



City of Phoenix
PLANNING DEPARTMENT

Staff Report
Zoning Ordinance Text Amendment

Application No Z-TA-21-08 to amend Sections 202 (Definitions) and 702.E (Off-Street Parking and Loading) of the Zoning Ordinance to allow parking reductions for adaptive reuse projects.

Staff recommendation: Staff recommends approval of Z-TA-21-08 as shown in the recommended text in Attachment A.

Background/Analysis

“Adaptive Reuse” is defined as the practice of adapting existing buildings for new purposes when the original use of a building changes or becomes obsolete. Reuse of older buildings, whether they are historical, dated, or in older/established areas of the city preserves local history, contributes to economic vitality, and creates more vibrant neighborhoods.

The following are examples of adaptive reuse projects:

The Parlor – 1916 East Camelback Road: This project consists of an existing 4,500 square foot building converted from a beauty parlor to a restaurant. A variance was obtained to reduce the parking spaces from 52 to 44 required parking spaces resulting in a 15 percent reduction.

Cibo – 603 North 5th Avenue: This project consists of an existing 1,900 square foot building converted from a residence and nursing home to a restaurant. A variance was obtained to reduce the parking spaces from 15 to 7 required parking spaces resulting in a 53 percent reduction.

Small businesses often encounter obstacles related to parking when altering the use of an existing building. Parcels with existing buildings may have limited space to accommodate additional required parking associated with a conversion due to constraints such as right-of-way expansions, changes in parking space width or ADA requirements. In response to challenges incurred by adaptive reuse, City Council directed staff to create an interdepartmental Adaptive Reuse Task Force in spring of 2008. The city’s Adaptive Reuse Task Force is comprised of city of Phoenix staff from multiple departments with the goal of identifying and implementing strategies to streamline the development process for the adaptive reuse of existing buildings.

Input was solicited from a Customer Focus Group (comprised of developers and design professionals) and the Downtown Artists Issues Task Force (comprised of representatives from the artist community, small business owners and community leaders). These individuals were invited to the focus group to share their perspectives and recommendations. In addition, the members of the Downtown Artists Issues Task Force transmitted a “Top 10” list of codes and practices which they found to be impediments to the economic feasibility of adaptive reuse projects.

The Task Force members created a work plan that was a compilation of recommendations from members of the Downtown Artists Issues Task Force, the customer focus group, City Council and staff. The work plan grouped items into four categories: code-related, site-related, process changes and education. Easing parking requirements was identified as a work plan item.

An Adaptive Reuse Pilot Program was implemented to apply new strategies and processes to actual projects to determine their impacts. The program focused on commercially oriented businesses within defined downtown boundaries and a maximum 2,500 square foot building size. The program completed five projects and currently has 15 projects at various stages of development. Projects include conversions from a church to a mortuary, a house to a janitorial supply service, a business office to a medical office, an auto repair facility to a fitness center, a house to retail and an office to a restaurant.

Two specific examples from the Adaptive Reuse Pilot Program include:

The Tuck Shop – 2245 North 12th Street: This project consists of an existing 1,900 square foot building converted from a residence to a restaurant. A variance was obtained to reduce the parking spaces from 15 to 7 required parking spaces resulting in a 53 percent reduction.

New Music Studio/Gallery – 617 North 7th Street: This project consists of existing buildings totaling 2,900 square feet converted from residential to a restaurant. A variance was obtained to reduce the parking spaces from 42 to 10 required parking spaces resulting in a 76 percent reduction.

Due to the success of the Adaptive Reuse Pilot Program and an increased interest in adaptive reuse, the Adaptive Reuse Task Force recommended that the program be expanded citywide. On November 12, 2008, the Planning Commission initiated a text amendment to reduce parking requirements for projects qualifying as adaptive reuse.

The purpose of this text amendment is to encourage adaptive reuse by reducing the amount of required off-street parking, encourage re-investment in established neighborhoods, revitalize neighborhoods, endorse sustainability and maximize our existing parking infrastructure.

Eligibility

Based upon the current recommendation of the Adaptive Reuse Task Force, the eligibility criteria requires buildings to be a minimum of twenty-five (25) years of age, the project to be a non-residential use or a mix of residential with non-residential within the same building and not exceed five thousand (5,000) gross square feet including any proposed additions.

