

Board of Adjustment

Staff Report

CASE NUMBER: BOA18-00515
STAFF PLANNER: Kim Steadman
LOCATION/ADDRESS: 5916 East McKellips Road
COUNCIL DISTRICT: District 5
OWNER: Stephen M Javinett Living Trust
APPLICANT: Western Semi Solutions LLC - Steven Javinett

REQUEST: Requesting a Special Use Permit (SUP) to allow for the reduction in required parking in the LC District.

SUMMARY OF APPLICANT'S REQUEST

This request is for a Special Use Permit (SUP) for reduced parking. The subject site is parked for a standard retail use. The applicant proposes a medical office. This use requires more parking than the site can accommodate.

STAFF RECOMMENDATION

Staff recommends **approval** of case BOA18-00515, **with the following conditions:**

1. Compliance with all requirements of the Development Services Department in the issuance of building permits including but not limited to replacing missing or non-thriving plant material per original landscape plan.
2. Future land uses must comply with the parking requirements in the Mesa Zoning Ordinance or apply for and receive a parking reduction.

SITE CONTEXT

CASE SITE: Existing vacant commercial building – zoned LC
NORTH: Existing residences – zoned RM-2-PAD
EAST: Existing commercial – zoned LC
SOUTH: (Across McKellips Road) Existing commercial center – zoned LC
WEST: Existing in-line commercial – zoned LC

STAFF SUMMARY AND ANALYSIS:

The applicant is requesting a reduction in the number of required parking spaces to facilitate the conversion of an existing retail building to a medical office. The site is on the north side of McKellips Road, west of Recker Road. The following table outlines the current and proposed uses for the stand-alone building and compares the MZO parking requirement to the recommendations in the parking demand study.

USE	SF	MZO REQUIRED Parking Ratios	MZO REQ'D # Spaces	PROPOSED Parking Ratios	PROPOSED # spaces
EXISTING Retail and Storage	8,280	1 space/375 /sf	23	1 space/306.7	27 existing
Proposed "Iora Primary Care"	7,923	1 space/200 SF	40	1 space/293.5 SF	27 existing
Proposed Storage Garage	357	1 space/375 SF	1	N/A	0
Proposed Building Total Area:	8,280	Total Spaces:	41	-	27



There is auto circulation between the adjacent commercial properties, but shared parking has not been established between sites. This means the subject site must self-park. MZO requires more parking for medical offices (1 space/200 SF of building area) than for retail or standard office uses (1 space/375 SF). The site, as developed, meets the standard parking but can't meet medical office requirements.

The parking demand study establishes differences between the practices of Iora Primary Care clinics and other medical offices, resulting in a reduced parking load. The differences are laid out below:

	Iora Primary Care Clinics	Impact on Parking Load:
Time with doctor	Standard office visits are 7 to 15 minutes. Iora encourages longer visits with the provider and support team.	Fewer patients simultaneously waiting for an appointment.
Arranged transportation	Iora works with a rideshare vendor to provide transportation	Fewer parked cars during visits.
Number of patients per practice	Iora has 600-900 per practice compared with about 2,300 patients for traditional providers.	Fewer patients, resulting in lower parking volume.
More breakout spaces	There is a dedicated space for wellness classes and an additional space for behavioral health counseling.	The breakout spaces serve the patient population already parked.

MZO 11-32-6.B allows the Zoning Administrator to require a parking demand study to substantiate the basis for granting a reduction in parking and may include any of the following information:

1. Total square footage of all uses within existing and proposed development and the square footage devoted to each type of use.	Included in the parking demand study
2. A survey of existing on-street and off-street parking within 300 feet of the project site.	On-site parking is evaluated in the table. Street parking isn't allowed. Adjacent retail buildings are self-parked. Their off-street parking is not available to this use.
3. Standard parking requirements for the use, per Table 11-32-3(A).	Included in the parking demand study
4. Estimated parking demand for the use, using any available existing parking generation studies from the Institute for Transportation Engineers (ITE) or other professionally recognized, and/or accredited sources. If appropriate parking demand studies are not available, the City may require the applicant to conduct a parking demand survey of a development similar to the proposed.	The parking demand study compares parking demand at 7 other lora locations in Phoenix over a 9-month period. The study concludes that because of the specifics of the lora business model, the 27 parking spaces will meet the demands of the clinic at this location.
1. Comparison of proposed parking supply with parking requirements.	Included in the parking demand study
6. A shared parking analysis, as appropriate.	There is no shared parking.
7. A description of any other characteristics of the site or measures being undertaken that could result in reduced parking demand, including staggered work shifts, telecommuting, shuttles to transit stations, or similar programs.	lora reduces parking demand by providing arranged transportation for patients, limiting its patient load, and providing additional breakout spaces.
8. Other information as required by the City.	NA

