

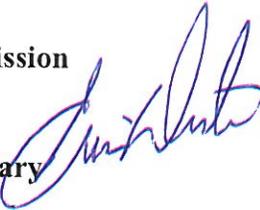


# PLANNING COMMISSION

Planning & Development Services Department • 201 N. Stone Ave. • Tucson, AZ 85701

**DATE:** August 18, 2010

**TO:** Planning Commission

**FROM:** Ernie Duarte  
Executive Secretary 

**SUBJECT:** Text Amendment to the Motor Vehicle and Bicycle Parking Requirements  
– Study Session

## Issue

This item is scheduled for a study session.

On September 16, 2008, as part of initiating the Land Use Code (LUC) Simplification and Reorganization Project, the Mayor and Council directed staff to amend the motor vehicle and bicycle parking requirements (Parking Code) with the intent of resolving regulatory barriers to midtown development.

**Recommendation** – Staff continues to gather feedback from various stakeholder groups on the draft revisions to the Parking Code. Staff would like to gather the Planning Commission's initial feedback at the August study session and return in October for another study session with a refined draft incorporating stakeholders' comments.

## Background

### Timeline

January 2010 – Present: Staff works with the Parking Code Subcommittee (a subcommittee of the Land Use Code Committee) developing draft revisions to the Parking Code.

May 12, 2010: The Tucson-Pima County Bicycle Advisory Commission

January 2009 & October 2008: The Environmental Planning and Resource Management Subcommittee (formerly a subcommittee of the Mayor and Council) confirmed one long term goal of the Land Use Code (LUC) Simplification and Reformatting Project is a revision to the Parking Code.

September 2008: As part of initiating the LUC Simplification and Reorganization Project, the Mayor and Council directed staff to proceed with substantive changes to the LUC, including revisions to the Parking Code.

### Key Concerns with Current Parking Code

The following is a summary of the key concerns with the current Parking Code that the proposed revisions strive to address:

- Outdated (many of the regulations have not been revised since 1969)
- Suburban in its focus and leads to excessive parking areas
- Too many uses and too many intensity formulas
- Sterilizes existing commercial property and has no flexibility
- Not enough distinction between urban and suburban parking rules
- Rules based on seating and employees create zoning enforcement problems
- Large parking lots in front of businesses create a negative community image
- Bicycle parking is excessive, especially for businesses where bicycle traffic is unlikely, e.g. appliance and furniture stores
- Better regional coordination of parking standards needed, especially in suburban areas

### Expectations of the Proposed Revisions to the Parking Code

- Ensure sufficient off-street parking without negatively impacting nearby residential areas
- Simplify the standards
- Promote safe, convenient, and efficient design of parking, circulation, and access areas
- Reduce the heat island impact of parking areas

## **Description and Analysis of the Proposed Text Amendment**

Strategy for Developing the Proposed Revisions – Staff used the four-pronged approach described below to develop the draft proposal.

1. *Stakeholder Input* – Stakeholder input has been integral to the development of the draft proposal. See the Stakeholder Comments section provided below for more details.
2. *Best practices* – Staff consulted numerous publications on parking best practices, including “Driving Urban Environments: Smart Growth Parking Best Practices” (Governor of Maryland’s Office of Smart Growth) and articles written by Donald Shoup, a professor of urban planning at UCLA who writes extensively on parking-related issues. Some of the best practices written about in these publications include:
  - Reduce or waive parking in specified areas such as major activity centers (e.g. downtowns and near universities) and areas served by range of travel options
  - Allow for customization of parking for specific uses on a case-by-case evaluation
  - Allows uses with different hours of operation to share parking spaces

3. *Compare Regulations with Other Cities* – The parking requirements, particularly the minimum number of required motor vehicle parking spaces, of other cities was used extensively during development of the draft proposal for comparative purposes. The following jurisdictions were used for comparison because they are either a “competitor city” as identified by Tucson Regional Economic Opportunities (TREO) office or recently adopted revisions to their respective parking codes:

Albuquerque, NM*	Mesa, AZ
Austin, TX*	Phoenix, AZ*
Dallas, TX*	Pima County, AZ
Denver, CO	Portland, OR*
Durham, NC	Salt Lake City, UT*
Glendale, AZ	San Antonio, TX*
Las Vegas, NV*	San Diego, CA*
Louisville, KY	

\* Competitor city as identified by TREO

4. *Testing the Proposed Standards* – staff routinely tested the proposed standards for adequacy by comparing the standards against approved and hypothetical development plans and vetting the proposed standard with development review staff and design professionals. The proposal was revised as needed based on the results of this testing.

Key Recommended Changes

The key recommended changes are as follows:

*Reduce parking formulas.* Numerous land uses were identified as requiring more motor vehicle parking than needed. Examples of reduced parking formulas are:

Use	Current Formula	Proposed Formula
Administrative and Professional Office	1:200 sf GFA for the 1 <sup>st</sup> floor & 1:250 sf GFA for all other floors	1:300 sf GFA
Certain civic uses	1:250 sf GFA	1:300 sf GFA
Certain retail uses	1:200 sf GFA	1:300 sf GFA
Industrial Uses	1:500 sf GFA	1:1,000 sf GFA

NOTE: No change is proposed to the parking formulas for the most parking intensive uses, such as bars, restaurants, and entertainment uses.

*Consolidate parking formulas.* The number of different parking formulas has been reduced in an effort to simplify the Parking Code. Most notably, the parking formulas of uses typically found in shopping centers (e.g. retail, office, personal services, and financial services) are proposed to be the same in order to facilitate changes of use.

*Consolidate regulations.* The regulations in the Development Standards have been consolidated into the LUC's Parking Code to eliminate redundancy and reduce the need to cross reference.

*Incorporate best practices for bicycle parking.* Two key changes are proposed to the bicycle parking based on best practices: 1) Shift the basis of the bicycle parking formula from a percentage of motor vehicle parking provided to square footage of building; and, 2) Allow additional long-term bicycle parking options other than bicycle lockers, which in some instances, have become blighted and/or a nuisance. The "Bicycle Parking Guidelines, 2<sup>nd</sup> edition" from the Association of Pedestrian and Bicycle Professionals served as the primary guideline for the draft proposal.

### **Stakeholder Comments**

The following groups either have been or will be consulted regarding the proposed Parking Code revisions:

*Parking Code Subcommittee* – From January 2010 to the present, staff has been working most closely with a subcommittee of the LUC Committee on developing draft revisions to the Parking Code. The subcommittee includes a neighborhood representative, commercial property managers, a land use and zoning attorney, a Chamber of Commerce representative, and a representative from ParkWise (the City's downtown area parking authority). The attached draft reflects the staff and the subcommittee's recommendation.

*Commission on Disability Issues (CODI)* – see the accessible parking issue in the Outstanding Issues section. Staff will discuss possible revisions to the accessible parking requirements with CODI in the near future.

*Land Use Code (LUC) Committee* – The Parking Code Subcommittee's recommendation will be forwarded to the LUC Committee for their feedback.

*ParkWise Commission* – On July 20, 2010, staff provided an overview of the proposed revisions to the ParkWise Commission for initial feedback. Staff will gather further feedback from the ParkWise Commission in the near future.

*Planning & Development Services Department (P&DSD) Staff* – Drafts of the proposed revisions were routinely distributed to P&DSD staff for input and feedback.

*Tucson-Pima County Bicycle Advisory Committee (BAC)* – On May 12, 2010, the BAC endorsed the draft bicycle parking revisions. Due to revisions to the proposed bicycle parking section since May, staff will discuss the proposed changes with the BAC in the near future.

### **Outstanding Issues**

The following is a summary of the outstanding issues that require further evaluation.

*Short-term bicycle parking location.* Currently, short-term bicycle parking must be located within 50 feet of a use's main public entrance. Applicants frequently request increases to this standard, in most cases, to accommodate other accessory uses in the front of the business, such as vending machines. Staff is working with stakeholders toward developing a standard that allows greater flexibility while ensuring that short-term bicycle parking is visible from and in proximity to public entrances.

*Accessible Parking* – Because one of the goals is to reduce potential islands by allowing smaller parking lots, there will be fewer spaces overall, and therefore, proportionately fewer accessible spaces. All parking lots will comply with the American with Disabilities Act requirements for parking.

### **Attachments**

Attachment A – Draft Revisions to the Parking Code (clean text version)\*

Attachment B – Draft Revisions to the Parking Code (redline text version)\*

\* Lately, the draft proposals have been prepared as “clean text” versions only at the request of the Parking Code Subcommittee because the redline versions have become difficult to read and comprehend due to the extensive revisions being proposed. Consequently, Attachment B (the redline version of the draft proposal) does not reflect the most current proposed revisions, but does serve as a general guideline as to where and how the changes occur.



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 MULTIPLE USE PARKING REQUIREMENTS

3.3.6 EXCEPTIONS

3.3.7 REDUCTIONS IN REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES

3.3.8 MOTOR VEHICLE USE AREA DESIGN CRITERIA

3.3.9 MOTOR VEHICLE STACKING REQUIREMENTS

3.3.10 REQUIRED NUMBER OF BICYCLE PARKING SPACES

3.3.11 BICYCLE PARKING DESIGN CRITERIA

**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:

- Ensure sufficient off-street motor vehicle and bicycle parking facilities by establishing minimum parking requirements for land uses.
- Reduce excessive off-street parking.
- Promote pedestrian safety by separating vehicular use areas from pedestrian areas and by providing a safe pedestrian path from parking spaces to destinations.
- Encourage safe, convenient, and efficient design of motor vehicle and bicycle parking spaces, circulation, and access areas.
- Improve air quality by requiring paving of vehicular use areas.
- Enhance community appearance

**3.3.2 APPLICABILITY.** The provisions of this Division apply to:

3.3.2.1 New development.

3.3.2.2 New uses locating in an existing development, as required in Sec. 3.3.3.7.

3.3.2.3 Any expansion of an existing use or any addition of a new use to an existing development, as required in Sec. 3.3.3.8.

**3.3.3 GENERAL PROVISIONS.**

- 3.3.3.1 Land Use Groups and Classes. The specific Land Use Groups and Classes listed in Sec. 3.3.4 are defined in Article VI.
- 3.3.3.2 Parking Required for Uses Not Listed. Required parking for uses not listed in this Division shall be determined by the Zoning Administrator.
- 3.3.3.3 Parking for the Physically Disabled. Off-street parking spaces for the physically disabled shall be provided as required by the adopted Building Code of the City of Tucson.
- 3.3.3.4 Fractional Amounts. When the final result of the calculation of required motor vehicle and bicycle parking spaces results in a fractional number, a fraction of one-half ( $\frac{1}{2}$ ) or more is adjusted to the next higher whole number, and a fraction of less than one-half ( $\frac{1}{2}$ ) is adjusted to the next lower whole number.
- 3.3.3.5 Change of Approved Vehicular Use Area. Whenever zoning approval for a use has been granted and a parking plan for the use has been approved, zoning approval for a subsequent use on the property is conditioned upon the continued compliance with the parking provisions contained in the approved parking plan. Any change of the vehicular use area as shown on the approved parking plan must comply with the requirements of this Division.
- 3.3.3.6 Replacing Existing Uses. This section refers to nonconforming sites only. Whenever the use of an existing development is changed to a different use, parking spaces shall be provided for the replacement use as follows:
- 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. When the replacement use is different than the existing use, the replacement use must be a permitted use in the current zone.
    1. 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 Class of the Land Use Code;
    2. The parking intensity for a proposed replacement use must be the same or a lesser intensity of the replaced 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. The proposed use must comply with the Americans with Disabilities Act. (Ord. No. 10664, §1, 5/5/09)
  - C. If parking for the new use cannot be accommodated within the existing vehicular use area approved for the prior use, parking must be provided in accordance with the requirements in Sec. 3.3.3.8.

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

A. For purposes of this section, only expansions in floor area that increase site use are used when calculating the percent of expansion. Examples of expansions that increase site use include, but are not limited to, adding display space, outdoor dining area, and office space to accommodate additional employees. Expansions for non-parking related improvements, such as coolers, accessibility improvements, lobbies, and storage, shall not be used when calculating the percent of expansion.

B. 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 parking plan for the existing development. However, if the existing development was approved prior to April 1, 1969, and there is no approved parking 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.

C. 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.

D. If the reason for an expansion is to bring the number of spaces associated with an existing use into conformance with the minimum number of spaces required by the Code for that use, the expansion area is not counted when calculating the percent of expansion.

E. Expansions as noted in Sec. 3.3.3.7.B and C 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.

3.3.4 **REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES.**

3.3.4.1 Calculation of Required Motor Vehicle Parking Spaces. The minimum number of parking spaces required under Sec. 3.3.4 for a use is calculated based on the particular characteristics of the use. Depending upon the basis used in Sec. 3.3.4.3 to calculate the required number of motor vehicle parking spaces, the following methods shall be used to calculate the required number of motor vehicle 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.

(Ord. No. 9364, §1, 3/27/00; Ord. No. 9906, §2, 10/13/03)

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 site plan but are not defined, the Zoning Administrator shall determine the extent of the area. (Ord. No. 8653, §1, 2/26/96)

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.

**3.3.4.2** 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. 3.3.4.3. 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. 3.3.4.3.

*Exceptions.* The calculation for a multiple use development does not apply to General Merchandise Sales – Shopping Centers, Golf Course, Religious, and Traveler’s Accommodation, Lodging uses. Refer to Sec. 3.3.4.3 for multiple use motor vehicle parking requirements pertaining to these uses.

**3.3.4.3** Minimum Number of Motor Vehicle Spaces Required.

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
<b>AGRICULTURAL USE GROUP</b>	None (0) required.
<b>CIVIC USE GROUP</b>	One (1) space per three hundred (300) sq. ft. GFA.
Correctional Use	
Cultural Use (except Zoo)	
Postal Service	
Protective Service	
 Cemetery	 One (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	 One (1) space per one hundred (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

*Elementary and Secondary Schools*

Grades K - 8

One (1) space per ten (10) students plus one (1) space per three hundred (300) sq. ft. of floor area in office use. Drop-off area: Two (2) lanes, minimum four (4) parallel stalls on inside lane.

Grades 9 - 12

One (1) space per five (5) students.

*Postsecondary Institutions;  
Instructional Schools*

One (1) space per two hundred (200) sq. ft. GFA.

(Ord. No. 9374, §1, 4/10/00)

**COMMERCIAL SERVICES USE  
GROUP**

One (1) space per three hundred (300) sq. ft. GFA.

Administrative and Professional Office  
Automotive – Major & Minor Service  
and Repair (except for Automotive  
Washing)  
Building and Grounds Maintenance  
Communications  
Construction Service  
Day Care (except Home Occupation)  
Financial Services  
Funeral Service  
Medical Services – Outpatient  
Personal Service  
Research and Product Development  
Technical Service  
Trade Service and Repair – Major and  
Minor

Alcoholic Beverage Service (including  
Large Bar)

One (1) space per fifty (50) sq. ft. GFA.