Required Parking

This text amendment allows for the use of off-site parking areas to be counted towards the required parking. This reduction is allowed provided that the off-site parking area is located within 1,320 feet of the use, the spaces are exclusively for the subject use and there is a recorded, non-cancelable lease renewable in a minimum of five year increments. This provision allows adaptive reuse projects an opportunity to utilize off-site parking areas within close proximity to meet parking requirements.

Parking Reduction

A parking reduction of up to 50 percent may be permitted if the subject parcel is within 1,320 feet of a public parking lot or garage with parking spaces in excess of those already allotted for other uses, a light rail station or a city owned park and ride facility. However, though adaptive reuse projects are required to have a minimum of two parking spaces on-site, unless the respective zoning district does not require on-site parking such as the Downtown Core District, this text amendment allows for a parking reduction.

Outdoor dining areas are an amenity commonly found associated with restaurants. This text amendment proposes that outdoor dining areas up to 500 square feet in size accessory to a restaurant that do not exceed 25 percent of the primary building's ground level gross floor area not be subject to additional required parking.

A quarter of a mile is considered to be an ideal walking distance between transit areas and a destination. Proximity to the specified alternative modes of transportation and parking areas allow patrons to arrive to destinations through methods that provide an alternative to vehicles parking within a parking lot that solely serves the subject destination. Parking reductions are proposed for these reasons.

Parking Lot Landscaping

Commercial standards require a minimum of ten percent of the parking lot area to be landscaped exclusive of perimeter landscaping and all required setbacks. This text amendment allows new parking areas with ten or less spaces to eliminate the parking lot area landscaping. Interior landscaping requirements reduce the area available to designate for parking on sites that may be limited on space. However, perimeter landscaping requirements will remain in effect to maintain a cohesive look from the street and maintain a buffer from residential uses.

Tandem Parking

Tandem parking is defined as two parking spaces, one of which is positioned in such a manner that it is necessary to pass through one parking space to access the other from a public street, private accessway, alley or drive aisle. Tandem parking is currently only permitted for residential developments. This text amendment proposes the allowance of tandem parking for employee use only and may account for up to 20 percent of the required parking.

Conclusion

This text amendment supports several goals and policies of the General Plan. Goal 4 of the Conservation, Rehabilitation and Redevelopment Element is related to adaptive reuse of obsolete development. Goal 2F of the Circulation Element is related to parking standards requiring adequate parking spaces yet not requiring more spaces than are needed most of the time. Policies 1 and 2 of Goal 7 of the Land Use Element are related to design regulations and incentives for development with proximity to transit facilities.

The criteria for eligibility along with proximity to off-site parking areas, public parking, light rail stations, city owned park and ride facilities and other provisions in the text amendment will encourage re-investment in established neighborhoods, promote neighborhood preservation, revitalize neighborhoods and foster sustainability.

Staff recommends approval of Z-TA-21-08 as shown in the recommended text in Attachment A.

Attachments:

A - Proposed Language

B – Map of Existing Light Rail Stations and City of Phoenix Owned Park and Ride Facilities

**Attachment A
Z-TA-21-08 Adaptive Reuse Parking Standards**

Proposed Language

Amend Chapter 2, Section 202 (Definitions) by adding the following definition in correct alphabetical order:

ADAPTIVE REUSE: ADAPTIVE REUSE IS THE PRACTICE OF ADAPTING EXISTING BUILDINGS FOR NEW PURPOSES WHEN THE ORIGINAL USE OF A BUILDING CHANGES OR BECOMES OBSOLETE.

Amend Chapter 7, Section 702.E (Modifications to Parking Requirements) by adding new Paragraph 8 and renumber remaining section accordingly as follows:

8. **ADAPTIVE REUSE.** THE PURPOSE OF THESE STANDARDS IS TO ALLOW ELIGIBLE PROPERTIES TO REDUCE THE AMOUNT OF REQUIRED OFF-STREET PARKING. THIS PRACTICE WILL ENCOURAGE RE-INVESTMENT IN ESTABLISHED NEIGHBORHOODS, PROMOTE NEIGHBORHOOD PRESERVATION, REVITALIZE NEIGHBORHOODS AND ENDORSE SUSTAINABILITY.
 - a. **CRITERIA FOR ELIGIBILITY:** TO BE ELIGIBLE FOR AN OFF-STREET PARKING REDUCTION FROM THE REQUIREMENTS OF SECTION 702, THE FOLLOWING CRITERIA MUST BE MET:
 - (1) THE BUILDING SHALL BE A MINIMUM OF TWENTY FIVE (25) YEARS OF AGE; AND
 - (2) THE PROJECT SHALL BE A NON-RESIDENTIAL USE OR A MIX OF RESIDENTIAL WITH NON-RESIDENTIAL WITHIN THE SAME BUILDING; AND
 - (3) THE SIZE OF THE BUILDING SHALL NOT EXCEED FIVE THOUSAND (5,000) GROSS SQUARE FEET INCLUDING ANY PROPOSED ADDITIONS. NO PROPOSED ADDITIONS MAY EXCEED FIFTY PERCENT (50%) OF THE EXISTING BUILDING.
 - b. **REQUIRED PARKING:** THE REQUIRED PARKING FOR ANY USE SHALL BE ON THE SAME LOT AS THE USE, EXCEPT FOR THE FOLLOWING PROVISIONS:

- (1) THE OFF-SITE PARKING AREA IS LOCATED WITHIN ONE THOUSAND THREE HUNDRED TWENTY FEET (1,320') OF THE USE MEASURED IN A DIRECT LINE FROM THE BUILDING; AND
- (2) THE USE OF THE OFF-SITE PARKING AREA IS EXCLUSIVELY FOR THE SUBJECT USE AND DOES NOT REDUCE PARKING FOR ANY OTHER USE BELOW THAT REQUIRED BY THIS SECTION; AND
- (3) THE OFF-SITE PARKING AREA MUST BE USED IN CONJUNCTION WITH A RECORDED, NON-CANCELABLE LEASE, RENEWABLE IN A MINIMUM OF FIVE (5) YEAR INCREMENTS. A COPY OF THE EXECUTED AND RECORDED LEASE SHALL BE PROVIDED TO THE DEVELOPMENT SERVICES TRAFFIC ENGINEER. THE LEASE MUST REMAIN PERMANENTLY IN EFFECT TO SATISFY THE PARKING REQUIREMENTS OF THIS SECTION. OR ANOTHER SUCH LEASE SHALL BE OBTAINED AND PROVIDED TO THE DEVELOPMENT SERVICES TRAFFIC ENGINEER.

c. **PARKING REDUCTION:** THERE SHALL NOT BE LESS THAN TWO (2) ON-SITE PARKING SPACES PROVIDED, UNLESS NO ON-SITE PARKING IS REQUIRED BY ZONING ORDINANCE.

- (1) IF THE SUBJECT PARCEL IS WITHIN ONE THOUSAND THREE HUNDRED TWENTY FEET (1,320') OF A PUBLIC PARKING LOT OR GARAGE, ANY PARKING SPACES IN EXCESS OF THOSE ALREADY DEDICATED OR DESIGNATED TOWARD OTHER USES MAY BE COUNTED FOR UP TO FIFTY PERCENT (50%) OF REQUIRED PARKING; OR
- (2) IF THE SUBJECT PARCEL IS WITHIN ONE THOUSAND THREE HUNDRED TWENTY FEET (1,320') OF A LIGHT RAIL STATION, A MAXIMUM REDUCTION OF FIFTY PERCENT (50%) OF REQUIRED PARKING IS PERMITTED; OR
- (3) IF THE SUBJECT PARCEL IS WITHIN ONE THOUSAND THREE HUNDRED TWENTY FEET (1,320') OF A CITY OWNED PARK AND RIDE FACILITY, A MAXIMUM REDUCTION OF FIFTY PERCENT (50%) OF REQUIRED PARKING IS PERMITTED; OR
- (4) IF THE USE IS AN OUTDOOR DINING AREA ACCESSORY TO A RESTAURANT, OUTDOOR DINING AREAS UP TO A MAXIMUM OF FIVE HUNDRED (500) SQUARE FEET AND NOT EXCEEDING TWENTY FIVE PERCENT (25%) OF THE PRIMARY BUILDING'S GROUND LEVEL GROSS FLOOR AREA, SHALL NOT BE SUBJECT TO ADDITIONAL REQUIRED PARKING.

d. **PARKING LOT LANDSCAPING:** NEW PARKING AREAS WITH TEN (10) OR LESS SPACES SHALL NOT BE SUBJECT TO REQUIRED PARKING LOT LANDSCAPE STANDARDS.

