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MEMORANDUM

Transportation & Development - PZ Memo No. 12-053

DATE: JUNE 5, 2012

TO: PLANNING AND ZONING COMMISSION

THRU: R.J. ZEDER, TRANSPORTATION & DEVELOPMENT DIRECTOR
JEFF KURTZ, PLANNING ADMINISTRATOR
KEVIN MAYO, PLANNING MANAGER *KM*

FROM: DAVID DE LA TORRE, AICP, PRINCIPAL PLANNER *DDT*

SUBJECT: ZCA12-0001 PARKING AND LOADING REGULATIONS

Request: Amend Article XVIII Parking and Loading Regulations, of Chapter 35 (Zoning Code), of the Chandler City Code.

Applicant: City Initiative

RECOMMENDATION

Upon finding the request to be consistent with General Plan policies and recommendations from the Mayor's 4-Corner Retail Committee to encourage redevelopment and adaptive re-use of vacant or deteriorating properties, and increase the City's responsiveness to developments with atypical parking needs, Staff recommends approval.

BACKGROUND

The proposed code amendments were initially prompted by a comment made in the TechSolve Report stating that Chandler's requirements for number of parking spaces are too high and need to be reduced.

More recently, the Mayor's 4-Corner Retail Committee examined aging commercial areas and made the following recommendations, among others, for revitalizing those areas:

- The current parking ratios are a challenge to redevelopment and the City's ordinance needs to be reviewed and reconsidered, particularly in identified redevelopment areas.
- The process to change parking requirements is a hindrance to both new developments and redevelopment, and staff should have additional flexibility to determine parking requirements without Council approval.

- The City needs to incorporate more of a shared parking model, particularly in identified redevelopment areas, as many of these tenants do not generate activity that approaches the parking required by the current code. There needs to be flexibility in these areas, creating a “win-win” to bring in tenants.

These comments/recommendations provided Staff with two primary goals; (1) reduce high parking ratios, and (2) increase flexibility at Staff’s level in order to be more responsive to developments.

With the assistance of parking consulting firm Carl Walker Inc., Staff diligently reviewed existing parking ratios and compared them with other cities in the area, national industry standards recommended by Urban Land Institute, National Parking Association and the Institute for Transportation Engineers, and parking demand studies conducted for specific land use categories in Chandler. The analysis led to a handful of proposed reductions as well as several new categories for clarification purposes.

The proposed amendments also include parking reduction tools to address the parking recommendations from the Mayor’s 4-Corner Retail Committee. One such tool, the Parking Demand Studies section, would allow Staff to review and approve requests to reduce parking requirements up to 40% based on a quantitative parking analysis that demonstrates unique parking demand for a proposed use. Another tool is the shared parking model that would allow mixed use developments or two or more non-residential uses to reduce the amount of parking required by demonstrating that the peak parking time periods are offset from each other.

The amendments also include provisions for tandem parking, parallel parking and off-street parking credits that would encourage more efficient use of land and could benefit redevelopment projects.

DISCUSSION

After conducting a thorough analysis as described above, Staff feels that Chandler’s parking ratios with the proposed reductions are appropriately aligned with typical parking demands. They are not too high nor too low avoiding potential problems with either scenario.

Further, Staff believes that the proposed parking reduction tools will increase the City’s ability to be more responsive to land uses with atypical parking needs, as well as have the desired effect of encouraging infill development, redevelopment, adaptive re-use of existing buildings, and higher densities in areas where is it planned and needed.

PUBLIC/NEIGHBORHOOD NOTIFICATION

- As required by Arizona Revised Statutes, hearing dates for the Planning Commission and City Council, as well as the complete text of the draft Code amendments have been published in an eighth-page newspaper ad at least fifteen days prior to the first required public hearing.
- Notices containing a website link to view and print the proposed amendments were mailed to approximately 150 stakeholders consisting of applicants, developers, zoning

attorneys, architects, and contractors that have been involved in a development application in Chandler within the last two years.

- Electronic notices were sent to the following professional organizations: Chandler Chamber of Commerce, Downtown Chandler Community Partnership, Valley Partnership, Arizona Multihousing Association, Home Builders of Central Arizona, and the Arizona Chapter of the NAIOP Commercial Real Estate Development Association.
- Staff received three responses from stakeholders; two provided constructive feedback which led to more revisions, and the third made a general comment that the City was headed in the right direction with the proposed amendments.
- Staff briefed the Planning Commission to obtain feedback on two separate occasions, March 7th 2012 and May 16th, 2012. Both briefings were open to the public and noticed as required by law.

