

EXHIBIT A

PARKING CODE AMENDMENT

Town of Florence Development Code

The following text is the adopted additions/revisions to the Development Code, Ord. 668-19.

DEFINITIONS

§ 150.031 DEFINED WORDS.

COMMUNITY DEVELOPMENT DIRECTOR. Interprets the meaning and intent of the General Plan and the Development Code.

DRIVEWAY. That portion of a parcel adjacent to a parking area that is used for ingress to and egress from the parcel.

ELECTRIC VEHICLE CHARGING STATION. Equipment that has as its primary purpose to transfer electric energy to a battery or other energy storage device on an electric vehicle.

ELECTRIC VEHICLE. A vehicle that operates, either partially or exclusively, on electrical energy from the electrical grid, or an off-grid source, that is stored on board for motive purposes.

GROSS FLOOR AREA. The total area of a building calculated by measuring the outside dimensions of all the building's floor levels excluding non-habitable attics and crawl spaces.

NET FLOOR AREA. The gross floor area minus hallways and corridors, restrooms, storage rooms, equipment rooms and other non-habitable rooms within a building.

PARKING AREA. The total area including parking spaces, parking aisles, required parking landscape areas and walkways, and loading and unloading areas.

PARKING SPACE. That portion of the parking area required for the parking of one vehicle that is a permanently surfaced area, enclosed or unenclosed, having an area of not less than 180 square feet which will accommodate a car, minimum width nine feet. Parking as used in this Development Code is to mean off-street parking with access from streets or secondary means or as approved by subdivision plat or site plan.

USE. The purpose or activity for which a building, parcel or structure is arranged, designed, occupied or maintained. For the purpose of calculating parking demand for a parcel, more than one use may be allocated to a single parcel.

150.156 PARKING; LOADING AND UNLOADING

- I. PURPOSE.
- II. OFF-STREET PARKING.

- III. PARKING STANDARDS FOR MULLTI-FAMILY, NONRESIDENTIAL, MIXED-USE, AND PUD’S.**
- IV. PARKING STANDARDS FOR SINGLE-FAMILY AND TWO-FAMILY RESIDENTIAL USES.**
- V. PARKING STANDARDS; CALCULATIONS.**
- VI. PARKING SPACE ALLOCATION REQUIREMENTS.**
- VII. OFF-STREET LOADING REQUIREMENTS.**
- VIII. DIMENSIONS AND CIRCULATION.**
- IX. ELECTRIC VEHICLE PARKING.**

I. PURPOSE

The purpose of this section is to minimize congestion on public streets, provide minimum requirements for off-street vehicle parking facilities and to promote the safety and welfare of the public.

II. OFF-STREET PARKING.

- (A) No building permit shall be issued until the applicant has presented satisfactory evidence to the Community Development Director, or designee, that he or she owns or has otherwise available for his or her use, sufficient property to provide required parking, required landscaping, and other site improvements required by this code.
- (B) No additions to or enlargement of an existing building or use shall be permitted unless parking requirements are met for the entire building or use.
- (C) For new buildings, building expansion or conversions, and changes of use, plans must show the arrangement of required parking spaces, and indicate sufficient space for turning and back-up maneuvers, refuse screening, and adequate ingress and egress by patrons and delivery vehicles to the parking area before a permit is granted. Plans shall be submitted to scale and fully dimensioned to the Community Development Director, or designee, for approval prior to the permit being granted.
- (D) When the use of an existing building, structure, or premises is changed such that the change requires an increase in the total number of required parking spaces for the parcel of greater than ten percent or twenty spaces, whichever is greater, then such additional parking spaces and parking and loading areas shall be provided for the entire building, structure or premises either on the premises or by joint off-site parking agreement. When the use of any existing building, structure or premises is changed such that an increase in parking spaces is less than ten percent of the total required for the site or twenty spaces, whichever is less, then the change of use or intensity is exempt from the requirements of this section related to parking quantities.
- (E) All parking and loading spaces, maneuvering areas, driveways and fire lanes shall be paved with asphaltic concrete; pavers; cement concrete; and/or a stabilization method approved by the Town Engineer. Through the site plan and design review process, the Town may permit up to 20 percent of the required parking to be of a pervious surface to reduce heat-island and run-off effects. All parking surfaces must be designed to a sufficient thickness to withstand repeated vehicular traffic and receive approval from the Town Engineer.

