

III | RECOMMENDATIONS

RECOMMENDATION #7

TO ADDRESS TOO MANY VEHICLES PARKED AT ONE RESIDENCE



ISSUE

Increased numbers of vehicles are parked at one location perhaps due to the changes in household composition and increasing economic challenges may have contributed to the increased number of vehicles parked at one residence. The City receives complaints seeking action to limit the number of vehicles parked at one residence. Complainants believe the crowded appearance of vehicles creates a visual blight in the neighborhood.

Many of the complaints are initiated from residents that live in traditional neighborhoods where parking requirements may be less stringent based on the development's construction year. Traditional neighborhood parking requirements are also typically less stringent than homeowner association requirements in newer communities.

BACKGROUND

Currently the Code Enforcement Unit responds to complaints of excessive front yard parking to determine first if the parking is on the required improved surfaces and then to verify that front yard parking is occurring only in that portion of the front yard area leading to the required off-street parking. The first requirements for parking in the City of Chandler became effective in 1964. This initial ordinance required parking surfaces to be Asphaltic Concrete, Portland Cement Concrete, Penetration Treatment of Asphaltic Material, or Equivalent as Approved by Building Inspections. In 1982

the Zoning Ordinance Sec. 35-1802 (10) was further amended requiring motor vehicles to be parked in the front yard "only when on an improved driveway leading to the required off street parking." Other parking ordinance amendments were adopted in 1976, 1983, 1985 and 2000. Properties developed prior to 1964 and prior to ordinance amendments in subsequent years and may have legal non-conforming parking conditions. See Section IV Appendix, Exhibit #1 for a History of Parking Ordinances for Single Family and Two Family Dwelling Units and Exhibit #2 and Exhibit #3 for reference maps.

TASK FORCE RECOMMENDED ACTION

There was discussion regarding the visual impact that "too many vehicles at one residence" can have on a neighborhood. As part of the discussion, there were references made to the Zoning Ordinance, Chapter 35 and the possibility of amending the Code to address the following items:

- A limitation of the number of vehicles parked at a residence.
- A limit on the percentage of parking allowed in front yards i.e. limit parking to 30% of the front yard area.

The Task Force also raised concerns about the environmental hazardous of parking vehicles on front yard lawns and soil and recommended further discussions with City Planning staff on this issue. See Section IV Appendix, Exhibit #6, Parking in Residential Areas Brochure which has been utilized since early 2011 to educate residents on this issue.

LEGAL CONSIDERATION

Because the development standards in the zoning and parking ordinances have changed over time, it is often difficult to prove a violation of improper on-site parking to a court because a particular residence may have on-site parking outside of the driveway or garage that is grandfathered or approved under an older version of the parking and zoning ordinances. The change to the Zoning Code would have limited impact as changing the Zoning Code would only be applicable to violations occurring on property developed after the change to the Zoning Code.