**LAND USE GROUP/CLASS**

**MOTOR VEHICLE PARKING REQUIRED**

Animal Service	One (1) space per four hundred (400) sq. ft. GFA.
Automotive Washing (within Automotive – Minor Service and Repair)	
<i>Full Service</i>	One (1) space per five hundred (500) sq. ft. GFA, including service bays, wash tunnels, office, and retail areas
<i>Self-Service</i>	None (0) required
Billboard	None (0) required.
Day Care - Home Occupation	No additional parking required above what is required for the residential use
Entertainment	One (1) space per five (5) fixed seats or one (1) space per fifty (50) sq. ft. GFA.
Food Service	One (1) space per one hundred (100) sq. ft. GFA and outdoor seating areas.
Medical Service - Extended Health Care	One (1) space per two (2) beds.
Medical Service - Major	One (1) space per bed.
Parking	None (0) required.
Transportation Service	One (1) space per three hundred (300) sq. ft. GFA, excluding hangars.
Travelers' Accommodation, Campsite	One (1) space per campsite
Travelers' Accommodation, Lodging	One (1) space per rental unit plus one (1) space per three hundred (300) sq. ft. GFA of conference, restaurant, bar, and banquet space.
Vehicle Storage	None (0) required
<b>INDUSTRIAL USE GROUP</b>	One (1) space per one thousand (1,000) sq. ft. GFA.
Craftwork	
Extraction	
General Manufacturing	
Hazardous Material Manufacturing	
Heavy Equipment Manufacturing	
Motion Picture Industry	

**LAND USE GROUP/CLASS**

**MOTOR VEHICLE PARKING REQUIRED**

Perishable Goods Manufacturing  
Precision Manufacturing  
Primary Manufacturing  
Processing and Cleaning  
Refining

Household Goods Donation Center

(Ord. No. 9915, §8, 11/24/03)

Salvaging and Recycling

(Ord. No. 9915, §8, 11/24/03)

**RECREATION USE GROUP**

Neighborhood Recreation; Recreation

Golf Course

*Driving Range*

*Athletic Fields*

*Batting Cage*

(Ord. No. 9517, §3, 2/12/01)

*Billiard/Pool Halls*

*Bowling Alley*

*Court - Basketball or Volleyball*

*Court - Tennis or Racquetball*

*Health/Exercise Club/Gymnasium*

*Miniature Golf Course*

*Rifle and Pistol Range*

*Rodeo Arena*

One (1) space per three hundred (300) sq. ft. GFA.

One (1) space per five thousand (5,000) sq. ft. of lot area plus one (1) space per three hundred (300) sq. ft. of sales and office area.

One (1) space per one hundred (100) sq. ft. GFA.

Three (3) spaces per hole plus fifty (50) percent of parking required for retail, restaurant, and/or bar associated with the golf course.

One (1) space per fixed tee.

Fifteen (15) spaces per field.

One (1) space per batting cage.

One (1) space per two hundred (200) sq. ft. GFA.

Three (3) spaces per lane.

Five (5) spaces per court or three (3) spaces per half court, if only a half court is provided.

Two (2) spaces per court.

One (1) space per two hundred (200) sq. ft. GFA.

One (1) space per tee plus one (1) space per seventy-five (75) sq. ft. GFA.

One (1) space per firing lane.

One (1) space per two thousand five hundred (2,500) sq. ft. of lot area minus the main arena area.

**LAND USE GROUP/CLASS**

**MOTOR VEHICLE PARKING REQUIRED**

*Skating Rink*

One (1) space per two hundred (200) sq. ft. GFA.

*Swimming Pool*

None (0) required, if water surface area is less than one thousand (1,000) sq. ft.; one (1) space per two hundred (200) sq. ft. of entire pool, if water surface area is one thousand (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*

Two (2) spaces per dwelling unit plus visitor parking required at a ratio of one-fourth (0.25) space per unit.

Single-family dwellings in the R-1 zone only are subject to the additional parking set forth in Sec. 3.5.7.1.G and .H as required by Sec. 2.3.4.A.2 and .4. (Ord. No. 9906, §2, 10/13/03)

*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 One 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

(Ord. No. 9421, §1, 7/10/00)

*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

One-half (0.5) space per resident plus two (2) spaces for the resident family.

*Dormitory, Fraternity, or Sorority*

Seven-tenths (0.7) space per resident. On projects where

**LAND USE GROUP/CLASS**

**MOTOR VEHICLE PARKING REQUIRED**

(Ord. No. 9421, §1, 7/10/00)

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*

Three (3) spaces.

*6 - 10 Residents*

Four (4) spaces.

*11 - 15 Residents*

Five (5) spaces.

*16 - 20 Residents*

Six (6) spaces.

*21 or more Residents*

One (1) space per two (2) beds.

**RETAIL TRADE USE GROUP**

One (1) space per three hundred (300) sq. ft. GFA.

Construction Material Sales

Food and Beverage Sales

Heavy Equipment Sales

General Merchandise Sales

General Merchandise Sales – Shopping Center

Vehicle Rental (vehicle storage exempt from providing parking)

*Furniture, Carpet, or Appliance Store*

One (1) space per four hundred (400) sq. ft. GFA.

(Ord. No. 9517, §3, 2/12/01)

*Gasoline Sales without Food and Beverage Sales*

One (1) space per employee but not less than two (2) spaces.

Swap Meets/Auctions

One (1) space per one hundred (100) sq. ft. of swap meet site area, excluding vehicular use areas.

Vehicle Sales

One (1) space per four hundred (400) sq. ft. GFA of show room, retail, and office area, plus one (1) space per ten thousand (10,000) sq. ft. of gross lot area, plus one (1) space per three hundred (300) sq. ft. GFA of Automotive and Vehicle Repair use.

**STORAGE USE GROUP**

Commercial Storage

One (1) space per five thousand (5,000) sq. ft. GFA plus one (1) space per five thousand (5,000) sq. ft. of outdoor storage

**LAND USE GROUP/CLASS**

**MOTOR VEHICLE PARKING REQUIRED**

Hazardous Material Storage

area for the first twenty thousand (20,000) sq. ft. of outdoor storage area plus one (1) space per ten thousand (10,000) sq. ft. of outdoor storage area for over twenty thousand (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 two (2) for any associated office. One (1) space per four thousand (4,000) sq. ft. GFA, if storage units do not have direct vehicular access, and a minimum of two (2) for any associated office.

(Ord. No. 9517, §3, 2/12/01)

**UTILITIES USE GROUP**

One (1) space per five hundred (500) sq. ft. GFA, with a minimum of two (2) spaces per facility.

**WHOLESALE USE GROUP**

One (1) space per two thousand (2,000) sq. ft. of storage area for the first twenty thousand (20,000) sq. ft. of storage area plus one (1) space per ten thousand (10,000) sq. ft. of storage area for over twenty thousand (20,000) sq. ft. of storage area.

**3.3.5 EXCEPTIONS.**

3.3.5.1 Downtown Parking District. Within the Downtown Parking District, the following off-street motor vehicle and bicycle parking regulations apply.

A. *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.

B. *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.

C. *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. (Ord. No. 9780, §5, 10/14/02)

D. *Bicycle Parking.* Required bicycle parking shall be provided as set forth in Sec. 3.3.10.

E. *New Land Use in an Existing Building.* No additional motor vehicle or bicycle parking spaces are required for a new land use which does not expand the existing structure.

F. *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 structures 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 structure(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 structure 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.
- G. *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.
- H. *In/Lieu Fee.* The off-street parking requirements established by this Section (Sec. 3.3.5.1) 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 construction of one (1) or more Downtown public parking facilities. (Ord. No. 9780, §5, 10/14/02)
- I. *New Parking Facilities.* 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. (Ord. No. 9780, §5, 10/14/02)

(Ord. No. 9780, §5, 10/14/02)

3.3.5.3 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. (Ord. No. 9364, §1, 3/27/00)

3.3.5.4 Diversion of Required Parking.

1. *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.
  - a. The vehicular use area contains more than nine (9) spaces for motor vehicle parking.
  - b. 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 are diverted to another use.
  - c. 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. (Ord. No. 9392, §1, 5/22/00)
  - d. Spaces are not diverted to another use more than once in any calendar month.
  - e. The spaces diverted are not designated or designed for use by the physically disabled.
  - f. The diversion is not for the purpose of dismantling or repairing vehicles.
2. *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. (Ord. No. 9392, §1, 5/22/00)

*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 **REDUCTIONS IN REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES**

- 3.3.6.1 General Requirements. Off-street motor vehicle parking requirements for land uses may be reduced as provided in Sections 3.3.6.2 – 3.3.6.10, subject to the following.
- A. Except as provided otherwise in this section, the cumulative reduction does not exceed thirty (30) percent of the number of spaces required before the reduction.
  - B. The required number of spaces for the physically disabled is based on the total number of motor vehicle parking spaces required before the reduction.
  - C. If more than one (1) reduction is applied, the parking requirement is calculated based on the required number prior to any reduction.
- 3.3.6.2 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 up to twenty (20) percent in conformance with the calculations in Sec. 2.8.3.7.
- 3.3.6.3 Reduction Based on Landscaping and Screening Criteria. When an existing development is modified to comply with Sec. 3.7.0, Landscaping and Screening Regulations, the number of required parking spaces may be reduced up to ten (10) percent.
- 3.3.6.4 Reduction Based on Criteria for Parking for the Physically Disabled. For existing development, the number of spaces required may be reduced at a ratio of two-thirds (2/3) space for every new space provided for the physically disabled.
- 3.3.6.5 Reduction Based on Provision of Parking for Recharge of Electric Vehicles. For all development, the number of spaces required may be reduced up to one (1) percent if the same number of spaces otherwise required for motor vehicle parking is provided for electrical vehicle parking spaces/recharge stations. (Ord. No. 9517, §3, 2/12/01)
- 3.3.6.6 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 if there is assurance of continued operation of valet parking and evidence of an available area for such parking. Internal residential neighborhood streets shall not be used for valet parking operations.
- 3.3.6.7 Reduction Based on Providing Additional Bicycle Parking. For every five (5) non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Bicycle parking may substitute for up to twenty-five (25) percent of required parking. Existing motor vehicle parking may be converted to bicycle parking.
- 3.3.6.8 Reduction Based on Maintenance of Historic Structure. Non-residential uses, with the exception of bars and restaurants, 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 not required to provide on-site parking as stated in Section 3.3.4.3 (Motor Vehicle and Bicycle Parking Requirements). To eliminate parking spaces required in Section 3.3.4.3, the historic designation of the contributing structure must be maintained according to the eligibility criteria of the National Register.
- 3.3.6.9 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. (Ord. No. 9364, §1, 3/27/00)

3.3.6.10 Existing Development Sites.

A. Parking Reduction – A parking reduction plan may apply to existing development that existed prior to the adoption date of this ordinance and that meets the criteria listed below. A parking reduction plan may be approved by the Planning & Development Services Department Director (the Director). The parking lot for an existing development may be used in its current configuration, except if the Director requires improvements that are required where a public safety hazard exists or may be created.

1. Commercial, retail, and civic uses may request a parking reduction using an alternate parking calculation of one (1) space for each four hundred (400) square feet of gross floor area if the use meets all the criteria listed in Section 3.3.6.10.A.3 below.

*Exception.* The alternate parking reduction for existing development does not apply to uses with a parking formula of one (1) space for each 100 square feet of gross floor area or a more intense formula. Typical uses include restaurants and bars (Food Service and Alcoholic Beverage Service uses). This exception does not apply to religious uses. The number of accessible parking spaces required by the Americans with Disabilities Act and provided on the approved site plan shall not be reduced or eliminated.

2. Industrial uses except salvaging and recycling may request a parking reduction using an alternate parking calculation of one (1) space for each 1,500 square feet of gross floor area if the use meets criteria listed in Section 3.3.6.10.A.3.a, b, c, and d below.
3. The following criteria apply to Sec. 3.3.6.10.A.1 and 2 as noted in those sections:
  - a. For multiple use sites the site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times;
  - b. A parking reduction plan shall not create light intrusion onto an adjoining single family residential property. Outdoor lighting shall comply with the City of Tucson/Pima County Outdoor Lighting Code.
  - c. A parking reduction plan shall not add an outdoor seating area within one hundred (100) feet of residentially-zoned property unless separated by a building. Outdoor loudspeakers or music (live or recorded) is prohibited within six hundred (600) feet of residentially zoned property;
  - d. The parking reduction plan will not cause drive-through traffic or habitual parking within the adjacent residential neighborhood or commercial development; and

- e. Existing development except industrial uses shall be located within 1,320 feet (1/4 mile) of an existing transit stop or public parking facility.
- B. Parking reductions do not apply to land uses in the R-2 zone or a more restrictive zone.
  - C. Development Adjacent to Residential Uses – Development located within 300 feet of R-3 or more restrictive zoning requesting a parking reduction shall require a parking mitigation plan.
  - D. A parking mitigation plan must be submitted to the Director and shall be reviewed in accordance with Sec. 23A-50 and 23A-51 of the Tucson Code.
    - 1. The parking mitigation plan shall include a compatibility analysis that addresses how the parking reduction will not cause a safety hazard or problem driving, noise or parking impacts on an adjacent existing neighborhood. The plan shall address the following:
      - a. Methods to avoid potential increases in noise and light intrusion as described in Sec. 3.3.6.10.A.3.b and c above;
      - b. Methods to deter vehicular access into adjacent residential neighborhoods using signage or other means; and
      - c. The prevention of excessive drive-through traffic or habitual parking within adjacent residential neighborhoods or commercial development; and
      - d. Any other issues deemed appropriate by the Director.
    - 2. In addition, the parking mitigation plan shall provide the following site inventory information, if applicable:
      - a. A site plan indicating existing site conditions, including any available on-street parking;
      - b. Hours of operation;
      - c. Any existing shared parking agreements, if applicable;
      - d. Proximity of the site to existing residential neighborhoods;
      - e. Neighborhoods adjacent to the site using a Residential Parking Permit program;
      - f. Existing site access and traffic circulation; and
      - g. Any other information deemed appropriate by the Director.
    - 3. A new mitigation plan is required when a change of use to a more parking intensive use occurs.

- E. Violation of the Mitigation Plan – If a development is operated in a manner that violates its mitigation plan or conditions for permitting the use or causes adverse land use impacts, the use may be suspended or terminated in accordance with Section 23A-54 of the Tucson Code. (Ord. No. 10664, §2, 5/5/09)

3.3.6.11 Individual Parking Plan

- A. The Planning & Development Services Department Director (the Director) may approve an individual parking plan request for the following uses:
  - 1. Combined residential and non-residential development in a single structure or unified development;
  - 2. Newly constructed development or changes of use in existing buildings 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 physically disabled; and
  - 5. A development site that can accommodate shared parking arrangements for uses with alternate hours of operation and peak-use times.
- B. The following information shall be provided for review of an individual parking plan:
  - 1. A site plan indicating existing site conditions including all anticipated uses of the site;
  - 2. Site access and traffic circulation patterns;
  - 3. Distance from the development site to existing residential neighborhoods;
  - 4. Availability, location and distance to alternate modes of transportation;
  - 5. The number and location of parking spaces proposed and required indicating data source in establishing the number of spaces;
  - 6. Expected hours of operation of proposed uses reflecting peak use times;
  - 7. Evidence that all required parking for the proposed uses will either be on-site or at an approved off-site parking location;
  - 8. Existing and proposed shared parking agreements, if applicable. Proposed shared parking may be located within an existing parking location up to six hundred (600) feet away located in a more or less intense zone. A parking agreement must be prepared in a manner acceptable to the Director.

