



**STAFF REPORT TO THE PLANNING AND ZONING COMMISSION
DEPARTMENT OF COMMUNITY DEVELOPMENT
COMMUNITY PLANNING DIVISION
CASE TYPE – TEXT AMENDMENT**

Hearing Date: April 10, 2017

Case Number: ZONE-16697-2017

Project Description: This is a request by the City of Yuma for a Zoning Code Text Amendment to amend Title 15, Chapter 154, Article 1 and Article 16 – Off-Street Parking and Loading Regulations to reduce the number of required parking spaces for certain uses; provide permitted parking reductions to encourage infill development, maintenance of historic structures, provision of bicycle parking, and installation of landscape; and to clarify language prohibiting parking of boats, campers, travel trailers, and motorhomes within the front yard setback of any residential or services district.

Staff recommendation: Staff recommends **APPROVAL** of the request to amend the City of Yuma Zoning Code, Title 15, Chapter 154, Article 1 and Article 16 to reduce the number of required parking spaces for certain uses; provide permitted parking reductions; and to clarify language prohibiting parking of boats, campers, travel trailers, and motorhomes within the front yard setback of any residential or services district.

Suggested Motion: Move to **APPROVE** the request to amend the City of Yuma Zoning Code, Title 15, Chapter 154, Article 1 and Article 16 to reduce the number of required parking spaces for certain uses; provide permitted parking reductions; and to clarify language prohibiting parking of boats, campers, travel trailers, and motorhomes within the front yard setback of any residential or services district.

Staff Analysis: This text amendment updates the existing off-street parking regulations to reduce the number of required parking spaces for certain uses, adds a section on permitted reductions for special circumstances, and clarifies language prohibiting parking and storage of boats, campers, travel trailers, and motorhomes in the front yard setback of residential and services districts.

The goal of the text amendment is to provide adequate parking while limiting excessive, unnecessary parking spaces. Land within the City is a finite resource that can be put to a more productive use than parking. With the cost of one surface parking space exceeding \$4,000, reducing parking also serves to reduce the cost of development. Fewer parking spaces also allow for a more walkable environment and reduce the impacts of the urban heat island effect.

The proposed reductions in the parking requirements are based on national averages found in the latest edition of The Dimensions of Parking, published by the National Parking Association and the Urban Land Institute. Staff compared Yuma's current standards to those recommended in this publication and adjusted accordingly to be in line with national best practices. Careful consideration was given to certain uses in Yuma that might need more than an average number of spaces, such as medical uses for which the standard was not altered. Staff also conducted a survey of existing grocery store parking lot occupancy to determine

whether or not a reduction was warranted, although none was deemed necessary at this time.

The proposed amendment makes several changes to ease barriers to development in the infill area, which is defined as those areas designated in the Redevelopment Element of the General Plan. For these specific areas, the amendment allows on-street parking to be counted toward fifty percent of the parking requirement for residential uses, allows a reduction in the minimum parking stall dimensions for residential uses within the infill areas, and allows a ten percent reduction of the total parking requirement for certain non-residential uses.

The text amendment also addresses a common complaint regarding the storage of boats, campers, travel trailers, and motorhomes in the front yard setback. To address visibility concerns, the proposed language clarifies that parking these vehicles within the front yard setback in residential districts is limited to those that are less than 6 feet in height, located no closer than 5 feet to the property line, and located on a paved surface. Staff conducted a survey of nine major communities in Arizona and across the country, none of which allow parking of these types of vehicles in the front setback. This text amendment does not impact current regulations regarding the parking or storage of these items in the side or rear yard setbacks. Section 212-11 of the City of Yuma Streets & Traffic Code currently prohibits the long-term parking or storage of trucks and trailers on residential streets: "No person shall stand or park a vehicle with a rated chassis capacity in excess of three-fourths of a ton or a tractor, semitrailer, trailer or bus on a local or collector street in a residential zone except during the process of loading or unloading such vehicle." Also important to note is that subdivisions developed under a development agreement (DA) or with Covenants, Conditions & Restrictions (CC&Rs) may have more or less stringent regulations regarding the parking and storage of boats, campers, trailers, and motorhomes. Regulations presented in the DA or CC&Rs would take precedence over the City's code.

The amendment strikes language regarding landscaping as the language in this section of the code (Article 16) is redundant with Article 20 Landscape Regulations. Section 16.03 addresses landscaping of parking lots, specifying that "landscaping and irrigation shall be provided in the manner set forth in Article 20 of this chapter." Landscaping of parking lots is clearly defined in Article 20, and the current landscaping requirements will not change at this time.

At the suggestion of Building Safety staff, Section 16.02-F regarding parking spaces for the disabled was updated to reflect the federal regulations set forth by the Americans with Disabilities Act (ADA). Language in conflict with current ADA standards was stricken from Yuma's code, and replaced with wording deferring to current ADA standards. Parking spaces for the disabled will continue to be required based on the most current federal regulations, and no future updates will need to be made to ensure the code's continued compliance with federal law.

