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MAY 10 2018



MEMORANDUM **Development Services – Memo No. CC18-044FA**

DATE: MAY 10, 2018

TO: MAYOR AND COUNCIL

THRU: MARSHA REED, CITY MANAGER *MR*
NACHIE MARQUEZ, ASSISTANT CITY MANAGER *NM*
DEREK HORN, DEVELOPMENT SERVICES DIRECTOR *DH*
KEVIN MAYO, PLANNING ADMINISTRATOR *KM*

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

SUBJECT: ZCA18-0001 CITY OF CHANDLER/ RIDE SHARING AND AUTONOMOUS VEHICLES ZONING CODE AMENDMENT
Final Adoption of Ordinance No. 4811

Request: City initiative to amend Article XVIII Parking and Loading Regulations of Chapter 35 (Zoning Code) of the Chandler City Code in preparation for changes in transportation behavior resulting from an increase in ride sharing and autonomous vehicles.

Applicant: City of Chandler

RECOMMENDATION

Upon finding the request to be consistent with the General Plan, Planning Commission and Planning Staff recommend City Council adopt Ordinance No. 4811.

BACKGROUND

The objectives behind the proposed zoning code amendments can be summarized in two parts:

1. Provide the City with more flexibility to reduce minimum parking requirements as parking demand changes, and
2. Encourage developments to install passenger loading zones.

Objective 1: Provide the City with more flexibility to reduce minimum parking requirements as parking demand changes

Ride sharing companies have grown significantly over the last decade and are expected to continue to increase with the arrival of autonomous vehicles. Regardless of whether ride sharing is provided by autonomous vehicles or human drivers, the increase in ride sharing will have an inverse effect on parking demand. At this point, no one knows how much these transportation behaviors will reduce demand for parking.

The determining factors, which are not known at this time, are the particular mix of transportation behaviors in the future, and the percentage of trips that will utilize ride sharing versus the percentage of trips that will not utilize ride sharing. As such, communities will be in a transition period until transportation behavior changes level off. After transportation behaviors become more consistent, parking demand can be studied and the minimum parking ratios in the zoning code can be revised at that time. The proposed amendments are intended to provide an interim solution and provide more flexibility during this transition period.

The proposed amendments would allow the City to administratively reduce the minimum parking requirement by as much as 40% if such a reduction is supported by a parking demand study that is submitted by a property owner or developer. Parking demand studies would need to take into consideration transportation behaviors as well as the appropriate number of passenger loading zones; staging area spaces as backflow for passenger loading zones; autonomous vehicle parking spaces and short term parking needs for delivery services, among others.

Objective 2: Encourage developments to install passenger loading zones

The increase in ride sharing and autonomous vehicles will also create a need for designated drop-off/pick-up areas. New developments will have the opportunity to design integrated passenger loading zones into their site plan. However, under the current Zoning Code, many existing developments may have difficulty installing passenger loading zones without removing existing parking spaces and falling out of compliance with minimum parking requirements.

For this reason, the proposed amendments would allow the City to administratively reduce minimum parking requirements by 10% for each passenger loading zone that is provided in ratio with the building square footage identified in the proposal up to a maximum of 40%. For example, the passenger loading zone to building square footage ratios in this proposal will prevent a 25,000 square foot commercial building from installing three passenger loading zones and requesting a 30% parking reduction. In such a case, the proposed amendments would only allow a 10% reduction based on the building's use and size. The proposal allows larger reductions (up to 40%) to be requested through the aforementioned parking demand study process.

The proposal also gives the Zoning Administrator discretion to deny a 10% parking reduction per passenger loading zone when there is reason to believe that such a reduction would cause a parking issue. The applicant would then have the opportunity to submit a parking demand study in support of the request.

Passenger loading zone standards are provided in the proposal to ensure that they meet expectations for creating a seamless and safe interaction between vehicles and pedestrians. Passenger loading zones must comply with accessibility requirements from Chandler's Building Code as well as minimum dimensions in the standard detail that is proposed in Ordinance No. 4780, which is the subject of a separate item on this City Council agenda. Passenger loading zones must also be located within 50 feet from the primary entrance except greater distances are allowed when the passenger loading zones are shared by multiple businesses. They must be separate from fire lanes and pedestrian amenities such as benches and shade must be provided.

May 10, 2018

The proposed amendments were reviewed by the Airport, Municipal Utilities, Planning and Transportation and Development Subcommittee on Thursday, March 8, 2018.