9. Verification that accessible parking spaces required by the Americans with Disabilities Act provided on the approved site plan have not been reduced or eliminated; and
  10. Any other information deemed appropriate by the Director including a traffic study.
- C. Findings for Approval. The Director may approve an individual parking plan, as provided in this Section if all of the following findings are made:
1. The uses for which the individual parking plan will be applied are allowed in the current zone;
  2. The proposed parking plan will deter vehicular access into adjacent residential neighborhoods;
  3. The proposed parking plan will prevent excessive drive-through traffic or habitual parking within adjacent commercial development or residential neighborhoods;
  4. The proposed parking plan will not obstruct site access or traffic circulation; and
  5. All parking is on site or at an off-site location with an approved shared parking agreement.
- D. An individual parking plan request must be prepared by a licensed design professional approved by the Director. The plan must include a formal agreement prepared by the property owner agreeing to the uses allowed on the site. Any revisions to the allowed uses will require approval of a revised individual parking plan.
- E. Exception – Restaurants and bars (Food Service and Alcoholic Beverage Service uses) are not eligible to request an individual parking plan unless the property owner or applicant can demonstrate compliance with Section 3.3.4.2 (Calculation of Motor Vehicle Parking for Multiple Use Development).
- F. 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.
- G. The individual parking plan is subject to a parking mitigation plan in accordance with Sections 3.3.6.10.C, D, and E. (Ord. No. 10664, §3, 5/5/09)
- 3.3.7 MOTOR VEHICLE USE AREA DESIGN CRITERIA.** All vehicular use areas shall comply with Table 3.3.7.13, Motor Vehicle Area Dimensions.
- 3.3.7.1 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.

3.3.7.2 Location. Required off-street vehicle parking must be located on-site except as provided below. All parking spaces and necessary access drives and aisle areas shall be provided off-street except for parking provided in compliance with Sec. 3.3.7.2.B.2 (On-Street Parking).

- A. *Off-Site Within Six Hundred (600) Feet*. Off-site parking is permitted within 600 feet of the project site under the following conditions. 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.
1. The off-site parking location has parking in excess to the minimum required parking for its use or can demonstrate alternate hours of operation to the use it serves; and,
  2. Non-residential uses shall not use residentially zoned property for off-site parking; and,
  3. A formal shared parking agreement is required; and,
  4. The off-site parking area meets the design criteria provided in this section.
  5. Parking for land uses within a historic district may off-site as provided in this section unless the requirements are established specific to that historic district.
  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 with a historic district may follow the location requirements of this section unless requirements are established specific to that historic district.
  8. *Exception*. Land uses with the Downtown Parking District may locate their required parking within one thousand five hundred (1,500) feet of the land use provided the parking is within the District boundaries.
- B. *Parking for Certain Residential Uses*.
1. *Individual Residential Lots*. Visitor parking spaces on individual residential lots is 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 plan.

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 Area.* Visitor parking in common areas is permitted in common areas. Visitor parking spaces shall be within one hundred fifty (150) 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. Automotive Repair (excluding customer parking);
  8. Home Occupations;
  9. Vehicle Storage.
- D. *Overflow Parking.* For uses where the peak parking demand is occasional or seasonal (such as a shopping center or golf course), the Zoning Administrator may permit the owner to provide overflow parking areas that are open-space areas that can be converted to parking 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.

3.3.7.3 Areas That Shall Not Be Used For Required Parking. The following areas shall not be used for required parking:

- A. Spaces in service bays, stacking areas, or car wash bays; and,
- B. At gasoline pumps or other hose locations; and,
- C. Those used for the storage or display of vehicles for sale or rent to the public.
- 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. (Ord. No. 8610, §1, 11/27/95)

3.3.7.4 Motor Vehicle Parking Space and Parking Area Access Lane (PAAL) Dimensions.

- A. *Standard Parking Space Size.* All motor vehicle off-street parking spaces, with the exception of those listed in Sec. 3.3.7.4.B, shall have a minimum width of eight and one-half (8.5) feet and a length of eighteen (18) feet, excluding the area necessary for access drives and aisles. Tables 3.3.7.13-I and II lists the minimum dimensions. (Ord. No. 9517, §3, 2/12/01)

*Exception.* When the side(s) of a parking space abuts any vertical barrier over six (6) inches in height, other than a vertical support for a carport, the required width for the space is ten (10) feet to provide extra width to allow passengers to enter and exit the vehicle on the side where the barrier exists.

- B. *Parking Space Size for the Physically Disabled.* The standard parking space for the physically disabled shall be provided as required by the adopted Building Code of the City of Tucson.
- C. *PAAL Minimum Width.* Except as provided herein, the minimum width for a two (2) way PAAL is twenty-four (24) feet. The minimum width for a one (1) way PAAL is twelve (12) feet, unless it also serves as a fire lane, in which case, the minimum width is twenty (20) feet. Tables 3.3.7.13-I and II further delineates the requirements for access to parking spaces.

*Exceptions:*

1. A driveway which is not required for fire access, but provides access to a single family dwelling, a mobile home, or a duplex on an individual lot is exempt from the minimum width requirement.
2. *Storage Uses:* A one-way PAAL within a storage use development must be a minimum of twenty (20) feet in width. A two-way PAAL within a storage use development must be a minimum of thirty (30) feet in width. (Ord. No. 9517, §3, 2/12/01)

3.3.7.5 Additional Parking Area Access Lanes (PAAL) Design Criteria

A. *Intersections.*

1. When PAALs are designated as fire lanes or are used as access lanes for refuse collection or loading zones, a minimum unobstructed radius of eighteen (18) feet is required where they intersect another PAAL.
2. A minimum unobstructed radius of five (5) feet is required for all other PAAL intersections.
3. All intersection radii will 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 for access along PAALs is fifteen (15) feet. The height is needed for high-profile vehicles, such as sanitation, fire, or delivery vehicles.

3.3.7.6 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 PAALs.*

1. A PAAL must be setback at least one (1) foot from the following:
  - a. Any open structure, such as a carport or covered pedestrian access path (see *Figure 1*), as measured from the closest part of the structure or roof overhang; or,
  - b. When serving as a drive-through lane, any structure.
2. A PAAL must 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.* A back-up spur will be provided at the end of a row of parking if no ingress or egress is provided at that end. The spur will be a minimum of three (3) feet in depth, will have a three (3) foot radii, and will have a wheel barrier to prevent encroachment onto any unsurfaced areas. A minimum distance of three (3) feet will be provided between the back of spur and any wall, screen, or other obstruction over six (6) inches in height. When the last space in a bay of parking is wider than eight and one-half (8 ½) feet, the back-up spur can be reduced in size. (See *Figure 2*.)

3.3.7.7 Striping. Parking spaces must 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.

*Exceptions*. Striping is not required for parking areas located in the following uses single family dwellings, mobile home dwellings, where tandem parking is permitted, motor vehicle display, or vehicle storage areas.

3.3.7.8 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.
- B. When wheel stop curbing is used, it is to be located two and one-half (2½) feet from the front of the parking space. (See *Figure 5*.)
- C. Barriers may not impede pedestrian circulation.

3.3.7.9 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.
  - 4. *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 not required to comply with surfacing requirements. [Consider Extraction, Salvaging and Recycling, other uses?]
- B. The surface must be maintained in a smooth, durable, and well-drained condition and be kept clear of debris or other accumulated refuse.

3.3.7.10 Lighting. Lighting provided in any vehicular use area or for a bicycle facility shall be arranged, hooded, or controlled so that the light does not shine directly upon any residential property.

3.3.7.11 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 for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, duplexes on individual lots, non-residential uses within contributing properties to National Register

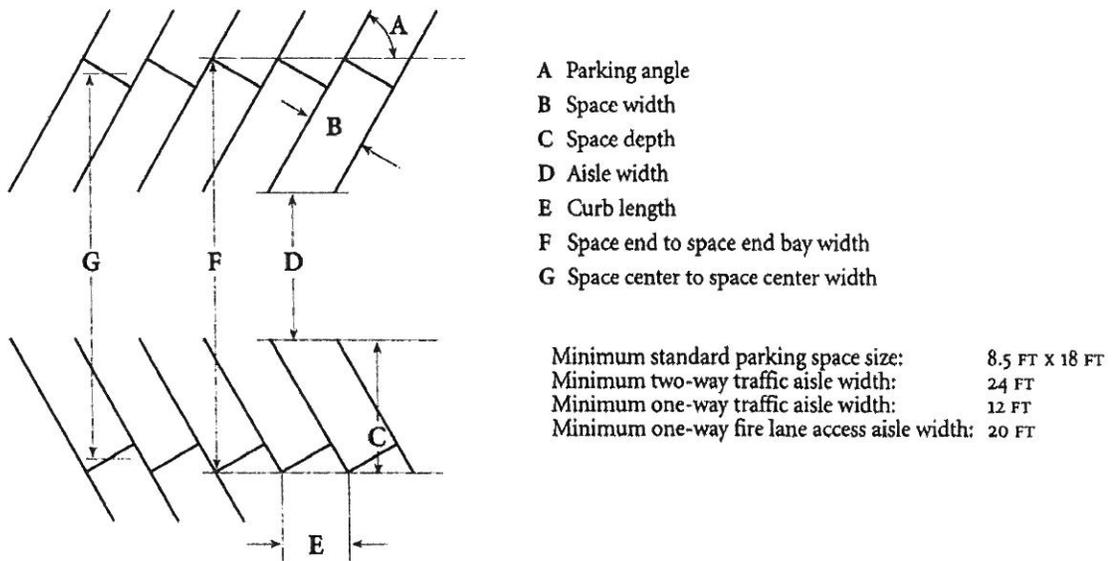
historic districts, or home occupations. These exceptions are not applicable on MS&R designated streets as provided in Sec. 3.2.14.3.

*Exception:* 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 City Engineer. (Ord. No. 8808, §1, 1/27/97; Ord. No. 9517, §3, 2/12/01)

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

*Exceptions.* Vehicular use areas used for storage of motor vehicles, Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, and duplexes on individual lots are not required to comply with Sec. 3.7.2.3.A.

3.3.7.13 Motor Vehicle Area Dimensions



**3.3.7.13-I Motor Vehicle Parking Space Dimensions**  
 (To be used in conjunction with Table 3.3.7.13-II)

TABLE 3.3.7.13-II						
MOTOR VEHICLE AREA DIMENSIONS						
A	B	C	D	E	F	G
0 (Parallel Parking)	8.0	8.0	12.0	23.0*	29.0	-
	9.0	9.0	12.0	23.0*	30.0	-
	9.5	9.5	12.0	23.0*	31.0	-
	10.0	10.0	12.0	23.0*	32.0	-
20	8.5	14.1	12.0	24.9	40.2	32.2
	9.0	14.6	12.0	26.3	41.2	32.7
	9.5	15.1	12.0	27.8	42.2	33.3
	10.0	15.6	12.0	29.2	43.2	33.8
30	8.5	16.4	12.0	17.0	44.8	37.4
	9.0	16.8	12.0	18.0	45.6	37.8
	9.5	17.2	12.0	19.0	46.4	38.2
	10.0	17.7	12.0	20.0	47.4	38.7
45	8.5	18.7	13.0	12.0	50.4	44.4
	9.0	19.1	12.0	12.7	50.2	43.8
	9.5	19.5	12.0	13.4	51.0	44.3
	10.0	19.8	12.0	14.1	51.6	44.5
60	8.5	19.8	16.0	9.8	55.6	51.4
	9.0	20.0	16.0	10.4	56.0	51.5
	9.5	20.3	16.0	11.0	56.6	51.9
	10.0	20.6	16.0	11.6	57.2	52.2
70	8.5	19.8	17.0	9.1	56.6	53.7
	9.0	20.0	17.0	9.6	57.0	53.9
	9.5	20.1	17.0	10.1	57.2	54.0
	10.0	20.3	16.5	10.6	57.1	53.7
80	8.5	19.2	24.0	8.6	62.4	-
	9.0	19.3	24.0	9.1	62.6	-
	9.5	19.4	24.0	9.6	62.8	-
	10.0	19.5	24.0	10.2	63.0	-
90	8.5	18.0	24.0	8.5	60.0	-
	9.0	18.0	24.0	9.0	60.0	-
	9.5	18.0	24.0	9.5	60.0	-
	10.0	18.0	24.0	10.0	60.0	-

\* A parallel parking space can be reduced in length to eighteen (18) feet if the space is located immediately adjacent to an access drive, 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..

### 3.3.8 MOTOR VEHICLE STACKING REQUIREMENTS

#### 3.3.8.1 Requirement

- A. Except as provided herein, the minimum vehicle stacking capacity of any drive-through facility with one (1) drive through lane is three (3) vehicle spaces. The space at the point of service counts as one vehicle space.
- B. Exception. Drive-through facilities for Car Wash (Full Service) and Food Service, where there are separate points of service for ordering and pick-up, are required to provide a vehicle stacking capacity of four (4) vehicle spaces for each lane:

#### 3.3.8.2 Design Criteria

- A. Each stacking space shall be a minimum of nine (9) feet in width and eighteen (18) feet in length.
- B. On-site pedestrian access must not cross the stacking area for drive-through lanes.
- C. Stacking spaces shall not impede on- or off-site traffic movements.
- D. Drive-through lanes must be striped, marked, or otherwise clearly delineated.

### 3.3.9 BICYCLE PARKING

3.3.9.1 Purpose. Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays.

#### 3.3.9.2 Required Number of Bicycle Parking Spaces

- A. There are two types of bicycle parking: Short-Term and Long-Term.
  - 1. Short-term bicycle parking is 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.
  - 2. 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 or more hours.
- B. The required minimum number of short- and long-term bicycle parking spaces for each use category is shown in Section 3.3.9.2.D (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 surface parking 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.

C. *Calculation of Required Bicycle Parking Spaces.*

1. The required minimum number of bicycle parking spaces is based on the principal use(s) on a site.
2. When there are two or more separate principal uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.

*Exception.* The required number of bicycle parking spaces for Shopping Centers is provided in Section 3.3.9.2.D (Minimum Required Bicycle Parking Spaces).

3. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the primary uses is based on gross floor area, the gross floor area of accessory uses is included with the primary uses in the calculation.
4. Where more than one method for determining the minimum number of required bicycle parking spaces is provided, the method resulting in the greater number of spaces applies.

