

Standards Included in the High Occupancy Housing Zoning Code Text Amendment

Table 10-40.30.030.B. Residential Zones – Allowed Uses								
Primary Land Use ¹	Specific Use Regulations	Residential Zones						
		RR	ER	R1	R1N	MR	HR	MH
High Occupancy Housing Development, Single-Family	10-40.60.175	UP	UP	UP	UP	UP/PRD	UP/PRD	UP
High Occupancy Housing Development, Two-units	10-40.60.175	UP/PRD	UP/PRD	UP/PRD	UP	UP	UP	--
High Occupancy Housing Development, Three-units	10-40.60.175	UP/PRD	UP/PRD	UP/PRD	--	UP	UP	--
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP/PRD	UP/PRD	UP/PRD	--	UP	UP	--

Table 10-40.30.030.C. Residential Zones – Building Form and Property Development Standards							
	Residential Zones						
	RR	ER	R1	R1N	MR	HR	MH
Density Requirements See Division 10-30.20 , Affordable Housing Incentives							
Density: Gross (units/acre)							
Min.	--	--	2	2	6	10	--
Maximum without the Resource Protection Overlay (RPO)	1	1	6	14	14	29 ⁵	11
Maximum with the RPO, inside of a pedestrian shed of an activity center ¹⁸	1	1	6	14	14	29 ⁵	11
Maximum with the RPO, outside of a pedestrian shed of an activity center ¹⁸	1	1	5	--	9	22	4
Multiple-Family Developments with four dwelling units or more, Bedrooms per Acre							

Note: Only the Zoning Code provisions that are applicable to the November 2020 High Occupancy Housing Zoning Code Text Amendment are included. Page 1 of 19

Table [10-40.30.030.C](#).
Residential Zones – Building Form and Property Development Standards

		Residential Zones					
		RR	ER	R1	R1N	MR	HR
Maximum without the RPO	---End note 15---		15	--	35	72.5	--
Maximum without the RPO with a Conditional Use Permit for a High Occupancy Housing Development inside of a pedestrian shed of an activity center ¹⁸	---End note 16---		21	--	49 ¹⁷	101.5 ¹⁷	--
Maximum with the RPO	---End note 15---		12.5	--	22.5	55	--
Maximum with the RPO and a Conditional Use Permit for a High Occupancy Housing Development inside of a pedestrian shed of an activity center ¹⁸	---End note 16---		17.5	--	31.5 ¹⁷	77 ¹⁷	--
End Notes							
15. Multiple-Family Developments are allowed 3 bedrooms for the first acre of a Development Site and 2.5 bedrooms per acre for each additional acre of a Development Site.							
16. Multiple-Family Developments are allowed 4 bedrooms for the first acre of a Development Site and 3.5 bedrooms per acre for each additional acre of a Development Site.							
17. Additional bedrooms per acre may be approved on a lot or parcel inside of a pedestrian shed of a Regional Activity Center delineated on the General Plan or applicable Specific Plan with an HOHD Conditional Use Permit.							
18. Activity centers are delineated on the General Plan or applicable Specific Plan.							
Key							
-- Not Applicable							

Table 10-40.30.040.B. Commercial Zones – Allowed Uses							
Primary Land Use ¹	Specific Use Regulations	Commercial Zones					
		SC	CC	NCC	HC	CS	CB
High Occupancy Housing Development, Single-Family	10-40.60.175	--	UP	UP	--	--	--
High Occupancy Housing Development, Two-units	10-40.60.175	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
High Occupancy Housing Development, Three-units	10-40.60.175	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶	UP ⁶
End Notes							
6 Residential uses with more than two units are allowed as part of a mixed-use development located . above or behind the commercial uses, or as a planned residential development.							

Table 10-40.30.040.C. Commercial Zones – Building Form and Property Development Standards						
	Commercial Zones					
	SC	CC	NCC	HC	CS	CB
Density Requirements						
Gross Density (units/acre)						
Maximum without the Resource Protection Overlay (RPO)	13 ¹¹	----- 29 ¹¹ -----				
Maximum with the RPO, inside of a pedestrian shed of an activity center ¹³	13 ¹¹	----- 29 ¹¹ -----				
Maximum with the RPO, outside of a pedestrian shed of an activity center ¹³	13 ¹¹	----- 22 ¹¹ -----				
Maximum Bedroom Requirements						
Bedrooms per Acre on a Development Site with Four Dwelling Units or More						
Maximum without the RPO for a development	35 ¹²	----- 72.5 ¹² -----				
Maximum with the RPO inside of a pedestrian shed of an activity center ¹³	35 ¹²	----- 72.5 ¹² -----				

Table 10-40.30.040.C. Commercial Zones – Building Form and Property Development Standards						
	Commercial Zones					
	SC	CC	NCC	HC	CS	CB
Maximum with the RPO outside of a pedestrian shed of an activity center ¹³	35 ¹²	----- 55 ¹² -----				
End Notes						
11. Additional density may be approved with an HOHD or MHOHD Conditional Use Permit.						
12. Additional bedrooms per acre may be approved with an HOHD or MHOHD Conditional Use Permit.						
13. Activity centers are delineated on the General Plan or applicable Specific Plan.						

Land Use	Section	TRANSECT ZONE										
		T1	T2	T3N.1	T3N.2	T4N.1	T4N.1-O	T4N.2	T4N.2-O	T5	T5-O	T6
High Occupancy Housing Development, Single-Family	10-40.60.175	--	--	UP	UP	UP	UP	UP	UP	--	--	--
High Occupancy Housing Development, Two-units	10-40.60.175	--	--	--	UP	UP	UP	UP	UP	--	--	--
High Occupancy Housing Development, Three-units	10-40.60.175	--	--	--	UP	UP	UP	UP	UP	UP ²	UP	UP ²
High Occupancy Housing Development, Four-units and Greater	10-40.60.175	--	--	--	UP	UP	UP	UP	UP ²	UP ²	UP	UP ²
Mixed-Use High Occupancy Housing Development	10-40.60.175	--	--	--	--	--	--	--	--	UP	UP	UP
End Notes												
2. Not allowed on the ground floor unless behind an allowed ground-floor use.												

