

June 18, 2021

City of Tempe
 Community Development Department
 Planning Division
 31 East Fifth Street
 Tempe, Arizona 85281



RE: PARKING MANAGEMENT PLAN FOR 250 RIO DEVELOPMENT – TEMPE, ARIZONA

This Parking Management Plan has been prepared for submittal to the City of Tempe in accordance with *Section 4-607(C) – Downtown Parking Standards* of the Tempe Zoning and Development Code (the “Code” or ZDC) for the 250 Rio development proposed for the northeast corner of Ash Avenue and Rio Salado Parkway in Tempe. An 8-story, 216,000-square foot (SF) office tower above a 6-level, 549-space parking garage are proposed for the site.

Table 1 summarizes the land uses and parking spaces required for the proposed development, which is within Tempe’s urban core or designated City Center (CC) District and within the City’s Bicycle Commute Area. ZDC Sections 4-603 and 4-607 provide the ratios for bicycles within the CC District and Bicycle Commute Area.

Table 1: Parking Space Summary

Land Use	Quantity ⁽¹⁾	Vehicular Parking Spaces		Bicycle Parking Spaces	
		Ratio with CC Reductions ⁽²⁾	Spaces Required	Ratio within Bicycle Commute Area ⁽³⁾⁽⁴⁾	Spaces Required
Office	216,000 GSF	1/500 SF [waived for 1 st 5,000 SF]	422.000	1/10,000 SF [Min. 4]	21.600
Commercial	4,500 SF	1/500 SF	9.000		
Total Required Spaces (rounded to the nearest whole space)			431		22
Total Provided Spaces			549		
Surplus/Deficit (Total Provided – Total Required)			118		
ADA Parking Spaces 2% of Total			11		
Standard Parking Spaces			538		

- SF = Square Footage, GSF = Gross Square Footage, NSF = Net Square Footage. NSF used for all calculations per ZDC 4-603.D.2
- The parking ratios are from Table 4-607A of the City of Tempe’s Zoning Code with reductions applied per the City Center (CC) criteria.
- Downtown Standards waive the parking requirements for conference/assembly and outdoor commercial land uses.
- The parking ratios are from Table 4-603E for bicycle space are based on those required for Tempe’s Bicycle Commute Area.

Based on the ZDC—and applying City Core reductions—the proposed development is required to provide 431 spaces. With a proposed 549 spaces, there will be a surplus of 118 spaces. Two percent of the spaces, a total of 11 spaces, must be ADA compliant. Of the 11 ADA-compliant spaces, 1/6 of them (rounded up to 2) must be van accessible with a minimum 96-inch wide access aisles. Thus, CivTech recommends a minimum of 11 ADA-compliant parking spaces be provided consisting of 9 spaces with minimum 60-inch wide access aisles and 2 van spaces with 96-inch wide access aisles.

A total of 22 bicycle spaces are required. All bicycle spaces will be provided in the parking structure.

1. The Parking Management Plan shall identify the location of specific parking facilities and the number of parking spaces in such facilities that are available to meet the parking demand of the new development.

The 250 Rio development proposed for the northeast corner of Ash Avenue and Rio Salado Parkway in Tempe is within the City of Tempe Transportation Overlay District. The project will consist of a high-rise office building that will be constructed on the site of the former local offices of the Pennysaver, a weekly publication of advertising and classified ads. The development will provide 216,000 square feet (SF) of gross office space with a shared parking structure (described below) integrated within the base of the building. The development will also provide 4,500 SF of commercial space at street-level.

Table 1 shows that a total of 431 vehicular parking spaces are required by Code. A total of 549 parking spaces are proposed to be provided on-site in a 6-level parking garage. The attached ground level plan shows that the access to the garage is on its north side and site access to/from Ash Avenue/Rio Salado Parkway will be via an existing driveway that currently serves a City-owned public parking lot that will be shared.

The site is located approximately 1,760 feet ($\frac{1}{3}$ -mile) from the Metro Light Rail station at 3rd Street east of Mill Avenue. Transit stops are located within a short walk on Ash Avenue to the south and on Rio Salado Parkway to the east for local bus routes 48 and 62, Orbit route Venus, and the future Tempe Streetcar. The site is located within $\frac{3}{4}$ -mile of the Tempe Transit Center, through which circulate the Metro Light Rail; local bus routes 30, 48, 62, 65, 66, and 72 and orbit routes Earth, Jupiter, Mars, and Venus.

Per Table 4-603E of the Tempe Zoning and Development Code, the minimum number of bicycle spaces required for this development project is 22 spaces, all of which will be provided in the parking structure.

2. Parking identified on the plan shall be delineated as being reserved for employees, residents, or public parking and whether valet or other access control measures are used to ensure the availability and enforcement of the plan.

Table 1 shows that 461 vehicle spaces are required to meet Tempe's Code, 422 for the offices and 9 for the commercial space. The parking garage will provide 549 parking spaces. All spaces will be unreserved and available for self-parking access to the development. In addition, 22 bicycle parking spaces are required and will be provided in the parking garage.

Access to the garage is on its north side and site access to/from Ash Avenue/Rio Salado Parkway will be via an existing driveway that currently serves a City-owned public parking lot.

3. The Professional Parking Analysis shall demonstrate that adequate parking for the public is provided, identifying existing supply and demand within the surrounding parking facilities and what will be provided on site. When off-site parking is proposed to satisfy the parking standards for employee/resident parking, the applicant shall demonstrate that all such parking is available within the specified parking facilities, based on the existing demand and supply as identified in the Professional Parking Analysis.

As noted above, 549 total spaces are proposed to be provided in the parking structure. The development site as it exists contains 33 spaces that will not be retained. The existing public parking lot to the north currently provides 104 spaces. With some reconfiguration, three spaces to be lost in that lot will be replaced by three more to be added in the southwest corner of that lot. There is no on-street parking available on the adjacent streets.

4. A shared parking model, as identified in Section 4-604(B), shall not be used for the purpose of reducing the minimum parking standards found in Table 4-607A.

A shared parking model has not been used to reduce the minimum parking standards found in Table 4-607A.

5. The owner or manager of a development approved under the Parking Management Plan shall provide an accurate and current record of the uses and parking allocation for the development. The Community Development Director, or designee, may require this record be provided or updated when the owner applies for a change in use or Development Plan Review for the subject site.

The project will consist of a high-rise office building that will be constructed on the site of the former local offices of the Pennysaver. The development will provide 216,000 square feet (SF) of gross office space with a shared parking structure (described below) integrated within the base of the building. The development will also provide 4,500 SF of commercial space at street-level.

Required by Code for the development are 431 vehicular parking spaces. Per the proposed PAD overlay, a total of 549 spaces will be provided in a 6-level parking garage. The attached ground level plan shows that the access to the garage is on its north side and site access to/from Ash Avenue/Rio Salado Parkway will be via an existing driveway that currently serves a City-owned public parking lot that will be shared.

