



## Memorandum

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Date: August 6, 2015

To: Mayor and City Council

Through: Andrew B. Ching, City Manager

From: Dave Nakagawara, Community Development Director (480.350.8023)  
Don Bessler, Public Works Director (480.350.8205)

SUBJECT: Downtown Parking and Fifth Street Update

The Downtown Parking Strategic Plan (the “Plan”) process began in early 2014 with a team of City staff, the Downtown Tempe Authority (DTA), and consultants from Kimley-Horn & Associates. After extensive public outreach, staff presented the Plan to Council at the June 12, 2014 Issue Review Session and concluded with the top five recommendations:

- 1) Begin design for Fifth Street and identify construction funding.
- 2) Implement an improved commercial loading system and dynamic pricing.
- 3) Create a parking capital fund.
- 4) Modify parking requirements to reflect the context of downtown parking.
- 5) Work with developers to explore public-private, centralized, and shared public parking opportunities.

Based on Council input at that time, staff from Public Works and Community Development began working with the DTA to begin the implementation of the Plan. The initial implementation focused primarily on Fifth Street, commercial loading regulations and downtown parking standards.

### Fifth Street

The existing right-of-way (ROW) for 5th street is considerably wider than most collector streets and as the Downtown expands it is critical to connect College and Farmer Avenues. Staff is recommending a public and stakeholder involvement process through July 2016 in order to complete the design and construction documents for the street. The design of the street will be guided by the need to provide better bicycle/pedestrian access, enhanced shade and landscaping while increasing on-street parking. Staff would return to the City Council with design direction and formal action on construction funding.

### Commercial Loading Regulations

As Downtown continues to grow, the amount of delivery vehicles parked in the ROW has increased. These vehicles are often parked in the ROW, occupying metered spaces, during the lunchtime peak (11:00 AM – 2:00 PM). This creates the appearance of congestion and decreases the quality of the pedestrian experience, especially along Mill Avenue. The proposed solution to this issue is to limit commercial loading to the hours of 5:00 AM – 10:00 AM. This restriction will be combined with allowing commercial vehicles, in the process of loading/unloading, to use the metered spaces for free during loading hours. In addition, the definition of “commercial vehicle” has will be refined and the fines for violating the loading zone and fire lane regulations will be increased by 82% and 94%, respectively. Commercial vehicles will still be allowed to load/unload within designated loading zones during the business day.

### Downtown Parking Standards

The City’s current parking standards do not distinguish between our urbanizing downtown, which provides numerous transit options, and more suburban areas of the community. In an effort to create more urban parking standards, staff is proposing modified parking standards for the Downtown

These changes include reducing the variability in parking requirements for commercial uses. Currently restaurant, bar and retail uses all have separate parking requirements. Individual suites within larger mixed-use developments often change uses and the current standards create obstacles to opening a new business. The proposed parking standards treat these uses as commercial and require 1 stall per 300 square feet of space. Current requirements for restaurant and bar uses are 1 space per 75 square feet and 1 space per 50 square feet, respectively

The proposed changes also reduce the residential parking requirement. These reductions are in line with the parking ratios approved for many of the high-density multi-family/mixed-use projects in Downtown. The proposed standards range from 0.5 – 1 space per bedroom while the current standards require 1 – 2 spaces per bedroom.

The parking requirements for office uses will remain unchanged.

An additional change to the parking standards will require all new developments with 50 or more spaces to designate at least 10% of their total parking spaces for use by general public. These spaces can be used for guest and commercial customers and shall not be restricted to residents or employees.

Staff is seeking input and direction on the draft documents.

### **Attachments**

Downtown Parking Strategic Plan Presentation