

MEMORANDUM

To: Town of Oro Valley Planning Staff
From: David Little, P.E.
Date: September 17, 2012, **Revised March 4, 2022**

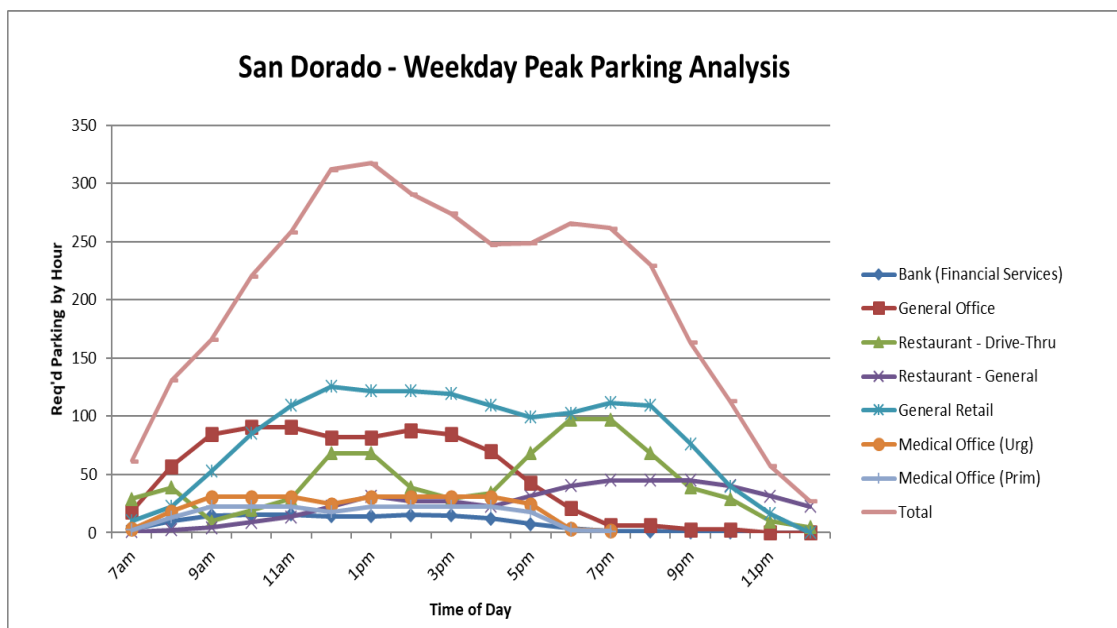
San Dorado – Parking Analysis

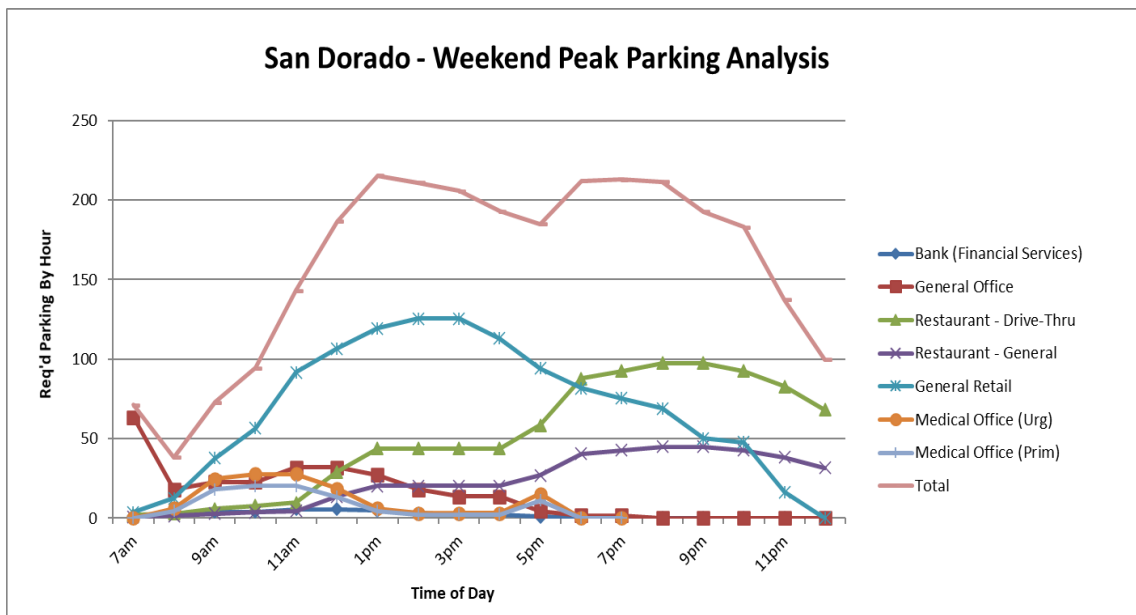
Note: The original 9/17/12 parking analysis has been updated with this revised memo to change Pads E & F from Restaurant-Convenience to Medical Offices. This change in use reduced the peak San Dorado weekday parking demand primarily due to the lessor required parking for the new use. The overall peak parking demand was also reduced since medical office parking peaks mid-morning and again in the late afternoon while the peak parking demand for the overall center is at 1:00 pm. The City of Tempe guidelines, which are based upon information from the Urban Land Institute, were used to estimate the time of peak parking demand during the day for the medical offices. This is the same source originally used in the 2012 analysis for the other various land uses.

