

PARKING ANALYSIS
For
Mesa Royale
West of the Northwest Corner of Date and Main Street
Mesa, Arizona

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Parking Analysis
For
Mesa Royale
West of the Northwest Corner of Date & Main Street
Mesa, Arizona

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UCG Project Number: TR24095

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TABLE OF CONTENTS

INTRODUCTION	2
PARKING AVAILABILITY	2
PARKING REQUIREMENTS AND DEMAND	2
A. GENERAL GROSS PARKING REQUIREMENTS PER CITY CODE OF ORDINANCES	2
Table 1: Code of Ordinances Parking Requirements	3
B. ITE PARKING GENERATION MANUAL PARKING DEMAND	3
Table 2: ITE Parking Generation Manual Parking Demand – Dwelling Units	4
Table 3: ITE Parking Generation Manual Parking Demand – Bedrooms	4
CONCLUSIONS	5
LIMITATIONS	6
SOURCES	6

Appendix A . . . Figures

INTRODUCTION

United Civil Group (UCG) conducted this Parking Analysis for the planned Mesa Royale multifamily residential project (“the Development”), located just west of the northwest corner of Date and Main Street in Mesa, Arizona. The Development is planned as a multifamily residential project having a total of 89 dwelling units; 100% of which are affordable housing units.

Figure 1: Aerial View illustrates the subject site and its location within the surrounding area. *Figure 2: Site Plan* presents the site plan for the Development. All figures are attached at the end of this document in Appendix A.

The objectives of this Parking Analysis are: to determine the gross off-street parking requirements of the Development as generally required by the parking regulations within the City of Mesa’s *Code of Ordinances*; determine the actual projected parking demands of the site considering its planned affordable housing status, utilizing the national standards of the *ITE Parking Generation Manual, 6th Edition*; and determine if the proposed parking supply of the Development is sufficient to meet the projected peak parking demand.

There are many advantages to developers, local government, and the general public when creating a development with correctly sized, efficient parking areas. Some of the significant advantages include reduced land area and costs for parking, reduction of excessive pavement and impermeable surfaces, and a reduction of the urban heat island effect. Additionally, the requirement of excessive parking can hinder the feasibility of otherwise beneficial business development within the municipalities.

PARKING AVAILABILITY

Per the current site plan, the Development is planned to have a total dedicated parking supply of **104** off-street parking spaces, 6 of which are ADA accessible spaces (per ADA requirements a minimum of 5 accessible spaces would be required for a site with 101 – 150 total parking spaces).

PARKING REQUIREMENTS AND DEMAND

A. GENERAL GROSS PARKING REQUIREMENTS PER CITY CODE OF ORDINANCES

The Development is planned as a multifamily residential use with 100% affordable housing units. *Table 1: Code of Ordinances Parking Requirements* presents a general gross parking requirement estimation of the total number of parking spaces required for the Development. This is based on its planned 89 total dwelling units, as per the City of Mesa’s *Code of Ordinances, Chapter 32 On-Site Parking, Loading and Circulation*, for a development site not located within ¼ mile radius (1,320 feet) of bus rapid transit or light rail station (see note below Table 1).

TABLE 1: CODE OF ORDINANCES PARKING REQUIREMENTS

Primary Use	Total Number of Dwelling Units	Parking Space Ratio ¹	Spaces Required
Multifamily Dwelling Units	89	2.1 spaces per unit (regardless of number of bedrooms)	187

¹ "Multiple Residence" category, not located within ¼ mile radius of bus rapid transit or light rail station, City of Mesa Code of Ordinances, Table 11-32-3.A.

As shown above in Table 1, the general gross parking requirement of the Development per the City of Mesa Code of Ordinances is **187** spaces.

Note: The Metro Light Rail line is adjacent to the subject site within Main Street. The Development subject site is located approximately 1,500 feet from the "Country Club/Main Street" light rail station, which is just outside of the ¼ mile radius. This distance difference is negligible, and in effect the site would be expected to have the same light trail transit use as if it was within the ¼ radius limit. Additionally, Valley Metro Bus Route 40 Main Street is aligned on Main Street with the nearest bus stop #12623 (Main St & Date) located directly adjacent to the subject site. Parking requirement reductions based on the subject site's close proximity to existing transit option may be appropriate to consider.