1. Does the proposed amendment implement the goals, objectives and policies of the General Plan?

Yes The proposed amendment implements the goals, objectives, and policies of the General Plan. In the 2012 General Plan, Yuma adopted a Smart Growth policy, through which the City committed to promote "walkable neighborhoods" and to strive to "implement new practices of land use development that will maximize investments while preserving natural lands and critical environmental areas, protecting water and air quality and

reusing already-developed land”. Requiring fewer parking spaces and allowing reductions for infill development are examples of implementing these Smart Growth goals.

2. Does the proposed amendment fit the overall purpose and intent of the zoning ordinance?

Yes The proposed amendment fits the overall purpose and intent of the zoning ordinance.

3. Will the proposed amendment change the range of uses identified in the zoning code? If so, how?

No The proposed amendment does not change the range of uses identified in the zoning code.

4. Will the proposed text amendment change the development standards of the zoning or subdivision ordinances? If so, how?

Yes The proposed amendment reduces the number of parking spaces required for certain uses (cafes, restaurants, cocktail lounges, bars; hotels and motels; motor vehicle or machinery retail sales; retail stores, shops, convenience food stores; wholesaling and warehousing; and shopping centers), allows reductions based on special circumstances, and changes the definition of a parking lot from 4 spaces to 5 spaces.

5. What are the potential impacts of the proposed amendment?

Overall, the proposed changes intend to reduce excess parking and incentivize infill development. The change in the definition of a parking lot from four spaces to five spaces or more is intended to ease the development standards for duplexes. With two spaces required for each residential unit, a duplex development is required to have four spaces, which triggers a higher level of development standards (paved drive aisles, landscaping, lighting, setbacks, etc.). These development standards create an additional cost to the developer of the duplex that sometimes amounts to a deterrent to an otherwise positive development.

In Section 16.07, the reductions in the standards for certain uses serve to encourage development by lowering the cost of development citywide. Parking reductions are included in Section 16.10 (A) and (B) to encourage infill development within the Redevelopment Areas. In Redevelopment Areas designated in the General Plan, the proposed amendment allows adjacent on-street parking to be counted towards 50% of the parking requirement for residential development, which allows greater flexibility for small existing residential lots. Non-residential uses within the Redevelopment Areas that have a parking requirement of one space per 300 square feet of gross floor area or a less intense formula are given a 10% reduction in the overall parking requirement. Reductions are also allowed for the maintenance of historic structures, provision of bicycle parking, recharge of electric vehicles, and landscaping/screening criteria.

6. Does the proposed amendment fit the overall purpose and intent of the subdivision ordinance?

N/A

7. Does the proposed amendment conform to prior City Council actions regarding this issue?

N/A

Public Comments Received:

Name:	Jeff Kammann	Contact Information:	928-941-0718
Method of Contact:	Phone	FAX	Email X Letter Other
Comment: Regulating what people do or don't do in their front yards is beyond the scope of what the city has control over. If people want to park a boat or trailer on their property they should be allowed to do so. This is a stupid idea.			

Agency Comments:

See Attachment B

Attachments:

A	B
Draft Text	Agency Comments

Project Planner: Naomi Leeman, 373-5000 #3047 naomi.leeman@yumaaz.gov
Senior Planner

Prepared By:

Naomi Leeman, AICP, Senior Planner

Date: 3/20/2017

Reviewed By:

Bob Blevins, Principal Planner

Date: 3/20/17

Approved By:Laurie L. Lineberry, AICP,
Community Development Director

Date: 3-20-17

ATTACHMENT A
DRAFT TEXT

§ 154-01.07 Definitions.

PARKING LOT. Any off-street parking facility designed to accommodate ~~four~~ **five** or more required parking spaces as specified in this chapter. *PARKING LOTS* shall conform to the design standards contained herein as well as other applicable city standards.

§ 154-16.01 Purpose.

The off-street parking and loading regulations are designed to reduce street congestion and traffic hazards by the establishment of ~~minimum~~ standards to ensure adequate number, size and location of off-street parking and loading spaces to be provided with the various land uses permitted in this chapter.

('80 Code, App. A, § 160) (Ord. 583, passed 9-16-1952; Ord. 800, passed 5-17-1960; Ord. 1812, passed 2-7-1979; Ord. O2010-32, passed 7-7-2010)

§ 154-16.02 General Requirements.