10-40.60.175 High Occupancy Housing Developments and Mixed-Use High Occupancy Housing Developments

A. General Requirements.

1. The applicant of an HOHD or MHOHD with four dwelling units or more shall submit typical floor plans or a typical residential unit study that illustrates how the residential units of an HOHD or MHOHD could be converted to a residential unit that is no longer an HOHD or MHOHD with minimal structural or minimal plumbing modifications. The required study shall be designed and sealed by an Arizona registrant.
2. An HOHD or MHOHD with four or more dwelling units shall be located inside of a pedestrian shed of an activity center delineated in the General Plan or applicable Specific Plan.
3. An HOHD or MHOHD with four dwelling units or more, and that has more than 29 dwelling units per acre or more than 72.5 bedrooms per acre shall have:
 - a. A minimum of 20 percent of the bedrooms contained in studio and/or one-bedroom dwelling units; and
 - b. A maximum of 30 percent of bedrooms contained in dwelling units with four bedrooms or more.
4. An HOHD or MHOHD with four dwelling units or more, and that has 29 dwelling units per acre or less or 72.5 bedrooms per acre or less shall not exceed a Bedroom-to-Dwelling Unit Ratio greater than 3.5.
5. The maximum number of bedrooms in a two-unit HOHD or MHOHD: 10.
6. The maximum number of bedrooms in a three-unit HOHD or MHOHD: 12.
7. Inside of a pedestrian shed of a Regional Activity Center, an HOHD or MHOHD in a commercial zone may contain more than 50 dwelling units per acre and/or 125 bedrooms per acre.
8. An HOHD in a Commercial Zone shall be:
 - a. On a lot or parcel that is setback at least 300 feet from the centerline of a street classified as a Commercial Corridor identified on the General Plan; and
 - b. There shall be an existing primary mixed-use development or commercial use(s), excluding primary transportation and infrastructure uses, on the lot(s) or parcel(s) between the HOHD and the Commercial Corridor street.
9. An MHOHD shall comply with the mixed-use development standards of Section [10-40.60.260](#).
10. Prior to the final approval of a land division that creates one or more lots or parcels with a development that conforms to the definition of an HOHD or MHOHD, the property owner shall obtain approval of a Conditional Use Permit for the Development Site that will contain the HOHD or MHOHD.
11. An MHOHD shall be on a lot or parcel that abuts a street classified as a commercial corridor shown on the General Plan.

B. Building Footprint¹ Sizes and Separation Requirements.

1. Maximum building footprint¹ inside a pedestrian shed of a Historic Activity Center delineated in the General Plan or applicable Specific Plan, excluding properties zoned Commercial Business (CB): Equal to, or less than, 5,000 square feet.

2. Maximum building footprint¹ inside a pedestrian shed of a Historic Activity Center delineated in the General Plan or applicable Specific Plan, and on a property zoned Commercial Business (CB): Equal to, or less than, 22,000 square feet.
3. Maximum building footprint¹ inside a pedestrian shed of a Regional Activity Center delineated in the General Plan or applicable Specific Plan: No Maximum.
4. Maximum building footprint¹ inside a pedestrian shed of an activity center in all other areas not described in subsections B.1., B.2., and B.3. of this section: Equal to, or less than, 22,000 square feet.
5. Excluding the Commercial Business (CB) zone, the minimum separation between the building footprints of structures on the same lot or parcel, and structures on an abutting lot or parcel, shall be separated by a distance that is the greater of 10 feet, or one-third the height of the taller structure.
6. Where the area of a pedestrian shed of an activity center intersects with the area of a pedestrian shed of another activity center, the pedestrian shed with the more restrictive maximum building footprint requirement shall govern the intersecting area. The locations of the pedestrian sheds of the activity centers are identified in the General Plan, including any applicable Specific Plans.

Note 1: For the purpose of the requirements of subsection B. of this section, the maximum allowable building footprint is equal to the largest floor plate of a structure, including interior courtyards, abutting and interior, or partial interior, podium and above ground parking structure(s), and structures connected with a continuous roof.

C. Waste Management Plan.

1. The property owner of an HOHD or MHOHD with four dwelling units or more shall obtain approval of a waste management plan from the City's Public Works Director, or designee, prior to the approval of the site plan.
2. Prior to the issuance of any building permit, the property owner shall incorporate into the construction documents the improvements required to comply with the approved waste management plan.
3. If a Certificate of Occupancy is not required, the property owner shall provide all necessary apparatus, equipment, and improvements within 182 days from the date of the approval of the CUP, or another date specified in the conditions of approval for the CUP.
 - a. The Director may approve a one-time 91-day extension, for no more than 273 days from the date of the CUP approval, to allow the property owner to complete the improvements. The property owner shall request an extension at least 14 days prior to the date indicated in subsection C.3. of this section.
4. The HOHD or MHOHD shall be maintained in compliance with the approved Waste Management Plan.

D. Crime Free Multi-Housing Program.

1. The property owner of an HOHD or MHOHD shall maintain compliance with the Flagstaff Police Department's Crime Free Multi-Housing Program, unless exempted by the Police Department's Crime Free Multi-Housing Program representative.

