



BROADWAY VOLVO PLANNED AREA DEVELOPMENT (PAD) ZONE PROPOSED REVISIONS

Parking; Transportation Impacts Study; Noise Study

Part 3. PLANNED AREA DEVELOPMENT ZONE

_. **Parking**

The existing and planned multi-modal transportation facilities connecting to this site or that are nearby underscore the need to utilize mobility-oriented design considerations.

The site **must** address needs of pedestrians, cyclists, transit riders, and users of ride-hailing services provided by taxis and transportation network companies (TNCs), in addition to drivers of vehicles accessing the site.

Development packages submitted shall meet the following requirements:

- 1. Parking Requirements.** Land uses will dictate the number of vehicle and bicycle parking spaces required per UDC Section 7.4. A parking plan must be submitted with the development package and comply with [UDC Section 7.4 Motor Vehicle and Bicycle Parking](#).

A current Transportation Impact Study must be provided, following Section 6 of the *City of Tucson Transportation Access Management Guidelines Ordinance 9823*.

Long-term and short term bicycle parking shall be provided.

- 2. Individual Parking Plan.** Required vehicle and bicycle parking may be designed in accordance with UDC Section 7.4.5.A (Individual Parking Plan). UDC Section 7.4.5.3. *Permitted Uses and Types of Development* does not apply.
 - a. Changes of use and expansions of existing structures may use the site's current parking configuration.
 - i. Landscaping shall be required along the street edge.
 - ii. Parking areas of more than 30 spaces shall include planting islands equivalent to 15 percent of the total area. No parking area planting island shall have any dimension (length or width) of less than ten feet.
 - b. Section 7.4.A.6.a. *Review and Approval Procedures* shall apply, following the requirements of UDC Section 3.3.5. *300' Notice Procedure*.
- 3. Location of Parking.** Parking shall not be located between a building and Broadway Boulevard. Parking shall be located in the rear or side of the buildings or in a location out of view of the street.
- 4. Ingress and Egress.** No additional ingress or egress shall be created along Broadway Boulevard. Shared access with adjacent properties must be studied.
- 5. Parking Structures.** If a parking structure is used, the first floor shall be screened from view.



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It shall be designed so that it may be converted to first floor retail and/or residential at a later date.

6. **Permissible Reductions in Required Parking.** Implementation of programs and features on site that support the use of alternative transportation options – such as Car Share or Bike Share programs, and bike parking garages – may count as a point of the five needed for the required **Environmentally Conscious Design Practices** listed in Section 1.

7. **Car Sharing.**

- a. The following definitions shall apply:

- i. A "car-share service" is a mobility enhancement service that provides an integrated citywide network of neighborhood-based motor vehicles available to members by reservation on an hourly basis, or in smaller intervals, and at variable rates. Car-sharing is designed to complement existing transit and bicycle transportation systems by providing a practical alternative to private motor vehicle ownership, with the goal of reducing over-dependency on individually owned motor vehicles.
- ii. A "car-share organization" is any public or private entity that provides a membership-based car-share service to the public and manages, maintains and insures motor vehicles for shared use by individual and group members. The Planning Department shall maintain a list of recognized car-share organizations meeting the standards and intent of this Section.
- iii. An "off-street car-share parking space" is any parking space generally complying with the standards set forth for the district in which it is located and dedicated for current or future use by any car-share organization through a deed restriction, condition of approval or license agreement. Such deed restriction, condition of approval or license agreement must grant priority use to any car-share organization that can make use of the space, although such spaces may be occupied by other vehicles so long as no car-share organization can make use of the dedicated car-share spaces.
- iv. A "car-share vehicle" is a vehicle provided by a car-share organization for the purpose of providing a car-share service.
- v. A "property owner" refers to the owner of a property at the time of project approval and its successors and assigns.

- b. Guidelines for Provision of Car-Share Parking Spaces.



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- i. In newly constructed buildings containing residential uses or existing buildings being converted to residential uses, or where more than forty employees may be employed, car-share parking spaces should be provided as follows:
 - 0-49 residential units = 1 space
 - 50-200 residential units = 1-2
 - 201 and more units = 2; plus 1 for every additional 200 dwelling units
- ii. The car-share spaces shall be made available, at no cost, to a car-share organization for purposes of providing car-share services for its car-share service subscribers. At the election of the property owner, the car-share spaces may be provided:
 1. on the building site,
 2. on another off-street site within 800 feet of the building site.
- iii. Off-Street Spaces. If the car-share space or spaces are located on the building site or another off-street site:
 1. the parking areas of the building shall be designed in a manner that will make the car-share parking spaces accessible to non-resident subscribers from outside the building as well as building residents;
 2. the location or locations of the car-share parking spaces shall be approved by PDS and TDOT;
 3. all car-share parking spaces shall be constructed and provided concurrently with the construction and sale of units; and
 4. if it is demonstrated to the satisfaction of PDS the Planning Department that no car-share organization can make use of the dedicated car-share parking spaces, the spaces may be occupied by non-car-share vehicles; provided, however, that upon ninety (90) days of advance written notice to the property owner from a car-sharing organization, the property owner shall terminate any non car-sharing leases for such spaces and shall make the spaces available to the car-share organization for its use of such spaces.

8. Bike Share.

[Include definitions here; reference coordination with TDOT; only TDOT-approved Bike Share plan will count towards parking reduction.]

9. Parking Costs Separated From Housing Costs In New Residential Buildings.

- a. All off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more, shall be leased or



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sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.

- b. Exception. The PDSD Director may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.

_. Transportation Impacts Study.

At the time a development package is submitted, a transportation impact analysis shall be submitted.

The analysis shall include:

- a. vehicular, pedestrian, and bicycle traffic analysis
- b. all sections listed in Section 6 of the *City of Tucson Transportation Access Management Guidelines Ordinance 9823*;
- c. a Travel Reduction Plan for all projected employees and residents, per City Code Chapter 29, Article V; and
- d. Commitment to participate annually in the region's Travel Reduction Program.

Mitigations shall be considered with and approved by Tucson Department of Transportation. Mitigations must demonstrate ability to complete and enhance pedestrian and bicycle connectivity, such as but not limited to:

- i. Direct access to the Arroyo Chico Greenway multipurpose trail to the east;
- ii. The Park Avenue Bicycle Boulevard and providing appropriate mitigation improvements to Park Avenue, from Broadway to the Park Avenue entrance to the Basket Bridge, as referenced in Section 4. Design Elements of the *City of Tucson Bicycle Boulevard Master Plan*;
- iii. Enhanced facilities along 12th Street, including a potential crossing at Euclid Avenue; and,
- iv. TuGo Bike Share station or similar long-term bike sharing concept available on site.

Fees can be provided to complete determined improvements in lieu of constructing them.