- (F) All vehicular egress from parking lots to public right-of-way shall be by forward motion only, except in the case of single-family and 2-family residences fronting on a local street or a primary or secondary collector street.
- (G) Tandem arrangement of required parking spaces is prohibited, except as otherwise permitted by this Development Code.
- (H) The use of an off-street parking space for the storage of merchandise, supplies, equipment, vehicles for sale or rent, vehicles used for business identification signage, or for repair of vehicles, is prohibited. The temporary use of on-site parking spaces for the purposes of construction staging may be permitted in conjunction with an active building permit. Minimum required on-site parking spaces shall be maintained for all active uses for the duration of construction. A vehicle for sale may be parked in an approved residential parking space for non-commercial purposes, for a period not to exceed 30 days. No more than one vehicle may be advertised for sale on the same residential property during a period of one year.
- (I) All parking areas and landscaping shall be maintained in good condition. Maintenance shall include, but not limited to, fixing potholes, filling cracks, landscaping, and maintaining the appearance of the parking area.
- (J) Construction of required parking areas shall be completed in accordance with this section prior to commencement of the use or occupancy of the parcel, building or structure.

III. PARKING STANDARDS FOR MULTI-FAMILY, NONRESIDENTIAL, MIXED-USES AND PUDs.

(A) *Uses computed separately.* In case of multiple uses on a site, the total requirements for off-street parking space shall be the sum of the requirements of the various uses computed separately.

(B) *Maintenance.* It shall be the joint and separate responsibility of the lessee and owner of the principal use, uses or building to maintain in a neat and adequate manner, the parking space, access ways, striping, landscaping and required fences or screening.

(C) *Parking area improvements.* For multi-family residential, commercial, industrial and PUD districts, the following shall apply:

(1) Parking areas shall be screened from street view and residential development by a berm, and/or wall (minimum of three feet in height), with landscaping.

(2) Lights illuminating a parking space shall be arranged and shielded to reflect light away from adjoining residences and streets. Light standards shall be a maximum height of 24 feet. Refer to Section 150.090 for additional parking area lighting requirements.

(3) Except where a wall is required, a minimum six-inch high curb or permanently attached or affixed bumper guard shall be constructed so that no part of a vehicle extends beyond the property line.



Parking Area Improvements

(D) *Access.* Off-street parking space shall be connected with a public street by a paved driveway, which affords safe and reasonably convenient ingress and egress. The minimum width of driveways shall be 40 feet where ingress and right and left turn egress is proposed. If only a single ingress and egress lane is proposed, the minimum width required shall be 32 feet. If ingress and egress are by separate drives, then the minimum width of each drive shall be 20 feet.

(E) *Parking space location.* All required parking spaces for non-residential or mixed uses shall be located on the lot upon which the use is located or on an adjacent lot. Required parking spaces for multi-family, commercial or industrial use may be located on an adjacent lot in another district (other than in a single-family residential district).

(F) *Joint use parking for mixed use or PUD.*

(1) If an applicant for a mixed use PUD or in any multi-family or Employment/commercial district can demonstrate through a parking study supplied by the applicant and approved by the Community Development Director or designee that the peak parking demand for the mixed uses will be less than the sum of the parking spaces required for each use served, a reduction in spaces may be allowed.

(2) The approved joint use parking plan shall specify the typical hours of operation with anticipated periods of greatest parking demand for all uses within the development and shall indicate the number, location and convenience of pedestrian access of all spaces available to serve each use.

(3) The joint use parking plan shall remain on file with the Town for the purpose of monitoring the continued adequacy of available parking.

(4) At the time of joint use parking plan approval, or at any subsequent time when uses, intensities of use or hours of operation may be expanded or otherwise change, or upon findings that the parking facilities are inadequate, the Community Development Director, or designee, may require additional site area to be provided, and as necessary, improved to supply additional parking facilities.