RECOMMENDED ACTION

Staff, upon finding the request to be consistent with the General Plan and the recommendations from the Mayor's 4-Corner Retail Committee, recommends approval of amending Article XVIII Parking and Loading Regulations, of Chapter 35 (Zoning Code) of the City Code as proposed.

PROPOSED MOTION

Move to recommend approval of ZCA12-0001 PARKING AND LOADING REGULATIONS, as recommended by Staff.

Attachments

1. Draft Ordinance

DRAFT ORDINANCE NO. 4375

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, AMENDING ARTICLE XVIII PARKING AND LOADING REGULATIONS OF CHAPTER 35, CODE OF THE CITY OF CHANDLER;

WHEREAS, in accordance with A.R.S. 9-462, the legislative body may adopt by ordinance, any change or amendment to the regulations and provisions as set forth in the Chandler Zoning Code; and,

WHEREAS, this amendment, including the draft text, has been published as an 1/8-page display ad in a local newspaper with general circulation in the City of Chandler, giving fifteen (15) days notice of time, date and place of public hearing; and,

WHEREAS, a public hearing was held by the Planning and Zoning Commission as required by the Zoning Code, on June 20, 2012;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Chandler, Arizona, as follows:

SECTION I. Article XVIII PARKING AND LOADING REGULATIONS, Chapter 35, Chandler City Code, is hereby amended to read as follows:

ARTICLE XVIII. PARKING AND LOADING REGULATIONS*

35-1800. Purpose.

The intent purpose of this ~~section~~ [article] is to establish standards for ~~the provisions of adequate~~ off-street parking, loading and maneuvering spaces for the uses permitted in this Zoning Ordinance, in a manner which is safe, efficient, convenient and visually attractive. The standards of this article are intended to:

- (1) Ensure that adequate parking is provided to meet the typical parking needs of the uses permitted in this Zoning Ordinance, while at the same time limit excessive parking to avoid negative environmental and urban design impacts,
- (2) Provide flexible methods of responding to land uses with atypical parking needs through allowances for reductions or increases to the number of required parking spaces through parking demand studies,
- (3) Encourage higher densities, mixed-use developments, infill developments, and adaptive reuse of existing buildings in areas as set forth by the General Plan by allowing parking reductions for uses sharing parking and/or utilizing public parking facilities,
- (4) Ensure that off-street parking and loading areas are designed and located to protect the public safety, facilitate the efficient movement of traffic, minimize traffic congestion, and maintain an attractive streetscape,
- (5) Ensure pedestrian-friendly parking areas by providing for safe, accessible and shaded pedestrian paths,
- (6) Encourage sustainable development practices that reduce solar heat gain and storm water runoff.

*Cross references: Parking generally, § 16-10 et seq.

(Ord. No. 3063, § 3, 11-18-99)

35-1801. Applicability.

- 1) Off-street parking and/or loading spaces shall be provided as prescribed herein at the time of:
 - a) Construction of a new building.
 - b) Any new uses of land.
 - c) Enlargement or addition of any new nonresidential building or use of land.
 - d) Creation of a new residential unit by adding to or subdividing an existing residential unit.

Such spaces shall be situated on the lot upon which the land use is located or on an adjacent or nearby lot ~~on the same side of the street and~~ within a reasonable distance of the site with respect to any one (1) use as determined by the Zoning Administrator. When the parking lot is not ~~contiguous to the generating land use situated on the lot upon which the land use is located~~, the property owners shall record a parking use covenant, reciprocal easement agreement or other written form of parking agreement approved by the Zoning Administrator requiring that the parking spaces be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article. Said parking agreement shall be recorded with the Maricopa County Recorder's Office and a copy filed in the City of Chandler's project review file prior to the issuance of a building permit or, for existing buildings, prior to the issuance of certificate of occupancy of the property limiting its use to parking.

- 2) Prior to the construction of any parking lot or the conversion of any land area for parking use, ~~there shall be submitted to the Building Inspection Division five (5) copies of~~ a parking plan graphically describing the location and size of all parking stalls, driveways, walkways, landscaped areas, retention basins, signs, lighting, and all other improvements shall be submitted to the City. The parking plan may be submitted as part of the site development plan requirement ~~as outlined in Article XIX~~ if the parking lot is proposed for construction in conjunction with a building. Prior to construction, the Zoning Administrator must approve the parking plan for conformance to the intent and provisions of this article.

