



## Memo:       Residences @ SEC of McDowell & Gilbert – Parking Analysis

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Date:       04/02/21  
TO:        City of Mesa  
FROM:     Eric Maceyko, P.E., PTOE  
            Kelly Fletcher, P.E.

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### **INTRODUCTION**

A new mixed-use multi-family residential / commercial development, named Residences @ SEC of McDowell & Gilbert, is being proposed south of McDowell Road at the Loop 202 East Ramps within the City of Mesa, Arizona. The site sits on approximately 9 acres and is planned to contain a four-story building with a total of 262 multi-family dwelling units and 1,500 square feet of ground floor commercial retail area. The proposed development is also planning to provide a total of 445 parking spaces for the residential and commercial uses.

EPS Group has been retained to conduct a Parking Analysis for the proposed mixed-use development to evaluate the anticipated parking demand and determine the recommended number of parking spaces to provide adequate operation.

## **LOCATION & SITE PLAN**

**Figure 1** provides a map of the proposed site location and local vicinity. The site is currently vacant and is planning to construct a south leg of the existing Loop 202 East Ramps / McDowell Road intersection as its main point of access. A new multi-lane roundabout is planned at this intersection which will replace the existing traffic signal control. An emergency-only access will also be provided at Gilbert Road. There is an existing park and ride station on the northeast corner of Gilbert Road and McDowell Road just northwest of the proposed site location. Continuous sidewalks are available on McDowell Road adjacent to the proposed site and crosswalks will be provided at the new roundabout intersection.

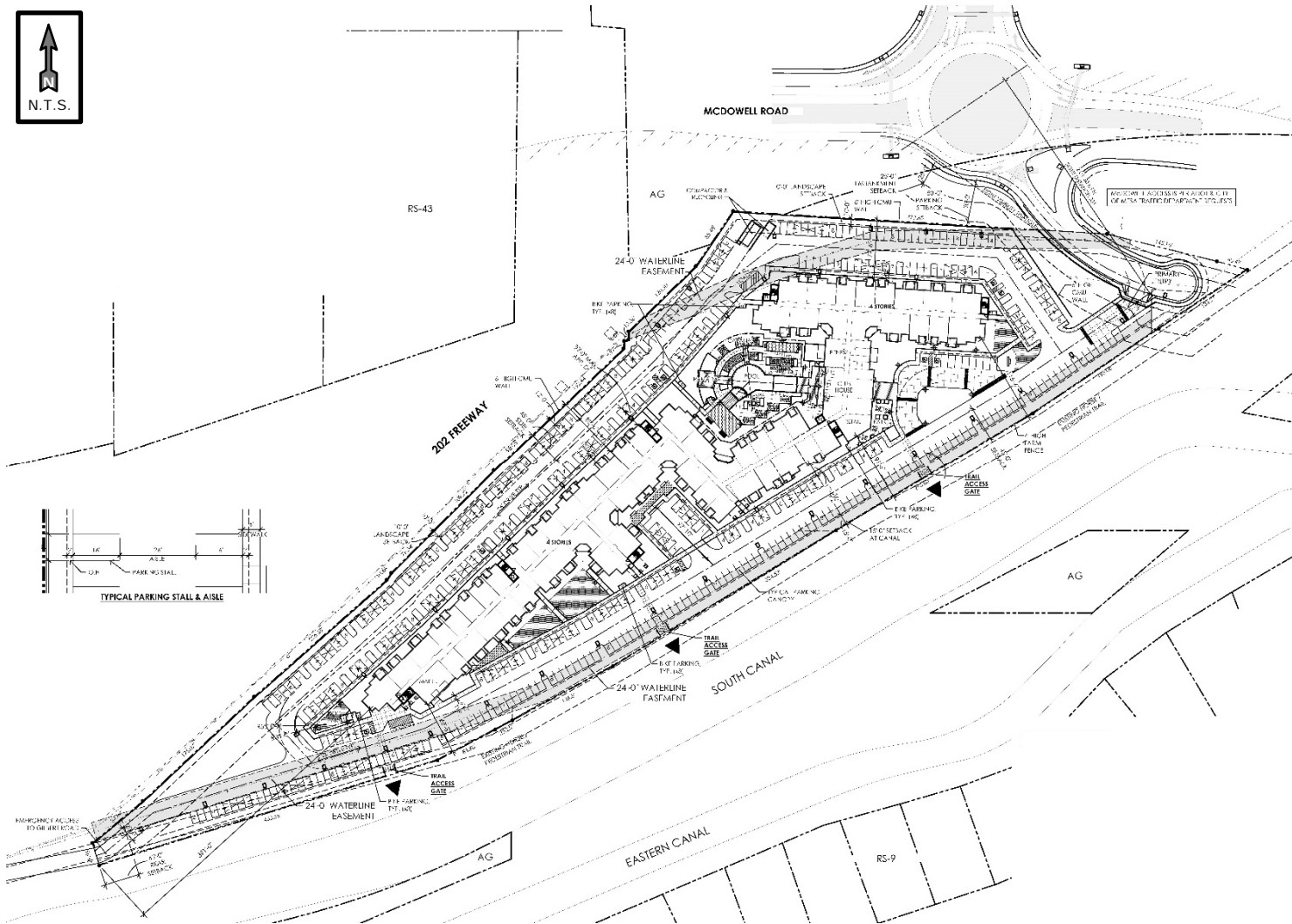
**Figure 2** provides the proposed development site plan. The planned multi-family development will consist of several different unit types including:

- One Bedroom / One Bathroom – 124 dwelling units
- Two Bedrooms / Two Bathrooms – 122 dwelling units
- Three Bedrooms / Two Bathrooms – 16 dwelling units

Based on the above unit types and number of dwelling units, a total of 416 bedrooms are planned. The 1,500 square foot commercial retail development will occupy the ground floor area near the clubhouse along the main drive aisle. The planned development will also provide a gated trail access to the adjacent multi-use trail along the canal.



Figure 1: Proposed Site Location



### Figure 2: Proposed Site Plan

## **PARKING ANALYSIS**

Parking analysis was conducted utilizing two (2) sources suitable for the proposed mixed-use development including:

- City of Mesa Zoning Ordinance
- *Parking Generation*, 5<sup>th</sup> edition by Institute of Transportation Engineers (ITE)

The following sections detail the analysis results from each source.

### *City of Mesa Zoning Ordinance:*

Per *Section 11-32-3: PARKING SPACES REQUIRED*, criteria for required parking is provided for a multitude of different land uses. As provided in *Table 11-32-3.A: Required Parking Spaces By Use*, the following criteria is applicable to the proposed development:

- Apartments, multiple residence condominiums, mixed-use residential, townhomes, patio homes, and similar multiple residence buildings: development site not located within ¼ mile radius (1320-feet) of bus rapid transit or light rail station, regardless of bedroom count – 2.1 spaces per dwelling unit
- General offices, retail, and services – 1 space per 375 square feet

Based on the above criteria, a total of 554 parking spaces are required (550 for the multi-family use and 4 for the commercial use).

As mentioned previously and shown in **Figure 1**, the existing park and ride is located less than one-quarter mile to the northwest of the site. Review of the existing Valley Metro system route map and schedules revealed local Bus Route 136 – Gilbert Road, and Rapid Express Bus Route 535 – Northeast Mesa Express currently operate during the weekday morning and evening peak hours. Route 136 also provides a stop at the light rail station on the west side of Main Street. **Attachment A** contains the current route maps and schedule.

Due to the aforementioned transit options, the following criteria provided in *Table 11-32-3.A* is applicable for the proposed multi-family use:

- Apartments, multiple residence condominiums, and mixed-use residential, townhomes, patio homes and similar multiple residence buildings: development site located within ¼ mile radius (1320-feet) of bus rapid transit or light rail station, regardless of bedroom count (26 or more total units) – 1.2 spaces per dwelling unit

Based on this criterion, a total of 319 parking spaces are required (315 for the multi-family use and 4 for the commercial use). These results indicate that the proposed development is planning to provide 126 more spaces than the required criteria, or a surplus of approximately 28%.

#### *ITE Parking Generation:*

In 2019, the Institute of Transportation Engineers (ITE) published the fifth edition of *Parking Generation*. This document provides parking supply and demand data for 121 separate land use categories. The data provides hourly counts of parked vehicles at land uses throughout North America that can be utilized to predict future parking demand at similar land uses. This resource contains accurate parking demand data and each individual hour of the day contains a unique value.

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise) contains the most appropriate data for the residential use. ITE Land Use Code 820 – Shopping Center is also available for the commercial retail use, however, the planned building area for the proposed development is well below the data range provided by ITE. Therefore, the standard City requirements were utilized.

The independent variable Dwelling Units and Bedrooms were utilized for the residential use. It should also be noted that *Parking Generation* provides data for urban and suburban sites, including additional data for developments near rail transit. Only the data for suburban sites not near transit was considered. Since the proposed development is located near a transit center with local and express bus options, which ITE does not account for, it is reasonable to assume this analysis is likely conservative.

