (1) space for the owner or manager. For dormitories without individual private rooms for guests, each one hundred (100) square feet of gross floor area shall be considered equivalent to a bedroom or sleeping room. This includes off-campus student apartment buildings if designed as dormitories.

Libraries and museums: One (1) space per two hundred fifty (250) square feet of gross floor area or one (1) space per four (4) seats to the maximum capacity, whichever is greater, plus one (1) space per employee on the largest work shift.

Monasteries and convents: One (1) space per six (6) residents, plus one (1) space per employee on the largest work shift, plus one (1) space per five (5) chapel seats, if the public may attend.

Nursing homes: One (1) space per six (6) patient beds, plus one (1) space per employee on the largest work shift.

Schools:

- a. Elementary and junior high: One (1) space per staff member, plus one (1) space per two (2) classrooms.
- b. Senior high: One (1) space per teacher and per staff member on the largest work shift, plus one (1) space per four (4) students.
- c. College: one (1) space per staff member on the largest work shift, plus one (1) space per two (2) students of the largest class attendance period.

Swimming facility: One (1) space per seventy-five (75) square feet of gross water area, plus one (1) space per employee on the largest shift.

Tennis, racquetball, or handball courts: Two (2) spaces per court, plus one (1) space per employee on the largest work shift.

Other institutional, indoor recreational, and special residential uses: One (1) space per three (3) patrons to the maximum capacity, plus one (1) space per employee on the largest shift.

- 5. NURSERY USES: One (1) space per employee on the largest work shift, plus one (1) space per two hundred (200) square feet of gross floor area of inside sales or display, plus one (1) space per one thousand (1,000) square feet of outdoor display or sales area.

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6. OFFICE USES

Offices, general: One (1) space per three hundred (300) square feet of gross floor area.

Medical offices: Five (5) spaces per doctor, plus one (1) space per other employee.

7. OUTDOOR RECREATIONAL USES.

Golf courses: Four (4) spaces per hole, plus one (1) space per employee on the largest work shift, plus spaces required for any accessory uses (e.g., bars, restaurants).

Outdoor swimming pool (non-accessory): One (1) space per seventy-five (75) square feet of gross water area.

Tennis court (non-accessory): Two (2) spaces per court.

Other Outdoor Recreational Uses: One (1) space per four (4) expected patrons at maximum capacity.

8. PUBLIC SERVICE USES.

Public service uses: One (1) space per employee on the largest work shift, plus one (1) space per company vehicle normally stored or parked on the premises.

9. INDUSTRIAL USES.

Manufacturing: One (1) space per six hundred (600) square feet of gross floor area.

Flex Buildings (manufacturing, wholesale, office, etc): One (1) space per one thousand (1,000) square feet of gross floor area.

Warehousing: One (1) space per two thousand (2,000) square feet of gross floor area.

Truck terminals shall calculate the required parking for: Offices for the dispatch areas, warehouses for transshipment or warehouse type areas, and vehicle repair for service facilities.

Mini Storage: Three (3) spaces, plus one (1) space per one hundred (100) storage units. (Ord. 1741, 3-17-92)

10. OFF-STREET PARKING REQUIREMENTS FOR OTHER USES NOT LISTED HEREIN. For uses not listed in this Section, off-street parking spaces shall be provided on the same basis as required for the most similar use listed or as determined by the City Planning Director.

11. OFF-STREET PARKING REQUIREMENTS IN THE C-5-E DISTRICT. These standards are applicable in the C-5-E District where new buildings or uses are constructed and existing site or lot area is sufficient to accommodate the provision of off-street parking facilities. Refer to Division 10-02-005 for specific requirements for parking in the C-5-E District.

B. MAINTENANCE OF PARKING LOTS. All parking areas shall be paved, striped, and maintained in a dust-free and litter-free condition at all times.

C. OFF-STREET PARKING DESIGN STANDARDS

1. OFF-STREET PARKING SPACE DESIGN. A required open or uncovered off-street parking space shall be at least nine (9) feet in width and at least eighteen (18) feet in length except for

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parallel parking spaces which shall be at least twenty (20) feet in length. Parking space length is exclusive of access drives or aisles, ramps, columns, or office or work areas. The length of parking spaces can be reduced to sixteen and one-half (16.5) feet including wheel stop if additional space of two and one-half (2.5) feet in length is provided for the front overhang of the car; however, such overhangs shall not intrude into any pedestrian walkways or landscaped areas or bufferyards. In addition, this reduction in parking stall length shall not be used in cases where parking stall widths have also been reduced, per Subsection C.4 below. (Ord. 1997, 6-15-99)

Each covered off-street parking space shall not be less than ten (10) feet wide and twenty (20) feet long as measured at its interior dimensions. The parking space shall have a vertical clearance of at least seven (7) feet.

2. OFF-STREET PARKING ROW, AISLE, AND MODULE DESIGN.

Horizontal widths for parking rows, aisles, and modules shall be provided at widths no less than listed in the following Table 10-07-002-0002 A and Illustration 10-07-002-0002 A.