The San Dorado project is proposed as a high-quality commercial development, featuring roughly 30,250 square feet (2 story office) of office space, 11,000 square feet of restaurant space, 31,380 square feet of general retail, and a 4,500 square foot bank, 6,845 square foot of medical office (urgent care), and 4,975 square foot of medical office (primary care). If the two-story office is developed as a one-story building, uses requiring higher parking demands may be substituted for the reduction in square footage in the interest of maintaining a more intimate pedestrian scale within the development, and reducing the size of parking fields, we respectfully request an alternative parking compliance ratio. The following are responses to the specific review criteria set forth in OVZCR Section 27.7.C.2 regarding alternative parking compliance. A summary table is provided at the end of this memo. There are also approximately 16 acres of multi-family housing proposed with this project. This parking analysis is intended only to address shared parking among the commercial land uses. The multi-family housing will be a gated community and does not provide equal access to parking for the commercial uses. Therefore, parking provided for the multi-family housing portion of this project is in accordance with the Town of Oro Valley Zoning Code and is excluded from this parking analysis.

- i. The number of employees occupying the building or land use and the number of expected customers or clients.*
 - The number of employees occupying an individual building or land use is expected to be similar to other individual developments of the same type. However, due to the different operating hours of office, retail, and restaurant uses, it is anticipated that the employee parking demand can be shared among the uses as all will have peak demands at different hours of the day based on peak operating hours of the individual land uses.

- ii. *The availability of nearby parking (if any).*
- Not applicable.
- iii. *Purchased or leased parking spaces in a municipal or private parking lot meeting the requirements of the Town; trip reduction programs (if any).*
- Not applicable.
- iv. *Any other factors that may be unique to the applicant's development request.*
- Typical office tenants are expected to operate during regular business hours, while the restaurants are expected to operate more during the late afternoon and evening hours. General retail is expected to operate mostly during the afternoon and early evening hours, overlapping with busier hours of the office use in the afternoon and the busier hours of the restaurant use in earlier evening. As a result, the peak parking requirements for the office users and the peak parking requirements for the restaurant users will not overlap, however, the general retail use will add to the peak of both the office and restaurant uses. Accordingly, we performed a peak parking demand analysis based on City of Tempe guidelines, which in turn are based on Urban Land Institute data. The result is a weekday peak parking demand of 317 spaces and a weekend peak demand of 215 spaces. Below are charts depicting the results of this analysis.





Another factor suggesting that sufficient parking will be available is a result of a variety of anticipated uses within the overall shopping center. Such mixes of establishments will result in a reasonably high frequency of single parking spaces being occupied by vehicles whose drivers patronize more than one establishment, thus effectively reducing the actual parking demand per square foot of commercial floor area. An additional reduction of the peak parking demand by 10% results in a weekday shared parking demand of 285 spaces and a weekend shared parking demand of 194 spaces.

- v. *Continuity and convenient proximity for pedestrians between or among existing or future uses in the vicinity.*
- Pedestrian connections will be provided to the sidewalk recently completed along the Oracle Road Widening Project. There is also significant commercial development across Oracle Road as part of the existing Rooney Ranch development. Pedestrian connectivity to this development will be provided at the signal at Oracle Road and First Avenue. Pedestrian connectivity between the multi-family housing and the commercial development will also be provided to encourage local shopping and work locations. In addition, this project will provide a pedestrian path along the Rooney Wash Bank protection and within the site between buildings. Pedestrian connections will be provided to connect to future portions of the Rooney Ranch Development to the east and south of this project.
- vi. *Visual and aesthetic impact along the public street by placing parking lots to the rear or along side of buildings, to the maximum extent feasible. Visual and aesthetic impact of the surrounding neighborhood.*
- The San Dorado has been intentionally designed to avoid creating any large parking fields. This design has been possible by incorporating four-sided architecture that allows pedestrian access into several sides of the buildings, which in turn allows functional parking to be provided on multiple sides of the buildings rather than concentrated near the fronts. Along with innovative

architecture and intensive landscaping throughout the development, including in the parking areas and along the project perimeter, the San Dorado will be aesthetically pleasing from nearby properties and rights-of-way.

vii. Impact on any facilities serving alternative modes of transportation.

- Not applicable.

viii. Impact on natural areas or features.

- By reducing the required number of parking spaces, overall development intensity is decreased.

ix. Maintenance of mobility-impaired parking ratios.

- All Town of Oro Valley mobility-impaired parking provision ratios have been met.

In summary, the parking spaces provided on-site will optimally serve the project's anticipated parking needs without creating large parking fields and excessive parking vacancy. Uses have been assumed based on worst case peak parking demands and assuming that the office buildings are constructed as two-story buildings with a combination of retail and office use. At this point, tenants have not been determined for all spaces and actual uses/tenants may vary.

Total Area of Office Uses.....	30,250 sq. ft.
Total Area of Restaurant Uses	11,000 sq. ft.
Total Area of General Retail Uses	31,380 sq. ft.
Total Area of Bank Uses.....	4,500 sq. ft.
Total Area of Medical offices Uses	11,820 sq. ft.
OVZCR Parking Req'd. for Office Uses (3/1000 sq. ft.)	91 spaces
OVZCR Parking Req'd. for Std. Restaurant Uses (10/1000 sq. ft.)	45 spaces
OVZCR Parking Req'd. for Con. Restaurant Uses (15/1000 sq. ft.)	98 spaces
OVZCR Parking Req'd. for General Retail Uses (4/1000 sq. ft.)	126 spaces
OVZCR Parking Req'd. for Bank Uses (3.5/1000 sq. ft.).....	16 spaces
OVZCR Parking Req'd. for Medical offices Uses (4.5/1000 sq. ft.)	53 spaces
<u>OVZCR Total Parking Required for All Uses.....</u>	<u>429 spaces</u>
 Actual Weekday Peak Parking Demand per Peak Parking Analysis	317 spaces
Additional 10% Reduction for Shared Parking	32 spaces
<u>Total Shared Peak Parking Demand</u>	<u>285 spaces</u>
 Total Parking Provided On-Site for All Uses	358 spaces
Total Proposed Parking Reduction	17%