The parking demand study compares 7 other lora locations in the Valley, finding hourly peak demands of 18 parking spaces in the morning hours. Afternoon hourly demand peaks between 16 and 17 spaces. The demand study calculates all staff as present at all times, which is not the case. This reality lowers the actual demand. Staff finds the study establishes that 27 parking spaces are adequate for the parking demand of this use.

Per MZO 11-32-6.A, approval of a SUP for reduced parking requires the following findings:

1. Special conditions – including but not limited to the nature of the proposed operation; proximity to frequent transit service, transportation characteristics of persons residing, working, or visiting the site exist that will reduce parking demand at the site; **(See findings #2 and 3.)**
2. The use will adequately be served by the proposed parking; and **(See finding #1.)**
3. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area. **(See finding #6.)**

FINDINGS

1. A parking demand study concluded that hourly demands for parking peak between 17 and 18 spaces, making the existing 27 spaces adequate to support the proposed use.
2. Special conditions are cited in the parking demand study based on the parking usage at other lora Primary Care clinics, concluding that the existing parking count is sufficient.
3. The parking demand study establishes that lora reduces parking demand by providing arranged transportation for patients.
4. By MZO standards, the parking demand is 41 spaces for the building's 8,280 SF area, at a ratio of 1 /200 SF.
5. This site shares automobile access between adjacent sites, but parking is not shared between sites. This

site is required to self-park.

6. The parking demand study establishes that the highest parking demand for this use is 18 spaces and occurs during the hours 9 A.M. through 11 A.M. Afternoon hourly demands range from 16 to 17 parking spaces. The use does not offer evening hours. As such, the 27 provided spaces meet the parking demands of the proposed use and will not have a detrimental impact on parking on the surrounding sites.

ORDINANCE REQUIREMENTS:

11-32-6: Parking Reductions

Required parking for any use may be reduced through approval of a Special Use Permit, pursuant to Chapter 70, unless specified otherwise, and the following:

- A. Criteria for Approval. A Special Use Permit for reduced parking shall only be issued if the following criteria are found to be true:
 1. Special conditions—including but not limited to the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site—exist that will reduce parking demand at the site;
 2. The use will adequately be served by the proposed parking; and
 3. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area.
- B. Parking Demand Study. In order to evaluate a proposed project's compliance with the above criteria, the Zoning Administrator may require submittal of a parking demand study that substantiates the basis for granting a reduced number of spaces and includes any of the following information:
 1. Total square footage of all uses within existing and proposed development and the square footage devoted to each type of use.
 2. A survey of existing on-street and off-street parking within 300 feet of the project site.
 3. Standard parking requirements for the use, based on Table 11-32-3(A).
 4. Estimated parking demand for the use, using any available existing parking generation studies from the Institute for Transportation Engineers (ITE) or other professionally recognized, and/or accredited sources. If appropriate parking demand studies are not available, the City may require the applicant to conduct a parking demand survey of a development similar to the proposed.
 5. Comparison of proposed parking supply with parking requirements.
 6. A shared parking analysis, as appropriate.
 7. A description any other characteristics of the site or measures being undertaken that could result in reduced parking demand, including staggered work shifts, telecommuting, shuttles to transit stations, or similar programs.
 8. Other information as required by the City.

11-70-5: Special Use Permit

- E. **Required Findings.** A SUP shall only be granted if the approving body determines that the project as submitted or modified conforms to all of the following criteria. If it is determined that it is not possible to make all of the required findings, the application shall be denied. The specific basis for denial shall be established in the record.
 1. Approval of the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable City plan and/or policies;
 2. The location, size, design, and operating characteristics of the proposed project are consistent with the purposes of the district where it is located and conform with the General Plan and with any other applicable City plan or policies;
 3. The proposed project will not be injurious or detrimental to the adjacent or surrounding properties in the area, nor will the proposed project or improvements be injurious or detrimental to the neighborhood or to the general welfare of the City; and
 4. Adequate public services, public facilities and public infrastructure are available to serve the proposed project.