- (A) *Duty to provide.* The duty to provide and maintain off-street parking and loading spaces herein required shall be the joint and several responsibility of the owner and occupant of the land on which is established any use for which any off-street parking or loading space is required to be provided and maintained.
- (B) *Permit.* No building permit shall be issued, no use shall be established or changed, and no structure shall be erected, enlarged or reconstructed unless the applicant has presented satisfactory evidence to the Building Official that the off-street parking and loading spaces herein required are provided in the minimum amounts and maintained in the manner specified; provided, however:
 - (1) For the enlargement of a structure or for the expansion of a use of structure or land there shall be required only the number of off-street parking and loading spaces as would be required if such enlargement or expansion were a separate new structure or use; and
 - (2) For a change in the class or use of a structure or land, the number of additional off-street parking and loading spaces required shall be equal to the number required for the new use, less the number of spaces which would have been required for the previous use if it had been established in conformance with this subchapter; but in no case shall the total number of spaces furnished be required to exceed the minimum number required for the new use.
- (C) *Paving; materials.* All off-street parking spaces, parking lots, **accessways**, and loading areas, shall be paved with a durable, dust-free surface of masonry; portland cement **concrete**, asphalted concrete or other durable, hard-faced material, except residential uses in the agriculture or suburban ranch zoning districts where gravel or ABC may be used.
- (D) *Gross floor area.* Gross floor area, for determining off-street parking and loading requirements, shall mean the sum total of the gross areas of the several floors of a building or buildings measured from the exterior faces of exterior walls or from the centerline of walls separating two buildings; and including open areas either covered or open to the sky used for serving the public as customers, patrons, clients or patients. Gross floor area shall not include: underground parking space, uncovered steps, exterior balconies, exterior walkways, restrooms or mechanical equipment areas.
- (E) *Joint usage of parking.* The joint use of a parking lot for two or more buildings or mixed uses may be permitted provided that:

- (1) The total number of spaces used together is not less than the sum required for various buildings or uses if computed separately;
- (2) The lot is in the same zoning district, or in a district that permits as a principal use the activity for which the parking is provided; and
- (3) A legal agreement prepared by and between users is filed with the Department of Development Services and the County Recorder.

- (F) *Parking spaces for the ~~handicapped~~ disabled.* **In accordance with the current Americans with Disabilities Act (ADA) standards, parking for disabled persons shall be provided at a minimum rate of 2% of the parking spaces required in all public places shall be provided in convenient locations and reserved for the ~~handicapped~~ disabled. however, that no parking lot shall have less than one such parking space. The stall width for a parking space for the handicapped shall be not less than 12 feet in width and a A ramp shall be provided if there is a change of level from the parking lot to the adjoining walk or building. Said spaces and ramps shall further conform to the provisions of A.R.S. § 41-1492.**
- (G) *Fractional measurements.* Unless otherwise provided for in the specific regulations, one additional parking space shall be required if the fractional number of one-half or more is calculated for required parking spaces.

('80 Code, App. A, § 160) (Ord. 583, passed 9-16-1952; Ord. 800, passed 5-17-1960; Ord. 1812, passed 2-7-1979; Ord. O2010-32, passed 7-7-2010; Ord. O2013-14, passed 4-3-2013) Penalty, see § 154-999

§ 154-16.03 Parking Lots.

- (A) *Design standards.*
- (1) *Site plan.* A site plan for any proposed parking lot for ~~four~~ **five** or more required spaces shall be submitted to the Department of Development Services for review and approval at time of application for a building permit for the building to which the parking is accessory, or at such time any land is to be used for a parking lot.
 - (2) *Minimum parking lot dimensions.* All parking lots shall conform to the following minimum parking lot dimensions where a minimum stall length of 19 feet may be used. In addition, a minimum stall width of nine feet may be used for employee parking, provided said parking shall be clearly designated by pavement marking, signs or other method. A stall width not less than nine feet six inches may be used to meet the parking requirements for office buildings. All other uses shall have a minimum stall width of ten feet.
 - (3) *Site plan.* The scale of the site plan shall contain not more than 50 feet to the inch. The site plan shall be drawn according to the following requirements and shall show these items detailed herein:
 - (a) Zoning, setbacks and statement of use;
 - (b) North arrow and scale;
 - (c) All adjacent streets, alleys, sidewalks and curbs, with dimensions;
 - (d) Ownership of the parcel being developed;
 - (e) Use, total floor area and location of each existing and proposed structure;
 - (f) Complete dimensions of parking lot;
 - (g) Grading and drainage plan of parking lot;
 - (h) Landscaping, walls, lighting and irrigation system;
 - (i) Type and thickness surface and base of parking;
 - (j) Number of employees in proposed business;

- (k) If public assembly, number of seats and/or occupant capacity; and
- (l) If applicable, the number of rooms or beds.
- (4) *Entrance and exit driveways.* Separate entrances and exit driveways shall be so located as to minimize traffic congestion on the site and in the public street. Said entrances and exits may be combined in a single driveway where adequate safeguards are provided to minimize congestion and to protect pedestrian and vehicular traffic upon the approval of traffic flow plans on the site and in the public street by the Department of Public Safety and Engineering Division.
- (5) *Arrangement of parking spaces.* Parking spaces shall be so arranged as not to require the moving of any vehicle on the premises in order to enter or leave any other stall, or to require the backing of any vehicle across any sidewalk or onto any street.
- (6) *Landscaping and irrigation.* Landscaping and irrigation shall be provided in the manner set forth in Article 20 of this chapter except that when required to comply with development standards following the loss of a nonconforming status or change of use a landowner or tenant shall not be required to reduce the parking area by more than 10% or reduce the parking area to a size which would not satisfy the minimum parking requirements for any lawful use of such lot, parcel or land.

