

Site Features



Total acreage: 8.27  
(360,306 sq. ft.)

Total no. of parking spaces: 460

No. of ADA parking spaces: 16

No. of trees: 325

No. of shrubs: 946

Accent plants: 708

Ground cover: 978

Vines: 3

Total square feet of pavement:  
57,450 sq. ft. of concrete and  
194,450 sq. ft. of asphalt.

Parking, pedestrian and  
walkway lights: 114

On-site street lights: 18

Security building lights: 21

Number of trash receptacles 11

Water fountains: 2

Square footage of security  
building: 851

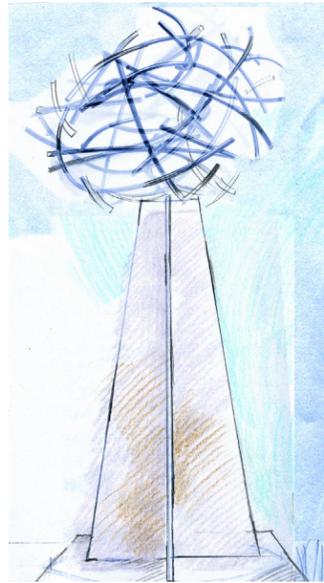
Number of restrooms: toilet/  
sinks 1 each

Utility room sinks: 1

Size of air conditioning units: 2  
(1 @ 1200 cfm) (1 @ 600 cfm)

Windows: 6

Art that grows out of the beauty of the land and the rich history of Chandler is taking root at the new Chandler Regional Park & Ride



seeks to create a sense of identity for the site to visually enhance the user's experience and inspire imagination—to create a sense of place—in what might otherwise be an anonymous experience.

“Chandler recognizes the importance of treasuring its history while envisioning the next key trends, planning where the city will go, what will sustain the economy and enhance the city's quality of life as envisioned by Dr. A.J. Chandler.”

“Throughout the site, there are three main art elements which echo the organic forms of plants, and suggest movement of air, water, plants,” Waters says.

“Momentum “— the central sculpture and focal point — is a metal sculpture and base, approximately 11 feet tall. It will rise from a heavily planted bed surrounded by bench seating, and is centrally located on the main/express platform. The second element is

artist-designed concrete walls cast with organic shapes and natural textures, and this borders the length of the express platform.

The third art element consists of four steel-design panels which create interesting focal points spaced along the local platform fence. The rhythm of the cut-out positive and negative shapes and light/dark designs will change as the light shifts during the day and different shadows are cast. “Again, these suggest the rhythms and variety of natural forms,” Waters adds.

About the Artist

A Valley resident since 1989, Joan Waters is originally from England and grew up in Baltimore, where she earned her BFA at The Maryland Institute, College of Art.

In addition to exhibiting her sculpture and paintings in galleries and shows, she has expanded into public art projects with the aim of reaching a wider audience and having a positive impact on shaping environments we encounter in daily living. This past year she also served as guest curator at the Herberger Theater Art Gallery in Phoenix.

Inspired by the iconic tumbleweeds often seen in the fields—their graceful forms and rolling movement—Phoenix artist and new Chandler resident Joan Waters is creating artwork that visually unites history with the forward-looking momentum of a city planning its future. Working in conjunction with Jacobs, DWL Architects and Haydon Building Corp. in developing the site, Waters



The Chandler Park & Ride art project was recommended for purchase by the Chandler Arts Commission.



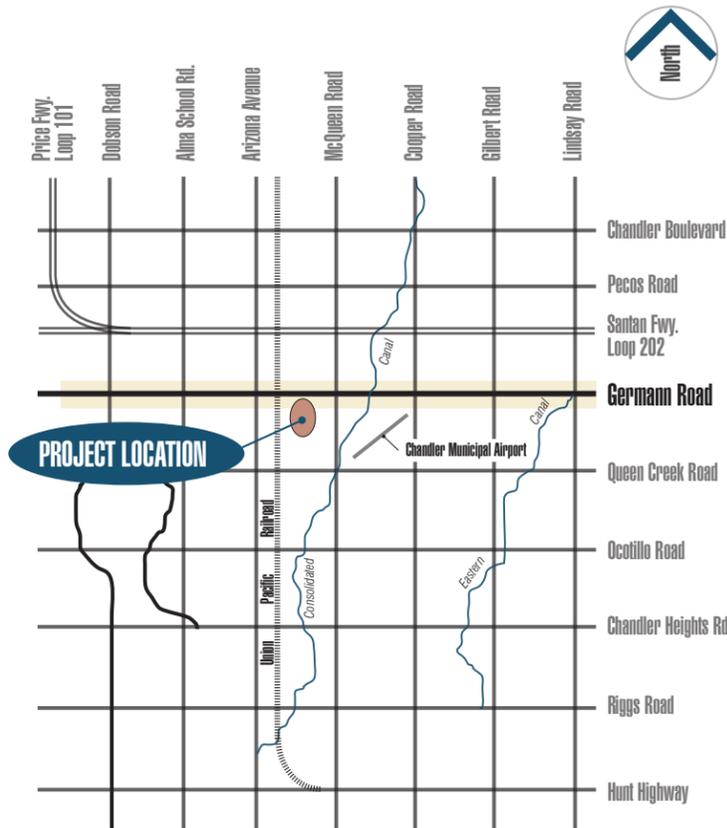
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Sustainable Design, Investing in the Future



Chandler Park & Ride, serving the community with a convenient, efficient and sensible public transportation alternative.

