



MARANA PLANNING COMMISSION
REGULAR COMMISSION MEETING
NOTICE AND AGENDA

11555 W. Civic Center Drive, Marana, Arizona 85653
Council Chambers, May 29, 2019, at or after 6:30 PM

Thomas Schnee, Chairman
Don Duncan, Vice Chair
Terry Fehrmann, Commissioner
Ronald Hill, Commissioner
Richard Miller, Commissioner
Bryan Schachter, Commissioner
Sharon Tyson, Commissioner

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Marana Planning Commission and to the general public that the Planning Commission will hold a meeting open to the public on May 29, 2019, at or after 6:30 PM located in the Council Chambers of the Marana Municipal Complex, 11555 W. Civic Center Drive, Marana, Arizona.

ACTION MAY BE TAKEN BY THE COMMISSION ON ANY ITEM LISTED ON THIS AGENDA. Revisions to the agenda can occur up to 24 hours prior to the meeting. Revised agenda items appear in *italics*.

Marana Planning Commission

Welcome to this public meeting of the Marana Planning Commission. The Commission consists of seven citizens who are appointed by the Town Council and serve without pay. For the most part, the Commission acts in an advisory capacity to the Town Council on matters related to land use planning and zoning. Citizens are encouraged to address the Commission with their concerns on agenda items during the public testimony portions of the meeting, or other issues at the Call to the Public.

Meeting Times

Regular Commission meetings are usually held on the last Wednesday of each month at 6:30 PM at the Marana Municipal Complex, although the date or time may change and additional meetings may be called at other times and/or places.

Speaking at Meetings

If you are interested in speaking to the Commission during the Call to the Public or Public Hearings, you must fill out a speaker card (located in the lobby outside the Council Chambers) and deliver it to the Planning Commission Secretary prior to the convening of the meeting.

All persons attending the Commission meeting, whether speaking to the Commission or not, are expected to observe the Commission rules, as well as the rules of politeness, propriety, decorum and good conduct. Any person interfering with the meeting in any way, or acting rudely or loudly will be removed from the meeting and will not be allowed to return.

Accessibility

To better serve the citizens of Marana and others attending our meetings, the Council Chambers are wheelchair and handicapped accessible. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the Town Clerk at (520) 382-1999. Requests should be made as early as possible to arrange the accommodation.

Agendas

Copies of the Agenda are available the day of the meeting in the lobby outside the Council Chambers or online at www.maranaaz.gov.

This Notice and Agenda posted no later than 24 hours prior to the meeting, at the Marana Municipal Complex, 11555 W. Civic Center Drive, the Marana Operations Center, 5100 W. Ina Road, and at www.maranaaz.gov.

REGULAR COMMISSION MEETING**CALL TO ORDER****PLEDGE OF ALLEGIANCE****INVOCATION/MOMENT OF SILENCE****ROLL CALL****CALL TO THE PUBLIC**

At this time, any member of the public is allowed to address the Planning Commission on any issue within the jurisdiction of the Planning Commission, except for items scheduled for a Public Hearing at this meeting. The speaker may have up to three (3) minutes to speak. Any persons wishing to address the Commission must complete a speaker card (located at the rear of the Commission Chambers) and deliver it to the Commission Secretary prior to this agenda item being called. Pursuant to the Arizona Open Meeting Law, at the conclusion of Call to the Public, individual members of the Commission may respond to criticism made by those who have addressed the Commission, and may ask staff to review the matter, or may ask that the matter be placed on a future agenda. However, members of the Commission shall not discuss or take legal action on matters raised during an open call to the public unless the matters are properly noticed for discussion and legal action.

APPROVAL OF AGENDA**ANNOUNCEMENTS****GENERAL ORDER OF BUSINESS**

- A. Approval of the April 24, 2019 Meeting Minutes**
- B. Public Hearings**

1. **PCM1905-001: Amendment to Title 17 (Land Development) of the Marana Town Code, adding a new chapter (Chapter 17-9. Parking) replacing the current Title 22 (Off-Street Parking and Loading) of the Marana Land Development Code.**

Recommendation to the Town Council for approval of an amendment to Title 17 (Land Development) of the Marana Town Code, adding a new chapter (Chapter 17-09 Parking) to replace Title 22 (Off-Street Parking and Loading) in the Land Development Code. Chapter 17-09. (Parking) includes comprehensive revisions to the existing parking regulations. (Steve Cheslak).

C. Commission Action

Opening remarks by an applicant should not exceed ten minutes. Comments by others should not exceed three minutes.

D. Informational Items/Possible Action Items

FUTURE AGENDA ITEMS

EXECUTIVE SESSIONS

Pursuant to A.R.S. 38-431.03, the Planning Commission may vote to go into executive session, which will not be open to the public, to discuss certain matters.

Executive Session pursuant to A.R.S. §38-431.03 (A), Planning Commission may ask for discussion or consideration, or consultation with designated Town representatives, or consultation for legal advice with the Town Attorney, concerning any matter listed on this agenda for any of the reasons listed in A.R.S. §38-431.03 (A).

ADJOURNMENT

Planning Commission Regular Meeting

Meeting Date: 05/29/2019

To: Planning Commission

From: Terri Byler, Executive Assistant

Date: May 29, 2019

Subject: **Approval of the April 24, 2019 Meeting Minutes**

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Attachments

4/24/2019 Draft Meeting Minutes



MARANA PLANNING COMMISSION
REGULAR COMMISSION MEETING
11555 W. Civic Center Drive, Marana, Arizona 85653
Council Chambers, April 24, 2019, at or after 6:30 P.M.

Thomas Schnee, Chairman
Don Duncan, Vice Chair
Terry Fehrmann, Commissioner
Ronald Hill, Commissioner
Richard Miller, Commissioner
Bryan Schachter, Commissioner
Sharon Tyson, Commissioner

MINUTES

CALL TO ORDER. Chairman Schnee called the meeting to order at 6:30 p.m.

PLEDGE OF ALLEGIANCE AND INVOCATION/MOMENT OF SILENCE. Led by Vice Chair Duncan.

ROLL CALL. Commission Secretary Terri Byler called roll. Chairman Schnee and Commissioners Hill and Schachter were absent. A quorum was present.

CALL TO THE PUBLIC. No speaker cards presented.