~~(B) — Landscaping.~~

- ~~(1) — Interior. A minimum of 5% of the off-street parking lot containing 20 or more spaces shall be landscaped.~~
- ~~(2) — Peripheral planting. On the exterior edge of a parking lot containing 20 or more spaces, a planting strip not less than three feet in width shall be provided parallel to the front and side yard right-of-way lines. The visibility triangle requirements shall be complied with on all parking lots including driveways.~~

(B) *Improvement of parking lots (four **five** or more required spaces).* All parking lots shall be improved as follows:

- (1) Designed in compliance with Chapter 192 of this code;
- (2) Surfaced with a hard-faced material;
- (3) Parking stalls shall be clearly indicated by a four-inch stripe of white traffic paint or other method approved by the Engineering Division;
- (4) Wheel-stops for vehicles shall be provided and so located that no part of a parked vehicle shall extend beyond the property line;
- (5) A barrier shall be constructed between all parking lots and adjacent residential uses or districts so that the adjacent residents are not unreasonably disturbed, either by day or night, by the operation of vehicles. These barriers shall be required along any property line or required setback line for that portion of the lot which adjoins or lies across the street, alley or other public way from said residential area, except for necessary driveways. The barrier shall be a solid wall or fence, or permanently maintained dense vegetation, and shall be three feet in height within the front yard area and not less than four feet in height within said side and rear yard area. In all cases, the visibility triangle and fence requirements of this code shall be applicable; and
- (6) Lighting standards shall be placed so as to reflect the light away from the adjacent areas, and so as not to interfere with traffic movement or control. Illumination of parking area shall be required for all parking areas with four or more parking spaces. Open parking lots shall be illuminated with a minimum of one maintained footcandle of light on the parking surface and seven feet vertical between sunset and sunrise.

(C) *Vehicular access required.*

- (1) Each required off-street parking space shall open directly upon an aisle of such width and design as to provide safe and efficient means of vehicular access to said space. Each parking lot shall be designed with appropriate means of vehicular access to an improved public or private street on which the lot or building site has frontage. If a secondary means of permanent vehicular access is provided, such as a paved alley or service road, such means of access shall be improved to city standards.
- (2) All vehicular accessways shall be located as far as feasible and in any case not less than 30 feet from the ultimate curb line of intersecting streets.
- (3) Along any highway, major or minor arterial street, each building or group of buildings, together with its parking or service areas, shall be physically separated by a vertical curb, maintained planting strip or other suitable barrier to channel and direct vehicular ingress and egress, except for necessary accessways.

('80 Code, App. A, § 160) (Ord. 583, passed 9-16-1952; Ord. 800, passed 5-17-1960; Ord. 1812, passed 2-7-1979; Ord. 2399, passed 4-20-1988; Ord. O2000-25, passed 5-3-2000; Ord. O2004-53, passed 8-18-2004; Ord. O2010-32, passed 7-7-2010) Penalty, see § 154-999

§ 154-16.04 Parking in Residential or Services Districts.

- (A) In any residential or services district, all required parking spaces shall be set back from adjoining street right-of-way lines to conform with required front and side street setback lines of such residential or services district. **In instances where the rear property line is adjacent to an alley and parking is accessed from the rear yard alley, parking spaces may be set back zero feet from the property line.** In addition, if any of the required parking spaces have direct access and are perpendicular to the side street, there shall be provided a minimum driveway length of 20 feet as measured between the side street property line and the near end of the parking spaces(s).
- (B) The parking of any commercial vehicle of more than one and one-half tons capacity on any lot in any residential district shall be considered a commercial use and is prohibited.
- (C) The **outdoor** parking and/or storage **of recreational equipment, vehicles, and watercraft** is permitted in any residential or services district, provided ~~that said vehicle does not extend beyond the property line into the street right-of-way, and that said vehicle shall not be used for living, sleeping or housekeeping purposes~~ **and subject to the following for the front yard setback of any residential district:**
 - (1) **Only low-profile recreational equipment, vehicles, and watercraft (inclusive of items such as boats, jet skis, utility trailers, tent trailers, travel trailers, truck campers when attached to an operational vehicle, but exclusive of truck campers not attached to an operational vehicle) are permitted;**
 - (2) **No part of the vehicle or attached appurtenance shall be located closer than 5 feet from the front property line;**
 - (3) **That said vehicle shall be no taller than 6 feet in height;**
 - (4) **That said vehicle shall be located on a paved surface in accordance with § 154-16.02 (C); and**
 - (5) **Each residential lot shall have no more than one area of parking and/or storage.**

~~In addition, the site clearance requirements of this code shall be applicable.~~

('80 Code, App. A, § 160) (Ord. 583, passed 9-16-1952; Ord. 800, passed 5-17-1960; Ord. 1812, passed 2-7-1979; Ord. O2010-32, passed 7-7-2010) Penalty, see § 154-999

§ 154-16.05 Location.