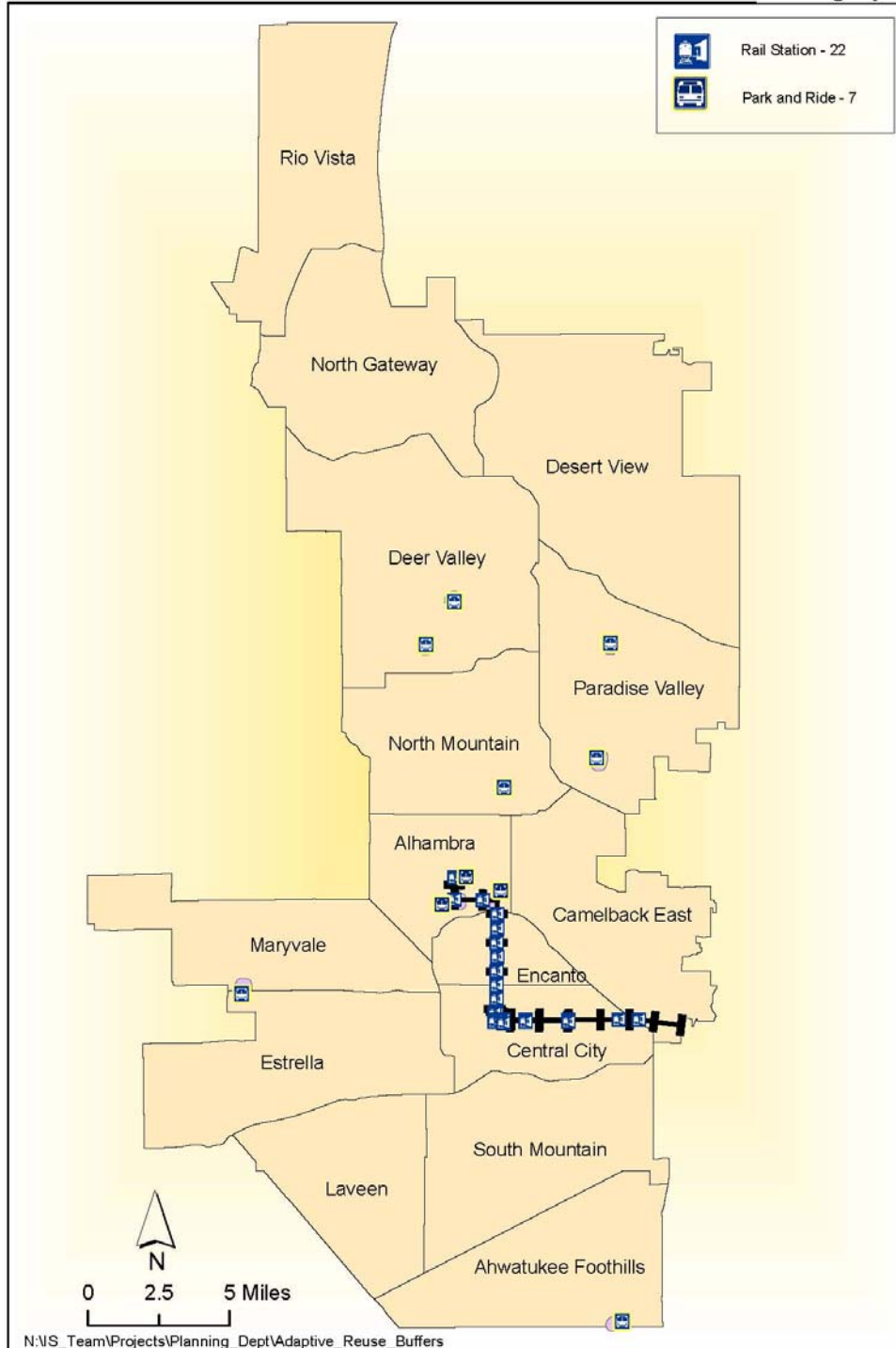
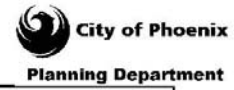
- e. **TANDEM PARKING:** TANDEM PARKING MAY BE USED FOR EMPLOYEE PARKING AND MAY ACCOUNT FOR UP TO TWENTY PERCENT (20%) OF THE REQUIRED PARKING. TANDEM PARKING SPACES SHALL HAVE DIMENSIONS MEASURING A MINIMUM OF NINE AND ONE-HALF (9 ½ ') FEET BY EIGHTEEN (18') FEET FOR EACH PARKING SPACE. TANDEM PARKING SPACES SHALL BE SIGNED FOR EMPLOYEE USE ONLY.