D. *Minimum Required Bicycle Parking Spaces*

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<b>AGRICULTURAL USE GROUP</b>	None	None
<b>CIVIC USE GROUP</b>	2 spaces or 1 space per 8,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Cemetery	None	None
Civic Assembly; Membership Organization; Religious Use	2 spaces or 1 space per 2,000 sq. ft. GFA	2 spaces or 1 space per 4,000 sq. ft. GFA

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
Non-Assembly Cultural (e.g. library & museum)	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Zoo	10% of the required parking	None
Educational Uses:		
Grades K – 12	Grades 1-12: 2 spaces or 1 space per 20 students of planned capacity	Grades 1-12: 2 spaces or 1 space per 10 employees plus 1 space per 20 students of planned capacity
Postsecondary Institutions; Instructional Schools	2 spaces or 1 space per 10 students of planned capacity	1 space per 10 employees plus 1 space per 10 students of planned capacity; or 1 space per 20,000 sq. ft. GFA, whichever is greater.
<b>COMMERCIAL USE GROUP</b>	2 spaces	2 spaces or 1 space per 10,000 sq. ft. GFA
Administrative and Professional Office	2 spaces or 1 space per 20,000 sq. ft. GFA	2 spaces or 1 space per 10,000 sq. ft. GFA
Alcoholic Beverage Service	2 spaces or 1 space per 2,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Animal Service	None	None
Billboard	None	None
Car Wash, Self-Service	None	None
Day Care	2 spaces or 1 space per 40,000 sq. ft. GFA	2 spaces or 1 space per 10,000 sq. ft. GFA
Daycare/Home occupation	None	None

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
Entertainment (e.g. Sports Stadium or Center; Theater – Live; & Theater – Movie); <b>except,</b>	Spaces for 2% of the maximum expected daily attendance (Maximum required = 50)	None
Dance Hall	1 space per 2,000 sq. ft. GFA	1 space per 12,000 sq. ft. GFA
Carnival/Circus	None	None
Rodeo Arena	None	None
Financial Service	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Food Service	All types: 2 spaces or 1 space per 2,000 sq. ft. GFA	All types: 2 spaces or 1 space per 12,000 sq. ft. GFA
Medical Service:		
Extended Health Care (e.g. nursing home, assisted living)	2 spaces or 0.05 space per bedroom	2 spaces or 0.15 spaces per bedroom
Major (e.g. hospital)	2 spaces or 1 space per 20,000 sq. ft. GFA	2 spaces or 1 space per 70,000 sq. ft. GFA
Outpatient	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Parking	None	Except for unattended surface parking lots, 2 spaces or 1 space per 20 auto spaces
Personal Service	2 spaces or 1 space per 3,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Transportation Service	None	2 spaces or 1 space per 12,000 sq. ft. GFA
Traveler’s Accommodation, Campsite	1 space per 20 campsites	None
Travelers’ Accommodation, Lodging	2 spaces	2 spaces or 1 space per 20 guest rooms
Vehicle Storage	None	None

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<b>INDUSTRIAL USE GROUP</b>	None	2 spaces or 1 space per 15,000 sq. ft. GFA
<b>RECREATION USE GROUP</b>	Per Director's approval	Per Director's approval
Billiard/Pool Hall; Health/Exercise Club/Gymnasium; Skating Rink; and Bowling Alley	2 spaces or 1 space per 2,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Athletic Fields	2 spaces per field	None
Batting Cage	2 spaces or 0.25 space per batting cage	None
Court – Basketball, Racquetball, Tennis, or Volleyball	2 spaces or 0.25 space per court	None
Golf Course	None	2 spaces
Driving Range	2 spaces	None
Miniature Golf Course	0.25 space per tee	None
Rifle and Pistol Range Rodeo Arena	None	None
Swimming Pool	2 spaces or 1 space per 2,000 sq. ft. of entire pool area	None
<b>RESIDENTIAL USE GROUP</b>		
Single-Family & Mobile Home Dwellings	None	None
Multifamily Dwellings (0-70 units/acre):	2 spaces or 1 space per 20 units	1 space per 4 units
Group Dwelling	None	2 spaces or 1 space per 20 residents
Dormitory, Fraternity, or Sorority	2 spaces	2 spaces or 1 space per 4 residents
Residential Care Services	2 spaces	2 spaces or 0.15 per bedroom
<b>RETAIL USE GROUP</b>		
Retail Uses Less Than 100,000 sq.	2 spaces or 1 space per 4,000	2 spaces or 1 space per 12,000

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u> sq. ft. GFA	<u>LONG-TERM PARKING REQUIRED</u> sq. ft. GFA
ft. GFA:		
Retail Uses More Than 100,000 sq. ft. GFA:	1 space per 6,000 sq. ft. GFA (Maximum required = 150 spaces)	1 space per 12,000 sq. ft. GFA
Gasoline Sales without Food and Beverage Sales	None	None
Furniture, Carpet, or Appliance Store; Heavy Equipment Sales; and Vehicle Rental and Sales	2 spaces	2 spaces or 1 space per 12,000 sq. ft. GFA
<b>STORAGE USE GROUP</b>		
Commercial Storage & Hazardous Material Storage	None	2 spaces or 1 space per 40,000 sq. ft. GFA
Personal Storage	2 spaces	None
<b>UTILITIES</b>	None	None
<b>WHOLESALE USE GROUP</b>	None	2 spaces or 1 space per 40,000 sq. ft. GFA

### 3.3.10 BICYCLE PARKING DESIGN CRITERIA

- 3.3.10.1 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.
- 3.3.10.2 Short-term Bicycle Parking. Short-term bicycle parking must be provided in lockers per Sec. 3.3.10.3.A.5 or racks that meet the following standards.
- A. *Bicycle racks*. Required bicycle parking may be provided in floor, wall, or ceiling racks. When bicycle parking is provided in racks, the racks must meet the following criteria. Examples of bicycle racks complying with the criteria herein are shown in Figure 1.
1. 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; and
  2. 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; and,
  3. A single rack is designed and located to accommodate two bicycles; and,

4. Racks must be securely anchored in concrete; and,
5. Racks must not have sharp edges that can be hazardous to pedestrians, particularly persons with visual disabilities. Artistic bicycle racks are acceptable provided it meets the criteria herein.
6. Each required short-term bicycle parking space must be at least two (2) feet by six (6) feet.

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

1. **PARKING CODE SUBCOMMITTEE RECOMMENDATION = Outside a building within one hundred twenty five (125) feet of each public entrance to a building as measured along the most direct pedestrian access route. The bicycle parking must be within one hundred eighty (180) degrees of the customer entrance. STAFF RECOMMENDATION = To be determined,**
2. In the Downtown Parking District and the Fourth Avenue Business District, required bicycle parking spaces may be provided on site, within fifteen hundred (1,500) feet of the use; or within the right-of-way and within fifteen hundred (1,500) feet of the use, if approved by the City Engineer or designee. (Ord. No. 9392, §1, 5/22/00).
3. Clearly visible from the adjacent sidewalks, drives, and the main entrance(s); and,
4. At the same grade as the sidewalk or at a location that can be reached by an accessible route.
5. Short-term bicycle parking is permitted in vehicular use areas where it is separated from motor vehicle 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.

3.3.10.3 Long-term Bicycle Parking.

A. Long-term bicycle parking must be provided in one or more of the following ways:

1. ***Inside buildings and residential units.* Long-term parking may be provided inside a building and residential units provided the bicycle parking does not create a safety hazard or impede pedestrian circulation.**

2. *Under roof overhangs or awnings.*
    - a. The roof overhang or awning is at least seven (7) feet above the floor or ground; and,
    - b. Bicycle racks per Sec. 3.3.10.2.B.1 (Bicycle Rack Design Criteria) are provided; and,
    - c. The bicycle parking is located in an area visible from a customer entrance to a building, including, but not limited to, vehicle use areas and areas within one hundred eighty (180) degrees of the customer entrance, or within one hundred (100) feet of an attendant or security guard, or in an area monitored by a security camera.
  3. *Vehicle Use Areas.* Long-term bicycle parking is permitted in vehicle use areas where an overhang or awning per Sec. 3.3.10.3.A.2 (Under Roof Overhangs or Awnings) is provided and the bicycle parking is separated from motor vehicle 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.
  4. *Enclosed Space.* In an area enclosed by a fence with a locked gate provided the fence is eight (8) feet high or connected floor-to-ceiling and bicycle racks per Sec. 3.3.10.2.A.1 (Bicycle Rack Design Criteria) are provided.
  5. *Bicycle Lockers.* In bicycle lockers that are securely anchored, fully enclose the bicycle, and constructed of materials that are durable, such as, but not limited to, steel, and that resist tampering. Management shall make the lockers accessible to employees or visitors.
- B. *Location.* Long-term bicycle parking must be located as reasonably as possible for the convenience of the employee on the site or in an area where the closest point is within three hundred (300) feet of the site.

*Exception.* In the Downtown Parking District and the Fourth Avenue Business District, required bicycle parking spaces may be provided on site, within fifteen hundred (1,500) feet of the use; or within the right-of-way and within fifteen hundred (1,500) feet of the use, if approved by the City Engineer or designee. (Ord. No. 9392, §1, 5/22/00)

3.3.10.4 General Criteria. The following criteria apply to short- and long-term bicycle parking:

1. Bicycle parking must not obstruct the approved pedestrian access. A pedestrian access path of at least four (4) feet in width must be provided; and,
2. Each required bicycle parking space must be accessible without moving another bicycle.

*Exception.* This criterion does not apply to long-term parking provided within residential and administrative and professional office buildings; and,

3. There must be adequate space behind all required bicycle parking for bicycle maneuvering. Landscaped areas can not be used as a maneuvering area.

*Exception.* This criterion does not apply to long-term parking provided inside a building; and,

4. The area devoted to bicycle parking must be hard surfaced and maintained in a smooth, durable, and well-drained condition. For purposes of this section, stabilized decomposed granite is a permitted surface material for bicycle parking.
5. Lighting will be provided in a bicycle parking area such that all facilities are thoroughly illuminated and visible from adjacent sidewalks, or parking lots or buildings, during hours of use.

*Exception.* This criterion does not apply to long-term parking provided inside a building.

6. Bicycle parking facilities will be maintained in good condition and kept clear of debris or other accumulated refuse.

#### Figures.

Figure 1: Examples of acceptable bike rack design

Figure 2: Short-term Bike Parking – One Building, One Entrance

Figure 3: Short-term Bike Parking – One Building, Multiple Entrances

Figure 4: Short-term Bike Parking – Multiple Buildings, Multiple Entrances

Figure 5: Examples of Bike Parking Layouts

## DEFINITIONS

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.

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 or more hours.

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.

Multiple Use. Same as Mixed Use.

[Note: Mixed Use is defined in the LUC as “[a] development on a site with two (2) or more separate principal land uses, designed, developed, and owned or managed as a single coordinated entity utilizing legally established common elements or shared facilities. Such common elements must comply with the following criteria.

- A. Shared motor vehicle and pedestrian access is provided to the site from a street. The number of curb cuts is limited to two (2) or less, unless a greater number is approved by the City Traffic Engineer or designee. (Ord. No. 9392, §1, 5/22/00)
- B. Shared pedestrian and motor vehicle circulation is provided.
- C. The motor vehicle parking areas are common to all land uses on the site.
- D. All common or shared facilities are legally documented for use by all land uses on site for the life of the project as a mixed use.]

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

Shopping Center. A mixed 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 are restaurant or bar uses. The individual establishments may be owned by a single entity or by separate entities.

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 is an accessory use.

### **ASSOCIATED PROPOSED AMENDMENTS**

Sec. 3.7.2.4.C.1 (Exceptions to Landscape Border Requirements – Downtown Redevelopment District) – Revise ‘Downtown Redevelopment District’ to ‘Downtown Parking District’.

C. *Exceptions to Landscape Border Requirements.*

1. Within the Downtown Parking District, the requirements for landscape borders are:

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 ~~AND BICYCLE~~ PARKING SPACES
- 3.3.5 ~~MULTIPLE MIXED~~-USE PARKING REQUIREMENTS
- 3.3.6 EXCEPTIONS
- 3.3.7 REDUCTIONS IN REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES
- ~~3.3.6 EXCEPTIONS~~
- 3.3.8 MOTOR VEHICLE USE AREA DESIGN CRITERIA
- 3.3.9 MOTOR VEHICLE STACKING REQUIREMENTS REDUCTIONS IN REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES
- 3.3.10 REQUIRED NUMBER OF BICYCLE PARKING SPACES
- 3.3.11 BICYCLE PARKING DESIGN CRITERIA

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:

- Ensure sufficient off-street motor vehicle and bicycle parking facilities by establishing minimum parking requirements for land uses.
- Reduce excessive off-street parking.
- Promote pedestrian safety by separating vehicular use areas from pedestrian areas and by providing a safe pedestrian path from parking spaces to destinations.
- Encourage safe, convenient, and efficient design of motor vehicle and bicycle parking spaces, circulation, and access areas.
- Improve air quality by requiring paving of vehicular use areas.
- Enhance community appearance

3.3.2 **APPLICABILITY.** The provisions of this Division apply to:

3.3.2.1 New development.

3.3.2.2 New uses locating in an existing development, as required in Sec. 3.3.3.744.

3.3.2.3 Any expansion of an existing use or any addition of a new use to an existing development, as required in Sec. 3.3.3.812.

### 3.3.3 GENERAL PROVISIONS.

3.3.3.1 Land Use Groups and Classes. The specific Land Use Groups and Classes listed in Sec. 3.3.4 are defined in Article VI.

3.3.3.2 Parking Required for Uses Not Listed. Required parking for uses not listed in this Division shall be determined by the Zoning Administrator.

~~3.3.3.4 Location Requirements. Listed with the required parking are the initials SB (Same Block) or SA (Same or Another Block). These initials refer to location requirements for the off-street parking. (Refer to Sec. 3.3.7.1.)~~

~~3.3.3.5 Bicycle Parking Requirements. The number of required bicycle parking spaces is calculated as a percentage of the total number of motor vehicle parking spaces provided. If the calculated number of required bicycle parking spaces is less than two (2), the minimum number of required spaces is two (2). For an explanation of Class 1 and Class 2 bicycle parking spaces, see Development Standard 2-09.0 and Sec. 6.2.3.3.3.36 Parking for the Physically Disabled. Off-street parking spaces for the physically disabled shall be provided as required by the adopted Building Code of the City of Tucson.~~

~~3.3.3.7 Calculation of Required Motor Vehicle Parking Spaces. The number of parking spaces required under Sec. 3.3.4 for a use is calculated based on the particular characteristics of the use. Depending upon the basis used in Sec. 3.3.4 to calculate the required number of motor vehicle parking spaces, the following methods shall be used to calculate the required number of motor vehicle parking spaces:~~

- ~~A. Based on Fixed Seats. Use the total number of fixed seats to calculate the requirement. The number of fixed seats or, 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. (Ord. No. 9364, §1, 3/27/00; Ord. No. 9906, §2, 10/13/03)~~
- ~~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 occupied by fixtures and equipment used for display or 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 site plan but are not defined, the Zoning Administrator shall determine the extent of the area. (Ord. No. 8653, §1, 2/26/96)~~
- ~~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.~~

3.3.3.48 Fractional Amounts. When the final result of the calculation of required motor vehicle and bicycle parking spaces results in a fractional number, a fraction of one-half (1/2) 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.

~~3.3.3.9 Areas That May Not Be Used For Required Parking. Spaces in service bays, stacking areas, or ear wash bays; at gasoline pumps or other hose locations; or those used for the storage or display of vehicles for sale or rent to the public are not considered off-street parking spaces, except as specifically noted. 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. (Ord. No. 8610, §1, 11/27/95)~~

3.3.3.5~~10~~ Change of Approved Vehicular Use Area. Whenever zoning approval for a use has been granted and a parking plan for the use has been approved, zoning approval for a subsequent use on the property is conditioned upon the continued compliance with the parking provisions contained in the approved parking plan. Any change of the vehicular use area as shown on the approved parking plan must comply with the requirements of this Division.

3.3.3.6~~11~~ Replacing Existing Uses. This section refers to nonconforming sites only. Whenever the use of an existing development is changed to a different use, parking spaces shall be provided for the replacement use as follows:

- 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. When the replacement use is different than the existing use, the replacement use must be a permitted use in the current zone.
  - 1. 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 Class of the Land Use Code;
  - 2. The parking intensity for a proposed replacement use must be the same or a lesser intensity of the replaced 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. The proposed use must comply with the Americans with Disabilities Act. (Ord. No. 10664, §1, 5/5/09)
- C. If parking for the new use cannot be accommodated within the existing vehicular use area approved for the prior use, parking must be provided in accordance with the requirements in Sec. 3.3.3.~~812~~.

3.3.3.7~~12~~ Expansions. Expansions of existing uses are subject to the following.

- A. For purposes of this section, only expansions in floor area that increase site use are used when calculating the percent of expansion. Examples of expansions that increase site use include, but are not limited to, adding display space, outdoor dining area, and office

space to accommodate additional employees. Expansions for non-parking related improvements, such as coolers, accessibility improvements, lobbies, and storage, shall not be used when calculating the percent of expansion.

- B. 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 parking plan for the existing development. However, if the existing development was approved prior to April 1, 1969, and there is no approved parking 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.
- C. 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.
- D. If the reason for an expansion is to bring the number of spaces associated with an existing use into conformance with the minimum number of spaces required by the Code for that use, the expansion area is not counted when calculating the percent of expansion.
- E. Expansions as noted in Sec. 3.3.3.7~~12~~.B and C~~Sec. 3.3.3.12.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.

