ADOPTED BY THE
MAYOR AND COUNCIL ON

March 22, 2011

ORDINANCE NO. 10886

RELATING TO PLANNING AND ZONING; AMENDING CERTAIN PORTIONS OF THE TUCSON CODE, CHAPTER 23, THE LAND USE CODE, CHAPTER 23, ARTICLE II, DIVISION 8, OVERLAY ZONES, SECTION 2.8.12.4.C; ARTICLE III, DEVELOPMENT REGULATIONS, DIVISION 3, MOTOR VEHICLE AND BICYCLE PARKING REQUIREMENTS; ARTICLE III, DIVISION 5, PERFORMANCE CRITERIA, SECTIONS 3.5.4.26, 3.5.7.1, AND 3.5.9.1; ARTICLE III, DIVISION 6, DEVELOPMENT INCENTIVES, SECTION 3.6.1.5; ARTICLE III, DIVISION 7, LANDSCAPING AND SCREENING REGULATIONS, SECTION 3.7.2.4; ARTICLE V, DIVISION 3, SPECIAL DEVELOPMENT APPLICATIONS, SECTIONS 5.3.5 AND 5.3.12.8; ARTICLE VI, DIVISION 2, LISTING OF WORDS AND TERMS; AMENDING CERTAIN PORTIONS OF THE CITY OF TUCSON DEVELOPMENT STANDARDS, SECTIONS 1-05.2.0, 2-09, 3-05, 2-01.3.9, 2-05.2.4, 2-06.3.3, 3-01.5.4, 3-05.1.2, 12-01.1.0, 12-02.1.0; AND DECLARING AN EMERGENCY.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA AS FOLLOWS:

SECTION 1. Current Tucson Code, Chapter 23, Articles II, III, V, and VI are amended as follows. These amendments shall not affect any punishment or penalty incurred before the amendments take affect, nor any suit, prosecution or proceeding pending at the time of the amendments, for an offense committed under the amended code sections.

SECTION 2. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 3 is deleted and is hereby replaced to read as follows:

DIVISION 3. MOTOR VEHICLE AND BICYCLE PARKING REQUIREMENTS

SECTIONS:

3.3.1	PURPOSE
3.3.2	APPLICABILITY
3.3.3	GENERAL PROVISIONS
3.3.4	REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES
3.3.5	REDUCTIONS AND EXCEPTIONS
3.3.6	MOTOR VEHICLE USE AREA DESIGN CRITERIA
3.3.7	MOTOR VEHICLE STACKING REQUIREMENTS
3.3.8	REQUIRED NUMBER OF BICYCLE PARKING SPACES
3.3.9	BICYCLE PARKING DESIGN CRITERIA
3.3.10	PARKING DESIGN MODIFICATION REQUEST

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3.3.1 PURPOSE. This Division establishes minimum requirements for motor vehicle and bicycle parking to ensure that such facilities are consistent with the objectives of the *General Plan*. As part of a balanced transportation system, these regulations are intended to promote public safety and environmental quality. Specifically, these regulations are intended to:

A. Ensure sufficient off-street motor vehicle and bicycle parking facilities by establishing minimum parking requirements for land uses;

B. Reduce excessive off-street parking;

C. Promote pedestrian safety by separating vehicular use areas from pedestrian areas and by providing a safe pedestrian path from parking spaces to destinations;

D. Encourage safe, convenient, and efficient design of motor vehicle and bicycle parking spaces, circulation, and access areas;

E. Improve air quality by requiring paving of vehicular use areas; and,

F. Enhance community appearance.

3.3.2 APPLICABILITY. The provisions of this Division apply to:

3.3.2.1 Proposed development or redevelopment;

3.3.2.2 Changes of use in existing development; and,

3.3.2.3 Any expansion of an existing use or any addition of a new use to an existing development.

3.3.3 GENERAL PROVISIONS.

3.3.3.1 Parking Required.

A. Parking is required for every use unless otherwise specified in Sec. 3.3.4.2 (Minimum Number of Motor Vehicle Spaces Required) or 3.3.8.2.B (Minimum Number of Bicycle Parking Spaces Required).

B. Each Land Use Group (Group), except for Residential and Storage, has a standard minimum parking formula. The standard formula applies to every Land Use Class (Class) within that Group, except for those Classes specifically listed in the parking tables.

C. The Land Use Groups and the Classes within each Group are defined in Article VI (Definitions).

D. Required parking for uses not defined in Article VI (Definitions) shall be determined by the Zoning Administrator.

3.3.3.2 Parking for Individuals with Physical Disabilities. Off-street parking spaces for individuals with physical disabilities shall be provided as required by the adopted Building Code of the City of Tucson.

3.3.3.3 Change of Approved Vehicular Use Area. Any change of the vehicular use area as shown on the approved plan must comply with the requirements of this Division.

3.3.3.4 Replacing Existing Uses. This section refers to nonconforming sites only.

A. When a replacement use is the same as the existing use on the property, the parking remains the same in accordance with Section 5.3.6 of the Land Use Code.

B. Whenever the use of an existing development is changed to a different use, parking spaces shall be provided for the replacement use as follows:

1. The replacement use must be a permitted use in the current zone.

Exception. A replacement use shall not include a restaurant or bar (Food Service or Alcoholic Beverage Service uses) or a similar use in the applicable Land Use Group of the Land Use Code.

2. The parking intensity for a proposed replacement use, except as permitted by Sec. 5.3.12 (Zoning Compliance for Site Improvements in Existence on May 1, 2005), must be the same or a lesser intensity as a prior use on the subject property as documented by the applicant. The property owner must provide documentation regarding the prior use as required by the Zoning Administrator.

3. Existing on-site parking, landscaping, and screening may remain in their current configuration; however, the Planning and Development Services Director may require new improvements including paving and striping when a public safety hazard exists or may be created.

4. The proposed use must comply with the adopted Building Code of the City of Tucson pertaining to accessibility for individuals with physical disabilities.

3.3.3.5 Expansions. Expansions of existing uses are subject to the following.

A. If an expansion is less than twenty-five (25) percent or if a series of expansions cumulatively results in less than a twenty-five (25) percent expansion in floor area, the requirements of this Division apply only to the proposed expansion. Existing development on the site is subject to the zoning regulations in effect at the time of approval of the most recent approved plan for the existing development. However, if the existing development was approved prior to April 1, 1969, and there is no approved plan on file with the City, the vehicular use area for the existing development shall comply with:

1. The parking, screening, and landscaping requirements in effect at the time the development permit for the existing use was approved; and

2. The paving and striping requirements of this Division.

B. If an expansion is twenty-five (25) percent or greater or if a series of expansions cumulatively results in a twenty-five (25) percent or greater expansion in floor area, the requirements of this Division apply to the entire site.

C. Expansions as noted in Sec. 3.3.3.5.A and B are cumulated over time from April 1, 1969, for the application of motor vehicle parking regulations and from May 9, 1990, for the application of bicycle parking regulations. Once a development is brought into conformance with the provisions of this Division, subsequent expansions will begin cumulating as of the date the development was brought into conformance.

3.3.3.6 Calculation of Required Motor Vehicle and Bicycle Parking Spaces. The minimum number of parking spaces required is calculated based on the particular characteristics of the use. The following methods shall be used to calculate the required number of parking spaces.

A. *Based on Fixed Seats.* Use the total number of fixed seats to calculate the requirement. If individual seats are not provided, each eighteen (18) lineal inches of benches, pews, or similar seating facilities is considered one (1) seat.

B. *Based on Bedrooms.* Use the total number of bedrooms to calculate the requirement.

C. *Based on Gross Floor Area (GFA).* Use the total GFA of all applicable land uses within the development site, plus the area of any outdoor areas necessary to provide the service to the public or conduct the activity, such as outdoor eating areas or outdoor areas used for sale of merchandise, to calculate the requirement. The calculation does not include vehicular use areas, automobile display areas, or other outdoor areas used for nonpublic purposes. Where such areas are identified on a development plan but are not defined, the Zoning Administrator shall determine the extent of the area.

D. *Based on the Number of Residents.* Use the total number of residents for which the facility is authorized to calculate the requirement.

E. *Based on the Number of Students.* Use the total number of students for which the facility is designed to calculate the requirement.

F. *Based on the Number of Employees.* Use the shift with the greatest number of employees to calculate the requirement.

3.3.3.7 Fractional Amounts. When the calculation of required motor vehicle and bicycle parking spaces results in a fractional number, a fraction of one-half (½) or more is adjusted to the next higher whole number, and a fraction of less than one-half (½) is adjusted to the next lower whole number.

3.3.4 REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES.

3.3.4.1 Calculation of Required Motor Vehicle Parking Spaces for Multiple Use Development. The total number of required spaces for a multiple use development is ninety (90) percent of the sum of the amount required for each separate principal use in Sec. 3.3.4.2. The square footage of Entertainment, Food Service (i.e. restaurants), and/or Alcoholic Beverage Service (i.e. bars) uses shall not be included in the calculation for multiple use parking requirements. The parking requirements for these uses are calculated individually based on Sec. 3.3.4.2.

Exceptions. The calculation for a multiple use development does not apply to Shopping Centers, Golf Course, Religious, Travelers' Accommodation, and Lodging uses. Refer to Sec. 3.3.4.2 for multiple use motor vehicle parking requirements pertaining to these uses.

3.3.4.2 Minimum Number of Motor Vehicle Spaces Required.

LAND USE GROUP/CLASS	MOTOR VEHICLE PARKING REQUIRED
AGRICULTURAL USE GROUP	None (0) required.
CIVIC USE GROUP	1 space per 300 sq. ft. GFA
Cemetery	1 space per twenty-five (25) burial plots or columbarium units, unless a private street system is provided and designed to permit on-street parking.
Civic Assembly; Membership Organization; and Religious Use	1 space per 100 sq. ft. GFA in all combined public assembly areas or where religious services are held, whichever is applicable.

LAND USE GROUP/CLASS	MOTOR VEHICLE PARKING REQUIRED
	For multiple use development where Religious Use is the principal land use, the total number of motor vehicle spaces required is the number required for the Religious Use or the sum of those required for other uses on the site, whichever is greater.
Cultural Use – Zoo	Parking area equal to thirty (30) percent of the area occupied by the zoo.
Educational Use* *Grades K – 8* *Grades 9 – 12*	 1 space per 10 students plus 1 space per 300 sq. ft. of floor area in office use. 1 space per 5 students. *Passenger drop-off areas are required for Grades K-12 per Sec. 3.5.3.7.G
Postsecondary Institutions; Instructional Schools	1 space per 200 sq. ft. GFA.
COMMERCIAL SERVICES USE GROUP	1 space per 300 sq. ft. GFA
Alcoholic Beverage Service (including Large Bar)	1 space per 50 sq. ft. GFA.
Animal Service	1 space per 400 sq. ft. GFA.
Automotive Washing *Full-Service* *Self-Service*	 1 space per 500 sq. ft. GFA, including service bays, wash tunnels, office, and retail areas None (0) required
Billboard	None (0) required.
Day Care – Home Occupation	No additional parking required above what is required for the residential use
Entertainment	1 space per 5 fixed seats or 1 space per 50 sq. ft. GFA.
Food Service	1 space per 100 sq. ft. GFA and outdoor seating areas.
Medical Service – Extended Health Care	1 space per 2 beds.
Medical Service – Major	1 space per bed.
Medical Service – Outpatient	1 space per 200 sq. ft. GFA
Parking	None (0) required.
Transportation Service	1 space per 300 sq. ft. GFA, excluding hangars.
Travelers' Accommodation, Campsite	1 space per campsite

LAND USE GROUP/CLASS	MOTOR VEHICLE PARKING REQUIRED
Travelers' Accommodation, Lodging	1 space per rental unit plus 1 space per 300 sq. ft. GFA of conference, restaurant, bar, and banquet space.
Vehicle Storage	None (0) required
INDUSTRIAL USE GROUP	1 space per 1,000 sq. ft. GFA
Household Goods Donation Center	1 space per 300 sq. ft. GFA.
Salvaging and Recycling	1 space per 5,000 sq. ft. of lot area plus 1 space per 300 sq. ft. of sales and office area.
RECREATION USE GROUP	1 space per 100 sq. ft. GFA
Golf Course	3 spaces per hole plus 50% of parking required for retail, restaurant, and/or bar associated with the golf course.
Driving Range	1 space per fixed tee.
Athletic Fields	15 spaces per field.
Batting Cage	1 space per batting cage.
Billiard/Pool Halls	1 space per 200 sq. ft. GFA.
Bowling Alley	3 spaces per lane.
Court - Basketball or Volleyball	5 spaces per court or 3 spaces per half court, if only a half court is provided.
Court - Tennis or Racquetball	2 spaces per court.
Health/Exercise Club/Gymnasium	1 space per 200 sq. ft. GFA.
Miniature Golf Course	1 space per tee plus 1 space per 75 sq. ft. GFA.
Rifle and Pistol Range	1 space per firing lane.
Rodeo Arena	1 space per 2,500 sq. ft. of lot area minus the main arena area.
Skating Rink	1 space per 200 sq. ft. GFA.
Swimming Pool	None (0) required, if water surface area is less than 1,000 sq. ft.; 1 space per 200 sq. ft. of entire pool, if water surface area is 1,000 sq. ft. or more.
RESIDENTIAL USE GROUP	
Family Dwelling; Mobile Home Dwelling	The number of parking spaces required is based on the following:
Single-Family and Mobile Home Dwellings	2 spaces per dwelling unit plus visitor parking required at a ratio of 0.25 space per unit. *Exception.* Single-family dwellings in the R-1 zone must comply with Sec. 3.5.7.1.G and .H.

LAND USE GROUP/CLASS	MOTOR VEHICLE PARKING REQUIRED
Multifamily Dwellings – 0-70 units/acre	The number of spaces per dwelling unit is based on the number of bedrooms in each unit as follows: • Studio, less than 400 sq. ft. GFA – 1.00 space per dwelling unit • Studio, more than 400 sq. ft. GFA, and 1 Bedroom – 1.50 spaces per dwelling unit • Two Bedrooms – 2.00 spaces per dwelling unit • Three Bedrooms – 2.25 spaces per dwelling unit • Four or More Bedrooms – 2.50 spaces per dwelling unit
Multifamily Dwellings – Over 70 units/acre	1.25 spaces per dwelling unit
Projects of any density for the elderly or the physically disabled	0.75 space per dwelling unit
Group Dwelling	0.5 space per resident plus 2 spaces for the resident family.
Dormitory, Fraternity, or Sorority	0.7 space per resident. On projects where rent/lease of space is by the bedroom, the requirement is 0.85 space per bedroom or 2.00 spaces per dwelling unit, whichever is greater.
Residential Care Services: *1 – 5 Residents* *6 – 10 Residents* *11 - 15 Residents* *16 – 20 Residents* *21 or more Residents*	 3 spaces 4 spaces 5 spaces 6 spaces 1 space per 2 beds
RETAIL TRADE USE GROUP	1 space per 300 sq. ft. GFA
Shopping Center	1 space per 300 sq. ft. GFA.
Furniture, Carpet or Appliance Store	1 space per 400 sq. ft. GFA.
Gasoline Sales without Food and Beverage Sales	1 space per employee but not less than 2 spaces.
Swap Meets/Auctions	1 space per 100 sq. ft. of swap meet site area, excluding vehicular use areas.
Vehicle Sales	1 space per 400 sq. ft. GFA of show room, retail, and office area, plus 1 space per 10,000 sq. ft. of gross lot area, plus 1 space per 300 sq. ft. GFA of Automotive and Vehicle Repair use.
STORAGE USE GROUP	
Commercial Storage; Hazardous Material Storage	1 space per 5,000 sq. ft. GFA, plus 1 space per 5,000 sq. ft. of outdoor storage area for

LAND USE GROUP/CLASS	MOTOR VEHICLE PARKING REQUIRED
	the first 20,000 sq. ft. of outdoor storage area, plus 1 space per 10,000 sq. ft. of outdoor storage area over 20,000 sq. ft. of outdoor storage area.
Personal Storage	None (0) required for storage units, if storage units have direct vehicular access, and a minimum of 2 spaces for any associated office. 1 space per 4,000 sq. ft. GFA, if storage units do not have direct vehicular access, and a minimum of 2 spaces for any associated office.
UTILITIES USE GROUP	1 space per 500 sq. ft. GFA, with a minimum of 2 spaces per facility.
WHOLESALING USE GROUP	1 space per 2,000 sq. ft. of storage area for the first 20,000 sq. ft. of storage area plus 1 space per 10,000 sq. ft. of storage area for over 20,000 sq. ft. of storage area.

3.3.5 REDUCTIONS AND EXCEPTIONS

3.3.5.1 Individual Parking Plan

A. The Planning and Development Services Director (the Director) may approve a modification to the number of required motor vehicle parking spaces on new and existing sites through an Individual Parking Plan (IPP).

B. *Applicability.* The provisions of this section apply to:

1. Proposed development and redevelopment of a site;

2. Changes of use in existing development; and,

3. Any expansion of an existing use or any addition of a new use to an existing development.

C. *Permitted Uses and Types of Development.* A proposal must include one or more of the following uses or types of development:

1. Combined residential and non-residential development in a single structure or unified development;

2. Projects within 1,320 feet (1/4 mile) of a transit stop or public parking facility;

3. Religious uses where the parking plan will accommodate weekend and evening use;

4. Residential care services or housing developments for the elderly or individuals with physical disabilities; and

5. A project that can accommodate shared parking arrangements for uses with alternate hours of operation and peak-use times.

6. The parking area of any existing development may continue to be used in its current configuration except where a public safety hazard exists, may be created, or adjustments in parking space dimensions are required.

7. *Exception.* Restaurants and bars (Food Service and Alcoholic Beverage Service uses) are not eligible to request an IPP unless the restaurant or bar is within a multiple use development and the applicant provides evidence that motor vehicle parking is provided at one (1) space per one hundred (100) square feet gross floor area and outdoor seating area for restaurants and one (1) space per fifty (50) square feet gross floor area for bars during peak use times.

D. *Individual Parking Plan Requirement.* An IPP must be prepared in compliance with Development Standard 2-01.0.0 (Development Package) and include the following information:

1. Number of required and proposed parking spaces. Indicate the data source used in establishing the number of proposed parking spaces;

2. Location of parking spaces, including accessible parking spaces;

3. Existing and proposed site conditions and uses, including any available on-street parking;

4. Site access and traffic circulation patterns;

5. Location and distance from the project site to existing residential neighborhoods;

6. Neighborhoods adjacent to the site with a Residential Parking Permit program;

7. Availability, location, and distance to alternate modes of transportation;

8. Hours of operation and peak use time(s) of each use;

9. Evidence that all required parking for the proposed uses will either be on-site or at an approved off-site parking location;

10. Existing and proposed shared parking agreements, when applicable. The shared parking agreement must be prepared in a manner acceptable to the Director;

11. For projects within three hundred (300) feet of an R-3 or more restrictive zone, the IPP project must address how the proposal will not cause a safety hazard, noise, or parking impacts on an adjacent existing neighborhood. The IPP must include the following:

    a. Methods to avoid potential increases in noise and light intrusion as described in Sec. 3.3.5.1.E.8, 9, and 10;

    b. Methods to deter vehicular access into adjacent residential neighborhoods using signage or other means; and

    c. Methods to prevent drive-through traffic or habitual parking within adjacent residential neighborhoods or commercial development.

12. Any other information deemed appropriate by the Director including a traffic study.

E. *Findings for Approval.* The Director may approve an IPP if all of the following findings are made:

1. The zone permits the proposed use(s);

2. All parking is provided on-site or at an off-site location per Sec. 3.3.6.2.A (Off-Site Parking);

3. For multiple use projects, the site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times;

4. Site access and traffic circulation are not obstructed;

5. Accessible parking spaces required by the City of Tucson's adopted Building Code have not been reduced or eliminated;

6. The number of bicycle parking spaces has not been reduced or eliminated;

7. Vehicular access, drive-through traffic, and habitual parking in adjacent commercial development and residential neighborhoods is deterred;

8. Light intrusion onto an adjoining residential use or zone is not created. Outdoor lighting shall comply with the City of Tucson/Pima County Outdoor Lighting Code;

9. Proposed outdoor seating areas are one hundred (100) feet or more from residentially-zoned properties unless separated by a building. Combined residential and non-residential development in a single structure or unified development is exempt from this finding; and,

10. Outdoor loudspeakers or music (live or recorded) are six hundred (600) feet or more from residentially zoned properties.

F. *Review and Approval Procedures.*

1. An IPP for projects within three hundred (300) feet of R-3 or more restrictive zones shall be reviewed in accordance with Sec. 23A-50 and 23A-51 of the Tucson Code.

2. An IPP for projects more than three hundred (300) feet from R-3 or more restrictive zones shall be

reviewed in accordance with Sec. 23A-34 of the Tucson Code.

G. *Amendments.* A revised IPP is required when one or more of the following occurs:

1. A change of use to a more parking intensive use or different hours of operation or peak use times than the use shown on the last approved IPP;

2. An expansion of a building; or,

3. An expansion of a use that is more parking intensive than the use it is partially or entirely replacing.

H. *Violation of an Individual Parking Plan.* If a development is operated in a manner that violates the conditions of the approved IPP or causes adverse land use impacts, the use may be suspended or terminated in accordance with Section 23A-54 of the Tucson Code.

3.3.5.2 Downtown Parking District. The following off-street motor vehicle and bicycle parking regulations apply within the Downtown Parking District as described in Sec. 6.2.4.

A. *Change of Use within an Existing Building.* No additional motor vehicle or bicycle parking spaces are required for a change of use which does not expand the existing building.

B. *Expansions of Existing Development.*

1. No additional motor vehicle or bicycle parking spaces are required for the following:

a. Expansions that do not involve construction of new building or the elimination of existing required parking spaces.

b. Expansions that involve construction of new structures of less than one thousand (1,000) square feet of gross floor area or less than twenty-five (25) percent of the existing gross floor area, whichever is less.

2. Expansions that involve construction of a new building(s) of one thousand (1,000) square feet or more of gross floor area or twenty-five (25) percent or more of the gross floor area of the existing building must provide motor vehicle and bicycle parking spaces only for the area of expansion.

3. Expansions that involve the removal of existing required motor vehicle or bicycle parking spaces must relocate the removed spaces either on site or in conformance with the provisions of this Division.

C. *New Development.*

1. *Office Use.* Required off-street motor vehicle parking for office use is one (1) space for every five hundred (500) square feet of gross floor area.

2. *Uses Other Than Offices.* Required off-street motor vehicle parking for all uses other than office uses in the Downtown Parking District is one (1) space per four hundred (400) square feet of gross floor area.

3. *Residential.* Required off-street motor vehicle parking for residential uses in the Downtown Parking District is one (1) space for each dwelling, one (1) space for each apartment where rent/lease of space is not by the bedroom, or one (1) space for each bedroom in projects where rent/lease of space is by the bedroom.

D. *Public Area Amenity Incentive.* Required off-street motor vehicle parking spaces for a use may be reduced by a percentage equal to twice the ratio of open space to GFA up to a maximum of eight (8) percent, if an interior public open space is provided. The interior public open space may be a roofed atrium, courtyard, plaza, galleria, or similar area. To qualify for a public area amenity reduction in required parking, all of the following criteria must be met.

1. The space is designed to encourage pedestrian activity and public use.

2. The space is not, in whole or in part, designated as tenant area.

3. Not more than fifteen (15) percent of the total area of the space is allocated toward corridor space.

4. The space is a minimum of thirty (30) feet wide in any horizontal direction, with a floor-to-ceiling height of at least twenty (20) feet.

5. The space is visible and physically accessible directly from a public right-of-way or public open space and is located no more than one (1) floor level above or below grade.

6. A minimum of one (1) linear foot of seating is provided for every thirty (30) square feet of interior public open space.

7. A natural lighting source, either direct or indirect, such as skylights or clerestory windows, is provided for the space.

E. *Motor Vehicle Parking Location.* Motor vehicle parking in the Downtown Parking District may be located within one thousand five hundred (1,500) feet of the use provided the parking is within the District boundaries and is approved by the Director of the Planning and Development Services Department.

F. *Bicycle Parking.* Bicycle parking spaces in the Downtown Parking District (Sec. 6.2.4) and the Fourth Avenue Business District (Sec. 6.2.6) may be provided:

1. On site. The PDSD Director may allow short-term bicycle parking to be more than fifty (50) feet from a public entrance(s) based on a finding from the City of Tucson's Bicycle Coordinator that the proposed location is consistent with best practices pertaining to siting short-term bicycle racks, particularly in regards to visibility, security, and convenience for bicyclists; or,

2. By paying the City parking in-lieu fee per Sec. 3.3.5.2.G

G. *In-Lieu Fee.* The off-street parking requirements established by this Section may be satisfied in whole or in part by paying the City parking in-lieu fee in an amount established by separate ordinance to be used by the City

for the installation of bicycle parking facilities or the construction of one (1) or more Downtown public parking facilities.

H. *Design Criteria.* All new parking facilities shall be designed so that vehicles are not visible from the adjoining street level, through incorporation of design elements such as pedestrian arcades, occupied space, or display space.

3.3.5.3 Reduction Based on On-Street Parking for Certain Residential Uses. On-street parking for single-family dwellings, mobile home dwellings, and Residential Care Services with ten (10) or fewer residents may be counted on a space-for-space basis toward the total required amount of parking up to fifty (50) percent provided the parking is located on the same side of the street as the use and does not extend beyond the street frontage of the subject property.

3.3.5.4 Exemption Based on Maintenance of Historic Structure. Non-residential uses with a parking formula of one (1) space per three hundred (300) square feet gross floor area or less intense formula occupying a structure listed individually on the National Register of Historic Places or listed as a contributing property in a National Register Historic District, are exempt from Sec. 3.3.4.2 (Minimum Number of Motor Vehicle Spaces Required) provided the historic designation of the contributing structure is maintained.

3.3.5.5 Other Permitted Reductions.

A. *General Requirements.* The number of required motor vehicle parking spaces may be reduced under the following conditions:

1. The project complies with one or more of the permitted reductions in Sec. 3.3.5.5.B–H.

2. The cumulative reduction does not exceed twenty (20) percent of the required number of spaces prior to any reduction.

3. If more than one (1) reduction is applied, the parking requirement is calculated based on the required number prior to any reduction.

4. The required number of spaces for individuals with physical disabilities is based on the total number of motor vehicle parking spaces required before the reduction.

B. *Reduction Based on Providing Additional Accessible Parking.*

1. For existing development, the number of required parking spaces may be reduced by of two (2) spaces for every one (1) non-required accessible parking space.

2. For proposed development, the number of required parking spaces may be reduced by one (1) parking space for every one (1) non-required accessible parking space.

C. *Reduction Based on Providing Additional Bicycle Parking.* For every six (6) non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement may be reduced by one space. Motor vehicle parking spaces may be converted to bicycle parking spaces per Sec. 3.3.9.2.A.7.

D. *Reduction Based on Providing Parking for Recharge of Electric Vehicles.* The number of spaces required may be reduced at a ratio of one (1) space for every one (1) space for electrical vehicle parking spaces/recharge station.

E. *Reduction Based on Valet Parking.* The Zoning Administrator may approve valet parking as a means of satisfying a portion of the off-street parking requirements when there is an assurance of continued operation of valet parking and evidence of an available area for the valet parking and vehicle stacking spaces. Internal residential neighborhood streets shall not be used for valet parking operations, which include drop-off, pick-up, parking, and driving access between the valet parking area and business it serves.

F. *Reduction Based on MS&R Criteria.* The number of off-street parking spaces required for any nonresidential development located on a street designated on the

MS&R Plan may be reduced in conformance with the calculations in Sec. 2.8.3.7.

G. *Reduction Based on Landscaping and Screening Criteria.*

1. The following reductions apply to existing development:

a. The number of spaces required may be reduced when the development is modified to comply with all applicable sections of Sec. 3.7.0 (Landscaping and Screening Regulations) except for Sec. 3.7.2.3.A (Canopy Trees in Vehicular Use Areas); or,

b. For every three (3) non-required canopy trees provided in the vehicular use area, the motor vehicle parking requirement may be reduced by one space. The planting area for each tree must comply with the spatial requirements of Sec. 3.7.2.3.A.1.c (Canopy Trees in Vehicular Use Areas).

2. For comprehensive redevelopment or development of a site, the motor vehicle parking requirement may be reduced by one (1) space for every four (4) non-required canopy trees provided in the vehicular use area. The planting area for each tree must comply with the spatial requirements of Sec. 3.7.2.3.A.1.c (Canopy Trees in Vehicular Use Areas).

H. *Reduction Based on Providing Trash and Recycling Enclosures.* When an existing development is modified to comply with the enclosure requirement for trash and recycling, the number of required parking spaces may be reduced up to two (2) parking spaces per container enclosure, but not to exceed ten (10) percent of the required parking.

3.3.5.6 Diversion of Required Parking.

A. *Temporary Diversion.* Motor vehicle parking spaces within a vehicular use area may be used temporarily for storage or display of boats, cars, recreational vehicles,

semitruck trailers, furniture, or items of any other nature, subject to all of the following conditions.

1. The vehicular use area contains more than nine (9) spaces for motor vehicle parking.

2. If the vehicular use area contains fewer than two hundred fifty (250) spaces, no more than ten (10) percent of the total number of vehicle parking spaces is diverted to another use.

3. The maximum period of diversion is fifteen (15) days. Additional fifteen (15) day extensions up to a maximum of sixty (60) days per year may be granted for reasonable cause upon written request from the applicant.

4. Spaces are not diverted to another use more than once in any calendar month.

5. The spaces diverted are not designated or designed for use by the physically disabled.

6. The diversion is not for the purpose of dismantling or repairing vehicles.

B. *Diversion Other Than Temporary.* Code required parking spaces for any land use shall not be sold, leased, or otherwise diverted to another use until off-street parking provisions are secured and provided on another site satisfying all provisions of this Division. Approval is required for any proposed diversion of the vehicular use area.

Exception. Any park-and-ride lot set aside to facilitate the use of the mass transit system may use up to a maximum of five (5) percent of the required vehicular use area.

3.3.6 MOTOR VEHICLE USE AREA DESIGN CRITERIA

3.3.6.1 General. The vehicular use area includes the parking spaces, parking area access lanes (PAALs), and any areas necessary to provide maneuvering, refuse collection locations, or loading spaces. Landscaping and screening within the vehicular use area are considered part of the vehicular use area.

3.3.6.2 Location. Required motor vehicle parking must be located on-site except as follows.

A. *Off-Site Parking.* Off-site parking is permitted under the following conditions:

1. For projects outside the Downtown Parking District, off-site parking must be located within six hundred (600) feet of the project site. For projects in the Downtown Parking District, off-site parking must be located within one thousand five hundred (1,500) feet of the land use provided the parking is within the District boundaries and is approved by the Director of the Planning and Development Services Department. For purposes of this section, the distance between required parking and the use it serves is the walking distance measured along the pedestrian access system from the closest points between the building or use and the vehicular use area.

2. The off-site parking location has parking in excess of the minimum required parking for its use or can demonstrate alternate hours of operation to the use it serves; and,

3. Non-residential uses shall not use residentially-zoned property for off-site parking; and,

4. A formal shared parking agreement with the City is required; and,

5. The off-site parking area meets the design criteria provided in this section.

6. When required parking is separated from the principal use by an arterial or collector street, signage directing customers to the nearest legal pedestrian crossing is required.

7. *Historic Districts.* Land uses within a historic district may follow the location requirements of this section unless requirements are established specific to that historic district.

B. *Parking for Certain Residential Uses.*

1. *Individual Residential Lots.* Visitor parking spaces on individual residential lots are permitted under the following conditions:

    a. At least one (1) visitor parking space is provided on each residential lot within a project site;

    b. The visitor parking space is at least eight and one half (8.5) feet by eighteen (18) feet in size; and,

    c. The designated visitor parking space(s) is shown on the subdivision plat or development plan, whichever is applicable.

2. *On-Street Parking.* Visitor parking for single-family and mobile home dwellings is permitted on-street if the street is wide enough to accommodate parking on both sides of the street.

3. *Common Use Area.* Visitor parking in common use areas is permitted in common areas. Visitor parking spaces shall be within two hundred fifty (250) feet of the front or street side yard property lines of each residential unit.

C. *Tandem Parking.* Tandem parking for motor vehicles is allowed only for:

1. Residential Care Services with four (4) or fewer spaces provided;

2. Single-family residential development;

3. Mobile home dwellings;

4. Duplexes on individual lots;

5. Valet parking;

6. Non-residential uses within contributing properties to National Register historic districts;

7. Home Occupations; and,

8. Vehicle Storage or Display, when it is accessory to the principal use.

D. *Overflow Parking.* For uses where the peak parking demand is occasional or seasonal (e.g. shopping centers and golf courses), the Zoning Administrator may allow open space areas to be converted to overflow parking areas for special occasions or high-demand days. These areas can retain a natural appearance and be off-limits to vehicles except during these peak periods. Pervious pavement materials that have a decorative or natural appearance may be used.

3.3.6.3 Areas That Shall Not Be Counted As Required Parking. The following areas shall not be counted as required parking:

A. Spaces in service bays, stacking areas, or car wash bays;

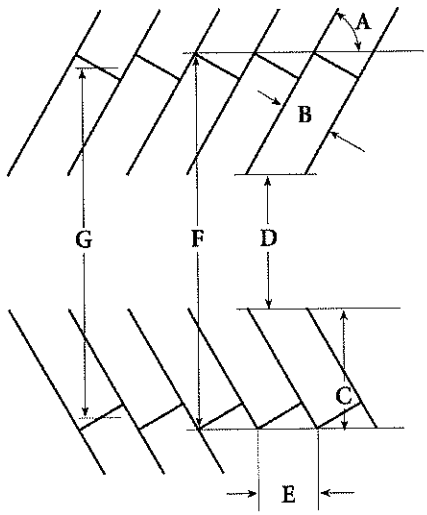
B. At gasoline pumps or other hose locations;

C. Those used for the storage or display of vehicles for sale or rent to the public; and,

D. Parking spaces shall not be located under, or within five (5) feet of, a vertical line intersecting the ground and any structural element extending from a billboard, including, but not limited to, overhangs, cantilevered beams, and elevated walkways.

3.3.6.4 Motor Vehicle Use Area Dimensions

A. *Motor Vehicle Use Area Dimensions.* The minimum parking space, access lane, Parking Area Access Lane (PAAL), and driveway dimensions are as follows. Figure 3.3.6.4.A-I is to be used in conjunction with Tables 3.3.6.4.A-II & III.



A Parking angle
B Space width
C Space depth
D PAAL width
E Curb length
F Space end to space end bay width
G Space center to space center width

Figure 3.3.6.4.A-I Motor Vehicle Use Area Dimensions

TABLE 3.3.6.4.A-II MOTOR VEHICLE USE AREA DIMENSIONS						
A	**B***	**C**	**D****	**E**	**F**	**G**
0 (Parallel Parking)	8.0*	8.0	12.0**	23.0 *	29.0	-
30	8.5*	16.4	12.0**	17.0	44.8	37.4
45	8.5*	18.7	13.0**	12.0	50.4	44.4
60	8.5*	19.8	16.0**	9.8	55.6	51.4
90	8.5*	18.0	24.0**	8.5	60.0	-

* See Sec. 3.3.6.4.B (Exceptions) for applicable exceptions
** See Table 3.3.6.4.A-III for applicable exceptions

TABLE 3.3.6.4.A-III MOTOR VEHICLE USE AREA DIMENSIONS CONTINUED	
Use Area Component	**Minimum Width**
Driveway One-way access lane (except when serving a fire lane)	10 feet
One-way access lane or PAAL serving as a fire lane One-way PAAL within a Storage Use development Two-way access lane	20 feet
Two-way PAAL	24 feet
Two-way access lane or PAAL within a Storage Use development	30 feet

B. *Exceptions.*

1. *Accessible Parking Space Size.* Parking spaces for individuals with physical disabilities shall be provided and designed as required by the adopted Building Code of the City of Tucson.

2. A motor vehicle off-street parking space shall have a minimum width of ten (10) feet when the side(s) of the parking space abuts a vertical barrier over six (6) inches in height, other than a vertical support for a carport.

3. A parallel parking space can be reduced to eighteen (18) feet in length if the space is located immediately adjacent to a driveway, access lane, PAAL, alley, or street intersection and the parking space is designed to provide maneuvering area on at least one (1) end. On-street parking must be approved by the Traffic Engineer.

3.3.6.5 Additional Access Lane and Parking Area Access Lanes (PAAL) Design Criteria

A. *Intersections.*

1. A minimum unobstructed radius of five (5) feet is required for all other PAAL intersections.

   Exception. A minimum unobstructed radius of eighteen (18) feet is required where an access lane or PAAL designated as a fire lane or is used to access refuse and/or recycling collection or loading zones intersects another access lane or PAAL.

2. All intersection radii shall be physically defined by curb or similar material when permanent improvements or fixtures, including landscaping, are located adjacent to the intersection. In all other instances, the intersection must be delineated, at a minimum, by paint or similar markings.

B. *Height Clearance.* The minimum height clearance along access lanes and PAALs is fifteen (15) feet.

Exception. The minimum height clearance within parking garages may be less than fifteen (15) feet as permitted by the City's adopted Building Code.

3.3.6.6 Circulation.

A. *Ingress and Egress Locations.* Each vehicular ingress and egress point to or from a street must comply with the curb cut regulations as specified in Chapter 25, Tucson Code.

B. *Setbacks from Access Lanes and PAALs.*

1. Access lanes and PAALs shall be setback at least one (1) foot from:

   a. An open structure, such as a carport or covered pedestrian access path as measured from the closest part of the structure or roof overhang; or,

   b. A structure when the access lane or PAAL serves as a drive-through lane.

2. Access lanes and PAALs shall be setback at least two (2) feet from a wall, screen, or other obstruction. The additional area is necessary to provide clearance for fire, sanitation, and delivery vehicles.

C. *Sight Visibility.* Sight visibility at points of ingress into, egress from, or within the vehicular use area will comply with Development Standard 3-01.0.

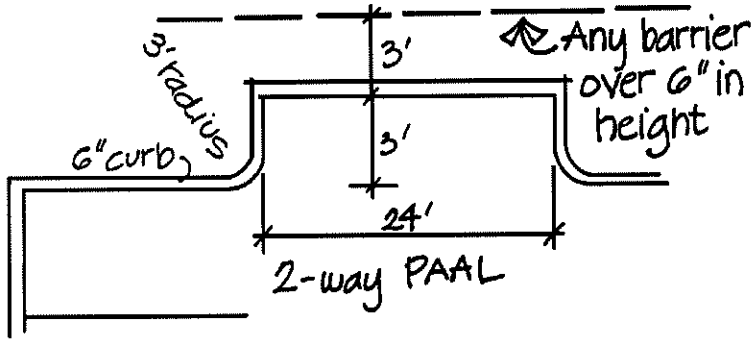
D. *Back-Up Spur.* (See Illustration 3.3.6.6.D)

1. A back-up spur shall be provided at the end of a row of parking if no ingress or egress is provided at that end.

2. The spur shall be a minimum of three (3) feet in depth and have a three (3) foot radii and a wheel barrier to prevent encroachment onto any unsurfaced areas.

3. A minimum distance of three (3) feet shall be provided between the back of spur and any wall,

screen, or other obstruction over six (6) inches in height.



3.3.6.6.D Back Up Spur

3.3.6.7 Striping. Parking spaces shall be marked with a four (4) inch wide, white stripe along all sides, except at the entrance to the stall or where the limits of the space are defined by other means, such as curbing.

Exception. Striping is not required where tandem parking is permitted per Sec. 3.3.6.2.C.

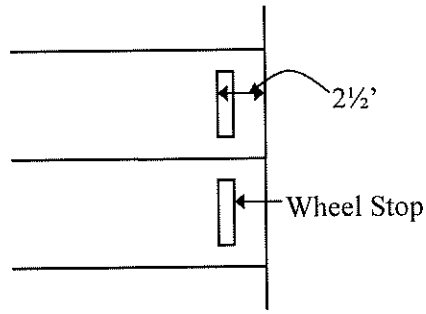
3.3.6.8 Barriers.

A. Barriers, such as post barricades or wheel stop curbing, are required in a vehicular use area to prevent vehicles from extending beyond the property lines, damaging adjacent landscaping, walls, or buildings, overhanging adjacent sidewalk areas or unpaved areas, and/or driving onto unimproved portions of the site.

Exception. Barriers are not required to prevent vehicles from overhanging adjacent sidewalk areas when the sidewalk is curbed and the applicant can demonstrate that a clearance space of at least four (4) feet in width is provided for pedestrian access. When demonstrating compliance, the applicant must account for a vehicle overhang of two and one-half (2.5) feet and any other obstructions in the sidewalk, such as, bicycle parking racks, vending machines, and merchandise display space.

B. Barriers shall not impede pedestrian circulation and accessible routes.

C. When required, wheel stop curbing must be two and one-half (2.5) feet from the front of the parking space. (See Illustration 3.3.6.8.C)



3.3.6.8.C Wheel Stop Curbing

3.3.6.9 Surfacing Requirements.

A. All vehicular use areas shall be surfaced with one (1) of the following materials.

1. Pervious and impervious asphaltic concrete; or,

2. Pervious and impervious cement concrete; or,

3. A penetration treatment of bituminous material and seal coat of bituminous binder and mineral aggregate; or,

4. Alternative surfacing as determined appropriate by the PDSD City Engineer.

Exception. Vehicular use areas for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, duplexes on individual lots, and vehicle storage are exempt from the surfacing requirements.

B. The surface must be maintained in a smooth, durable, and well-drained condition and be kept clear of debris or other accumulated refuse.

3.3.6.10 Lighting. Lighting provided in any vehicular use area or for a bicycle parking facility shall be in compliance with the adopted Outdoor Lighting Code of the City of Tucson.

3.3.6.11 Use of Street or Alley for Maneuvering Area. A street or alley may not be used for maneuvering directly into or from any

parking space located wholly or partially outside the public right-of-way, except as follows:

A. Residential Care Services with four (4) or fewer spaces, home occupations, and non-residential uses within contributing properties to a National Register Historic District may use a street or alley for access and maneuvering.

An alley, when used for access, must be a minimum of twenty (20) feet wide, free of obstructions, and surfaced with a dust control method that is acceptable to the TDOT City Engineer.

B. A street may be used for maneuvering directly into or from a parking space, provided the parking space is located completely within the right-of-way and the design of the parking layout is approved by the TDOT City Engineer.

C. These exceptions are not applicable on MS&R designated streets as provided in Sec. 3.2.14.3.

3.3.6.12 Screening and Landscaping Requirements. All vehicular use areas are required to comply with Sec. 3.7.0, Landscaping and Screening Regulations.

Exception. Vehicle storage, Residential Care Services with four (4) or fewer spaces provided, single-family dwellings, mobile home dwellings, duplexes on individual lots, home occupations, and non-residential uses within contributing properties to a National Register Historic District are exempt from Sec. 3.7.2.3.A (Canopy Trees in Vehicular Use Areas).

3.3.7 MOTOR VEHICLE STACKING REQUIREMENTS

3.3.7.1 Requirement. The minimum vehicle stacking capacity required is as follows.

Use	Minimum Vehicle Stacking Capacity (per drive-through lane)*
Automotive Washing (Self-Service)	1 vehicle space
Automotive Washing (Full-Service) and Food Service where there are separate points of service for ordering and pick-up	4 vehicle spaces
All other uses	3 vehicle spaces

* The space at the point of service counts as one vehicle space.

3.3.7.2 Design Criteria

A. Each stacking space shall be a minimum of nine (9) feet in width and eighteen (18) feet in length.

B. The stacking area for drive-through lanes must not cross on-site pedestrian access.

C. Stacking spaces shall not impede on-site traffic circulation and ingress to and egress from the project site.

D. Drive-through lanes must be striped, marked, or otherwise clearly delineated.

3.3.8 REQUIRED NUMBER OF BICYCLE PARKING SPACES

3.3.8.1 Purpose. The purpose of this section is to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations further the City's goal of being a bicycle friendly community by ensuring that the necessary facilities are in place to accommodate cyclists.

3.3.8.2 Minimum Number of Bicycle Parking Spaces Required

A. The number of short and long-term bicycle parking spaces for each use category is listed in Section 3.3.8.2.B (Minimum Required Bicycle Parking Spaces).

Exceptions.

1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross floor area.

2. *Bicycle Parking In-Lieu Fee.* The required number of bicycle parking spaces may be satisfied partially or completely by paying the City bicycle parking in-lieu fee in an amount established by separate ordinance to be used by the City to install bicycle parking and associated improvements in the right-of-way. The in-lieu fee may not be used if there are vehicular use

areas, plazas, exterior courtyards, or other open areas on the site, other than required landscaping, large enough, separately or in combination, to accommodate all or a portion of the required bicycle parking.

3. When there are existing bicycle racks in the right-of-way, the PDSD Director may allow a modification to the required number of bicycle parking spaces based on a finding from the City's Bicycle Coordinator that the number of existing racks will adequately serve the proposed use and other nearby uses the racks currently serve.

4. When the requirements of this Section are required due to an expansion per Sec. 3.3.3.5 (Expansions), the PDSD Director may grant a modification to the required number of bicycle parking spaces based on a finding from the City's Bicycle Coordinator that a reasonable attempt has been made to provide all or a portion of the required bicycle parking such that it does not create a safety hazard for pedestrians, cyclists, and motorists and is clearly visible from adjacent sidewalks, drives, and/or public entrances.

B. *Minimum Required Bicycle Parking Spaces.*

LAND USE GROUP/CLASS	**SHORT-TERM BICYCLE PARKING REQUIRED**	**LONG-TERM BICYCLE PARKING REQUIRED**
AGRICULTURAL USE GROUP	None	None
CIVIC USE GROUP	1 space per 8,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Cemetery	None	None
Civic Assembly; Membership Organization; Religious Use	Spaces for 2% of the maximum expected daily attendance. Maximum requirement is 50 spaces.	1 space per 20 employees. Minimum requirement is 2 spaces.
Cultural Use – Zoo	10% of the required number of motor vehicle parking	None
Educational Uses: *Grades K – 12* *Postsecondary Institutions; Instructional Schools*	Grades 1-12: 1 space per 20 students of planned capacity. Minimum requirement is 2 spaces. 1 space per 10 students of planned capacity. Minimum	Grades 1-12: 1 space per 10 employees plus 1 space per 20 students of planned capacity. Minimum requirement is 2 spaces. 1 space per 10 employees plus 1 space per 10

LAND USE GROUP/CLASS	SHORT-TERM BICYCLE PARKING REQUIRED	LONG-TERM BICYCLE PARKING REQUIRED
	requirement is 2 spaces.	students of planned capacity; or 1 space per 20,000 sq. ft. GFA, whichever is greater.
COMMERCIAL USE GROUP	2 spaces	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Administrative and Professional Office	1 space per 20,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 6,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Alcoholic Beverage Service	1 space per 2,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Animal Service	None	None
Billboard	None	None
Car Wash, Self-Service	None	None
Day Care	1 space per 40,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Daycare – Home Occupation	None	None
Entertainment (e.g. Sports Stadium or Center; Theater – Live; & Theater – Movie); **except,**	Spaces for 2% of the maximum expected daily attendance. Maximum requirement is 150.	1 space per 20 employees. Minimum requirement is 2 spaces.
Dance Hall	1 space per 2,000 sq. ft. GFA	1 space per 12,000 sq. ft. GFA
Carnival/Circus	None	None
Rodeo Arena	Spaces for 2% of the maximum expected daily attendance.	1 space per 20 employees. Minimum requirement is 2 spaces.
Financial Service	1 space per 5,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Food Service	1 space per 2,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Medical Service:		
Extended Health Care (e.g. nursing home, assisted living)	0.05 spaces per bedroom. Minimum requirement is 2 spaces.	0.15 spaces per bedroom. Minimum requirement is 2 spaces.
Major (e.g. hospital)	1 space per 20,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 50,000 sq. ft. GFA. Minimum requirement is 2 spaces.

LAND USE GROUP/CLASS	SHORT-TERM BICYCLE PARKING REQUIRED	LONG-TERM BICYCLE PARKING REQUIRED
Outpatient	1 space per 5,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Parking	None	Except for unattended surface parking lots, 1 space per 20 auto spaces. Minimum requirement is 2 spaces.
Personal Service	1 space per 5,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Transportation Service	None	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Traveler's Accommodation, Campsite	1 space per 20 campsites	None
Travelers' Accommodation, Lodging	2 spaces plus 1 space per 6,000 sq. ft. GFA of conference, restaurant, bar, and/or banquet space. Maximum requirement is 50 spaces.	1 space per 20 guest rooms. Minimum requirement is 2 spaces.
Vehicle Storage	None	None
INDUSTRIAL USE GROUP	None	1 space per 15,000 sq. ft. GFA. Minimum requirement is 2 spaces. Maximum required is 10 spaces.
RECREATION USE GROUP	Per Director's approval	Per Director's approval
Billiard/Pool Hall; Health/Exercise Club/Gymnasium; Skating Rink; and Bowling Alley	1 space per 2,000 sq. ft. GFA. Minimum requirement is 2 spaces.	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces.
Athletic Fields	2 spaces per field	None
Batting Cage	0.25 spaces per batting cage. Minimum requirement is 2 spaces.	None
Court – Basketball, Racquetball, Tennis, or Volleyball	0.25 spaces per court. Minimum requirement is 2 spaces.	None
Golf Course *Driving Range*	None 2 spaces	2 spaces None
Miniature Golf Course	0.25 spaces per tee	None
Rifle and Pistol Range	None	None
Swimming Pool	1 space per 2,000 sq. ft. of entire pool area. Minimum requirement is 2 spaces.	None

LAND USE GROUP/CLASS	SHORT-TERM BICYCLE PARKING REQUIRED	LONG-TERM BICYCLE PARKING REQUIRED
RESIDENTIAL USE GROUP		
Single-Family & Mobile Home Dwellings	None	None
Multifamily Dwellings and Group Dwelling	0.10 spaces per bedroom. Minimum requirement is 2 spaces.	0.5 spaces per bedroom. Minimum requirement is 2 spaces.
Residential Care Services	0.05 spaces per bedroom. Minimum requirement is 2 spaces.	0.10 spaces per bedroom. Minimum requirement is 2 spaces.
RETAIL TRADE USE GROUP*		
Retail Trade Uses Less Than 50,000 sq. ft. GFA: Retail Trade Uses 50,000 sq. ft. GFA – 99,999 sq. ft. GFA: Retail Trade Uses More Than 100,000 sq. ft. GFA: *The required number of bicycle parking spaces for multiple use development composed of more than one building shall be calculated on a per building basis using the formulas provided above.	1 space per 5,000 sq. ft. GFA. Minimum requirement is 2 spaces. 1 space per 6,000 sq. ft. GFA 1 space per 7,000 sq. ft. GFA. Maximum requirement is 150 spaces.	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces. 1 space per 12,000 sq. ft. GFA 1 space per 12,000 sq. ft. GFA. Maximum requirement is 50 spaces.
Gasoline Sales without Food and Beverage Sales	None	None
Construction Material Sales, Furniture, Carpet, or Appliance Store; Heavy Equipment Sales; and Vehicle Rental and Sales	2 spaces	1 space per 12,000 sq. ft. GFA. Minimum requirement is 2 spaces. Maximum requirement is 10 spaces.
Home Improvement Center	1 space per 12,000 sq. ft. GFA. Maximum requirement is 10 spaces.	1 space per 12,000 sq. ft. GFA. Maximum requirement is 10 spaces.
STORAGE USE GROUP		
Commercial Storage & Hazardous Material Storage	None	1 space per 40,000 sq. ft. GFA. Minimum requirement is 2 spaces. Maximum requirement is 10 spaces.
Personal Storage	2 spaces	None
UTILITIES	None	None
WHOLESALING USE GROUP	2 spaces	1 space per 40,000 sq. ft. GFA. Minimum requirement is 2 spaces. Maximum requirement is 10 spaces.

3.3.9 BICYCLE PARKING DESIGN CRITERIA

3.3.9.1 Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

3.3.9.2 General Criteria.

A. *Parking and Maneuvering.*

1. Bicycle parking shall not impede on-site pedestrian access. A clearance space of at least four (4) feet in width must be provided for pedestrian access.

2. Each bicycle parking space shall be accessible without moving another bicycle.

3. Adequate maneuvering space shall be provided behind all outdoor bicycle parking facilities.

4. The bicycle parking area must be hard surfaced and maintained in a smooth, durable, and well-drained condition. Stabilized decomposed granite is an acceptable surface material for bicycle parking areas.

5. Outdoor bicycle parking areas must be lighted so that they are thoroughly illuminated and visible from adjacent sidewalks, parking lots, or buildings during hours of use.

6. Bicycle parking facilities will be maintained in good condition and kept clear of trash and debris.

7. *Vehicular Use Areas.* Short- and long-term bicycle parking are permitted in vehicular use areas provided it is separated from vehicular parking and drive areas by a barrier or is located a sufficient distance from vehicular uses areas to prevent damage to the parked bicycles. Examples of acceptable barriers include curbs, bollards, concrete planters, landscape buffers, or other suitable barrier devices. Striping in combination with other barrier devices is permitted.

B. *Bicycle Racks.* See Figures 3.3.9.5.A and B for illustrative examples of the following criteria.

1. Bicycle racks must be securely anchored to the ground, floor, wall, or ceiling;

2. The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped lock if both wheels are left on the bicycle;

3. A bicycle six (6) feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components;

4. A single rack is designed and located to accommodate two bicycles;

5. Racks must not have sharp edges that can be hazardous to pedestrians, particularly individuals with visual disabilities. Artistic bicycle racks are acceptable provided they meet the criteria herein;

6. Each required short-term bicycle parking space must be at least two (2) feet by six (6) feet; and,

7. A bicycle rack must be a minimum of two and one half (2.5) feet from a wall or other obstruction.

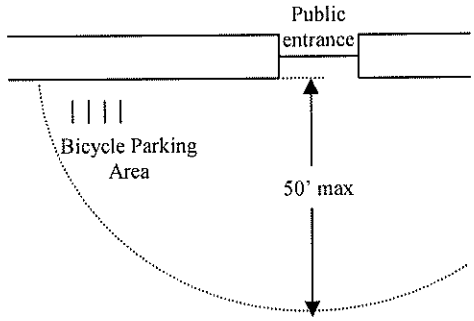
8. An access aisle at least five (5) feet wide must be provided between two rows of bicycle parking. The aisle width is measured between the lengthwise dimensions (i.e. 6') of the bicycle parking spaces between the two rows.

3.3.9.3 Short-Term Bicycle Parking. The purpose of short-term bicycle parking is to encourage shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.

A. Short-term bicycle parking must be provided in racks per Sec. 3.3.9.2.B or lockers per Sec. 3.3.9.4.B.5.

B. *Location.* Short-term bicycle parking shall be:

1. Within fifty (50) feet of each public entrance to a building as measured along the most direct pedestrian access route (see illustration).



Exception. The PDSD Director may allow short-term bicycle parking to be more than fifty (50) feet from a public entrance(s) based on a finding from the City of Tucson's Bicycle Coordinator that the proposed location is consistent with best practices pertaining to siting short-term bicycle racks, particularly in regards to visibility, security, and convenience for bicyclists.

2. Located outside the building(s);

3. Clearly visible from the adjacent sidewalks, drives, and/or a public entrance(s); and,

4. Where buildings have more than one public entrance or a site has more than one building, short-term bicycle parking shall be distributed so that at least one (1) short-term bicycle parking space is within fifty (50) feet of each public entrance.

3.3.9.4 Long-term Bicycle Parking. The purpose of long-term bicycle parking is to provide employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.

Long-term bicycle parking facilities shall comply with the following criteria:

A. *Location.* Long-term bicycle parking shall be located on-site or offsite within three hundred (300) feet of the

building. Long-term bicycle parking for multiple use developments and shopping centers should be distributed proportionately among the uses;

B. *Security.* To provide security, long-term bicycle parking must have controlled access. Examples include, but are not limited to:

1. Inside residential units;

2. Inside buildings provided the bicycle parking does not create a safety hazard or impede pedestrian circulation and in an area that is visible from employee work areas or in a locked room;

3. In a bicycle room or an area enclosed by a fence that is eight (8) feet high or connected floor-to-ceiling accessed by key, smartcard, or other secure method; or,

4. In bicycle lockers that fully enclose the bicycle, resist tampering, are securely anchored, and constructed of durable materials, such as, but not limited to, steel. These lockers may be leased (keyed or smartcard) lockers or on-demand lockers (self-lock or smartcard) lockers.

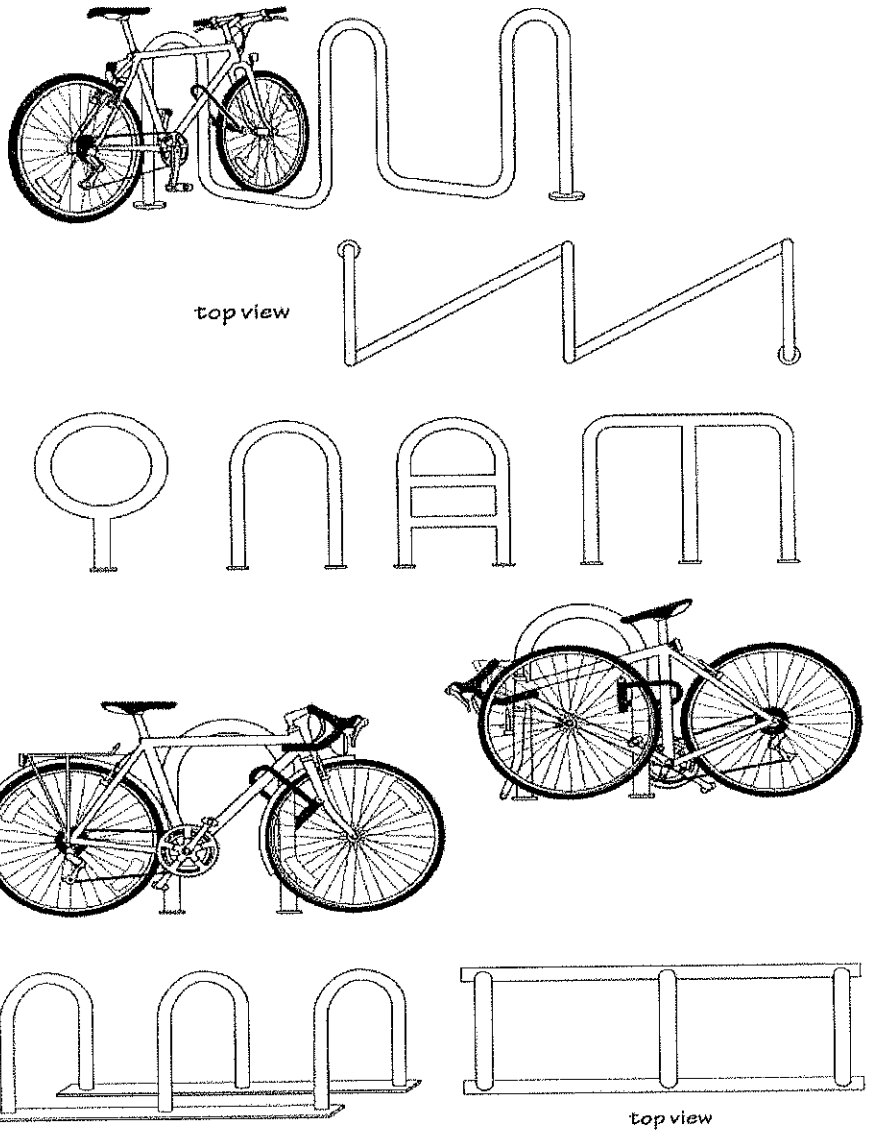
C. *Weather Protection.* Long-term bicycle parking must be covered to provide weather protection and can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where long-term bicycle parking is not within a building or locker, the cover must be permanent and at least 7 feet above the floor or ground.

D. *Signage.* Where long-term bicycle parking is not within a building and a key, code, or secure method is needed to access the parking facility, a sign must be provided instructing cyclists how access may be obtained.

E. *Lighting.* Long-term bicycle parking not within a building must be lit by overhead lighting.

3.3.9.5 Bicycle Parking Figures

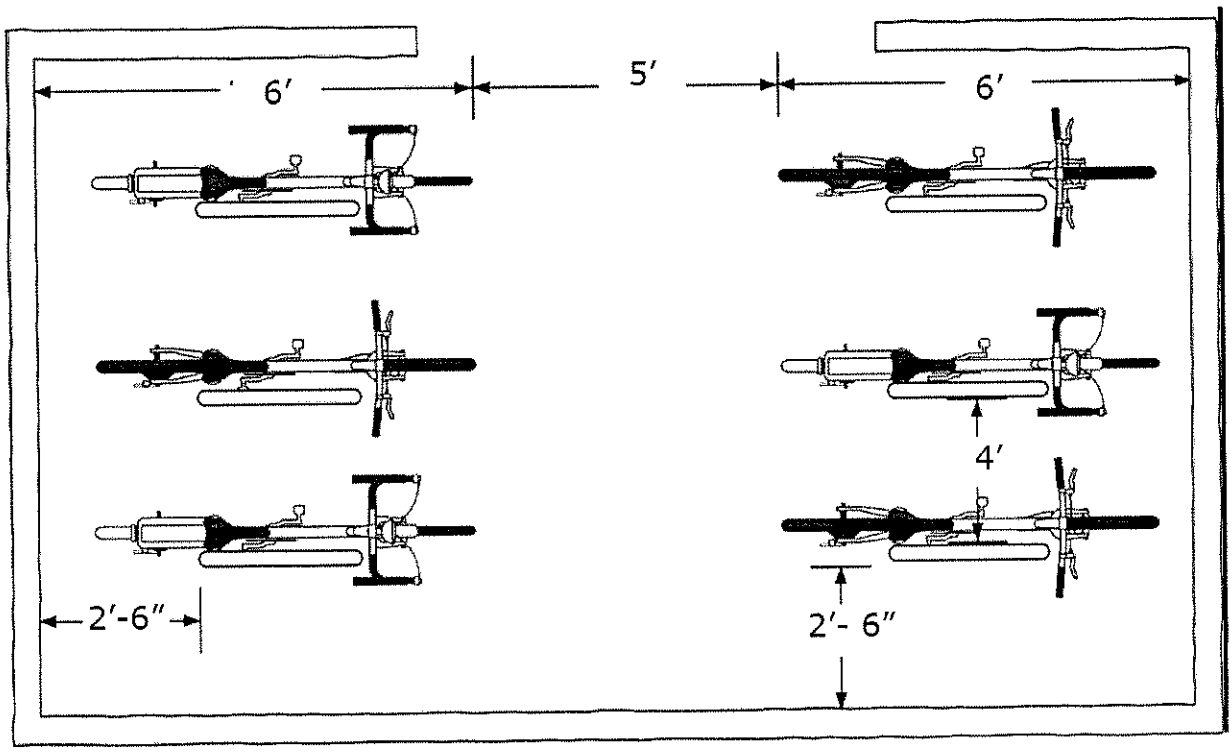
A. *Examples of Acceptable Bicycle Rack Design.* The following bicycle racks comply with the criteria of Sec. 3.3.9.2.B and are provided for illustrative purposes only. Other bicycle rack designs may be used provided they comply with Sec. 3.3.9.2.B.



Note: Artistic designs that provide two-point, 'flat panel' support, allow for easy access and locking of frame and two wheels, and do not have sharp edges are acceptable.

B. *Examples of Bicycle Parking Layouts.* The following bicycle parking layouts comply with the criteria of Sec. 3.3.9.2.B and are provided for illustrative purposes only.

Other layouts may be used provided they comply with Sec. 3.3.9.2.B.



3.3.10 PARKING DESIGN MODIFICATION REQUEST (PDMR)

3.3.10.1 Purpose. This Section is established to provide an administrative process through which specific parking design regulations of the LUC may be modified. This procedure is not intended to delete or waive LUC regulations, but is intended to allow design flexibility in LUC compliance and alternative design solutions within the intent of the regulation.

3.3.10.2 Applicability. The following requirements of Division 3 may be considered for a modification under this Section:

A. Number of motor vehicle parking spaces;

B. Dimensional and location requirements of Sec. 3.3.6 (Motor Vehicle Use Area Design Criteria) including, but not limited to off-site parking location, parking space width, access lane and PAAL width, and back-up spur depth; and,

C. Number of bicycle parking spaces.

3.3.10.3 Review and Approval Procedures.

A. Applications shall include property ownership information, a site plan, and other information deemed by the Planning & Development Services Director (Director) as necessary to evaluate the request.

B. Except as provided herein, review of PDMR requests shall be through the Zoning Compliance Review, Sec. 23A-31.

Exception. Review of modification requests to the number of motor vehicle and bicycle parking spaces shall be in accordance with the Limited Notice Procedure, Sec. 23A-40. The Design Review Board (DRB) shall review the request and provide the Director with a recommendation.

3.3.10.4 Findings for Approval. The Planning & Development Services Department Director may approve a modification as provided by this Section if all applicable findings as follows are made.

A. The modification does not result in the deletion of an *LUC* requirement.

B. The modification is not a request previously denied as a variance.

C. The modification is not to a condition of approval for a rezoning or Special Exception Land Use application.

D. The modification does not adversely impact adjacent properties or development.

E. The modification does not impede sight visibility at points of ingress into, egress from, or within the vehicular use area for either vehicular or pedestrian traffic or otherwise create or increase a safety hazard.

F. The modification provides design alternatives to better integrate the development into the design character of the immediate neighborhood.

G. Except as provided below, a PDMR may modify a dimensional requirement by no more than ten (10) percent.

H. A modification may be granted for decreasing the required motor vehicle parking by ten (10) percent or less, but in no case more than five (5) spaces. The modification in off-street motor vehicle parking spaces is for the purpose of improving the site design in a manner which will further the intent of the PDMR. This includes improvements such as, but not limited to, enhancement of landscaping, pedestrian facilities, or bicycle provisions beyond the requirements of the *LUC*.

I. The modification does not decrease the minimum parking space dimension to less than eight (8) feet in width. The number of parking spaces with decreased dimensions shall not exceed ten (10) percent of the total number of parking spaces provided. The parking spaces with decreased dimensions must be marked as 'compact'.

J. The modification does not decrease the parking area access lane or driveway dimension by more than five (5) percent of the minimum width required.

Exception. The width of a parking area access lane or driveway cannot be reduced when it is a fire lane.

K. The back-up spur dimensional requirements may be modified when the last space in a bay of parking is wider than eight and one-half (8.5) feet or when the Director determines that the proposed modification will not create a safety hazard.

L. A modification may be granted for decreasing the required bicycle parking by ten (10) percent or less, but in no case shall the modification result in there being less than two (2) bicycle parking spaces. The modification in the number of bicycle parking spaces is for the purpose of improving the site design in a manner which will further the intent of the PDMR. This includes improvements such as, but not limited to, enhancement of landscaping or pedestrian facilities beyond the requirements of the *LUC*.

SECTION 3. The Tucson Code, Chapter 23, Land Use Code, Article II, Division 6, Section 2.6.3 is hereby amended to read as follows:

2.6.3 PLANNED AREA DEVELOPMENT (PAD) ZONE

* * *

2.6.3.5 Initiation of a PAD District. A PAD District is initiated by filing an application for a Zoning Examiner Legislative Procedure in conformance with Sec. 5.4.1 and 5.4.3, with the Planning and Development Services Department. The application may be filed by the owners of the subject property, an agent for the property owners, or the Mayor and Council. The application will be accepted for processing only if the following requirements are met.

* * *

B. The site's land area is a minimum of forty (40) acres, or if located in the Downtown Area Infill Incentive District as defined in Sec. 2.8.12.9, the Downtown Parking District as defined in Sec. 6.2.4, or in the Rio Nuevo and Downtown (RND) Zone as defined in Sec. 6.2.18, there is no minimum site area. The Mayor and Council may authorize the initiation of a PAD District of less than the size required by this Section if the proposed PAD District is consistent with the intent of the PAD zone.

* * *

SECTION 4. The Tucson Code, Chapter 23, Land Use Code, Article II, Division 8, Section 2.8.4 is hereby amended to read as follows:

2.8.4 GATEWAY CORRIDOR ZONE

* * *

2.8.4.2 Applicability. The provisions of the Gateway Corridor Zone apply to the following uses on all property, any portion of which abuts or is adjacent to a street designated on the City's or County's MS&R Plan.

* * *

F. The following are exempt from the application of the Gateway Route requirement.

* * *

3. Any development within the Downtown Parking District.

* * *

SECTION 5. The Tucson Code, Chapter 23, Land Use Code, Article II, Division 8, Section 2.8.12 is hereby amended to read as follows:

2.8.12 DOWNTOWN AREA INFILL INCENTIVE DISTRICT ZONE (IID)

* * *

2.8.12.4 Greater Infill Incentive Subdistrict – Modification of Development Regulations (MDR)

* * *

C. *Exceptions.* The following criteria may be modified in excess of twenty-five percent (25%) to the extent specified herein.

* * *

3. *Parking.*

a. Parking as required by Sec. 3.3.4 may be reduced up to twenty-five (25%) percent. Parking may be decreased by more than 25% per an agreement with the City's Parking Authority or through an Individual Parking Plan (Sec. 3.3.5.1) if the analysis and finding shows the proposed parking is adequate.

* * *

SECTION 6. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 5, Section 3.5.4 is hereby amended to read as follows:

3.5.4 COMMERCIAL SERVICES USE GROUP.

* * *

3.5.4.26 Billboards.

* * *

B. *Parking.* Parking area access lanes shall not be located under, or within five (5) feet of, a vertical line intersecting the ground and any structural element extending from a billboard, including, but not limited to, overhangs,

cantilevered beams, and elevated walkways. Refer to Sec. 3.3.3.6 for locational requirements of parking spaces.

* * *

SECTION 7. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 5, Section 3.5.7 is hereby amended to read as follows:

3.5.7 RESIDENTIAL USE GROUP.

* * *

3.5.7.1 Family Dwelling.

* * *

H. For all single family dwellings in the R-1 zone with five (5) or more bedrooms, and for all lots containing two (2) or more single family dwellings, with the second dwelling having more than one bedroom, all parking and maneuvering must be located on-site, either in a side or rear perimeter yard. The vehicular use area must be improved, which includes surfacing, striping, and provision of barriers, in conformance with Sec. 3.3.6 (Motor Vehicle Use Area Design Criteria). Parking spaces may not be located in a vehicular use area in any front street perimeter yard.

* * *

SECTION 8. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 5, Section 3.5.9 is hereby amended to read as follows:

3.5.9 RETAIL TRADE USE GROUP.

3.5.9.1 Food and Beverage Sales.

* * *

I. The vehicular use area is to be surfaced as is required in Sec. 3.3.6.9 if the stand is open more than six (6) months per calendar year. If open a shorter time, these areas must be maintained to minimize dust.

* * *

SECTION 9. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 6, Section 3.6.1 is hereby amended to read as follows:

3.6.1 FLEXIBLE LOT DEVELOPMENT (FLD)

* * *

3.6.1.5 Site Specific Development Criteria. An FLD shall comply with the following criteria:

* * *

D. *Perimeter Yards on Interior Lots.* Interior lots must provide perimeter yard setbacks as follows:

* * *

3. Along parking area access lanes (PAALs), setbacks as required in Sec. 3.3.6.6.B (Setbacks from Access Lanes and PAALs) and Department of Transportation design criteria.

* * *

F. *Parking.* Parking must comply with Section 3.3.0 (Motor Vehicle and Bicycle Parking Requirements), applicable sections of Section 3.7.0 (Landscaping) and Development Standard 2-06 (Landscaping), applicable regulations related to accessibility, and the following criteria:

* * *

G. *Circulation and Connectivity.*

1. The right-of-way and pavement widths for internal ways, common parking areas, streets, roads, or other means of vehicular circulation and for surface drainage serving the FLD shall be in conformance with Section 3.3.6, Development and Standard 3-01.0.

* * *

SECTION 10. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 7, Section 3.7.2 is hereby amended to read as follows:

3.7.2 LANDSCAPING REQUIREMENTS.

* * *

3.7.2.4 Landscape Borders. There are two (2) types of landscape borders: Street landscape borders and interior landscape borders. The following apply to all landscape borders.

* * *

C. *Exceptions to Landscape Border Requirements*

1. Within the Downtown Parking District as described in Sec. 6.2.4, the requirements for landscape borders are:

* * *

SECTION 11. The Tucson Code, Chapter 23, Land Use Code, Article V, Division 3, Section 5.3.5 is hereby amended to read as follows:

5.3.5 DESIGN DEVELOPMENT OPTION (DDO) This Section is established to provide an administrative process through which specific Development Regulations of the *LUC* may be modified. This procedure is not intended to delete or waive *LUC* regulations but is intended to accomplish: (Ord. No. 9967, §5, 7/1/04)

* * *

5.3.5.1 Applicability. Landscaping and screening provisions may be considered for modifications under this Section.

* * *

5.3.5.2 Review. Review of Design Development Option (DDO) requests shall be through a Limited Notice Procedure, Sec. 23A-40. Prior to a decision by the Planning and Development Services Department Director, the Design Review Board (DRB) shall review the request and provide the Planning and Development Services Department Director with a recommendation. Application requirements shall be established by the Planning and Development Services Department Director and shall include, but not be limited to, property ownership information, a site plan, elevations, and such other information as may be necessary to evaluate the request. (Ord. No. 9967, §5, 7/1/04)

* * *

5.3.5.3 Findings for Approval. The Planning and Development Services Department Director may approve a design modification, as provided in this Section, if all of the following findings are made.

* * *

I. The modification does not result in the deletion or waiver of an *LUC* requirement.

J. The modification does not lower the height of a required screening device to a point where it cannot accomplish its purpose.

K. The modification does not decrease the required area, in square footage, of landscaping.

5.3.5.4 Expiration of Approval. Any DDO approval granted by the Development Services Department Director shall be null and void if building permits are not issued implementing the DDO or compliance with conditions of approval does not occur within one hundred eighty (180) days from the date of approval. One (1) extension of up to one hundred eighty (180) days may be granted by the Development Services Department Director for good cause. (Ord. No. 9967, §5, 7/1/04)

* * *

SECTION 12. The Tucson Code, Chapter 23, Land Use Code, Article V, Division 3, Section 5.3.12 is hereby amended to read as follows:

5.3.12 ZONING COMPLIANCE FOR SITE IMPROVEMENTS IN EXISTENCE ON MAY 1, 2005. The owner of property, at the time of a request for a Certificate of Occupancy may concurrently request that site improvements, including outdoor activity areas, in existence as of May 1, 2005 ("existing site improvements") be granted zoning compliance subject to the following:

* * *

5.3.12.8 Changes to parking lot striping, maintaining the same number of parking spaces, or increasing the number of parking spaces, are permitted in compliance with Section 3.3.6 so long as no existing elements such as loading zones or dumpsters are deleted except as permitted under current regulations.

* * *

SECTION 13. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.1 is hereby amended to read as follows:

6.2.1 DEFINITIONS – A

* * *

Access Lane. The area within a vehicular use area serving as a travel lane or the area providing access to the property. Unlike the Parking Area Access Lane, the Access Lane does not provide direct ingress and egress to individual parking spaces.

* * *

Automotive Washing – Full Service. An establishment where personnel is used to wash, dry, polish, or vacuum an automobile.

Automotive Washing – Self-Service. An establishment where washing, drying, polishing, or vacuuming of an automobile is done by the driver or the occupant.

* * *

SECTION 14. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.3 is hereby amended to read as follows:

6.2.3 DEFINITIONS – C

* * *

Change of Use. Change of the primary type of activity on a site.

* * *

Civic Assembly. See Sec. 6.3.4.3.

Collector Street. A street identified as a collector on the Major Streets and Routes Plan (MS&R).

* * *

SECTION 15. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.4 is hereby amended to read as follows:

6.2.4 DEFINITIONS – D

* * *

Downtown Parking District. An area the boundaries of which are congruent with the boundaries of the Downtown Redevelopment District.

* * *

Driveway. A private access connecting two or fewer residential units to a roadway.

* * *

SECTION 16. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.8 is hereby amended to read as follows:

6.2.8 DEFINITIONS – H

* * *

Home Improvement Center – A facility of more than 30,000 square feet gross floor area engaged in the retail sale of various basic hardware lines, such as tools, builders hardware, paint and glass, plumbing and electrical supplies, housewares and household appliances, garden supplies, and cutlery.

* * *

SECTION 17. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.12 is hereby amended to read as follows:

6.2.12 DEFINITIONS – L

* * *

Long-Term Bicycle Parking Facility. Long-term bicycle parking is a temporary bicycle storage facility that provides a secure place for employees, students, residents, commuters, and others to park their bicycles for several hours or more.

* * *

SECTION 18. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.13 is hereby amended to read as follows:

6.2.13 DEFINITIONS – M

* * *

Multiple Use. Same as Mixed Use.

SECTION 19. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.16 is hereby amended to read as follows:

6.2.16 DEFINITIONS – P

* * *

Parking Area Access Lane(s) (PAAL). The area within a parking lot serving as a travel lane or lanes, other than those in a street, that provides direct ingress to and egress from individual parking spaces. Typical examples include shopping center parking lots, apartment developments using common parking, and other places in which the primary or sole purpose is to provide access to a parking area, as opposed to providing access directly to property.

* * *

Peak Use Times. The period(s) during which activity at any given use is highest. Peak use times are determined on a daily, weekly, or seasonal basis depending on the type of use.

* * *

Principal Use. The primary use to which the premises is devoted and the primary purpose for which the premises exist.

* * *

Public entrance. An entryway into a building intended for direct public access from a vehicle use area.

* * *

SECTION 20. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.19 is hereby amended to read as follows:

6.2.19 DEFINITIONS – S

* * *

Shopping Center. A multiple use development composed of an integrated group of establishments (stores), planned, constructed, and managed as a unit, utilizing common or shared facilities, such as buildings, parking, and vehicular and pedestrian access, where no more than fifty (50) percent of the floor area is dedicated to uses with a parking formula of one (1) space per one hundred (100) square feet of gross floor area or a more intense formula. The individual establishments may be owned by a single entity or by separate entities.

* * *

Short-Term Bicycle Parking Facility. A facility which provides a stationary object to which the operator can lock the bicycle frame and both wheels with a user provided U-shaped lock or a cable and lock.

* * *

Street. Any permanent public or private right-of-way, other than an alley, access lane, or parking area access lane, set aside to accommodate vehicular travel lanes, parking lanes, bike lanes, pedestrian facilities, utility areas, and other such design features, whether designated as a street, drive, highway, thoroughfare, road, boulevard, avenue, lane, or place.

* * *

SECTION 21. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.22 is hereby amended to read as follows:

6.2.22 DEFINITIONS – V

Valet Parking. A service provided whereby a patron leaves a car at the entrance and an attendant parks the car on-site or at an approved off-site location and retrieves it.

Vehicular Use Area. Any area of a site or structure used for the parking or standing of motor vehicles. The vehicular use area includes access drives, maneuvering areas, refuse collection locations, loading spaces, and any landscaping and screening within ten (10) feet of these areas. (Ord. No. 10016, §2, 8/2/04)

Vehicle Storage. A space or structure that is used to house or store vehicles, which may include forklifts, moving equipment, lawn equipment, and other powered transport devices or equipment, as well as automobiles and trucks. Vehicle storage

does not include commercial long-term parking lots and garages associated with such uses as airports and train stations. Vehicle storage may be a principal or accessory use.

* * *

SECTION 22. Development Standard 1-05.4.0 is amended by adding new subsections 1-05.4.14 and 15, as follows:

1-05.4.0 ZONING REVIEW FEES

* * *

4.14 Parking Design Modification Request
Fee.....$660.00

4.15 Bicycle Parking In-Lieu Fee
Short-term bicycle parking space .....$100.00 per space

Long-term bicycle parking space.....$200.00 per space

* * *

SECTION 23. Development Standard 2-09.0 is hereby deleted.

SECTION 24. Development Standard 3-05.0 is hereby deleted.

SECTION 25. Development Standard 2-01.3.0 is amended as follows:

2-01.3.0 CONTENT.

* * *

3.9 Information on Proposed Development. The following information on the proposed project shall be shown on the drawing or added as notes.

* * *

H. Proposed traffic circulation:

* * *

5. If utilizing parking area access lanes (PAALs), they shall be designed in accordance with Sec. 3.3.0 of the *LUC*.

a. Show all motor vehicle off-street parking spaces provided, fully dimensioned. As a note, provide calculations on the number of spaces required (include the ratio used) and the number provided, including the number of spaces required and provided for the physically disabled. The drawing should indicate parking space locations for the physically disabled. A typical parking space detail shall be provided for both standard parking spaces and those for the physically disabled. For information on parking requirements for the physically disabled, refer to adopted building and accessibility codes of the City of Tucson. Design criteria for parking spaces and access are located in Sec. 3.3.6 of the *LUC*.

* * *

d. Show bicycle parking facilities fully dimensioned. For specifics, refer to Sec. 3.3.9 of the *LUC*. Provide, as a note, calculations for short- and long-term bicycle parking spaces required and provided.

* * *

S. Show on-site pedestrian refuge areas per Sec. 3.3.6.6.B.

* * *

SECTION 26. Development Standard 2-05.2.0 is amended as follows:

2-05.2.0 DEVELOPMENT PLAN FORMAT AND CONTENT.

2.4 Information on Proposed Development. The following information on the proposed project shall be shown on the drawing or added as notes.

* * *

D. Proposed traffic circulation:

* * *

3. If utilizing parking area access lanes (PAALs), they shall be designed in accordance with Sec. 3.3.0 of the *LUC*.

* * *

P. Show all motor vehicle off-street parking spaces provided, fully dimensioned. As a note, provide calculations on the number of spaces required (include the ratio used) and the number provided, including the number of spaces required and provided for the physically disabled. The drawing should indicate parking space locations for the physically disabled. A typical parking space detail shall be provided for both standard parking spaces and those for the physically disabled. For information on parking requirements for the physically disabled, refer to the Uniform Building Code. Design criteria for parking spaces and access are located in Sec. 3.3 of the *LUC*.

If any of the required parking is located off-site as permitted by the *LUC*, a drawing of that parking area is to be provided, together with the City's required parking agreement (include a copy of the lease agreement if applicable). Please remember that in these situations, if the off-site parking location is a new parking area, it must comply with all parking area requirements and must be allowed as a principal use by the zoning classification of that property. If the off-site parking area location is an existing parking lot, the parking spaces utilized for the proposed land use must be nonrequired parking for the existing use for which the parking area was established.

* * *

Q. Show, on the drawing, off-street bicycle parking locations, including materials for lighting and paving, type of security, dimensions, specific type of rack and the number of bicycles it supports, and the location and type of directional signage. When adjacent to pedestrian paths, indicate the width of clearance available for the pedestrian area. Provide, as a note, calculations on the number of bicycle spaces required and the number provided. See Sections 3.3.8 and 3.3.9 of the *LUC* for bicycle parking requirements.

* * *

SECTION 27. Development Standard 2-06.3.0 is amended as follows:

2-06.3.0 LANDSCAPE REQUIREMENTS.

* * *

3.3 Vehicular Use Areas. Landscaping within vehicular use areas as required by Sec. 3.7.2.3 of the *LUC* will be designed and landscaped to the following standards.

* * *

E. Parking spaces may be designed so that the front of a vehicle overhangs into planter areas that are within a vehicular use area but cannot overhang into the street landscape border. When planted within the vehicular use area, trees should be located at the edge and between vehicle spaces, such as the common corner of four (4) perpendicular spaces that face each other (see ***Figure 5***).

1. The maximum amount of overhang is the same measurement as the parking space wheel stop location, as permitted in Sec. 3.3.6.8.

* * *

SECTION 28. Development Standard 3-01.5.0 is amended as follows:

3-01.5.0 SIGHT VISIBILITY.

* * *

5.4 Structural Projections or Overhangs. Structural projections or overhangs over six (6) feet above finish grade are permitted within the required setback areas, provided that the overhang does not extend into the public right-of-way or the future right-of-way per the *MS&R Plan*, and the following conditions are met.

A. On any access lane or PAAL, see Sec. 3.3.6.6.B of the *LUC*.

* * *

SECTION 29. Development Standard 12-01.1.0 is amended as follows:

* * *

DEVELOPMENT STANDARD 2-09.0

BICYCLE PARKING FACILITY DESIGN REQUIREMENTS
(Effective Date: May 9, 1990)

March 22 2011. On March 22, 2011, the Mayor and Council adopted Ordinance No. 10886, which incorporated the development

standards of 2-09.0 into Sec. 3.3.9 of the *LUC*. Consequently, Development Standard 2-09.0 is deleted.

* * *

DEVELOPMENT STANDARD 3-05.0

VEHICULAR USE AREA DESIGN CRITERIA
(Effective Date: July 6, 1992)

March 22, 2011. On March 22, 2011, the Mayor and Council adopted Ordinance No. 10886, which incorporated the development standards of 3-05.0 into Sec. 3.3.6 of the *LUC*. Consequently, Development Standard 3-05.0 is deleted.

* * *

SECTION 30. Development Standard 12-02.0 is amended as follows:

* * *

BICYCLE means a nonmotorized device propelled only by human power having two (2) or three (3) wheels, any of which is more than sixteen (16) inches in diameter.

Applies to:

1-07.0	*Rezoning Procedures*
2-02.0	*Site Plan Content and Specifications*
2-05.0	*Development Plan Standard*
2-06.0	*Landscaping and Screening Standards*
2-08.0	*Pedestrian Access*
3-01.0	*Street Development Standard*
9-08.0	*Historic Preservation Zone Development Standards*

BICYCLE LOCKER is a fully enclosed space of sufficient size to park a two (2) wheeled bicycle with its accessories accessible only to the operator of the bicycle.

BICYCLE PARKING FACILITY means a structure which provides temporary placement for bicycles.

BICYCLE PARKING SPACE is an area designated within a facility for the use of an individual bicycle.

Applies to:

2-02.0	*Site Plan Content and Specifications*

BICYCLE SUPPORT is a rack, post, or other device which is anchored securely and will directly support the bicycle frame in a stable position without damage to the wheels, frame, or components.

BIKE LANE is an area set aside, within a paved roadway, for the purpose of moving bicycle traffic. Bike lanes may be designated by signs, striped lane markings, and/or physical barriers, such as curbs, guard rails, or special fencing.

Applies to:
2-06.0 Landscaping and Screening Standards
3-01.0 Street Development Standard

* * *

CDRC is an acronym for Community Design Review Committee.

Applies to:
1-01.0 Procedures for the Establishment of Development Standards (A.D. 1.02-9)
1-03.0 Community Design Review Committee
1-05.0 Development Review Fee Schedule
1-09.0 Subdivision Plat Approval
2-02.0 Site Plan Content and Specifications
2-03.0 Platting Procedures
2-04.0 Site Plan Application and Submittal Requirements
2-05.0 Development Plan Standard
2-08.0 Pedestrian Access
3-01.0 Street Development Standard
6-01.0 Solid Waste Disposal (Refuse)
7-01.0 Abandonment of Easements in Resubdivision

* * *

COMMUNITY DESIGN REVIEW COMMITTEE (CDRC) is a technical advisory committee, created by the City Manager, with representatives from City departments and non-City public agencies involved in development review. (See Development Standard No. 1-03.0.)

Applies to:
1-01.0 Procedures for the Establishment of Development Standards (A.D. 1.02-9)
1-03.0 Community Design Review Committee
1-05.0 Development Review Fee Schedule
1-09.0 Subdivision Plat Approval
2-02.0 Site Plan Content and Specifications
2-03.0 Platting Procedures

2-04.0 Site Plan Application and Submittal Requirements
2-05.0 Development Plan Standard
2-08.0 Pedestrian Access
3-01.0 Street Development Standard
6-01.0 Solid Waste Disposal (Refuse)
7-01.0 Abandonment of Easements in Resubdivision

* * *

CURB CUT is a depressed segment of a vertical roadway curb for driveways, wheelchair ramps, bicycle access, drainage, or other purposes.

Applies to:
1-07.0 Rezoning Procedures
2-03.0 Platting Procedures
2-05.0 Development Plan Standard
3-01.0 Street Development Standard

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DEVELOPMENT is any activity related to the use of land which is subject to regulation by the City of Tucson through its zoning and subdivision codes or other applicable City Code provisions.

Applies to:
1-01.0 Procedures for the Establishment of Development Standards (A.D. 1.02-9)
1-03.0 Community Design Review Committee
1-07.0 Rezoning Procedures
1-08.0 Plan Amendment Procedures
2-02.0 Site Plan Content and Specifications
2-03.0 Platting Procedures
2-04.0 Site Plan Application and Submittal Requirements
2-05.0 Development Plan Standard
2-06.0 Landscaping and Screening Standards
2-07.0 Landscape Plan Content and Specifications
2-08.0 Pedestrian Access
2-10.0 Residential Cluster Project (RCP) Standard
9-01.0 Hillside Development Zone (HDZ) Standard
9-06.0 Floodplain, WASH, ERZ Development Standard
2-15.0 Native Plant Preservation Standard
3-01.0 Street Development Standard
6-01.0 Solid Waste Disposal (Refuse)
9-01.0 Hillside Development Zone
9-08.0 Historic Preservation Zone Development Standards

DRIVEWAY is a point of vehicular access between a roadway and an abutting property and is further defined to include:

- The area between the face of curb and the right-of-way line for streets with curbs.

- The area between the edge of pavement of the outside travel lane and the right-of-way line for streets without curbs.

- The area between the right-of-way line and fifteen (15) feet from the right-of-way line toward the street for completely unimproved streets.

Applies to:

1-07.0 Rezoning Procedures
2-02.0 Site Plan Content and Specifications
2-03.0 Platting Procedures
2-06.0 Landscaping and Screening Standards
3-01.0 Street Development Standard
9-01.0 Hillside Development Zone
9-08.0 Historic Preservation Zone Development Standards

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ENCLOSED STRUCTURE is any structure that is enclosed on more than one (1) side or that obscures lines of sight above thirty (30) inches and below six (6) feet, measured from finish grade of pavement.

* * *

IMPROVEMENTS are any on-site or off-site improvements including refuse container enclosures; streets; sidewalks; sewer, water, and electric utility installations; drainage and flood control facilities; monuments or other similar facilities or developments for which the City of Tucson may ultimately assume responsibility for maintenance and operation; or landscaping, screening, or other site improvements required by the Tucson *Land Use Code (LUC)* or other appropriate City code. (See also, **IMPROVEMENT**.)

Applies to:

1-01.0 Procedures for the Establishment of Development Standards (A.D. 1.02-9)
1-03.0 Community Design Review Committee
1-04.0 Subdivision Assurance Procedures
1-05.0 Development Review Fee Schedule
1-07.0 Rezoning Procedures
2-03.0 Platting Procedures

2-04.0 Site Plan Application and Submittal Requirements
2-05.0 Development Plan Standard
2-06.0 Landscaping and Screening Standards
2-07.0 Landscape Plan Content and Specifications
3-01.0 Street Development Standard
9-08.0 Historic Preservation Zone Development Standards
9-01.0 Hillside Development Zone
9-06.0 Floodplain, WASH, ERZ Development Standard

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OFF-STREET PARKING is any space provided for vehicular parking not within the street right-of-way.

Applies to:
2-02.0 Site Plan Content and Specifications
2-05.0 Development Plan Standard

ON-STREET PARKING is a parking lane.

Applies to:
2-03.0 Platting Procedures
3-01.0 Street Development Standard

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OPEN STRUCTURE is any structure that is open on the three (3) sides nearest the street and that does not obscure lines of sight above thirty (30) inches or below six (6) feet, measured from finish grade of pavement.

PAAL is an acronym for Parking Area Access Lane.

Applies to:
1-07.0 Rezoning Procedures
2-02.0 Site Plan Content and Specifications
2-05.0 Development Plan Standard
2-06.0 Landscaping and Screening Standards
2-08.0 Pedestrian Access
3-01.0 Street Development Standard

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PARKING AREA ACCESS LANE(S) (PAAL) is an area within a parking lot serving as a travel lane or lanes, other than those in a street, to provide individual access to parking spaces. Typical examples include shopping center parking lots, apartment developments using common parking, and other places in which the primary or sole purpose is to provide access to a parking area, as opposed to providing access directly to property.

Applies to:
1-07.0 Rezoning Procedures
2-02.0 Site Plan Content and Specifications
2-05.0 Development Plan Standard
2-06.0 Landscaping and Screening Standards
2-08.0 Pedestrian Access
3-01.0 Street Development Standard

PARKING LANE is an area set aside at the edge of a paved roadway for purposes of parking vehicular traffic.

Applies to:
3-01.0 Street Development Standard

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RESTRICTED ACCESS PARKING (BICYCLE) provides Class 2 facilities within a locked room, garage, or locked enclosure accessible only to the operators of the bicycles parked within.

RIGHT-OF-WAY means an area reserved for a public use, such as street rights-of-way and utility easements.

Applies to:
1-07.0 Rezoning Procedures
2-02.0 Site Plan Content and Specifications
2-03.0 Platting Procedures
2-04.0 Site Plan Application and Submittal Requirements
2-05.0 Development Plan Standard
2-06.0 Landscaping and Screening Standards
2-07.0 Landscape Plan Content and Specifications
3-01.0 Street Development Standard
3-03.0 Pavement Cut Criteria
6-01.0 Solid Waste Disposal (Refuse)
9-08.0 Historic Preservation Zone Development Standards

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SIDEWALK means a constructed pedestrian circulation path meeting, at a minimum, the specifications for construction listed in these Standards.

Applies to:
1-04.0 Subdivision Assurance Procedures
1-07.0 Rezoning Procedures
2-02.0 Site Plan Content and Specifications
2-03.0 Platting Procedures

2-05.0 Development Plan Standard
2-06.0 Landscaping and Screening Standards
2-08.0 Pedestrian Access
2-10.0 Residential Cluster Project (RCP) Standard
3-01.0 Street Development Standard
6-01.0 Solid Waste Disposal (Refuse)
9-08.0 Historic Preservation Zone Development Standards

SIDEWALK AREA means that portion of a street between the curb line or the lateral line of a roadway and the adjacent property line, whether identified on the ground as a pedestrian walkway or not.

Applies to:
3-01.0 Street Development Standard

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SITE PLAN means a graphic representation of the existing and proposed improvements on a site.

Applies to:
1-05.0 Development Review Fee Schedule
2-02.0 Site Plan Content and Specifications
2-03.0 Platting Procedures
2-04.0 Site Plan Application and Submittal Requirements
2-05.0 Development Plan Standard
2-07.0 Landscape Plan Content and Specifications
9-01.0 Hillside Development Zone (HDZ) Standard
9-06.0 Floodplain, WASH, ERZ Development Standard
2-15.0 Native Plant Preservation Standard
6-01.0 Solid Waste Disposal (Refuse)
9-01.0 Hillside Development Zone
9-08.0 Historic Preservation Zone Development Standards

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STREET is any permanent public or private right-of-way set aside to accommodate vehicular travel lanes, parking lanes, bike lanes, pedestrian facilities, utility areas, and other such design features whether designated as a street, drive, highway, thoroughfare, road, boulevard, avenue, lane, place, or however otherwise designated, save and except the term PARKING AREA ACCESS LANE(S) (PAAL).

Applies to:
1-04.0 Subdivision Assurance Procedures
1-07.0 Rezoning Procedures
2-02.0 Site Plan Content and Specifications

2-03.0 Platting Procedures
2-04.0 Site Plan Application and Submittal Requirements
2-05.0 Development Plan Standard
2-06.0 Landscaping and Screening Standards
2-07.0 Landscape Plan Content and Specifications
2-08.0 Pedestrian Access
2-10.0 Residential Cluster Project (RCP) Standard
3-01.0 Street Development Standard
3-03.0 Pavement Cut Criteria
6-01.0 Solid Waste Disposal (Refuse)
9-08.0 Historic Preservation Zone Development Standards

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SECTION 31. Development Standard 12-03.0.0 is amended as follows:

DEVELOPMENT STANDARD 12-03.0 INDEX

* * *

Authority and Purpose, Establishment of Development Standards.....1-01.0

Community Design Review Committee.....1-03.0

* * *

Subdivision Plat Approval.....1-09.0

WASH see Floodplain, WASH, ERZ.....9-06.0

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SECTION 32. The provisions of this ordinance amending Sections 2.8.12, Article III, Division 3, Sections 3.5.4, 3.5.7, 3.5.9, 3.6.1, 3.7.2, 5.3.5, and 5.3.12 of the Land Use Code and Sections 1-05.2.0, 2-09, 3-05, 2-01.3.9, 2-05.2.4, 2-06.3.3, 3-01.5.4, 3-05.1.2, 12-01.1.0, 12-02.1.0 of the City of Tucson Development Standards shall cease to be effective on December 31, 2012, unless extended by the Mayor and Council by a separate ordinance. If not extended, the sections shall revert to the language as it existed prior to this amending ordinance. The purpose of this sunset

clause is to give the City the opportunity to decide whether to continue to implement the amended and added requirements or to revert to those existing prior to this ordinance.

SECTION 33. One year after the adoption of this ordinance, the Planning Commission shall review the motor vehicle and bicycle parking requirements for their effectiveness and may recommend revisions to the ordinance.

SECTION 34. The various City officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this ordinance.

SECTION 35. WHEREAS, it is necessary for the preservation of the peace, health and safety of the City of Tucson that this ordinance become immediately effective, an emergency is hereby declared to exist, and this ordinance shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED, AND APPROVED by the Mayor and Council of the City of Tucson, Arizona, March 22, 2011.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

REVIEWED BY:

CITY MANAGER

TM/tl
3/15/11 TMC