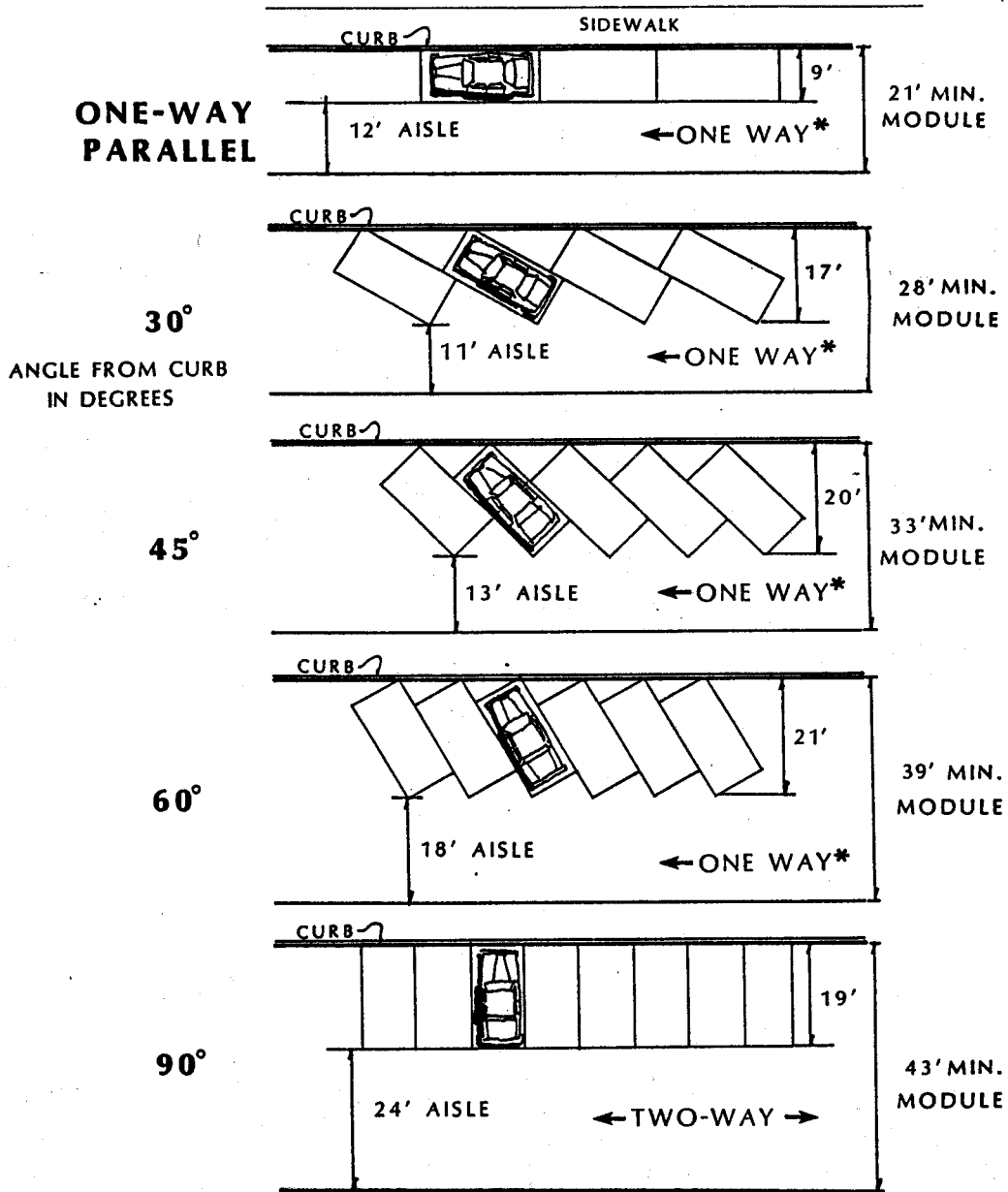
**TABLE 10-07-002-0002 A
DIMENSIONAL REQUIREMENTS FOR PARKING ROWS, AISLES, AND MODULES**

	One-way	Angle, in degrees			
	parallel*	30	45	60	90
SINGLE ROW OF PARKING	9'	17'	20'	21'	19'
driving aisle	12'	11'	13'	18'	24'
minimum width of					
module (row + aisle)	21'	28'	33'	39'	43'
TWO ROWS OF PARKING	18'	34'	40'	42'	38'
driving aisle	12'	11'	13'	18'	24'
minimum width	30'	45'	53'	60'	62'
(row + aisle)					

*The minimum length of a parking stall for parallel parking is twenty (20) feet.

