

property owners within 600 feet of the Site and registered associations within one-quarter mile of the Site. The affidavit of notification and associated notification map and lists are enclosed with this report.

**Meeting with Citizens for a Vibrant Apache Corridor Representatives:**

On February 26, 2020, the Applicant's representative and the Applicant's legal representative attended the Citizens for a Vibrant Apache Corridor ("CVAC") meeting at Mr. Matthew Salenger's residence located at 1614 E. Cedar Street in Tempe. Approximately nine members of the public attended the meeting. The Applicant's representative and the Applicant's legal representative provided an overview of the vision for the Project and discussed the purpose of the Applications. The Applicant's representative and the Applicant's legal representative addressed all questions and comments regarding the Project raised by persons attending the meeting.

**Neighborhood Meeting:**

On March 3, 2020, we held our official neighborhood meeting for the Project at the Escalante Community / Multi-Generational Center located at 2150 E. Orange Street in Tempe. The meeting began at approximately 6:00 p.m. and lasted approximately 30 minutes. Representatives for the Applicant, the Applicant's legal representative and the Tempe Community Development Department were present. One member of the public attended the meeting.

The Applicant's legal representative offered to provide a presentation of the Project to the member of the public in attendance at the meeting. However, the offer was declined as the meeting attendee had already received the presentation during the February 26, 2020 Citizens for a Vibrant Apache Corridor meeting discussed above.

Contact information for persons in attendance at the meeting is provided on the enclosed sign-in sheet. To date, the Applicant's legal representative has not received any comment sheets from the meeting.

**Summary of E-Mail and Phone Correspondence with Neighbors and Interested Parties:**

The Applicant's legal representative has received one letter, two telephone calls, and one e-mail regarding the Applications and Project to date.

The enclosed letter from PENSICO Trust Company requested clarification regarding the purpose of the notification packet mailed for the Project and Applications on February 14, 2020. As reflected by the enclosed letter dated March 9, 2020, the Applicant's legal representative has responded to the clarification request.

On February 21, 2020, the Applicant's legal representative received a call from Aileen Delaney, owner of the property located at 2029 E. Howe Avenue. Ms. Delaney generally indicated that the Project would be a "good fit" for the area. Ms. Delaney requested the provision of a copy of the presentation from the Project's official neighborhood meeting scheduled for March 3, 2020. As reflected by the enclosed e-mail correspondence, the Applicant's legal representative provided a copy of the presentation provided to Ms. Delaney on March 9, 2020.

**Blue at Eastline Village  
2058 East Apache Boulevard  
Tempe, Arizona  
Case#: PL190249**

**Parking Analysis – SECOND REVISION**

**February 2020**

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**Prepared for:**  
K&I HOMES

**For Submittal to:**  
CITY OF TEMPE

**EPS Group Project Number:** 19-0834

**Prepared by:** Eric Maceyko, P.E., PTOE  
Bryan A. Martin, P.E.



Expires: 6/30/2020



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## ***Executive Summary***

K&I Homes is planning a mixed-use development, named Blue at Eastline Village, located on the northeast corner of Smith Road and Apache Boulevard in the City of Tempe, Arizona. The site comprises approximately 4 acres and is planned to contain a total of 187 multi-family apartment units and 4,072 square feet of office with 220 provided parking spaces. The proposed apartments will range in size from one-bedroom units up to three-bedroom units for a total of 268 bedrooms.

### ***Recommended Parking***

Utilizing the current City of Tempe Transit Oriented Development (TOD) criteria, the proposed Blue at Eastline Village development would need to provide 245 parking spaces. Utilizing the current draft Urban Core District criteria, the proposed Blue at Eastline Village development would need to provide a minimum of 134 parking spaces. The development's proposed 220 parking spaces is 25 spaces short of the current criteria, but 86 spaces in excess of the revised criteria.

The estimated peak parking demand based on the *Parking Generation* data and methodology is 174 parked vehicles. The development's proposed 220 parking spaces exceeds this requirement by 46 spaces.

Based on the City of Tempe Shared Parking Model and the ITE Time of Day Distribution shared parking criteria, a reduction of 6 spaces in the parking requirement may be appropriate. The proposed development is also planning the dedication of seven (7) rideshare parking spaces for the apartments and office space, which are not included in the 220 spaces provided on-site. Based on neighboring City of Chandler guidelines, a maximum reduction in required parking of up to 49 spaces, or approximately 20%, should also be considered.

There are also numerous nearby transit options within a one-half mile radius that can be utilized by the proposed development. This includes light rail, two (2) regional bus routes, and a local circulator bus route (Orbit). These options provide alternate regional and local access thereby reducing the dependency on the automobile as the primary means of transportation and also reducing the need for excess parking.

Based on the results of the parking analyses, a minimum proposed ratio of 0.5 parking spaces per bedroom (inclusive of guest parking) is recommended for the multi-family residential uses. It is also recommended to waive required parking for the office uses up to 5,000 square feet of building area.

## ***Introduction***

K&I Homes is planning a mixed-use development, named Blue at Eastline Village, located on the northeast corner of Smith Road and Apache Boulevard in the City of Tempe, Arizona. The site comprises approximately 4 acres and is planned to contain a total of 187 multi-family apartment units and 4,072 square feet of office with 220 provided parking spaces. The proposed apartments will range in size from one-bedroom units up to three-bedroom units for a total of 268 bedrooms.

## ***Scope of Study***

There are three (3) purposes for this analysis:

- ❖ Determine the required number of parking spaces for the proposed development utilizing relevant City standard requirements.
- ❖ Determine the appropriate number of parking spaces utilizing ITE *Parking Generation*, 5<sup>th</sup> Edition.
- ❖ Conduct a parking analysis incorporating shared parking concepts.

## ***Proposed Development and Surrounding Land Use***

The existing site contains vacant land and a few small existing residential structures. The land surrounding the proposed development consists of a mix of vacant land and commercial uses, as well as an adjacent multi-family development. Access to the site will be provided by one (1) right-in, right-out only driveway on Apache Boulevard, and one (1) full turning movement driveway on Smith Road. The site is located adjacent the Valley Metro Light Rail and is less than one half mile west of the Loop 101 freeway. **Figure 1** provides a vicinity map of the general area.

There are also numerous nearby transit options within a one-half mile radius that can be utilized by the proposed development. **Figure 2** provides the vicinity map with the nearest transit options identified. This includes light rail, two (2) regional bus routes and a local circulator bus route (Orbit). **Appendix A** provides the detailed routes and schedules for each mode of transit. They can be accessed by walking or a short bike ride, potentially reducing automobile related trips. These options provide alternate regional and local access thereby reducing the dependency on the automobile as the primary means of transportation and also reducing the need for excess parking.

The proposed development consists of residential apartment units and office space. The maximum proposed building height consists of four (4) floors. **Figure 3** provides the proposed development site plan.

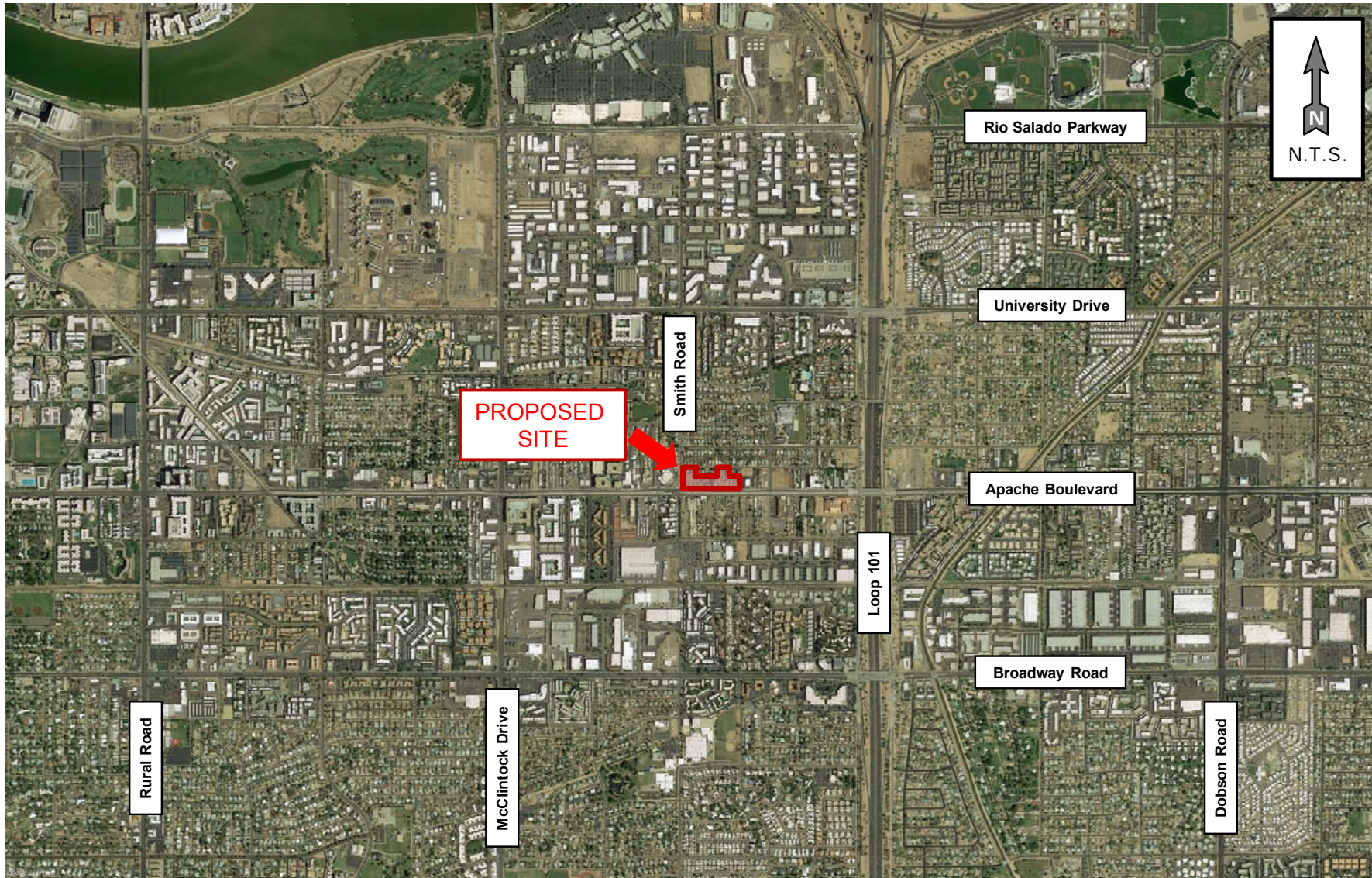


Figure 1: General Vicinity Map



Figure 2: Transit Vicinity Map

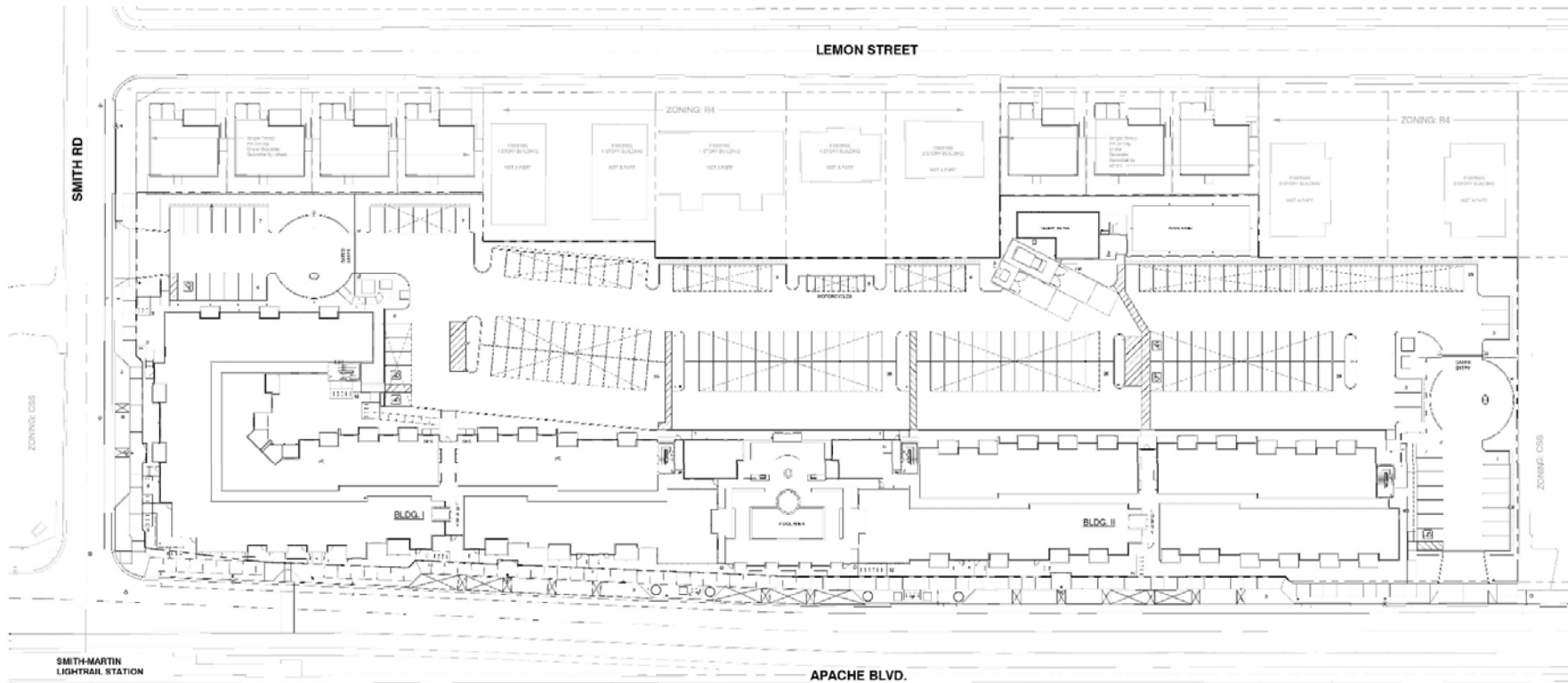
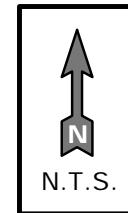


Figure 3: Development Site Plan



### City of Tempe Vehicle Required Parking

The current City of Tempe Zoning and Development Code (ZDC) contains the criteria regarding required parking for new developments. **Appendix B** to this report provides Chapter 6 of the ZDC, the chapter pertaining to parking requirements. The proposed site location is within the Transportation Overlay District (TOD), which qualifies it for reduced parking requirements. The following criteria are provided for developments within TOD, station areas:

- Multi-Family Use – 0.75 parking spaces per bedroom (round up to whole number) plus guest parking
- Retail sales and service uses; customer service offices; and entertainment uses, excluding theaters – parking waived for 50 percent of floor area not to exceed 30,000 square feet of floor area.

**Table 1** summarizes the minimum parking space requirements for the proposed development based on the current criteria.

**Table 1: City of Tempe TOD Parking Space Requirements**

LAND USE	AMOUNT	PARKING REQUIREMENT	
		RATE	SPACES
Apartments - 1 Bedroom	123 units = 123 bedrooms	0.75 per bedroom	92.25
Apartments - 2 Bedroom	47 units = 94 bedrooms	0.75 per bedroom	70.50
Apartments - 3 Bedroom	17 units = 51 bedrooms	0.75 per bedroom	38.25
Guest	187 units	0.2 per unit	37.40
Office	4,072 sf (50% sf waived)	1 per 300 sf	6.79
TOTAL			245.19
<b>REQUIRED TOTAL</b>			<b>246</b>

Based on the above criteria, the proposed Blue at Eastline development would need to provide 246 parking spaces. The development's proposed 220 parking spaces is 26 spaces short of this requirement.

The City is currently proposing revisions to the TOD criteria contained in *Part 5A – Special Districts, Chapter 1 – Urban Code District*. The proposed revisions entail the creation of new Urban Code Districts. A copy of the pertinent excerpts from the most current draft guidelines are contained in **Appendix C**. As outlined in the revised guidelines, the proposed development is located within Urban Code District 4. Per Table 5A-105Z, the following minimum criteria are provided for Urban Code District 4:

- Multi-Family (including guest parking) – 0.5 parking spaces per bedroom
- Office – first 5,000 s.f. waived, 1 per 300 s.f. thereafter

**Table 2** summarizes the minimum parking space requirements for the proposed development based on the revised criteria.

**Table 2: City of Tempe Draft Urban Code District Parking Space Requirements**

LAND USE	AMOUNT	PARKING REQUIREMENT	
		RATE	SPACES
Apartments - 1 Bedroom	123 units = 123 bedrooms	0.50 per bedroom*	61.50
Apartments - 2 Bedroom	94 units = 188 bedrooms	0.50 per bedroom*	47.00
Apartments - 3 Bedroom	51 units = 153 bedrooms	0.50 per bedroom*	25.50
Office	(first 5,000 sf waived)	NA	0.00
<b>TOTAL</b>			<b>134.00</b>
<b>REQUIRED TOTAL</b>			<b>134</b>

*\*inclusive of guest parking*

Based on the revised criteria, the proposed Blue at Eastline development would need to provide a minimum of 134 parking spaces. The development’s proposed 220 parking spaces exceeds this requirement by 86 spaces.