APPROVAL OF AGENDA. *Motion to approve by Commissioner Fehrmann, seconded by Commissioner Tyson. Passed unanimously.*

ANNOUNCEMENTS.

GENERAL ORDER OF BUSINESS. Approve Regular Planning Commission Meeting Minutes from March 27, 2019. *Motion to approve by Commissioner Fehrmann, seconded by Commissioner Miller. Passed unanimously.*

PUBLIC HEARINGS.

COMMISSION ACTION.

1. DPR1901-001 FLSmidth Krebs Expansion Development Plan. Relating to Development; approving a development plan for expansion of FLSmidth Krebs at 5505 W. Gillette Rd. (Steven E. Vasquez)

Steven Vasquez stated this was a request for approval for a development plan for expansion of the FLSmidth Krebs development, located on the SEC of I-10 Frontage and Gillette Road.

The zoning is "F" Specific Plan [Continental Ranch Specific Plan] and the land use designation is "I" Industrial. The development is proposing an 81,900 sq. ft. building expansion and a 4,053 sq. ft. test pump area expansion. Building D will be tore down and replaced with a covered parking area and Building E will be replaced with a future outdoor racking area.

Vice Chair Duncan didn't see any issues with the plan. No other questions from the Commission.

Motion to approve by Commissioner Miller, seconded by Commissioner Fehrmann. Passed unanimously. 4-0

2. PRV1901-002 Gladden Farms Blocks 36 & 40 Preliminary Plat. A request for a recommendation to the Town Council for approval of a preliminary plat for Gladden Farms Blocks 36 and 40 Lots 1-176, Common Areas A-1 - A-7 (Landscape, Utilities and Drainage) and B-1 - B-5 (Functional Open Space, Landscape, Utilities and Drainage) at the southwest corner of N. Midfield Road and W. Mike Etter Blvd. (Steven E. Vasquez)

Steven Vasquez specified this was a request for approval of a preliminary plat for Gladden Farms Blocks 36 & 40, consisting of 176 residential lots and common areas, on 34.3 acres. The location is on the SEC of Midfield Road and Mike Etter Blvd. The zoning is "F" Specific Plan [Gladden Farms II] and the land use designation is HDR [High Density Residential.] There will be three access points to the subdivision; one off Midfield Road on Street A, one of Sutter Drive from Blocks 40 & 41, and one off Street G from a future subdivision. Mr. Vasquez added that staff recommends approval, on the condition of obtaining final approval of the plat by El Paso Natural Gas Co.

Vice Chair Duncan felt the project is a good fit, adding that it is a continuation of the Gladden Farms planned area. No other questions from the Commission.

Motion to approve by Commissioner Tyson, seconded by Commissioner Miller. Passed unanimously. 4-0

3. PCM1904-001 Waiver of Subdivision Requirements for SC Ranch. A request for a waiver of subdivision requirement to underground existing electrical utilities adjacent to a proposed residential development (Steven E. Vasquez)

Steven Vasquez indicated this was a request for a waiver of subdivision requirement to underground existing electrical utilities in three locations adjacent to the proposed SC Ranch subdivision. Per the Town Code, electric power shall be located underground except where a subdivider can show the Planning Commission underground installation is not feasible. The proposed subdivision is located approximately at the NEC of Sanders Road and Moore Road.

The first location of the waiver is along Sanders Road. The electrical line is located on the opposite side of Sanders Road from the development and only 50 ft. of the 3 mile long segment would be underground.

The second location is along the western boundary. The adjacent electrical lines provide service to the two parcels to the west and would not be utilized by SC Ranch. Per TEP, the undergrounding would require installation of new panels at the existing structures and obtaining easements from the property owner, which is not within the subdivider's control.

The subdivider proposes to create an access easement on their side of the development to allow TEP to maintain the lines. Per TEP, the landscaping will not be installed along the access easement area, but will be reflected on the required landscaping plan. Landscaping will be installed when the adjacent western partials are developed or when the lines are undergrounded. A decorative wall will be constructed on the western boundary to match the wall on the Moore Road frontage for SC Ranch and the wall that exists for Fianchetto Farms, to the east.

The third location is on Moore Road. On Moore road approximately 4,000 feet linear feet exist between Tangerine Farms and Sanders Road. Rancho Marana and Fianchetto Farms, to the east, have not undergrounded for approximately 2,500 linear feet of that frontage. SC Ranch fronts approximately 600 linear feet of Moore Road and would be the only subdivision to underground the line. Undergrounding of existing lines maybe premature at this time due to the undetermined time and location of a future widening of Moore Road.

Vice Chair Duncan asked if the area long Moore Road would eventually be underground. **Steven Vasquez** - possibly, once the widening has been determined and planned. **Vice Chair Duncan** once the widening has been completed, is there any funding set aside by the developer, to pay for it? **Gus Myers** not to my knowledge. **Commissioner Fehrmann** stated that she understood the power not being undergrounded along Moore Road due to the anticipated widening, but was concerned about development along Sanders Road and potential waivers from future developers. **Jason Angell** noted when staff reviewed the request for the waiver, the portion that is along Sanders Road is related to a pole that is located on the other side of the street, as well as being a short distance. That waiver was the one that made the most sense. Undergrounding 60 feet of a three mile long road doesn't achieve much and it would create more work for TEP. **Steven Vasquez** added - SC Ranch would not use the lines on the western boundary for power for their subdivision. The subdivider has agreed to add an access easement to allow TEP to be able to maintain the lines. **Commissioner Fehrmann** asked how many feet would the easement be? **John Wood – Presidio Engineering** there is currently a blanket easement which covers both the SC Ranch property and the properties to the west. That blanket easement allows TEP to access the poles and also provides power to the west. The applicant would like the blanket easement to dissolve once the subdivision is platted and in exchange, the subdivision would grant 10' to 11 1/2' of easement for TEP to access SC Ranch's property.

Motion to approve by Commissioner Fehrmann, seconded by Commissioner Miller. Passed unanimously. 4-0

INFORMATIONAL ITEMS/POSSIBLE ACTION ITEMS.

FUTURE AGENDA ITEMS.

ADJOURNMENT. Motion to adjourn at 7:04 p.m. by Commissioner Tyson, seconded by Commissioner Miller. Passed unanimously.

CERTIFICATION.

I hereby certify that the foregoing are the true and correct minutes of the Marana Planning Commission meeting held on April 24, 2019. I further certify that a quorum was present.



Terri Byler, Commission Secretary

Planning Commission Regular Meeting

Meeting Date: 05/29/2019

To: Planning Commission

From: Steven Cheslak, Principal Planner

Date: May 29, 2019

Strategic Plan Focus Area:

Not Applicable

Subject: PCM1905-001: Amendment to Title 17 (Land Development) of the Marana Town Code, adding a new chapter (Chapter 17-9. Parking) replacing the current Title 22 (Off-Street Parking and Loading) of the Marana Land Development Code.

Recommendation to the Town Council for approval of an amendment to Title 17 (Land Development) of the Marana Town Code, adding a new chapter (Chapter 17-09 Parking) to replace Title 22 (Off-Street Parking and Loading) in the Land Development Code. Chapter 17-09. (Parking) includes comprehensive revisions to the existing parking regulations. (Steve Cheslak).

Discussion:

Request

Staff is requesting a recommendation to the Town Council for approval of the new chapter (Chapter 17-09 Parking) of the Marana Town Code, a comprehensive update of the Town's parking regulations currently found in Title 22 (Off-Street Parking and Loading) in the Marana Land Development Code.

History

As part of the current effort to update the Land Development Code, Town staff has been working on comprehensive revisions to Title 22 (Off-Street Parking and Loading). Title 22 was adopted by the Town Council on September 5th, 1995, by Ordinance 95.22 and revised in 2015, by Ordinance 2015.019, addressing ADA parking standards.

In addition to revisions of elements in the Parking Code, Title 22 is proposed to be renamed and replaced by Chapter 17-9 (Parking) in the Town Code as part of the Land Development Code migration to the Marana Town Code.

Code Clean-up and Additions

Title 22 is a comprehensive body of regulation that was established to provide development criteria for on-site parking and loading related to: size and access requirements, number of spaces required per the use of the site, parking area requirements related to development and maintenance, curbing, screening, landscaping, surfacing, lighting and residential parking. Due to the age and large scope of Title 22, it was reviewed against all current Code regulations related to parking and site development. This study revealed numerous Code updates have occurred over the years in Development Engineering and Planning sections related to aspects of parking regulation but not reflected in the existing Parking Code. As a part the Code revision process, work has been done to update and remove the duplication of regulations within the Code.

In addition to reviewing Title 22 against existing Town regulation, staff has incorporated new regulation related to parking lot design which features Low Impact Design elements that include:

- Compact Car Allowance

- 9' x 15' space
 - Up to 30% of total parking spaces
- Greater than 100 parking spaces
 - Parking lot division required
 - Landscaped swale
 - Landscaped pedestrian path (10' wide)
 - Primary or accessory building placement
- Greater than 400 parking spaces
 - Must incorporate stormwater management techniques
 - Landscape areas may be credited against larger on-site detention/retention basins
- Bicycle Parking
 - Criteria for location and design

Parking Code Update

In an effort to respond to current trends in development and keep up with the pace of change that's happening in our society today, the burden of determining the appropriate number of parking spaces required for a specific use is proposed to be shifted to the developer. Traditionally, the Town has determined the number of parking spaces required by referring to a list of uses with an assigned square footage ratio, ie: retail store use requires 1 parking space per 200 square feet of floor space. While this method has worked in the past, the way we conduct business today has changed and is continuing to evolve with the advent of the digital revolution. The biggest change is the retail world where on-line shopping, home delivery and on-site parking lot pick-up or drop-off have reshaped the traditional way we interact with businesses. At the same time, the demand and growth in new types of businesses such as TopGolf forces us to examine our regulations as consumers choose to invest in experiences rather than products.

To achieve the goal of allowing the developer to determine their own parking needs while satisfying the Town's desire for appropriate parking, Chapter 17-9 will require a parking justification analysis for all new development with detailed, specific requirements. The justification analysis will be based on standard traffic modeling practices, require Planning Director approval or be rejected with an explanation allowing for revision or appeal to the board of adjustment. This proposed methodology will create flexibility for the developer while still granting the Town the ability to maintain the best interest of the public now and in the future.

Public Engagement

A proposed Parking Code update presentation was given to the Planning Commission in July of 2018 and to the Town Council in September of 2018. The input received was incorporated into the document, announced and posted on the Town website for public comment. The Marana Chamber of Commerce and the Metropolitan Pima Alliance (MPA) were also informed and received copies in September of 2018. Since then, staff has attended multiple MPA events, discussing and presenting the proposed revisions to the Code with positive feedback received.

Staff Recommendation:

Staff recommends that the Planning Commission forward the proposed amendment to Title 17 (Land Development) of the Marana Town Code, adding a new Chapter 17-09 (Parking) replacing the current Title 22 (Off Street Parking and Loading) of the Marana Land Development Code, to the Town Council with a recommendation for approval.

Suggested Motion:

I move to recommend to the Town Council approval of PCM1905-001, amendment to Title 17 (Land Development) of the Marana Town Code, adding a new Chapter 17-09 (Parking) replacing the current Title 22 (Off-Street Parking and Loading) of the Marana Land Development Code.

Attachments

Existing Title 22 Parking Code
New TC Ch 17-9 Parking

**TITLE 22
OFF-STREET PARKING AND LOADING**

SECTIONS:

22.000	Purpose
22.010	When required
22.020	Size and access requirements
22.030	Number of spaces required for designated uses
22.050	Parking areas-Development and maintenance
22.060	Parking areas-Curbing required-specifications
22.070	Parking areas-Screening requirements
22.080	Parking areas-Landscaping
22.090	Parking areas-Surfacing requirements
22.100	Limitations on areas to be used
22.110	Parking areas-Lighting arrangements
22.120	Off-Street Loading-Number and size of spaces to be maintained
22.130	Residential parking-Front setback restrictions
22.140	Residential parking-Garage requirement
22.150	Residential parking-Conversion to living purposes-Approval required
22.160	Appeals

22.000 Purpose

The purpose of these regulations is to establish an orderly manner of providing on-site parking and loading areas and access to areas of adequate capacity, and appropriate location and design. These parking requirements are intended to provide sufficient parking based on use and intensity and to maintain the traffic carrying capacity of nearby streets.

22.010 When required

At the time any building or structure is erected, enlarged or increased, or any use is established, off-street parking spaces for automobiles shall be provided in accordance with the requirements herein. When an addition is made to an existing building, only the square feet in the addition need be used in computing the required parking.

22.020 Size and access requirements

Size and access of off-street parking and loading facilities shall be as follows:

1. Parking in such a way that in order to egress from the property vehicles must back across any street right of way may be permitted only at single-family residences and duplex residences.
2. Access to parking spaces may not be less than nine feet in width and paved in accordance to Town standards.
3. Driveways used to serve two to four dwelling units shall be a minimum width of twelve feet if the furthest unit is eighty feet or less from the front

property line. If such unit is more than eighty feet from the front property line, then the minimum width shall be fifteen feet.

4. Driveways used to serve five or more dwelling units shall be a minimum width of fifteen feet for a single lane entrance and exit. A two lane driveway, used for an entrance and exit, shall be no less than twenty-five feet in width and need not exceed eighteen feet in width. All turning areas and aisles shall be adequate to provide safe and efficient access to and from the parking area in accordance to the standards administered by the Town Engineer.
5. Access points into the property shall be not more than two driveways from any one street.
6. Driveways shall not be closer to each other than twenty (20) feet except where a greater distance may be required by other provisions of this code.
7. Each driveway shall be not more than thirty (30) feet in width, measured at right angles to the center line of the driveway, except as that distance may be increased by permissible curb return radii.
8. On corner lots, no driveway shall be closer than thirty five (35) feet to the point of intersection of the right-of-way lines of the intersection.
9. Surfacing and Drainage: Every parking lot, including display areas for vehicle parking, shall be paved with two (2) inches of asphalt concrete over four (4) inches of aggregate base course or four (4) inches of Portland Cement Concrete reinforced with #8 rebar, six (6) inch by six (6) inch wire weld mesh over a sub-base compacted to ninety-five (95) percent density and properly drained with a minimum grade of 0.5% and a maximum grade of 6%. Every parking lot shall be subject to approval of a Site Plan Review process.
10. Tandem parking shall not qualify as acceptable parking. Tandem parking shall be defined as one vehicle parked directly behind another vehicle, but not designated as a parallel parking situation. See Illustration "A" below:

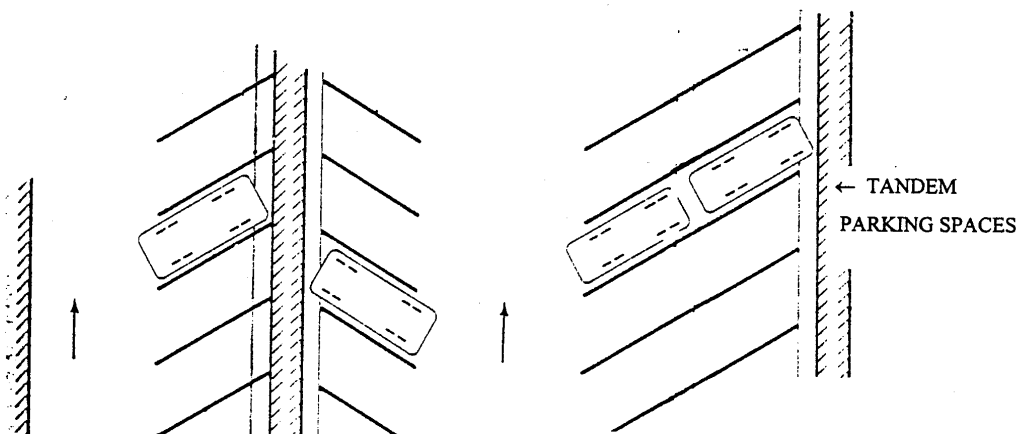


ILLUSTRATION "A"

11. Access and Traffic Control:
- a) All uses shall have access limited to the collector or arterial streets.
 - b) All buildings, other structures, parking and loading areas, shall be physically separated from all non-arterial or collector streets by vertical curbs and other suitable barriers and landscaping to prevent unchanneled motor vehicle access. Except for the access ways permitted in (c) below, the barrier shall be continuous for the entire length of the property line.
 - c) Each property shall have appropriate access ways to the street. In addition, each access way shall comply with the following:
 - 1) Curb returns shall have a minimum radius of twenty-four (24) feet.
 - 2) At its intersection with the property line, no part of any access way shall be nearer than one hundred (100) feet to the intersection of any two (2) street rights-of-way lines, nor shall any such part be nearer than fifty (50) feet to any side or rear lot line.
 - 3) The number and location of access ways shall be so arranged that they will reduce traffic hazards as much as possible.
12. Parking area dimensions shall conform to Table 1: Standard Parking Dimensions.

22.030 Number of spaces required for designated uses

“Floor area” shall refer to gross floor area used by tenants, service areas, storage areas, public areas used for customers, including area occupied by fixtures and equipment.

The number of off-street parking spaces shall be as set forth below:

- | | |
|--|--|
| 1. Automobile sales facility: | 1 for each 400 s.f. or 1/10 of the maximum storage capacity, whichever is greater. |
| 2. Automobile service and repair: | 1 for each 400 s.f. of floor area. |
| 3. Banks and savings and loans: | 1 for each 200 s.f. of floor area; 4 spaces minimum |
| 4. Business offices: | 1 for each 300 s.f. of floor area; 4 spaces minimum |
| 5. Bowling facility | 5 per each bowling lane plus 1 per each employee |
| 6. Car wash, self service or attendant-operated: | 3 for each stall plus 1 for each employees |
| 7. Churches and private schools: | 1 for each 3.5 seats in an auditorium or 1 for each 17 classroom seats, whichever is greater |

TOWN OF MARANA, ARIZONA
LAND DEVELOPMENT CODE

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|--|--|
| 8. Dance halls, exhibit halls, clubs and lodges: | 1 for each 50 s.f. of floor area used for assembly or dancing |
| 9. Dwelling, Manufactured home: | 2 spaces per pad. If located within a mobile home park, then 1 guest space for each 5 pads up to 50 pads and 1 space for each 10 pads thereafter |
| 10. Dwellings, multiple: | 1-1/2 per unit for each studio or 1-bedroom apartment
2 per unit for each 2-bedroom apartment or larger
In addition, 1 guest space for each three units shall be provided.
One space per unit shall be covered parking. |
| 11. Dwellings, single-family, duplex: | 2 for each family or unit, each space shall be a minimum area of 400 s.f., within a garage or carport. |
| 12. Dwellings, townhouses: | 2 for each unit, each space shall be a minimum area of 400 s.f., within a garage or carport. |
| 13. Furniture and appliance store: | 1 for each 600 s.f. of floor area. |
| 14. Hospitals: | 1-1/2 for each bed |
| 15. Hotels, motels, and motor hotels: | 1 for each sleeping unit, plus 1 for each 25 rooms |
| 16. Machinery sales and service garages: | 1 for each 400 s.f. |
| 17. Manufacturing plants and laboratories: | 1 for each 1-1/2 employees at any one time or 1 for each 800 s.f., whichever is greater |
| 18. Medical and dental clinics and offices: | 1 for each 200 s.f. of floor area: minimum of 5 |
| 19. Nursing homes: | 1 for each 3 beds |
| 20. Restaurant Drive-thru, take-out, snack stands: | 15 spaces minimum |
| 21. Restaurant, bars and night clubs: | 1 for each 2-1/2 permanent seat capacity, excluding the dance floor or assembly area without fixed seating which shall be calculated as 1 space per 50 s.f. of floor area |
| 22. Retail stores: | 1 for each 200 s.f. of floor space |
| 23. Rooming and lodging houses: | 1 for each bedroom |
| 24. Schools | |
| Elementary: | 1 per teacher or employees, plus 5 spaces |
| Jr. High: | 1 per teacher or employees, plus 5 spaces |
| High: | 1 per 4 students |

- | | |
|--|---|
| 25. Sports arenas, auditoriums, theaters, meeting halls: | 1 for each 3 seats of maximum seating capacity |
| 26. Storage facility (multi-unit) | 1 for each 150 floor area of office area. |
| 27. Swimming Pools | 2 per each 100 square feet of water area |
| 28. Warehousing, service and maintenance centers: | 1 for each 1-1/2 persons employed at any one time or 1 for each 1,000 s.f., which ever in greater |

22.050 Parking areas- Development and maintenance

Every parcel used as a public or private parking area, including a commercial parking lot and also an automobile, farm equipment, or other open-air sales lot, shall be developed and maintained in accordance with the requirements set forth in Section 22.060 through 22.015 below.

22.060 Parking areas-Curbing required-specifications

Off-street parking areas for more than five vehicles shall provided with suitable concrete curb or horizontal timber barrier not less than six inches in height, located not less that two feet from any street, walkway or alley right-of-way line. All curbs or barriers shall be permanently anchored in a manner satisfactory to the Town Engineer. The purpose of such curb is to confine vehicles entirely within said premises, except in those cases where a wall is provided on the boundaries of the premises which, in the opinion of the planning administrator, is of such construction as to suitably protect the adjoining property.

22.070 Parking areas-Screening requirements

Off-street parking for more than five vehicles shall be effectively screened by a ten-foot wide landscaped strip and a masonry wall or fence of acceptable design. Minimum wall or fence height shall be not less than three and one-half feet and shall not exceed more than six feet in height and shall be maintained in good condition. Such wall or fence shall be free of any advertising, unless approved otherwise as part of planned sign program. The requirements specified herein may be eliminated in whole or in part where, in the opinion of the Planning Administrator, such requirements are not necessary for the proper protection of abutting property or other equally valid reasons.

22.080 Parking areas-Landscaping

The total parking area shall be landscaped in accordance with the landscape requirements adopted by the Town. Such landscaped area shall not be less than ten percent (10%) of the total area used for parking and access.

22.090 Parking areas- Surfacing requirements

Any off-street parking areas shall be surfaced in accordance with the specifications set forth by the town standards, so as to be a durable and dustless surface and shall be graded and drained so as to dispose all surface water accumulated within the area. The area shall be arranged and marked as to provide the orderly and safe loading, unloading, parking and storage of vehicles.

The Planning Administrator may waive or modify the parking standards for up to six months for uses within the agricultural zone, for any use deemed temporary.

22.100 Limitations on areas to be used

For all non-single family residential and duplex developments, no part of any front or exterior side yard (street side of a corner lot) shall be used for off-street parking or access unless authorized by the Planning Administrator, pursuant to an approved site plan.

22.110 Parking areas-Lighting arrangements

Lighting used to illuminate any off-street parking area shall be arranged so as to reflect the light away from adjoining premises in any residential zone.

22.120 Off-Street Loading-Number and size of spaces to be maintained

1. For every building having a gross floor area of ten thousand square feet or more, which is to be occupied by a commercial or industrial use requiring the receipt of distribution by vehicles of materials or merchandise, there shall be provided and maintained, on the same lot with such building, at least one off-street loading space plus one additional such loading space for each additional forty thousand square feet or fraction thereof.
2. Each loading space shall not be less than twelve feet in width, thirty feet in length, and fourteen and one-half feet in height clearance with a thirty foot radius maneuvering apron.
3. Such space shall not be located closer than fifty feet to any residential zone, unless enclosed by a masonry wall not less than eight feet in height.
4. Off-Street Loading: Each shop or store shall have a rear or side entrance that is accessible to a loading area and service drive. Service drives shall be a minimum of twenty-four (24) feet in width and shall be in addition to and not part of the drives or circulation system used by the vehicles of shoppers and/or fire access. The arrangement of truck loading and unloading facilities for each shop or store shall be such that, in the process of loading or unloading, no truck will block or extend into any other private or public drive or street used for vehicular circulation. Loading and delivery zones shall be clearly marked. The Planning Administrator may permit joint-use loading and delivery spaces as a part of the approval of a shopping complex of several retail stores being part of a complex.

22.130 Residential parking-Front setback restrictions

No required parking spaces or required maneuvering areas shall be located in the front or exterior setback area. The total amount of driveways and adjacent parking areas shall not occupy more than fifty percent of the front of exterior side yard.

In cases where the street improvements are at their ultimate width, the front setback area, for parking purposes, may be measured from the back of the sidewalk.

22.140 Residential parking-Garage requirement

All single family and two-family dwellings in an agricultural or residential zone, especially those within a subdivision, shall have constructed a two-car garage, containing a minimum of four hundred square feet and minimum interior dimension of twenty feet. The purpose of said requirement is to protect the general welfare of residential areas by preventing the establishment of parking in an open parking lot situation inappropriate to residential development and the open and disorderly display of equipment which would be stored in enclosures to avoid an unsightly appearance.

Notwithstanding requirements contained in this Title, the minimum front yard shall be twenty-two feet from the inside edge of the sidewalk to the door of the garage or structure of a carport in the case of a driveway approximately perpendicular to the front property line. Any garage that has access from an alley shall be located twenty-five feet from the opposite side of the alley with a minimum setback of five feet from the alley.

22.150 Residential parking-Conversion to living purposes-Approval required

Prior to the issuance of a building permit for the conversion of any existing garage or carport for living purposes, the property owner shall be required to meet the following conditions:

- A. A newly enclosed two-car garage shall be provided to replace the garage or carport being converted. Tandem parking shall not be permitted.

All plans for such conversion of existing and new garages shall be submitted to the planning department for approval to ensure that the conversion is compatible in design and materials with the existing dwelling. The exterior of the garage shall match the existing house elevation in color, materials and trim.

22.160 Appeals

Appeal from the decisions of the Zoning Administrator shall be as follows:

1. Once the Zoning Administrator has rendered a written decision per this title or issued a notice of action per this title, the aggrieved person may appeal the decision or action of the Zoning Administrator by submitting a written appeal to the Planning Commission within 14 days of the decision or action of the Zoning Administrator. The Planning Commission will act and render a decision on this appeal within 45 days. If no appeal is made within 14 days, the decision or action of the Zoning Administrator shall stand.
2. Either the aggrieved person or the Zoning Administrator may appeal the decision of the Planning Commission to the Board of Adjustments. Such appeal must be made in writing to the Town Clerk within five (5) working days of the rendering of the decision by the Planning Commission. When such a notice of appeal has been submitted to the Town Clerk, it will be brought before the Board of Adjustments at the Council's next regular meeting as a regular agenda item, classified as new business. The Board of Adjustments may then confirm or modify or reverse the decision of the Planning Commission. Any motion to modify or reverse the decision of the

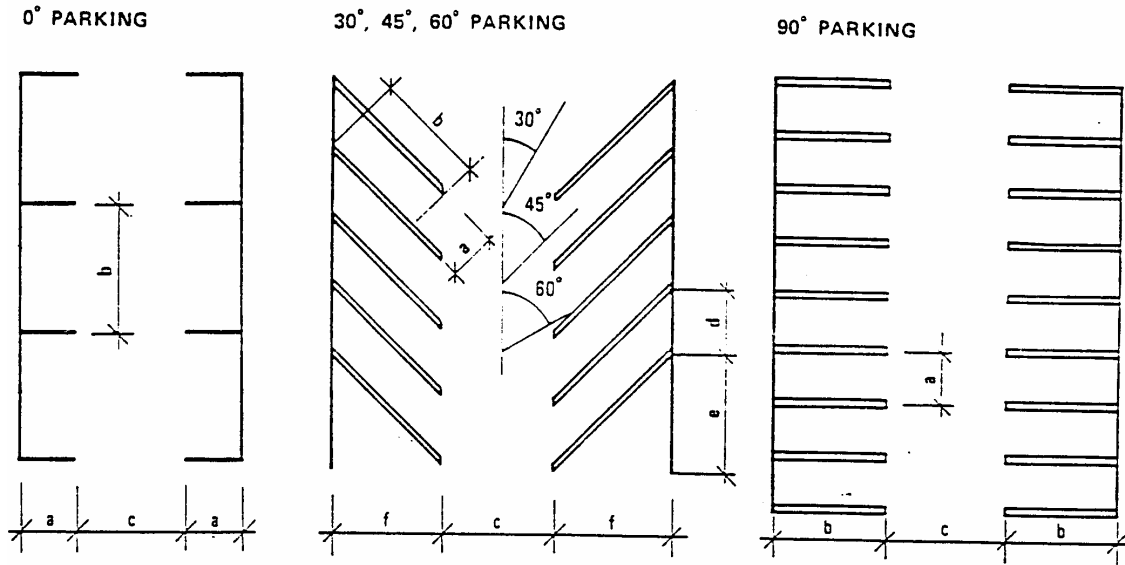
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Planning Commission shall contain the explicit reasons therefore. If the Board of Adjustments takes no action on the matter, the decision of the Planning Commission shall stand.

(Ord. 95.22, 9/95)

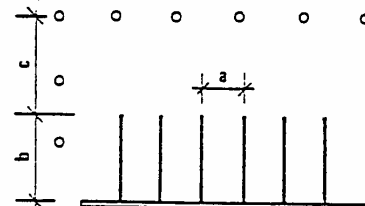
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Table 1: Standard Parking Dimensions



MINIMUM DIMENSIONS FOR REQUIRED PARKING SPACES					
Dimension Indicator	0°	30°	45°	60°	90°
a	9'-0"	8'-6" †	8'-6" †	8'-6" †	8'-6" †
b	21'-0"	18'-0"	18'-0"	18'-0"	18'-0"
c	15'-0" *	13'-0" *	14'-0" *	18'-0" *	22'-0"
d		17'-0"	12'-0"	9'-10"	
e		28'-4"	18'-8"	11'-5"	
f		16'-4"	18'-8"	19'-10"	
SMALL CAR PARKING SPACE†					
a	10'-0"	8'-6"	8'-6"	8'-6"	8'-6"
b	19'-0"	15'-0"	15'-0"	15'-0"	15'-0"
c	15'-0"	13'-0" *	14'-0"	18'-0"	21'-0"
d		17'-0"	12'-0"	9'-10"	
e		25'-9"	16'-7"	9'-11"	
f		14'-10"	16'-7"	17'-3"	
HANDICAPPED PARKING SPACES					
a	14'-0"	14'-0"	14'-0"	14'-0"	14'-0"
b	23'-0"	19'-0"	19'-0"	19'-0"	19'-0"
c	15'-0"	13'-0"	14'-0"	18'-0"	24'-0"
d		28'-0"	19'-10"	16'-2"	
e		34'-5"	22'-0"	13'-0"	
f		19'-11"	22'-0"	23'-0"	

MOTORCYCLE & BICYCLE
PARKING SPACES



MOTORCYCLE & BICYCLE PARKING SPACES			
Dimension Indicator	Motorcycle	Bicycle	
		Open	Closed
a	3'-6"	2'-0"	3'-3"
b	7'-0"	6'-0"	6'-0"
c	8'-0"	5'-0"	5'-0"

Spaces shall be protected by fence, wall, or curb at least 6" high or by a 4" Ø steel pipe @ 5 ft. o.c., 3 ft. above ground.

NOTES:

- * Minimum of 20 feet for two-way traffic.
- † Double striped spaces may be reduced to 8'-6" wide. Single striped spaces shall be a minimum 9'-0" wide.
- ‡ Small car spaces shall not be permitted as part of the required parking.

TOWN OF MARANA, ARIZONA
LAND DEVELOPMENT CODE

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CHAPTER 17-9. PARKING

Sections:

17-9-1	Purpose.....	17-124
17-9-2	Parking requirements.....	17-124
17-9-3	Access and circulation.....	17-127
17-9-4	Bicycle parking.....	17-128

17-9-1 Purpose.

The purpose of this chapter is to ensure new development and redevelopment have flexibility in addressing parking demand, and to improve the visual appeal of the town by regulating the placement, layout, and design of parking areas and garages.

17-9-2 Parking requirements.

A. General.

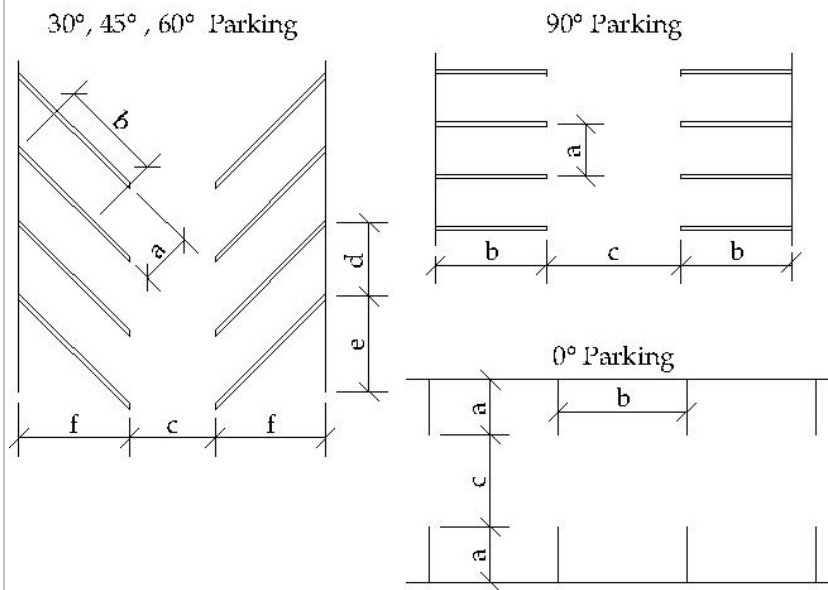
1. At least two off-street spaces within a fully enclosed garage shall be provided for residential uses on lots of 16,000 square feet or less.
2. For all other uses, a parking justification analysis shall be provided.
 - a. The parking justification analysis shall include the following minimum contents:
 - i. An analysis of the parking demand from the existing and proposed onsite buildings or uses, including hours of operation and peak use time and demand for each proposed building or use.
 - ii. The number and location of proposed onsite parking spaces (including accessible parking spaces).
 - iii. The data source used to establish the number of proposed onsite parking spaces.
 - iv. The existing and future anticipated available parking within and in the vicinity of the proposed development.
 - v. If parking demand is proposed to be addressed offsite, reference to or copies of any shared parking agreement or other evidence of a right to park in that location.
 - vi. The location and distance from the site to existing residential neighborhoods and an explanation of how or why the proposed buildings or uses will not place a parking burden on residential streets.
 - vii. Discussion of whether the proposed development or uses will be catering to or may likely attract bicyclists, and if so, the location and number of bicycle racks.
 - viii. Off-street loading requirements and impacts on surrounding uses and properties.

- ix. Any other information deemed appropriate by the town engineer, including without limitation a traffic study.
- b. The parking justification analysis process:
 - i. Submission to the planning director.
 - ii. Approval or rejection with explanation.
 - iii. Revision or appeal to board of adjustment.
- c. Standards for parking justification analysis consideration
 - i. The planning director may reject the parking justification analysis if it fails to address any adverse impacts on surrounding properties or the public.
 - ii. Parking demand shall be determined using standard modeling practices.
 - iii. Available parking shall include any parking available within 660 feet of the proposed use.
 - iv. Where the proposed development or uses will be catering to or may likely attract bicyclists:
 - a) Parking areas that exceed 20 spaces must provide at least one bicycle parking space for each 20 vehicle parking spaces or fraction thereof.
 - b) Spaces are determined by the number of bicycles that the manufacturer specifies that the bicycle rack will accommodate, subject to section [17-9-4 B](#).
- B. Water harvesting. Parking areas that exceed or are planned to exceed 400 spaces must incorporate water harvesting, consisting of one or more of the following elements, which can be credited against detention/retention requirements of this title:
 - 1. Bioretention areas—planted areas designed to filter, store, and infiltrate stormwater by utilizing mulch, soil and plant root systems to retain, degrade and absorb pollutants.
 - 2. Pervious pavement systems—pavement comprised of a permeable surface with an underlying aggregate base course, allowing stormwater to infiltrate through the surface for direct recharge into the soil or collection into a bioretention area.
 - 3. Site grading and drainage designed and constructed to direct runoff to bioretention and pervious pavement areas.
 - 4. Curb-cut inlets and outlets that direct runoff into and out of bioretention and pervious pavement areas.
- C. Accessible parking. Accessible parking must be provided for all multifamily and non-residential uses as required by law.
- D. Location. The requirements of this paragraph apply in all zones except downtown and blended use zones.

1. Required parking spaces for residential uses must be located on the same lot as the residential use, or in a designated shared parking area located on an abutting lot or on a lot directly across a neighborhood or collector street.
2. Parking for residential uses on lots of 16,000 square feet or less is prohibited on any portion of the front yard setback other than on a driveway.
3. No unenclosed residential parking area or space may be used for the repair, dismantling, or servicing of vehicles or equipment or for the storage of vehicles, equipment, materials, or supplies.
4. A commercial motor vehicle as defined in A.R.S. § 28-5201 may not be parked or stored in an unenclosed residential parking area or space or driveway.

E. Design.

1. General. The following standards apply to proposed development of parking areas that meet the size threshold listed below.
 - a. Each surface parking lot with parking spaces abutting a public street requires screening along the street in the form of walls, evergreen landscaping, or a combination of the two. Screening must be a minimum of 42 inches high, and must be located outside the site visibility triangle. Where walls are provided, they must harmonize with building colors and materials.
 - b. Each surface parking lot containing more than 100 spaces must divide the parking lot into separate areas each containing fewer than 100 spaces that are separated by one or more of the following:
 - i. Landscaped swale.
 - ii. Landscaped pedestrian path not less than 10 feet wide.
 - iii. Primary or accessory building.
 - c. Each surface parking lot containing more than 400 spaces must incorporate water harvesting (see paragraph B above)
2. Dimensions. Off street parking spaces are subject to [table 17 below](#), as measured along the curb for stall width and perpendicular to the curb for stall depth. The length of a parking space may be reduced by up to one and one-half feet for a vehicle overhang area. The parking space must have a vertical clearance of at least seven feet.

Table 17. Parking lot dimensions

* Minimum of 20 feet for two-way traffic

REGULAR PARKING SPACES					
	0°	30°	45°	60°	90°
a	9'-0"	9'-0"	9'-0"	9'-0"	9'-0"
b	21'-0"	18'-0"	18'-0"	18'-0"	18'-0"
c *	15'-0"	13'-0"	14'-0"	18'-0"	22'-0"
d		17'-0"	12'-0"	9'-10"	
e		28'-4"	18'-8"	11'-5"	
f		16'-4"	18'-8"	19'-10"	

HANDICAP PARKING SPACES					
	0°	30°	45°	60°	90°
a	14'-0"	14'-0"	14'-0"	14'-0"	14'-0"
b	23'-0"	19'-0"	19'-0"	19'-0"	19'-0"
c *	15'-0"	13'-0"	14'-0"	18'-0"	24'-0"
d		28'-0"	19'-10"	16'-2"	
e		34'-5"	22'-0"	13'-0"	
f		19'-11"	22'-0"	23'-0"	

SMALL CAR PARKING SPACES					
	0°	30°	45°	60°	90°
a	9'-0"	9'-0"	9'-0"	9'-0"	9'-0"
b	19'-0"	15'-0"	15'-0"	15'-0"	15'-0"
c *	15'-0"	13'-0"	14'-0"	18'-0"	21'-0"
d		17'-0"	12'-0"	9'-10"	
e		25'-9"	16'-7"	9'-11"	
f		14'-10"	16'-7"	17'-3"	

- All spaces must include striping to meet the minimum dimensions for parking stalls.
- No more than 30% of the required off-street parking spaces may be for compact cars and must be marked as such. Compact car space requirements are subject to [table 17 above](#).

17-9-3 Access and circulation.

The following standards apply to driveways, access drives, and parking areas, unless an exception or different standard is provided elsewhere in this title.

- All residential other than multi-family.
 - The maximum width for surfaced parking and driveways in the front yard setback must not exceed 30 feet.
 - Access must be at least nine feet in width and paved in accordance to town standards.
 - Two adjacent townhomes may share a driveway centered on the property or parcel line with a maximum combined width of 30 feet.

4. In the downtown and blended use areas, tandem parking is permitted. A tandem parking space may be counted toward off-street parking requirements if both spaces are under the control of the same party.
5. No more than two access points are permitted from any one street.

B. All other uses.

1. Public parking areas must be designed so vehicles do not have to back out of the parking area onto a public street.
2. Driveways must be a minimum of ten feet wide for a single lane. A two-lane driveway must be twenty feet in width.
3. Access points to public roadways, distances between driveways, separations from intersections, and other similar traffic safety conditions shall meet current town engineering requirements and be approved by the town engineer.
4. Surfacing and drainage:
 - a. Driveways, parking lots, and display areas for vehicle parking must be surfaced to current town engineering requirements and be approved by the town engineer.
 - b. Every parking lot is subject to approval of a site plan review process.

17-9-4 Bicycle parking.

A. Bicycle parking installation. Bicycle racks should be:

1. Located in highly visible, well-lit areas within 50 feet of a building entrance used by the public,
2. Placed on and accessible by hard and stable surfaces,
3. Securely and permanently anchored to the ground, and
4. Installed in such a manner that the rack's parking capacity can be fully utilized.

B. Bicycle parking design.

1. Each bicycle rack shall be constructed of durable material and capable of accommodating more than one bicycle.
2. An acceptable option is a bicycle rack constructed of tubular steel with an inverted U design that measures 20" to 30" wide by 32" to 36" tall when installed.
3. Each bicycle rack shall meet all of the following requirements:
 - a. Constructed of tubular steel with a minimum of 1/10" wall thickness, or similarly durable material.
 - b. Provide two points of support for each bicycle frame.

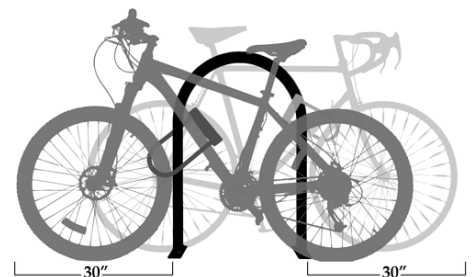


Figure 17-F. A properly designed and installed bike rack provides two parking spaces

c. Allow the bicycle frame and one wheel to be locked to the rack using a typical U-shaped lock without disassembling the bicycle.

d. Accommodate a wide variety of bicycle sizes and types.

C. Bicycle racks must not be located within:

1. Five feet of hydrants, loading zones and bus stop markers,
2. Three feet of curbs, driveways and manholes; and
3. Thirty inches of other bicycle racks, walls, utility meters, tree planters, and other obstructions.

D. Bicycle racks installed perpendicular to walkways must allow for a minimum clearance of six feet for pedestrian paths.