ILLUSTRATION 10-07-002-0002 A
 DIMENSIONAL REQUIREMENTS FOR PARKING ROWS, AISLES, AND MODULES

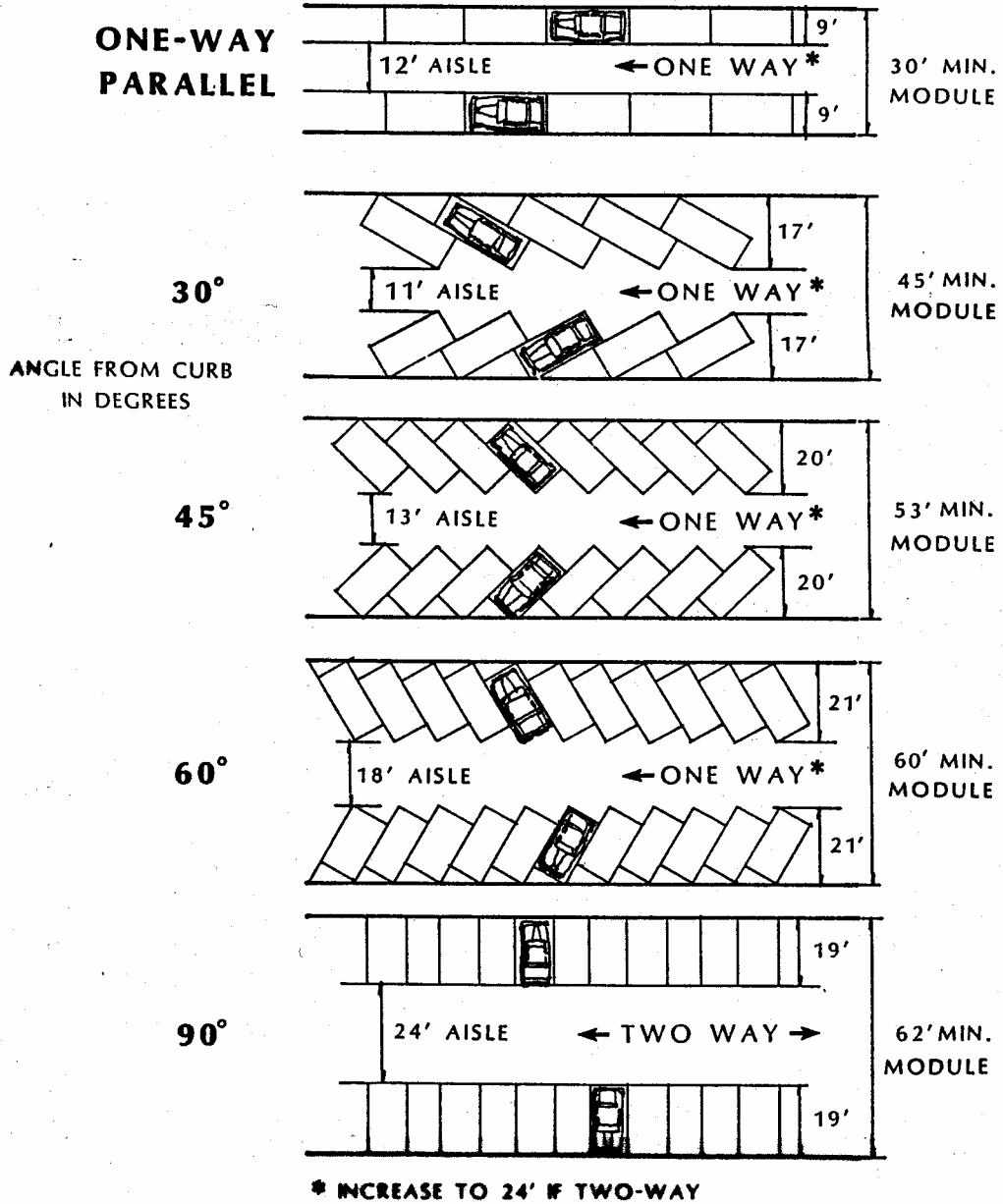
SINGLE ROW OF PARKING



*INCREASE TO 24' IF TWO-WAY

ILLUSTRATION 10-07-002-0002 A (continued)
 DIMENSIONAL REQUIREMENTS FOR PARKING ROWS, AISLES, AND MODULES

TWO ROWS OF PARKING



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3. CONSTRUCTION SPECIFICATIONS. The construction of all off-street parking areas shall meet the applicable City of Flagstaff "Engineering Design and Construction Standards and Specifications." The construction shall be certified by a Professional Engineer that meets the design requirements. (Ord. 1741, 3-17-92)
4. ACCESS. The following regulations are applicable to off-street parking lot access design and include parking for single-family residences unless modified by Chapter 10-05. (Ord. 1997, 6-15-99)
 - a. Each required off-street parking space shall open directly upon an aisle or driveway as specified in Table 10-07-002-0002 A. All off-street parking facilities shall be designed with an appropriate means of vehicular access to a street or to an alley, in a manner which causes the least interference with traffic movements.
 - b. Parking spaces in any parking lot or parking structure for any multiple-family, commercial, industrial, institutional, or similar use shall not be designed or located so as to permit a vehicle to enter or exit a parking space directly from a public street. Driveways to the public street shall be by forward motion of the vehicle. Ingress to and egress from parking spaces shall be from an on-site aisle or driveway, or alley, as provided under this Section.
 - c. Driveways to off-street parking areas in all residential districts shall be a minimum of ten (10) feet wide (from public streets only). If a driveway in a residential district serves more than two (2) dwelling units or is longer than one hundred fifty (150) feet, said driveway shall have a minimum width and turnaround per Fire Department requirements and the Engineering Standards. See the City's Engineering Standards for additional information. (Ord. 2000-08, 6/6/00)
 - d. A paved access driveway to required off-street parking areas serving residential uses is not required when the subject property takes access from an unpaved street. In all other cases, the driveway shall be constructed of a hard surface material such as asphalt, concrete, interlocking pavers or other similar materials including hard pervious surfaces such as porous pavement and pervious pavers, including the area between the property line and the street. (Ord. 1997, 6-15-99) (Ord. 2007-20, 3-20-07)
 - e. The design and construction of all off-street parking access drives shall meet the applicable City of Flagstaff "Engineering Design and Construction Standards and Specifications." The construction shall be certified by a Professional Engineer that meets the design requirements except that detached single-family residences, Accessory Dwelling Units, and residential duplexes shall be exempt from the certification requirement. (Ord. 1741, 3-17-92) (Ord. 2007-20, 3-20-07)
5. TANDEM PARKING. Tandem parking is permitted for single-family residences, Accessory Dwelling Units, and residential duplexes. (Ord. 2007-20, 3-20-07)
6. HANDICAPPED-ACCESSIBLE PARKING. All parking facilities which require handicapped-accessible parking spaces shall conform to the Americans with Disabilities Act (ADA), as administered by the Building and Safety Division. Accessible parking spaces count toward the total parking requirement. (Ord. 1997, 6-15-99)
7. PLAN SUBMITTAL. The plan submitted for any parking area shall provide for the safe movement of traffic within the off-street parking area and shall include provisions for the following:
 - a. Required landscaping.