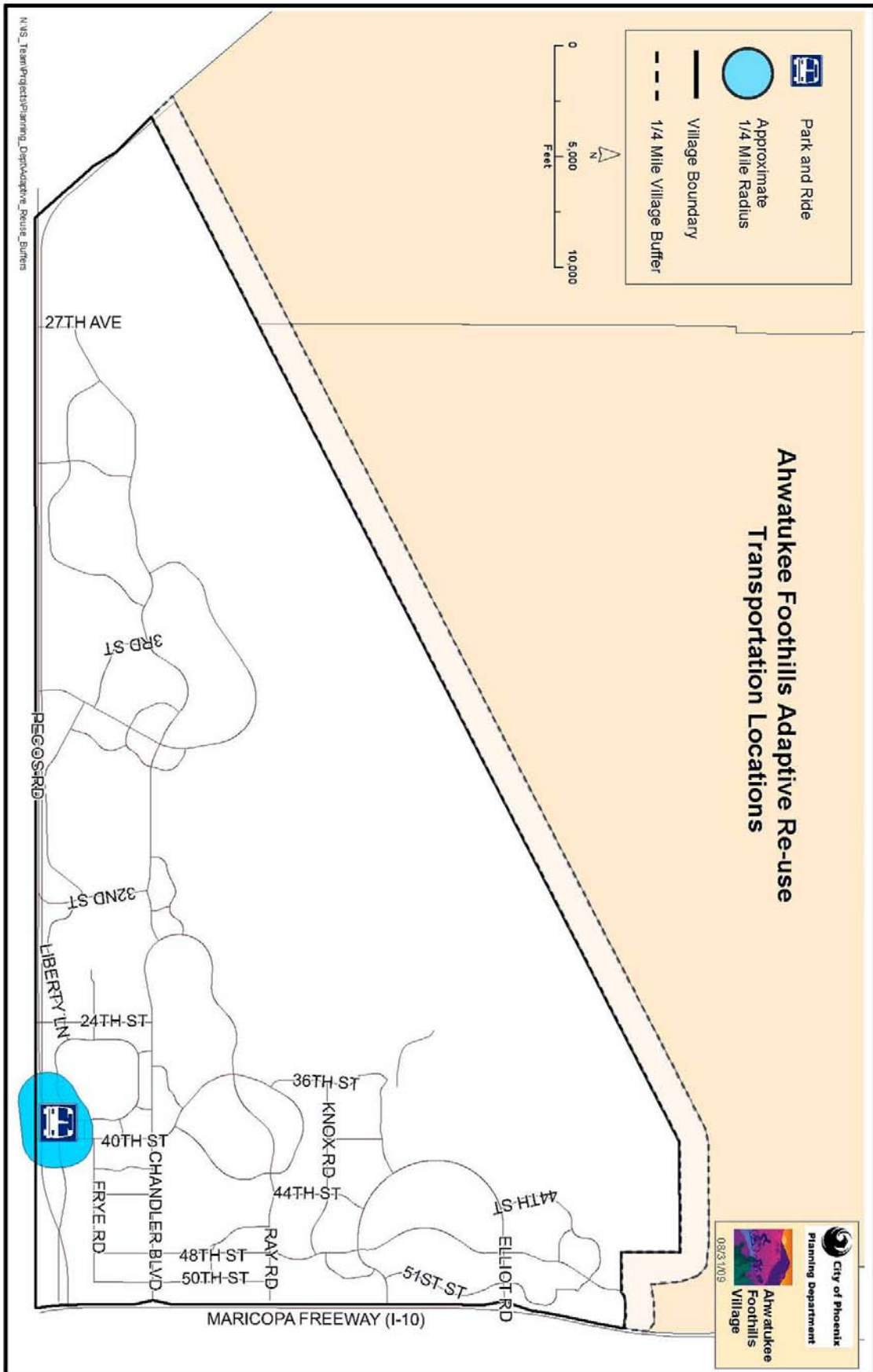
~~8. 9. Other Parking Reductions~~ REDUCTIONS FOR INFILL DEVELOPMENTS