To provide a conservative analysis, three different calculation methods were considered to evaluate the anticipated maximum parking demand:

- Average Rate
- Weighted Equation
- 85<sup>th</sup> Percentile

**Table 1** provides a summary of the *ITE Parking Generation* calculation results for the proposed residential uses.

**Table 1: ITE Parking Generation Results – Residential**

ITE PARKING GENERATION			
LAND USE	AMOUNT	PARKING REQUIREMENT	
		RATE	SPACES
ITE LUC 221 (Multi-Family) - Average Rate	262 DU	1.34	351.08
ITE LUC 221 (Multi-Family) - Equation	262 DU	1.31	342.35
ITE LUC 221 (Multi-Family) - 85th Percentile	262 DU	1.47	385.14
ITE LUC 221 (Multi-Family) - Average Rate	416 Bedrooms	0.75	312.00
ITE LUC 221 (Multi-Family) - Equation	416 Bedrooms	0.77	320.75
ITE LUC 221 (Multi-Family) - 85th Percentile	416 Bedrooms	0.87	361.92
<b>MAXIMUM TOTAL</b>			<b>386</b>

As can be seen in the above table, the estimated maximum peak parking demand, utilizing all three calculation methods and independent variables, is 386 parked vehicles.

Therefore, including the required 4 parking spaces for the commercial retail use, a total maximum parking demand of 390 parked vehicles is anticipated. These results indicate that the proposed development is planning to provide 55 more spaces than the calculated peak demand, or a surplus of approximately 12%.

## **RESULTS**

The proposed Residences @ SEC of McDowell & Gilbert development is planning to provide a total of 445 parking spaces for the residential and commercial uses. Based on the City of Mesa criteria for a development within a quarter-mile of a bus rapid transit station, a total of 319 parking spaces are required (315 for the multi-family use and 4 for the commercial use). These results indicate that the proposed development is planning to provide 126 more spaces than the required criteria, or a surplus of approximately 28%.

The estimated peak parking demand for the multi-family residential use based on a conservative application of the *ITE Parking Generation* data and methodology is 386 parked vehicles. Therefore, including the required 4 parking spaces for the commercial retail use, a total maximum parking demand of 390 parked vehicles is anticipated. These results indicate that the proposed development is planning to provide 55 more spaces than the calculated peak demand, or a surplus of approximately 12%.

Therefore, based on the analysis results, the planned 445 parking spaces are anticipated to provide more than adequate capacity to accommodate the parking demand.

Please contact me at (480) 503-2250, extension 1125 if you have any questions or would like to discuss this memorandum.

### **ATTACHMENTS:**

- A. City of Mesa Required Parking
- B. Valley Metro Bus Routes and Schedules



***ATTACHMENT A***  
***CITY OF MESA REQUIRED PARKING***

## 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 ¼ 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 ¼ mile radius (1320-feet) of bus rapid transit or light rail station, regardless of bedroom count	2.1 spaces per dwelling unit	
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 congregate dining and no distinguishable separate dwelling units	
Group Home for the Handicapped (10 or less persons)	Same as Single Residence	

Live-Work Units	2.1 spaces per unit
Residential Care, General (Nursing Home, Hospice)	1.0 space per room or dwelling unit plus 2 additional spaces
RV Parks	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 Subdivisions	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
Manufactured Home Parks	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
<b>Public Assembly and Schools</b>	
Theaters, auditoriums, assembly halls, places of worship, clubs, lodges and fraternal buildings, funeral homes, community centers, libraries	1 space per 75 square feet used for public assembly
Museums	1 space per 250 square feet used for public assembly plus accessory uses
Stadiums	1 space per 5 seats plus 1 space per 300 square feet for accessory uses
School, kindergarten through 9th grade	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
High schools, academies, colleges, universities, trade or vocational schools	1 space per 200 square feet
<b>Health Care</b>	

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
<b>Group Commercial Developments</b>	
Shell buildings (no specified use)	1 space per 275 square feet
<b>Independent Commercial Buildings and Uses</b>	
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
<b>Temporary Outdoor Uses</b>	
Swap Meets (See Section 11-20-29)	1 space per 300 square feet of designated vendor area
Farmer's Markets (See Section 11-20-29)	1 space per 400 square feet of designated vendor area

<b>Recreation</b>	
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 ranges, and water slides	1 space per 500 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
<b>Group Industrial Buildings and Uses</b>	
Shell buildings (no specified use)	75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet
<b>Independent Industrial Buildings and Uses</b>	
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
<b>Airport Buildings and Uses</b>	
Aircraft Hangars	2 per aircraft, plus ancillary use requirements
<b>Public Facilities and Uses</b>	
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
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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:

1. Office developments may provide higher parking ratio not to exceed 8 spaces per 1,000 square feet GFA when office development includes the following:
  - a. A minimum of 60,000 square feet.
  - b. The minimum density ratio of employees per gross floor area shall be 1 employee per 200 square feet.
2. Parking within the building footprint of a structure (e.g., rooftop parking, below grade parking, multi-level parking structure);
3. When a change in use to an existing development causes a lower parking requirement;
4. Parking spaces managed for shared parking;
5. An Administrative Use Permit is required to provide more surface parking than the maximum standard and additional landscape is required in compliance with Section 11-33-4, Interior Parking Lot Landscaping.
6. Phased projects do not need to comply with the maximum parking space requirement until the final phase is constructed.

D. **Covered Spaces.** Covered parking spaces shall be provided as follows:

1. Single-residences shall provide a minimum of 2 covered parking spaces per unit.
2. Multiple-residence projects shall provide a minimum of 1 covered parking space per unit.
3. Office-use developments requiring a minimum of 10 parking spaces or more shall provide a minimum of 1 covered parking space per office or suite plus 1 additional space.
4. Covered spaces may be counted concurrently with the minimum aggregate parking space requirements for the development.

E. **Minimum Number.** Unless otherwise specifically stated in this Ordinance, all uses, except single residences,

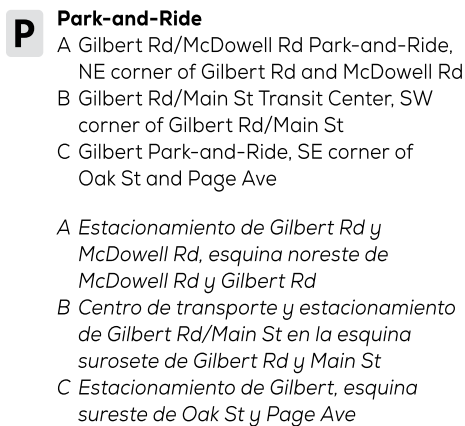
shall provide at least 4 on-site parking spaces.

- F. **Credit for On-Street Spaces.** On-street parking spaces located immediately adjacent to the frontage of properties in the EO, MX, DB, and DC districts or districts with a "-U" designator, may be counted toward required off-street parking for non-residential uses. One on-street parking space may be substituted for each required off-street space. These provisions only apply to street frontages where on-street parking is allowed and provided. The parking space credit shall be determined at the time of site plan approval.
- G. **Uses not Specified.** The parking requirement for any use not listed in Table 11-32-3(A) shall be determined by the Zoning Administrator based upon the requirements for the most similar comparable use, the particular characteristics of the proposed use, and any other relevant data regarding parking demand. In order to make this determination, the Zoning Administrator may require the applicant to submit a parking demand study or other information, at the applicant's cost.
- H. **Credit for On-Street Spaces.** On-street parking spaces immediately adjacent to the frontage of properties in the EO, ME, PE, and DC districts or districts with a "-U" designator, may be counted toward required off-street parking for non-residential uses. One on-street parking space may be substituted for each required off-street space. These provisions only apply to street frontages where on-street parking is allowed and provided. The parking space credit shall be determined at the time of site plan approval.

(Ord. No. 5281, 5-4-15)

***ATTACHMENT B***  
***VALLEY METRO BUS ROUTES AND SCHEDULES***

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valleymetro.org • 602.253.5000