2. Prior to the issuance of the Conditional Certificate of Occupancy, or Certificate of Occupancy, whichever is first, or within 63 days of the approval of the Conditional Use Permit if a Certificate of Occupancy is not required, the property owner of a HOHD or MHOHD shall enter into an agreement with the City to comply with the Flagstaff Police Department's Crime Free Multi-Housing Program.
 3. The property owner, or agent, shall:
 - a. Utilize a Crime Free Lease Addendum, or an alternative approved by the Flagstaff Police Department's representative, as part of each tenant lease;
 - b. Obtain written verification as part of a tenant lease that each tenant has received and agreed to the Crime Free Lease Addendum or the approved alternative; and
 - c. Have completed the Flagstaff Police Department's Crime Free Multi-Housing Program required training within the Program's required time frames.
 4. Within 182 days from the date of the agreement, the property owner, or managing agent, shall have completed the first phase requirements of the Flagstaff Police Department's Crime Free Multi-Housing Program.
 5. A new Flagstaff Police Department's Crime Free Multi-Housing Program first phase training and related requirements shall be completed within 182 days from the date of a change of ownership, management company, or a site manager of an existing HOHD or MHOHD.
 6. Every two years from the date of the agreement, the property owner, or managing agent, shall complete the required training that complies with the Flagstaff Police Department's Crime Free Multi-Housing Program.
- E. Additional Conditional Use Permit Criteria. In addition to the criteria of Section 10-20.40.050.E., the Planning and Zoning Commission shall not approve a Conditional Use Permit unless:
1. For the properties subject to Division [10-30.30](#), Heritage Preservation, the City's Historic Preservation Officer or the Heritage Preservation Commission has made a determination that the proposed HOHD or MHOHD has no adverse effect or has appropriately mitigated its effects on the historic cultural resource.
 2. Adequate transit service is available to the Development Site containing four dwelling units or more. Adequate transit service from a Development Site to a permanent transit stop is:
 - a. Less than or equal to 1,320 feet; or
 - b. A distance greater than 1,320 feet when the Planning and Zoning Commission finds that the route to the permanent transit stop has adequate nighttime lighting and does not have a significant grade change, and the distance does not impede reasonable access to transit.

The distance between the permanent transit stop to the Development Site shall be measured following a continuously improved sidewalk and/or public paved trail.

able 10-50.80.040.A.: Number of Motor Vehicle Parking Spaces Required	
Use	Number of Required Spaces
Residential	
High Occupancy Housing Development	

able 10-50.80.040.A.: Number of Motor Vehicle Parking Spaces Required	
Use	Number of Required Spaces
a. Single-Family – Attached and Detached, Duplex, and Development Sites with three units or less	1 space per bedroom
b. Developments Sites with four units or more	The sum of: 1 to 75 bedrooms = 1 space per bedroom, plus 76 to 325 bedrooms = 0.90 spaces per bedroom, plus 326 to 650 bedrooms = 0.80 spaces per bedroom, plus Greater than 650 bedrooms = 0.70 spaces per bedroom
Mixed-Use Developments	
Mixed-Use High Occupancy Housing Development	1. 1 per 300 gsf of nonresidential floor area, plus 2. The spaces required for a High Occupancy Housing Development

10-50.80.050 Bicycle Parking

A. Applicability.

1. The following regulations are applicable whenever the provisions of Section [10-50.80.020](#), Applicability, have been met.
2. Bicycle parking is not required for single-family residential developments and uses.

B. Required Bicycle Parking Spaces.

1. All uses, excluding a High Occupancy Housing Development and a Mixed-Use High Occupancy Housing Development.
 - a. Minimum standard bicycle parking spaces required: The greater of two bicycle spaces, or five percent of the required vehicle parking.
 - b. Maximum standard bicycle parking spaces required: 100 bicycle spaces.
 - c. Location. Within 50 feet of the primary pedestrian entrance to the development and in accordance with the provisions of Appendix 1.4. The bicycle parking spaces shall be distributed throughout a Development Site that has multiple primary pedestrian entrances.
 - d. Exceptions. Attached and Detached Single-Family and Duplex Developments are not required to provide standard bicycle parking spaces.
2. High Occupancy Housing Developments.
 - a. Standard Bicycle Parking Spaces.
 - i. Minimum spaces required: Two bicycle spaces, or equal to five percent of the total number of bedrooms, whichever is greater.
 - ii. Maximum spaces required: 40 bicycle spaces.

- iii. Location. Within 50 feet of the primary resident pedestrian entrance to the development and in accordance with the provisions of Appendix 1.4.
 - b. Secure Bicycle Parking Spaces.
 - i. Minimum spaces required: Equal to 15 percent of the total number of bedrooms.
 - ii. Location. A maximum of 20 secure bicycle parking spaces may be provided outside in secure bicycle lockers. The remainder of the required secure bicycle parking spaces shall be provided in a bicycle storage room or cage within a building or parking structure.
 - c. Exceptions. Single-Family and duplex High Occupancy Housing Developments are not required to provide standard or secure bicycle parking spaces.
- 3. Mixed-Use High Occupancy Housing Developments.
 - a. Minimum outdoor nonresidential standard bicycle parking spaces required: Two bicycle spaces, or five percent of the required nonresidential vehicle parking spaces, whichever is greater.
 - b. Location of nonresidential standard bicycle parking spaces: Within 50 feet of the primary pedestrian entrance to the nonresidential development and in accordance with the provisions of Appendix 1.4. The bicycle parking spaces shall be distributed throughout a Development Site that has multiple primary pedestrian entrances.
 - c. Minimum residential bicycle parking spaces required: Compliance with the High Occupancy Housing Developments requirements, subsection B.2. of this section.
- C. Bicycle Parking Space Design.
 - 1. Secure Bicycle Parking Spaces.
 - a. All indoor required secure bicycle parking spaces provided in a building or parking structure shall be designed in accordance with the provisions of Appendix 1.4., except as allowed in subsections C.1.b. of this section.
 - b. Bicycle lockers shall be designed in accordance with the provisions of Appendix 1.4.
 - 2. Standard Bicycle Rack Design.
 - a. All required bicycle racks shall be designed in accordance with the provisions of Appendix 1.4.

10-50.80.060 Parking Adjustments

In the case that more than one parking adjustment may apply, for example as a result of allowed reductions for affordable housing (see Division [10-30.20](#), Affordable Housing Incentives), reductions for bike racks, or any other reduction authorized by this code, the cumulative parking adjustment shall not exceed 20 percent. However, in multifamily residential developments no less than one parking space per residential unit shall be required, unless approved by City Council as part of an affordable housing development meeting the criteria set forth in Section 10-30.20.040.B.4.c.