(5) Joint use parking plans shall include the necessary perpetual cross-access and shared parking easements as required by the Town and recorded in a form approved by the Town Attorney. Any request for reduction of minimum required parking shall be substantiated by

calculations based on Urban Land Institute (ULI) standards and in a manner acceptable to the Town.

(6) Off-site parking areas may be approved by the Community Development Director if the parking area is within three hundred feet of the associated business or use as part of a development plan when it can be demonstrated to be of benefit to the public interest.

IV. PARKING STANDARDS FOR SINGLE FAMILY AND 2-FAMILY RESIDENTIAL USES.

(A) *Parking space location.* All residential parking spaces shall be paved or surfaced in a manner approved by the Town Engineer. Each residential unit shall have a driveway not less than 18 feet in length, as measured from the back of sidewalk. If no sidewalk exists, the driveway length shall be measured from the back of curb. No vehicle shall be parked in a manner to encroach within the right-of-way or obstruct the sight visibility of a sidewalk or right of way in accordance with the Town's engineering standards.

(B) *Parking space allocation and/or improvement standards.* Requirements and directions for the allocation, and design of parking spaces in all residential districts are described for various land uses in Subsection VI Parking Space Allocation Requirements.

V. PARKING STANDARDS; CALCULATIONS.

Calculations to determine the required number of parking spaces, and the design of the space shall consider the following:

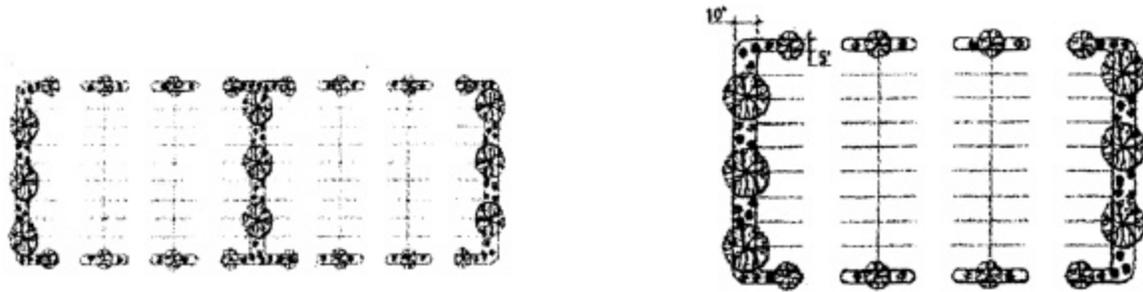
(A) Minimum standards for parking space allocation shall be subject to the requirements of this Development Code.

(B) The maximum number of parking spaces provided shall not exceed the minimum number of spaces required plus an additional 20% of parking spaces, except as otherwise provided in this Development Code, without specific approval by the Community Development Director or designee. Parking spaces exceeding 120% of the minimum required may be approved at the discretion of the Planning and Zoning Commission through the design review process.

(C) Parking lots shall be designed with a clear hierarchy of circulation with major access drives providing access from the major street, major circulation drives forming circulation through the parking area and parking aisles whose purpose is to provide access to parking spaces.

(D) An agreement for reciprocal access between adjacent commercial developments is required.

(E) Large parking lots shall be divided into a series of smaller lots of approximately 150 spaces each, using landscape island(s) at least ten feet in width, and at least 380 square feet in total area, located along the parking areas to break up large expanses of parking. A hierarchy of drive aisles shall be used to identify the primary on site circulation routes from secondary drive aisles that provide direct access and maneuvering for parking spaces. Walkways may be located within these landscape areas. Landscape islands at least five feet wide and at least 95 square feet in total area, shall be located between spaces at regular intervals and on the ends of parking rows, extending the full length of parking spaces.



Large Parking Lots

Diamond shaped tree planters shall be provided in the interior of the individual parking areas to provide shade. Diamond planters in multi-family, commercial, office, and industrial development shall be uniformly distributed between landscape islands. Such planters shall be a minimum of five feet square in size, oriented in a diagonal fashion, and shall occur at the following minimum frequencies:

Frequency	Type of Development
One (1) island/twelve (12) spaces	Multi-Family Residential
One (1) island and two (2) diamond planters/fifteen (15) spaces	Commercial
One (1) island and two (2) diamond planters/fifteen (15) spaces	Office
One (1) island/twenty (20) spaces	Industrial

Parking lots with more than 20 spaces shall provide an equal number of landscape islands and planters as prescribed above. Refer to §150.138 for additional parking area landscape requirements. As part of design review, town staff shall review parking lot and landscape layouts to determine if they are in keeping with the requirements of this Development Code.