**3.3.4 REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES AND BICYCLE PARKING SPACES.** ~~The number and location of off-street motor vehicle and bicycle parking spaces required for each Land Use Class are listed below. For an explanation of the Land Use Groups and Land Use Classes, see Sec. 6.3.0. See Sec. 3.3.7.1 for an explanation of the terms "SB" and "SA". Any exceptions to the following listings are located in Sec. 3.3.6.~~

3.3.4.1 Calculation of Required Motor Vehicle Parking Spaces. The minimum number of parking spaces required under Sec. 3.3.4 for a use is calculated based on the particular characteristics of the use. Depending upon the basis used in Sec. 3.3.4.3 to calculate the required number of motor vehicle parking spaces, the following methods shall be used to calculate the required number of motor vehicle 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.

(Ord. No. 9364, §1, 3/27/00; Ord. No. 9906, §2, 10/13/03)

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 site plan but are not defined, the Zoning Administrator shall determine the extent of the area. (Ord. No. 8653, §1, 2/26/96)

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.

3.3.4.2 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. 3.3.4.3; ~~do not apply, the sum of the number of parking spaces required for the individual uses applies~~ Land Uses Sharing Common Elements. For a mixed use development, 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. 3.3.4.3.

Exceptions. The calculation for a multiple ~~mixed~~ use development does not apply to General Merchandise Sales – Shopping Centers, Golf Course, Religious, and Traveler’s Accommodation, Lodging uses. ~~the specific mixed uses listed in Sec. 3.3.5.2, 3.3.5.3, 3.3.5.4, 3.3.5.5, 3.3.5.6, and 3.3.5.7.~~ Refer to Sec. 3.3.4.3 for multiple use motor vehicle parking requirements pertaining to these uses.

3.3.4.3 Minimum Number of Motor Vehicle Spaces Required.

**LAND USE GROUP/CLASS**

**MOTOR VEHICLE OFF-STREET PARKING REQUIRED**

**AGRICULTURAL USE GROUP**  
~~Animal Production~~  
~~Crop Production~~  
~~General Farming~~  
~~Stockyard Operation~~

~~Motor Vehicle:~~ None (0) required. ~~Bicycle:~~ None (0) require

**CIVIC USE GROUP**  
~~Correctional Use~~  
~~Cultural Use (except Zoo)~~

~~Motor Vehicle:~~ ~~SB-~~ One (1) space per ~~three~~two hundred fifty (300250) sq. ft. GFA.  
~~Bicycle:~~ Eight (8) percent—fifty (50) percent Class 1 and

LAND USE GROUP/CLASS

~~MOTOR VEHICLE OFF-STREET~~ PARKING  
REQUIRED

Postal Service  
Protective Service

~~fifty (50) percent Class 2.~~

Cemetery

One (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

~~Motor Vehicle: SA.~~ One (1) space per one hundred (100) sq. ft. GFA ~~five (5) fixed seats~~ in all combined public assembly areas plus one (1) space per fifty (50) sq. ft. GFA without fixed seats or where religious services are held, whichever is applicable.

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. Bicycle: Eight (8) percent – fifty (50) percent Class 1 and fifty (50) percent Class 2.

Cultural Use – Zoo

~~Motor Vehicle: SA.~~ Parking area equal to thirty (30) percent of the area occupied by the zoo. ~~Bicycle: Twenty (20) percent – all Class 2.~~

Educational Use

*Elementary and Secondary Schools*

Grades K - 8

~~Motor Vehicle: SA.~~ One (1) space per ten (10) students plus one (1) space per ~~threetwo~~ hundred ~~fifty (300250)~~ sq. ft. of floor area in office use. Drop-off area: Two (2) lanes, minimum four (4) parallel stalls on inside lane. ~~Bicycle: One (1) space per ten (10) students and employees – all Class 2.~~

Grades 9 - 12

One (1) space per five (5) students. ~~Bicycle: One (1) space per ten (10) students and employees – all Class 2. The maximum number of bicycle parking spaces required is one hundred (100).~~

*Postsecondary Institutions;  
Instructional Schools*

(Ord. No. 9374, §1, 4/10/00)

~~Motor Vehicle: SA.~~ One (1) space per two hundred (200) sq. ft. GFA ~~or one (1) space per two hundred fifty (250) sq. ft. of office area plus one (1) space per one hundred (100) sq. ft. of classroom area, whichever is greater.~~  
~~Bicycle: Eight (8) percent – ten (10) percent Class 1 and ninety (90) percent Class 2.~~

LAND USE GROUP/CLASS

~~MOTOR VEHICLE OFF-STREET~~ PARKING  
REQUIRED

COMMERCIAL SERVICES USE  
GROUP

Administrative and Professional Office  
Automotive – Major & Minor Service  
and Repair (except for Automotive  
Washing)

Building and Grounds Maintenance  
Communications  
Construction Service  
Day Care (except Home Occupation)  
Financial Services  
Funeral Service  
Medical Services – Outpatient  
Personal Service  
Research and Product Development  
Technical Service  
Trade Service and Repair – Major and  
Minor

~~**Motor Vehicle: SA.** One (1) space per threetwo hundred  
fifty (300250) sq. ft. GFA.~~

~~**Bicycle:** Eight (8) percent – all Class 2.~~

Alcoholic Beverage Service (including  
Large Bar)

~~**Motor Vehicle: SB.** One (1) space per fifty (50) sq. ft.  
GFA.~~

~~**Bicycle:** Four (4) percent – fifty (50) percent Class 1 and  
fifty (50) percent Class 2.~~

Animal Service

~~**Motor Vehicle: SB.** One (1) space per four hundred (400)  
sq. ft. GFA. **Bicycle:** None (0) required.~~

Automotive Washing (within  
Automotive – Minor Service and  
Repair)

Full Service Car Wash, Automated  
System

~~**Motor Vehicle: SB.** One (1) space per five hundred (500)  
sq. ft. GFA, including service bays, wash tunnels, office,  
and retail areas. Four (4) spaces plus one (1) space for each  
vacuum bay, wash bay, and drying space and one (1)  
stacking space for each vacuum bay. **Bicycle:** None (0)  
required.~~

Car Wash, Self-Service

~~**Motor Vehicle: SB.** None (0) required. One (1) stacking  
space per wash bay. **Bicycle:** None (0) required.~~

Billboard

~~**Motor Vehicle:** None (0) required. **Bicycle:** None (0)  
required.~~

Day Care - Home Occupation

~~**Motor Vehicle: SB.** No additional parking required above~~

LAND USE GROUP/CLASS

~~MOTOR VEHICLE OFF-STREET PARKING~~  
REQUIRED

~~what is required for the residential use Two (2) spaces for five (5) to ten (10) clients in addition to those required for the residential use. Bicycle: None (0) required.~~

Entertainment

~~Motor Vehicle: SB. One (1) space per five (5) fixed seats or one (1) space per fifty (50) sq. ft. GFA. Bicycle: Eight (8) percent—all Class 2.~~

Food Service

~~Motor Vehicle: SB. Either of the following methods of calculation may be used to determine the required number of spaces: One (1) space per fifty (50) sq. ft. GFA excluding kitchen and storage area or One (1) space per one hundred (100) sq. ft. GFA and outdoor seating areas. Bicycle: Eight (8) percent—fifty (50) percent Class 1 and fifty (50) percent Class 2.~~

Medical Service - Extended Health Care

~~Motor Vehicle: SB. One (1) space per two (2) beds. Bicycle: Eight (8) percent—fifty (50) percent Class 1 and fifty (50) percent Class 2.~~

Medical Service - Major

~~Motor Vehicle: SB. One (1) space per bed. Bicycle: Eight (8) percent—seventy five (75) percent Class 1 and twenty five (25) percent Class 2.~~

Parking

~~Motor Vehicle: None (0) required. Bicycle: None (0) required.~~

Transportation Service, ~~Air Carrier~~

~~Motor Vehicle: SA. One (1) space per ~~three~~two hundred fifty (300~~250~~) sq. ft. GFA, excluding hangars. Bicycle: None (0) required.~~

Travelers' Accommodation, Campsite

~~Motor Vehicle: SB. One (1) space per campsite to be located at or in close proximity to the campsite plus one space per three hundred (300) sq. ft. GFA to be grouped together in close proximity to common use facilities. Bicycle: Two (2) percent—all Class 2.~~

Travelers' Accommodation, Lodging

~~Motor Vehicle: SB. One (1) space per rental unit plus one (1) space per three hundred (300) sq. ft. GFA of conference, restaurant, bar, and banquet space. Bicycle: Eight (8) percent—seventy five (75) percent Class 1 and twenty five (25) percent Class 2.~~

Vehicle Storage

None (0) required

INDUSTRIAL USE GROUP

~~Motor Vehicle: SA. One (1) space per one thousand five~~

**LAND USE GROUP/CLASS**

**MOTOR VEHICLE~~OFF-STREET~~ PARKING  
REQUIRED**

Craftwork  
Extraction  
General Manufacturing  
Hazardous Material Manufacturing  
Heavy Equipment Manufacturing  
Motion Picture Industry  
Perishable Goods Manufacturing  
Precision Manufacturing  
Primary Manufacturing  
Processing and Cleaning  
Refining

~~hundred (1,000/500) sq. ft. GFA.  
Bicycle: Eight (8) percent—ninety (90) percent Class 1 and  
ten (10) percent Class 2.~~

Household Goods Donation Center  
(Ord. No. 9915, §8, 11/24/03)

~~Motor Vehicle: SA. One (1) space per three two-hundred  
fifty (300/250) sq. ft. GFA.  
Bicycle: Eight (8) percent—all Class 2.~~

Salvaging and Recycling  
(Ord. No. 9915, §8, 11/24/03)

~~Motor Vehicle: SA. One (1) space per five thousand  
(5,000) sq. ft. of lot area plus one (1) space per threetwo  
hundred fifty (300/250) sq. ft. of sales and office  
area. Bicycle: None (0) required.~~

**RECREATION USE GROUP**  
**Neighborhood Recreation; Recreation**

~~Motor Vehicle: SB. One (1) space per one hundredfifty  
(100/50) sq. ft. GFA.  
Bicycle: Fifteen (15) percent—all Class 2.~~

Golf Course

~~Motor Vehicle: SB. Three (3) spaces per hole plus fifty  
(50) percent of parking required for retail, restaurant, and/or  
bar associated with the golf course. Thirty-six (36) spaces  
per nine (9) holes. Bicycle: None (0) required.~~

*Driving Range*

~~Motor Vehicle: SB. One (1) space per fixed tee. Bicycle:  
Two (2) percent—all Class 2.~~

*Athletic Fields*

~~Motor Vehicle: SB. Fifteen (15) spaces per field. Bicycle:  
Fifteen (15) percent—all Class 2.~~

*Batting Cage*

(Ord. No. 9517, §3, 2/12/01)

~~Motor Vehicle: SB. One (1) space per batting cage.  
Bicycle: Fifteen (15) percent—all Class 2.~~

*Billiard/Pool Halls*

~~Motor Vehicle: SB. One (1) space per two hundred (200)  
sq. ft. GFA. Bicycle: Eight (8) percent—fifty (50) percent  
Class 1 and fifty (50) percent Class 2.~~

*Bowling Alley*

~~Motor Vehicle: SB. ThreeFive (35) spaces per~~

**LAND USE GROUP/CLASS**

**MOTOR VEHICLE OFF-STREET PARKING  
REQUIRED**

	lane. <del>Bicycle: Four (4) percent – fifty (50) percent Class 1 and fifty (50) percent Class 2.</del>
<i>Court - Basketball or Volleyball</i>	<del><b>Motor Vehicle: SB.</b> Five (5) spaces per court or three (3) spaces per half court, if only a half court is provided. <b>Bicycle: Fifteen (15) percent – all Class 2.</b></del>
<i>Court - Tennis or Racquetball</i>	<del><b>Motor Vehicle: SB.</b> Two (2) spaces per court. <b>Bicycle: Fifteen (15) percent – all Class 2.</b></del>
<i>Health/Exercise Club/Gymnasium</i>	<del><b>Motor Vehicle: SB.</b> One (1) space per <u>two hundredseventy-five (20075)</u> sq. ft. GFA. <b>Bicycle: Eight (8) percent – fifty (50) percent Class 1 and fifty (50) percent Class 2.</b></del>
<i>Miniature Golf Course</i>	<del><b>Motor Vehicle: SB.</b> One (1) space per tee plus one (1) space per seventy-five (75) sq. ft. GFA. <b>Bicycle: Fifteen (15) percent – all Class 2.</b></del>
<i>Rifle and Pistol Range</i>	<del><b>Motor Vehicle: SB.</b> One (1) space per firing lane. <b>Bicycle: None (0) required.</b></del>
<i>Rodeo Arena</i>	<del><b>Motor Vehicle: SB.</b> One (1) space per two thousand five hundred (2,500) sq. ft. of lot area minus the main arena area. <b>Bicycle: None (0) required.</b></del>
<i>Skating Rink</i>	<del><b>Motor Vehicle: SB.</b> One (1) space per two hundred (200) sq. ft. GFA. <b>Bicycle: Fifteen (15) percent – all Class 2.</b></del>
<i>Swimming Pool</i>	<del><b>Motor Vehicle: SB.</b> None (0) required, if water surface area is less than one thousand (1,000) sq. ft.; one (1) space per <u>twoone</u> hundred <del>twenty-five (200125)</del> sq. ft. of entire pool, if water surface area is one thousand (1,000) sq. ft. or more. <b>Bicycle: Fifteen (15) percent – all Class 2.</b> <b>Bicycle: Eight (8) percent for multifamily projects of four (4) or more units – fifty (50) percent Class 1 and fifty (50) percent Class 2.</b></del>

**RESIDENTIAL USE GROUP**

<i>Family Dwelling; Mobile Home Dwelling</i>	<del><b>Motor Vehicle: SB.</b> The number of parking spaces required is based on the following:</del>
<i>Single-Family and Mobile Home Dwellings</i>	<del>Two (2) spaces per dwelling unit plus visitor parking required at a ratio of one-fourth (0.25) space per unit, unless on-street parking is available on both sides of the street on which the lot fronts. Visitor parking can be provided on street if the street on which the lot fronts is</del>

LAND USE GROUP/CLASS

~~MOTOR VEHICLE OFF STREET~~ PARKING  
REQUIRED

~~wide enough to accommodate parking on both sides of the street.~~

Single- family dwellings in the R-1 zone only are subject to the additional parking set forth in Sec. 3.5.7.1.G and .H as required by Sec. 2.3.4.A.2 and .4. (Ord. No. 9906, §2, 10/13/03)

*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 One 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

(Ord. No. 9421, §1, 7/10/00)

*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

~~**Motor Vehicle: SB.** One-half (0.5) space per resident plus two (2) spaces for the resident family. **Bicycle: One half (0.5) space per resident – seventy five (75) percent Class 1 and twenty five (25) percent Class 2.**~~

*Dormitory, Fraternity, or Sorority*

(Ord. No. 9421, §1, 7/10/00)

~~**Motor Vehicle: SB.** Seven-tenths (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. **Bicycle: One (1) space per resident – seventy five (75) percent Class 1 and twenty five (25) percent Class 2.**~~

Residential Care Services

~~**Motor Vehicle: SB.**~~

*1 - 5 Residents*

Three (3) spaces.

**LAND USE GROUP/CLASS**

**MOTOR VEHICLE OFF-STREET PARKING  
REQUIRED**

*6 - 10 Residents*

Four (4) spaces.

*11 - 15 Residents*

Five (5) spaces.

*16 - 20 Residents*

Six (6) spaces.