PUBLIC / NEIGHBORHOOD NOTIFICATION

- This request was noticed in accordance with the requirements of the Chandler Zoning Code.
- Notification containing a copy of the draft, request for comments, and public hearing dates was sent electronically to the following stakeholders: Chandler Chamber of Commerce, Valley Partnership, Urban Land Institute, National Association of Industrial and Office Parks, commercial developers, commercial property brokers and managers, Dignity Health, Intel, Pollack Investments, Wells Fargo, Waymo, Local Motors, and land use law attorneys.
- A copy of the draft code amendment was posted on the City's website.
- Donna Powell, Affiliated Property Management Corp., who manages numerous office and industrial properties in Chandler contacted staff and expressed a cautiously positive response to the proposed amendments stating that they have already begun installing drop-off/pick-up areas on some of their properties.
- Terri Kimble, Chandler Chamber of Commerce, submitted comments, which are attached together with Staff's response.
- As of the writing of this memo, Planning Staff is not aware of any opposition to the proposal.

PLANNING COMMISSION VOTE REPORT

Motion to Approve.

In Favor: 6 Opposed: 0 Absent: 1 (Cunningham)

Chairman Baron suggested a couple of additions (1) encourage future parking garages to be designed to accommodate alternative uses, and (2) add definitions for ride sharing and autonomous vehicles. These suggested changes have been made to the ordinance.

RECOMMENDED ACTION

Planning Commission and Planning Staff recommend City Council adopt Ordinance No. 4811 amending Article XVIII Parking and Loading Regulations of Chapter 35 (Zoning Code) of the Chandler City Code in preparation for changes in transportation behavior resulting from an increase in ride sharing and autonomous vehicles as presented in ZCA18-0001 CITY OF CHANDLER / RIDE SHARING AND AUTONOMOUS VEHICLE CODE AMENDMENT.

Ordinance was introduced and tentatively adopted on April 26, 2018.

PROPOSED MOTION

Move City Council adopt Ordinance No. 4811 amending Article XVIII Parking and Loading Regulations of Chapter 35 (Zoning Code) of the Chandler City Code in preparation for changes in transportation behavior resulting from an increase in ride sharing and autonomous vehicles as presented in ZCA18-0001 CITY OF CHANDLER / RIDE SHARING AND AUTONOMOUS VEHICLE CODE AMENDMENT.

Attachments

1. Ordinance No. 4811
2. Comments from Terri Kimble, Chandler Chamber of Commerce and Staff's response

ORDINANCE NO. 4811

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, AMENDING THE CODE OF THE CITY OF CHANDLER, CHAPTER 35 LAND USE AND ZONING, BY AMENDING ARTICLE II. DEFINITIONS AND ARTICLE XVIII PARKING AND LOADING REGULATIONS RELATING TO RIDE SHARING AND AUTONOMOUS VEHICLES; PROVIDING FOR THE REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR SEVERABILITY.

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 set forth in the Chandler Zoning Code; and

WHEREAS, this amendment, including the draft text, has been published in a local newspaper with general circulation in the City of Chandler, giving fifteen (15) day notice of time, date and place of public hearing; and

WHEREAS, a public hearing was held by the Planning and Zoning Commission on April 4, 2018.

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

SECTION 1. That the Chandler City Code, Chapter 35 Land Use and Zoning, Article II. Definitions is hereby amended by adding the following definitions (additions in ALL CAPS, deletions in ~~strikeout~~):

AUTONOMOUS VEHICLE: A MOTOR VEHICLE THAT PERFORMS ALL DRIVING FUNCTIONS UNDER ALL CONDITIONS WITHOUT A HUMAN OPERATOR.

MOTOR VEHICLE: AN AUTOMOBILE, TRUCK, BUS OR SIMILAR MOTOR-DRIVEN CONVEYANCE.

RIDE SHARING: AN ARRANGEMENT IN WHICH A PASSENGER SHARES A NON-PUBLIC-TRANSIT MOTOR VEHICLE WITH ONE OR MORE OTHER PASSENGERS TO TRAVEL FROM ONE LOCATION TO ANOTHER.

SECTION 2. That the Chandler City Code, Chapter 35 Land Use and Zoning, Article XVIII Parking and Loading Regulations is hereby amended to read as follows (additions in ALL CAPS, deletions in ~~strikeout~~):

35-1800. Purpose.