(Ord. No. 3063, § 3, 11-18-99)

35-1802. General requirements.

- 1) Minimum size of a non-parallel parking space shall be nine (9) feet by nineteen (19) feet. A two-foot six-inch landscape strip is permitted for vehicular overhang at the front of the parking stall. Said strip is not considered a part of any required on-site landscaping. Minimum size of a parallel parking space shall be eight (8) feet by twenty-two (22) feet, except for a parallel parking space in which a side adjoins a wall, column, or other obstruction higher than six (6) inches, and where a minimum three (3) feet wide unobstructed pedestrian access is not provided between the wall, column, or other obstruction and the parking space, the width of the parallel parking space shall be increased by two (2) feet.
- 2) Minimum driveway widths shall be twenty-four (24) feet for two-way drives. Fourteen-foot one-way drives are permitted where such drives are not required as fire lanes by the Fire Department. All driveways shall be located at least ten (10) feet from an interior lot line.
- 3) Minimum parking lot aisle widths:

Parking Angle	30°	40°	60°	90 °
Aisle Width	13'	15'	19'	24'

- 4) All required off-street parking spaces shall be connected with a public street by a paved driveway not less than twenty (20) feet in length within the property lines.
- 5) All parking areas and driveways shall have a surface of masonry, concrete or asphalt except in an AG-1 District and SF-33 District, where a dust free surface is permitted. **Alternative permeable paving materials may be permitted in an AG-1 District, SF-33 District and any non-residential district subject to approval by the City Engineer.**

Within any residential district, the parking of motor homes, travel trailers, and boats on trailers shall be permitted on an unimproved surface when located behind the required front yard setback, and screened from the street by a solid six-foot wall or fence.

- 6) Temporary parking lots shall be permitted by use permit for a maximum period of one (1) year **or other time period as approved by the City Council.** The construction of such lots shall be in accordance with section 1805.
- 7) The conversion of any required parking space to another use shall be permitted only if those required spaces are provided elsewhere on the site and in keeping with all applicable provisions of this section.
- 8) Alleys used for commercial or industrial uses adjacent to a single-family residential district may not be used as access to parking or loading area, except where such arrangement has been authorized by a use permit.
- 9) Where access to a parking lot or space for uses other than single-family residential is provided by an alley, said alley shall be minimum twenty (20) feet wide and paved to the nearest intersecting street as required by City standard.
- 10) Motor vehicles may be parked in the front yard only when on an improved driveway (as defined in (5) above) leading to required off-street parking.
- 11) **[Reserved.] Parallel parking spaces may be counted toward the required parking in multifamily districts and any non-residential district.**
- 12) Excepting community activities and activities specifically authorized by the Zoning Administrator, there shall be no storage or display of merchandise or goods in parking lots and pedestrian walkways within the parking area.
- 13) Storage and collection areas for shopping carts shall be provided in all parking lots for retail establishments utilizing such carts.
- 14) Covered parking. Such structures shall be located and/or arranged that it is perceived as an integral part of the building elevations. Said structures shall be enhanced through architectural treatment and/or trees and shrubs. Structures shall meet approval of the Zoning Administrator.
- 15) Visitor parking and recreational vehicle storage shall be clearly identified through signage or curb paint.
- 16) Tandem parking **spaces (an arrangement of two or more parking spaces placed one behind the other) of vehicles shall not qualify for required parking spaces. may be counted toward the required parking in multi-family developments where the tandem spaces are assigned to the same dwelling unit, and in non-residential developments where valet or a parking attendant is on duty at all times the facility is in use. Developments with tandem parking spaces shall provide an appropriate number of regular (non-tandem) parking spaces unless waived by the**

Zoning Administrator. The number and location of said regular parking spaces shall be approved by the Zoning Administrator.

(Ord. No. 1196, 5-23-83; Ord. No. 1471, § I, 5-23-85; Ord. No. 3063, § 3, 11-18-99)

35-1803. Design standards.