Off-street parking facilities or spaces shall be located as required herein. Where a distance is specified, such distance shall be measured from the nearest point of the building or use served by said parking.

- (A) For single-family, duplex or multiple-family dwellings and motel/hotels, parking facilities shall be located on **the same lot or building site as the buildings or on the street adjacent to the lot or building site** as the buildings they are required to serve.
- (B) For mobile home parks and recreational vehicle parks, parking spaces shall be located for convenient access to mobile home or trailer spaces. One parking space shall be located on each mobile home or trailer space and the remaining automobile parking spaces required may be located in adjacent parking areas.
- (C) For hospitals, nursing homes, convalescent homes, sanitariums, homes for children or the aged, rooming houses, club rooms or fraternity houses, parking facilities shall be located not more than 150 feet from the building they are required to serve.
- (D) For uses other than those specified above, a parking lot may be located on a separate lot provided that such lot shall be located not more than 300 feet from the building or use they are required to serve, and that the lot is either in the same zoning district or in a district that permits as a principal use the activity for which the parking is provided.

('80 Code, App. A, § 160) (Ord. 583, passed 9-16-1952; Ord. 800, passed 5-17-1960; Ord. 1812, passed 2-7-1979; Ord. O2010-32, passed 7-7-2010) Penalty, see § 154-999

§ 154-16.06 Exempt Areas.

The following properties are hereby exempt from the minimum parking space requirements of the zoning ordinance except that all additions to existing buildings and all new construction on said parcels shall conform to the requirements of this section to the extent that such modification exceeds the gross floor area of the existing structures on said lots, or of structures existing on said lots at the time of completion of the downtown parking improvement district:

- (A) Blocks 6, 10, 11, 14, 15, 16, 19, 20;
- (B) Lots 1 through 4, inclusive, of Block 18; and
- (C) Block 7 (except Lots 1, 7, 13 through 16, inclusive), City of Yuma Subdivision.



('80 Code, App. A, § 160) (Ord. 583, passed 9-16-1952; Ord. 800, passed 5-17-1960; Ord. 1812, passed 2-7-1979; Ord. O2010-32, passed 7-7-2010)

§ 154-16.07 ~~Minimum~~ Parking Spaces Required.

For all dwellings or businesses hereafter erected, provisions shall be made to supply the following ~~minimum~~ parking requirements. Any parking spaces required for employees shall be determined according to the maximum number of employees on duty and/or residing on the premises at any one time. If for any reason the classification of any use for the purpose of determining the required amount of off-street parking spaces is not readily determinable hereunder, the classification of the use shall be ~~fixed~~ **determined** by the Planning Director upon recommendation ~~of~~ **from** the Building Official **based on the permitted occupancy of the building**.

- (A) *Adult arcade*. One space for each arcade machine plus one space for each employee per shift.
- (B) *Adult bookstore*. One space for each 300 square feet of gross floor area.
- (C) *Adult cabaret*. One space for each 50 square feet of gross floor area where the public is served, plus an additional 10% of the off-street parking required herein for use by employees.
- (D) *Adult motel*. One and one-tenth parking spaces shall be provided for each guest room. When auxiliary commercial uses are included, the following additional standards are required:
 - (1) One parking space for every ~~60~~ **100** square feet of gross floor area where public is served;
 - (2) One parking space for every 400 square feet of gross floor area of commercial accessory use; and
 - (3) One space for every six seats, if seats are fixed; or one space for 50 square feet for places of public assembly.
- (E) *Adult motion picture theater*. One off-street parking space for every four seats, if seats are fixed; or one space for each 30 square feet of open assembly area where seats are not fixed, excluding platform and stage areas.
- (F) *Adult theater*. One off-street parking space for every four seats, if seats are fixed; or one space for each 30 square feet of open assembly area where seats are not fixed, excluding platform and stage areas.
- (G) *Adult video store*. One space for each 300 square feet of gross floor area.
- (H) *Auto rental agencies*. One space for each 200 square feet of gross floor area, plus one parking space for each vehicle to be stored on the lot.
- (I) *Auto service station motor fuel sales (retail)*. One and one-half spaces for each pump dispenser up to the first six pump dispensers and one space for each additional pump dispenser. (Standing areas at pump dispenser island and interior circulation areas shall not be counted as parking areas.)
- (J) *Automobile service and repair shops automotive repair*. Three spaces for each service bay. (A service bay shall not be counted as parking space.)
- (K) *Banks*. One space for every 200 square feet of gross floor area.
- (L) *Bowling alleys*. Three spaces for each alley, plus one for each billiard table, plus one for each five seats in any gallery. (If other uses are included, each use shall provide the spaces required for that use.)
- (M) *Cafes, restaurants, cocktail lounges or bars*. One space for each 50 square feet of gross floor area where the public is served, ~~plus an additional 10% of the off-street parking required herein for use by employees.~~
- (N) *Commercial buildings (not otherwise specified herein)*. One parking space for each 250 square feet of gross floor area.