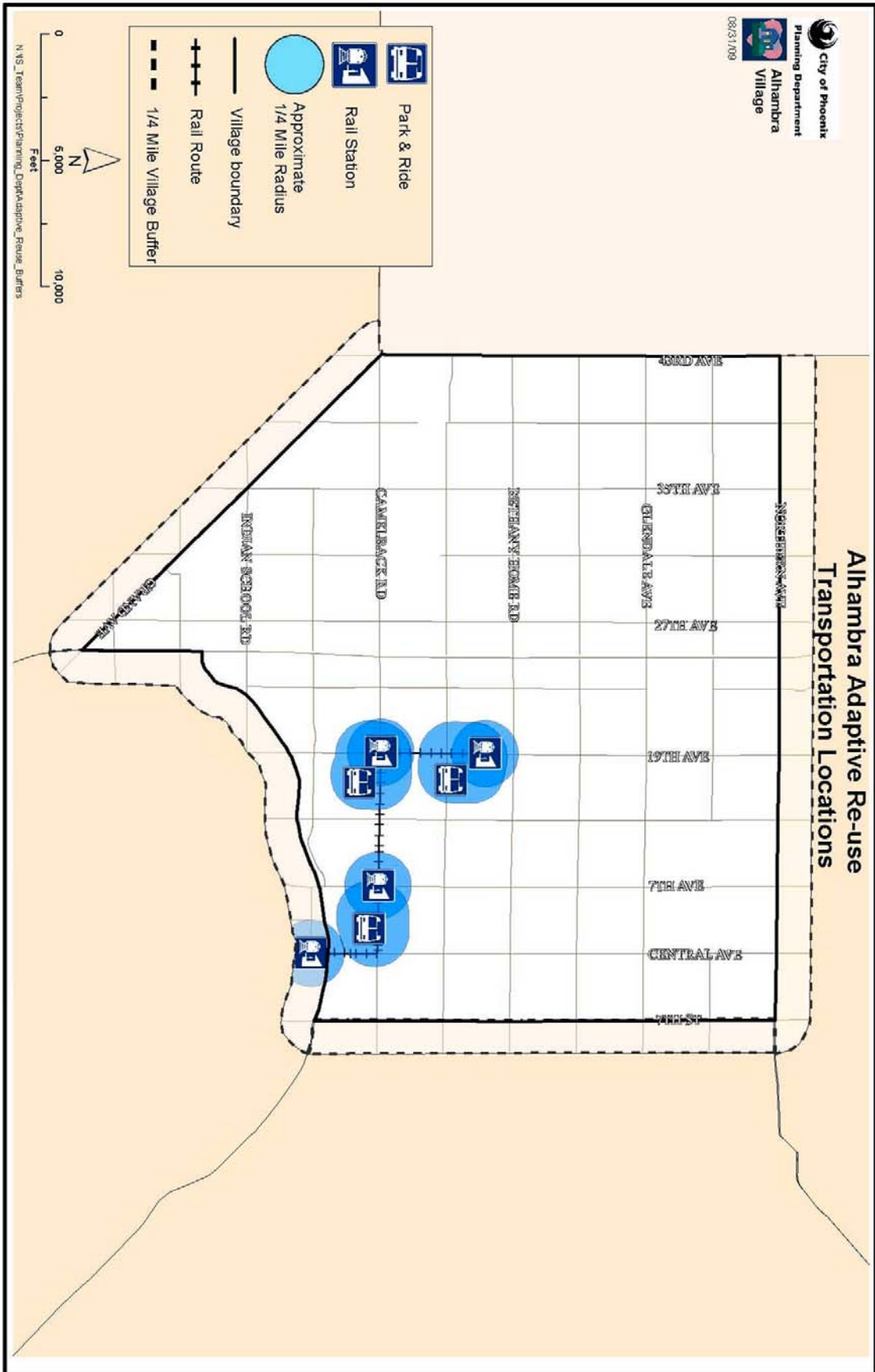
- a. Within the infill development incentive districts, as shown on the general plan for Phoenix, a development's on-street parking adjacent to and along the same side of a public, local or collector street may be counted toward parking requirements.
- b. The Zoning Administrator or Board of Adjustment may grant a use permit in accordance with the standards and procedures of Section 307 to reduce the applicable parking requirements when property is located within the infill development incentive districts as shown on the general plan for Phoenix, and it can be shown there is less demand for parking or alternative sources of transportation are available.