The purpose of this article is to establish standards for off-street parking, loading and maneuvering spaces for the uses permitted in this Zoning Ordinance. 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 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 stormwater runoff.
- 7) ADAPT TO CHANGES IN DEMAND FOR PARKING AND LOADING AREAS RESULTING FROM CHANGES IN TRANSPORTATION BEHAVIOR SUCH AS RIDE SHARING AND NEW TECHNOLOGY SUCH AS AUTONOMOUS VEHICLES.
- 8) ENCOURAGE THE PROACTIVE INSTALLATION OF DEDICATED SPACES AND NECESSARY INFRASTRUCTURE IN ANTICIPATION OF GREATER NEED FOR ELECTRIC VEHICLE CHARGING STATIONS.

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 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 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.

- 2) Prior to the construction of any parking lot or the conversion of any land area for parking use, 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 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.

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 °
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Aisle Width	13'	15'	19'	24'
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- 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) 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 so 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 (2) or more parking spaces placed one (1) behind the other) 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.
- 17) NEW PARKING GARAGES AND PARKING LOTS AND/OR MAJOR RENOVATIONS TO EXISTING PARKING AREAS SHOULD INCLUDE INSTALLATION OF CONDUIT TO SELECTED PARKING SPACES IN ANTICIPATION OF A GREATER NEED FOR ELECTRIC VEHICLE CHARGING STATIONS.
- 18) NEW PARKING GARAGES SHOULD BE DESIGNED AND CONSTRUCTED TO FACILITATE FUTURE CONVERSION TO ALTERNATIVE USES.

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.

35-1804. Parking schedule.

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 studio	*** 1 space/unit
One-bedroom	*** 1.5 spaces/unit
Two-bedroom	*** 2 spaces/unit
Each additional bedroom	*** 0.25 spaces
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 schools	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	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	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 lounge/snack area)	One (1) space/two hundred (200) square feet
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	One (1) space/three hundred (300) square feet

paintball, boxing training) not hosting tournaments, exhibitions or other similar events	
Single use recreational facilities hosting tournaments, exhibitions or other similar regional events	To be determined by a parking demand study based on seating capacity prepared specifically for the subject use
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, excluding call centers	One (1) space/two hundred fifty (250) square feet
Call Center	One (1) space/one hundred fifty (150) square feet
Hotels, motels, boarding homes	One (1) space for each sleeping room Plus one (1) space/one hundred (100) square feet of meeting, banquet and restaurant space not solely intended for hotel guests and/or staff
Restaurants, cafes, bars, cocktail lounges	One (1) space/fifty (50) square feet of public serving area Plus one (1) space/two hundred (200) square feet of preparation area
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
Childcare or Child daycare	One (1) space/three hundred (300) square feet
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	One (1) space/two hundred (200) square feet in main building Plus four (4) spaces per green
Motor vehicle repair	Three and one half (3.5) spaces/vehicle service bay
Motor vehicle sales and rental	One (1) space/two hundred fifty (250) square feet of interior display space and office Plus three and one half (3.5) spaces/vehicle service bay
Motor vehicle wash	2 spaces minimum Plus other uses (Retail sales, motor vehicle repair, restaurant, office)

4) *Industrial:*

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

- 5) *City Center District:* All required off-street parking within the City Center District shall be in accordance with Section 35-3204(F).
- 6) *Parking Districts:* Any use which participates in a parking district shall be subject to the requirements of said parking district.
- 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.

- 8) *Maximum Parking Spaces*: The number of parking spaces provided by any development shall not exceed one hundred 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 (1) 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 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 nineteen (19) 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.
 - 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.

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.

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. 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.
 4. 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)3.
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.

General Land Use Classification	Time of Use					
	Weekdays			Weekends		
	12:00 a.m.-7:00 a.m.	7:00 a.m.-6:00 p.m.	6:00 p.m.-12:00 a.m.	12:00 a.m.-7:00 a.m.	7:00 a.m.-6:00 p.m.	6:00 p.m.-12:00 a.m.
Office and industrial	5%	100%	5%	0%	60%	10%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%

Restaurant and bars	50%	70%	100%	45%	70%	100%
Hotel	100%	65%	90%	100%	65%	80%
Churches and places of worship	0%	10%	30%	0%	100%	30%
Cinema/theater, and live entertainment	0%	70%	100%	5%	70%	100%
<p>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.</p>						

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. For proposals in which parking is shared by more than one (1) 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.
 4. 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.