# Route 136 – Gilbert Rd

## Monday-Friday Northbound Lunes a Viernes, Rumbo al norte

GILBERT RD & RYAN RD	GILBERT RD & CHANDLER BLVD	GILBERT RD & CIVIC CENTER DR	GILBERT RD & ELLIOT RD	GILBERT PARK & RIDE	GILBERT RD & BASELINE RD	MAIN ST & GILBERT RD	UNIVERSITY DR & GILBERT RD	GILBERT RD & MCDOWELL PNR
	4:19	4:24	4:30		4:38	4:46	4:50	5:00
	4:45	4:50	4:56	5:02	5:08	5:16	5:20	5:30
	5:19	5:24	5:30		5:38	5:46	5:50	6:00
	5:45	5:50	5:56	6:02	6:08	6:16	6:20	6:30
	6:19	6:24	6:30		6:38	6:46	6:50	7:00
6:39	6:49	6:54	7:00		7:08	7:16	7:20	7:30
7:09	7:19	7:24	7:30		7:38	7:46	7:50	8:00
7:39	7:49	7:54	8:00		8:08	8:16	8:20	8:30
8:09	8:19	8:24	8:30		8:38	8:46	8:50	9:00
8:39	8:49	8:54	9:00		9:08	9:16	9:20	9:30
9:09	9:19	9:24	9:30		9:38	9:46	9:50	10:00
9:39	9:49	9:54	10:00		10:08	10:16	10:20	10:30
10:09	10:19	10:24	10:30		10:38	10:46	10:50	11:00
10:39	10:49	10:54	11:00		11:08	11:16	11:20	11:30
11:09	11:19	11:24	11:30		11:38	11:46	11:50	12:00
11:39	11:49	11:54	12:00		12:08	12:16	12:20	12:30
12:09	12:19	12:24	12:30		12:38	12:46	12:50	1:00
12:39	12:49	12:54	1:00		1:08	1:16	1:20	1:30
1:09	1:19	1:24	1:30		1:38	1:46	1:50	2:00
1:39	1:49	1:54	2:00		2:08	2:16	2:20	2:30
2:09	2:19	2:24	2:30		2:38	2:46	2:50	3:00
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3:09	3:19	3:24	3:30		3:38	3:46	3:50	4:00
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4:09	4:19	4:24	4:30		4:38	4:46	4:50	5:00
4:39	4:49	4:54	5:00		5:08	5:16	5:20	5:30
5:19	5:29	5:34	5:40		5:48	5:56	6:00	6:10
5:39	5:49	5:54	6:00		6:08	6:16	6:20	6:30
6:09	6:19	6:24	6:30		6:38	6:46	6:50	7:00
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					7:34	7:46	7:50	8:00
					8:04	8:16	8:20	8:30
					8:34	8:46	8:50	9:00
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					9:34	9:46	9:50	10:00
					10:04	10:16	10:20	10:30
					10:34	10:46	10:50	11:00
					11:04	11:16	11:20	11:30

## Monday-Friday Southbound Lunes a Viernes, Rumbo al sur

GILBERT RD & MCDOWELL PNR	UNIVERSITY DR & GILBERT RD	MAIN ST & GILBERT RD	GILBERT RD & BASELINE RD	GILBERT PARK & RIDE	GILBERT RD & ELLIOT RD	GILBERT RD & CIVIC CENTER DR	GILBERT RD & CHANDLER BLVD	GILBERT RD & INSIGHT WAY
5:26	5:36	5:40	5:48		5:56	6:02	6:07	6:24
5:56	6:06	6:10	6:18		6:26	6:32	6:37	6:54
6:26	6:36	6:40	6:48		6:56	7:02	7:07	7:24
6:56	7:06	7:10	7:18		7:26	7:32	7:37	7:54
7:26	7:36	7:40	7:48		7:56	8:02	8:07	8:24
7:56	8:06	8:10	8:18		8:26	8:32	8:37	8:54
8:26	8:36	8:40	8:48		8:56	9:02	9:07	9:24
8:56	9:06	9:10	9:18		9:26	9:32	9:37	9:54
9:26	9:36	9:40	9:48		9:56	10:02	10:07	10:24
9:56	10:06	10:10	10:18		10:26	10:32	10:37	10:54
10:26	10:36	10:40	10:48		10:56	11:02	11:07	11:24
10:56	11:06	11:10	11:18		11:26	11:32	11:37	11:54
11:26	11:36	11:40	11:48		11:56	12:02	12:07	12:24
11:56	12:06	12:10	12:18		12:26	12:32	12:37	12:54
12:26	12:36	12:40	12:48		12:56	1:02	1:07	1:24
12:56	1:06	1:10	1:18		1:26	1:32	1:37	1:54
1:26	1:36	1:40	1:48		1:56	2:02	2:07	2:24
1:56	2:06	2:10	2:18		2:26	2:32	2:37	2:54
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3:26	3:36	3:40	3:48		3:56	4:02	4:07	4:24
3:56	4:06	4:10	4:18		4:26	4:32	4:37	4:54
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5:56	6:06	6:10	6:18		6:26	6:32	6:37	6:54
6:26	6:36	6:40	6:48		6:56	7:02	7:07	7:24
6:56	7:06	7:10	7:18		7:26	7:32	7:37	
7:26	7:36	7:40	7:48		7:56	8:02	8:07	
7:56	8:06	8:10	8:18					
8:26	8:36	8:40	8:48					
8:56	9:06	9:10	9:18					
9:26	9:36	9:40	9:48					
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Effective/Fecha efectiva: **October 26, 2020**