- 1) All vehicular egress from parking lots to public rights-of-way shall be by forward motion only, except in the case of single-family and two-family residences fronting on a local street or a primary or secondary collector street.
 - 2) Except where a wall is required, six-inch vertical concrete or precast curbing shall be required around the perimeter of the parking area to protect landscaped areas and control vehicular circulation and the flow of stormwater. Wheel stops shall be installed where needed to prevent damage to property or persons.
 - 3) In the design of the parking lots and entrances to and from those parking lots and facilities served by those parking lots, provision shall be for adequate, safe, convenient pedestrian circulation, including for the handicapped.
 - 4) Landscaping standards: See section 1903 for details.
- (Ord. No. 2119, § 1, 2-22-90; Ord. No. 3063, § 3, 11-18-99)

35-1804. Parking schedule. (Based on gross floor area)

The following schedule provides the minimum parking spaces required for individual stand-alone uses. Parking shared by multiple uses shall be subject to parking requirements for shopping centers where permitted by the underlying zoning and/or shared parking requirements pursuant to Section 35-1807(2) Shared Parking. All parking requirements are based on gross floor area unless otherwise stated.

1) *Residential:*

Single-family	** 2 spaces/unit
Two-family	** 2 spaces/unit
Townhouse, patio home	** 2 spaces/unit
Multi-family: Efficiency or <u>studio</u> 1-bedroom <u>One-bedroom</u> Two-bedroom or more <u>Each additional bedroom</u>	*** 1.5 spaces/unit *** <u>1.5 spaces/unit</u> *** 2 spaces/unit plus 1 guest space for each 4 multi-family units *** <u>0.25 spaces</u>
Mobile home subdivision or park	*** 2 spaces/home or trailer

**2 spaces per unit shall be covered

***1 space per unit shall be covered

(Note: The entire space nine (9) by nineteen (19) feet as defined in section 1802(1) shall be covered.)

2) *Institutional*

Elementary and junior high school Plus	One (1) space/classroom Plus One (1) space for each two hundred (200) square feet of floor area in office use
High schools, colleges	One (1) space/two hundred (200) square feet gross floor space
Trade or business schools	One (1) space/two hundred (200) square feet
Library	One (1) space/two hundred fifty (250) square feet
Museum	One (1) space/two hundred fifty (250) square feet
Churches	One (1) space/four (4) seats
Hospitals	Three (3) space/bed
Convalescent homes	One (1) space/three (3) beds
Government offices	One (1) space/two hundred (200) square feet
Elderly care housing Plus	0.75 spaces/unit Plus One (1) additional space per project employee/attendant

3) *Commercial*

Auditorium, theaters, stadium or similar place of assembly	One (1) space/two hundred (200) square feet or one (1) space/five (5) seats, whichever is greater
Private clubs, lodges (no overnight accommodations)	One (1) space/two hundred (200) square feet or one (1) space/five (5) seats, whichever is greater
Dance halls, skating rinks, amusement centers, recreation centers	One (1) space/two hundred (200) square feet
Health club or fitness club with multiple amenities (Gymnasium, fitness center and other recreational uses offering multiple amenities such as swimming pools, ball courts, and exercise equipment)	One (1) space/two hundred (200) square feet
Recreational community centers with multiple amenities (public or nonprofit facilities providing multiple amenities and recreational services such as swimming pools, ball courts, outdoor athletic fields, meeting rooms, classes, fitness center, day care, locker rooms, and	One (1) space/two hundred (200) square feet

<u>lounge/snack area)</u>	
<u>Single use recreational facilities (athletic training, family recreational, or other recreational facilities specializing in a single use such as amusement centers, skating rinks, bounce gyms, party places, baseball/batting training facility, cheerleading training, dance studio, swimming, martial arts studio, yoga/pilates studio, personal training, fencing, laser tag, indoor paintball, boxing training) not hosting tournaments, exhibitions or other similar events</u>	<u>One (1) space/three hundred (300) square feet</u>
<u>Single use recreational facilities hosting tournaments, exhibitions or other similar regional events</u>	<u>To be determined by a parking demand study based on seating capacity prepared specifically for the subject use</u>
Funeral homes	One (1) space/four (4) seats in main assembly area or one (1) space/three hundred (300) square feet, whichever is greater
Medical, dental offices, clinics	One (1) space/one hundred fifty (150) square feet
General offices, nonretail, <u>excluding call centers</u>	One (1) space/two hundred <u>fifty (200250)</u> square feet
<u>Call Center</u>	<u>One (1) space/one hundred fifty (150) square feet</u>
Hotels, motels, boarding homes	One <u>and one-third-(1-1/3)</u> spaces for each sleeping room <u>Plus one (1) space/one hundred (100) square feet of meeting, banquet and restaurant space not solely intended for hotel guests and/or staff</u>
Restaurants, cafes, bars, cocktail lounges <u>And-</u>	One (1) space/fifty (50) square feet of public serving area <u>Plus One (1) space/two hundred (200) square feet for-of preparation area</u>
Shopping centers (less than ten (10) gross acres in size)	Five and one-half (5.5) spaces/one thousand (1,000) square feet
Shopping centers (ten (10) gross acres or larger in size)	One (1) space/two hundred fifty (250) square feet
Retail sales	One (1) space/two hundred fifty (250) square feet
<u>Childcare or Child daycare</u>	<u>One (1) space/three hundred (300) square feet</u>
Bulky merchandise sales, nurseries, building materials, equipment rental	One (1) space/three hundred (300) square feet
Banks and personal service	One (1) space/one hundred fifty (150) square