(F) Parking areas may be combined and share the required landscape buffers.

(G) Parking lots shall be separated from the sides of buildings by a raised walkway with a minimum width of six feet.

(H) All commercial, office, multi-family, and manufactured home developments shall provide a minimum six-foot wide sidewalk connection through the parking lot from the public right-of-way, or public sidewalk, where provided, to the building entry or interior sidewalk network.

(I) To provide flexibility in design and development of projects, additional parking spaces may be considered through the design review process. The total number of parking spaces may be increased by 10% above the maximum allowed for each additional 2-1/2% increase in total landscape area, in addition to the minimum required landscape area. However, in no case may the total number of parking spaces be increased by more than 40% above the base maximum allowed.

(1) In the case of fractional results in calculating parking requirements, the required number shall be rounded up to the nearest whole number if the fraction is 0.5 or greater.

(2) All uses not specifically designated, or similar to a specified use, shall have parking space requirements determined by the Community Development Director, or designee.

VI. PARKING SPACE ALLOCATION REQUIREMENTS.

Use	Minimum Required Spaces
Automobile Sales Lot - New or Used	1/200 SF of building plus 1/10 outdoor vehicle display spaces
Bowling Alleys	4/bowling lane + 1/employee on largest shift + 2/billiard table + 1/5 seats in visitor's gallery
Boarding House, Lodge or Similar Facility	1/guest room + 2/dwelling unit
Business or Vocational School	1/150 SF of Gross Floor Area
Child Care or Day Nursery	1/200 SF of Gross Floor Area
Churches	1/4 fixed seats in main auditorium/sanctuary or 1/30 SF of floor area + 1/250 SF of office and classroom
Commercial / Retail	1/200 SF of Gross Floor Area
Community or Recreation Buildings	1/200 SF of Gross Floor Area
Dwellings	
Single-Family	2/dwelling unit
Duplexes or Detached Dwellings	2/dwelling unit
Townhouse	2/dwelling unit + 1 guest space for every 5 dwelling units
Manufactured Home	2/dwelling unit
Efficiency Units and Studios	1.5/dwelling unit
Multi-Family	2/ 1 and 2-bedroom dwelling units; 2.5/ 3 or more bedrooms + 1 guest space for every 55 dwelling units + 1 recreational vehicle space for every 10 dwelling units
Senior/Assisted Living Facilities	.75/ dwelling unit
Independent Living Facilities	1.25/dwelling unit
Elementary Schools, K-9th Grade	1/staff + 1/3 seats in public assembly

Funeral Homes and Mortuaries	1/3 seats in the viewing room + 1/30 SF of public assembly + 1/funeral service vehicle + 1/employee
Furniture Store	
Up to 10,000 SF	1/200 SF of retail floor area
10,001 SF or Greater	1/350 SF of retail floor area
Golf Course	
Public	1/200 SF of Gross Floor Area + 1/2 practice tees in driving range + 4/each green in play
Private/Semi-Private	1/200 SF of Gross Floor Area + 2/each green in play
Health Spa, Gyms, Tennis, Handball, Racquetball Courts and/or Clubs	1/100 SF of Gross Floor Area + 2/court of play
High Schools	1/each staff + 1/3 students + 1 visitor space for every 10 staff and student space
Hospitals	1/each bed + 1.5/employee during peak shift + 20 for emergency room services
Hotels and Motels	1/guest room or unit + 1/200 SF office + 1/each cleaning staff + 1-10'x75' truck space/15 units
Industrial	
Manufacturing	1/500 SF of Gross Floor Area
Warehouse	1/500 SF of Gross Floor Area
Garage, General Auto Repair, Service Station Car Wash w/o Convenience Store	1/300 SF of Gross Floor Area
Convenience Store with Gas Pumps	1/gas pump + 1/75 SF of Gross Floor Area
Office	
General	1/200 SF of Gross Floor Area
Medical	1/100 SF of Gross Floor Area
Financial Institution	1/200 SF of Gross Floor Area
Outdoor Sales, Plant Nursery, Building Supplies w/ Office	1/300 SF of Gross Floor Area
Restaurant, Cafes, Bars, Taverns	1/50 SF of Net Floor Area including outdoor seating areas (excludes hallways, restrooms, storage) + 100 linear feet of queuing for drive-thru window
Theaters, Auditoriums, and Similar	1/3 fixed seats or 1/400 SF + 1/employee on largest shift