- A. Transit. In all zones, a parking reduction of up to 10 percent may be approved by the Director for any use within 1,320 feet of a permanent transit stop, except for a High Occupancy Housing Development (HOHD) or a Mixed-Use High Occupancy Housing Development (MHOHD). The distance between the permanent transit stop to the Development Site shall be measured following a continuously improved sidewalk and/or public paved trail.
- B. Shared On-Site Parking. Where two or more uses on the same site or adjacent parcels have distinct and differing peak parking usage periods (e.g., a theater and a bank), a reduction in the required number of parking spaces as determined by the Director may be allowed in the following manner:
 - 1. The reduction in number of required parking spaces shall be based on a parking demand study. The parking demand study shall be in accordance with established professional practices.
 - 2. Approval shall also require a recorded covenant running with the land, recorded by the owner of the parking lot, guaranteeing that the required parking will be maintained exclusively for the uses served and remain for the duration of the use.
- C. Parking Demand Study – Reduced Parking.
 - 1. The property owner shall submit a study/plan prepared in accordance with the established professional traffic and parking practices by a registrant licensed to practice in the State of Arizona. The study/plan shall document how any reductions are calculated and the assumptions utilized in the calculations.
 - 2. The Director may approve a reduction equal to, or less than, 30 percent of the total parking spaces required by this Division, except as required in subsection C.3. of this section. Any request greater than 30 percent requires the approval of the City Council.
 - 3. Any request to use a Parking Demand Study to reduce the required parking for an HOHD or MHOHD shall be approved by the City Council.
- D. Traffic Management Plan Parking Reduction. The Director shall have the ability to reduce the parking requirements for office and other uses in Section [10-50.80.040](#), Number of Motor Vehicle Parking Spaces Required, except for an HOHD or MHOHD. A traffic management plan shall be submitted with an application for site plan review. A reduction may be granted if the following standards are met:
 - 1. The amount of the reduction shall be no more than 90 percent of the proposed reduction in employee motor vehicle trips.
 - 2. The buildings shall have a single user/owner who can effectively exercise control over compliance with the plan.
 - 3. The traffic management plan shall be submitted by a registered traffic engineer and shall include data on the effectiveness of similar plans elsewhere.
 - 4. The traffic management plan shall contain information on the strategies, designated parking, incentives, company vehicles, staggered work hours, and information indicating the owner’s ability to provide and enforce these elements over time.
 - 5. The Director may impose conditions that 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.
- E. Parking Reduction for Forest Resources. The number of parking spaces required for a new development may be reduced by no more than five percent if existing native trees such as

ponderosa pine trees are located within parking areas (but not circulation areas) and these trees are required to be preserved to satisfy the requirements for forest resource protection as defined in Division [10-50.90](#), Resource Protection Standards, except for an HOHD or MHOHD. An applicant shall demonstrate to the satisfaction of the Director that by incorporating these existing native trees within the parking area, adequate measures are taken during construction to ensure that the trees are protected from construction activity.

- F. Bicycle Parking Reduction. The Director may allow a reduction of one required motor vehicle parking space for each four bicycle parking spaces provided to a maximum of five percent of the required motor vehicle parking spaces, except for an HOHD or MHOHD.
- G. Motorcycle Parking Reduction. A reduction of one parking space for multifamily residential and nonresidential uses may be allowed by the Director if one motorcycle parking space for every 25 required motor vehicle spaces is provided, subject to the following standards:
 - 1. Each motorcycle space shall be easily accessible and have adequate space for a standard-size motorcycle, i.e., a minimum dimension of four feet by nine feet.
 - 2. Motorcycle parking areas shall be clearly identified with appropriate striping.

10-50.80.061 Transit Pass Parking Reduction Pilot Program

- A. The purpose of the Transit Pass Parking Reduction Pilot Program (TPPR) is to allow:
 - 1. Property owners the option to reduce a development's vehicle parking requirements by providing annual transit passes to tenants and employees; and
 - 2. The City to determine the effectiveness of the program to reduce a development's parking demand, and to determine if the tenants and employees are utilizing transit.
- B. Program Term. Unless otherwise extended by a separate ordinance approved by the City Council, the TPPR shall terminate at 11:59 p.m. on December 31, 2026.
- C. Maximum Parking Reduction. The Director may approve up to a 20 percent reduction in the parking requirements of Section [10-50.80.040](#) in accordance with the minimum requirements of subsection D. of this section, and the approval of a transit pass agreement specified in subsection E. of this section.
 - 1. This reduction shall not be approved on a site that utilizes any reduction specified in Section [10-50.80.060](#).
- D. Minimum Requirements.
 - 1. The TPPR is only available to HOHD and MHOHD developments.
 - 2. This reduction may only be approved for an HOHD or MHOHD that has a vehicle parking requirement equal to, or greater than, 100 spaces.
 - 3. The total residential parking requirement shall not be reduced to an amount less than 0.65 spaces per bedroom. The required parking for a development shall be calculated in accordance with Table 10-50.80.040.A. before any reduction is applied.
 - 4. The TPPR is only available to a Development Site within 1,320 feet of a permanent transit stop. The distance between the permanent transit stop to the Development Site shall be measured following a continuously improved sidewalk and/or public paved trail.

5. The property owner shall make available annual transit passes to all tenants and employees of the HOHD or MHOHD. The transit pass(es) shall be provided at no cost to the tenants and employees. No tenant and employee shall be refused a transit pass.
6. The requirement to provide the transit passes shall be perpetual, unless the property owner provides the minimum number of parking spaces required (without any TPPR parking reduction) by the Zoning Code for the Development Site, and the Transit Pass Agreement of subsection E. of this section is terminated.
7. The termination of the TPPR does not alleviate a property owner from providing the transit passes that are required for participation in the TPPR until the Transit Pass Agreement is terminated and the minimum parking spaces are provided as set forth herein.