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- b. Separation of the parking areas from the public right-of-way, except for driveways, shall be governed by the street bufferyard requirements of Section 10-06-003-0004.
 - c. Layout of all parking spaces and circulation pattern.
 - d. Sufficient grade indications to assure surface drainage from the lot into a public street or improved drainage channel or structure and away from adjoining properties.
 - e. The parking standards indicated in Section 10-07-002-0002.C. shall govern the design of all required parking areas.
8. **SLOPE OF PARKING AREAS.** The surface grade of the parking area shall be designed and constructed so that there will be no ponding of surface drainage (except as part of a specifically engineered drainage detention basin). All surface drainage shall be into a public street or improved drainage channel or structure. See City's "Engineering Design and Construction Standards and Specifications" for further information.
9. **PAVING.** All off-street parking lots and driveways shall be paved and maintained in accordance with the applicable City of Flagstaff "Engineering Design and Construction Standards and Specifications." The construction shall be certified by a Professional Engineer that it meets the design requirements. (Ord. 1741, 3-17-92)
10. **LANDSCAPING.** See Chapter 10-06, Divisions 10-06-002 and 10-06-004 of this Ordinance.
11. **SCREENING.** See Chapter 10-06, Divisions 10-06-002 and 10-06-003 of this Ordinance.
12. **LIGHTING.** See Chapter 10-08, Division 10-08-002, of this Ordinance.
13. **SIGNS.** See Chapter 10-08, Division 10-08-001, of this Ordinance.
14. **LOCATION.** All off-street parking shall be on-premises parking unless the requirements of Section 10-07-002-0004 are met for off-premises parking facilities. In all established zoning districts, required parking is not permitted in the required front and exterior side yard setbacks unless provided otherwise in individual districts, and is also regulated by bufferyard requirements in Chapter 10-06 when applicable. Location of required parking in all new zoning districts is regulated by setbacks and bufferyards set forth in Chapters 10-05 and 10-06. (Ord. 1997, 6-15-99)
15. **TRAILERS, RV'S, BOATS.** A camping or vacation trailer, recreational vehicle or boat may be stored in the rear or interior side yard, garage or carport on any lot in any district, provided that: 1) there is a principal use of the property, to which such storage would be accessory; 2) no living quarters shall be maintained or any business conducted in connection therewith while such trailer or vehicle is so parked or stored; and 3) the required parking on the lot is maintained in addition to the area used for the stored vehicle(s). (Ord. 2002-15, 11-05-02)

10-07-002-0003. PARKING REDUCTIONS FOR TRAFFIC MANAGEMENT PLAN:

The City shall have the ability to reduce the parking requirements for office and other uses in Section 10-07-002-0002, subject to a Conditional Use Permit per Chapter 10-10. A traffic management plan shall be submitted with the application for the Conditional Use Permit. The following standards shall be met if a reduction is granted:

- A. The amount of the reduction shall be no more than ninety (90) percent of the proposed reduction in employee automobile trips.

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- B. The buildings shall have a single user/owner who can effectively exercise control over compliance with the plan.
- C. The traffic management plan shall be submitted by a registered traffic engineer and shall include data on the effectiveness on similar plans elsewhere.
- D. The traffic management plan shall contain information on the strategies, designated parking, salary bonuses or incentives, company vehicles, staggered work hours, and information indicating the owner's ability to provide and enforce these elements over time.
- E. The City may impose whatever conditions it feels are needed to ensure the long-term compliance to the plan, including but not limited to a reserve parking area, phasing, or contributions to transit or other alternative means of transportation.

10-07-002-0004. LOCATION OF OFF-PREMISES PARKING FACILITIES:

The location of off-premises parking facilities in relation to the use served shall be as prescribed hereinafter. All distances specified shall be between the closest edge of such parking facilities to the closest edge of the site being served.

- A. Off-street parking facilities accessory to residential uses shall be located on the same lot as the use served.
- B. Off-street parking facilities accessory to nonresidential uses may be located on a lot adjacent to or across a collector street, local street, or alley from the lot occupied by the use served. However, in no case shall the distance be in excess of three hundred (300) feet from such use except in the C-5-E District, where this distance may be increased to four hundred (400) feet. If said off-premise parking facility is shared, a sharing formula shall be approved by the Planning Director. The distance shall be determined as measured from the closest edge of the off-street parking facility to the closest edge of the site being served by such off-premise facility. No off-premise parking facilities accessory to an industrial, commercial, or institutional use shall be located in a residential district.
- C. Pedestrian access between the use or the site and the off-premise parking area shall be via paved sidewalk or walkway.