Museums, Art Galleries, and Similar	1/200 SF of Gross Floor Area
Handicapped Space Requirements	
Multi-Family Dwellings, Commercial, Retail, Office, Manufacturing, Warehousing, Recreational Facilities	1/25 spaces of vehicle parking

- (A) *Handicapped Parking.* Handicapped parking shall comply with the requirements of the Americans with Disabilities Act, including all regulations adopted pursuant to that act, and to the following:
- (1) Each public and private parking lot is required to provide a minimum of one van accessible (handicap) parking space, of the minimum required accessible parking spaces as prescribed by the Americans with Disabilities Act.
 - (2) Accessible parking spaces must be the closest spaces to the building's accessible entrance.
 - (3) An accessible aisle must connect directly to the accessible route.
 - (4) Accessible parking spaces and parking aisle must be level with no slope greater than 1:50.
 - (5) All accessible parking spaces shall be designated with an unobscured vertical sign that shows the universal symbol of accessibility and references A.R.S. §28-881 et seq.
 - (6) In multi-family, commercial and industrial districts, handicapped parking spaces shall be provided at the ratio of three spaces for the first 50 parking spaces provided, and one space for each 20 spaces thereafter.

VII. OFF- STREET LOADING REQUIREMENTS.

- (A) *Minimum loading space.* Commercial and industrial uses requiring delivery shall observe minimum loading space accommodation within this section including required number of berths.

(B) *Spaces required.* Every hotel, restaurant, department store, freight terminal or railroad yard, hospital or sanitarium, industrial plant, manufacturing establishments, retail establishment, storage warehouse or wholesale establishment and all other structures devoted to similar mercantile or industrial pursuits which has an aggregate gross floor area of 10,000-square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following table:

<i>Square Feet of Aggregate Gross Floor Area Required</i>	<i>Required Number of Berths</i>
Building greater than 10,000 square feet up to and including 40,000 square feet	1
40,001 square feet up to 100,000 square feet	2
100,001 square feet up to 160,000 square feet	3
160,001 square feet up to 240,000 square feet	4
240,001 square feet up to 320,000 square feet	5
320,001 square feet up to 400,000 square feet	6
400,001 square feet up to 490,000 square feet	7
Each additional 100,000 square feet	1 additional

(C) Any office building 100,000 square feet or larger shall have at least 1 off-street loading berth.

(D) *Dimensions.* Unless otherwise specified in these zoning regulations, berths required shall be at least 45 feet in length and all loading berths shall be at least 12 feet in width and 14 feet in height, exclusive of aisle and maneuvering space.

(E) *Locations.*

(1) The space may occupy all or any part of any required yard space, except front and side yards, and shall not be located closer than 50 feet to any lot in any residential zone unless separated from the zone by a screening wall with a height of eight feet, a 20-foot landscape buffer with at least 50% of the view obscured by evergreen plant material or a combination of the above as approved by the Community Development Director or designee or the Planning and Zoning Commission.

(2) Sufficient room for turning and maneuvering vehicles shall be provided on the site so that vehicles shall cross a property line only by driving forward. Driving over curbs or pavement rails is prohibited.

(3) Each loading berth shall be accessible from a street or alley or from an aisle or drive connecting with a street or alley, without traversing a residential district.

(4) Off-street loading facilities for a single use shall not be considered as providing required off-street loading facilities for any other use.

(5) If more than one use is located on a site, the number of loading berths provided shall be equal to the sum of the requirements prescribed in this Development Code for each use.

(6) For sites with multiple tenants or uses, the total aggregate floor area of all uses shall be computed together to determine the minimum number of loading berths required.