5) RIDE SHARING AND AUTONOMOUS VEHICLES

A) APPLICABILITY. THE PURPOSE OF THIS SECTION IS TO ALLOW FOR A REDUCTION IN REQUIRED PARKING WHEN SUCH A REDUCTION IS WARRANTED BY CHANGES IN TRANSPORTATION BEHAVIOR SUCH AS WIDESPREAD ACCEPTANCE AND USE OF RIDE SHARING PRACTICES AND/OR AUTONOMOUS VEHICLES AND WHEN SAID PARKING REDUCTION IS BALANCED WITH AN APPROPRIATE NUMBER OF PASSENGER LOADING ZONES AND STAGING AREAS, AND SAID CHANGES ARE SUPPORTED BY PARKING DEMAND STUDIES.

B) PROCEDURE.

- 1. A PARKING DEMAND STUDY SHALL BE SUBMITTED TO THE ZONING ADMINISTRATOR. 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 SPACE COUNTS OF DEVELOPMENT(S) SIMILAR TO THE PROPOSED USE(S).
- F. COMPARISON OF PROPOSED PARKING WITH MINIMUM PARKING REQUIREMENTS.
- G. PROJECTED DEMAND FOR PASSENGER LOADING ZONES GENERATED BY THE SUBJECT USE(S) AND THE PROPOSED NUMBER OF PASSENGER LOADING ZONES.
- H. PROJECTED DEMAND FOR STAGING AREA SPACES FOR RIDE SHARING VEHICLES, AUTONOMOUS VEHICLES, AND ANY OTHER VEHICLES THAT GENERATE DEMAND FOR STAGING AREAS, AND THE PROPOSED NUMBER OF STAGING AREA SPACES.
- I. PROJECTED DEMAND FOR SHORT TERM PARKING SPACES FOR COURIERS, RESTAURANT DELIVERY OR OTHER SIMILAR DELIVERY SERVICES AND THE PROPOSED NUMBER OF SHORT TERM PARKING SPACES.
- J. A DESCRIPTION OF OTHER CHARACTERISTICS OF THE PROPOSAL OR MEASURES BEING UNDERTAKEN THAT COULD RESULT IN REDUCED OR INCREASED PARKING DEMAND THAT IS RELATED TO RIDE SHARING OR THE USE OF AUTONOMOUS VEHICLES SUCH AS EMPLOYER SPONSORED SHUTTLES, EMPLOYER REQUIRED CARPOOLING OR RIDESHARING PROGRAM, OR ACCESS TO PUBLIC TRANSIT.
- K. SUCH OTHER INFORMATION AS DETERMINED BY THE ZONING ADMINISTRATOR TO BE NECESSARY TO DETERMINE COMPLIANCE WITH THE APPROVAL CRITERIA.

2. THE ZONING ADMINISTRATOR MAY APPROVE A REQUEST TO REDUCE UP TO FORTY (40%) PERCENT OF THE NUMBER OF PARKING SPACES REQUIRED IN SECTION 35-1804 UPON DETERMINING THAT THE DATA PRESENTED IN THE PARKING DEMAND STUDY DEMONSTRATES COMPLIANCE WITH APPROVAL CRITERIA SET FORTH IN SUBSECTION C.

3. FOR PROPOSALS IN WHICH PARKING, PASSENGER LOADING ZONES, AND/OR STAGING AREAS ARE SHARED BY MORE THAN ONE (1) PARCEL OF LAND, THE PROPERTY OWNERS SHALL SUBMIT AN EXECUTED WRITTEN AGREEMENT APPROVED BY THE ZONING ADMINISTRATOR REQUIRING THAT THE PARKING SPACES, PASSENGER LOADING ZONES AND STAGING AREAS BE MAINTAINED AS LONG AS THE USES REQUIRING SAID PARKING SPACES, PASSENGER LOADING ZONES AND STAGING AREAS EXIST OR UNLESS THE REQUIRED PARKING SPACES, PASSENGER LOADING ZONES AND STAGING AREAS ARE PROVIDED ELSEWHERE IN ACCORDANCE WITH THE PROVISIONS OF THIS ARTICLE. SUCH A WRITTEN AGREEMENT SIGNED BY ALL PROPERTY OWNERS SHALL BE SUBMITTED TO THE ZONING ADMINISTRATOR CONCURRENTLY WITH THE PARKING DEMAND STUDY. SUBSEQUENT TO RECEIVING APPROVAL BY THE ZONING ADMINISTRATOR AND PRIOR TO THE ISSUANCE OF A PERMIT TO INSTALL A PASSENGER LOADING ZONE, A FULLY EXECUTED 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 FILE.