10-07-002-0005. OFF-STREET LOADING STANDARDS:

Any use with a gross floor area of five thousand (5,000) square feet or more, and requiring deliveries or shipments, must provide off-street loading facilities in accordance with the requirements specified below.

- A. Every retail establishment, industrial or manufacturing use, warehouse, wholesale use, freight terminal, railroad yard, hospital, or sanitarium having an aggregate gross floor area of five thousand (5,000) square feet or more shall provide off-street loading facilities as follows:

Gross Floor Area			Number of Berths
<u>in Square Feet</u>			<u></u>
5,000	-	24,999	1
25,000	-	49,999	2
50,000	-	99,999	3
100,000	-	174,999	4
175,000	-	249,999	5

For each additional seventy-five thousand (75,000) square feet (or fraction thereof) of gross floor area, one (1) additional loading berth shall be provided.

10-07-002-0005

These standards are also applicable in the C-5-E District where new buildings or uses are constructed and existing site or lot area is sufficient to accommodate the provision of off-street loading facilities.

- B. Every public assembly use, such as auditoriums, convention halls, exhibition halls, stadiums or sports arenas, funeral homes, and restaurants and hotels shall provide off-street berths as follows:

Gross Floor Area in Square Feet		Number of Berths
5,000	-	29,999
20,000	-	129,999
130,000	-	229,999

For each additional one hundred thousand (100,000) square feet (or fraction thereof) of gross floor area, one (1) additional loading berth shall be provided.

- C. One (1) loading berth shall be provided for the first ten thousand (10,000) to one hundred thousand (100,000) square feet of office floor area with one (1) additional berth to be provided for each additional one hundred thousand (100,000) square feet of floor area or fraction thereof.
- D. The design of individual loading berths shall conform to the following criteria:
 - 1. A required loading berth for commercial and institutional uses shall be at least ten (10) feet wide by at least twenty-five (25) feet in length exclusive of aisle and maneuvering space in order to accommodate single-unit trucks, and shall have a vertical clearance of fourteen (14) feet.
 - 2. A required loading berth for an industrial use shall be a minimum of twelve (12) feet by sixty (60) feet in length with a minimum height clearance of sixteen (16) feet.
 - 3. The surfacing and pavement cross-section design of the loading berth area shall be designed according to applicable "City of Flagstaff Engineering Design and Construction Standards and Specifications", and certified by a professional engineer that it meets the design requirements. (Ord. 1741, 3-17-92)
- E. No loading space shall be located within the right-of-way of any street, roadway or public alley, or in any designated off-street parking area. At no time shall any part of a truck or van be allowed to extend into a public thoroughfare or the right-of-way while the truck or van is being loaded or unloaded.
- F. Adequate off-street truck maneuvering area shall be provided on-site and not within any public street right-of-way or other public lands.
- G. All required loading berths shall be located on the same lot as the use served.
- H. All loading spaces shall be accessible at all times from a street, alley, or driveway intended to serve such off-street loading areas. Access to loading areas may be provided by way of designated off-street parking areas using only designated and marked aisles for such access. If access to loading spaces involves the utilization of off-street parking areas, no interference of any type shall be permitted in terms of the normal use and function of said off-street parking lot, and no designated off-street parking area or space shall be infringed upon at any time for the movement of any vehicle waiting to gain access to said loading space.
- I. Access to loading spaces shall not be blocked by other loading spaces, permanent or movable structures of any type including trash receptacles or compactors, nor shall any loading space interfere with any fire exit or emergency access.

DIVISION 10-07-003. ACCESS STANDARDS

10-07-003-0001. ACCESS STANDARDS:

The following Sections govern the standards that apply to controlling access to all roads. See Engineering Standards for street type and classification used in this Division.

10-07-003-0002. ACCESS:

Access to public roads and highways in the City of Flagstaff shall be limited to ensure that the congestion created by turning movements is reduced to an absolute minimum. All developments shall meet the following standards except where modified by Section 10-07-003-0004:

- A. All proposed residential uses shall take direct access only to local residential streets wherever possible.
 - 1. Individual detached single-family residences built under the single-family development option (Section 10-05-002-0001) may take direct access to an arterial street only if no other access options are viable, if the lot is afforded an on-site turn-around area, and if the developer is physically unable to provide a local street. All access physically abutting the developer's property shall be provided at the developer's expense.
 - 2. All other residential development, including multi-family development, must take direct access to a local, collector, or arterial street even though such development may be served internally by private streets and/or drives.
- B. All nonresidential uses must take primary access to a collector or arterial street or to a frontage road. Direct primary access to a local residential street is prohibited for nonresidential uses. Nonresidential uses may take secondary access to a local residential street with the permission of the City Planning Commission and when principal access to said nonresidential use is afforded from either a nonresidential collector street or an arterial street. The establishment of such access restriction shall be in the form of an easement placed upon the lot.
- C. All uses shall be discouraged from taking more than one (1) point of access unless additional access is required by the City of Flagstaff Fire Department or for other life safety purposes. In instances where more than one (1) access point is required, the number shall be minimized by combining access points with adjacent parcels when possible; however, such combined access points shall not exceed the maximum width requirements as set forth in the applicable City of Flagstaff "Engineering Design and Construction Standards and Specifications" for such access.
- D. Uses on arterial and collector streets which have at least one hundred (100) feet of frontage may have one (1) access per one hundred (100) feet of frontage. In order to promote safe and efficient access, however, uses which have less than one hundred (100) feet of frontage on said streets shall utilize shared access drives which shall be located on the abutting property lines. Said shared access drives shall also serve to link off-street parking areas on abutting lots in order to promote site internal circulation between abutting uses and minimize the need to use the street to accommodate vehicular flow between abutting lots. The Planning Director shall determine the applicability of this Section, and the Planning Director's decision may be appealed by an applicant to the Board of Adjustment.
- E. Driveway spacing along existing and planned arterial and collector streets shall be determined as a function of arterial or collector street type. Where adequate lot width permits, the minimum spacing between arterial street or highway access drives shall be determined by Table 10-07-003-0002.