## A Brief Project History



In 2000, the Maricopa Association of Governments initiated a regional park and ride facility site selection process that resulted in the identification of a need for a Park and Ride in the City of Chandler to serve Valley Metro Express Bus patrons and commuters who carpool. Funding for the construction of a regional park and ride facility was included in Proposition 400.

The City hired Jacobs to facilitate the site selection process. Jacobs identified five feasible locations and an initial evaluation of all five potential park and ride sites was conducted.

The criteria used to evaluate each site included:

- *land use compatibility,*
- *opportunity for joint use,*

- *connectivity to local transit routes,*
- *freeway proximity,*
- *ease of access,*
- *community/neighborhood concerns, and*
- *environmental impacts.*

After the initial evaluation, three sites were further evaluated. After a public meeting, presentations to the Chandler Transportation Commission, and approval of the Chandler City Council, a 10-acre site within a 25-acre parcel located south of Germann Road and east of the Union Pacific Railroad tracks was selected.

A Final Site Selection Report was completed. The report was approved by the Federal Transit Administration moving the project into final design and implementation stages.

## Responding to the Needs of the Community

Located directly adjacent to the Tumbleweed Park's Recreation Center, Chandler's new Regional Park and Ride facility is designed to support express Valley Metro bus service to and from Phoenix, Tempe and Scottsdale and local bus service in the future, and add needed parking spaces for weekend events at Tumbleweed Park.

This state-of-the-art facility is fully ADA accessible and provides parking for a total of 460 vehicles. A portion of the ADA parking spaces are van accessible. The parking lot is paved with a combination of portland cement concrete pavement and asphaltic concrete pavement. Kiss-and-Ride areas are provided near the bus platform. Pedestrian walkways are designed for easy access to the platform from all parking locations. Signage is designed to direct users to the platform area and encourage pedestrian and vehicular safety in the lot. The facility is also accessible by bicycle via the Paseo Trail.

## Sustainability

During the Park and Ride facility design development process, every effort was made to identify conservative environmental applications for sustainability while keeping within the City's fiscal provisions for this transit facility.

These efforts include:

- *Energy conservation,*
- *Drainage/water conservation, and*
- *Reduction in urban heat island effects.*

## The Site

### Landscape

- *Efficient drip irrigation system using reclaimed water, and controllers that tie into the city-wide monitoring system.*
- *Low water use plantings*
- *Turf free landscape design*
- *Tree planting throughout the parking lot and bus platform*
- *to provide natural shade and reduce the urban heat island effect.*
- *Planter areas maximized throughout project to reduce non-porous paving areas.*
- *All landscape surfaces are topped with rock mulch to reduce dust pollution into the air.*

E. Germann Road



### Heat Mitigating Ideas



The Chinese Pistache tree was selected to provide brilliant fall color and ample shade to the Park and Ride.

- *Sun shading on Bus Platform, Landscaping on West side of Bus Platform, Deep Overhangs on Security Building.*
- *Bus Platform Orientation with long side East/West, mitigated by positioning Security Building on a diagonal, extending large central wall of Security Building allowing for summer shading.*
- *Light colored reflective roof material, insulated masonry cells, and tinted exterior glass.*



Hesperaloe parviflora is a hardy accent that delivers year-round color and interest. (above left)

Texas sage provides abundant color as well as serves as a natural screen from street frontage. (above right)



The purple trailing lantana was selected to give bursts of color and texture to the landscape. (above left)

The Agave Americana is an impressive, sculptural accent which nicely compliments softer landscape plantings. (above right)

## The Security Building

- *Low VOC (Volatile Organic Compounds) interior paint used, recycled rubber flooring used in security room, exposed concrete floor and exposed block walls whenever possible.*

- *Panoramic view of the Park and Ride from a single point of view, ergonomically designed furniture, natural light, and sound absorbing materials.*
- *Passive heating and cooling through use of deciduous plants/vines on west side of building provide shade in summer, allow passive heating in winter.*

- *Lights, heating and cooling adjusted to reduce use in sunny and warm areas of the building.*
- *Automated motion lighting provides lighting only when occupied, used on building exterior whenever possible.*

- *Security room completely daylight, use of electrical lighting minimized.*

- *Lighting control scenario for lower levels of light at night.*
- *LED lighting on exterior of building.*