# Route 136 – Gilbert Rd

## Saturday Northbound Sábado, Rumbo al norte

GILBERT RD & RYAN RD	GILBERT RD & CHANDLER BLVD	GILBERT RD & CIVIC CENTER DR	GILBERT RD & ELLIOT RD	GILBERT RD & BASELINE RD	MAIN ST & GILBERT RD	UNIVERSITY DR & GILBERT RD	GILBERT RD & MCDOWELL PNR
				5:58	6:08	6:12	6:22
				6:28	6:38	6:42	6:52
				6:58	7:08	7:12	7:22
				7:28	7:38	7:42	7:52
				7:58	8:08	8:12	8:22
				8:28	8:38	8:42	8:52
8:31	8:41	8:46	8:52	9:00	9:08	9:12	9:22
9:01	9:11	9:16	9:22	9:30	9:38	9:42	9:52
9:31	9:41	9:46	9:52	10:00	10:08	10:12	10:22
10:01	10:11	10:16	10:22	10:30	10:38	10:42	10:52
10:31	10:41	10:46	10:52	11:00	11:08	11:12	11:22
11:01	11:11	11:16	11:22	11:30	11:38	11:42	11:52
11:31	11:41	11:46	11:52	<b>12:00</b>	<b>12:08</b>	<b>12:12</b>	<b>12:22</b>
<b>12:01</b>	<b>12:11</b>	<b>12:16</b>	<b>12:22</b>	<b>12:30</b>	<b>12:38</b>	<b>12:42</b>	<b>12:52</b>
<b>12:31</b>	<b>12:41</b>	<b>12:46</b>	<b>12:52</b>	<b>1:00</b>	<b>1:08</b>	<b>1:12</b>	<b>1:22</b>
<b>1:01</b>	<b>1:11</b>	<b>1:16</b>	<b>1:22</b>	<b>1:30</b>	<b>1:38</b>	<b>1:42</b>	<b>1:52</b>
<b>1:31</b>	<b>1:41</b>	<b>1:46</b>	<b>1:52</b>	<b>2:00</b>	<b>2:08</b>	<b>2:12</b>	<b>2:22</b>
<b>2:01</b>	<b>2:11</b>	<b>2:16</b>	<b>2:22</b>	<b>2:30</b>	<b>2:38</b>	<b>2:42</b>	<b>2:52</b>
<b>2:31</b>	<b>2:41</b>	<b>2:46</b>	<b>2:52</b>	<b>3:00</b>	<b>3:08</b>	<b>3:12</b>	<b>3:22</b>
<b>3:01</b>	<b>3:11</b>	<b>3:16</b>	<b>3:22</b>	<b>3:30</b>	<b>3:38</b>	<b>3:42</b>	<b>3:52</b>
<b>3:31</b>	<b>3:41</b>	<b>3:46</b>	<b>3:52</b>	<b>4:00</b>	<b>4:08</b>	<b>4:12</b>	<b>4:22</b>
<b>4:01</b>	<b>4:11</b>	<b>4:16</b>	<b>4:22</b>	<b>4:30</b>	<b>4:38</b>	<b>4:42</b>	<b>4:52</b>
<b>4:31</b>	<b>4:41</b>	<b>4:46</b>	<b>4:52</b>	<b>5:00</b>	<b>5:08</b>	<b>5:12</b>	<b>5:22</b>
<b>5:01</b>	<b>5:11</b>	<b>5:16</b>	<b>5:22</b>	<b>5:30</b>	<b>5:38</b>	<b>5:42</b>	<b>5:52</b>
<b>5:31</b>	<b>5:41</b>	<b>5:46</b>	<b>5:52</b>	<b>6:00</b>	<b>6:08</b>	<b>6:12</b>	<b>6:22</b>
<b>6:01</b>	<b>6:11</b>	<b>6:16</b>	<b>6:22</b>	<b>6:30</b>	<b>6:38</b>	<b>6:42</b>	<b>6:52</b>
				6:58	7:08	7:12	7:22
				7:28	7:38	7:42	7:52
				7:58	8:08	8:12	8:22
				8:28	8:38	8:42	8:52
				8:58	9:08	9:12	9:22
				9:28	9:38	9:42	9:52

## Sunday Northbound Domingo, Rumbo al norte

GILBERT RD & BASELINE RD	MAIN ST & GILBERT RD	UNIVERSITY DR & GILBERT RD	GILBERT RD & MCDOWELL PNR
5:58	6:08	6:12	6:22
6:28	6:38	6:42	6:52
6:58	7:08	7:12	7:22
7:28	7:38	7:42	7:52
7:58	8:08	8:12	8:22
8:28	8:38	8:42	8:52
8:58	9:08	9:12	9:22
9:28	9:38	9:42	9:52
9:58	10:08	10:12	10:22