- ~~(O) Commercial recreation uses (not otherwise specified herein). Parking spaces shall be not less than 30% of maximum occupancy as determined by the Fire Department.~~
- (O) *Child day care services, large.* One space per 300 square feet of gross floor area.
- (P) *Drive-in facilities.* Temporary parking spaces are to be provided in moving lanes, or “stack-up”, preceding customer service space:
- (1) Drive-in banks. Three spaces for each service window.
 - (2) Personal service businesses (such as dry cleaners and photo pick-up). Two spaces for each service window.
 - (3) Drive-in theater. One space for each four viewing spaces within theater.
 - (4) Facilities that serve fast food and/or beverages. Seven spaces for each service window.
- (Q) *Educational facilities.* Elementary and secondary schools, kindergartens and parochial schools shall provide one space for each classroom, plus one space for each five students of legal driving age and one space for each three non-teaching employees.
- (R) *Escort agency.* One space for each 300 square feet of gross floor area.
- (S) Grocery, supermarkets. One space for each 300 square feet of gross floor area.**
- (T) *Gymnasiums or health studios.* One space for each 400 square feet of gross floor area, plus one space for each employee.
- (U) *Hospitals.* One space for each three beds, plus one space for each staff doctor, plus one space for each three employees other than staff doctors.
- (V) *Hotels and motels.* One and one-tenth parking spaces shall be provided for each guest room. When auxiliary commercial uses are included, the following additional standards are required:
- (1) One parking space for every ~~60~~ **100** square feet of gross floor area where public is served;
 - (2) One parking space for every 400 square feet of gross floor area of commercial accessory use; and
 - (3) One space for every six seats, if seats are fixed; or one space for 50 square feet for places of public assembly.
- (W) *Manufacturing and industrial uses (including open industrial uses).* One space for each 500 square feet of gross floor area or one space for each three employees on the maximum shift, whichever is greater. Open industrial uses: one space per 4,000 square feet of lot area.
- (X) *Medical offices and clinics.* One space for each 150 square feet of gross floor area.
- (Y) *Motor fuel sales (wholesale).* One parking space per employee per shift.
- (Z) *Motor vehicle or machinery retail sales.* One space for each 400 square feet of gross floor area, ~~plus one space for each two employees,~~ plus one for each 20 outdoor vehicle display spaces.
- (AA) *Mortuaries, funeral homes.* One space for each 100 square feet of assembly room floor area, plus one employee, plus one for each car owned by such establishment.
- (BB) *Nude model studio.* One space for each 300 square feet of gross floor area.
- (CC) *Nursing and personal care facilities, large.* One space for each six beds, plus two spaces for any permanent residence on the property.
- (DD) *Places of public assembly.* Churches, auditoriums, exhibition halls, theaters, convention facilities, meeting rooms and other places of public assembly shall provide one off-street parking space for every four seats, if seats are fixed; or one space for each 30 square feet of open assembly area where seats are not fixed, excluding platform and stage areas. For churches, off-street parking shall be required for primary seating only.

- (EE) *Offices (not otherwise specified herein).* One space for each 300 square feet of gross floor area, exclusive of floor area used for utility equipment.
- (FF) *Residential uses.* The following minimum parking requirements shall be met for all residential uses as specified herein except that for a single-family, duplex or multi-family residence constructed or to be constructed on an existing lot of record prior to December 31, 1978, which is less than 7,500 square feet in area, at least one space per dwelling unit shall be provided.
- (1) Single-family dwellings. Two spaces for each dwelling unit.
 - (2) Duplex dwellings. Two spaces for each dwelling unit. ~~The requirements of § 154-16.03(A) through (C) shall not be applicable to duplexes.~~
 - (3) Multiple-dwellings. One and one-half spaces for each efficiency one-bedroom or two-bedroom dwelling unit and two spaces for each dwelling unit containing three or more bedrooms.
 - (4) Rooming and boarding houses. One space for each two guest rooms, plus two spaces for any permanent residence on the property.
 - (5) ~~Manufactured home~~ **housing park (MHP).** Two spaces for each manufactured home ~~space~~ **or one space for each park model or recreational vehicle.**
 - (6) ~~Manufactured home~~ **housing subdivision (MHS).** Two spaces for each lot.
 - (7) ~~Recreational vehicle park~~ **subdivision (RVS).** ~~One space for each recreational vehicle space.~~ **Two spaces for each manufactured home or one space for each park model or recreational vehicle.**
- (GG) *Retail stores, shops, **convenience food stores.*** One space for each ~~300~~ **400** square feet of gross floor area.
- (HH) *Trade schools, business colleges.* One space for each 200 square feet of gross floor area.
- (II) *Wholesaling and warehousing.* One space for each ~~800~~ **1,500** square feet of gross floor area.
- (JJ) *Shopping centers.* ~~Five and one-half spaces per 1,000~~ **One space per 250** square feet of gross floor area.
- (KK) *Self-storage facilities.* ~~Two spaces plus~~ One space for each 50 storage cubicles **plus two spaces.**
- (LL) *Sexual encounter center.* Parking spaces shall be not less than 30% of maximum occupancy as determined by the ~~Uniform~~ **International** Building Code, as ~~adopted by the city~~ **amended.**
- ('80 Code, App. A, § 160) (Ord. 583, passed 9-16-1952; Ord. 800, passed 5-17-1960; Ord. 1812, passed 2-7-1979; Ord. 2515, passed 2-20-1991; Ord. 2687, passed 1-4-1995; Ord. O2006-14, passed 2-1-2006; Ord. O2010-32, passed 7-7-2010; Ord. O2011-37, passed 11-2-11) Penalty, see § 154-999