E. Transit Pass Agreement.

1. The Director may enter into a Transit Pass Agreement with the property owner to allow a reduction in the required number of residential parking spaces in accordance with the provisions of this section. The agreement shall be in a form satisfactory to the City Attorney, or designee.
2. The agreement shall be perpetual unless terminated in accordance with the provisions of this section and the agreement.
3. The agreement shall include, but is not limited to:
 - a. The type of transit passes to be provided;
 - b. Notification requirements to tenants and employees of the availability of transit passes to them at no cost;
 - c. A requirement to obtain, maintain, and provide the City with the following information:
 - i. The number and types of transit passes requested and provided;
 - ii. Utilization frequency reports from the transit provider;
 - iii. Documentation of the annual transit pass proof of purchase;
 - iv. Bedroom occupancy rates; and
 - v. The number of tenant vehicles stored onsite and offsite within the City of Flagstaff.
 - d. An agreement to assist the City of Flagstaff employee(s) and/or City contractor(s) in the collection of vehicle and/or transit usage data, and other City studies to determine the effectiveness of the TPPR;
 - e. Reasonable access for City of Flagstaff employee(s) and/or City contractor(s) to study and count onsite parking utilization rates upon delivery of a written notice;
 - f. Annual reporting requirements;
 - g. Violations and remedies; and
 - h. Any other provision necessary as determined by the City Attorney, Director, or designee to document the requirements and enforcement of this section and the agreement.
4. The agreement shall be approved by the Director and property owner prior to the issuance of any building permit for the Development Site.

5. The City shall record the approved Transit Pass Agreement against the real property of the Development Site. Recordation fees shall be paid by the property owner prior to the issuance of any building permit for the Development Site.

10-80.20.080 Definitions, "H"

High Occupancy Housing Development (HOHD): Means any of following: High Occupancy Housing Development, Single-Family; High Occupancy Housing Development, Two-units; High Occupancy Housing Development, Three-units; and High Occupancy Housing Development, Four-units and Greater (see definitions below). Housing development, either for rental or purchase, in which all dwelling units are permanently affordable and offered at 60 percent of the Area Median Income (AMI) in compliance with the Department of Housing and Urban Development regulations shall not be categorized as High Occupancy Housing Development, regardless of the number units, bedrooms, or zoning.

High Occupancy Housing Development, Single-Family: A single-family attached or detached dwelling unit with:

- a. Seven or more bedrooms; or
- b. Five or more sanitation facilities.

High Occupancy Housing Development, Two-Units: A lot or parcel containing two dwelling units, excluding an accessory dwelling unit, with:

- a. More than a total of seven bedrooms; or
- b. One or more dwelling unit(s) containing four or more sanitation facilities.

High Occupancy Housing Development, Three-Units: A lot or parcel containing three dwelling units with:

- a. More than a total of nine bedrooms; or
- b. One or more dwelling unit(s) containing four or more sanitation facilities.

High Occupancy Housing Development, Four-Units and Greater: A Development Site containing four or more dwelling units where:

- a. More than 20 percent of the total dwelling units have four bedrooms or more;
- b. One or more of the dwelling unit(s) containing four or more sanitation facilities; or
- c. The total number of dwelling units per acre, or bedrooms per acre, requires a Conditional Use Permit for an HOHD in accordance with the building form and property development standards of the property's designated Non-Transect Zone; or, if the property owner has elected a Transect Zone, the density is greater than 29 dwelling units per acre or 72.5 bedrooms per acre.

10-80.20.130 Definitions "M"

Mixed-Use High Occupancy Housing Development (MHOHD):

1. A mixed-use development with:

- a. More than 20 percent of the total dwelling units have four bedrooms or more;
- b. One or more dwelling unit(s) containing four or more sanitation facilities; or
- c. The total number of dwelling units per acre, or bedrooms per acre, requires a conditional use permit for an MHOHD in accordance with the building form and property development

standards of the property's designated non-transect zone; or, if the property owner has elected a transect zone, the density is greater than 29 dwelling units per acre or 72.5 bedrooms per acre.

2. Mixed-use housing development, either for rental or purchase, in which all dwelling units are permanently affordable and offered at 60 percent of the area median income (AMI) in compliance with the Department of Housing and Urban Development regulations shall not be categorized as high occupancy housing development, regardless of the number of units, bedrooms, or zoning.

Appendix 1.4 Bicycle Parking Space Design Requirements

Sections:

[1.4.010](#) Purpose

[1.4.020](#) Applicability

[1.4.030](#) Standard Bicycle Rack Design Requirements

[1.4.040](#) Standards for Indoor Secure Bicycle Parking Spaces

[1.4.050](#) Standards for Bicycle Lockers

1.4.010 Purpose

A. It is the purpose of this Appendix to establish the minimum acceptable standards for bicycle parking spaces that are required by the Zoning Code.

1.4.020 Applicability

A. Requirements of this Appendix shall apply to all bicycle parking spaces provided on a Development Site within the Flagstaff city limits.

1.4.030 Standard Bicycle Rack Design Requirements

A. Rack Design.

1. Each rack shall be provided in accordance with one of the designs indicated in Figure 1.4.030.A., unless an alternative design is allowed in accordance with subsection C. of this section.