*21 or more Residents*

One (1) space per two (2) beds. ~~Bicycle: Four (4) percent all Class 2.~~

**RETAIL TRADE USE GROUP**

Construction Material Sales

~~Motor Vehicle: SB.~~ One (1) space per ~~three two~~ hundred (3200) sq. ft. GFA.

Food and Beverage Sales

~~Bicycle: Eight (8) percent fifty (50) percent Class 1 and fifty (50) percent Class 2.~~

Heavy Equipment Sales

General Merchandise Sales

General Merchandise Sales – Shopping Center

Vehicle Rental (vehicle storage exempt from providing parking)

*Furniture, Carpet, or Appliance Store*

~~Motor Vehicle: SB.~~ One (1) space per four hundred (400) sq. ft. GFA.

(Ord. No. 9517, §3, 2/12/01)

~~Bicycle: Eight (8) percent fifty (50) percent Class 1 and fifty (50) percent Class 2.~~

*Gasoline Sales – ~~Retail~~ without Food and Beverage Sales*

~~Motor Vehicle: SB.~~ One (1) space per employee but not less than two (2) spaces.

~~Bicycle: None (0) required.~~

Swap Meets/Auctions ~~(Indoor)~~

~~Motor Vehicle: SB.~~ One (1) space per one hundred (100) sq. ft. of swap meet site area, excluding vehicular use areas GFA. ~~Bicycle: Eight (8) percent all Class 2.~~

Vehicle ~~Rental and~~ Sales

~~Motor Vehicle: SB.~~ One (1) space per ~~four two~~ hundred ~~fifty (400250)~~ sq. ft. GFA of show room, retail, and office area, plus one (1) space per ten thousand (10,000) sq. ft. of gross lot area, plus one (1) space per three hundred (300) sq. ft. GFA of Automotive and Vehicle Repair use. ~~Bicycle: Four (4) percent all Class 1.~~

**STORAGE USE GROUP**

Commercial Storage

~~Motor Vehicle: SA.~~ One (1) space per five thousand

Hazardous Material Storage

(5,000) sq. ft. GFA plus one (1) space per five thousand (5,000) sq. ft. of outdoor storage area for the first twenty

LAND USE GROUP/CLASS

~~MOTOR VEHICLE OFF-STREET~~ PARKING  
REQUIRED

thousand (20,000) sq. ft. of outdoor storage area plus one (1) space per ten thousand (10,000) sq. ft. of outdoor storage area for over twenty thousand (20,000) sq. ft. of outdoor storage area. ~~Bicycle: Eight (8) percent—ninety (90) percent Class 1 and ten (10) percent Class 2.~~

Personal Storage

(Ord. No. 9517, §3, 2/12/01)

~~Motor Vehicle: SB.~~ None (0) required for storage units, if storage units have direct vehicular access, and a minimum of two (2) for any associated office. One (1) space per four thousand (4,000) sq. ft. GFA, if storage units do not have direct vehicular access, and a minimum of two (2) for any associated office. ~~Bicycle: None (0) required for storage units; a minimum of two (2) for any associated office—all Class 2.~~

**UTILITIES USE GROUP**

~~Distribution System  
Generating System  
Sanitation System~~

~~Motor Vehicle: SA.~~ One (1) space per five hundred (500) sq. ft. GFA, with a minimum of two (2) spaces per facility. ~~Bicycle: None (0) required.~~

**WHOLESALE USE GROUP**

~~Business Supply and Equipment  
Wholesaling  
Construction/Heavy Equipment  
Wholesaling  
Food and Beverage Wholesaling  
Hazardous Material Wholesaling~~

~~Motor Vehicle: SA.~~ One (1) space per two thousand (2,000) sq. ft. of storage area for the first twenty thousand (20,000) sq. ft. of storage area plus one (1) space per ten thousand (10,000) sq. ft. of storage area for over twenty thousand (20,000) sq. ft. of storage area. ~~Bicycle: Eight (8) percent—ninety (90) percent Class 1 and ten (10) percent Class 2.~~

**3.3.5 EXCEPTIONS.**

3.3.5.1 Downtown Parking District. Within the Downtown Parking District, the following off-street motor vehicle and bicycle parking regulations apply.

A. *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.

B. *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.

C. *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. (Ord. No. 9780, §5, 10/14/02)

- D. *Bicycle Parking.* Required bicycle parking shall be provided as set forth in Sec. 3.3.10.
- E. *New Land Use in an Existing Building.* No additional motor vehicle or bicycle parking spaces are required for a new land use which does not expand the existing structure.
- F. *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 structures 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 structure(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 structure 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.
- G. *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.
- H. *In/Lieu Fee.* The off-street parking requirements established by this Section (Sec. 3.3.5.1) 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 construction of one (1) or more Downtown public parking facilities. (Ord. No. 9780, §5, 10/14/02)
- I. *New Parking Facilities.* 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. (Ord. No. 9780, §5, 10/14/02)

(Ord. No. 9780, §5, 10/14/02)

3.3.5.3 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. (Ord. No. 9364, §1, 3/27/00)

3.3.5.4 Diversion of Required Parking.

1. 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.
  - a. The vehicular use area contains more than nine (9) spaces for motor vehicle parking.
  - b. 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 are diverted to another use.
  - c. 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. (Ord. No. 9392, §1, 5/22/00)
  - d. Spaces are not diverted to another use more than once in any calendar month.
  - e. The spaces diverted are not designated or designed for use by the physically disabled.
  - f. The diversion is not for the purpose of dismantling or repairing vehicles.

2. 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. (Ord. No. 9392, §1, 5/22/00)

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.

- ~~3.3.5.2 — Travelers' Accommodation, Lodging. For a mixed use development where Travelers' Accommodation, Lodging is the principal land use, the total number of motor vehicle parking spaces required is the number required for the rental units, plus seventy (70) percent of the sum of the required motor vehicle parking spaces for all other uses, provided the uses are within the same building or attached in a manner which presents a unified development.~~
- ~~3.3.5.3 — Religious Use. For a mixed use development where Religious Use is the principal land use, the total number of motor vehicle parking 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.~~
- ~~3.3.5.4 — Administrative and Professional Office. The total number of motor vehicle parking spaces required for buildings used primarily but not exclusively for Administrative and Professional Office use is calculated based only on the requirement for the Administrative and Professional Office use, if the total GFA for the other land uses within the building is less than five (5) percent of the GFA of the building.~~
- ~~3.3.5.5 — Golf Course. On a mixed use development where a golf course is the principal land use, the total number of motor vehicle parking spaces required is the number required for the Golf Course use, plus ninety (90) percent of the sum of the amount required for all other land uses on the site.~~
- ~~3.3.5.6 — General Merchandise Sales: Shopping Centers:~~
- ~~A. — Where the gross floor area of a shopping center is fifty thousand (50,000) square feet or more, the parking requirements are as follows:~~
- ~~1. — Motor Vehicle Spaces. One (1) space for each two hundred (200) square feet of GFA.~~
- ~~2. — Bicycle Spaces. Eight (8) percent of the first five hundred (500) required motor vehicle parking spaces and five (5) percent of the required motor vehicle parking over the five hundred (500) motor vehicle parking spaces. Of the total number of bicycle spaces required, fifty (50) percent must be Class 1, and fifty (50) percent must be Class 2. The maximum number of bicycle parking spaces required is one hundred (100).~~
- ~~B. — Where the gross floor area of the shopping center is less than fifty thousand (50,000) square feet, the parking requirements are as follows:~~
- ~~1. — Motor Vehicle Spaces. One (1) space for each one hundred seventy five (175) square feet of GFA or the sum of the required spaces for each separate principal land use, whichever is less, up to a maximum number of required motor vehicle parking spaces of two hundred fifty (250).~~
- ~~2. — Bicycle Spaces. Eight (8) percent of the total number of motor vehicle parking spaces provided. Of the total number of bicycle spaces required, fifty (50) percent must be Class 1, and fifty (50) percent must be Class 2.~~
- ~~3.3.5.7 — General Merchandise Sales: Regional Malls:~~
- ~~A. — New Regional Malls. New regional malls shall provide parking as follows:~~
- ~~1. — Motor Vehicle Spaces. One (1) motor vehicle parking space for each two hundred fifty (250) square feet of gross floor area, subject to vehicular access from other than internal neighborhood streets.~~
- ~~2. — Bicycle Spaces. Three (3) percent of the total number of motor vehicle parking spaces provided, up to a maximum of one hundred fifty (150) bicycle parking spaces. Of the total number of~~

bicycle spaces required, twenty-five (25) percent must be Class 1, and seventy-five (75) percent must be Class 2.

- B. ~~Existing Regional Malls.~~ Regional malls which were in existence as of December 20, 1989, and which are subject to the requirements of this Division pursuant to Sec. 3.3.2 may calculate the number of required parking spaces based on a ratio of:
1. ~~One (1) motor vehicle parking space for each two hundred (200) square feet of GFA of the entire regional mall, plus bicycle parking spaces at two (2) percent of the total number of provided motor vehicle parking spaces, up to a maximum of one hundred fifty (150) bicycle parking spaces. Of the total bicycle spaces required, twenty-five (25) percent must be Class 1, and seventy-five (75) percent must be Class 2; or~~
  2. ~~One (1) space for each two hundred fifty (250) square feet of GFA of the entire mall, subject to all of the following requirements.~~
    - a. ~~An approved development plan for the parking and vehicle circulation and ingress/egress areas of the mall which meets current Zoning Code and Development Standard requirements for parking, landscaping, and Major Streets and Routes (MS&R) setback requirements.~~
    - b. ~~No vehicular access from internal neighborhood streets.~~
    - c. ~~Bicycle parking spaces at three (3) percent of the provided number of motor vehicle parking spaces, up to a maximum of one hundred fifty (150) bicycle parking spaces. Of the total number of bicycle spaces provided, twenty-five (25) percent must be Class 1, and seventy-five (75) percent must be Class 2.~~
- C. ~~Existing or New Regional Malls.~~ Any regional mall may calculate the required number of motor vehicle spaces using a ratio of one (1) space for each three hundred (300) square feet of gross floor area of the entire regional mall, if the following requirements are met.
1. ~~All parking, landscaping, circulation, and ingress and egress areas of the mall meet all current Zoning Code and Development Standard requirements.~~
  2. ~~The regional mall provides alternative transportation amenities which, at a minimum, include one (1) on-site shaded public transit facility within four hundred (400) feet or less of a mall entrance.~~
  3. ~~The on-site public transit facility is connected to a mall entrance with a shaded sidewalk.~~
  4. ~~All free-standing commercial pads associated with the regional mall are connected to mall entrances by shaded sidewalks along a direct route.~~
  5. ~~At least one (1) shaded sidewalk is provided between every street serving the project and a mall building entrance.~~
  6. ~~No vehicular access from internal neighborhood streets.~~
  7. ~~Bicycle Spaces.~~ Four (4) percent of the total number of motor vehicle parking spaces provided, up to a maximum of one hundred fifty (150) bicycle parking spaces. Of the total number of required bicycle spaces, twenty-five (25) percent must be Class 1, and seventy-five (75) percent must be Class 2.
  8. ~~A mixed use component with a peak parking requirement different from retail, such as:~~
    - a. ~~A multiscreen theater with seating capacity of at least four hundred (400);~~
    - b. ~~More than one (1) full-service, sit-down restaurant with seating capacity in excess of two hundred (200) and with provisions for operation outside normal mall hours; or~~
    - c. ~~Other uses with demonstrable peak parking requirements different from retail.~~
- 3.3.6.3 ~~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 are 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. (Ord. No. 9392, §1, 5/22/00)~~
- ~~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. (Ord. No. 9392, §1, 5/22/00)~~

~~C. *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.~~

### **REDUCTIONS IN REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES**

~~3.3.6.2 *Bicycle Parking Requirements in Designated Districts.* In the Downtown Redevelopment District and the Fourth Avenue Business District, required bicycle parking spaces may be provided either:~~

~~A. On site; or~~

~~B. Within the same or another block and within fifteen hundred (1,500) feet of the use; or (Ord. No. 9392, §1, 5/22/00)~~

~~C. Within the right of way and within fifteen hundred (1,500) feet of the use, if approved by the City Engineer or designee. (Ord. No. 9392, §1, 5/22/00)~~

3.3.6.1 *General Requirements.* Off-street motor vehicle parking requirements for land uses may be reduced as provided in Sections 3.3.6.2 – 3.3.6.10, subject to the following.

A. *Except as provided* otherwise in this section, the cumulative reduction does not exceed thirty (30) percent of the number of spaces required before the reduction.

B. The required number of spaces for the physically disabled is based on the total number of motor vehicle parking spaces required before the reduction.

- C. If more than one (1) reduction is applied, the parking requirement is calculated based on the required number prior to any reduction.
- 3.3.68.2 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 up to twenty (20) percent in conformance with the calculations in Sec. 2.8.3.7.
- 3.3.68.3 Reduction Based on Landscaping and Screening Criteria. When an existing development is modified to comply with Sec. 3.7.0, Landscaping and Screening Regulations, the number of required parking spaces may be reduced up to ten (10) percent.
- 3.3.68.4 Reduction Based on Criteria for Parking for the Physically Disabled. For existing development, the number of spaces required may be reduced at a ratio of two-thirds (2/3) space for every new space provided for the physically disabled.
- 3.3.68.5 Reduction Based on Provision of Parking for Recharge of Electric Vehicles. For all development, the number of spaces required may be reduced up to one (1) percent if the same number of spaces otherwise required for motor vehicle parking is provided for electrical vehicle parking spaces/recharge stations. (Ord. No. 9517, §3, 2/12/01)
- ~~3.3.6.6 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 if there is assurance of continued operation of valet parking and evidence of an available area for such parking. Internal residential neighborhood streets shall not be used for valet parking operations.~~
- ~~3.3.6.7 Reduction Based on Providing Additional Bicycle Parking. For every five (5) non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Bicycle parking may substitute for up to twenty-five (25) percent of required parking. Existing motor vehicle parking may be converted to bicycle parking.~~
- ~~3.3.6.8 Reduction Based on Maintenance of Historic Structure. Non-residential uses, with the exception of bars and restaurants, 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 not required to provide on-site parking as stated in Section 3.3.4.3 (Motor Vehicle and Bicycle Parking Requirements). To eliminate parking spaces required in Section 3.3.4.3, the historic designation of the contributing structure must be maintained according to the eligibility criteria of the National Register.~~
- 3.3.6.9 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. (Ord. No. 9364, §1, 3/27/00)
- 3.3.68.106 Existing Development Sites.

- A. Parking Reduction – A parking reduction plan may apply to existing development that existed prior to the adoption date of this ordinance and that meets the criteria listed below. A parking reduction plan may be approved by the Planning & Development Services Department Director (the Director). The parking lot for an existing development may be used in its current configuration, except if the Director requires improvements that are required where a public safety hazard exists or may be created.
1. Commercial ~~service~~, retail, and civic uses may request a parking reduction using an alternate parking calculation of one (1) space for each four hundred (400) three (3) spaces for each 1,000 square feet of gross floor area if the use meets all the criteria listed in Section 3.3.6.10.A.53 below.
  - ~~2. Storage and wholesaling uses may request a parking reduction using an alternate parking calculation of one (1) space for each 2,000 square feet of gross floor area if the use meets the criteria listed in Section 3.3.8.6.A.5.a.b and c below.~~
  - ~~3. Manufacturing, off site service and repair and other industrial uses except salvaging and recycling may request a parking reduction using an alternate parking calculation of one (1) space for each 1,000 square feet of gross floor area if the use meets criteria listed in Section 3.3.8.6.A.5.a, b, and c. below.~~
  4. *Exception.* The alternate parking reduction for existing development does not apply to uses with a parking formula of one (1) space for each 100 square feet of gross floor area or a more intense formula. Typical uses include restaurants and bars (Food Service and Alcoholic Beverage Service uses). This exception does not apply to religious ~~and personal service~~ uses. The number of accessible parking spaces required by the Americans with Disabilities Act and provided on the approved site plan shall not be reduced or eliminated.
  2. Industrial uses except salvaging and recycling may request a parking reduction using an alternate parking calculation of one (1) space for each 1,500 square feet of gross floor area if the use meets criteria listed in Section 3.3.6.10.A.3.a, b, c, and d below.
  35. The following criteria apply to Sec. 3.3.6.10.A.1 and 2, ~~and 3~~ as noted in those sections:
    - a. For multiple use sites ~~t~~he site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times;
    - b. ~~The use will not cause a substantial increase in noise or glare from the site;~~
    - be. A parking reduction plan shall not create light intrusion onto an adjoining single family residential property. Outdoor lighting shall comply with the City of Tucson/Pima County Outdoor Lighting Code.
    - c. A parking reduction plan shall not add an outdoor seating area within one hundred (100) feet of residentially-zoned property unless separated by a building. Outdoor loudspeakers or music (live or recorded) is prohibited within six hundred (600) feet of residentially zoned property;

- d. The parking reduction plan will not cause drive-through traffic or habitual parking within the adjacent residential neighborhood or commercial development; and
  - e. Existing development except industrial uses shall be located within 1,320 feet (1/4 mile) of an existing transit stop or public parking facility.
- B. Parking reductions do not apply to land uses in the R-2 zone or a more restrictive zone.
- C. Development Adjacent to Residential Uses – Development located within 300 feet of R-3 or more restrictive zoning requesting a parking reduction shall require a parking mitigation plan.
- D. A parking mitigation plan must be submitted to the Director and shall be reviewed in accordance with Sec. 23A-50 and 23A-51 of the Tucson Code.
16. The parking mitigation plan shall include a compatibility analysis that addresses how the parking reduction will not cause a safety hazard or problem driving, noise or parking impacts on an adjacent existing neighborhood. The plan shall address the following:
- a. Methods to avoid potential increases in noise and light intrusion as described in Sec. 3.3.6.10.A.3.b and c above;
  - b. Methods to deter vehicular access into adjacent residential neighborhoods using signage or other means; and
  - c. The prevention of excessive drive-through traffic or habitual parking within adjacent residential neighborhoods or commercial development; and
  - d. Any other issues deemed appropriate by the Director.
27. In addition, the parking mitigation plan shall provide the following site inventory information, if applicable:
- a. A site plan indicating existing site conditions, including any available on-street parking;
  - b. Hours of operation;
  - c. Any existing shared parking agreements, if applicable;
  - d. Proximity of the site to existing residential neighborhoods;
  - e. Neighborhoods adjacent to the site using a Residential Parking Permit program;
  - f. Existing site access and traffic circulation; and

g. Any other information deemed appropriate by the Director.

~~38. The parking mitigation plan will be reviewed every year for the first three years the business is in existence to determine if changes to the plan are warranted. If changes are necessary, an amended mitigation plan must be submitted to the Development Services Department and approved by the Director. A new mitigation plan is required w~~When a change of use to a more parking intensive use occurs, a new mitigation plan is required. ~~The Director may renew the existing mitigation plan for a new use if the new use is determined to have an equivalent on its surroundings.~~

E. Violation of the Mitigation Plan – If a development is operated in a manner that violates its mitigation plan or conditions for permitting the use or causes adverse land use impacts, the use may be suspended or terminated in accordance with Section 23A-54 of the Tucson Code. (Ord. No. 10664, §2, 5/5/09)

#### 3.3.6.11 Individual Parking Plan

A. The Planning & Development Services Department Director (the Director) may approve an individual parking plan request for the following uses:

1. Combined residential and non-residential development in a single structure or unified development;
2. Newly constructed development or changes of use in existing buildings 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 physically disabled; and
5. A development site that can accommodate shared parking arrangements for uses with alternate hours of operation and peak-use times.

B. The following information shall be provided for review of an individual parking plan:

1. A site plan indicating existing site conditions including all anticipated uses of the site;
2. Site access and traffic circulation patterns;
3. Distance from the development site to existing residential neighborhoods;
4. Availability, location and distance to alternate modes of transportation;
5. The number and location of parking spaces proposed and required indicating data source in establishing the number of spaces;

6. Expected hours of operation of proposed uses reflecting peak use times;
  7. Evidence that all required parking for the proposed uses will either be on-site or at an approved off-site parking location;
  8. Existing and proposed shared parking agreements, **if applicable**. Proposed shared parking may be located within an existing parking location up to six hundred (600) feet away located in a more or less intense zone.†
- ~~a.~~ — A parking agreement must be prepared in a manner acceptable to the **Development Services** Director.
9. Verification that accessible parking spaces required by the Americans with Disabilities Act provided on the approved site plan have not been reduced or eliminated; and
  10. Any other information deemed appropriate by the Director including a traffic study.
- C. Findings for Approval. The Director may approve an individual parking plan, as provided in this Section if all of the following findings are made:
1. The uses for which the individual parking plan will be applied are allowed in the current zone;
  2. The proposed parking plan will deter vehicular access into adjacent residential neighborhoods;
  3. The proposed parking plan will prevent excessive drive-through traffic or habitual parking within adjacent commercial development or residential neighborhoods;
  4. The proposed parking plan will not obstruct site access or traffic circulation; and
  5. All parking is on site or at an off-site location with an approved shared parking agreement.
- D. An individual parking plan request must be prepared by a licensed design professional approved by the Director. The plan must include a formal agreement prepared by the property owner agreeing to the uses allowed on the site. Any revisions to the allowed uses will require approval of a revised individual parking plan.
- E. Exception – Restaurants and bars (Food Service and Alcoholic Beverage Service uses) are not eligible to request an individual parking plan unless the property owner or applicant can demonstrate compliance with Section 3.3.4.2 (Calculation of Motor Vehicle Parking for Multiple Use Development).
- F. 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.

G. The individual parking plan is subject to a parking mitigation plan in accordance with Sections 3.3.6.10.C, D, and E. (Ord. No. 10664, §3, 5/5/09)

3.3.7 **MOTOR VEHICLE USE AREA DESIGN CRITERIA.** All vehicular use areas shall comply with Table 3.3.7.13-4, Motor Vehicle Area Dimensions, ~~and Development Standard No. 3-05.0.~~

~~3.3.7.1~~ 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.

~~3.3.7.2+~~ Location. ~~Required~~ off-street vehicle parking must be located on-site except as provided below. All parking spaces and necessary access drives and aisle areas shall be provided off-street except for parking provided in compliance with Sec. 3.3.7.2.B.2 (On-Street Parking).

A. Off-Site Within Six Hundred (600) Feet. Off-site parking is permitted within 600 feet of the project site under the following conditions. 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.

1. The off-site parking location has parking in excess to the minimum required parking for its use or can demonstrate alternate hours of operation to the use it serves; and,
2. Non-residential uses shall not use residentially zoned property for off-site parking; and,
3. A formal shared parking agreement is required; and,
4. The off-site parking area meets the design criteria provided in this section.
5. Parking for land uses within a historic district may off-site as provided in this section unless the requirements are established specific to that historic district.
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 with a historic district may follow the location requirements of this section unless requirements are established specific to that historic district.
8. Exception. Land uses with the Downtown Parking District may locate their required parking within one thousand five hundred (1,500) feet of the land use provided the parking is within the District boundaries.

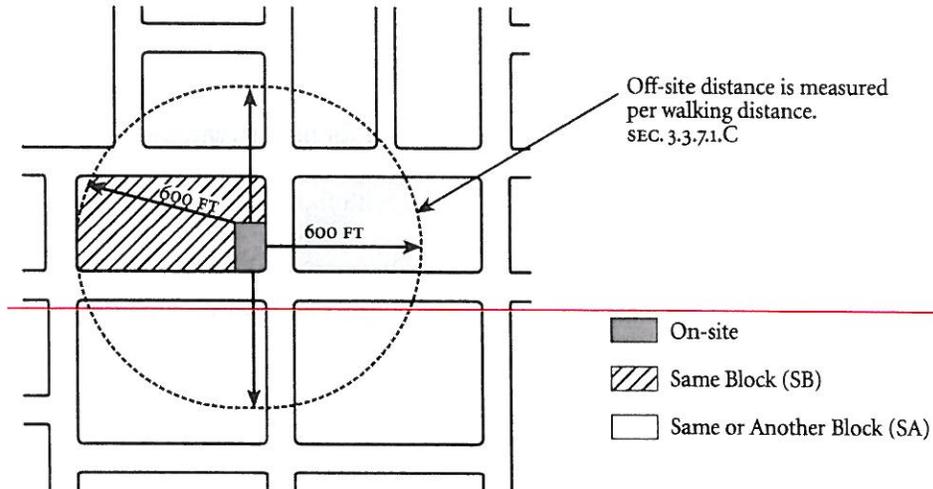
B. Parking for Certain Residential Uses.

1. Individual Residential Lots. Visitor parking spaces on individual residential lots is 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 plan.
  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 Area. Visitor parking in common areas is permitted in common areas. Visitor parking spaces shall be within one hundred fifty (150) 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. Automotive Repair (excluding customer parking);
  8. Home Occupations;
  9. Vehicle Storage.
- D. Overflow Parking. For uses where the peak parking demand is occasional or seasonal (such as a shopping center or golf course), the Zoning Administrator may permit the owner to provide overflow parking areas that are open-space areas that can be converted to parking 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.

~~3.3.7.3 3.3.3.9~~—Areas That ~~Shall May~~ Not Be Used For Required Parking. The following areas shall not be used for required parking:

- ~~A.~~ Spaces in service bays, stacking areas, or car wash bays; and,
- ~~B.~~ At gasoline pumps or other hose locations; and,
- ~~C.~~ Those used for the storage or display of vehicles for sale or rent to the public.
- ~~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. (Ord. No. 8610, §1, 11/27/95)

~~Required Number of Motor Vehicle and Bicycle Parking Spaces, Sec. 3.3.4, lists Same Block (SB) and Same or Another Block (SA) as part of the parking requirements for each land use. These designations denote location requirements as follows. (See Illustration~~



**3.3.7.1 Location of Required Vehicle and Bicycle Parking Spaces**

~~3.3.7.1.)~~ ~~Same Block (SB) means the required parking is to be located on site or in the same block and within six hundred (600) feet of the land use it serves.~~ ~~A.~~

~~B. Same or Another Block (SA) means the required parking may be located on site, in the same block, or in another block but within six hundred (600) feet of the land use it serves. C. Measurement. The distance between required parking and the use it serves is the walking distance measured along the pedestrian access system from closest points between the building or use and the vehicular use area.~~

~~D. When required parking is separated from the principal use by an arterial or collector street, one (1) of the following is required signage directing customers to the nearest legal pedestrian crossing is required. E. Exceptions. 1. Downtown Redevelopment District. Land uses within~~

~~the Downtown Redevelopment District may locate their required parking within fifteen hundred (1,500) feet of the land use, provided the parking is within the District boundaries.~~

~~2. Historic Districts. Land uses within a historic district may follow the location requirements of Same or Another Block (SA), unless requirements are established specific to that historic district.~~

~~3. On-Street Parking. For single-family dwellings, mobile home dwellings, and Residential Care Services with ten (10) or fewer residents, on-street parking spaces may be counted on a space-for-space basis toward the total required amount of parking up to fifty (50) percent. On-street parking is allowed for these Land Use Classes only if such 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. (Ord. No. 9364, §1, 3/27/00)~~

3.3.7.42 Motor Vehicle Parking Space and Parking Area Access Lane (PAAL) Dimensions~~Motor Vehicle Parking Space Dimensions.~~

- A. *Standard Parking Space Size.* All motor vehicle off-street parking spaces, with the exception of those listed in Sec. 3.3.7.4.B, shall have a minimum width of eight and one-half (8.5) feet and a length of eighteen (18) feet, excluding the area necessary for access drives and aisles. ~~All parking area access lanes (PAALs) shall have a minimum width as specified in Table 3.3.7-I, with the exception of those listed in Sec. 3.3.7.2.C. All parking spaces and necessary access drives and aisle areas shall be provided off street. Tables 3.3.7.13-I and II lists the minimum dimensions. (See Illustration 3.3.7.2.)~~ (Ord. No. 9517, §3, 2/12/01)

Exception. When the side(s) of a parking space abuts any vertical barrier over six (6) inches in height, other than a vertical support for a carport, the required width for the space is ten (10) feet to provide extra width to allow passengers to enter and exit the vehicle on the side where the barrier exists.

- B. *Parking Space Size for the Physically Disabled.* The standard parking space for the physically disabled shall be provided as required by the adopted Uniform Building Code of the City of Tucson, as amended.
- C. PAAL Minimum Width. Except as provided herein, the minimum width for a two (2) way PAAL is twenty-four (24) feet. The minimum width for a one (1) way PAAL is twelve (12) feet, unless it also serves as a fire lane, in which case, the minimum width is twenty (20) feet. Tables 3.3.7.13-I and II further delineates the requirements for access to parking spaces.

Exceptions:

1. A driveway which is not required for fire access, but provides access to a single family dwelling, a mobile home, or a duplex on an individual lot is exempt from the minimum width requirement.
2. Storage Uses: A one-way PAAL within a storage use development must be a minimum of twenty (20) feet in width. A two-way PAAL within a storage use development must be a minimum of thirty (30) feet in width. (Ord. No. 9517, §3, 2/12/01)

- ~~C. Exceptions~~
- ~~1. Compact Sized Parking Spaces. Motor vehicle parking spaces sized for compact vehicles are allowed only within the Downtown Redevelopment District. The number of compact sized parking spaces may not exceed thirty five (35) percent of the total number of parking spaces provided. Spaces required to serve hotels, motels, and residential units shall not be compact sized. In mixed use projects, the parking spaces required to serve hotels, motels, or residential units may not be used in calculating the number of permitted compact sized spaces.~~
  - ~~2. Commercial Vehicular Use Areas. The striping and stall size requirements of this Division do not apply to commercial vehicular use areas within the Downtown Redevelopment District, except when parking spaces are leased or otherwise set aside to satisfy the off-street parking space requirements for other land uses.~~
  - ~~3. Motor Vehicle Display or Storage Areas. The striping requirements of Development Standard No. 3-05.0 do not apply to vehicular use areas that are used to display or store motor vehicles.~~
  - ~~4. Parking Area Access Lanes (PAALs) in Storage Use Group Development. A one-way parking area access lane (PAAL) within a development for storage must be a minimum of twenty (20) feet in width, with a minimum four (4) foot wide pedestrian refuge area delineated on one (1) side of the PAAL. A two-way PAAL within a development for storage must be a minimum of thirty (30) feet in width, with a minimum four (4) foot wide pedestrian refuge area delineated on one (1) side of the PAAL. (Ord. No. 9517, §3, 2/12/01)~~

3.3.7.5 Additional Parking Area Access Lanes (PAAL) Design Criteria

A. Intersections.

1. When PAALs are designated as fire lanes or are used as access lanes for refuse collection or loading zones, a minimum unobstructed radius of eighteen (18) feet is required where they intersect another PAAL.
2. A minimum unobstructed radius of five (5) feet is required for all other PAAL intersections.
3. All intersection radii will 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 for access along PAALs is fifteen (15) feet. The height is needed for high-profile vehicles, such as sanitation, fire, or delivery vehicles.

3.3.7.6 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 PAALs.