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. THE PARKING DEMAND STUDY DEMONSTRATES A REDUCTION OF PARKING USAGE DUE TO AN INCREASE IN RIDE SHARING AND/OR AUTONOMOUS VEHICLES.

 - B. THE METHODOLOGY USED IN THE PARKING DEMAND STUDY IS DETERMINED BY THE ZONING ADMINISTRATOR TO BE LOGICALLY VALID AND SAID STUDY FINDS THAT:

- I. THE PROPOSED DEVELOPMENT PROVIDES A SUFFICIENT NUMBER OF PASSENGER LOADING ZONES FOR RIDE SHARING AND/OR AUTONOMOUS VEHICLES.
 - II. THE PROPOSED DEVELOPMENT PROVIDES SUFFICIENT STAGING AREA SPACES FOR RIDE SHARING, AUTONOMOUS, OR ANY OTHER VEHICLES THAT GENERATE DEMAND FOR STAGING AREAS SPACES.
 - III. THE PROPOSED DEVELOPMENT PROVIDES A SUFFICIENT NUMBER OF SHORT TERM PARKING SPACES FOR COURIERS, RESTAURANT DELIVERY AND OTHER SIMILAR DELIVERY SERVICES.
- C. THE QUANTITATIVE ANALYSIS IN THE PARKING DEMAND STUDY 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]).
- D. THE REDUCTION IN PARKING WILL NOT INCREASE THE DEMAND FOR PARKING SPACES UPON PUBLIC STREETS IN THE IMMEDIATE VICINITY OF THE PROPOSED USE.
- E. THE REDUCTION IN PARKING WILL NOT INCREASE THE DEMAND FOR PARKING SPACES UPON OTHER PRIVATE PROPERTIES IN THE IMMEDIATE VICINITY OF THE PROPOSED USE, UNLESS APPROVED AS SHARED PARKING IN ACCORDANCE WITH SECTION 35-1807(2).
- 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.

35-1808. PASSENGER LOADING ZONES.

- 1) APPLICABILITY. THE INTENT OF THIS SECTION IS TO ENCOURAGE THE INSTALLATION OF PASSENGER LOADING ZONES TO MEET DEMAND FOR PASSENGER DROP-OFF AND PICK-UP AREAS GENERATED BY RIDE SHARING AND/OR AUTONOMOUS VEHICLES ON ALL LAND USES EXCEPT SINGLE FAMILY RESIDENTIAL.

- 2) NUMBER OF PASSENGER LOADING ZONES AND CORRELATED PARKING REDUCTION. THE NUMBER OF PARKING SPACES REQUIRED IN SECTION 35-1804 MAY BE REDUCED BY TEN (10%) PERCENT FOR EACH PASSENGER LOADING ZONE SPACE PROVIDED IN ACCORDANCE WITH THE FOLLOWING TABLE UP TO A MAXIMUM OF FORTY (40%) PERCENT.

COMMERCIAL	1 LOADING ZONE SPACE PER 50,000 SQ. FT.
GENERAL OFFICE	1 LOADING ZONE SPACE PER 100,000 SQ. FT.
INDUSTRIAL	1 LOADING ZONE SPACE PER 200,000 SQ. FT.
INSTITUTIONAL AND MEDICAL	1 LOADING ZONE SPACE PER 50,000 SQ. FT.
MULTIPLE FAMILY	1 LOADING ZONE SPACE PER 150 UNITS