### ITE “Parking Generation”

In 2019, the Institute of Transportation Engineers (ITE) published the fifth edition of *Parking Generation*. This document provides parking supply and demand data for 121 separate land use categories. The data provides hourly counts of parked vehicles at land uses throughout North America that can be utilized to predict future parking demand at similar land uses. This resource contains accurate parking demand data and each individual hour of the day contains a unique value.

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise) and ITE Land Use Code 712 – Small Office Building were utilized for the proposed development. The most appropriate category for Land Use Code 221 is General Urban / Suburban (< 1/2 mile to rail transit). The independent variable used is the number of bedrooms. The most appropriate category for Land Use Code 712 is General Urban / Suburban with the independent variable of 1,000 square feet of Gross Floor Area. Both equations and average rates are typically provided in *Parking Generation*. The average rate was used to estimate the parking demand for the apartments, as it provided the highest demand and therefore was more conservative. Only average rates are provided for small office developments.

**Table 3** summarizes the results of the parking generation calculations. **Appendix D** contains the complete parking generation data.

**Table 3: Parking Generation Calculations**

LAND USE	AMOUNT	PARKING REQUIREMENT	
		RATE	SPACES
Apartments (Average Rate)	268 bedrooms	0.61 per bedroom	163.48
Office (Average Rate)	4.072 sf (1,000s)	2.56 per 1,000 sf	10.42
TOTAL			173.90
<b>REQUIRED TOTAL</b>			<b>174</b>

The estimated peak parking demand based on the *Parking Generation* data and methodology for the proposed development is 174 parked vehicles. The development’s proposed 220 parking spaces exceeds the calculated demand by 46 spaces.

### Shared Parking Analysis

Due to the planned mixture of residential and office uses, there is an opportunity to share parking spaces as the anticipated demand fluctuates throughout the day. The City of Tempe Shared Parking Model was utilized to determine the anticipated hourly variation in parking needs for the proposed development during a typical weekday. **Table 4** summarizes the calculated hourly parking space requirements according the City of Tempe Shared Parking Model. **Appendix E** to this report provides the shared parking model methodology and associated data contained in the ZDC.

**Table 4: City of Tempe Shared Parking Calculations**

Day	WEEKDAY				
Land Use	Apartments		Office		Total
Spaces	238.40		6.79		245.19
	Portion	Spaces	Portion	Spaces	Spaces
7:00 AM	87%	207.41	20%	1	208.77
8:00 AM	79%	188.34	63%	4	192.61
9:00 AM	73%	174.03	93%	6	180.34
10:00 AM	68%	162.11	100%	7	168.90
11:00 AM	59%	140.66	100%	7	147.44
12:00 PM	60%	143.04	90%	6	149.15
1:00 PM	59%	140.66	90%	6	146.76
2:00 PM	60%	143.04	97%	7	149.62
3:00 PM	61%	145.42	93%	6	151.74
4:00 PM	66%	157.34	77%	5	162.57
5:00 PM	77%	183.57	47%	3	186.76
6:00 PM	85%	202.64	23%	2	204.20
7:00 PM	94%	224.10	7%	0	224.57
8:00 PM	96%	228.86	7%	0	229.34
9:00 PM	98%	233.63	3%	0	233.84
10:00 PM	99%	236.02	3%	0	236.22
11:00 PM	100%	238.40	0%	0	238.40
12:00 AM	100%	238.40	0%	0	238.40
MAXIMUM					238.40
<b>MAXIMUM REQUIRED</b>					<b>239</b>

Based on the City of Tempe Shared Parking Model, a maximum demand of 239 parking spaces is calculated. Therefore, a reduction of 6 spaces from the 246 required spaces may be appropriate.

The ITE Time of Day Distribution for Parking Demand data was also utilized to estimate hourly parking demand variation. **Table 5** summarizes the calculated hourly parking space requirements according the ITE Time of Day Distribution.

**Table 5: ITE Shared Parking Calculations**

Day	WEEKDAY				
Land Use	Apartments		Office		Total
Spaces	238.40		6.79		245.19
	Portion	Spaces	Portion	Spaces	Spaces
12:00 AM - 4:00 AM	100%	238.40	0%	0	238.40
5:00 AM	94%	224.10	0%	0	224.10
6:00 AM	83%	197.87	0%	0	197.87
7:00 AM	71%	169.26	0%	0	169.26
8:00 AM	61%	145.42	27%	2	147.26
9:00 AM	55%	131.12	69%	5	135.80
10:00 AM	54%	128.74	88%	6	134.71
11:00 AM	53%	126.35	100%	7	133.14
12:00 PM	50%	119.20	81%	5	124.70
1:00 PM	49%	116.82	81%	5	122.31
2:00 PM	49%	116.82	84%	6	122.52
3:00 PM	50%	119.20	86%	6	125.04
4:00 PM	58%	138.27	92%	6	144.52
5:00 PM	64%	152.58	85%	6	158.34
6:00 PM	67%	159.73	4%	0	160.00
7:00 PM	70%	166.88	0%	0	166.88
8:00 PM	76%	181.18	0%	0	181.18
9:00 PM	83%	197.87	0%	0	197.87
10:00 PM	90%	214.56	0%	0	214.56
11:00 PM	93%	221.71	0%	0	221.71
MAXIMUM					238.40
<b>MAXIMUM REQUIRED</b>					<b>239</b>

Based on the ITE Shared Parking Model, a maximum demand of 239 parking spaces is calculated. Therefore, a reduction of 6 spaces from the 246 required spaces may be appropriate.

It is also important to note that seven (7) separate parking spaces along Apache Boulevard, that are not included in the 220 spaces provided on-site, will be specifically designated for rideshare vehicles. The City of Chandler, a similar community located immediately adjacent to Tempe, has adopted recommendations for reduced parking requirements based on the provision of dedicated rideshare spaces. Per Section 35-1808 of the Chandler Zoning Code, a reduction of ten percent (10%) can be considered for each passenger loading zone provided up to a maximum of forty percent (40%) according to the following guidelines:

- Multiple Family: 1 loading zone space per 150 units.
- General Office: 1 loading zone space per 100,000 sq. ft.

Based on these guidelines, and the dedication of seven (7) rideshare parking spaces for the apartments and office space, a maximum reduction in required parking of up to 49 spaces, or approximately 20%, should be considered. **Appendix F** provides a copy of the complete guidelines.

## **Recommended Parking**

Utilizing the current City of Tempe Transit Oriented Development (TOD) criteria, the proposed Blue at Eastline Village development would need to provide 245 parking spaces. Utilizing the current draft Urban Core District criteria, the proposed Blue at Eastline Village development would need to provide a minimum of 134 parking spaces. The development's proposed 220 parking spaces is 26 spaces short of the current criteria, but 85 spaces in excess of the revised criteria.

The estimated peak parking demand based on the *Parking Generation* data and methodology is 174 parked vehicles. The development's proposed 220 parking spaces exceeds this requirement by 46 spaces.

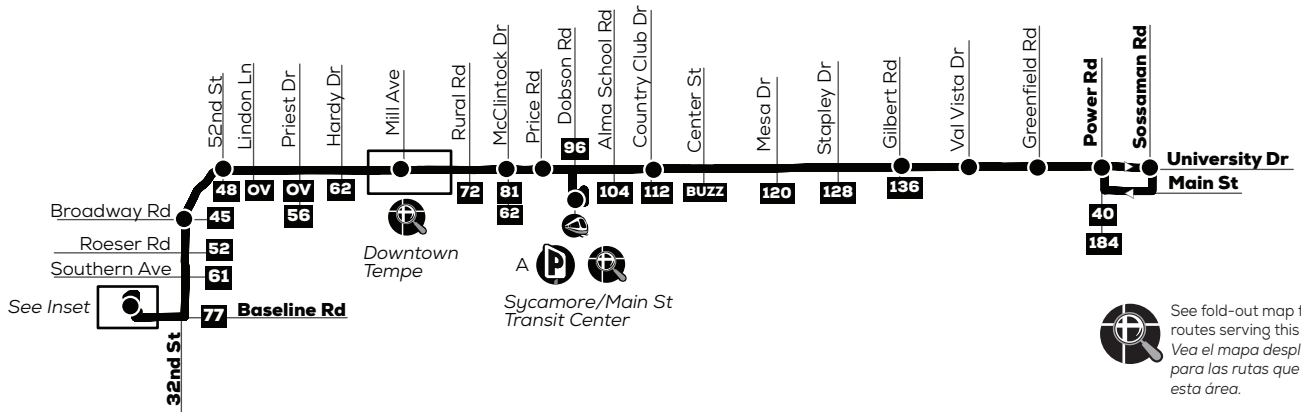
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There are also numerous nearby transit options within a one-half mile radius that can be utilized by the proposed development. This includes light rail, two (2) regional bus routes, and a local circulator bus route (Orbit). These options provide alternate regional and local access thereby reducing the dependency on the automobile as the primary means of transportation and also reducing the need for excess parking.

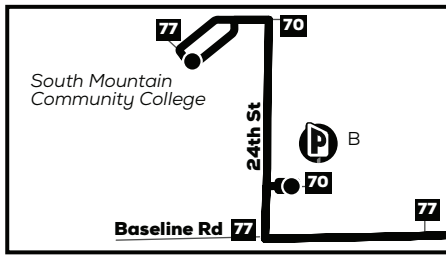
Based on the results of the parking analyses, a minimum proposed ratio of 0.5 parking spaces per bedroom (inclusive of guest parking) is recommended for the multi-family residential uses. It is also recommended to waive required parking for the office uses up to 5,000 square feet of building area.

***APPENDIX A***  
***NEARBY TRANSIT ROUTES AND SCHEDULES***

# Route 30 – University Dr



See fold-out map for routes serving this area.  
 Veá el mapa desplegable para las rutas que sirven esta área.



**P** **Park-and-Ride**  
 A Sycamore/Main St Transit Center, NW corner of Main St and Sycamore  
 B 24th St/Baseline Park-and-Ride, NE corner of 24th St and Baseline Rd  
 A Centro de Transporte Sycamore y Main St, esquina noroeste de Main St y Sycamore  
 B Estacionamiento Park-and-Ride de 24th St y Baseline, esquina noreste de la calle 24 y Baseline Rd

## Monday-Friday Eastbound Lunes a Viernes, Rumbo al este

SOUTH MOUNTAIN COMMUNITY COLLEGE	24TH ST/BASELINE PARK-AND-RIDE	32ND ST & BROADWAY RD	52ND ST & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	MCCLINTOCK DR & UNIVERSITY DR	UNIVERSITY DR & PRICE RD	SYCAMORE & MAIN ST	UNIVERSITY DR & COUNTRY CLUB DR	UNIVERSITY DR & GILBERT RD	VAL VISTA DR & UNIVERSITY DR	UNIVERSITY DR & GREENFIELD RD	UNIVERSITY DR & POWER RD	UNIVERSITY DR & SOSSAMAN RD
	4:05	4:14	4:22										
	4:37	4:46	4:54	5:02	5:11	5:14	5:22	5:37	5:47	5:52	5:56	6:12	6:15
	5:07	5:16	5:24	5:32	5:41	5:44	5:52	6:08	6:21	6:27	6:31	6:47	6:50
	5:31	5:40	5:48	5:56	6:05	6:08	6:22	6:40	6:53	6:59	7:03	7:19	7:22
	5:56	6:07	6:17	6:25	6:35	6:38	6:52	7:10	7:23	7:29	7:33	7:49	7:52
	6:26	6:37	6:47	6:55	7:05	7:08	7:22	7:40	7:53	7:59	8:03	8:19	8:22
	6:56	7:07	7:17	7:25	7:35	7:38	7:52	8:10	8:23	8:29	8:33	8:49	8:52
7:24	7:37	7:47	7:55	8:05	8:08	8:22	8:40	8:53	8:59	9:03	9:18	9:21	
7:54	8:07	8:17	8:25	8:35	8:38	8:52	9:09	9:20	9:25	9:29	9:44	9:47	
8:26	8:39	8:49	8:57	9:07	9:10	9:22	9:38	9:49	9:54	9:58	10:13	10:16	
8:58	9:10	9:19	9:27	9:37	9:40	9:52	10:08	10:19	10:24	10:28	10:43	10:46	
9:29	9:40	9:49	9:57	10:07	10:10	10:22	10:38	10:49	10:54	10:58	11:13	11:16	
9:59	10:10	10:19	10:27	10:37	10:40	10:52	11:08	11:19	11:24	11:28	11:43	11:46	
10:29	10:40	10:49	10:57	11:07	11:10	11:22	11:38	11:49	11:54	11:58	<b>12:13</b>	<b>12:16</b>	
10:59	11:10	11:19	11:27	11:37	11:40	11:52	<b>12:08</b>	<b>12:19</b>	<b>12:24</b>	<b>12:28</b>	<b>12:43</b>	<b>12:46</b>	
11:29	11:40	11:49	11:57	<b>12:07</b>	<b>12:10</b>	<b>12:22</b>	<b>12:38</b>	<b>12:49</b>	<b>12:54</b>	<b>12:58</b>	<b>1:13</b>	<b>1:16</b>	
11:59	<b>12:10</b>	<b>12:19</b>	<b>12:27</b>	<b>12:37</b>	<b>12:40</b>	<b>12:52</b>	<b>1:08</b>	<b>1:19</b>	<b>1:24</b>	<b>1:28</b>	<b>1:43</b>	<b>1:46</b>	
<b>12:29</b>	<b>12:40</b>	<b>12:49</b>	<b>12:57</b>	<b>1:07</b>	<b>1:10</b>	<b>1:22</b>	<b>1:38</b>	<b>1:49</b>	<b>1:54</b>	<b>1:58</b>	<b>2:13</b>	<b>2:16</b>	
<b>12:59</b>	<b>1:10</b>	<b>1:19</b>	<b>1:27</b>	<b>1:37</b>	<b>1:40</b>	<b>1:52</b>	<b>2:08</b>	<b>2:19</b>	<b>2:24</b>	<b>2:28</b>	<b>2:43</b>	<b>2:46</b>	

## Monday-Friday Westbound Lunes a Viernes, Rumbo al oeste

UNIVERSITY DR & SOSSAMAN RD	UNIVERSITY DR & POWER RD	UNIVERSITY DR & GREENFIELD RD	UNIVERSITY DR & GILBERT RD	UNIVERSITY DR & COUNTRY CLUB DR	SYCAMORE & MAIN ST	UNIVERSITY DR & PRICE RD	MCCLINTOCK DR & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	52ND ST & UNIVERSITY DR	32ND ST & BROADWAY RD	24TH ST/BASELINE PARK-AND-RIDE	SOUTH MOUNTAIN COMMUNITY COLLEGE	
											4:15	4:25	4:35
											5:15	5:25	5:35
											6:06		
											6:36		6:49
											7:09		7:22
											7:39		7:52
											8:09		8:22
											8:39		8:52
											9:07		9:18
											9:30		9:41
											9:59		10:10
											10:29		10:40
											10:59		11:10
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											<b>12:29</b>		<b>12:40</b>
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											<b>1:29</b>		<b>1:40</b>

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Effective/Fecha efectiva: **October 22, 2018**

Light type = AM. **Bold type = PM.** / Texto normal = la mañana. **Texto remarcado = la tarde.**



# Route 30 – University Dr

## Monday-Friday Eastbound Lunes a Viernes, Rumbo al este

SOUTH MOUNTAIN COMMUNITY COLLEGE PARK-AND-RIDE	24TH ST/BASELINE PARK-AND-RIDE	32ND ST & BROADWAY RD	52ND ST & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	MCCLEINTOCK DR & UNIVERSITY DR	UNIVERSITY DR & PRICE RD	SYCAMORE & MAIN ST	UNIVERSITY DR & COUNTRY CLUB DR	UNIVERSITY DR & GILBERT RD	VAL VISTA DR & UNIVERSITY DR	UNIVERSITY DR & GREENFIELD RD	UNIVERSITY DR & POWER RD	UNIVERSITY DR & SOSSAMAN RD
1:29		1:40	1:49	1:57	2:07	2:10	2:22	2:38	2:49	2:54	2:58	3:14	3:17
1:59		2:10	2:19	2:27	2:37	2:40	2:52	3:09	3:23	3:30	3:34	3:50	3:53
2:26		2:37	2:46	2:54	3:05	3:08	3:22	3:40	3:54	4:01	4:05	4:21	4:24
2:50		3:02	3:14	3:23	3:35	3:38	3:52	4:10	4:24	4:31	4:35	4:51	4:54
3:20		3:32	3:44	3:53	4:05	4:08	4:22	4:40	4:54	5:01	5:05	5:21	5:24
3:50		4:02	4:14	4:23	4:35	4:38	4:52	5:10	5:24	5:31	5:35	5:51	5:54
4:20		4:32	4:44	4:53	5:05	5:08	5:22	5:40	5:54	6:01	6:05	6:21	6:24
4:50		5:02	5:14	5:23	5:35	5:38	5:52	6:10	6:24	6:31	6:35	6:50	6:53
	5:22	5:32	5:44	5:53	6:05	6:08	6:22	6:38	6:49	6:54	6:58	7:13	7:16
	5:58	6:08	6:20	6:29	6:38	6:41	6:52	7:07	7:18	7:23	7:27	7:42	7:45
	6:34	6:43	6:52	6:59	7:08	7:11	7:22	7:37	7:48	7:53	7:57	8:12	8:15
	7:04	7:13	7:22	7:29	7:38	7:41	7:52	8:07	8:18	8:23	8:27	8:42	8:45
	7:34	7:43	7:52	7:59	8:08	8:11	8:22	8:37	8:48	8:53	8:57	9:12	9:15
	8:04	8:13	8:22	8:29	8:38	8:41	8:52	9:07	9:18	9:23	9:27	9:42	9:45
	8:34	8:43	8:52	8:59	9:08	9:11	9:22	9:37	9:48	9:53	9:57	10:12	10:15
	9:04	9:13	9:22	9:29	9:38	9:41	9:52	10:07	10:18	10:23	10:27	10:42	10:45
	9:34	9:43	9:52	9:59	10:08	10:11	10:22	10:37	10:48	10:53	10:57	11:12	11:15
	10:04	10:13	10:22	10:29	10:38	10:41							
	10:34	10:43	10:52	10:59	11:08	11:11							
	11:04	11:13	11:22	11:29	11:38	11:41							
	11:34	11:43	11:52	11:59	12:08	12:11							
	12:04	12:13	12:22	12:29	12:38	12:41							