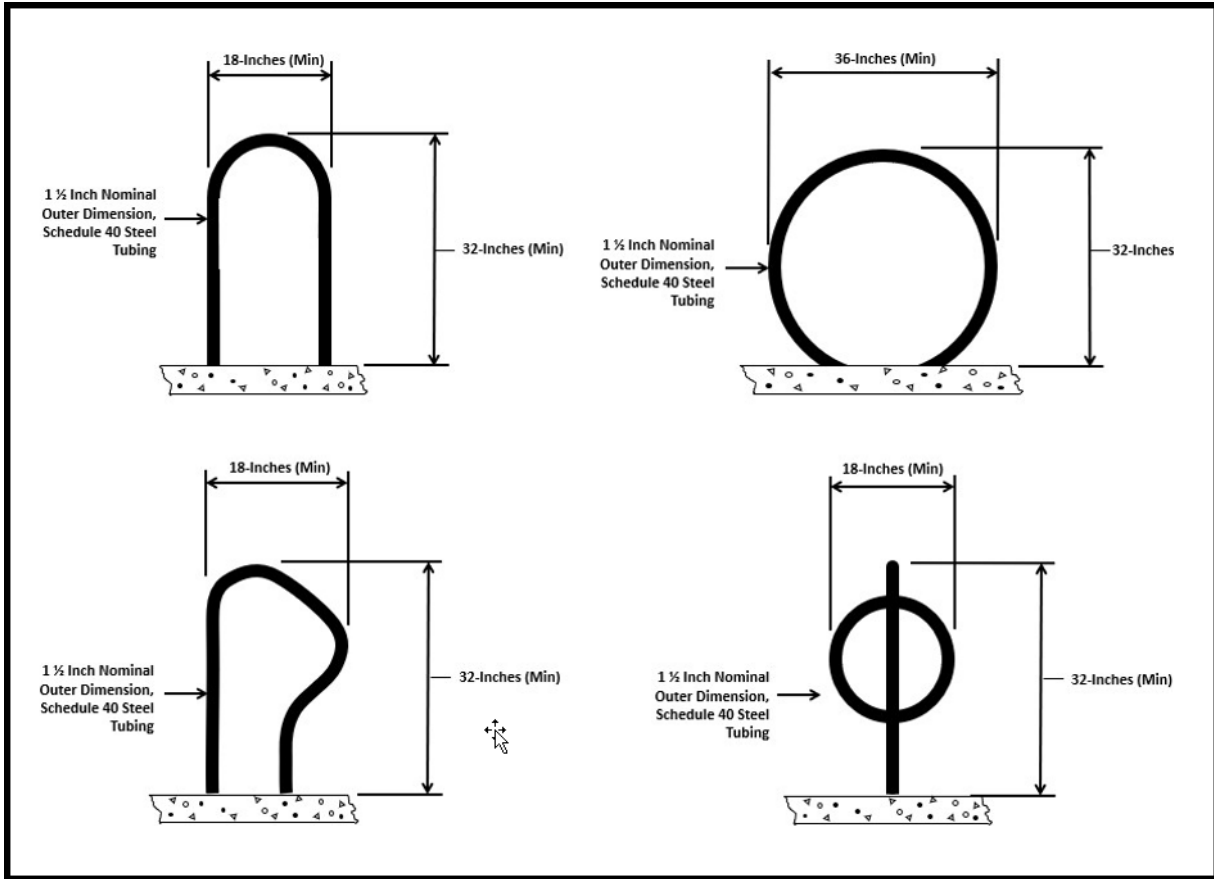


Figure 1.4.030.A. Rack Designs

B. Rack Placement.

1. The bicycle rack(s) shall be:

- a. Placed in an area that complies with the location provisions of Section 10-50.80.050.B., is highly visible, well illuminated, has frequent pedestrian activity, and is in accordance with Figure 1.4.030.B.1.; and
- b. Securely mounted with a tamper-proof mounting technique to an impervious concrete, paver, or asphalt surface, unless an alternative surface is approved by the Director.