B. ITE PARKING GENERATION MANUAL PARKING DEMAND

Parking demand estimates were determined for the proposed use of the Development according to the Institute of Transportation Engineer's (ITE) *Parking Generation* manual, 6th Edition. This parking requirement estimation takes into account rates determined through actual parking demand at existing locations for a land use similar to that of the proposed development. Due to the project being an affordable housing multifamily development, the following ITE Land Use Code (LUC) was used in this analysis:

Affordable Housing (LUC 223) – Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member.

The manual provides parking generation rates utilizing the independent variables of "Dwelling Units" and "Bedrooms". The Development is being planned with 89 dwelling units having a total of 167 bedrooms. Both independent variables are utilized and analyzed in the tables below.

Table 2: *ITE Parking Generation Manual Parking Demand – Dwelling Units* presents the estimated parking demand spaces for a typical weekday (Monday – Friday), Saturday, and Sunday, during the projected peak period of parking demand for the Mesa Royale development considering the total number of 89 dwelling units.

TABLE 2: ITE PARKING GENERATION MANUAL PARKING DEMAND – DWELLING UNITS

Land Use	ITE LUC	Units	Total Size	Peak Parking Demand (# of Parking Spaces)		
				Weekday (M-F)	Saturday	Sunday
Affordable Multifamily Housing	223	DUs	89	89	77	85

<u>Affordable Housing – LUC 223</u>	<u>Equation/Rate</u>
Weekday (Monday – Friday)	P = 1.12(X) - 19.50
Saturday	P = 0.88(X) - 4.49
Sunday	P = 0.96 x (X)

As shown in Table 2, per the ITE *Parking Generation Manual*, the forecasted peak parking demand for the Development, considering the total number of 89 dwelling units, is **89 spaces**. This peak demand is forecasted to occur during a typical weekday (Monday – Friday) from 11:00pm – 5:00am.

Table 3: *ITE Parking Generation Manual Parking Demand – Bedrooms* presents the estimated parking demand spaces for a typical weekday (Monday – Friday), during the projected peak period of parking demand for the Mesa Royale development considering the total number of 167 bedrooms.

TABLE 3: ITE PARKING GENERATION MANUAL PARKING DEMAND – BEDROOMS

Land Use	ITE LUC	Units	Total Size	Peak Parking Demand (# of Parking Spaces)		
				Weekday (M-F)	Saturday	Sunday
Affordable Multifamily Housing	223	Bedrooms	167	92	N/A	N/A

<u>Affordable Housing – LUC 223</u>	<u>Equation/Rate</u>
Weekday (Monday – Friday)	P = 0.55 x (X)
Saturday	Data Not Available
Sunday	Data Not Available

As shown in Table 1, per the ITE *Parking Generation Manual*, the forecasted peak parking demand for the Development, considering the total number of 167 bedrooms, is **92 spaces**. This peak demand is forecasted to occur during a typical weekday (Monday – Friday) from 11:00pm – 5:00am.

CONCLUSIONS

This Parking Analysis has been provided for the planned Mesa Royale multifamily residential project, located just west of the northwest corner of Date and Main Street in Mesa, Arizona. The Development is planned to include a total of 89 dwelling units; 100% of which are affordable housing units.

Per the City of Mesa *Code of Ordinances, June 2024, Chapter 32 – On-Site Parking, Loading, and Circulation*, and considering the total number of 89 dwelling units, the general gross parking requirement for the site is 187 spaces. A parking generation/demand analysis has been conducted for the Development per the provided equations/rates within the *ITE Parking Generation Manual, 6th Edition*. Considering the total number of dwelling units planned (89), the peak parking demand for the Development is 89 spaces; considering the total number of bedrooms planned (167), the peak parking demand for the Development is 92 spaces. The peak parking demand is forecasted to occur during a typical weekday (Monday – Friday) from 11:00pm – 5:00am.

The proposed number of off-street parking spaces provided for the Development is 104 spaces, 6 of which are ADA accessible spaces. Therefore, the parking supply provided (104 spaces) is anticipated to be greater than, and adequate for, the projected overall peak parking demand potential of 92 spaces.

LIMITATIONS

Our professional services have been performed using that degree of skill ordinarily exercised, under similar circumstances, by reputable transportation engineering firms practicing in this locality. No other warranty, expressed or implied, is made.

The contents of this report are intended for the sole use of the addressee and their designees. In completing this report, data was obtained from a variety of sources (i.e. City, County, State and Federal sources); United Civil Group has assumed these sources to be reliable and accurate. Should deviations from this report be noted, this firm shall be contacted for review of the area of concern.

This report is issued with the understanding that it is the responsibility of the owner to see that its provisions are carried out or brought to the attention of those concerned. In the event that any changes of the proposed project are planned, the conclusions and recommendations contained in this report may be reviewed and the report may be modified or supplemented as necessary.

SOURCES

Parking Generation, 6th Edition, Institute of Transportation Engineers, 2024.

City of Mesa, Code of Ordinances, June 2024, Chapter 32 – On-Site Parking, Loading, and Circulation.

United States Access Board, ADA Accessibility Guidelines (ADAAG).

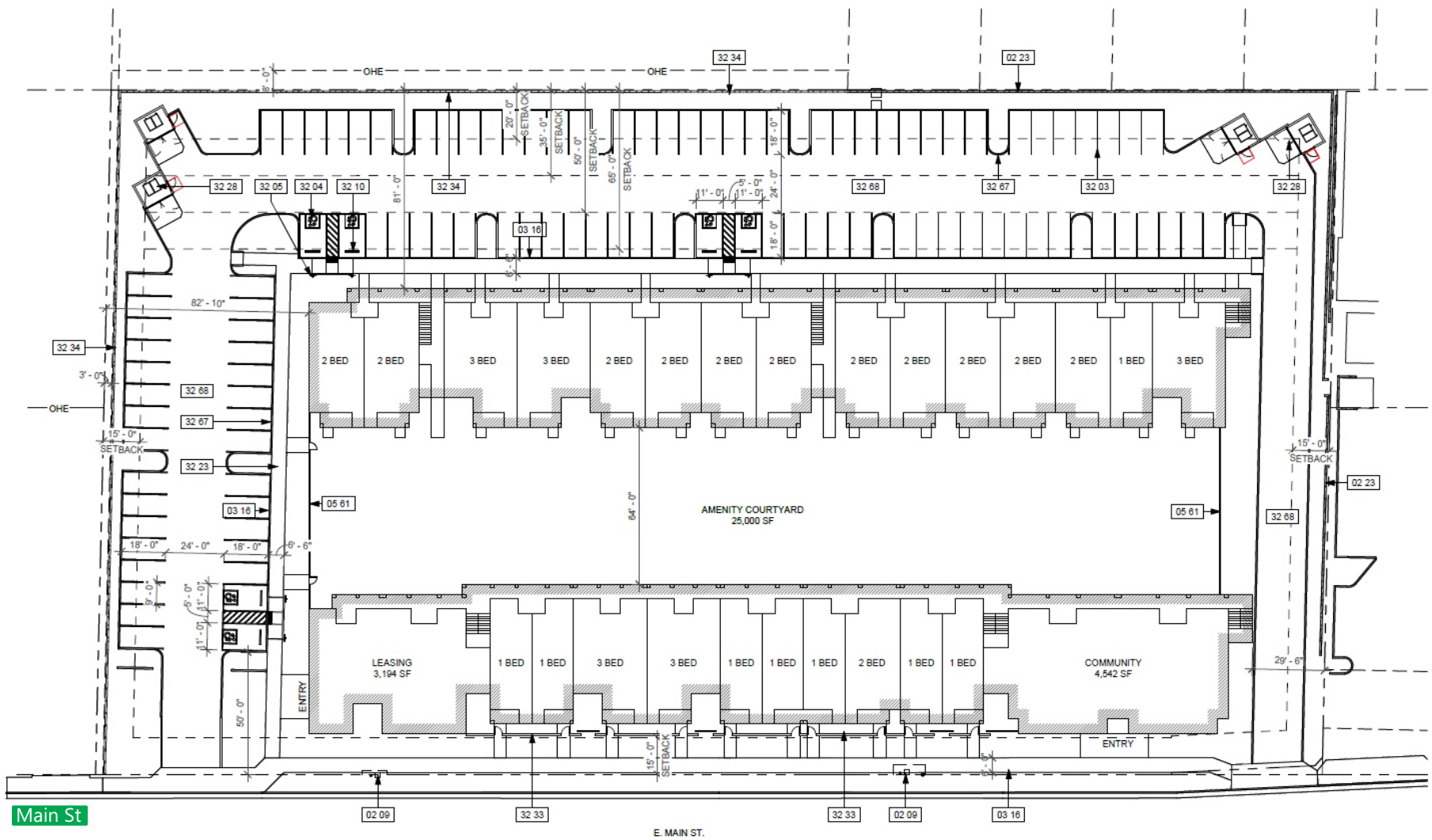
APPENDIX A

Figures



Figure 1: Aerial View and Vicinity





Date

Note: 104 total parking spaces provided (6 ADA)

Figure 2: Site Plan