## Monday-Friday Westbound Lunes a Viernes, Rumbo al oeste

UNIVERSITY DR & SOSSAMAN RD	UNIVERSITY DR & POWER RD	UNIVERSITY DR & GREENFIELD RD	UNIVERSITY DR & GILBERT RD	UNIVERSITY DR & COUNTRY CLUB DR	SYCAMORE & MAIN ST	UNIVERSITY DR & PRICE RD	MCCLEINTOCK DR & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	52ND ST & UNIVERSITY DR	32ND ST & BROADWAY RD	24TH ST/BASELINE PARK-AND-RIDE	SOUTH MOUNTAIN COMMUNITY COLLEGE
12:29	12:35	12:43	12:52	1:03	1:18	1:29	1:32	1:41	1:49	1:59		2:10
12:59	1:05	1:13	1:22	1:33	1:48	1:59	2:02	2:11	2:19	2:29		2:40
1:29	1:35	1:43	1:52	2:03	2:18	2:29	2:32	2:41	2:49	2:59		3:13
1:59	2:05	2:13	2:22	2:33	2:48	2:59	3:02	3:12	3:24	3:38		3:52
2:28	2:34	2:42	2:51	3:02	3:18	3:32	3:35	3:45	3:57	4:11		4:25
2:54	3:00	3:09	3:19	3:32	3:48	4:02	4:05	4:15	4:27	4:41		4:53
3:24	3:30	3:39	3:49	4:02	4:18	4:32	4:35	4:45	4:57	5:11		5:23
3:54	4:00	4:09	4:19	4:32	4:48	5:02	5:05	5:15	5:27	5:41		5:53
4:24	4:30	4:39	4:49	5:02	5:18	5:32	5:35	5:45	5:57	6:11		6:23
4:54	5:00	5:09	5:19	5:32	5:48	6:02	6:05	6:15	6:27	6:38		6:48
5:24	5:30	5:39	5:49	6:02	6:18	6:31	6:34	6:43	6:51	7:01		7:11
5:57	6:03	6:12	6:22	6:34	6:48	6:58	7:01	7:10	7:18	7:28		7:38
6:32	6:37	6:45	6:54	7:04	7:18	7:28	7:31	7:40	7:48	7:58		8:08
7:02	7:07	7:15	7:24	7:34	7:48	7:58	8:01	8:10	8:18	8:28		8:38
7:32	7:37	7:45	7:54	8:04	8:18	8:28	8:31	8:40	8:48	8:58		9:08
8:02	8:07	8:15	8:24	8:34	8:48	8:58	9:01	9:10	9:18	9:28		9:38
8:32	8:37	8:45	8:54	9:04	9:18	9:28	9:31	9:40	9:48	9:58		10:08
9:02	9:07	9:15	9:24	9:34	9:48	9:58	10:01	10:10	10:18	10:28		10:38
9:32	9:37	9:45	9:54	10:04	10:18	10:28	10:31	10:40	10:48	10:58		11:08
10:02	10:07	10:15	10:24	10:34	10:48	10:58	11:01	11:10	11:18	11:28		11:38
						11:28	11:31	11:40	11:48	11:58	12:08	
						11:58	12:01	12:10	12:18	12:28	12:38	

## Saturday Eastbound Sábado, Rumbo al este

24TH ST/BASELINE PARK-AND-RIDE	32ND ST & BROADWAY RD	52ND ST & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	MCCLEINTOCK DR & UNIVERSITY DR	UNIVERSITY DR & PRICE RD	SYCAMORE & MAIN ST	UNIVERSITY DR & COUNTRY CLUB DR	UNIVERSITY DR & GILBERT RD	VAL VISTA DR & UNIVERSITY DR	UNIVERSITY DR & GREENFIELD RD	UNIVERSITY DR & POWER RD	UNIVERSITY DR & SOSSAMAN RD
4:31	4:40	4:50	4:57	5:06	5:09	5:17	5:30	5:40	5:45	5:49	6:04	6:07
5:01	5:10	5:20	5:27	5:36	5:42							
5:30	5:39	5:49	5:56	6:06	6:09	6:20	6:35	6:46	6:51	6:55	7:11	7:14
5:57	6:07	6:18	6:25	6:36	6:42							
6:27	6:37	6:48	6:55	7:06	7:09	7:20	7:35	7:46	7:51	7:55	8:11	8:14
6:57	7:07	7:18	7:25	7:36	7:42							
7:27	7:37	7:48	7:55	8:06	8:12	8:23	8:38	8:49	8:54	8:58	9:13	9:16
7:57	8:07	8:18	8:25	8:36	8:42							
8:28	8:38	8:49	8:56	9:06	9:12	9:20	9:32	9:42	9:47	9:51	10:06	10:09
9:02	9:11	9:21	9:26	9:36	9:42							
9:32	9:41	9:51	9:56	10:06	10:12	10:20	10:32	10:42	10:47	10:51	11:06	11:09
10:02	10:11	10:21	10:26	10:36	10:42							
10:32	10:41	10:51	10:56	11:06	11:12	11:20	11:32	11:42	11:47	11:51	12:06	12:09
11:02	11:11	11:21	11:26	11:36	11:42							

## Saturday Westbound Sábado, Rumbo al oeste

UNIVERSITY DR & SOSSAMAN RD	UNIVERSITY DR & POWER RD	UNIVERSITY DR & GREENFIELD RD	UNIVERSITY DR & GILBERT RD	UNIVERSITY DR & COUNTRY CLUB DR	SYCAMORE & MAIN ST	UNIVERSITY DR & PRICE RD	MCCLEINTOCK DR & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	52ND ST & UNIVERSITY DR	32ND ST & BROADWAY RD	24TH ST/BASELINE PARK-AND-RIDE	
										5:11	5:21	5:30
4:30	4:36	4:45	4:54	5:03	5:14	5:22	5:25	5:34	5:41	5:51	6:00	
5:26	5:32	5:41	5:50	5:59	6:12	6:22	6:25	6:35	6:43	6:54	7:04	
6:24	6:30	6:39	6:49	6:59	7:12	7:22	7:25	7:35	7:43	7:54	8:04	
7:24	7:30	7:39	7:49	7:59	8:12	8:22	8:25	8:35	8:43	8:54	9:04	
8:27	8:33	8:42	8:52	9:02	9:14	9:22	9:25	9:34	9:41	9:51	10:00	
9:29	9:35	9:44	9:53	10:02	10:14	10:22	10:25	10:34	10:41	10:51	11:00	
10:29	10:35	10:44	10:53	11:02	11:14	11:22	11:25	11:34	11:41	11:51	12:00	
						9:52	9:55	10:04	10:11	10:21	10:30	
						10:52	10:55	11:04	11:11	11:21	11:30	

Continued on next page / Continua en la página siguiente

Light type = AM. **Bold type = PM.** / Texto normal = la mañana. **Texto remarcado = la tarde.**

Effective/Fecha efectiva: **October 22, 2018**

# Route 30 – University Dr

## Saturday Eastbound Sábado, Rumbo al este

24TH ST/BASELINE PARK-AND-RIDE	32ND ST & BROADWAY RD	52ND ST & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	MCCLEINTOCK DR & UNIVERSITY DR	UNIVERSITY DR & PRICE RD	SYCAMORE & MAIN ST	UNIVERSITY DR & COUNTRY CLUB DR	UNIVERSITY DR & GILBERT RD	VAL VISTA DR & UNIVERSITY DR	UNIVERSITY DR & GREENFIELD RD	UNIVERSITY DR & POWER RD	UNIVERSITY DR & SOSSAMAN RD
11:32	11:41	11:51	11:56	<b>12:06</b>	<b>12:12</b>	<b>12:20</b>	<b>12:32</b>	<b>12:42</b>	<b>12:47</b>	<b>12:51</b>	<b>1:06</b>	<b>1:09</b>
<b>12:02</b>	<b>12:11</b>	<b>12:21</b>	<b>12:26</b>	<b>12:36</b>	<b>12:42</b>							
<b>1:02</b>	<b>1:11</b>	<b>1:21</b>	<b>1:26</b>	<b>1:36</b>	<b>1:42</b>							
<b>1:32</b>	<b>1:41</b>	<b>1:51</b>	<b>1:56</b>	<b>2:06</b>	<b>2:12</b>	<b>2:20</b>	<b>2:32</b>	<b>2:42</b>	<b>2:47</b>	<b>2:51</b>	<b>3:06</b>	<b>3:09</b>
<b>2:02</b>	<b>2:11</b>	<b>2:21</b>	<b>2:26</b>	<b>2:36</b>	<b>2:42</b>							
<b>2:31</b>	<b>2:40</b>	<b>2:50</b>	<b>2:55</b>	<b>3:06</b>	<b>3:12</b>	<b>3:23</b>	<b>3:38</b>	<b>3:49</b>	<b>3:54</b>	<b>3:58</b>	<b>4:14</b>	<b>4:17</b>
<b>2:56</b>	<b>3:06</b>	<b>3:17</b>	<b>3:24</b>	<b>3:36</b>	<b>3:42</b>							
<b>3:26</b>	<b>3:36</b>	<b>3:47</b>	<b>3:54</b>	<b>4:06</b>	<b>4:12</b>	<b>4:23</b>	<b>4:38</b>	<b>4:49</b>	<b>4:54</b>	<b>4:58</b>	<b>5:14</b>	<b>5:17</b>
<b>3:56</b>	<b>4:06</b>	<b>4:17</b>	<b>4:24</b>	<b>4:36</b>	<b>4:42</b>							
<b>4:26</b>	<b>4:36</b>	<b>4:47</b>	<b>4:54</b>	<b>5:06</b>	<b>5:12</b>	<b>5:23</b>	<b>5:38</b>	<b>5:49</b>	<b>5:54</b>	<b>5:58</b>	<b>6:14</b>	<b>6:17</b>
<b>4:56</b>	<b>5:06</b>	<b>5:17</b>	<b>5:24</b>	<b>5:36</b>	<b>5:42</b>							
<b>5:26</b>	<b>5:36</b>	<b>5:47</b>	<b>5:54</b>	<b>6:06</b>	<b>6:09</b>	<b>6:20</b>	<b>6:34</b>	<b>6:44</b>	<b>6:49</b>	<b>6:53</b>	<b>7:08</b>	<b>7:11</b>
<b>5:58</b>	<b>6:08</b>	<b>6:19</b>	<b>6:26</b>	<b>6:36</b>	<b>6:42</b>							
<b>6:33</b>	<b>6:42</b>	<b>6:52</b>	<b>6:57</b>	<b>7:06</b>	<b>7:09</b>	<b>7:17</b>	<b>7:30</b>	<b>7:40</b>	<b>7:45</b>	<b>7:49</b>	<b>8:04</b>	<b>8:07</b>
<b>7:03</b>	<b>7:12</b>	<b>7:22</b>	<b>7:27</b>	<b>7:36</b>	<b>7:42</b>							
<b>7:33</b>	<b>7:42</b>	<b>7:52</b>	<b>7:57</b>	<b>8:06</b>	<b>8:09</b>	<b>8:17</b>	<b>8:30</b>	<b>8:40</b>	<b>8:45</b>	<b>8:49</b>	<b>9:04</b>	<b>9:07</b>
<b>8:03</b>	<b>8:12</b>	<b>8:22</b>	<b>8:27</b>	<b>8:36</b>	<b>8:42</b>							
<b>8:33</b>	<b>8:42</b>	<b>8:52</b>	<b>8:57</b>	<b>9:06</b>	<b>9:09</b>	<b>9:17</b>	<b>9:30</b>	<b>9:40</b>	<b>9:45</b>	<b>9:49</b>	<b>10:04</b>	<b>10:07</b>
<b>9:03</b>	<b>9:12</b>	<b>9:22</b>	<b>9:27</b>	<b>9:36</b>	<b>9:42</b>							
<b>9:33</b>	<b>9:42</b>	<b>9:52</b>	<b>9:57</b>	<b>10:06</b>	<b>10:09</b>	<b>10:17</b>	<b>10:30</b>	<b>10:40</b>	<b>10:45</b>	<b>10:49</b>	<b>11:04</b>	<b>11:07</b>
<b>10:03</b>	<b>10:12</b>	<b>10:22</b>	<b>10:27</b>	<b>10:36</b>	<b>10:42</b>							
<b>10:33</b>	<b>10:42</b>	<b>10:52</b>	<b>10:57</b>	<b>11:06</b>	<b>11:12</b>							
<b>11:03</b>	<b>11:12</b>	<b>11:22</b>	<b>11:27</b>	<b>11:36</b>	<b>11:42</b>							
<b>11:33</b>	<b>11:42</b>	<b>11:52</b>	<b>11:57</b>	12:06	12:12							
12:03	12:12	12:22	12:27	12:36	12:42							

## Saturday Westbound Sábado, Rumbo al oeste

UNIVERSITY DR & SOSSAMAN RD	UNIVERSITY DR & POWER RD	UNIVERSITY DR & GREENFIELD RD	UNIVERSITY DR & GILBERT RD	UNIVERSITY DR & COUNTRY CLUB DR	SYCAMORE & MAIN ST	UNIVERSITY DR & PRICE RD	MCCLEINTOCK DR & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	52ND ST & UNIVERSITY DR	32ND ST & BROADWAY RD	24TH ST/BASELINE PARK-AND-RIDE
						11:52	11:55	<b>12:04</b>	<b>12:11</b>	<b>12:21</b>	<b>12:30</b>
11:29	11:35	11:44	11:53	<b>12:02</b>	<b>12:14</b>	<b>12:22</b>	<b>12:25</b>	<b>12:34</b>	<b>12:41</b>	<b>12:51</b>	<b>1:00</b>
<b>12:29</b>	<b>12:35</b>	<b>12:44</b>	<b>12:53</b>	<b>1:02</b>	<b>1:14</b>	<b>1:22</b>	<b>1:25</b>	<b>1:34</b>	<b>1:41</b>	<b>1:51</b>	<b>2:00</b>
						<b>1:52</b>	<b>1:55</b>	<b>2:04</b>	<b>2:11</b>	<b>2:21</b>	<b>2:30</b>
<b>1:29</b>	<b>1:35</b>	<b>1:44</b>	<b>1:53</b>	<b>2:02</b>	<b>2:14</b>	<b>2:22</b>	<b>2:25</b>	<b>2:34</b>	<b>2:41</b>	<b>2:51</b>	<b>3:00</b>
						<b>2:52</b>	<b>2:55</b>	<b>3:04</b>	<b>3:12</b>	<b>3:24</b>	<b>3:34</b>
<b>2:24</b>	<b>2:30</b>	<b>2:39</b>	<b>2:48</b>	<b>2:57</b>	<b>3:11</b>	<b>3:22</b>	<b>3:25</b>	<b>3:35</b>	<b>3:43</b>	<b>3:55</b>	<b>4:05</b>
						<b>3:52</b>	<b>3:55</b>	<b>4:05</b>	<b>4:13</b>	<b>4:25</b>	<b>4:35</b>
<b>3:22</b>	<b>3:28</b>	<b>3:37</b>	<b>3:47</b>	<b>3:57</b>	<b>4:11</b>	<b>4:22</b>	<b>4:25</b>	<b>4:35</b>	<b>4:43</b>	<b>4:55</b>	<b>5:05</b>
						<b>4:52</b>	<b>4:55</b>	<b>5:05</b>	<b>5:13</b>	<b>5:25</b>	<b>5:35</b>
<b>4:22</b>	<b>4:28</b>	<b>4:37</b>	<b>4:47</b>	<b>4:57</b>	<b>5:11</b>	<b>5:22</b>	<b>5:25</b>	<b>5:35</b>	<b>5:43</b>	<b>5:55</b>	<b>6:05</b>
						<b>5:52</b>	<b>5:55</b>	<b>6:05</b>	<b>6:13</b>	<b>6:25</b>	<b>6:35</b>
<b>5:22</b>	<b>5:28</b>	<b>5:37</b>	<b>5:47</b>	<b>5:57</b>	<b>6:11</b>	<b>6:22</b>	<b>6:25</b>	<b>6:35</b>	<b>6:42</b>	<b>6:52</b>	<b>7:01</b>
						<b>6:52</b>	<b>6:55</b>	<b>7:04</b>	<b>7:11</b>	<b>7:21</b>	<b>7:30</b>
<b>6:31</b>	<b>6:37</b>	<b>6:46</b>	<b>6:55</b>	<b>7:04</b>	<b>7:14</b>	<b>7:22</b>	<b>7:25</b>	<b>7:34</b>	<b>7:41</b>	<b>7:51</b>	<b>8:00</b>
						<b>7:52</b>	<b>7:55</b>	<b>8:04</b>	<b>8:11</b>	<b>8:21</b>	<b>8:30</b>
<b>7:31</b>	<b>7:37</b>	<b>7:46</b>	<b>7:55</b>	<b>8:04</b>	<b>8:14</b>	<b>8:22</b>	<b>8:25</b>	<b>8:34</b>	<b>8:41</b>	<b>8:51</b>	<b>9:00</b>
						<b>8:52</b>	<b>8:55</b>	<b>9:04</b>	<b>9:11</b>	<b>9:21</b>	<b>9:30</b>
<b>8:31</b>	<b>8:37</b>	<b>8:46</b>	<b>8:55</b>	<b>9:04</b>	<b>9:14</b>	<b>9:22</b>	<b>9:25</b>	<b>9:34</b>	<b>9:41</b>	<b>9:51</b>	<b>10:00</b>
						<b>9:52</b>	<b>9:55</b>	<b>10:04</b>	<b>10:11</b>	<b>10:21</b>	<b>10:30</b>
<b>9:31</b>	<b>9:37</b>	<b>9:46</b>	<b>9:55</b>	<b>10:04</b>	<b>10:14</b>	<b>10:22</b>	<b>10:25</b>	<b>10:34</b>	<b>10:41</b>	<b>10:51</b>	<b>11:00</b>
						<b>10:52</b>	<b>10:55</b>	<b>11:04</b>	<b>11:11</b>	<b>11:21</b>	<b>11:30</b>
						<b>11:22</b>	<b>11:25</b>	<b>11:34</b>	<b>11:41</b>	<b>11:51</b>	<b>12:00</b>
						<b>11:52</b>	<b>11:55</b>	12:04	12:11	12:21	12:30