# Route 136 – Gilbert Rd

## Sunday Northbound Domingo, Rumbo al norte

GILBERT RD & BASELINE RD	MAIN ST & GILBERT RD	UNIVERSITY DR & GILBERT RD	GILBERT RD & MCDOWELL PNR
10:28	10:38	10:42	10:52
10:58	11:08	11:12	11:22
11:28	11:38	11:42	11:52
11:58	<b>12:08</b>	<b>12:12</b>	<b>12:22</b>
<b>12:28</b>	<b>12:38</b>	<b>12:42</b>	<b>12:52</b>
<b>12:58</b>	<b>1:08</b>	<b>1:12</b>	<b>1:22</b>
<b>1:28</b>	<b>1:38</b>	<b>1:42</b>	<b>1:52</b>
<b>1:58</b>	<b>2:08</b>	<b>2:12</b>	<b>2:22</b>
<b>2:28</b>	<b>2:38</b>	<b>2:42</b>	<b>2:52</b>
<b>2:58</b>	<b>3:08</b>	<b>3:12</b>	<b>3:22</b>
<b>3:28</b>	<b>3:38</b>	<b>3:42</b>	<b>3:52</b>
<b>3:58</b>	<b>4:08</b>	<b>4:12</b>	<b>4:22</b>
<b>4:28</b>	<b>4:38</b>	<b>4:42</b>	<b>4:52</b>
<b>4:58</b>	<b>5:08</b>	<b>5:12</b>	<b>5:22</b>
<b>5:28</b>	<b>5:38</b>	<b>5:42</b>	<b>5:52</b>
<b>5:58</b>	<b>6:08</b>	<b>6:12</b>	<b>6:22</b>
<b>6:28</b>	<b>6:38</b>	<b>6:42</b>	<b>6:52</b>
<b>6:58</b>	<b>7:08</b>	<b>7:12</b>	<b>7:22</b>
<b>7:28</b>	<b>7:38</b>	<b>7:42</b>	<b>7:52</b>
<b>7:58</b>	<b>8:08</b>	<b>8:12</b>	<b>8:22</b>
<b>8:28</b>	<b>8:38</b>	<b>8:42</b>	<b>8:52</b>
<b>8:58</b>	<b>9:08</b>	<b>9:12</b>	<b>9:22</b>
<b>9:28</b>	<b>9:38</b>	<b>9:42</b>	<b>9:52</b>

## Sunday Southbound Domingo, Rumbo al sur

GILBERT RD & MCDOWELL PNR	UNIVERSITY DR & GILBERT RD	MAIN ST & GILBERT RD	GILBERT RD & BASELINE RD
10:27	10:37	10:41	10:52
10:57	11:07	11:11	11:22
11:27	11:37	11:41	11:52
11:57	<b>12:07</b>	<b>12:11</b>	<b>12:22</b>
<b>12:27</b>	<b>12:37</b>	<b>12:41</b>	<b>12:52</b>
<b>12:57</b>	<b>1:07</b>	<b>1:11</b>	<b>1:22</b>
<b>1:27</b>	<b>1:37</b>	<b>1:41</b>	<b>1:52</b>
<b>1:57</b>	<b>2:07</b>	<b>2:11</b>	<b>2:22</b>
<b>2:27</b>	<b>2:37</b>	<b>2:41</b>	<b>2:52</b>
<b>2:57</b>	<b>3:07</b>	<b>3:11</b>	<b>3:22</b>
<b>3:27</b>	<b>3:37</b>	<b>3:41</b>	<b>3:52</b>
<b>3:57</b>	<b>4:07</b>	<b>4:11</b>	<b>4:22</b>
<b>4:27</b>	<b>4:37</b>	<b>4:41</b>	<b>4:52</b>
<b>4:57</b>	<b>5:07</b>	<b>5:11</b>	<b>5:22</b>
<b>5:27</b>	<b>5:37</b>	<b>5:41</b>	<b>5:52</b>
<b>5:57</b>	<b>6:07</b>	<b>6:11</b>	<b>6:22</b>
<b>6:27</b>	<b>6:37</b>	<b>6:41</b>	<b>6:52</b>
<b>6:57</b>	<b>7:07</b>	<b>7:11</b>	<b>7:22</b>
<b>7:27</b>	<b>7:37</b>	<b>7:41</b>	<b>7:52</b>
<b>7:57</b>	<b>8:07</b>	<b>8:11</b>	<b>8:22</b>
<b>8:27</b>	<b>8:37</b>	<b>8:41</b>	<b>8:52</b>
<b>8:57</b>	<b>9:07</b>	<b>9:11</b>	<b>9:22</b>
<b>9:27</b>	<b>9:37</b>	<b>9:41</b>	<b>9:52</b>