TABLE 10-07-003-0002
MINIMUM DRIVEWAY SPACING (measured edge to edge) ON ARTERIAL AND
COLLECTOR STREETS

Street Type	Minimum Spacing (feet)
I	230
II	150
III	125

- F. No portion of a driveway shall be located within one hundred twenty (120) feet of the near curb return of a signalized intersection or planned signalized intersection.
- G. The construction of all access facilities shall meet the applicable City of Flagstaff "Engineering Design and Construction Standards and Specifications."

10-07-003-0003. ACCESS PLAN:

In order to minimize the number of access points on arterial and collector roads, the City Planning and Zoning Commission shall, when the first development plan is submitted for an area by a developer, review and adopt an access plan for the affected area. The delineation of the planning area for such access plan shall be determined by the City Planning Commission based upon recommendations from both the City Planning Division and the City Engineering Division. If a development proposal is within the boundaries of an adopted access plan area or an area for which a specific plan has been prepared, such an additional access plan may not be required. The Planning Director shall determine whether such an access plan is required. For subdivisions, see Division 10-11-007. All landowners within such delineated areas for which such an access plan has been prepared and adopted as a refinement or detailed element of the City's General Plan, shall be required to conform to the access plan prior to site plan or subdivision approval.

10-07-003-0004. TEMPORARY ACCESS:

- A. No developer shall be denied a Certificate of Occupancy or plan approval for the sole reason that a property cannot meet the standards of Section 10-07-003-0002, provided that the development plan meets the requirements of Section 10-07-003-0003.
- B. A temporary access permit may be permitted which shall expire when the permanent access to the property via adjoining parking lots, parallel access, or reverse frontage roads becomes feasible and is in general conformance with the adopted access plan for the affected area.
- C. This Section may also include temporary construction access, which should avoid going through existing development whenever possible.
- D. The property owner(s) shall pay for the cost of closing the temporary access and connecting to the permanent access.

10-07-003-0005. SIGHT LINES AT INTERSECTING STREETS AND DRIVEWAYS:

- A. CLEAR VIEW ZONE. In order to provide for vehicular and pedestrian safety, there shall be a zone of unobstructed vision on each corner of all intersections formed where driveways, private streets, alleys, public streets, and other roadways intersect public streets. This clear view zone is the triangular volume defined by the distances along the edges of the intersecting roadways shown in Table 10-07-003-0005 and Illustrations 10-07-003-0005 A and 10-07-003-0005 B, and extending from three (3) feet to ten (10) feet above the elevation of the nearest edge of pavement (or lip of gutter if curb is present).

Clear view zones are not required at intersections involving the following types of roadways:

1. Driveways from one- and two-family residences onto Type III, IV, and VI streets. Driveways from larger developments onto these street types and all driveways onto higher class streets shall meet the clear view zone requirements.
2. Emergency access lanes such as fire lanes when they are specifically designed only for emergency access, and cannot reasonably be used for other purposes such as general access, deliveries, or other services to a property.
3. One-way driveways or streets when the direction of travel is away from the intersection.

**TABLE 10-07-003-0005
CLEAR VIEW ZONE REQUIREMENTS**

Through Street Type	Controlled Street Type							
	I-II		III-IV		V-VI		Private Street Alley, or Drive	
	N=15 ft.		N=15 ft.		N=15 ft.		N=10 ft.	
	ML	MR	ML	MR	ML	MR	ML	MR
I	245	90	250	85	255	85	210	60
II	210	100	219	95	225	100	185	70
III	--	--	135	95	140	100	100	70
IV	--	--	110	80	115	85	85	60
VI	--	--	--	--	155	100	130	80
	N=35 ft.		N=35 ft.		N=35 ft.		N=30 ft.	
V-1 (Future)								
Type I)	--	--	315	160	320	170	310	155
V-2	--	--	--	--	--	--	--	--

NOTE:

At an intersection where the main street is a one-way street, the dimension "D" or the dimension with the prefix "M" along the one-way street downstream of the intersection may be reduced to fifty (50) feet. See Illustrations 10-07-003-0005.A and 10-07-003-0005.B.

Legend for Table 10-07-003-0005
And Illustrations 10-07-003-0005 A and B

N = Distance in feet of the clear view zone along the controlled street, alley, or driveway.

ML = Distance in feet of the clear view zone along the through street to the left of the intersection.

MR = Distance in feet of the clear view zone along the through street to the right of the intersection.

D = Distance in feet of the clear view zone along both the controlled and through streets of a local residential intersection.