## Sunday Eastbound Domingo, Rumbo al este

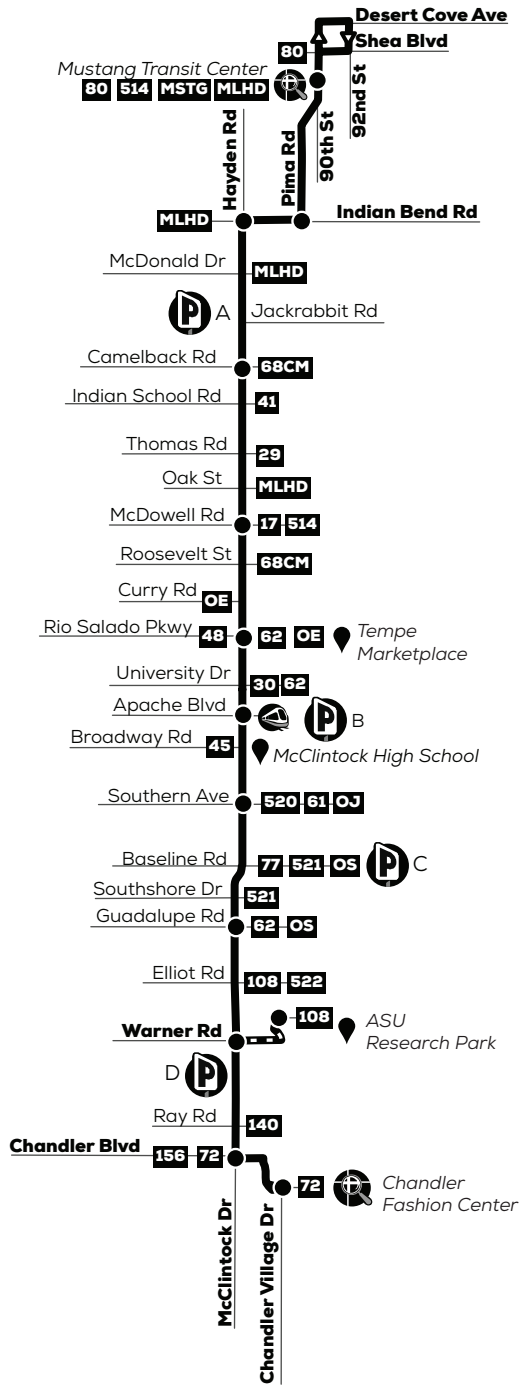
24TH ST/BASELINE PARK-AND-RIDE	32ND ST & BROADWAY RD	52ND ST & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	MCCLEINTOCK DR & UNIVERSITY DR	UNIVERSITY DR & PRICE RD
5:42	5:51	6:00	6:07	6:15	6:21
6:42	6:51	7:00	7:07	7:15	7:21
7:42	7:51	8:00	8:07	8:15	8:21
Service continues every 60 minutes until the times listed below. El servicio continúa cada 60 minutos hasta las horas indicadas abajo.					
<b>9:42</b>	<b>9:51</b>	<b>10:00</b>	<b>10:07</b>	<b>10:15</b>	<b>10:21</b>

## Sunday Westbound Domingo, Rumbo al oeste

UNIVERSITY DR & PRICE RD	MCCLEINTOCK DR & UNIVERSITY DR	MILL AVE & UNIVERSITY DR	52ND ST & UNIVERSITY DR	32ND ST & BROADWAY RD	24TH ST/BASELINE PARK-AND-RIDE
			5:44	5:53	6:02
6:27	6:30	6:38	6:44	6:53	7:02
7:27	7:30	7:38	7:44	7:53	8:02
Service continues every 60 minutes until the times listed below. El servicio continúa cada 60 minutos hasta las horas indicadas abajo.					
<b>9:27</b>	<b>9:30</b>	<b>9:38</b>	<b>9:44</b>	<b>9:53</b>	<b>10:02</b>
<b>10:27</b>	<b>10:30</b>	<b>10:38</b>	<b>10:44</b>	<b>10:53</b>	<b>11:02</b>

Continued on next page / Continúa en la página siguiente

# Route 81 – Hayden Rd/McClintock Dr



See fold-out map for routes serving this area.  
 Vea el mapa desplegable para las rutas que sirven esta área.



## Park-and-Ride

- A Chaparral Park, NE corner of Jackrabbit Rd and Hayden Rd
- B McClintock Dr/Apache Blvd, SE corner
- C Target Shopping Center, NE corner of Baseline Rd and McClintock Dr
- D Cobblestone Village, SW corner of McClintock Dr and Warner Rd

- A Parque Chaparral, esquina noreste de Jackrabbit Rd y Hayden Rd
- B McClintock Dr/Apache Blvd, esquina sureste
- C Centro comercial Target, esquina noreste de Baseline Rd y McClintock Dr
- D Cobblestone Village, esquina suroeste de McClintock Dr y Warner Rd



# Route 81 – Hayden Rd/McClintock Dr

## Monday-Friday Northbound Lunes a Viernes, Rumbo al norte

CHANDLER FASHION CENTER	MCCLINCK DR & CHANDLER BLVD	MCCLINCK DR & WARNER RD	ASU RESEARCH PARK	MCCLINCK DR & GUADALUPE RD	MCCLINCK DR & SOUTHERN AVE	MCCLINCK DR & APACHE BLVD	TEMPE MARKETPLACE	HAYDEN RD & MCDOWELL RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & INDIAN BEND RD	PIMA RD & INDIAN BEND RD	MUSTANG TRANSIT CENTER
			9:48	9:57	10:04	10:12	10:20	10:29	10:38	10:44	10:47	10:58
			10:18	10:27	10:34	10:42	10:50					
			10:48	10:57	11:04	11:12	11:20					
			11:18	11:27	11:34	11:42	11:50					
			11:48	11:57	12:04	12:12	12:20					

## Monday-Friday Southbound Lunes a Viernes, Rumbo al sur

MUSTANG TRANSIT CENTER	PIMA RD & INDIAN BEND RD	HAYDEN RD & INDIAN BEND RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & MCDOWELL RD	TEMPE MARKETPLACE	MCCLINCK DR & APACHE BLVD	MCCLINCK DR & SOUTHERN AVE	MCCLINCK DR & GUADALUPE RD	ASU RESEARCH PARK	MCCLINCK DR & WARNER RD	MCCLINCK DR & CHANDLER BLVD	CHANDLER FASHION CENTER
9:18	9:29	9:32	9:39	9:49	10:01	10:08	10:14	10:21	10:30			
9:48	9:59	10:02	10:09	10:19	10:31	10:38	10:44	10:51	11:00			
10:18	10:29	10:32	10:39	10:49	11:01	11:08	11:14	11:21	11:30			
10:48	10:59	11:02	11:09	11:19	11:31	11:38	11:44	11:51	12:00			
11:18	11:29	11:32	11:39	11:49	12:01	12:08	12:14	12:21	12:30			

E These trips operate on Monday, Tuesday, Thursday and Friday on school days only. *Estos viajes operan sólo los lunes, martes, jueves y viernes en días escolares.*

W These trips operate on Wednesday on school days only. *Estos viajes operan sólo los miércoles en días escolares.*

## Saturday Northbound Sábado, Rumbo al norte

CHANDLER FASHION CENTER	MCCLINCK DR & CHANDLER BLVD	MCCLINCK DR & WARNER RD	ASU RESEARCH PARK	MCCLINCK DR & GUADALUPE RD	MCCLINCK DR & SOUTHERN AVE	MCCLINCK DR & APACHE BLVD	TEMPE MARKETPLACE	HAYDEN RD & MCDOWELL RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & INDIAN BEND RD	PIMA RD & INDIAN BEND RD	MUSTANG TRANSIT CENTER
			5:16	5:26	5:33	5:41	5:48	5:57	6:06	6:13	6:16	6:27
			5:46	5:56	6:03	6:11	6:18	6:27	6:36	6:43	6:46	6:57
			6:16	6:26	6:33	6:41	6:48	6:57	7:06	7:13	7:16	7:27
			6:46	6:56	7:03	7:11	7:18	7:27	7:36	7:43	7:46	7:57
7:11	7:14	7:19	7:46	7:56	8:03	8:11	8:18	8:27	8:36	8:43	8:46	8:57
8:11	8:14	8:19	8:44	8:54	9:01	9:10	9:18	9:28	9:37	9:44	9:47	9:58
9:09	9:13	9:18	9:44	9:54	10:01	10:10	10:18	10:28	10:37	10:44	10:47	10:58
10:09	10:13	10:18	10:44	10:54	11:01	11:10	11:18	11:28	11:37	11:44	11:47	11:58
11:09	11:13	11:18	11:44	11:54	12:01	12:10	12:18	12:28	12:37	12:44	12:47	12:58
12:09	12:13	12:18	12:44	12:54	1:01	1:10	1:18	1:28	1:37	1:44	1:47	1:58
1:09	1:13	1:18	1:44	1:54	2:01	2:10	2:18	2:28	2:37	2:44	2:47	2:58
2:09	2:13	2:18	2:45	2:54	3:01	3:10	3:18	3:28	3:37	3:44	3:47	3:58
3:09	3:13	3:18	3:45	3:54	4:01	4:10	4:18	4:28	4:37	4:44	4:47	4:58
4:09	4:13	4:18	4:45	4:54	5:01	5:10	5:18	5:28	5:37	5:44	5:47	5:58
5:09	5:13	5:18	5:45	5:54	6:01	6:10	6:18	6:28	6:37	6:44	6:47	6:58
6:09	6:13	6:18	6:45	6:54	7:01	7:10	7:18	7:28	7:37	7:44	7:47	7:58
7:09	7:13	7:18	7:44	7:54	8:01	8:10	8:18	8:28	8:37	8:44	8:47	8:58

## Saturday Southbound Sábado, Rumbo al sur

MUSTANG TRANSIT CENTER	PIMA RD & INDIAN BEND RD	HAYDEN RD & INDIAN BEND RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & MCDOWELL RD	TEMPE MARKETPLACE	MCCLINCK DR & APACHE BLVD	MCCLINCK DR & SOUTHERN AVE	MCCLINCK DR & GUADALUPE RD	ASU RESEARCH PARK	MCCLINCK DR & WARNER RD	MCCLINCK DR & CHANDLER BLVD	CHANDLER FASHION CENTER
					4:51	4:58	5:04	5:10	5:20			
					5:21	5:28	5:34	5:40	5:50			
5:10	5:20	5:23	5:30	5:39	5:51	5:58	6:04	6:10	6:20			
5:40	5:50	5:53	6:00	6:09	6:21	6:28	6:34	6:40	6:50			
6:10	6:20	6:23	6:30	6:39	6:51	6:58	7:04	7:10		7:16	7:22	7:25
6:40	6:50	6:53	7:00	7:09	7:21	7:28	7:34	7:40	7:50			
7:10	7:20	7:23	7:30	7:39	7:51	7:58	8:04	8:10		8:16	8:22	8:25
7:40	7:50	7:53	8:00	8:09	8:21	8:28	8:34	8:40	8:50			
8:10	8:20	8:23	8:30	8:39	8:51	8:58	9:04	9:10		9:17	9:23	9:26
8:39	8:49	8:52	8:59	9:09	9:21	9:29	9:35	9:42	9:52			
9:08	9:19	9:22	9:29	9:39	9:51	9:59	10:05	10:12		10:18	10:24	10:27
9:38	9:49	9:52	9:59	10:09	10:21	10:29	10:35	10:42	10:52			
10:08	10:19	10:22	10:29	10:39	10:51	10:59	11:05	11:12		11:18	11:24	11:27
10:38	10:49	10:52	10:59	11:09	11:21	11:29	11:35	11:42	11:52			
11:08	11:19	11:22	11:29	11:39	11:51	11:59	12:05	12:12		12:18	12:24	12:27
11:38	11:49	11:52	11:59	12:09	12:21	12:29	12:35	12:42	12:52			
12:08	12:19	12:22	12:29	12:39	12:51	12:59	1:05	1:12		1:18	1:24	1:27
12:38	12:49	12:52	12:59	1:09	1:21	1:29	1:35	1:42	1:52			
1:08	1:19	1:22	1:29	1:39	1:51	1:59	2:05	2:12		2:18	2:24	2:27
1:37	1:48	1:51	1:58	2:08	2:21	2:29	2:35	2:42	2:52			
2:06	2:17	2:20	2:28	2:38	2:51	2:59	3:05	3:12		3:18	3:24	3:27
2:36	2:47	2:50	2:58	3:08	3:21	3:29	3:35	3:42	3:52			
3:06	3:17	3:20	3:28	3:38	3:51	3:59	4:05	4:12		4:18	4:24	4:27
3:36	3:47	3:50	3:58	4:08	4:21	4:29	4:35	4:42	4:52			
4:06	4:17	4:20	4:28	4:38	4:51	4:59	5:05	5:12		5:18	5:24	5:27
4:36	4:47	4:50	4:58	5:08	5:21	5:29	5:35	5:42	5:52			
5:06	5:17	5:20	5:28	5:38	5:51	5:59	6:05	6:12		6:18	6:24	6:27
5:36	5:49	5:52	6:00	6:09	6:21	6:28	6:34	6:41	6:51			
6:10	6:20	6:23	6:30	6:39	6:51	6:58	7:04	7:11		7:17	7:23	7:26

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# Route 81 – Hayden Rd/McClintock Dr

## Saturday Northbound Sábado, Rumbo al norte

CHANDLER FASHION CENTER	MCCLINCKOCK DR & CHANDLER BLVD	CHANDLER BLVD	ASU RESEARCH PARK	MCCLINCKOCK DR & GUADALUPE RD	MCCLINCKOCK DR & SOUTHERN AVE	MCCLINCKOCK DR & APACHE BLVD	TEMPE MARKETPLACE	HAYDEN RD & MCDOWELL RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & INDIAN BEND RD	PIMA RD & INDIAN BEND RD	MUSTANG TRANSIT CENTER
			7:45	7:54	8:01	8:10	8:18	8:28	8:37	8:44	8:47	8:58
8:09	8:13	8:18		8:24	8:31	8:40	8:48	8:58	9:07	9:14	9:17	9:28
			8:45	8:54	9:01	9:10	9:18	9:28	9:37	9:44	9:47	9:58
			9:15	9:24	9:31	9:40	9:48	9:58	10:07	10:14	10:17	10:28
			9:45	9:54	10:01	10:10	10:18					
			10:15	10:24	10:31	10:40	10:48					
			10:45	10:54	11:01	11:10	11:18					
			11:15	11:24	11:31	11:40	11:48					
			11:45	11:54	12:01	12:10	12:18					
			12:15	12:24	12:31	12:40	12:48					

## Saturday Southbound Sábado, Rumbo al sur

MUSTANG TRANSIT CENTER	PIMA RD & INDIAN BEND RD	HAYDEN RD & INDIAN BEND RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & MCDOWELL RD	TEMPE MARKETPLACE	MCCLINCKOCK DR & APACHE BLVD	MCCLINCKOCK DR & SOUTHERN AVE	MCCLINCKOCK DR & GUADALUPE RD	ASU RESEARCH PARK	MCCLINCKOCK DR & WARNER RD	MCCLINCKOCK DR & CHANDLER BLVD	CHANDLER FASHION CENTER
6:40	6:50	6:53	7:00	7:09	7:21	7:28	7:34	7:41	7:51			
7:10	7:20	7:23	7:30	7:39	7:51	7:58	8:04	8:11		8:17	8:23	8:26
7:40	7:50	7:53	8:00	8:09	8:21	8:28	8:34	8:41	8:51			
8:10	8:20	8:23	8:30	8:39	8:51	8:58	9:04	9:11	9:21			
8:40	8:50	8:53	9:00	9:09	9:21	9:28	9:34	9:41	9:51			
9:10	9:20	9:23	9:30	9:39	9:51	9:58	10:04	10:11	10:21			
9:40	9:50	9:53	10:00	10:09	10:21	10:28	10:34	10:41	10:51			
					10:51	10:58	11:04	11:11	11:21			
					11:21	11:28	11:34	11:41	11:51			
					11:51	11:58	12:04	12:11	12:21			