	feet
Bowling alleys	Four (4) spaces/lane
Tennis, handball courts	Three (3) spaces/court
Golf course Plus	One (1) space/two hundred (200) square feet in main building Plus Four (4) spaces per green
<u>Motor vehicle repair</u>	<u>Three and one half (3.5) spaces/vehicle service bay</u>
<u>Motor vehicle sales and rental</u>	<u>One (1) space/two hundred fifty (250) square feet of interior display space and office</u> <u>Plus three and one half (3.5) spaces/vehicle service bay</u>
<u>Motor vehicle wash</u>	<u>2 spaces minimum</u> <u>Plus other uses (Retail sales, motor vehicle repair, restaurant, office)</u>
(Ord. No. 1421, II, 1-10-85)	

4) *Industrial:*

Manufacturing, warehousing	One (1) space/ one thousand five hundred (1,000) 500 square feet gross floor area (Ord. No. 1506, 8-11-85) Plus One (1) space/two hundred fifty (200) 250 square feet of office space
	One (1) loading space for each twenty-five thousand (25,000) square feet of gross floor area
<u>Warehousing</u>	<u>One (1) space/five hundred (500) square feet for the first ten thousand (10,000) square feet</u> <u>Plus one (1) space/five thousand (5,000) square feet for remaining warehouse</u> <u>Plus one (1) space/two hundred and fifty (250) square feet of office space</u>

5) City Center parking districts: ~~All required off-street parking within the City Center District shall be in accordance with Section 35-3204(F). Any institutional, commercial (except hotels, motels, boarding homes or guest homes) or industrial use which participates in a downtown parking district shall provide no less than sixty-five (65) percent of the otherwise required off-street parking and this remaining required parking may be located in a nearby community parking facility.~~

5)6) Parking Districts: Any use which participates in a parking district shall be subject to the requirements of said parking district.

6)7) Unlisted uses: In cases of unlisted uses or unusual circumstances, the Zoning Administrator may determine specific parking requirements based on the unique needs of the individual case, **the requirements for the most comparable use, and any other relevant data regarding parking demand.** In order to make this determination, the Zoning Administrator may require the applicant to submit a parking demand study pursuant to Section 35-1807(3) **Parking Demand Studies;** the Zoning Administrator shall report his/her findings in such cases in writing to the

Planning and Zoning Commission and the Board of Adjustment. Such special exceptions shall be made by submitting the following documentation as approved by the Zoning Administrator:

- ~~i. Sufficient evidence demonstrating how the unique circumstances of the individual application do not generate the traffic and/or parking demand met by normal code standards.~~
- ~~ii. Satisfactory agreement that said special exceptions to the normal parking requirements shall remain in effect only as long as the unique circumstances as defined in (i) above.~~
- ~~iii. In addition to (ii) above, the Zoning Administrator may require submittal of details of how the normal parking requirement can be met in the future in the event the City may require such parking.~~

(Ord. No. 1291, § I, 1-9-84; Ord. No. 1506, 8-11-85; Ord. No. 3063, § 3, 11-18-99; Ord. No. 3262, § 1, 5-10-01)

(8) Maximum Parking Spaces: The number of parking spaces provided by any development shall not exceed one hundred and twenty five (125) percent of the minimum required spaces in the parking schedule, except as follows:

- (a) Parking within the building footprint of a structure (e.g. rooftop parking, below grade parking, multi-level parking structure);**
- (b) When a change in use to an existing development causes a lower parking requirement;**
- (c) Parking spaces managed for shared parking;**
- (d) Phased projects do not need to comply with the maximum space requirement until the final phase is constructed;**
- (e) A site specific parking demand study justifies the need to exceed the maximum parking and a minimum fifty (50) percent of the site's parking area (including parking spaces, driveways, and sidewalks) is provided with one or any combination of the following options to help mitigate the heat island effect:**
 - 1) Paving materials shall have a minimum solar reflectance index as required by the latest amended edition of the "International Green Construction Code" approved by the International Code Council;**
 - 2) Shade is provided by architectural devices or structures that have a minimum Solar Reflectance Index as required by the latest amended edition of the "International Green Construction Code", except for solar photovoltaic systems which shall not be required to comply with said minimum Solar Reflectance Index;**
 - 3) Shade is provided by open trellis-type structures that are designed to be covered with plant material and achieve mature coverage within five (5) years from the date of occupancy;**
 - 4) Shade is provided by trees. Hardscape areas located directly beneath trees shall be measured based on anticipated five year canopy growth beginning from the date of occupancy. Duplicate shading credit shall not be granted for those areas where multiple trees shade the same hardscape;**

5) Open-grid pavers and/or other permeable paving materials approved by the City Engineer that are less than fifty (50) percent impervious are utilized.

35-1805. Temporary parking lots.

- 1) A site development plan shall be submitted to and approved by the **Public Works Transportation and Development** Department for any lot prior to the lot being used for parking purposes. Said site plan shall include the following:
 - a) Boundary of property.
 - b) Width of existing right-of-way, existing improvements and name of all adjoining streets and/or alleys.
 - c) Current zoning of adjacent properties.
 - d) Proposed parking layout (minimum space size nine (9) feet by **twenty-nineteen (2019)** feet). No space shall be located closer than six (6) feet to the right-of-way line. Said six (6) feet will be maintained as landscape-water retention area.
 - e) Driveways minimum twenty (20) feet for one-way traffic and forty (40) feet for two-way traffic.
 - f) Screening when located adjacent to or adjoining any residential zoning district.
 - g) Directional arrows indicating proposed surface drainage pattern.
 - h) Typical cross-section indicating proper subgrading, four (4) inches of A.B.C. or other suitable material and type of dust palliative approved by the **City Director of Public Works**.
 - i) All construction to be in accordance with City of Chandler's specifications.
- 2) All temporary parking lots shall be properly maintained in accordance with the approved plan, ~~or said use permit shall be revoked. Such revocation shall occur after the owner has been given a thirty-day written notice and [has] not corrected the violation(s) cited by such notice.~~
(Ord. No. 3063, § 3, 11-18-99)

35-1806. Fire lanes.

- a) All drives, lanes and access ways designated as fire lanes shall be constructed and marked in accordance with City of Chandler specifications to a minimum unobstructed width of twenty (20) feet.
- b) Nothing in this article shall be construed as diminishing construction requirements, placement, access to or marking of designated fire lanes.
(Ord. No. 3063, § 3, 11-18-99)

35-1807. Parking Reductions.

1) Purpose: The intent of the parking reduction provisions included in this section is to provide flexibility in responding to land uses with atypical parking needs and to encourage mixed use developments, infill development, redevelopment, and adaptive reuse of existing buildings by allowing parking reductions and more efficient use of parking.

2) Shared Parking:

(a) Applicability. Shared parking may be applied to mixed use developments or two (2) or more nonresidential uses in which the uses operate at different peak times from one another.

(b) Procedure.

1. A shared parking report shall be submitted that demonstrates compliance with criteria set forth in subsection C, Approval Criteria, below.
2. Shared parking reports shall be reviewed by and are subject to approval of the Zoning Administrator.
3. In the event the Zoning Administrator determines that the proposed shared parking does not comply with the approval criteria listed herein, the applicant may elect to have the request for shared parking reviewed by the Planning and Zoning Commission and shall be subject to approval of the City Council through an application to rezone the subject property pursuant to Article XVII Planned Area Development.
4. The property owners involved in an approved shared parking request shall submit a written agreement approved by the Zoning Administrator requiring that the parking spaces be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article. Such written agreement shall be recorded by the property owners with the Maricopa County Recorder's Office and a copy filed in the City of Chandler's project review file prior to the issuance of a building permit or, for existing buildings, prior to the issuance of certificate of occupancy.
5. For mixed use developments, the owner or manager of the property approved for shared parking shall maintain an accurate up-to-date record of the uses, both occupied and vacant, according to the type of use. The Zoning Administrator may require this record be provided when the owner applies for a new land use or development approval for the subject property.