Attachment B

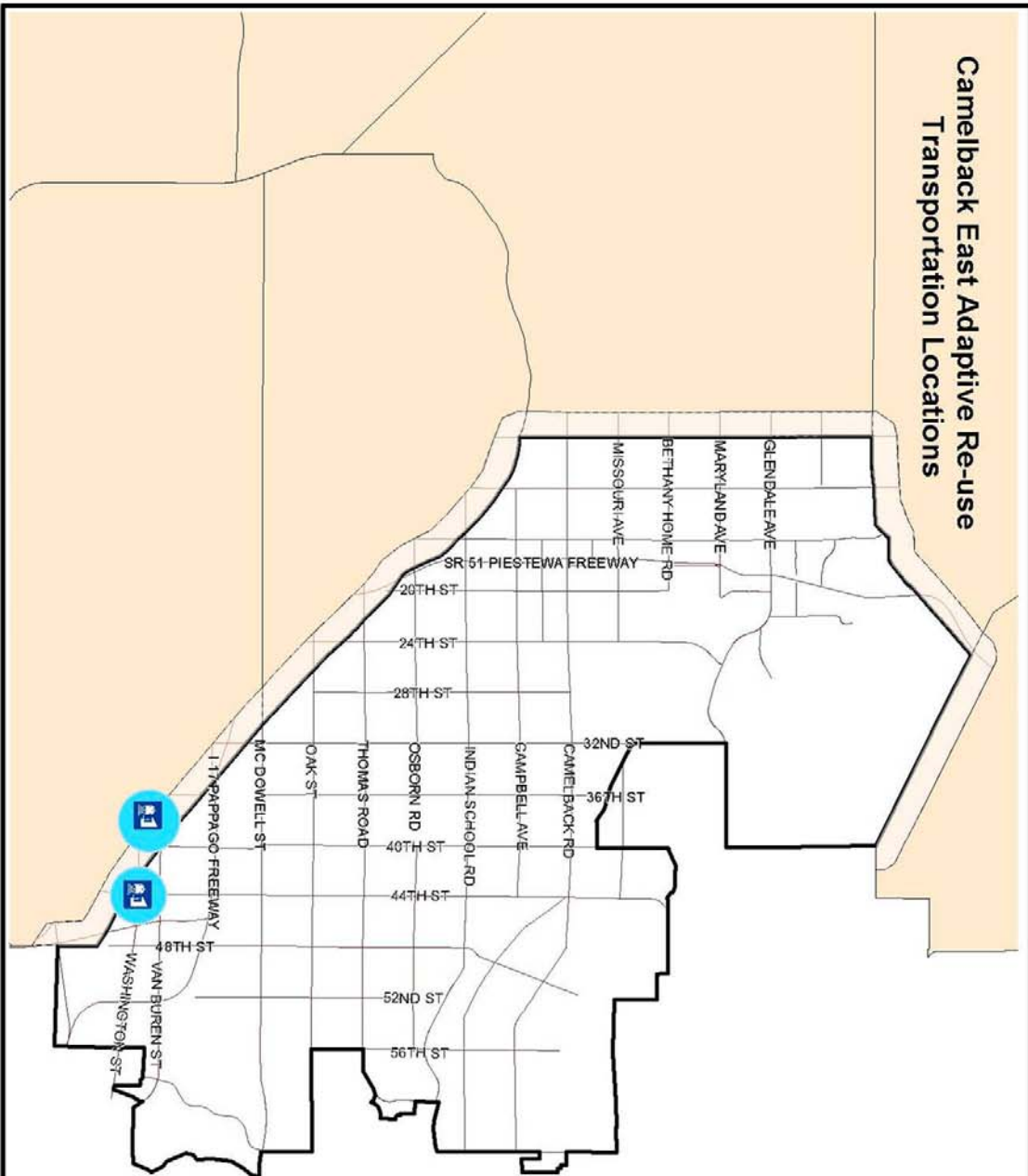
City of Phoenix Adaptive Re-use Transportation Locations







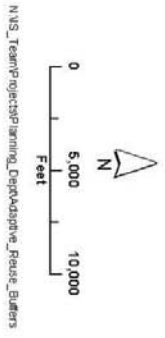




Camelback East Adaptive Re-use Transportation Locations



	Rail Station
	Approximate 1/4 Mile Radius
	Village Boundary
	1/4 Mile Village Buffer



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City of Phoenix
 Planning Department
 Camelback East
 Village
 08/21/09