## Sunday Northbound Domingo, Rumbo al norte

ASU RESEARCH PARK	MCCLINCKOCK DR & GUADALUPE RD	MCCLINCKOCK DR & SOUTHERN AVE	MCCLINCKOCK DR & APACHE BLVD	TEMPE MARKETPLACE	HAYDEN RD & MCDOWELL RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & INDIAN BEND RD	PIMA RD & INDIAN BEND RD	MUSTANG TRANSIT CENTER
5:19	5:28	5:34	5:42	5:48	5:56	6:05	6:12	6:15	6:26
5:49	5:58	6:04	6:12	6:18	6:26	6:35	6:42	6:45	6:56
6:19	6:28	6:34	6:42	6:48	6:56	7:05	7:12	7:15	7:26
6:49	6:58	7:04	7:12	7:18	7:26	7:35	7:42	7:45	7:56
7:19	7:28	7:34	7:42	7:48	7:56	8:05	8:12	8:15	8:26
7:49	7:58	8:04	8:12	8:18	8:26	8:35	8:42	8:45	8:56
8:19	8:28	8:34	8:42	8:48	8:56	9:05	9:12	9:15	9:26
8:47	8:56	9:02	9:11	9:18	9:26	9:35	9:42	9:45	9:56
9:16	9:25	9:32	9:41	9:48	9:56	10:05	10:12	10:15	10:26
9:46	9:55	10:02	10:11	10:18	10:26	10:35	10:42	10:45	10:56
10:16	10:25	10:32	10:41	10:48	10:56	11:05	11:12	11:15	11:26
10:46	10:55	11:02	11:11	11:18	11:26	11:35	11:42	11:45	11:56
11:16	11:25	11:32	11:41	11:48	11:56	12:05	12:12	12:15	12:26
11:46	11:55	12:02	12:11	12:18	12:26	12:35	12:42	12:45	12:56
12:16	12:25	12:32	12:41	12:48	12:56	1:05	1:12	1:15	1:26
12:46	12:55	1:02	1:11	1:18	1:26	1:35	1:42	1:45	1:56
1:16	1:25	1:32	1:41	1:48	1:56	2:05	2:12	2:15	2:26
1:45	1:54	2:01	2:10	2:18	2:27	2:36	2:43	2:46	2:56
2:15	2:24	2:31	2:40	2:48	2:57	3:06	3:13	3:16	3:26
2:45	2:54	3:01	3:10	3:18	3:27	3:36	3:43	3:46	3:56
3:15	3:24	3:31	3:40	3:48	3:57	4:06	4:13	4:16	4:26
3:45	3:54	4:01	4:10	4:18	4:27	4:36	4:43	4:46	4:56
4:15	4:24	4:31	4:40	4:48	4:57	5:06	5:13	5:16	5:26
4:45	4:54	5:01	5:10	5:18	5:27	5:36	5:43	5:46	5:56
5:15	5:24	5:31	5:40	5:48	5:57	6:06	6:13	6:16	6:26
5:46	5:55	6:02	6:10	6:18	6:26	6:34	6:41	6:44	6:56

## Sunday Southbound Domingo, Rumbo al sur

MUSTANG TRANSIT CENTER	PIMA RD & INDIAN BEND RD	HAYDEN RD & INDIAN BEND RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & MCDOWELL RD	TEMPE MARKETPLACE	MCCLINCKOCK DR & APACHE BLVD	MCCLINCKOCK DR & SOUTHERN AVE	MCCLINCKOCK DR & GUADALUPE RD	ASU RESEARCH PARK	
						4:51	4:59	5:04	5:10	5:19
					5:21	5:29	5:34	5:40	5:49	
	5:13	5:23	5:26	5:32	5:41	5:51	5:59	6:04	6:10	6:19
	5:43	5:53	5:56	6:02	6:11	6:21	6:29	6:34	6:40	6:49
	6:13	6:23	6:26	6:32	6:41	6:51	6:59	7:04	7:10	7:19
	6:43	6:53	6:56	7:02	7:11	7:21	7:29	7:34	7:40	7:49
	7:13	7:23	7:26	7:32	7:41	7:51	7:59	8:04	8:10	8:19
	7:43	7:53	7:56	8:02	8:11	8:21	8:29	8:34	8:40	8:49
	8:13	8:23	8:26	8:32	8:41	8:51	8:59	9:05	9:11	9:20
	8:42	8:52	8:55	9:01	9:10	9:21	9:29	9:35	9:41	9:50
	9:12	9:22	9:25	9:31	9:40	9:51	9:59	10:05	10:11	10:20
	9:42	9:52	9:55	10:01	10:10	10:21	10:29	10:35	10:41	10:50
	10:12	10:22	10:25	10:31	10:40	10:51	10:59	11:05	11:11	11:20
	10:42	10:52	10:55	11:01	11:10	11:21	11:29	11:35	11:41	11:50
	11:12	11:22	11:25	11:31	11:40	11:51	11:59	12:05	12:11	12:20
	11:42	11:52	11:55	12:01	12:10	12:21	12:29	12:35	12:41	12:50
	12:12	12:22	12:25	12:31	12:40	12:51	12:59	1:05	1:11	1:20
	12:42	12:52	12:55	1:01	1:10	1:21	1:29	1:35	1:41	1:50
	1:12	1:22	1:25	1:31	1:40	1:51	1:59	2:05	2:12	2:21
	1:40	1:50	1:53	1:59	2:09	2:21	2:29	2:35	2:42	2:51
	2:09	2:19	2:22	2:29	2:39	2:51	2:59	3:05	3:12	3:21
	2:39	2:49	2:52	2:59	3:09	3:21	3:29	3:35	3:42	3:51
	3:09	3:19	3:22	3:29	3:39	3:51	3:59	4:05	4:12	4:21
	3:39	3:49	3:52	3:59	4:09	4:21	4:29	4:35	4:42	4:51
	4:09	4:19	4:22	4:29	4:39	4:51	4:59	5:05	5:12	5:21
	4:39	4:49	4:52	4:59	5:09	5:21	5:29	5:35	5:42	5:51

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Light type = AM. **Bold type = PM.** / Texto normal = la mañana. **Texto resaltarado = la tarde.** ATTACHMENT 118

Effective/Fecha efectiva: **October 22, 2018**

# Route 81 – Hayden Rd/McClintock Dr

## Sunday Northbound *Domingo, Rumbo al norte*

ASU RESEARCH PARK	MCCLINTOCK DR & GUADALUPE RD	MCCLINTOCK DR & SOUTHERN AVE	MCCLINTOCK DR & APACHE BLVD	TEMPE MARKETPLACE	HAYDEN RD & MCDOWELL RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & INDIAN BEND RD	PIMA RD & INDIAN BEND RD	MUSTANG TRANSIT CENTER
6:16	6:25	6:32	6:40	6:48	6:56	7:04	7:11	7:14	7:25
6:46	6:55	7:02	7:10	7:18	7:26	7:34	7:41	7:44	7:55
7:16	7:25	7:32	7:40	7:48	7:56	8:04	8:11	8:14	8:25
7:46	7:55	8:02	8:10	8:18	8:26	8:34	8:41	8:44	8:55
8:16	8:25	8:32	8:40	8:48	8:56	9:04	9:11	9:14	9:25
8:46	8:55	9:02	9:10	9:18	9:26	9:34	9:41	9:44	9:55
9:16	9:25	9:32	9:40	9:48	9:56	10:04	10:11	10:14	10:25

## Sunday Southbound *Domingo, Rumbo al sur*

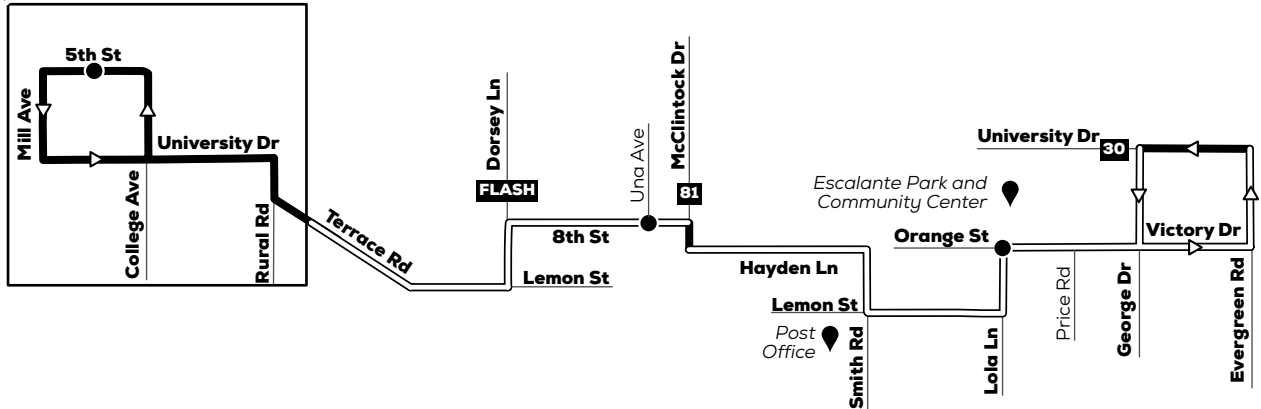
MUSTANG TRANSIT CENTER	PIMA RD & INDIAN BEND RD	HAYDEN RD & INDIAN BEND RD	HAYDEN RD & CAMELBACK RD	HAYDEN RD & MCDOWELL RD	TEMPE MARKETPLACE	MCCLINTOCK DR & APACHE BLVD	MCCLINTOCK DR & SOUTHERN AVE	MCCLINTOCK DR & GUADALUPE RD	ASU RESEARCH PARK
5:09	5:19	5:22	5:29	5:39	5:51	5:59	6:05	6:11	6:20
5:41	5:51	5:54	6:01	6:10	6:21	6:29	6:35	6:41	6:50
6:12	6:22	6:25	6:31	6:40	6:51	6:59	7:05	7:11	7:20
6:42	6:52	6:55	7:01	7:10	7:21	7:29	7:35	7:41	7:50
7:12	7:22	7:25	7:31	7:40	7:51	7:59	8:05	8:11	8:20
7:42	7:52	7:55	8:01	8:10	8:21	8:29	8:35	8:41	8:50
8:12	8:22	8:25	8:31	8:40	8:51	8:59	9:05	9:11	9:20
8:42	8:52	8:55	9:01	9:10	9:21	9:29	9:35	9:41	9:50
9:12	9:22	9:25	9:31	9:40	9:51	9:59	10:05	10:11	10:20



**Free Route!**  
**iServicio**  
**Gratuito!**



Downtown Tempe Tempe Transportation Center



See fold-out map for routes serving this area.  
Vea el mapa desplegable para las rutas que sirven esta área.

## Monday-Friday Eastbound Lunes a Viernes, Rumbo al este

TEMPETC	8TH ST & UNA AVE	ESCALANTE COMMUNITY CENTER
5:59	6:20	6:37
6:09	6:30	6:47
6:19	6:40	6:57
Service continues every 10 minutes until the times listed below. El servicio continúa cada 10 minutos hasta las horas indicadas abajo.		
<b>6:04</b>	<b>6:25</b>	<b>6:42</b>
<b>6:19</b>	<b>6:40</b>	<b>6:57</b>
<b>6:34</b>	<b>6:55</b>	<b>7:12</b>
<b>6:49</b>	<b>7:10</b>	<b>7:27</b>
<b>7:04</b>	<b>7:25</b>	<b>7:42</b>
<b>7:19</b>	<b>7:40</b>	<b>7:57</b>
<b>7:34</b>	<b>7:55</b>	<b>8:12</b>
<b>7:49</b>	<b>8:10</b>	<b>8:27</b>
<b>8:04</b>	<b>8:25</b>	<b>8:42</b>
<b>8:19</b>	<b>8:40</b>	<b>8:57</b>
<b>8:34</b>	<b>8:55</b>	<b>9:12</b>

## Monday-Friday Westbound Lunes a Viernes, Rumbo al oeste

ESCALANTE COMMUNITY CENTER	8TH ST & UNA AVE	TEMPETC
6:01	6:08	6:22
6:11	6:18	6:32
6:21	6:28	6:42
Service continues every 10 minutes until the times listed below. El servicio continúa cada 10 minutos hasta las horas indicadas abajo.		
<b>6:21</b>	<b>6:28</b>	<b>6:42</b>
<b>6:36</b>	<b>6:43</b>	<b>6:57</b>
<b>6:51</b>	<b>6:58</b>	<b>7:12</b>
<b>7:06</b>	<b>7:13</b>	<b>7:27</b>
<b>7:21</b>	<b>7:28</b>	<b>7:42</b>
<b>7:36</b>	<b>7:43</b>	<b>7:57</b>
<b>7:51</b>	<b>7:58</b>	<b>8:12</b>
<b>8:06</b>	<b>8:13</b>	<b>8:27</b>
<b>8:21</b>	<b>8:28</b>	<b>8:42</b>
<b>8:36</b>	<b>8:43</b>	<b>8:57</b>
<b>8:51</b>	<b>8:58</b>	<b>9:12</b>

Continued on next page / Continúa en la página siguiente

Light type = AM. **Bold type = PM.** / Texto normal = la mañana. **Texto remarcado = la tarde.** ATTACHMENT 120

Effective/Fecha efectiva: **April 22, 2019**



# Orbit Mercury

## Monday-Friday Eastbound Lunes a Viernes, Rumbo al este

TEMPE TC	8TH ST & UNA AVE	ESCALANTE COMMUNITY CENTER
8:49	9:10	9:27
9:04	9:25	9:42
9:19	9:40	9:57
9:34	9:55	10:12
9:49	10:10	10:27

## Monday-Friday Westbound Lunes a Viernes, Rumbo al oeste

ESCALANTE COMMUNITY CENTER	8TH ST & UNA AVE	TEMPE TC
9:06	9:13	9:27
9:21	9:28	9:42
9:36	9:43	9:57
9:51	9:58	10:12

## Saturday Eastbound Sábado, Rumbo al este

TEMPE TC	8TH ST & UNA AVE	ESCALANTE COMMUNITY CENTER
8:00	8:21	8:38
8:15	8:36	8:53
8:30	8:51	9:08
Service continues every 15 minutes until the times listed below. El servicio continúa cada 15 minutos hasta las horas indicadas abajo.		
9:30	9:51	10:08
9:45	10:06	10:23

## Saturday Westbound Sábado, Rumbo al oeste

ESCALANTE COMMUNITY CENTER	8TH ST & UNA AVE	TEMPE TC
8:01	8:08	8:22
8:16	8:23	8:37
8:31	8:38	8:52
Service continues every 15 minutes until the times listed below. El servicio continúa cada 15 minutos hasta las horas indicadas abajo.		
9:31	9:38	9:52
9:46	9:53	10:07

## Sunday Eastbound Domingo, Rumbo al este

TEMPE TC	8TH ST & UNA AVE	ESCALANTE COMMUNITY CENTER
7:50	8:11	8:28
8:20	8:41	8:58
8:50	9:11	9:28
Service continues every 30 minutes until the times listed below. El servicio continúa cada 30 minutos hasta las horas indicadas abajo.		
5:20	5:41	5:58
5:50	6:11	6:28
6:20	6:41	6:58
6:50	7:11	7:28

## Sunday Westbound Domingo, Rumbo al oeste

ESCALANTE COMMUNITY CENTER	8TH ST & UNA AVE	TEMPE TC
8:01	8:08	8:22
8:31	8:38	8:52
9:01	9:08	9:22
Service continues every 30 minutes until the times listed below. El servicio continúa cada 30 minutos hasta las horas indicadas abajo.		
5:31	5:38	5:52
6:01	6:08	6:22
6:31	6:38	6:52
7:01	7:08	7:22

***APPENDIX B***  
***CURRENT CITY OF TEMPE TOD PARKING REQUIREMENTS***

Table 5-612A - Transportation Overlay District Reductions to Minimum Parking		
	Developments Within <i>Station Areas</i>	Developments Within <i>Corridor</i>
Retail sales and service uses; customer service offices; and entertainment uses, excluding theaters.	Parking waived for 50 percent of floor area not to exceed 30,000 square feet of floor area.	Parking waived for 25 percent of floor area not to exceed 10,000 square feet of floor area.
Theaters	Parking waived for first 150 seats.	Parking waived for first 50 seats.
<i>Restaurants, Bars and Clubs</i>	Parking waived for 50 percent of floor area not exceed 2,500 square feet of floor area.	Parking waived for 25 percent of floor area, not to exceed 1,250 square feet of floor area.
Multi-Family Use	0.75 parking spaces per bedroom (round up to whole number) plus guest parking.	0.75 parking spaces per bedroom (round up to whole number) plus guest parking.
Outdoor Dining Area	No Standard	No Standard

***APPENDIX C***  
***CITY OF TEMPE DRAFT URBAN CODE DISTRICT PARKING***  
***REQUIREMENTS***

# ATTACHMENT A

Final Draft (August 21, 2019)

ZONING AND DEVELOPMENT CODE

CITY OF TEMPE

## **PART 5A – SPECIAL DISTRICTS**

### **CHAPTER 1 – URBAN CODE DISTRICT**

# PART 5A — - SPECIAL DISTRICTS

## CHAPTER 1 — - URBAN CODE DISTRICT

### Section 5A-101 - Purpose, Description, and Intent.

#### A. Purpose.

1. The purpose of the Urban Code District (UCD) is to advance the vision, goals, principles, and policies of the City's General Plan (General Plan), Urban Core Master Plan, Tempe Transportation Master Plan, and relevant Character Area Plans, which encourage appropriate land use and development and redevelopment that is compatible with the surrounding land use and aesthetic character, consistent with, and complementary to the community's focus on programs in transit, bicycle, and pedestrian infrastructure in key areas of the City.
2. Tempe is dedicated to providing a *multi-modal* transportation system that offers choices for people to move throughout the City, meeting changing transportation needs of residents and mitigating the impacts of congestion and pollution. The UCD aligns with Citywide land use, sustainability, and transportation objectives, emphasizes the design of buildings and public areas, promotes historic preservation, and provides standards that support pedestrian-oriented development of diverse and mixed land uses near *transit stations*.
3. The UCD relates to all transportation modes including light rail, streetcar, bus, vehicles, bicycle and foot traffic, and the emerging new transportation technologies (e.g., rideshare, autonomous vehicles, and electronic personal mobility devices).