(c) Approval Criteria. Shared parking approval shall be subject to compliance with the following criteria:

1. The Shared Parking Calculations Table set forth in subsection D of this section shall be used to calculate the required number of parking spaces for a particular mix of uses. The Zoning Administrator may require the applicant to submit sufficient data to demonstrate compliance with the general land use classifications and/or the time of use distribution indicated in the Shared Parking Calculations Table. If one (1) or more of the land uses proposing to utilize shared parking spaces do not conform to one (1) of the general land use classifications and/or the time of use distribution in the Shared Parking Calculations Table, the applicant shall submit sufficient data to indicate that there is not substantial conflict in the principal operating hours of the uses and that the various uses sharing parking have peak parking demands at different periods of the day or week. The Zoning Administrator may require said data to include information from a professional publication such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI), or by a professionally prepared parking study.
2. The combined shared parking requirement shall not exceed the available parking supply
3. A parking plan graphically describing the location and size of all parking stalls, driveways, walkways, landscaped areas, building footprints, retention basins, lighting, and all other improvements shall be submitted for review and approval. Said parking

plan shall demonstrate reasonable pedestrian access from off-site parking spaces to the uses being served.

4. Shared parking rights shall be protected through a written agreement as set forth in Section 35-1807.2(b)4.
5. Shared parking spaces shall be generally located within six hundred and sixty (660) feet of the use, measured from the entrance of the use to the nearest parking space within the shared parking lot.

(d) Shared Parking Calculations Table.

<u>General Land Use Classification</u>	<u>Time of Use</u>					
	<u>Weekdays</u>			<u>Weekends</u>		
	<u>12:00 a.m.-7:00 a.m.</u>	<u>7:00 a.m.-6:00 p.m.</u>	<u>6:00 p.m.-12:00 a.m.</u>	<u>12:00 a.m.-7:00 a.m.</u>	<u>7:00 a.m.-6:00 p.m.</u>	<u>6:00 p.m.-12:00 a.m.</u>
<u>Office and industrial</u>	<u>5%</u>	<u>100%</u>	<u>5%</u>	<u>0%</u>	<u>60%</u>	<u>10%</u>
<u>Retail</u>	<u>0%</u>	<u>100%</u>	<u>80%</u>	<u>0%</u>	<u>100%</u>	<u>60%</u>
<u>Residential</u>	<u>100%</u>	<u>55%</u>	<u>85%</u>	<u>100%</u>	<u>65%</u>	<u>75%</u>
<u>Restaurant and bars</u>	<u>50%</u>	<u>70%</u>	<u>100%</u>	<u>45%</u>	<u>70%</u>	<u>100%</u>
<u>Hotel</u>	<u>100%</u>	<u>65%</u>	<u>90%</u>	<u>100%</u>	<u>65%</u>	<u>80%</u>
<u>Churches and places of worship</u>	<u>0%</u>	<u>10%</u>	<u>30%</u>	<u>0%</u>	<u>100%</u>	<u>30%</u>
<u>Cinema/theater, and live entertainment</u>	<u>0%</u>	<u>70%</u>	<u>100%</u>	<u>5%</u>	<u>70%</u>	<u>100%</u>

How to use the Shared Parking Calculations Table. Calculate the number of parking spaces required by Section 35-1804 Parking Schedule for each use as if the uses were not requesting shared parking approval. Calculate the number of spaces required for each time period (six (6) time periods per use) by applying the percentages in the Time of Use columns for the corresponding general land use category to the total number of parking spaces required for each proposed use. Add the number of parking spaces for all of the proposed land uses for each time period. Select the time period with the highest total parking requirement. The selected total number of parking spaces shall be the shared parking requirement.

3) Parking Demand Studies:

(a) Applicability. Parking demand studies may be utilized to modify the required number of parking spaces for new developments, reuse of existing buildings, and as an alternative to Shared Parking provided for in this Article.

(b) Procedure.