- A) PASSENGER LOADING ZONE CALCULATIONS SHALL BE BASED ON BUILDING GROSS SQUARE FEET AND SHALL BE ROUNDED TO THE NEAREST WHOLE NUMBER. LOADING ZONE SPACES EXCEEDING THE NUMBER OF SPACES IDENTIFIED HEREIN SHALL NOT BE ELIGIBLE FOR A TEN (10%) PERCENT PARKING REDUCTION.
- B) REQUESTS TO EXCEED PARKING REDUCTION RATIOS PROVIDED HEREIN UP TO A MAXIMUM OF FORTY (40%) PERCENT MAY BE SUBMITTED PURSUANT TO SECTION 35-1807(3) OR SECTION 35-1807(5).
- C) THE ZONING ADMINISTRATOR IS HEREBY GRANTED THE AUTHORITY TO DENY A PARKING REDUCTION AS PROVIDED FOR HEREIN UPON MAKING A DETERMINATION THAT SUCH A REDUCTION WILL RESULT IN A SHORTAGE OF PARKING SPACES NEEDED FOR THE SUBJECT LAND USE. IN THE EVENT THAT A PROPERTY OWNER DISAGREES WITH THE ZONING ADMINISTRATOR'S DETERMINATION, THE ZONING ADMINISTRATOR MAY REQUEST THAT THE PROPERTY OWNER SUBMIT A PARKING DEMAND STUDY FOR REVIEW PURSUANT TO SECTION 35-1807(3) OR SECTION 35-1807(5).
- D) SAID PASSENGER LOADING ZONE SPACES SHALL COMPLY WITH STANDARDS IN SUBSECTION 3 BELOW.
- 3) STANDARDS.
- A) LOCATION.
1. EACH PASSENGER LOADING ZONE SPACE OR CONTIGUOUS LOADING ZONE SHALL BE LOCATED WITHIN APPROXIMATELY 50 FEET OF THE PRIMARY ENTRANCE/EXIT OF A STAND-ALONE USE. CONTIGUOUS

PASSENGER LOADING ZONES CONSIST OF TWO OR MORE LOADING ZONE SPACES PROVIDED IN TANDEM WITH NO BARRIERS SEPARATING SAID SPACES THUS ENABLING VEHICLES TO MOVE FORWARD THROUGH MULTIPLE PASSENGER LOADING ZONE SPACES.

2. NOTWITHSTANDING THE LOCATION REQUIREMENT IN SUBSECTION 1 ABOVE, PASSENGER LOADING ZONES LOCATED IN SHOPPING CENTERS AND OTHER MULTIPLE USER DEVELOPMENTS MAY BE LOCATED GREATER THAN APPROXIMATELY FIFTY (50) FEET FROM THE PRIMARY ENTRANCE/EXIT OF A TENANT WHEN PLACED IN A CENTRALIZED AREA OR IN MULTIPLE AREAS WITHIN SAID CENTER THAT PROVIDE(S) PEDESTRIAN ACCESS TO ALL TENANTS WITHIN THE CENTER. FURTHERMORE, A PASSENGER LOADING ZONE MAY BE LOCATED GREATER THAN APPROXIMATELY FIFTY (50) FEET FROM THE PRIMARY ENTRANCE/EXIT OF A TENANT WHEN SAID PASSENGER LOADING ZONE IS SHARED BY MULTIPLE PARCELS LOCATED ADJACENT TO OR WITHIN CLOSE PROXIMITY TO EACH OTHER AND THE OWNERS OF SAID PARCELS HAVE AGREED TO SHARE SAID PASSENGER LOADING ZONE PURSUANT TO SECTION 35-1807(5)B,3 AND PEDESTRIAN ACCESS IS PROVIDED FROM SAID PASSENGER LOADING ZONE TO ALL TENANTS IN SAID PARCELS.
3. LOADING ZONES SHALL BE SEPARATE FROM FIRE LANES REQUIRED IN SECTION 35-1806.
 - B) DIMENSIONS. PASSENGER LOADING ZONE SPACES SHALL COMPLY WITH MINIMUM DIMENSIONS IN THE STANDARD DETAIL. ADOPTED BY THE CITY.
 - C) DESIGN. ALL VEHICULAR INGRESS AND EGRESS TO AND FROM PASSENGER LOADING ZONES SHALL BE FORWARD MOTION ONLY. ALL PASSENGER LOADING ZONES SHALL BE CLEARLY MARKED IN ACCORDANCE WITH CITY OF CHANDLER SPECIFICATIONS.
 - D) PEDESTRIAN AMENITIES. PEDESTRIAN AMENITIES SUCH AS BUT NOT LIMITED TO BENCHES, TREES OR SHADE STRUCTURES SHALL BE PROVIDED ADJACENT TO THE PASSENGER LOADING ZONES AS DETERMINED BY THE ZONING ADMINISTRATOR.
 - E) ACCESSIBILITY. ACCESSIBLE PASSENGER LOADING ZONES SHALL BE PROVIDED AND COMPLY WITH THE ACCESSIBILITY REQUIREMENTS OF THE CHANDLER BUILDING CODE.