#### B. Intent. The intent of the UCD is to:

1. Promote ridership for the Light Rail Transit, Tempe Streetcar and bus transportation systems;
2. Promote economic development objectives by creating new businesses and jobs, improving pedestrian environments including providing shade to protect pedestrians from urban desert conditions, and enhancing neighborhood vitality;
3. Facilitate enhanced pedestrian, bicycle and transit connectivity, and accessibility, while promoting transit use by connecting development along the Streetcar and Light Rail routes to appropriate areas;
4. Provide increased access to transit stops and stations and local destinations by creating enhanced pedestrian and bicycle connections;
5. Encourage good design of building and public areas that contribute to the quality of urban environments to attract and encourage pedestrian activity;

6. Enable mixed-uses and appropriate densities in different zones as identified on the UCD map in Figure 5A-102A;
7. Promote preservation of existing historic properties, neighborhoods and other desirable areas;
8. Promote transit-supportive developments, and increase residential and employment densities in locations close to transit stations; and
9. Provide appropriate transitions and buffers to adjacent land uses.

## **Section 5A-102. – Applicability.**

### **A. Applicability.**

1. Part 5A, Chapter 1, Urban Code District, shall not take effect on a property(ies) until such time the property owner(s) signs and authorizes an opt-in form in order to apply the standards to a current/future development or use. Property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the owner(s) voluntarily waives any right to claim compensation for diminution of property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's adopted ordinance, including any modifications imposed as a condition of approval. The signed form shall be notarized, submitted to the Community Development Department, and recorded with the Maricopa County Recorder's Office in order to be in effect.
2. The requirements of this Chapter apply to all land uses, new development, redevelopment, and exterior alterations to existing development within the UCD, except as provided in Section 5A-102(B), Exemptions. The requirements of this Chapter replace all previous underlying zoning district regulations and shall be considered in combination with the standards in Part 4, Development Standards.
3. The UCD has limited application to properties identified as UC-7 on the Tempe Streetcar route south of University Drive on the west side of Mill Avenue, and only the requirements of Section 5A-105(E), Frontage Standards, shall apply to these properties. Refer to the underlying zoning for allowed uses and development standards.
4. Property owners with an existing Planned Area Development Overlay (PAD) may opt-in to the UCD and corresponding Zone by signing the opt-in form, pursuant to Section 5A-102(A)(1). Upon completion of the opt-in process the PAD site may seek a new development plan review that complies with the provisions of UCD, without further amendments to the PAD. For compliance with UCD standards, refer to Section 5A-102(E), Conflicts. Properties which have opted in shall not be allowed to use the PAD process for the relief of the regulations required within the UCD, unless such relief is specifically identified in this Chapter.

### **B. Exemptions.** The following are exempt from the requirements in Chapter 1, Urban Code District:

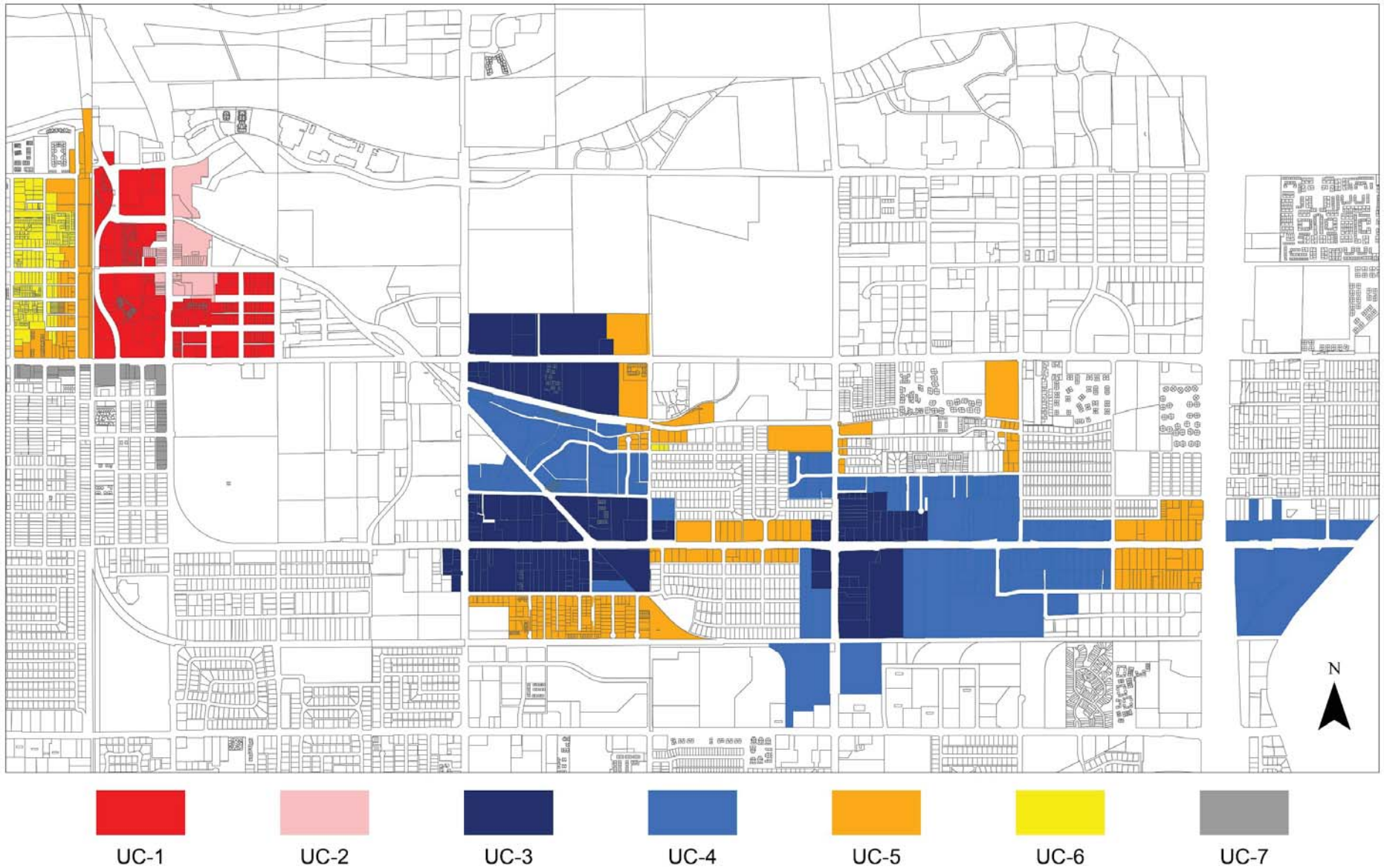
1. Single-Family Residential and Agricultural districts;
2. City, state or federal historic-designated and historic-eligible properties, districts, or buildings;
3. Repair, maintenance, replacement, and non-conforming uses pursuant to Part 3, Chapter 5, Legal Non-Conforming Use or Development;
4. Modifications to a structure to meet the requirements of the Americans with Disabilities Act; or
5. Expansions to existing facilities which result in required compliance with the UCD that the Community Development Director determines to be not feasible or prudent.

### **C. Boundaries and UCD Map.**

1. The UCD is comprised of seven (7) Zones as described and established in Subsection D below. The UCD Zones are illustrated in Figure 5A-102A and mapped on the online City of Tempe Zoning Map.
2. When a property is located partially within the UCD boundary as mapped on the City of Tempe Zoning Map, the entire property shall comply with the standards applicable to the Zone in which a part of the property is located.
3. If the boundary of a UCD Zone divides a site into separate Zones, the standards of the respective Zones shall apply.
4. A site which is outside the UCD boundaries and being developed to conform to the UCD standards may be added into the UCD under the following conditions.
  - a. The site is adjacent to the UCD boundary or is separated by a public alley or street right-of-way from a site that is within the boundaries of the UCD. Adding the outside site to the UCD will follow the same procedures for a zoning map amendment pursuant to Section 6-304, Zoning Map Amendments and Code Text Amendments.
5. Applications pursuant to Section 6-307, Subdivisions, Lot Splits, and Adjustments for a site that is within, or adjacent to the UCD boundaries, may require an amendment to the UCD to maintain one zoning classification per lot within the proposed subdivision.



Figure 5A-102A. UCD Boundary Map



*Note: The map is subject to periodic updates and will be available as an electronic zoning map on the City of Tempe website*

D. **Establishment of UCD Zones.** The UCD is divided into seven (7) Zones to allow land uses and development standards that are appropriate for the location where each Zone lies. This approach encourages a mix of land uses and allows appropriate densities of development in specific zones that are compatible with the existing patterns of development. Each zone promotes developments with mixed-use, pedestrian-friendly environments and active ground floors.

The following Zones are arranged from highest to lowest levels of development intensity.

1. **UC-1.** Zone 1 is designed for the highest intensity of development intended to promote high density development in the downtown area. Here, *mid-rise buildings* and *point towers* allow more ground floor open space such as plazas, and aesthetically pleasant *street façades*.
2. **UC-2.** Zone 2 is designed for high intensity of development with mostly and *mid-rise* and *low-rise buildings* with sensitive juxtaposition to the building in historic core and on Mill Avenue in the downtown.
3. **UC-3.** Zone 3 is designed for medium intensity development that is appropriate at *transit stations* and intersections of major connecting *streets*. A mix of *mid-rise* and *low-rise* development may include open spaces in courtyard or on rooftops for the on-site occupants.
4. **UC-4.** Zone 4 is designed for moderate intensity development with building types suitable within approximately 1/4-mile of nearby *transit stations*. The mostly *low-rise* buildings need to be stepped down to make them compatible with adjacent residential neighborhoods.
5. **UC-5.** Zone 5 is designed for low to moderate intensity of development with *low-rise* building types. All buildings shall be oriented towards high capacity transit corridors and need to be stepped down to make them compatible with adjacent residential neighborhoods.
6. **UC-6.** Zone 6 is designed to help preserve established neighborhoods by providing low intensity development with *low-rise* building types that are compatible with the surrounding residential neighborhoods. Buildings need to be stepped down to make them compatible with adjacent residential neighborhoods
7. **UC-7.** Zone 7 is designed to help preserve the surrounding neighborhoods and applies only to a limited number of properties located immediately to the west of Mill Avenue and south of University Drive up to 11th Street. No additional heights and densities related to UCD are available in this Zone.

E. **Conflicts.** Where a conflict exists between any provision of the UCD and other standards in the Code, the UCD provisions shall govern. Where a conflict exists between provisions of the UCD and any other overlay (such as Historic Preservation Overlay), the provision that is most restrictive shall govern as determined by the Community Development Director or designee.

**J. Sidewalk Standards**

- Public Sidewalks within the UCD shall have a minimum width of six (6) feet on local streets, and a minimum width of eight (8) feet on arterial and collector streets. The required minimum width shall be unobstructed by light poles, parking meters, street furniture, plant materials, fences, fire hydrants, mechanical and electrical equipment and other obstructions, except when approved by Engineering and Transportation Department Director or designee

**K. Parking and Loading Standards.**

- Surface Parking Placement.** Any allowed surface parking shall be provided behind or to the interior side of a building consistent with Table 5A-105Y, UCD Surface Parking Placement. Surface parking areas shall be screened in compliance with the requirements of Section 4-706(E), Parking Lot Screens.
- On-Street Parking.** When allowed within the street right-of-way, on-street parking along the lot frontage shall count towards the parking requirement for uses on the lot.

Table 5A-105Y – UCD Surface Parking Placement						
Standards	UC-1	UC-2	UC-3	UC-4	UC-5	UC-6
Minimum Setback (feet)						
Front	40	40	30	20	20	20
Rear	0	0	10	10	10	10
Side	0	0	10	10	10	10
Street Side	40	40	30	20	20	20

- Vehicle Parking Requirements.** Table 5A-105Z, UCD Minimum and Maximum Vehicle Parking Requirements establishes the permitted minimum number of required parking spaces and the maximum number of parking spaces based on the context and intensity of each UCD Sub-Zone. Parking shall comply with Section 4-603, Parking Ratios and Section 4-606, Parking Area Dimensions, except as otherwise provided in this Subsection. Alternative methods for determining required parking spaces are listed in Section 5A-107, Trip Reduction Plan.

Table 5A-105Z – UCD Minimum and Maximum Vehicle Parking						
Use	UC-1, UC-2		UC-3, UC-4		UC-5, UC-6	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Hotels	0.3 spaces per unit, + commercial, conference, etc.	0.4 per unit	0.5 spaces per unit	0.65 per unit	0.5 spaces per unit	0.95 per unit
Conference	First 10,000 s.f. waived for	1 space per 240 s.f.	First 10,000 s.f. waived for	1 space per 240 s.f.	First 10,000 s.f. waived for	1 space per 240 s.f.

	hotels, 1 space per 300 s.f. thereafter.		hotels, 1 space per 300 s.f.		hotels, 1 space per 300 s.f.	
Multi-Family (including guest parking)	0.4 spaces per bedroom	0.5 spaces per bedroom <sup>1</sup>	0.5 spaces per bedroom	0.65 spaces per bedroom <sup>1</sup>	0.75 spaces per bedroom	0.95 spaces per bedroom <sup>1</sup>
Commercial (all types): bar, clinic, club, entertainment, restaurant, retail, fitness center, theater, etc., excluding office	first 5,000 s.f. waived, 1 space per 500 s.f. thereafter	1 space per 400 s.f.	first 5,000 s.f. waived, 1 space per 500 s.f. thereafter	1 space per 400 s.f.	first 5,000 s.f. waived, 1 space per 400 s.f. thereafter	1 space per 320 s.f.
Office	first 5,000 s.f. waived, 1 space per 500 s.f. thereafter	1 space per 250 s.f.	first 5,000 s.f. waived, 1 space per 500 s.f. thereafter	1 space per 250 s.f.	first 5,000 s.f. waived, 1 space per 500 s.f. thereafter	1 space per 250 s.f.

**End Note:**

<sup>1</sup> Maximum parking spaces calculated for studio and 1-bedroom units shall supplement a maximum of one (1) parking space per unit in order to determine the aggregate maximum parking.

- 4. **Reducing the Minimum Vehicle Parking Requirements.** Development proposals, at the applicant’s option, may reduce the minimum vehicle parking requirements, subject to the following:
  - a. City approval of a Trip Reduction Plan, subject to the requirements in Section 5A-107, Trip Reduction Plan.
  - b. In no case shall the number of vehicle parking spaces provided be less than eighty-five (85) percent of the minimum that would otherwise be required.
  
- 5. **Exceeding the Maximum Vehicle Parking Requirements.** Vehicle parking spaces in excess of the maximum shall not be provided in surface *parking lots*. Any development may exceed the maximum vehicle parking allowance, subject to the following:
  - a. The number of vehicle parking spaces provided shall not exceed the maximum permitted in Table 5A-105Z UCD Minimum and Maximum Vehicle Parking Requirements. To exceed the maximum permitted parking, the following requirements shall be met:
    - i. Parking Structure Above Ground
      - a. Ground floor height shall be a minimum of fifteen (15) feet measured from floor to ceiling.
      - b. Upper floor heights shall be a minimum of twelve (12) feet measured from floor to ceiling

- c. *Light wells* shall be provided between parking bays and shall be a minimum of ten (10) feet by ten (10) feet with a maximum spacing of 120 feet (center to center) between light wells
- d. All floors of the parking structure shall be designed as flat surfaces.
- e. Design shall be architecturally enhanced to improve the view of the parking structure from the nearby collector and arterial *streets*.
- f. Alternative compliance to Section 5A-105 (O) IV (b) (i) may be achieved by providing parking in excess of the maximum in a below grade structure.

**6. Parking Structures.**

- a. A maximum of thirty (30) percent of the ground floor *façade* of a parking structure may face the *street* without complying with the requirements in Subsection 5A-105(D), Standards for Active Ground Floor Design.
- b. Parking Structure Below Grade. Alternative compliance to Section 5A-105 (O)(a)(i) may be achieved by providing all parking in a below grade structure

**7. Bicycle Parking Requirements.**

- a. **Minimum Bicycle Parking Requirements.** The following bicycle parking requirements have been established for uses located in the Urban Code District and shall utilize bicycle parking ratios in Table 5A-105AA, UCD Minimum Bicycle Parking Requirements. If ratios are not identified in Table 5A-105AA, then the bicycle parking standards found in Table 4-603E, Ratios for Off-Street Parking shall apply.