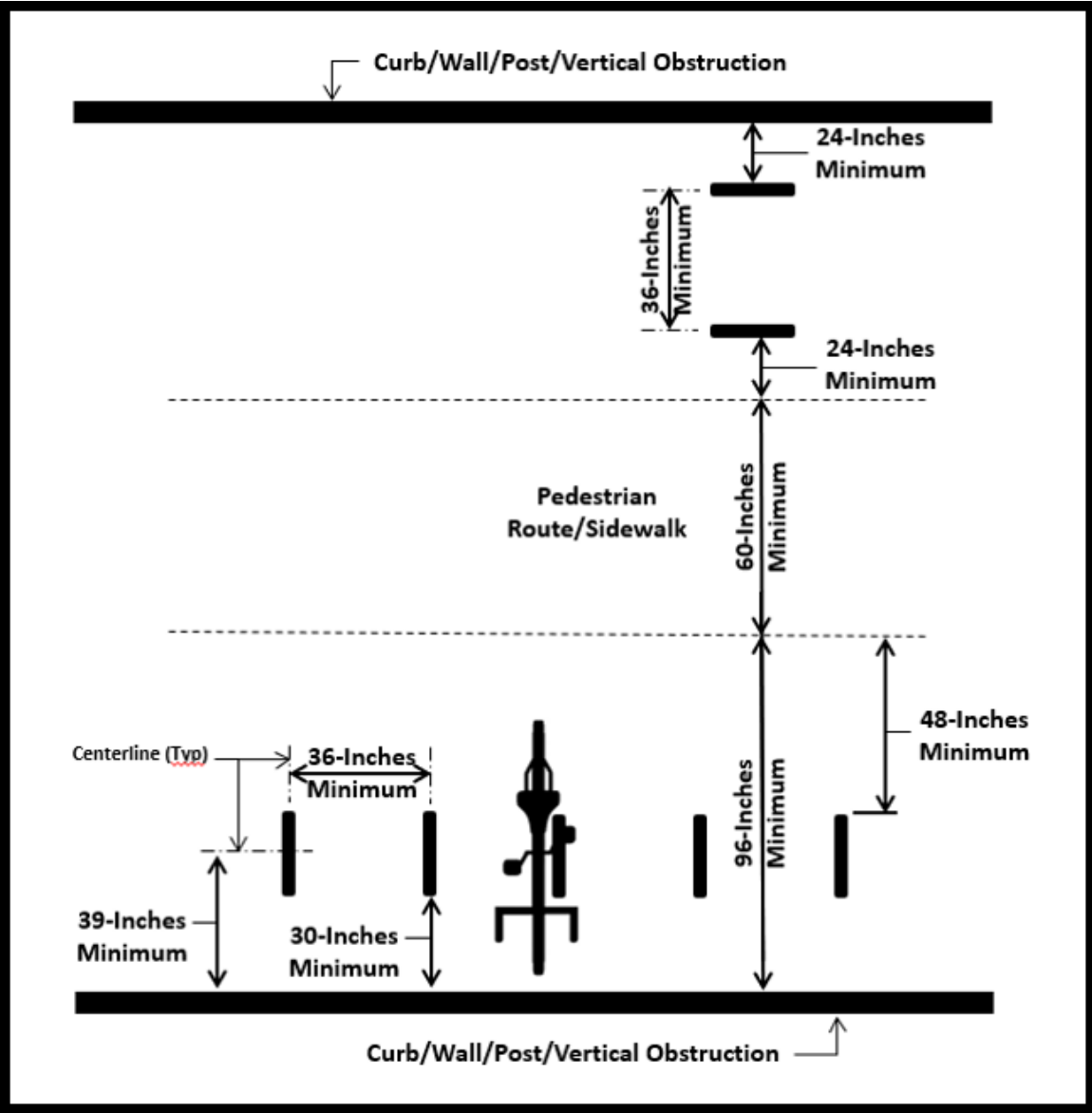


Figure 1.4.030.B.1. Bicycle Rack Placement

2. The placement of a bicycle rack shall not interfere with pedestrian movements.
 3. Any bicycle rack(s) located within a parking area shall be within a barrier consisting of bollards, curbs, curb-bumpers, fences, planting areas, or a similar barrier approved by the Director.
- C. Alternative Bicycle Rack Designs. The Director may approve an alternative rack design that complies with the following requirements:
1. The rack shall allow the bicycle frame and one or both wheels to be secured with a standard U-lock;
 2. The rack shall be designed to support a bicycle frame in two places in a manner that does not cause damage to the wheels or allow the bicycle to tip over;
 3. The rack shall be constructed of a material of sufficient strength that resists cutting, rust, bending, and deformation (Schedule 40 metal pipe is the minimum standard); and

4. The rack is not a design similar to types indicated in Figure 1.4.030.C.4.

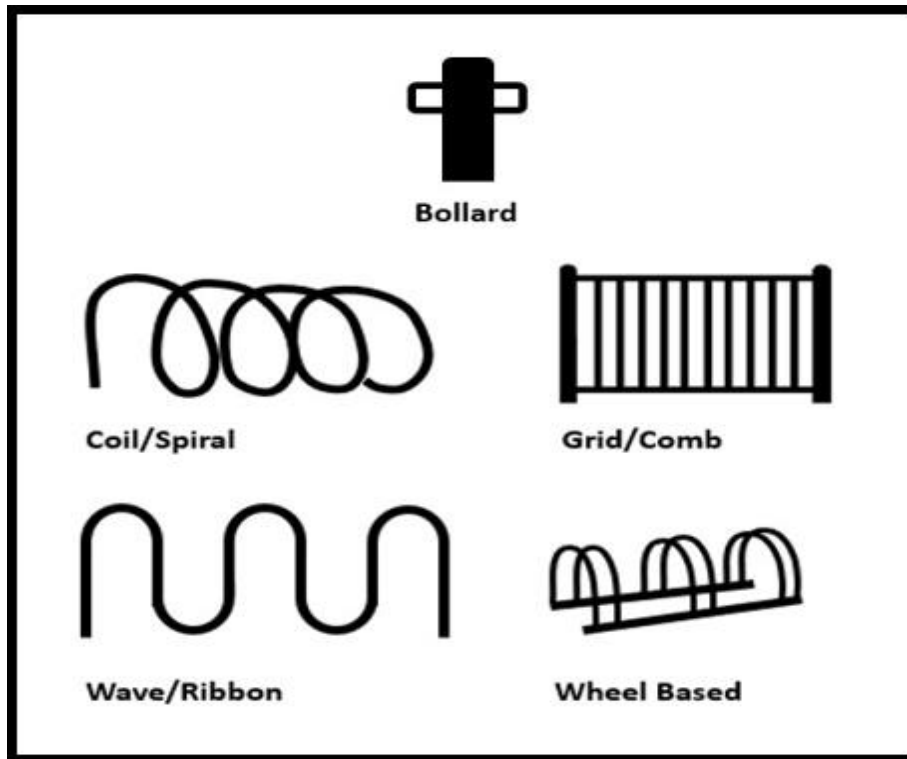


Figure 1.4.030.C.4. Unacceptable Bicycle Rack Designs

1.4.040 Standards for Indoor Secure Bicycle Parking Spaces

A. Secure Bicycle Parking Space Design.

1. The required secure bicycle parking spaces shall be in separate room(s) or cage(s) (the “facilities”) designed for bicycle storage within a building or parking structure.
2. The facilities shall be:
 - a. On the ground level, or another level that has elevator access; provided, that the elevator has an interior width or depth of at least six feet;
 - b. Accessed through a door or gate that utilizes an electronic keypad and code, security pass card, or a similar electronic system approved by the Director;
 - c. In a location that is illuminated in accordance with the Illuminating Engineering Society (IES) of North America (IESNA) standards for security;
 - d. Limited to the storage of bicycles; and
 - e. Include bicycle racks or lockers.
3. The bicycle rack(s) shall:
 - a. Conform with Section 1.4.030.A., unless an alternative design is allowed in accordance with Section 1.4.030.C.;
 - b. Be securely mounted with a tamper-proof mounting technique to an impervious concrete, paver, or asphalt surface; and

- c. Be placed in accordance with Figure 1.4.040.A.3.c., unless an alternative configuration is approved by the Director.