§ 154-16.08 Off-street Loading Regulations.

- (A) Every hospital, institution, hotel, commercial or industrial building hereafter erected or established shall have and maintain loading spaces.
- (1) Loading spaces shall be not less than 12 feet in width, 40 feet in length, and with 14 feet in vertical clearance.
 - (2) Loading spaces shall be located and designed so that trucks need not back into a street or alley. No part of an alley or street shall be used for loading except for areas designated by the city for loading.
 - (3) When the lot upon which the loading spaces are located abuts an alley paved to city standards, such loading spaces may have access from the alley provided that said alley is not adjacent to a residential district.

- (4) No loading space for vehicles over two-ton capacity shall be closer than 50 feet to any property in a residential zoning district unless enclosed by a building or a solid fence or wall not less than six feet in height.
 - (5) No loading berth shall be located within any minimum required front or side yard.
 - (6) No loading space which is provided for the purpose of complying with the provisions of this chapter shall hereafter be eliminated, reduced or converted in any manner below the requirements established in the ordinance, unless equivalent facilities are provided in conformance to this chapter.
 - (7) Space allocated for any off-street loading facilities shall not, while so allocated, be used to satisfy the space requirements for any off-street parking facilities, or portion thereof.
 - (8) Required off-street loading spaces shall be located on the same site as the use being served.
- (B) *Loading spaces required.* At least the following amounts of off-street loading space shall be provided for uses other than residential, with adequate means for ingress and egress. The following Table No. 4 shall include and apply to all structures in the city.

<i>Table No. 4 – Loading Space Requirements</i>	
<i>Total Square Feet of Building Space (Gross Floor Area)</i>	<i>Loading Spaces Required</i>
12,500 up to and including 40,000	1
40,001 up to and including 100,000	2
100,001 up to and including 160,000	3
160,001 up to and including 240,000	4
240,001 up to and including 320,000	5
320,001 up to and including 400,000	6
For each additional 90,000 over 400,000	1 additional

('80 Code, App. A, § 160) (Ord. 583, passed 9-16-1952; Ord. 800, passed 5-17-1960; Ord. 1812, passed 2-7-1979; Ord. O2010-32, passed 7-7-2010) Penalty, see § 154-999

§ 154-16.09 Variances from the Off-Street Parking and Loading Regulations.

- (A) The ~~Board of Adjustment~~ **Hearing Officer** shall have the power to grant variances from the specific requirements of this section, provided that it finds that the spirit and intent of these regulations have been substantially complied with. However, this authority does not grant to the ~~board~~ **Hearing Officer** the power to waive all off-street parking and loading requirements.
- (B) The ~~Board~~ **Community Development Director** shall also be authorized to approve plans for the sharing of off-street parking and/or loading space by two or more users of buildings or land, provided that each use of the shared spaces shall function as if having been provided separately. In addition, a legal agreement shall be prepared by and between property owners specifying the conditions for sharing said space(s), and such agreement shall be filed with the Department of Development Services and with the County Recorder **Community Development and recorded against the properties.**

('80 Code, App. A, § 160) (Ord. 583, passed 9-16-1952; Ord. 800, passed 5-17-1960; Ord. 1812, passed 2-7-1979; Ord. O2010-32, passed 7-7-2010)