Table 5A-105AA – UCD Minimum Bicycle Parking Requirements			
Use	UC-1, UC-2, UC-3	UC-4	UC-5, UC-6
Multi-Family	1 space per bedroom	0.75 spaces per bedroom	0.5 spaces per bedroom
Restaurants, Bars and Clubs	1 per every 300 sf	1 per 500 sf	1 per 800 sf
Retail sales and services uses; offices ; and entertainment uses, excluding theaters	1 per every 1,000 sf; 3 min.	1 per 2,000 sf; 3 min.	1 per 5,000 sf; 3 min.
Theaters	1 space per 250 s.f.	1 space per 250 s.f.	1 space per 250 s.f.

***APPENDIX D***  
***PERTINENT EXCERPTS FROM PARKING GENERATION***

## Land Use: 221 Multifamily Housing (Mid-Rise)

### Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	–
6:00 a.m.	83	97	–
7:00 a.m.	71	95	–
8:00 a.m.	61	88	–
9:00 a.m.	55	83	–
10:00 a.m.	54	75	–
11:00 a.m.	53	71	–
12:00 p.m.	50	68	–
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

### Additional Data

In prior editions of *Parking Generation*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1 (15 sites)	1.0 (12 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (39 sites)	0.9 (34 sites)
	Not within ½ mile of rail transit	1.2 (65 sites)	0.8 (56 sites)
General Urban/Suburban	Within ½ mile of rail transit	1.5 (25 sites)	0.8 (12 sites)
	Not within ½ mile of rail transit	1.7 (62 sites)	1.0 (39 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Oregon, Virginia, Washington, and Wisconsin.

*It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.*

### Source Numbers

21, 209, 247, 255, 277, 401, 402, 419, 505, 512, 522, 533, 535, 536, 537, 538, 545, 546, 547, 575, 576, 577, 579, 580, 581, 583, 584, 585, 587



# Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (< 1/2 mile to rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

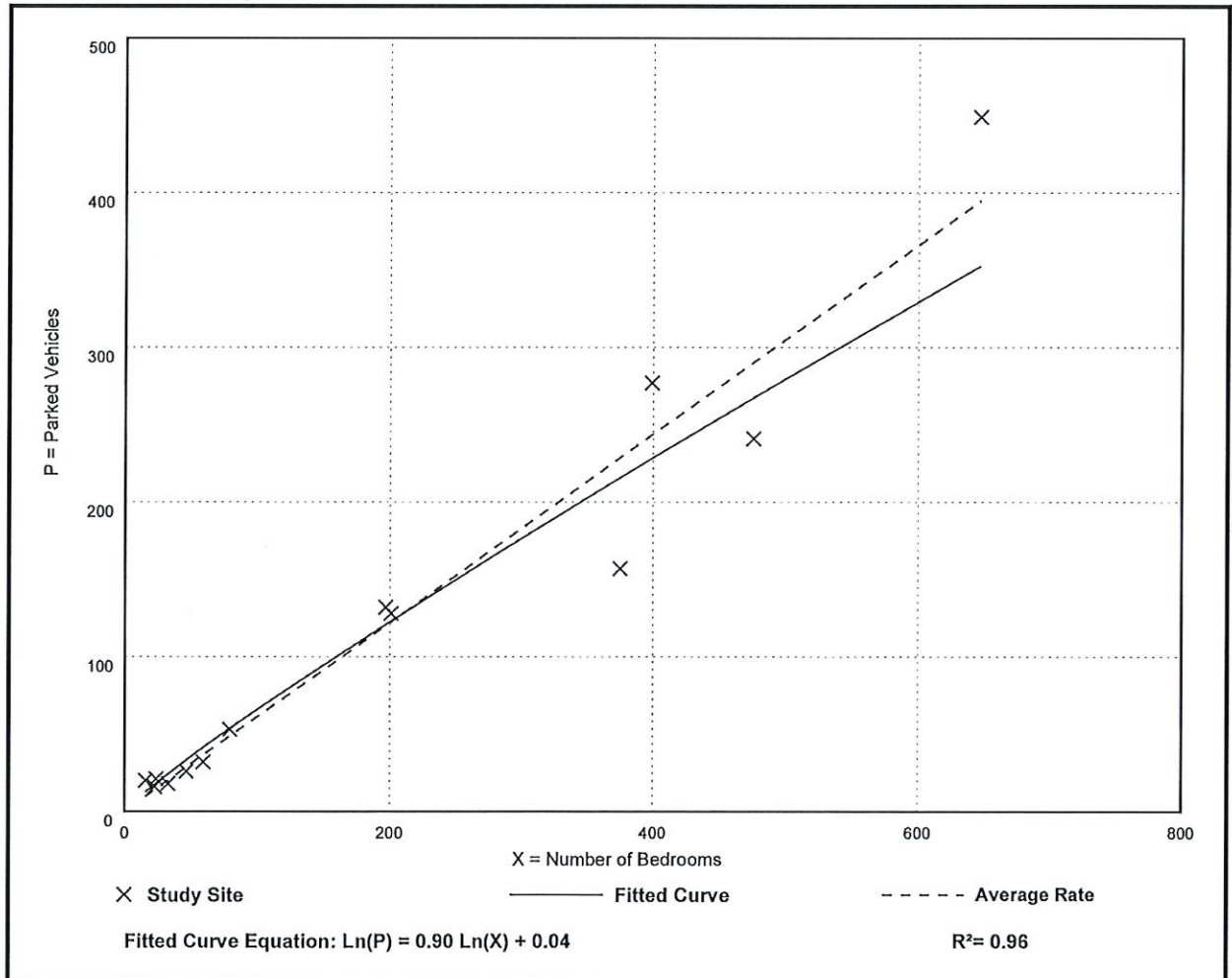
Number of Studies: 13

Avg. Num. of Bedrooms: 198

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.42 - 1.25	0.55 / 0.86	***	0.12 ( 20% )

## Data Plot and Equation



## Land Use: 712 Small Office Building

### Description

A small office building typically houses a single tenant and is less than or equal to 5,000 gross square feet in size. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. General office building (Land Use 710) is a related use.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 16 study sites in a general urban/suburban setting and one study site in a dense multi-use urban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand	
	General Urban/Suburban	Dense Multi-Use Urban
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	0	8
8:00 a.m.	27	17
9:00 a.m.	69	17
10:00 a.m.	88	75
11:00 a.m.	100	67
12:00 p.m.	81	75
1:00 p.m.	81	75
2:00 p.m.	84	92
3:00 p.m.	86	100
4:00 p.m.	92	67
5:00 p.m.	85	83
6:00 p.m.	4	50
7:00 p.m.	0	0
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

**Additional Data**

The average parking supply ratio for the three study sites with parking supply information is 3.9 spaces per 1,000 square feet GFA.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in California, Oklahoma, Texas, and Washington.

**Source Numbers**

47, 217, 527, 571, 572

# Small Office Building (712)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 10:00 a.m. - 5:00 p.m.

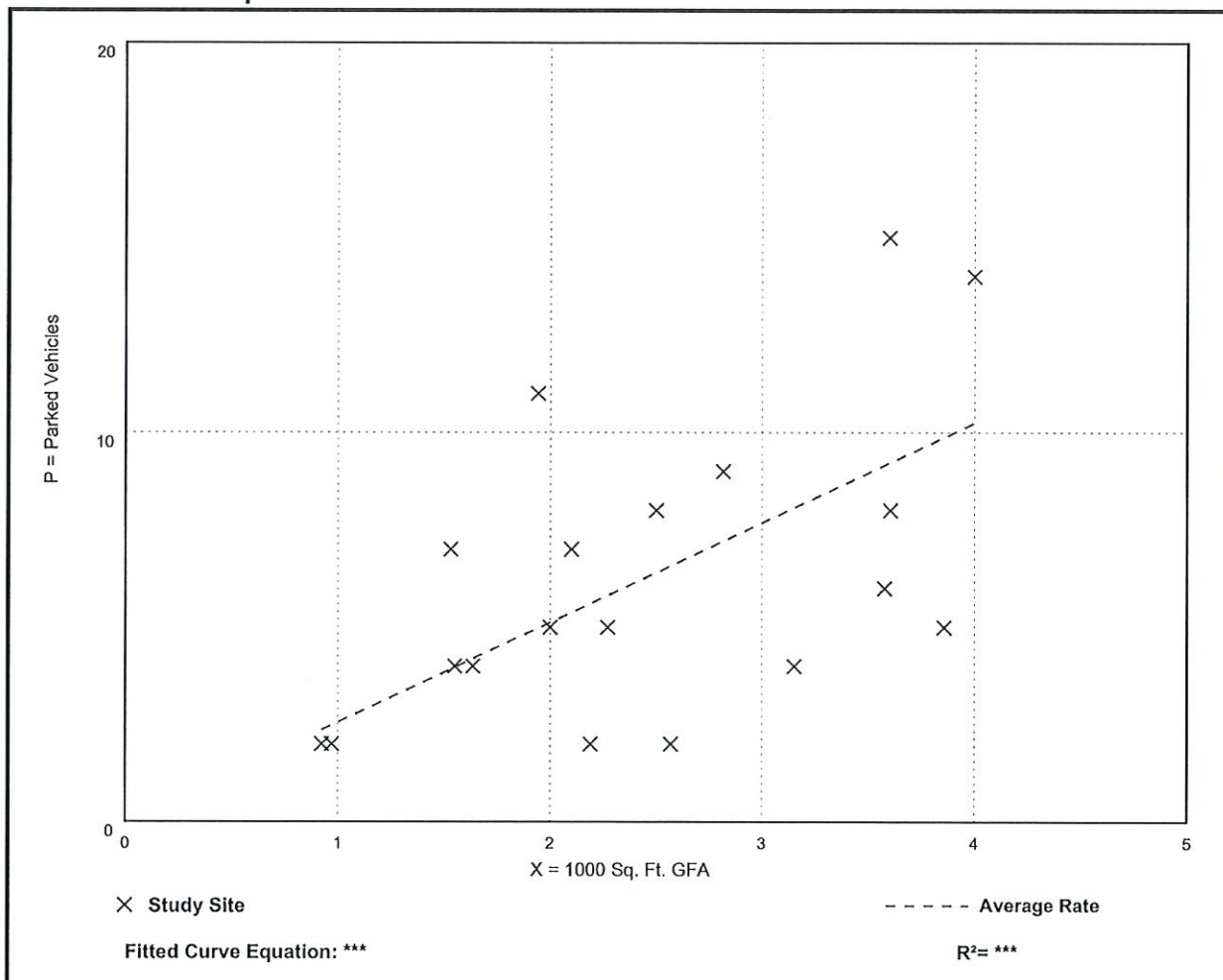
Number of Studies: 19

Avg. 1000 Sq. Ft. GFA: 2.5

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.56	0.78 - 5.66	2.12 / 4.17	***	1.26 ( 49% )

## Data Plot and Equation



***APPENDIX E***  
***CITY OF TEMPE SHARED PARKING MODEL***



## Section 4-604 - Shared Parking.

*Parking* requirements for two (2) or more uses may be satisfied with *shared parking*. *Shared parking* may be approved only when the subject uses have inherent differences in *parking* activity patterns, the combined *parking* requirement will not exceed the available *parking* supply, and the right of joint use of a *parking* facility is evidenced by a contract establishing joint use. *Shared parking* shall be subject to review and approval by the Community Development Director, or designee, under Section 6-311, and shall conform to the following standards:

- A. **Location.** *Parking* shall be provided on the same or a *contiguous lot*. *Parking* may be provided off-site with professional analysis that the proximity of the *parking* is acceptable.

In cases where *parking* for a project is to be provided on more than one (1) *lot*, a *parking* association shall be formed by the owners of the affected parcels prior to issuance of a building permit. Documentation of the association shall be provided to the Community Development Director, or designee, prior to issuance of the building permit.

- B. **Shared Parking Model.** The Shared Parking Model (see Appendix F) shall be used as a basis for predicting the *parking* required for a particular mix of uses on a site, except where the Community Development Director, or designee, has approved the use of a customized *parking* model.
- C. **Shared Parking Report.** The applicant's calculation of *shared parking* requirements shall be based on a professional *parking* analysis and management plan that is submitted with the *development plan* and/or land use proposal.
- D. **Implementation.** The owner or manager of a project approved under the *parking* demand alternative, once built, shall maintain an accurate up-to-date record of the usage of the *net floor area* for the project, both occupied and vacant, according to type of use. The Community Development Director, or designee, may require this record be provided when the owner applies for a new land use or development approval for the subject parcel.

(Ord. No. 2005.48, 8-18-2005)

APPENDIX F. - SHARED PARKING MODEL

Tempe's "Standard Shared Parking Model" can be used as a basis for predicting the Parking Demand for a particular mix of uses on a site. The model assumes that every separate use will actually need the full amount of parking that is called for by the ratios in the Ordinance at some point (called the "peak" period for the use) during the day. For example, in the real world, some uses (like nightclubs) peak in the evening; others (like offices) peak in the morning or afternoon. Where different uses need parking at different times of the day, there is an opportunity for them to share parking. This means that the total number of stalls needed to serve a "mixed use" site (the Parking Demand) may be significantly less than the number of stalls that would have to be built if each of the uses had to provide parking on its own (the Parking Required by this Code).

The Standard Shared Parking Model is a tool for estimating the Parking Demand of a specific mix of uses. It is called "standard" because each of the demand curves represents the parking needed for an average, typical use, based on studies and observations collected by staff over a number of years. The "curves" are represented below as a table showing the percent of the Code requirement for such uses, by hour of day.

These curves can be adapted to fit the specific needs of a major tenant on the site. The advantage of doing this is that the model will be more accurate in predicting that tenant's share of the parking throughout the day. The disadvantage is that the model will be unique, and may not work as well if that tenant is replaced by an average, typical user in the future. In addition to changing the curves, one might also consider the impact of transit availability (reliable mass transit serving the site), trip reduction programs (van and carpooling, etc.) and captive market effects (where users serve patrons who are already on site), as well as any users who might need more parking than the Code ratios require. Any modifications to the standard model should be based on a "professional parking analysis and management study", as described in a companion information sheet available from the Development Services Department.

Enclosed: Instructions on how to apply model.

**PARKING ANALYSIS AND MANAGEMENT STUDY**

Section 4-604 of Tempe's Zoning & Development Code refers to submittal of a professional Parking Analysis and Management Study where applicant is basing his parking on the predicted demand, rather than on the amount required by Code. To assist in the process, staff has prepared a more detailed description of the elements in such a Study, in a format that could be adapted as needed for each site:

" <u>professional</u> ":	The study should be stamped by a Professional Engineer who is registered in the State of Arizona and who has extensive experience with traffic and parking issues in private development. The consultant's qualifications should be briefly described in the study.
" <u>analysis</u> ":	A review of the existing and proposed parking conditions on the site, including:
	(a) A brief history of the phases of site development, with details of City approvals of variances, use permits, etc.
	(b) An overview of any parking problems that currently exist on the site, based on personal interviews with tenants, managers and owners, and on direct observations and counts by the consultant.
	(c) A comparison of the parking required by Code with the parking provided, both for current and proposed uses on the site.
	(d) An estimate of the parking demand for the site, along with the methodology (tables, graphs, assumptions, etc.) supporting that estimate.

	(e) A discussion of the probable scenarios and problems that will need to be addressed if the parking is provided in relation to demand, as proposed.
	(f) Any special conditions to protect the public interest recommended by the consultant if the project is approved as proposed.
" <u>management</u> ":	A summary of all implementation strategies needed to deal with the anticipated problems mentioned in (e) above, promoting any or all of the following, for example:
	(1) Ride sharing (incentives for carpools, vanpooling, set up programs to encourage high occupancy vehicles through specific incentives and policies, etc.).
	(2) Transit use (utilize flexible subsidies and fringe benefits, locate transit stops strategically, etc.
	(3) Alternative styles of transportation (encourage bicycles, motorcycles, walking, consider market rates for employee parking, promote off-peak trips, etc.
	(4) Convenient pedestrian circulation on-site (quality design of walkways, consider trams, create parking zones, cluster uses sharing customers, etc.
	(5) Efficient use of parking (supply a mix of short-term and long-term parking, cluster uses sharing parking minimize reserved spaces, consider permits, etc.).
	(6) Effective management (assign administrative responsibility for program to one person, section or company, achieve consistency in policy and enforcement, undertake periodic monitoring, file update reports with City, review impact of new tenants, etc.).

To use the model, take the following steps:

1. Verify that all uses on site have equal access to all parking spaces on site, that there are cross access easements across all property lines, and that there are no legal impediments to sharing the parking.
2. List all uses on the site.
3. Parking Required: Calculate the parking required for each use according to the ratios in the Code.
4. Adjust for transit, trip reduction, captive market or surplus need effects; if you change the model, state your assumptions clearly.
5. Group the uses according to the categories in Table I.
6. Add up the total number of spaces required for each group.
7. Multiply that number times the percent shown in the Tables ("80" means 80% or .8 of the Code requirement) for each hour for each group.
8. Add up the total number of spaces needed by hour of day.
9. Parking Demand: Find the maximum number of spaces needed by hour of day: this will represent the minimum number of spaces that the particular mix will actually need.
10. Parking Provided: Add between 5% (for larger sites with stable Demand throughout the year) and 10% (for small sites with a Demand that fluctuates throughout the year) to the Parking Demand to get a realistic estimate of the amount of parking you should provide for this mix of uses.