(Ord. 1997, 6-15-99)

ILLUSTRATION 10-07-003-0005 A
CLEAR VIEW ZONE: INTERSECTION OF TWO LOCAL RESIDENTIAL STREETS

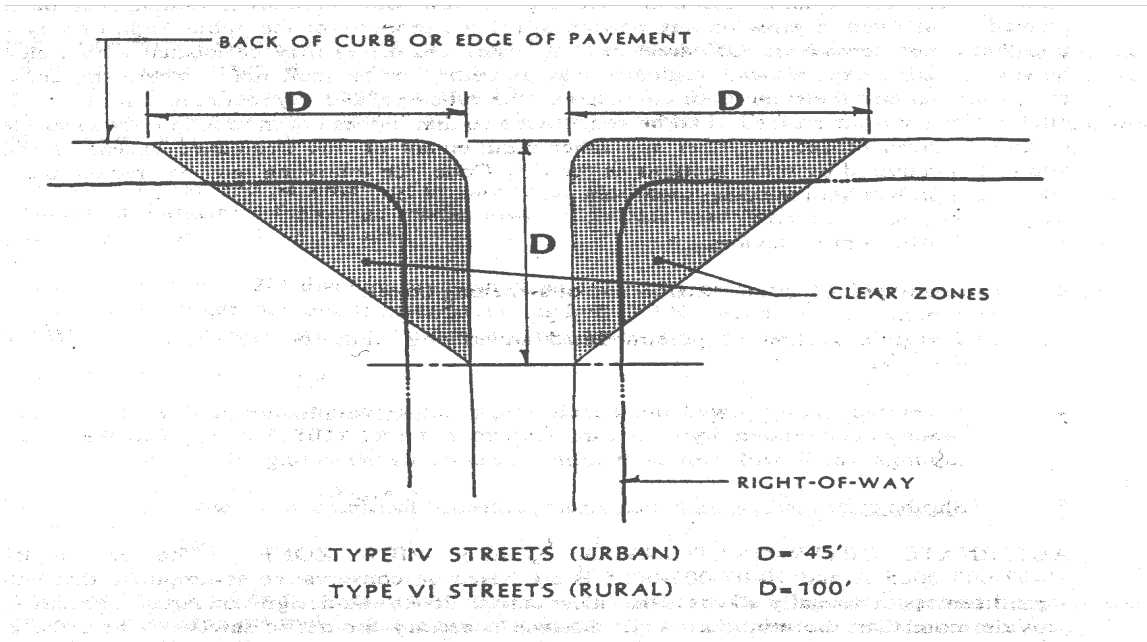
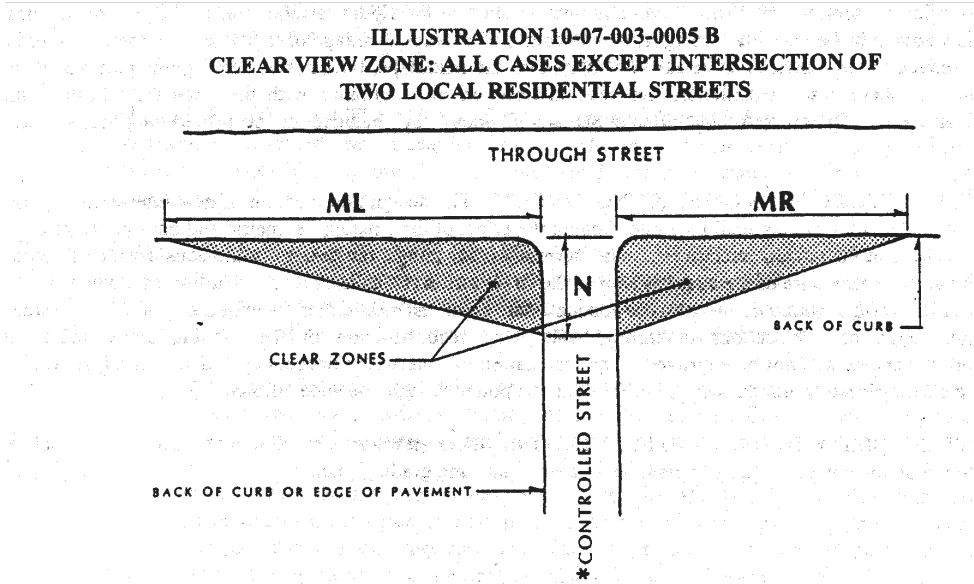


ILLUSTRATION 10-07-003-0005 B
CLEAR VIEW ZONE: ALL CASES EXCEPT INTERSECTION OF TWO LOCAL RESIDENTIAL STREETS



* CONTROLLED STREET TRAFFIC MUST STOP OR YIELD AT INTERSECTION

10-07-003-0005

- B. RESTRICTIONS. At an intersection where a clear view zone is required, nothing shall be erected, placed, planted, or allowed to grow on any portion of private property or the public right-of-way which intrudes into that clear view zone. Off-street parking aisles and drives may be located within clear view zones; however, parking spaces and vehicle stacking/queuing areas shall not. Where the construction of an intersection entails the creation of an earth cut, the cut slope, and any retaining wall, fence, landscaping, or other treatment of its surface, shall be constructed so that it does not intrude into the clear view zone. This restriction takes precedence over any other requirement of this Ordinance except as follows. Where allowed or required by other sections of the City Code, the following may be erected, placed, planted, or allowed to grow within the clear view zone:
1. Traffic control devices.
 2. Utility poles but not transformers or switching boxes.
 3. The pole portion of pole-mounted advertising signs, not to exceed ten (10) inches outside diameter.
 4. Street trees--one allowed along each street frontage within the clear view zone if the bottom of the canopy occurs naturally or is trimmed above the ten (10) foot height of the clear view zone, or saplings which, with growth, will become street trees meeting this criteria.
 5. Shrubs or groundcovers not exceeding three (3) feet in height at maturity.
- C. ALTERNATE DETERMINATIONS OF CLEAR VIEW ZONE. The criteria of Illustrations 10-07-003-0005 A and 10-07-003-0005 B are based on conservative assumptions that will provide safe sight distances in virtually all cases that meet current codes and design standards. In many cases, they will provide more than the minimum sight distance necessary for traffic safety. Where the conditions at a specific intersection vary from the conditions assumed in the figure, a reduction in the size of the clear view zone may be possible. Designers are encouraged to take advantage of this wherever possible in order to reduce the intrusion of the clear view zone into the landscape, buffer, and developable portions of the site. In these cases, calculations for each intersection in accordance with the criteria set forth in the "Engineering Design and Construction Standards" should be included in the project engineer's design report.
- D. NEW INTERSECTIONS ON EXISTING STREETS. The design and location of new intersections being made on existing streets shall take into account the effect of the existing geometric and physical features on sight lines to the new intersecting roadway. Among other things, the design should consider the horizontal and vertical curvature of the street as well as the street furniture, landscaping, and utility installations which abut it. Designs which do not provide adequate safe sight distance, either through the appropriate location and design of intersections or through mitigating reconstruction of the existing street and/or its appurtenances, will not be approved. The installation of otherwise unnecessary traffic control devices on the existing street is not an acceptable solution to a potential sight distance problem.
- E. APPLICABILITY TO DRAWING SUBMISSIONS. Clear view zones required under this Section shall be shown on the preliminary plat, site plan, landscaping plan, and grading plan. (Ord. 2007-44, 12-04-2007)

DIVISION 10-07-004. PRIVATE STREETS

10-07-004-0001. APPLICABILITY:

Private streets are permitted for access to but not through certain residential developments (including manufactured housing) within the City of Flagstaff in accordance with the following standards. Private streets are not considered driveways or aisles, and vice versa. See Section 10-07-002-0002 for regulations pertaining to driveways and parking aisles, as well as applicable sections of the City's "Engineering Design and Construction Standards and Specifications." (Ord. 1997, 6-15-99)

- A. The base, sub-base, and pavement section of private streets shall meet City of Flagstaff "Engineering Design and Construction Standards" for public streets and shall have Fire Department approval. (Ord. 2007-20, 3-20-07)
- B. No more than twenty (20) dwelling units shall be served by any one (1) dead-end private street. If the private street is longer than one thousand two-hundred (1,200) feet and serves more than ten (10) lots less than five (5) acres in area each, a second access may be required by the City Fire Department.

C. MINIMUM STREET WIDTH

Number of Dwelling Units	Street Width
1-2 du's	10'
3-20 du's	20'

(Ord. 1997, 6-15-99)

- D. If a private street dead ends, then it shall end in a cul-de-sac with a minimum paved diameter per Fire Department requirements and Engineering Standards. In wooded areas, the minimum outside diameter may be increased and the minimum street width decreased to twelve (12) feet in order to preserve existing trees on a case-by-case basis, provided no more than two (2) lots are served by the street and emergency vehicle access (e.g., City Fire Department) is not compromised. (Ord. 2000-08, 6/6/00) (Ord. 2007-20, 3-20-07)
- E. PRIVATE ROAD MAINTENANCE. Every development containing private streets must adopt deed restrictions or covenants which require the establishment and membership of all property owners in a homeowners' association whose purpose shall include the maintenance of the private streets within the development. (Ord. 2007-20, 3-20-07)
- F. PRIVATE STREETS IN AFFORDABLE HOUSING DEVELOPMENTS. Private streets shall not be permitted in affordable housing developments proposed under the Planned Affordable Option per the City Affordable Housing Set-Aside Policy. (Ord. 2007-20, 3-20-07)
- G. PUBLIC ADOPTION OF PRIVATE STREETS. The restrictions or covenants of Paragraph E. above shall also include provisions for the takeover of roadway maintenance responsibilities by the City of Flagstaff in the event such action is requested by the residents of a development. At a minimum, these shall include the following responsibilities for the owners of properties within the development: (Ord. 2007-20, 3-20-07)
 - 1. If fifty-one (51) percent or more of the owners of properties in such a development agree, then the homeowners' association may petition the City Planning and Zoning Commission to have the City take over the private streets as public streets.
 - 2. In the event that the City agrees to take over the private streets, the property owners in the development must agree to pay all costs associated with upgrading them to current City of Flagstaff standards and specifications. These costs include, but may not be limited to, all design, project management, legal, property acquisition, and construction costs.

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3. The property owners within the development must also agree to dedicate, at no cost to the City, any and all rights-of-way and construction, slope, drainage, utility, and access easements necessary to construct, operate, and maintain the streets to City standards. They must further agree to remove, again at no cost to the City, all privately-owned obstructions within these rights-of-way and easements, and will not hold the City liable for severance damages to remaining property.

The City Planning and Zoning Commission shall consider the petition from the homeowner's association for public adoption of the private streets and make a recommendation (with conditions, if appropriate) to the City Council. If the City Council agrees to the adoption of the streets (again, with appropriate conditions), City staff shall initiate an improvement district to improve the private streets to City standards when necessary. (Ord. 2007-20, 3-20-07)