Re: feedback 
David De La Torre to: Terri Kimble
Cc: Derek Horn, Kevin Mayo

03/30/2018 10:42 AM

Follow Up: High Priority.

Terri,

Thank you for your comments regarding the proposed Zoning Code amendment relating to ride sharing and autonomous vehicles. Below are responses to the Chamber's questions and comments.

Question 1. The issue of how much these proposed "studies" will cost the businesses that will have to commission the studies at their own expense? Is this amount an undue burden on our business community, particularly the small business owner? Will this require additional city staff time? We would ask for anticipated numbers for both of these scenarios.

Answer 1. Applicants will not be required to hire a parking consultant to produce a parking demand study. Such studies can be self prepared as long as they provide the necessary information. This should accommodate most small businesses which are more likely to be less complicated. Larger developments that are more complex may choose to hire a parking consultant, but it will not be required. In order to obtain a ballpark cost of hiring a parking consultant, should the applicant decide to use their services, staff contacted the National Parking Association and was told that parking demand studies can range significantly, and begin at around \$10,000 and increase in cost depending on the size and complexity of the project.

Currently, the Zoning Code allows property owners to request a reduction in required parking (up to a maximum of 40%) if and when a specific use is unique in that it does not generate as much demand for parking as other uses allowed in the same zoning district. These requests (parking demand studies) are reviewed administratively which saves the owner significant cost and time from not having to go to Planning and Zoning Commission and subsequently the City Council for approval. Through this current provision, staff has reviewed several parking demand studies for smaller properties that have not been prepared by a parking consultant. In these situations, staff has successfully worked with the property owners to administratively reduce the amount of parking required on their properties without having to hire a parking consultant. The proposed amendment would extend this benefit to businesses if and when the reduction is related to an increase in ride sharing and/or autonomous vehicles.

Question 2. The Chamber would ask the city to continue to work closely with our local businesses in its current implementation of said zoning ordinance, and further include them in the decision making process. Many of our members can contribute valuable know how and experience that would most certainly add a needed dimension to an issue that will become more complex in its future implementation.

Answer 2. Businesses are welcome to participate in the scheduled public hearings: Planning and Zoning Commission on April 4, 2018, 5:30pm in the Council Chambers and City Council on April 26, 2018, 7:00pm in the Council Chambers. Staff is also happy to meet with the Chamber or individual businesses.

Question 3. To assure compliance with all parties concerned, perhaps both the city and the business community would be better served if the city would contract out these studies to approved and licensed third-party vendors, thereby increasing competition to conduct these studies and ultimately decreasing the price to businesses.

Answer 3. This is an interesting idea that staff will look into for businesses that choose to hire a consultant.

Again, thank you for your time and input. We greatly appreciate the Chamber's involvement in this proposal.

David de la Torre, AICP, Principal Planner
Planning Division
City of Chandler
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Terri Kimble David- I truly appreciate the efforts of the city to... 03/23/2018 05:04:45 PM

From: Terri Kimble
To: "David.deLaTorre@chandleraz.gov" <David.deLaTorre@chandleraz.gov>
Date: 03/23/2018 05:04 PM
Subject: feedback

David-

I truly appreciate the efforts of the city to be proactive and engage both the residents and business community in its proposal to amend current zoning ordinances regarding Autonomous Vehicles & Ride Sharing.

Here are a few of the Chamber's initial concerns and questions:

1. The issue of how much these proposed "studies" will cost the businesses that will have to commission the studies at their own expense? Is this amount an undue burden on our business community, particularly the small business owner? Will this require additional city staff time? We would ask for anticipated numbers for both of these scenarios.
2. The Chamber would ask the city to continue to work closely with our local businesses in its current implementation of said zoning ordinance, and further include them in the decision making process. Many of our members can contribute valuable knowhow and experience that would most certainly add a needed dimension to an issue that will become more complex in its future implementation.
 - To assure compliance with all parties concerned, perhaps both the city and the business community would be better served if the city would contract out these studies to approved and licensed third-party vendors, thereby increasing competition to conduct these studies and ultimately decreasing the price to businesses.

At this point these are a few of our questions and concerns.

The Chamber appreciates the City being proactive and engaged on this innovative concept. We look forward to working together on this as the city addresses the community's concerns in the future.

Thank you for your consideration.
Terri ☺