1. A parking demand study that provides a quantitative analysis justifying any proposed reduction or increase in parking shall be submitted. In order to determine compliance with criteria set forth in subsection C, Approval Criteria, below, the Zoning Administrator may require the parking demand study to include any or all of the following:
 - a. A site plan graphically describing the location and size of all existing and/or proposed parking stalls, driveways, walkways, landscaped areas, building footprints, retention basins, lighting, and all other improvements.
 - b. Total square footage of all uses within existing and proposed developments and the square footage devoted to each type of use.
 - c. Number of parking spaces required pursuant to Section 35-1804.
 - d. Parking demand estimates using parking generation studies from the Institute for Transportation Engineers (ITE), Urban Land Institute (ULI) or other professionally recognized, and/or accredited sources.
 - e. Parking lot counts of development(s) similar to the proposed use(s).
 - f. Comparison of proposed parking supply with parking requirements.
 - g. A description of other characteristics of the proposal or measures being undertaken that could result in reduced or increased parking demand, such as staggered work shifts, telecommuting, shuttles to transit stations, employee per square foot compared to the accepted industry standard for that use, customer or visitor trips compared to industry standards for that use.
 - h. Such other information as determined by the Zoning Administrator to be necessary to determine compliance with the approval criteria.
 - i. A parking contingency plan shall be provided for new developments requesting a parking reduction in accordance with subsection C, Approval Criteria, below.
2. The Zoning Administrator may approve a request to reduce up to forty (40%) percent of the required number of parking spaces or to exceed the maximum requirement upon determining that the data presented in the parking demand study demonstrates compliance with approval criteria.
3. Requests denied by the Zoning Administrator and requests to reduce more than forty (40%) percent of the required number of parking spaces shall be subject to review by the Planning and Zoning Commission and approval of the City Council through an application to rezone the subject property pursuant to Article XVII Planned Area Development.

4. For proposals in which parking is shared by more than one property, the property owners shall submit a written agreement approved by the Zoning Administrator requiring that the parking spaces be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article. Such written agreement shall be recorded by the property owners with the Maricopa County Recorder's Office and a copy filed in the City of Chandler's project review file prior to the issuance of a building permit or, for existing buildings, prior to the issuance of certificate of occupancy.
5. The Zoning Administrator may require a written agreement that said exceptions to the normal parking requirements shall remain in effect only as long as the unique circumstances on which the exceptions are based.

(c) Approval Criteria.

1. Parking Reductions. Reductions to the required number of parking spaces may be approved upon finding compliance with all of the following criteria:
 - a. Sufficient evidence is provided demonstrating how the unique circumstances of the proposed use(s) do not generate the traffic and/or parking demand met by normal code standards.
 - b. The quantitative analysis provided demonstrates that the use(s) will be adequately served by the proposed parking (the reduction in parking will not cause fewer off-street parking spaces to be provided for the proposed use(s) than the number of such spaces necessary to accommodate all vehicles attributable to said use(s) under the normal and reasonably foreseeable conditions of operation of said use(s)).
 - c. The reduction in parking will not increase the demand for parking spaces upon public streets in the immediate vicinity of the proposed use.
 - d. The reduction in parking will not increase the demand for parking spaces upon private properties in the immediate vicinity of the proposed use, unless approved as shared parking in accordance with Section 35-1807(2).
 - e. For new developments, a contingency parking plan shall be submitted that graphically illustrates where additional parking spaces can be constructed in the event that parking demand for the proposed use increases or a new user with typical parking demands requiring more parking spaces occupies the site. The total number of additional parking spaces in said parking contingency plan and the proposed number of parking spaces shall equal the number of parking spaces required pursuant to Section 35-1804. The design and layout of said parking contingency plan shall comply with all applicable development standards.
 - f. The reduction in parking shall not be contrary to the purpose of this Code as set forth in Sections 35-100 and 35-1800.
2. Parking Increases. Requests to exceed the maximum parking allowed may be approved upon finding compliance with all of the following criteria:
 - a. The proposed increase in parking is the least possible increase to accommodate all vehicles attributable to such use(s) under the normal and foreseeable conditions of operations of such uses(s).

- b. The increase in parking will not negatively impact the aesthetics of the site from the perspective of adjacent streets and properties.
- c. The increase in parking will not negatively affect the pedestrian usability of the site.
- d. The proposed development provides measures to help mitigate the heat island effect in accordance with Section 35-1804(7).

4) Credit for On-street Parking Spaces:

- (a) On-street parking spaces located immediately adjacent to the frontage of properties may be counted toward the required off-street parking requirement for non-residential uses. This provision applies only where on-street parking is allowed and constructed as part of the development.

INTRODUCED AND TENTATIVELY APPROVED by the City Council of the City of Chandler, Arizona, this ____ day of _____, 2012.

ATTEST:

CITY CLERK

MAYOR

PASSED AND ADOPTED by the City Council of the City of Chandler, Arizona, this ____ day of _____, 2012.

ATTEST:

CITY CLERK

MAYOR

CERTIFICATION

I HEREBY CERTIFY that the above and foregoing Ordinance No. 4375 was duly passed and adopted by the City Council of the City of Chandler, Arizona, at a regular meeting held on the ____ day of _____, 2012, and that a quorum was present thereat.

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

Published: