

November 18, 2020

Dr. Shantha Kumar, President
Evolution Health Care
7615 East Baseline Road
Mesa, Arizona 85209



**RE: PARKING STUDY FOR EVOLUTION HEALTH CARE 2ND SUBMITTAL
SOUTHEAST CORNER OF BASELINE AND SOSSAMAN ROADS – CITY OF MESA, ARIZONA**

Dear Dr. Kumar:

Thank you for retaining CivTech to prepare this parking study for an expansion proposed for the existing Evolution Health Care (EHC) facility on the southeast corner of Baseline and Sossaman Roads in the City of Mesa, Arizona.

BACKGROUND

The EHC facility is a single two-story medical office building that was opened earlier in 2020. Per the Maricopa County Assessor, EHC has an official first-floor area of 8,030.8 square feet (SF) and a second floor area of 3,150.4 SF, for a total floor area of 11,181.2 SF. Based on the area of the ground floor, parking of 40 spaces was provided on-site, meeting the City's published ratio of 1 space for every 200 SF of floor area for a medical office building.

The owners wish to put to use the second floor, which was originally intended for storage. Potential uses include moving existing staff offices from the first to the second floors to expand outpatient recovery areas on the first floor. The City of Mesa approved case ZON18-00061 with several Conditions of Approval. Condition No. 7 of the approval was that, before any portion of the second floor could be use, the owner would have to obtain a Special Use Permit (SUP). Per Section 11-32-6 of the Mesa Zoning Ordinance (MZO), there are three criteria for approval of a SUP. These are documentation that there are special conditions, that the use will be adequately served by the proposed parking, and that the parking demand generated will not exceed the capacity of the parking lot and, thus, have a detrimental impact on the supply of surrounding on-street parking. In this case, the required documentation must confirm that the existing 40 parking stalls can accommodate any additional uses before the second floor can be opened for use. Therefore, the purposes of this parking demand analysis are to determine if the existing 40 parking stalls are adequate to support the operation of the Evolution Health Care facility after the planned built-out of its interior and to serve as justification for a waiver from City requirements.

This version is a 2nd Submittal of an original sealed October 14. In this version City comments are addressed. The final attachment is a copy of the City's comments and CivTech's responses. Areas where there have been substantive revisions or additions to the original text are indicated by the bars in the right margin.

EXISTING FACILITY

Attachment A is a site plan of the EHC facility. At present, only the northern 2,500 SF of the first floor is being used for patient services. (This area and all measurements from hereon are approximate.) The usable area is limited by the Certificate of Occupancy (C of O) issued by the City when the construction was completed. As can be seen in **Attachment A**, the primary features of the existing offices are a waiting room and reception area, four patient examination rooms, staff and visitors' rest rooms, one doctor's office, a pre- and post-operation area, and a procedure (not operating) room. On the south end of the building, accessible only from the outside, are five separate rooms (660 SF) for the facilities required to operate and maintain the physical plant (electrical, plumbing, medical gases, etc.) and a walled-in area for a future emergency backup generator. An elevator occupies nearly another 100 SF adjacent to the reception area and an internal staff stairwell occupies another 240 SF. Excluding these known, fixed uses from the building's first floor area leaves a maximum of 4,600 SF that is currently unused due to the limitations of the C of O. This is the area that will be built into new facilities required for patients needing surgeries or other procedures. These facilities are described in the next section.

PROPOSED INTERIOR BUILD-OUT

As noted, remaining interior floor area to be configured into the additional operating facilities required on the first floor is 4,600 SF. The 3,140 SF second floor is also available. Originally intended solely for storage, the second floor is now expected to be built out to provide offices for staff members and separate decontamination and sterilization rooms. This would allow the development on the first floor of the various surgery-related facilities shown on **Attachment A**.

A review of **Attachment A** shows that, for this new operating area on the first floor, new and separate reception and waiting areas would be provided. In addition to multi-purpose room off of the waiting area, there will be two operating rooms, a larger one labeled as a "Hybrid Operating Room"¹ (OR) and the other a smaller, general OR; three private patient pre-op/recovery rooms with a patient rest room; a nurses' station; a room for accumulating soiled clothing across from a staff changing/dressing room equipped with a private staff rest room; two separate storage rooms for supplies and equipment that should be kept apart; and an equipment room shown adjacent to the hybrid OR in which some of the equipment used in the hybrid OR will be housed. Several scrub sinks can also be seen in the plan.

MZO PARKING REQUIREMENTS

Chapter 32 of the MZO specifies off-street/on-site parking requirements in Table 11-32-3.A, a copy of which can be seen as **Attachment B**. The parking ratio requirement from Table 11-32-3 for "Medical/dental offices and outpatient clinics" is as noted above, 1 space per 200 square feet of floor

¹ Per the Steris Healthcare website, "A Hybrid OR is an aseptic environment that combines surgical equipment, instruments, surgical tables, OR Lights, equipment management systems, and surgical booms along with fixed advanced imaging systems, offering the capability to perform combined image-guided procedures with minimally invasive procedures."

area. With a ground floor area of 8,031 SF, slightly more than the 40 spaces (40.16) spaces would have been required, which the City allowed to be rounded down to 40 spaces.

Table 1 – Parking Spaces Requirements

Use	Gross Floor Area (SF)	Parking Requirement Floor Area	Required Parking Spaces
Medical Offices (Existing, 1 st Floor)	8,031	1/200 SF	40.16
Medical Offices (Additional)	3,140	1/200 SF	15.75
Total Required (Rounded)			56
Total Provided			40
Excess(Deficit)			-16

The inset axonometric view of the site provided in the lower right corner of **Attachment A** shows the 40 parking stalls that were provided when the building was constructed. A review of aerial photography of the site reveals that there is no more area available for additional stalls. Thus, after the build-out of the interior and expansion into the second floor, there will remain just 40 spaces. With the use of the 3,150-SF second floor, the total floor area increases to 11,181 SF and 16 additional spaces ($= 3,150 \div 200 = 15.75$) for the added floor area are required to meet City requirements, spaces that cannot be provided on the site.

Table 1 at the top of the next page details the parking space calculations as required by the City of Mesa. A review of the table reveals that, if EHC were required to provide spaces for use of the second floor, 16 additional spaces would be required and EHC would be 16 spaces (28.6%) short of the total of 56 spaces required under the MZO.

SPECIAL CONDITIONS: DAY-TO-DAY OPERATIONS

Among the special conditions to be considered as a criterion of approval for the required SUP is “the nature of the proposed operation.” CivTech understands that the nature of the day-to-day operations of the facility can differ. Most days are patient consultation days. Much less frequent are days when operations and other procedures are performed. In addition, since the facility is for cardiac (heart) patients, they do not come and go as frequently as they may at a family practice/general medical clinic. Additionally, since there is only one heart specialist at the facility, there is no overlap of the two: either patient consultations are happening or surgeries (and other procedures). As a general rule, both do not occur on the same day.

The following describe other characteristics of the operation of the site. Please note that none are measures (such as staggered work shifts, telecommuting, shuttles to transit stations, or similar programs as cited in MZO 11-32-6.B.7) that could reduce parking demand because such measures, as will be demonstrated, are not necessary.

Consultation Days. On consultation days, patients are seen by appointment at approximately 1-hour intervals, a maximum of 10 patients per day. With no office staff working in the building yet, the office area is occupied only by a receptionist and the doctor. When a patient arrives for a consultation, a total of 3 persons are in the building. CivTech recorded parking space occupancy counts on Friday, September 29, 2020 and not more than 3 vehicles were observed in the parking lot at any one time, one for each person in the building during the consultation. When more normal activities resume post-COVID-19, it may be that such activity may attract other vehicles from loved ones joining the patient for the consultation; however, that still only yields a maximum of 4, or perhaps 5 or 6, spaces

being used. Even if patient arrivals/departures or appointments overlap, there is already a sufficient number of parking stalls to accommodate patient consultations.

Operation Days. CivTech understands that it is in the two new ORs that procedures requiring anesthesia will be performed. Typically, not more than three procedures, each of which could take up to three or four hours, can be performed in a day; nor will both ORs be in use at the same time. The surgical facilities would be staffed with 6—or perhaps as many as 8—medical professionals, including nurses and nursing assistants to assist with patient preparation and recovery, an anesthesiologist, and the cardiac specialist. As can be seen in **Attachment A**, there will be two private patient recovery rooms so that one patient can be prepared while another is undergoing a surgery. When a surgery/procedure is completed, the patient can be put into a private recovery room away from the patient awaiting surgery.

Please note that CivTech's experience with an outpatient surgical center in the Town of Paradise Valley yielded an interesting finding that will be shared here. In Paradise Valley, different parking requirements are published for various types of medical uses. For a surgical center, the number of parking spaces to be provided is based on 1 space per operating room plus ½ space per employee. If applied to the present case, the requirement would be just a total of six spaces for the new ORs: two spaces (one for each OR) plus four spaces for the maximum of eight employees present during operations. This is very close to the estimate that CivTech made above after discussions with the physician.

Thus, based on the above descriptions of the nature of the proposed operation, the greatest need for parking stalls is expected to occur on operation/procedure days, when the highest number of medical professionals is required on-site. The next section looks considers the additional needs of office staff on these days.

Office Staff. Currently, with the exception of a receptionist, there is no office staff on-site. An office staff of 5 employees plus a receptionist is expected to be hired and/or brought in from Goldfield Cardiovascular Institute, EHC's sister company in Apache Junction. When present on operation days, it is expected that, with the exception of the patient's (or the patient's driver's) vehicle, a maximum of 15 parking stalls could be occupied at any one time. Another few stalls may be required for patients' loved ones who, post COVID-19, may attend to lend moral support to the patient. And, as noted, there occasionally may also be some overlapping of appointments and arrivals and departures; however, no more than 20 stalls can be expected to be occupied at any one time, half of the number of spaces already provided.

SPECIAL CONDITIONS: PROXIMITY OF FREQUENT TRANSIT SERVICE

CivTech notes that the Zoning Administrator may authorize reductions in parking any reductions that can be applied to "uses located within 1320-feet (1/4 mile) of a BRT or light rail stop with 30-minute or more frequent service during the hours of 7:00 a.m. to 9:00 a.m. and 5:00 p.m. to 7:00 p.m." Although there is a stop for local bus route 108 (Elliot Road/48th Street) on Baseline Road adjacent to the site, the site is miles away from both the nearest BRT (i.e., bus rapid transit) route and the light rail, which currently terminates on Main Street just west of Gilbert Road. Therefore, unless and

until the City revises the MZO to read any public transit (and para-transit) service, there are no transit reductions that can be applied here.

ESTIMATED ITE PARKING DEMAND

The only formal City comment requiring a formal response from CivTech via this study requested that CivTech “expand the parking demand study to include an analysis based on ITE standards.” For this purpose, CivTech referenced the latest (5th) edition of the *Parking Generation Manual*, published by the Institute of Transportation Engineers (ITE) in January 2019.

A review of the numerous Land Uses in the manual reveals that the most appropriate Land Use for EHC is Medical-Dental Office Building, which is assigned the Land Use Code (LUC) 720. In a general urban/suburban setting on a typical weekday, the average rate of parking demand is 3.23 spaces per 1,000 SF of gross floor area. This average is based on 117 studies. The number of studies was sufficiently large enough to allow development of a fitted curve equation with a high (0.91) correlation: $P = 3.34(X) - 5.21$, where X is the floor area in 1,000 SF (of KSF) and P is the number of spaces required. Applying each of these to the building’s 11.1812 KSF *with* the second floor yields 36.11 spaces using the average rate and 33.25 spaces using the fitted curve equations. Rounding up the more conservative 36.11 spaces yields 37 spaces, which is 3 spaces less than the existing 40 spaces. Therefore, using the *ITE Parking Generation Manual*, CivTech calculated that the 40 spaces the site already provided is 3 (8.1%) more spaces than the 37 spaces needed. This, therefore, confirms CivTech’s analysis that demonstrated the existing 40 spaces are sufficient to accommodate the proposed use of the second floor.

CONCLUSIONS

Evolution Health Care, which is currently limited by its Certificate of Occupancy to operating on a small portion of the ground floor of its facility opened earlier in 2020, would like provide two operating rooms and related facilities in the remaining area of its ground floor and add staff offices in the existing second floor now allowed to be used only for storage. No additions to the existing 40 parking stalls in the parking lot is possible.

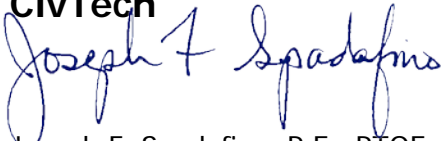
From the analysis, CivTech has determined that the existing 40 parking stalls can accommodate the day-to-day operations of the facility. On operations days, a maximum of 15 parking stalls would be occupied at any one time by the vehicles of medical personnel and office staff. Another few stalls may be required for patients’ loved ones who may attend to lend moral support to the patient. Even with the occasional overlap of patient appointments and arrivals/departures, no more than 20 stalls can be expected to be occupied at any one time, half of the number of spaces already provided. Therefore, there are already a sufficient number of parking stalls provided and CivTech believes that this analysis can be used to support a request to waive City requirements of any additional spaces.

CivTech confirmed its above conclusions using the *ITE Parking Generation Manual* as a reference and calculated that the 40 spaces the site already provided is 3 (8.1%) more spaces than the 37 spaces needed.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions you may have on these responses.

Sincerely,

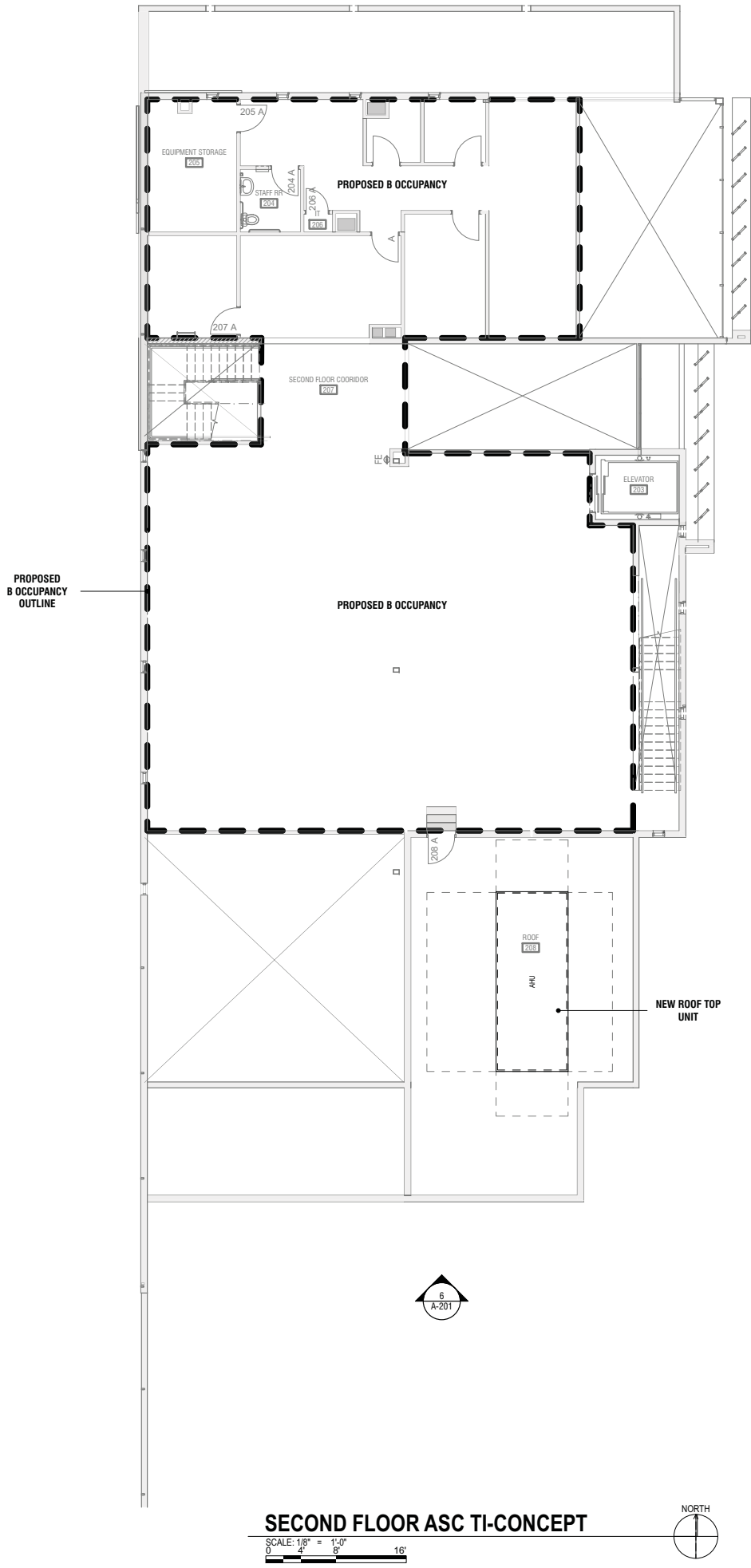
CivTech



Joseph F. Spadafino, P.E., PTOE, PTP
Project Manager/Senior Traffic Engineer

Attachments (3)

Orcutt|Winslow Project 2020_L_311 Evolution Healthcare Clinic ASC TI: ASC TI-Conceptual Design Sheet 01 ASC TI-concept plan was plotted by Alex Buettner on Tuesday, October 13, 2020 at 5:49 PM. The file found at BIMcloud - BIMcloud Health Care Studio/20_311 Evolution Healthcare ASC TI



Chapter 32 On-Site Parking, Loading, and Circulation

Sections:

- 11-32-1 Purpose and Applicability
- 11-32-2 General Regulations and Standards
- 11-32-3 Parking Spaces Required
- 11-32-4 Parking Area Design
- 11-32-5 Shared Parking
- 11-32-6 Parking Reductions
- 11-32-7 Alternative Compliance with Minimum Parking Requirements
- 11-32-8 Bicycle and Motorcycle Parking

11-32-1: Purpose and Applicability

A. **Purpose.** The purpose of this Chapter is to provide standards for parking and loading facilities to accommodate the various land uses permitted by this Ordinance. It is the intent of this Chapter to require the minimum number of on-site parking and loading spaces with maneuvering areas, driveways, and surface materials for the efficient movement of vehicular traffic, and to provide flexibility in meeting these requirements for sites with special needs. Additional purposes of this Chapter include:

1. Ensuring the provision of safe and convenient places to park personal transportation vehicles, including automobiles, bicycles and motorcycles,
2. Providing paved surfaces and alternative dust control measures to control and reduce the amount of dust and PM-10 particulates released to the atmosphere,
3. Limiting the area of land consumed by parking through allowances for reductions to the number of required parking spaces and allowances for sharing of parking spaces among multiple uses where appropriate,
4. Minimizing conflicts between pedestrian and vehicular circulation,
5. Reducing the scale of paved surfaces and shading these surfaces, to reduce heat gain that contributes to the urban heat island effect, and
6. Encourage sustainable development by promoting the use of alternative modes of transportation, walking and bicycling through recalibrating parking regulations for mixed use and transit-oriented developments.

32-1

The MZO is current through Ordinance 5405, passed August 28, 2017

Table 11-32-2.H.2: Parking Area and Space Dimensions – Compact Spaces					
Angle of Parking	Stall Width	Curb Length Per Stall	Stall Depth	One-Way Aisle Width	Two-Way Aisle Width
Parallel	9'0"	22'0"	9'0"	11'	20'
30°	9'0"	18'0"	14'11"	11'	20'
40°	9'0"	14'0"	16'5"	11'	22'
45°	9'0"	12'9"	17'0"	11'	24'
50°	9'0"	11'9"	17'5"	13'	24'
60°	9'0"	10'5"	17'10"	16'	24'
70°	9'0"	9'8"	17'9"	16'	24'
90°	9'0"	9'0"	16'0"	21'	24'

3. **Loading Spaces.** If loading spaces are provided they shall be a minimum 10 feet by 30 feet.

I. **Size of Parking Spaces for Motorcycles, Scooters, and Golf Carts.** Motorcycle and Scooter parking spaces shall have a minimum dimension of 5 feet by 9 feet. Golf cart parking spaces shall have a minimum dimension of 5 feet by 10 feet.

J. **Drive Aisle without Associated Parking Spaces.** One-way drive aisles that do not provide access to parking or loading spaces shall be at least 12-feet wide. 2-way drive aisles that do not provide access to parking or loading spaces shall be at least 20-feet wide.

11-32-3: Parking Spaces Required

- A. The following chart specifies the minimum parking spaces required for each permitted use (For exceptions, see Sections 11-32-5, 6, and 7):

Table 11-32-3.A: Required Parking Spaces By Use	
Use	Minimum Standard
Residential	
Single Residence, detached or attached, including Manufactured Home Subdivisions	2 spaces per dwelling which may be in tandem with Zoning Administrator approval
Multiple Residence (Typical)	See sub categories, below
Apartments, multiple residence: condominiums, and mixed-use residential, townhomes, patio homes and similar multiple residence buildings: development site located within 1/4 mile radius (1320+ feet) of bus rapid transit or light rail station, regardless of bedroom count	9 or fewer total units 1.4 spaces per dwelling unit
	10 – 25 total units 1.3 spaces per dwelling unit
	26 or more total units 1.2 spaces per dwelling unit
Apartments, multiple residence: condominiums, mixed-use residential, townhomes, patio homes, and similar multiple residence buildings: development site not located within 1/4 mile radius (1320+ feet) of bus rapid transit or light rail station, regardless of bedroom count	2.1 spaces per dwelling unit

Table 11-32.3.A: Required Parking Spaces By Use	
Use	Minimum Standard
Group Residential (Boarding House, Assisted Living, Group Homes for the Handicapped in excess of 10 persons)	1-2 spaces per dwelling unit for development with distinguishable dwelling units 1.0 space for each room plus 2 additional spaces for development with congregative dining and no distinguishable separate dwelling units Same as Single Residence
Group Home for the Handicapped (10 or less persons)	2.1 spaces per unit
Live-Work Units	1.0 space per room or dwelling unit plus 2 additional spaces
Residential Care, General (Nursing Home, Hospice)	1 full-sized space for each RV space, plus 1 guest parking space per 10 (or fraction thereof) RV spaces for the overall development
RV Parks	1 full-sized space and 1 golf cart space for each lot; plus 1 full-sized guest parking space per 10 (or fraction thereof) dwelling units for the overall development
RV Subdivisions	2 full-sized space for each lot (may include tandem spaces); plus 1 guest parking space per 10 (or fraction thereof) dwelling units for the overall development
Manufactured Home Parks	1 space per 75 square feet used for public assembly
Public Assembly and Schools Theaters, auditoriums, assembly halls, places of worship, clubs, lodges and fraternal buildings, funeral homes, community centers, libraries	1 space per 250 square feet used for public assembly plus accessory uses
Museums	1 space per 5 seats plus 1 space per 300 square feet for accessory uses
Stadiums	1 space per 75 feet for public assembly space, such as auditoriums and theaters, and 1 space per 600 square feet for all other areas
School, kindergarten through 9th grade	1 space per 200 square feet
High schools, academies, colleges, universities, trade or vocational schools	1 space per 200 square feet
Health Care Medical/dental offices and outpatient clinics	1 space per 200 square feet
Hospitals, hospices, nursing, and convalescent homes	1 space per 400 square feet
Day care centers	1 space per 375 square feet
Group Commercial Developments Shall buildings (no specified use)	1 space per 275 square feet
Independent Commercial Buildings and Uses General offices, retail, and services	1 space per 375 square feet
General auto repair, garages, service stations, car washes, and drive-through lubrication shops	1 space per 375 square feet, including service bays, wash tunnels, and retail areas
Hotels and motels	1 space per room or suite of rooms with individual exits plus ancillary use requirements
Eating and Drinking Establishments (no drive through window)	1 space per 75 square feet for indoor area, and 1 space per 200 square feet for outdoor seating area
Eating Establishments (with drive-through window and associated queuing drive aisle)	1 space per 100 square feet for indoor area, and 1 space per 200 square feet for outdoor seating area
Outdoor sales and service areas (car lots, plant nurseries, building supplies, etc.)	1 space per 375 square feet of sales and service building, but not less than 4 spaces per use
Temporary Outdoor Uses Swap Meets (See Section 11-20-29)	1 space per 300 square feet of designated vendor area

Table 11-32.3.A: Required Parking Spaces By Use	
Use	Minimum Standard
Farmer's Markets (See Section 11-20-29)	1 space per 400 square feet of designated vendor area
Recreation Bowling centers	5 spaces per lane plus ancillary use requirements
Golf driving range	1 space per tee plus ancillary use requirements
Miniature golf, amusement parks, batting cages, and water slides	1 space per 300 square feet of outdoor recreations area plus ancillary use requirements
Health space and clubs, gyms, and tennis, handball, and racquetball courts and clubs	1 space per 100 square feet, excluding courts, plus 2 spaces per court
Skating rinks and dance halls	1 space per 75 square feet used for recreational activities plus ancillary use requirements
Group Industrial Buildings and Uses Shall buildings (no specified use)	75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet
Independent Industrial Buildings and Uses Mini-storage (dead storage only)	4 spaces plus 2 for manager's quarters. Drive aisles between buildings shall maintain minimum distance of 24 feet
Warehousing and Storage, excluding Mini-storage	1 space per 900 square feet
Industrial	1 space per 600 square feet
Airport Buildings and Uses Aircraft Hangers	2 per aircraft, plus ancillary use requirements
Public Facilities and Uses Fire stations	1 space per bed, plus 1 space per 75 square feet for Community Room
Police Substations	1 space per 300 square feet, plus 1 space per 75 square feet for Community Room, plus ancillary use requirements

B. **Basis of Calculation.** The on-site parking requirements specified in this Section are based on gross floor area unless otherwise stated.

1. In the case of mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements of the various uses computed separately as specified in this Section, and the off-street parking space for one use shall not be considered as providing the required off-street parking for any other use, unless a Shared Parking Plan has been approved in accordance with the requirements of Section 11-32-5.
 2. In case of fractional results in calculating parking requirements from the chart above, the required number shall be rounded up to the nearest whole number.
- C. **Maximum Parking Spaces.** The number of parking spaces provided by any development in surface parking lots shall not exceed 125% of the minimum required spaces in Table 11-32-3(A), except as follows:

November 12, 2020

Mr. Evan Balmer, AICP
Planner II
Development Services – City of Mesa
55 North Center Street
Mesa, Arizona 85201

RE: RESPONSES TO COMMENTS

Dear Mr. Balmer,

Thank you for your review of CivTech's parking study for the above-referenced project. A copy of your original comments, dated October 20, 2020 is attached. Below are the City's parking-related comments followed by CivTech's formal responses.

Item No.	Page/Sheet	Comment
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1	General	Condition of approval #7 from case ZON18-00061 states - if the use of any portion of the mezzanine changes from storage to any other use, the property shall be brought in to compliance with Chapter 32 of the City of Mesa Zoning Ordinance pertaining to on-site parking. Based on this condition of approval, a Special Use Permit (SUP) will be required to expand business operations to the mezzanine of the existing building.
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Response: This comment requires no formal response from CivTech except to hereby acknowledge that the developer intends to satisfying condition of approval #7.

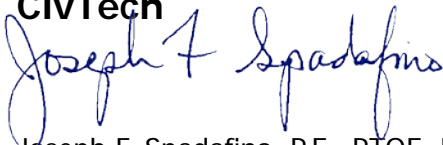
2	General	Section 11-32-6-B of the Mesa Zoning Ordinance (MZO), there is specific information required to be included in the parking demand study, one of which is estimated parking demand for the use, using any available existing parking generation studies from the Institute for Transportation Engineers (ITE) or other professionally recognized, and/or accredited sources. Please expand the parking demand study to include an analysis based on ITE standards.
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Response: An analysis based on ITE standards is included.

Thank you again for your review of CivTech's study. If you have any questions regarding these responses, please contact me.

Sincerely,

CivTech



Joseph F. Spadafino, P.E., PTOE, PTP
Project Manager/Senior Traffic Engineer

Attachment

CC:



Project Review Comments

Project Name:	Evolution Health Care	Case #:	PRS20-00691
Location:	7615 E. Baseline Road		
Planner:	Evan Balmer	Division:	Planning
Submittal Date:	10/15/2020	Submittal:	Pre-submittal

City Council:

1. Council District 6 – Kevin Thompson
Council Assistant – Alicia White (480)644-5296, alicia.white@mesaaz.gov

General Plan:

1. The General Plan character area designation for this property is Neighborhood. The Neighborhood character area allows for a wide range of residential uses as well as supporting commercial development along arterial road frontages. The existing use is consistent with the General Plan.

Zoning:

1. The property is zoned Limited Commercial (LC) with a Bonus Intensity Zone (BIZ) overlay. The existing medical office is consistent with the LC-BIZ zoning on the property.

Site Plan:

1. No site plan changes are proposed with this application.

Landscape Plan:

1. No changes to the landscape plan are proposed with this application.

Elevations:

1. No changes to the elevations are proposed with this application.

Parking:

1. Condition of approval #7 from case ZON18-00061 states - if the use of any portion of the mezzanine changes from storage to any other use, the property shall be brought in to compliance with Chapter 32 of the City of Mesa Zoning Ordinance pertaining to on-site parking. Based on this condition of approval, a Special Use Permit (SUP) will be required to expand business operations to the mezzanine of the existing building.
2. Section 11-32-6-B of the Mesa Zoning Ordinance (MZO), there is specific information required to be included in the parking demand study, one of which is 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. Please expand the parking demand study to include an analysis based on ITE standards.

Citizen Participation Process:

1. Per Section 11-67-3(A) of the MZO, all applications for public hearings require submission of a citizen participation plan (CPP). The CPP provides an opportunity for the