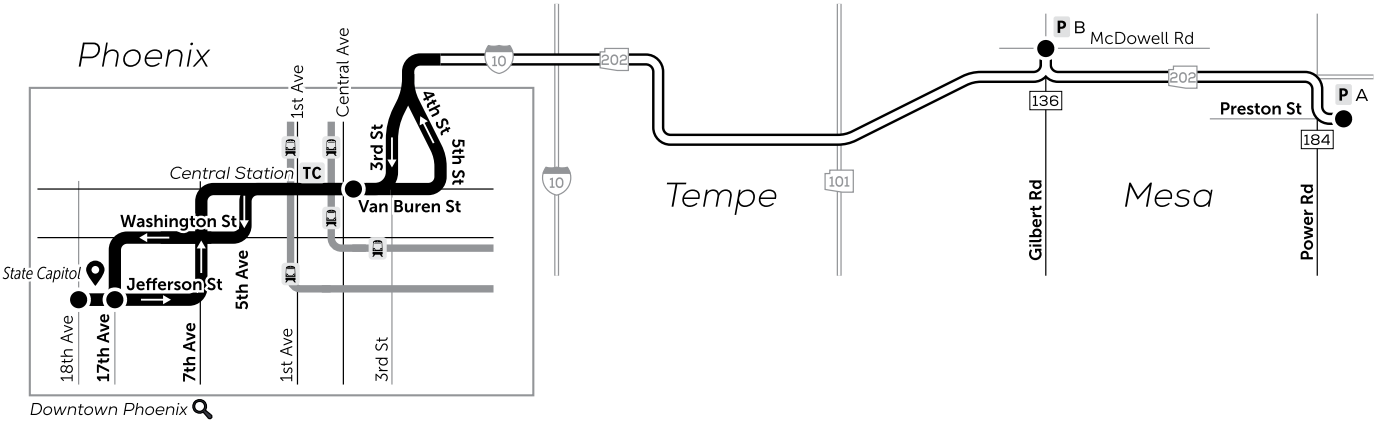
Light type = AM. **Bold type = PM.** / Texto normal = la mañana. **Texto remarcado = la tarde.**

Effective/Fecha efectiva: **October 26, 2020**

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# Route 535 – Northeast Mesa Express



- P Park-and-Ride**  
A Power Rd Park-and-Ride, SE corner of Power Rd and Preston St  
B Gilbert Rd/McDowell Rd Park-and-Ride, NE corner of McDowell Rd and Gilbert Rd



See fold-out map for routes serving this area.  
Vea el mapa desplegable para las rutas que sirven esta área.

A Estacionamiento Park-and-Ride de Power Rd, esquina sureste de Power Rd y Preston St  
B Estacionamiento Park and Ride de Gilbert Rd/McDowell Rd, esquina noreste de McDowell Rd y Gilbert Rd

## Monday-Friday AM Inbound Lunes a Viernes, de llegada por la mañana

POWER RD PARK-AND-RIDE	GILBERT RD/MCDOWELL RD PARK-AND-RIDE	1ST ST & VAN BUREN ST	17TH AVE & JEFFERSON ST
5:45	6:00	* 6:35	* 6:42
6:20	6:35	* 7:10	* 7:17
6:50	7:05	* 7:40	* 7:47
7:20	7:35	* 8:10	* 8:17

## Monday-Friday PM Outbound Lunes a Viernes, de salida por la tarde

18TH AVE & JEFFERSON ST	1ST AVE & VAN BUREN ST	GILBERT RD/MCDOWELL RD PARK-AND-RIDE	POWER RD PARK-AND-RIDE
<b>3:44</b>	<b>3:54</b>	* <b>4:24</b>	* <b>4:34</b>
<b>4:15</b>	<b>4:25</b>	* <b>4:56</b>	* <b>5:06</b>
<b>4:32</b>	<b>4:42</b>	* <b>5:19</b>	* <b>5:29</b>
<b>5:20</b>	<b>5:30</b>	* <b>6:10</b>	* <b>6:20</b>

\* These time points are estimated and should not be used to coordinate transfers. Estos horarios son estimaciones sobre las horas de llegada y no deben usarse para coordinar los transbordos.

Effective/Fecha efectiva: **October 26, 2020**

Light type = AM. **Bold type = PM.** / Texto normal = la mañana. **Texto remarcado = la tarde.**