SHARED PARKING: MONDAY THROUGH FRIDAY																		
TYPE OF USE	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
ATHLETIC																		
health club/spa	45	35	45	50	45	45	45	40	40	70	100	100	85	75	20	15	5	0
team sports/court	45	35	45	50	45	45	45	40	40	70	100	100	85	75	20	15	5	0
kid playland	0	0	0	40	50	70	80	80	50	60	80	90	100	100	40	5	2	0
AUTO SALES/SERVICE	20	63	93	100	100	90	90	97	93	77	47	23	7	7	3	3	0	0
BANK	20	63	93	100	100	90	90	97	93	77	47	23	7	7	3	3	0	0
BAR	0	0	2	10	10	20	20	10	15	25	40	50	70	90	100	100	100	100
BOWLING ALLEY	0	0	15	20	20	25	30	35	40	40	50	100	100	100	70	40	10	5
CAR WASH	20	63	93	100	100	90	90	97	93	77	47	23	7	7	3	3	0	0
CONFERENCE	0	50	100	100	100	100	100	100	100	100	100	100	100	100	100	50	0	0
CONVENIENCE/GAS	80	100	100	50	40	50	40	40	50	60	100	100	90	80	80	70	50	20
DAY CARE	60	100	80	30	30	50	25	25	25	80	95	25	10	0	0	0	0	0
GOLF																		
course	100	100	95	90	90	85	90	95	95	95	95	80	60	5	5	2	2	0
driving range	40	90	100	95	50	100	60	50	50	40	70	90	90	80	40	10	2	0
mini-golf	0	0	10	10	20	30	30	25	20	25	25	40	60	100	100	80	30	2
HOSPITAL																		
patients/visits	0	0	50	100	90	50	30	30	30	30	40	80	100	100	60	20	10	10
doctors/shift	100	100	70	60	70	70	60	60	60	80	80	50	50	40	30	25	20	20
emp/shift	60	80	90	100	100	100	100	100	100	90	80	80	60	50	40	30	25	25
HOTEL/MOTEL	85	65	55	45	35	30	30	35	35	45	60	70	75	90	95	100	100	100
LODGE/CLUB	0	0	2	10	10	20	20	10	15	25	40	50	70	90	100	100	100	100
MANUFACTURING	75	85	100	100	90	80	85	95	95	95	50	25	10	10	5	5	2	2

MORTUARY	0	0	5	5	2	1	2	5	2	2	1	1	10	20	20	10	0	0
MUSEUM	8	18	42	68	87	97	100	97	95	87	79	82	89	87	61	32	13	0
OFFICE																		
medical clinic	10	60	100	100	100	80	100	100	100	100	80	10	5	0	0	0	0	0
general	20	63	93	100	100	90	90	97	93	77	47	23	7	7	3	3	0	0
call center	20	60	100	100	100	100	100	100	100	100	100	100	100	100	100	90	50	30
POOL/BILLIARDS	0	0	5	15	25	30	25	25	25	25	30	40	60	100	100	100	50	20
RESTAURANT																		
general	2	5	10	20	30	50	70	60	60	50	70	90	100	100	100	90	70	50
drive-thru	30	40	10	20	30	70	70	40	30	35	70	100	100	70	40	30	10	5
take-out	0	5	10	20	80	90	100	50	25	30	60	65	70	65	30	15	5	0
RESIDENTIAL																		
bed & breakfast	100	100	50	20	10	10	10	10	15	25	50	60	80	90	100	100	100	100
nursing home	20	60	100	100	100	100	100	100	100	100	100	50	20	20	20	20	20	20
single family	87	79	73	68	59	60	59	60	61	66	77	85	94	96	98	99	100	100
elderly apts.	100	90	85	80	70	70	70	70	70	75	85	90	95	95	100	100	100	100
apartments	87	79	73	68	59	60	59	60	61	66	77	85	94	96	98	99	100	100
fraternity/sorority	87	79	73	68	59	60	59	60	61	66	77	85	94	96	98	99	100	100
RETAIL	8	18	42	68	87	97	100	97	95	87	79	82	89	87	61	32	13	0
SCHOOL																		
elementary/ jr. high	25	80	100	100	100	80	75	95	95	85	70	25	15	10	5	5	2	2
high school/ college	50	100	100	100	95	70	95	95	85	35	50	20	70	80	80	50	30	15
STADIUM/ARENA	0	0	0	0	0	0	0	0	0	2	5	20	100	100	100	100	50	1
THEATER																		
movie	0	0	0	0	0	30	70	70	70	70	70	60	90	100	100	100	80	70

live performance	0	0	2	5	5	5	60	70	70	70	5	5	90	100	100	100	2	0
VIDEO ARCADE	0	0	10	10	15	40	30	10	10	40	60	80	100	100	100	50	20	10
WAREHOUSE/R&D	75	85	100	100	90	80	85	95	95	95	50	25	10	5	2	0	0	0
WORSHIP, PLACE OF	0	0	5	5	2	1	2	5	2	2	1	1	10	20	20	10	0	0

SHARED PARKING: SATURDAY THROUGH SUNDAY																		
TYPE OF USE	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
ATHLETIC																		
health club/spa	5	20	45	60	55	40	40	35	35	50	45	35	25	20	15	5	0	0
team sports/court	5	20	45	60	55	40	40	35	35	50	45	35	25	20	15	5	0	0
kid playland	0	0	0	10	10	40	40	20	20	30	60	90	100	100	40	5	2	0
AUTO SALES/SERVICE	7	20	25	25	35	35	30	20	15	15	5	2	2	0	0	0	0	0
BANK	7	20	25	25	35	35	30	20	15	15	5	2	2	0	0	0	0	0
BAR	0	0	2	5	5	10	20	10	15	25	40	50	70	90	100	100	100	100
BOWLING ALLEY	0	0	40	40	40	30	20	25	30	30	20	20	50	80	90	80	40	10
CAR WASH	7	20	25	25	35	35	30	20	15	15	5	2	2	0	0	0	0	0
CONFERENCE	0	30	50	50	50	50	50	50	50	50	20	0	0	0	0	0	0	0
CONVENIENCE/GAS	10	10	15	20	30	50	50	50	40	50	60	60	60	70	60	30	20	10
DAY CARE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GOLF																		
course	100	100	95	90	90	85	90	95	95	95	95	80	60	5	5	2	2	0
driving range	40	90	100	95	50	100	60	50	50	40	70	90	90	80	40	10	2	0
mini-golf	0	0	10	10	20	30	30	25	20	25	25	40	60	100	100	80	30	2
HOSPITAL																		

patients/visits	0	0	50	100	90	50	30	30	30	30	40	80	100	100	60	20	10	10
doctors/shift	100	100	70	60	70	70	60	60	60	80	80	50	50	40	30	25	20	20
emp/shift	60	80	90	100	100	100	100	100	100	90	80	80	60	50	40	30	25	25
HOTEL/MOTEL	70	60	50	40	35	30	30	35	40	50	60	70	80	90	95	100	100	100
LODGE/CLUB	0	0	2	5	5	10	20	10	15	25	40	50	70	90	100	100	100	100
MANUFACTURING	5	25	50	50	45	40	40	35	30	25	20	10	5	2	0	0	0	0
MORTUARY	10	30	90	100	100	50	20	10	5	5	5	30	40	40	20	10	2	0
MUSEUM	3	10	30	45	73	85	95	100	100	90	75	65	60	55	40	38	13	0
OFFICE																		
medical clinic	0	20	80	90	90	60	20	10	10	10	50	0	0	0	0	0	0	0
general	7	20	25	25	35	35	30	20	15	15	5	2	2	0	0	0	0	0
call center	20	20	30	30	40	40	50	50	50	50	40	30	10	10	5	5	5	5
POOL/BILLIARDS	0	0	5	10	15	20	20	25	25	35	40	50	60	100	100	100	50	20
RESTAURANT																		
general	2	3	6	8	10	30	45	45	45	45	60	90	95	100	100	95	85	70
drive-thru	2	3	6	8	10	30	45	45	45	45	60	90	95	100	100	95	85	70
take-out	2	3	6	8	10	30	45	45	45	45	60	90	95	100	100	95	85	70
RESIDENTIAL																		
bed & breakfast	100	100	50	20	10	10	10	10	15	25	50	60	80	90	100	100	100	100
nursing home	20	25	50	50	50	50	50	50	50	50	50	30	20	20	20	20	20	20
single family	95	88	81	74	71	71	70	71	73	75	81	85	87	92	95	96	98	100
elderly apts.	100	90	85	80	70	70	70	70	70	75	85	90	95	95	100	100	100	100
apartments	95	88	81	74	71	71	70	71	73	75	81	85	87	92	95	96	98	100
fraternity/sorority	95	88	81	74	71	71	70	71	73	75	81	85	87	92	95	96	98	100
RETAIL	3	10	30	45	73	85	95	100	100	90	75	65	60	55	40	38	13	0
SCHOOL																		

elementary/ jr. high	2	5	10	15	10	10	15	10	10	5	2	2	0	0	0	0	0	
high school/ college	0	5	40	40	20	10	30	30	30	20	10	5	5	5	2	0	0	
STADIUM/ARENA	0	0	0	0	2	50	100	100	100	100	5	20	100	100	100	100	50	1
THEATER																		
movie	0	0	0	0	0	30	70	70	70	70	70	80	90	100	100	100	80	70
live performance	0	0	2	5	5	5	60	100	100	100	5	5	90	100	100	100	2	0
VIDEO ARCADE	0	0	20	30	40	60	70	70	90	90	100	100	100	100	100	90	50	10
WAREHOUSE/R&D	5	25	50	50	45	40	40	35	30	25	20	10	0	0	0	0	0	
WORSHIP, PLACE OF	10	30	90	100	100	50	20	10	5	5	5	30	40	40	20	10	2	0

***APPENDIX F***  
***CITY OF CHANDLER ZONING CODE***



G.  
APR 04 2018



**MEMORANDUM                      Development Services – Memo No. PZ18-024**

**DATE:**            APRIL 4, 2018

**TO:**                PLANNING AND ZONING COMMISSION

**THRU:**            KEVIN MAYO, ACTING PLANNING ADMINISTRATOR *KA*

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

**SUBJECT:**        ZCA18-0001 CITY OF CHANDLER/ RIDE SHARING AND AUTONOMOUS VEHICLES ZONING CODE AMENDMENT

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**

Planning Staff, upon finding the request to be consistent with the General Plan, recommends approval.

**BACKGROUND**

The objectives behind the proposed 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 exponentially 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 factor, which is not known at this time, is the particular mix of transportation behaviors in the future; 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 behaviors 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 providing 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%. The proposed passenger loading zone to building square footage ratios 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 minimum dimensions in a standard detail (currently being prepared) and accessibility requirements from Chandler's Building Code. They must 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.



### **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 stakeholder groups: Chandler Chamber of Commerce, Valley Partnership, Urban Land Institute, National Association of Industrial and Office Parks, commercial property brokers and managers, Dignity Health, Intel, Pollack Investments, Wells Fargo, Waymo, Local Motors, land use law attorneys, and individual developers including Allred, Hines, Red Development, and Rockefeller.
- 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 she has already begun installing drop-off/pick-up areas on some of her properties.
- Terri Kimble, Chandler Chamber of Commerce, submitted comments inquiring about the cost of the parking demand studies, requesting that the Chamber businesses be included in the decision making process, and suggesting that the parking demand studies could be contracted out by approved third party vendors to increase competitions and bring down their cost (see attached).
- As of the writing of this memo, Planning Staff is not aware of any opposition to the proposal.

### **RECOMMENDED ACTION**

Planning Staff recommends Planning Commission motion to recommend approval of the draft Zoning Code amendments dated April 4, 2018, 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 by Staff in ZCA18-0001 CITY OF CHANDLER / RIDE SHARING AND AUTONOMOUS VEHICLE CODE AMENDMENT.

### **PROPOSED MOTION**

Motion Planning Commission to recommend approval of the draft Zoning Code amendments dated April 4, 2018, 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 by Staff in ZCA18-0001 CITY OF CHANDLER / RIDE SHARING AND AUTONOMOUS VEHICLE CODE AMENDMENT.

### **Attachments**

1. Draft Zoning Code Amendments
2. Comments from Terri Kimble, Chandler Chamber of Commerce

**ZCA18-0001 CITY OF CHANDLER / RIDE SHARING AND AUTONOMOUS VEHICLES ZONING CODE AMENDMENT**

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.

Draft Date: April 4, 2018

Revisions Key:

**All edits are in bold text**

~~Strikethrough~~ text indicates proposed text deletion

Underlined text indicates proposed new text

Regular text (not bold, underlined or strikethrough) indicates existing/unchanged City Code text

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.

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

- 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 °
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) 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 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.**

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 paintball, boxing training) not hosting tournaments, exhibitions or other similar events	One (1) space/three hundred (300) square feet
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%

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. 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 a 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 area 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%).

<u>Commercial</u>	<u>1 loading zone space per 50,000 sq. ft.</u>
<u>General Office</u>	<u>1 loading zone space per 100,000 sq. ft.</u>
<u>Industrial</u>	<u>1 loading zone space per 200,000 sq. ft.</u>
<u>Institutional and Medical</u>	<u>1 loading zone space per 50,000 sq. ft.</u>
<u>Multiple Family</u>	<u>1 loading zone space per 150 units</u>

- 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.



feedback

Terri Kimble

to:

David.delaTorre@chandleraz.gov

03/23/2018 05:04 PM

Hide Details

From: Terri Kimble

To: "David.delaTorre@chandleraz.gov" <David.delaTorre@chandleraz.gov>

History: This message has been forwarded.

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 ☺





## **SUMMARY**

The proposed development consists of residential apartment units and office space. The maximum proposed building height consists of four (4) floors. The office space will be located on the ground floor. The site comprises approximately 4 acres and is planned to contain a total of 187 multi-family apartment units and 3,794 square feet of office.

The proposed mixed-use development is anticipated to generate a maximum of 1,061 vehicles per day during an average weekday. The proposed development is also anticipated to generate a maximum of 97 vehicles per hour during the average highest peak hour of adjacent street traffic.

There are numerous nearby transit options that will likely be utilized by the proposed development. This includes light rail, two (2) regional bus routes and a local circulator bus route (Orbit). These options can reduce the dependency on the automobile as the primary means of transportation and therefore can also reduce the impacts to existing traffic volumes.

The proposed site is located adjacent to an existing LRT station. A new pedestrian signal, with a new striped crosswalk and accessible ramps, will be provided on Apache Boulevard east of Smith Road. This new signal will provide a dedicated pedestrian crossing for access to the nearby LRT station platform. Pedestrians will have access to continuous sidewalks on Apache Boulevard and Smith Road. Additionally, there is an existing continuous bike lane on both sides of Apache Boulevard. A new striped bike lane will also be provided on the east side of Smith Road north of Apache Boulevard adjacent to the proposed site.

**WHEN RECORDED RETURN TO:**  
City of Tempe  
Community Development Department  
31 E. 5<sup>th</sup> Street  
Tempe, AZ. 85281

**WAIVER OF RIGHTS AND REMEDIES  
UNDER A.R.S. §12-1134**

This Waiver of Rights and Remedies under A.R.S. § 12-1134 (Waiver) is made in favor of the City of Tempe (City) by **Name of Entity** (Owner).

Owner acknowledges that A.R.S. § 12-1134 provides that in some cases a city must pay just compensation to a land owner if the city approves a land use law that reduces the fair market value of the owner's property (Private Property Rights Protection Act).

Owner further acknowledges that the Private Property Rights Protection Act authorizes a private property owner to enter an agreement waiving any claim for diminution in value of the property in connection with any action requested by the property owner.

Owner has submitted Application No. **PL00000 – PROJECT NAME**, to the City requesting that the City approve the following:

- GENERAL PLAN AMENDMENT
- ZONING MAP AMENDMENT
- PAD OVERLAY
- HISTORIC PRESERVATION DESIGNATION/OVERLAY
- USE PERMIT
- VARIANCE
- DEVELOPMENT PLAN REVIEW
- SUBDIVISION PLAT/CONDOMINIUM PLAT
- OTHER \_\_\_\_\_

*(Identify Action Requested))*

for development of the following real property (Property):

**Insert Property Address:**

**Parcel No. or legal description:**

By signing below, Owner voluntarily waives any right to claim compensation for diminution in Property value under A.R.S. §12-1134 that may now or in the future exist as a result of the City's approval of the above-referenced Application, including any conditions, stipulations and/or modifications imposed as a condition of approval.

This Waiver shall run with the land and shall be binding upon all present and future owners having any interest in the Property.

This Waiver shall be recorded with the Maricopa County Recorder's Office.

Owner warrants and represents that Owner is the fee title owner of the Property, and that no other person has an ownership interest in the Property.

Dated this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

OWNER: **INSERT OWNER NAME**

By Its Duly  
Authorized Signatory: \_\_\_\_\_  
(Printed Name)

\_\_\_\_\_  
(Signed Name)

Its: \_\_\_\_\_  
(Title, if applicable)

State of \_\_\_\_\_ )  
  ) ss.  
County of \_\_\_\_\_ )

This instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_,  
20\_\_ by \_\_\_\_\_.

Notary Public  
My Commission Expires:

\_\_\_\_\_  
(Signature of Notary)