§ 154-16.10 Permitted Reductions

- (A) ***Reductions for Certain Uses in Areas Designated in the Redevelopment Element of the General Plan***
- 1) ***Reduction Based on On-Street Parking for Certain Residential Uses in Areas Designated in the Redevelopment Element of the General Plan.*** On-street parking for single-family dwellings, small Residential Care Facilities, small Child Care Services, and community gardens may be counted on a space-for-space basis toward the total required amount of parking up to fifty (50) percent provided the parking is located on the same side of the street as the use, does not extend beyond the street frontage of the subject property, and on-street parking spaces are approved by the City of Yuma Traffic Engineering. If a single-family dwelling meets the exception provided for in § 154-16.07 (FF), the single space required for the dwelling unit may be provided on-street in accordance with this section.
 - 2) ***Reduction of Parking Lot Dimensions for Residential Uses in Areas Designated in the Redevelopment Element of the General Plan.*** Any residential use located within an area designated in the Redevelopment Element of the General Plan may reduce the minimum parking lot dimensions to a stall length of eighteen feet and a stall width of nine feet.
 - 3) ***Reduction Based on Certain Non-Residential Uses in Areas Designated in the Redevelopment Element of the General Plan.*** Non-residential uses located within an area designated in the Redevelopment Element of the General Plan with a parking formula of one space per 300 square feet of gross floor area or less intense formula are allowed a reduction of up to ten percent (10%) of the total required parking.
- (B) ***Exemption Based on Maintenance of Historic Structure.*** Non-residential uses with a parking formula of one space per 300 square feet of gross floor area or less intense formula occupying a structure listed individually on the National Register of Historic Places or listed as a contributing property in a National Register Historic District, are exempt from Article 16.07 (Minimum Parking Spaces Required) provided the historic designation of the contributing structure is maintained.
- (C) ***Other Permitted Reductions.***
- (1) ***General Requirements.*** The number of required motor vehicle parking spaces may be reduced under the following conditions:
 - a. The project complies with one or more of the permitted reductions in this Section.
 - b. The cumulative reduction does not exceed twenty (20) percent of the required number of spaces prior to any reduction.
 - c. If more than one reduction is applied, the parking requirement is calculated based on the required number prior to any reduction.
 - d. The required number of spaces for individuals with physical disabilities is based on the total number of motor vehicle parking spaces required before the reduction.
 - (2) ***Reduction Based on Providing Additional Bicycle Parking.*** For every six (6) non-required bicycle parking spaces the motor vehicle parking requirement may be reduced by one space.
 - (3) ***Reduction Based on Providing Parking for Recharge of Electric Vehicles.*** The number of spaces required may be reduced at a ratio of one (1) space for every one (1) space for electrical vehicle parking spaces/recharge station.
 - (4) ***Reduction Based on Landscaping and Screening Criteria.***

- a. The following reductions apply to existing development:**
 - i. The number of spaces required may be reduced when the development is modified to comply with all applicable sections of Article 20 (Landscape Regulations); or,**
 - ii. For every two (2) non-required trees provided in the vehicular use area, the motor vehicle parking requirement may be reduced by one space. The planting area for each tree must comply with the spatial requirements of Article 20 (Landscape Regulations).**
- b. For comprehensive redevelopment or development of a site, the motor vehicle parking requirement may be reduced by one (1) space for every three (3) non-required canopy trees provided in the vehicular use area. The planting area for each tree must comply with the spatial requirements of Article 20 (Landscape Regulations).**

**ATTACHMENT B
AGENCY COMMENTS**

☒ COMMENT ☐ NO COMMENT

Enter comments below:

1. Suggest substituting "may be" for "must be" throughout the text if the intent is to indicate verbiage that will be set as a minimum development standard; 2. For a more user friendly document, suggest utilizing a chart or table to illustrate the information in § 154-16.07 Minimum Parking Spaces Required; 3. Suggest additional research and a comparison with the latest version of the Americans with Disabilities Act guidelines to ensure minimum federal guidelines are being met.

DATE: 1/27/17 NAME: Juan Leal TITLE: Senior Planner
Rubio
AGENCY: Yuma County Department of Development Services
PHONE: 928-817-5176
RETURN TO: Naomi Leeman
Naomi.Leeman@YumaAZ.gov

Conditions of approval must be written in the form of a formal condition for use in staff's report. Your conditions will be used verbatim. If you also have a comment, please indicate below.

☐ Condition(s) ☐ No Condition(s) ☒ Comment

Enter conditions here: Sec. 154-16.02 (C). Suggest changing "portland cement" to read, "portland cement concrete". Sec. 154-16.02 (F). 1. Consider to replace the term "handicapped" with "disabled" to align with modern/correct language. The ADA refers to persons who may have a disability, no longer using the term handicapped. 2. In most cases, the 2010 ADA/ADAAG Standards require a greater # of accessible parking stalls than 2% of the total # of parking stalls, see ADAAG Section 208.2. Suggest to add a reference to the current ADA Standards, where the ADA may require a greater # of disabled parking stalls. The reference ordinance for adoption of the ADA by reference is Ordinance O2013-14, passed 4-3-2013. 3. The minimum disabled parking stall width per the ADA is 13 feet, not 12 feet.

Sec. 154-16.04 (A). Clarify whether the highlighted section for zero setback applies only if the parking access is from the rear yard alley?

Does the Zoning Code address valet parking?

DATE: 1-30-17 NAME: Alan Kircher TITLE: Deputy Building Official
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