(F) The loading area, aisles and access drives shall be paved and maintained to provide a durable, dustless surface and shall be so graded and drained to dispose of surface water without damage to private or public properties, streets or alleys.

(G) Bumper rails shall be provided at locations where needed for safety or to protect property.

(H) The loading area is to be illuminated and lighting shall be deflected away from the abutting residential site so as not to cause glare. Refer to Section 150.090 for additional lighting requirements.

(I) Off-street loading facilities shall be located on the same site with the use for which the berths are required.

(J) Proposed changes of use or enlargement of a site or structure shall be required to furnish a calculation identifying the required number off-street loading berths with the Site Plan Design Review application.

(K) Space allocated to any off-street loading berth shall not be used to satisfy the space requirements for any off-street parking facility.

(L) No regular repair work or servicing of vehicles shall be conducted in a loading area.

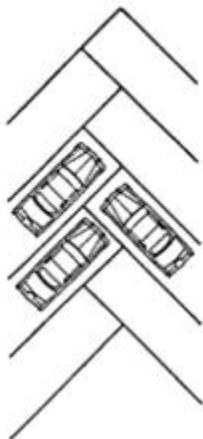
VIII. DIMENSIONS AND CIRCULATION

(A) *Parking Spaces.* Each parking space shall contain a rectangular area at least nineteen feet long (including a maximum of an eighteen-inch overhang) and nine feet wide.

(B) *Parking Aisles.* Parking aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking:

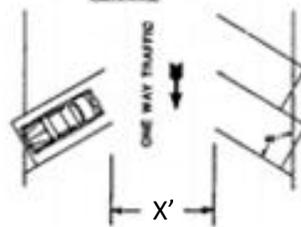
	Parking Angle				
	90°	60°	45°	30°	0°
	Required Aisle Width				
One-Way Traffic	24 ft.	18 ft.	13 ft.	12 ft.	13 ft.
Two-Way Traffic	24 ft.	23 ft.	21 ft.	20 ft.	19 ft.

Interlocking or Herringbone

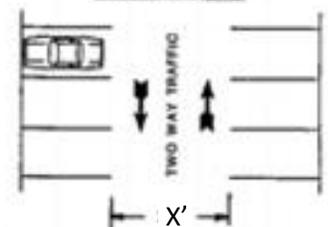


Not Permitted Design

ANGLED



PERPENDICULAR



Permitted Designs

(C) *Commercial Parking Areas Adjacent to Residential Districts.* Commercial parking areas adjacent to residential districts and not separated by a public street shall have installed and maintained a solid decorative masonry wall six feet in height on the commercial district

boundary line. This solid decorative masonry wall shall be reduced to four feet in height when located within the front yard area of the property abutting a residential district.

(D) *Driveways.* Driveways shall be provided only at locations approved by the Town Engineer. Driveways shall not be located less than thirty feet from any street intersection.

(E) *Passenger Drop-Off Points.* Drop-off points separated from street traffic and readily accessible without hazardous maneuvering, shall be provided in conjunction with the following uses: hotels, motels, hospitals and clinics, educational facilities with fifty or more pupils, daycare centers, religious facilities with one hundred or more seats, transit terminals, major recreational facilities, commercial airports, public buildings and offices and financial services.

(F) *Access and Maneuvering for Fire and Refuse Trucks.* Parking lots shall have the necessary dimensions for the on-site maneuvering of refuse vehicles and fire trucks.

IX. ELECTRIC VEHICLE PARKING

(A) Application

The Electrical Vehicle parking standards established in this section are intended to promote sustainability and alternative transportation practices.

(B) Designation of Electric Vehicle parking space

(1) Parking lots containing 20 or more spaces, serving multiple unit dwellings, , or located within 100 feet from a highway or major arterial street shall include the installation of conduits to at least one percent of parking spaces in anticipation of a need for Electric Vehicle Charging Stations. Fractional parking space amounts shall be rounded up to the nearest whole number.

(2) *Signs or Markings.* Upon designation of a parking space or spaces for the exclusive use of Electric Vehicles (a) Signs or markings shall be placed to give adequate notice that the parking space or spaces are restricted and to be used only for Electric Vehicles.