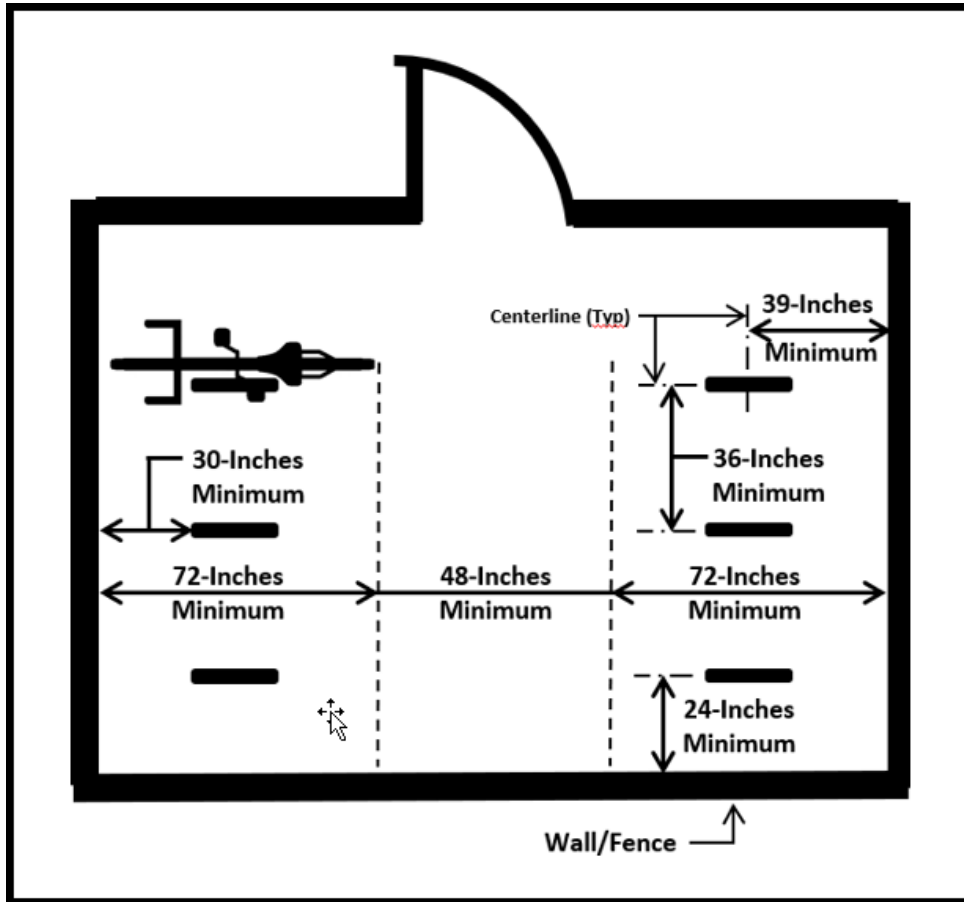


Figure 1.4.040.A.3.c. Bicycle Storage Room/Cage

1.4.050 Standards for Bicycle Lockers

A. Bicycle Locker Design and Location Requirements.

1. The lockers shall be constructed of metal. If windows are provided in the locker, the windows shall be constructed with unbreakable material. Plastic lockers are prohibited.
2. The lockers shall utilize an integral mechanical or digital ("smart") locking mechanism. Lockers that use hasp or mechanisms that allow the use of user locks is prohibited.
3. Stacked lockers shall have a wheel track to guide the bicycle into the locker.
4. Lockers located within a parking area shall be within a barrier consisting of bollards, curbs, curb-bumpers, fences, planting areas, or similar barriers approved by the Director.
5. Lockers placed outdoors shall be within 50 feet of a primary resident entry to a building. The locker(s) shall not be placed between a building and a street.
6. The lockers shall be in a location that is illuminated in accordance with the Illuminating Engineering Society (IES) of North America (IESNA) standards for security.

7. Lockers placed in a building or parking structure shall be on the ground level, or another level that has elevator access, provided that the elevator has an interior width or depth of at least six feet.
8. The placement of a locker shall not interfere with pedestrian movements.
9. The size and placement of the lockers shall conform with Figure 1.4.050.A.9., unless an alternative configuration is approved by the Director.

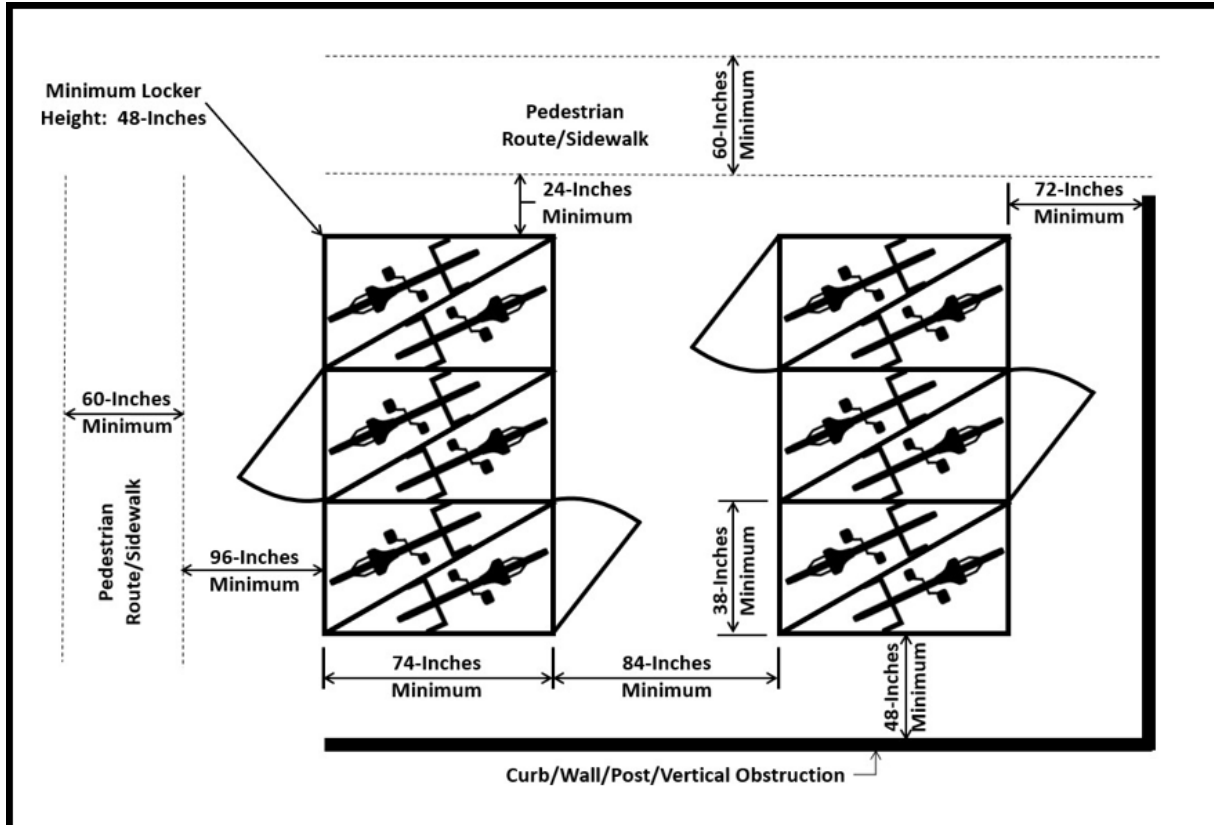


Figure 1.4.050.A.9. Bicycle Locker Size and Placement