1. A PAAL must be setback at least one (1) foot from the following:
  - a. Any open structure, such as a carport or covered pedestrian access path (see *Figure 1.*), as measured from the closest part of the structure or roof overhang; or,
  - b. When serving as a drive-through lane, any structure.
2. A PAAL must 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.* A back-up spur will be provided at the end of a row of parking if no ingress or egress is provided at that end. The spur will be a minimum of three (3) feet in depth, will have a three (3) foot radii, and will have a wheel barrier to prevent encroachment onto any unsurfaced areas. A minimum distance of three (3) feet will be provided between the back of spur and any wall, screen, or other obstruction over six (6) inches in height. When the last space in a bay of parking is wider than eight and one-half (8 ½) feet, the back-up spur can be reduced in size. (See *Figure 2.*)

3.3.7.7 Striping. Parking spaces must 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.

*Exceptions.* Striping is not required for parking areas located in the following uses single family dwellings, mobile home dwellings, where tandem parking is permitted, motor vehicle display, or vehicle storage areas.

3.3.7.8 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.

B. When wheel stop curbing is used, it is to be located two and one-half (2½) feet from the front of the parking space. (See *Figure 5.*)

C. Barriers may not impede pedestrian circulation.

3.3.7.93 Surfacing Requirements.

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

~~A1.~~ Pervious and impervious asphaltic concrete; ~~or,~~

~~B2.~~ Pervious and impervious cement concrete; ~~or,~~

~~C3.~~ A penetration treatment of bituminous material and seal coat of bituminous binder and mineral aggregate.

~~D4.~~ *Exception.* Vehicular use areas for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, ~~and~~ duplexes on individual lots, ~~and vehicle storage~~ are not required to comply with surfacing requirements. [Consider Extraction, Salvaging and Recycling, other uses?]

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

3.3.7.104 Lighting. Lighting provided in any vehicular use area or for a bicycle facility shall be arranged, hooded, or controlled so that the light does not shine directly upon any residential property.

3.3.7.115 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 for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, ~~or~~ duplexes on individual lots, non-residential uses within contributing properties to National Register historic districts, or home occupations. These exceptions are not applicable on MS&R designated streets as provided in Sec. 3.2.14.3.

*Exception:* 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 City Engineer.

(Ord. No. 8808, §1, 1/27/97; Ord. No. 9517, §3, 2/12/01)

~~3.3.7.6 Tandem Parking. Tandem parking for motor vehicles is allowed only for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, duplexes on individual lots, or attendant parking in commercial parking lots.~~

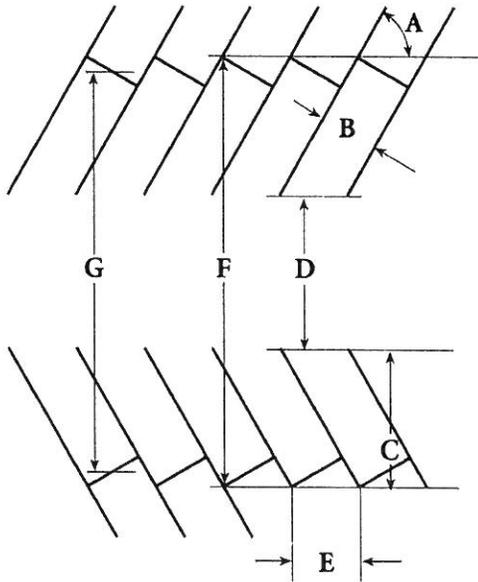
3.3.7.127 Screening and Landscaping Requirements. All vehicular use areas are required to comply with Sec. 3.7.0, Landscaping and Screening Regulations. ~~Vehicular use areas used for storage of motor vehicles are not required to comply with Sec. 3.7.2.3.A.~~

Exceptions. Vehicular use areas used for storage of motor vehicles, Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, and duplexes on individual lots are not required to comply with Sec. 3.7.2.3.A.

~~3.3.7.8 Bicycle Parking Requirements. All bicycle parking facilities will comply with Development Standard 2-09.0:~~

- ~~A. Any use providing less than fifty (50) motor vehicle parking spaces may substitute Class 2 spaces for Class 1 spaces.~~
- ~~B. Any time Class 2 parking is required, Class 1 parking may be substituted on a space-by-space basis, provided the Class 2 parking is not reduced more than fifty (50) percent.~~

3.3.7.13 Motor Vehicle Area Dimensions



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

Minimum standard parking space size:	8.5 FT X 18 FT
Minimum two-way traffic aisle width:	24 FT
Minimum one-way traffic aisle width:	12 FT
Minimum one-way fire lane access aisle width:	20 FT

**3.3.7.13-I Motor Vehicle Parking Space Dimensions**  
(To be used in conjunction with Table 3.3.7.13-II)

TABLE 3.3.7.13-II						
MOTOR VEHICLE AREA DIMENSIONS						
A	B	C	D	E	F	G
0 <u>(Parallel Parking)</u>	<del>7.5*</del> 8.0-5	<del>7.5*</del>	<del>12.0*</del> 12	<del>18.0*</del>	<del>27.0*</del>	-
	9.0	8.0-5	.0	23.0*	29.0	-
	9.5	9.0	12.0	23.0*	30.0	-
	10.0	9.5	12.0	23.0*	31.0	-
		10.0	12.0	23.0*	32.0	-
20	<del>7.5*</del>	<del>12.5*</del>	<del>12.0*</del>	<del>22.0*</del>	<del>37.0*</del>	<del>30.0*</del>
	8.5	14.1	12.0	24.9	40.2	32.2
	9.0	14.6	12.0	26.3	41.2	32.7
	9.5	15.1	12.0	27.8	42.2	33.3
	10.0	15.6	12.0	29.2	43.2	33.8
30	<del>7.5*</del>	<del>14.5*</del>	<del>12.0*</del>	<del>15.0*</del>	<del>41.0*</del>	<del>34.5*</del>
	8.5	16.4	12.0	17.0	44.8	37.4
	9.0	16.8	12.0	18.0	45.6	37.8
	9.5	17.2	12.0	19.0	46.4	38.2
	10.0	17.7	12.0	20.0	47.4	38.7
45	<del>7.5*</del>	<del>16.6*</del>	<del>13.0*</del>	<del>10.6*</del>	<del>46.2*</del>	<del>40.9*</del>
	8.5	18.7	13.0	12.0	50.4	44.4
	9.0	19.1	12.0	12.7	50.2	43.8
	9.5	19.5	12.0	13.4	51.0	44.3
	10.0	19.8	12.0	14.1	51.6	44.5
60	<del>7.5*</del>	<del>17.6*</del>	<del>16.5*</del>	<del>8.7*</del>	<del>51.7*</del>	<del>48.0*</del> 51.4
	8.5	19.8	16.0	9.8	55.6	51.5
	9.0	20.0	16.0	10.4	56.0	51.9
	9.5	20.3	16.0	11.0	56.6	52.2
	10.0	20.6	16.0	11.6	57.2	
70	<del>7.5*</del>	<del>17.6*</del>	<del>17.5*</del>	<del>8.0*</del>	<del>52.7*</del>	<del>50.1*</del>
	8.5	19.8	17.0	9.1	56.6	53.7
	9.0	20.0	17.0	9.6	57.0	53.9
	9.5	20.1	17.0	10.1	57.2	54.0
	10.0	20.3	16.5	10.6	57.1	53.7
80	<del>7.5*</del>	<del>17.1*</del>	<del>24.0*</del>	<del>7.6*</del>	<del>58.2*</del>	-
	8.5	19.2	24.0	8.6	62.4	-
	9.0	19.3	24.0	9.1	62.6	-
	9.5	19.4	24.0	9.6	62.8	-
	10.0	19.5	24.0	10.2	63.0	-
90	<del>7.5*</del>	<del>16.0*</del>	<del>24.0*</del>	<del>7.5*</del>	<del>56.0*</del>	-
	8.5	18.0	24.0	8.5	60.0	-
	9.0	18.0	24.0	9.0	60.0	-
	9.5	18.0	24.0	9.5	60.0	-
	10.0	18.0	24.0	10.0	60.0	-

\* A parallel parking space can be reduced in length to eighteen (18) feet if the space is located immediately adjacent to an access drive, 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. Compact motor vehicle parking space dimensions.

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### 3.3.8 MOTOR VEHICLE STACKING REQUIREMENTS

#### 3.3.8.1 Requirement

- A. Except as provided herein, the minimum vehicle stacking capacity of any drive-through facility with one (1) drive through lane is three (3) vehicle spaces. The space at the point of service counts as one vehicle space.
- B. Exception. Drive-through facilities for Car Wash (Full Service) and Food Service, where there are separate points of service for ordering and pick-up, are required to provide a vehicle stacking capacity of four (4) vehicle spaces for each lane:

#### 3.3.8.2 Design Criteria

- A. Each stacking space shall be a minimum of nine (9) feet in width and eighteen (18) feet in length.
- B. On-site pedestrian access must not cross the stacking area for drive-through lanes.
- C. Stacking spaces shall not impede on- or off-site traffic movements.
- D. Drive-through lanes must be striped, marked, or otherwise clearly delineated.

### 3.3.9 BICYCLE PARKING

3.3.9.1 Purpose. Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays.

#### 3.3.9.2 Required Number of Bicycle Parking Spaces

- A. There are two types of bicycle parking: Short-Term and Long-Term.
  - 1. Short-term bicycle parking is 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.
  - 2. 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 or more hours.
- B. The required minimum number of short- and long-term bicycle parking spaces for each use category is shown in Section 3.3.9.2.D (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 surface parking 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.

C. Calculation of Required Bicycle Parking Spaces.

1. The required minimum number of bicycle parking spaces is based on the principal use(s) on a site.
2. When there are two or more separate principal uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.

Exception. The required number of bicycle parking spaces for Shopping Centers is provided in Section 3.3.9.2.D (Minimum Required Bicycle Parking Spaces).

3. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the primary uses is based on gross floor area, the gross floor area of accessory uses is included with the primary uses in the calculation.
4. Where more than one method for determining the minimum number of required bicycle parking spaces is provided, the method resulting in the greater number of spaces applies.

D. Minimum Required Bicycle Parking Spaces

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<u>AGRICULTURAL USE GROUP</u>	None	None
<u>CIVIC USE GROUP</u>	<u>2 spaces or 1 space per 8,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
Cemetery	None	None
<u>Civic Assembly; Membership Organization; Religious Use</u>	<u>2 spaces or 1 space per 2,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 4,000 sq. ft. GFA</u>

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<u>Non-Assembly Cultural (e.g. library &amp; museum)</u>	<u>2 spaces or 1 space per 4,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Zoo</u>	<u>10% of the required parking</u>	<u>None</u>
<u>Educational Uses:</u>		
<u>Grades K – 12</u>	<u>Grades 1-12: 2 spaces or 1 space per 20 students of planned capacity</u>	<u>Grades 1-12: 2 spaces or 1 space per 10 employees plus 1 space per 20 students of planned capacity</u>
<u>Postsecondary Institutions; Instructional Schools</u>	<u>2 spaces or 1 space per 10 students of planned capacity</u>	<u>1 space per 10 employees plus 1 space per 10 students of planned capacity; or 1 space per 20,000 sq. ft. GFA, whichever is greater.</u>
<u>COMMERCIAL USE GROUP</u>		
	<u>2 spaces</u>	<u>2 spaces or 1 space per 10,000 sq. ft. GFA</u>
<u>Administrative and Professional Office</u>	<u>2 spaces or 1 space per 20,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 10,000 sq. ft. GFA</u>
<u>Alcoholic Beverage Service</u>	<u>2 spaces or 1 space per 2,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Animal Service</u>	<u>None</u>	<u>None</u>
<u>Billboard</u>	<u>None</u>	<u>None</u>
<u>Car Wash, Self-Service</u>	<u>None</u>	<u>None</u>
<u>Day Care</u>	<u>2 spaces or 1 space per 40,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 10,000 sq. ft. GFA</u>
<u>Daycare/Home occupation</u>	<u>None</u>	<u>None</u>

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<u>Entertainment (e.g. Sports Stadium or Center; Theater – Live; &amp; Theater – Movie); <b>except,</b></u>	<u>Spaces for 2% of the maximum expected daily attendance (Maximum required = 50)</u>	<u>None</u>
<u>Dance Hall</u>	<u>1 space per 2,000 sq. ft. GFA</u>	<u>1 space per 12,000 sq. ft. GFA</u>
<u>Carnival/Circus</u>	<u>None</u>	<u>None</u>
<u>Rodeo Arena</u>	<u>None</u>	<u>None</u>
<u>Financial Service</u>	<u>2 spaces or 1 space per 4,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Food Service</u>	<u>All types: 2 spaces or 1 space per 2,000 sq. ft. GFA</u>	<u>All types: 2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Medical Service:</u>		
<u>Extended Health Care (e.g. nursing home, assisted living)</u>	<u>2 spaces or 0.05 space per bedroom</u>	<u>2 spaces or 0.15 spaces per bedroom</u>
<u>Major (e.g. hospital)</u>	<u>2 spaces or 1 space per 20,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 70,000 sq. ft. GFA</u>
<u>Outpatient</u>	<u>2 spaces or 1 space per 4,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Parking</u>	<u>None</u>	<u>Except for unattended surface parking lots, 2 spaces or 1 space per 20 auto spaces</u>
<u>Personal Service</u>	<u>2 spaces or 1 space per 3,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Transportation Service</u>	<u>None</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Traveler’s Accommodation, Campsite</u>	<u>1 space per 20 campsites</u>	<u>None</u>
<u>Travelers’ Accommodation, Lodging</u>	<u>2 spaces</u>	<u>2 spaces or 1 space per 20 guest rooms</u>

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<u>Vehicle Storage</u>	<u>None</u>	<u>None</u>
<b><u>INDUSTRIAL USE GROUP</u></b>	<u>None</u>	<u>2 spaces or 1 space per 15,000 sq. ft. GFA</u>
<b><u>RECREATION USE GROUP</u></b>	<u>Per Director's approval</u>	<u>Per Director's approval</u>
<u>Billiard/Pool Hall; Health/Exercise Club/Gymnasium; Skating Rink; and Bowling Alley</u>	<u>2 spaces or 1 space per 2,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Athletic Fields</u>	<u>2 spaces per field</u>	<u>None</u>
<u>Batting Cage</u>	<u>2 spaces or 0.25 space per batting cage</u>	<u>None</u>
<u>Court – Basketball, Racquetball, Tennis, or Volleyball</u>	<u>2 spaces or 0.25 space per court</u>	<u>None</u>
<u>Golf Course</u>	<u>None</u>	<u>2 spaces</u>
<u>Driving Range</u>	<u>2 spaces</u>	<u>None</u>
<u>Miniature Golf Course</u>	<u>0.25 space per tee</u>	<u>None</u>
<u>Rifle and Pistol Range</u> <u>Rodeo Arena</u>	<u>None</u>	<u>None</u>
<u>Swimming Pool</u>	<u>2 spaces or 1 space per 2,000 sq. ft. of entire pool area</u>	<u>None</u>
<b><u>RESIDENTIAL USE GROUP</u></b>		
<u>Single-Family &amp; Mobile Home Dwellings</u>	<u>None</u>	<u>None</u>
<u>Multifamily Dwellings (0-70 units/acre):</u>	<u>2 spaces or 1 space per 20 units</u>	<u>1 space per 4 units</u>
<u>Group Dwelling</u>	<u>None</u>	<u>2 spaces or 1 space per 20 residents</u>
<u>Dormitory, Fraternity, or Sorority</u>	<u>2 spaces</u>	<u>2 spaces or 1 space per 4 residents</u>
<u>Residential Care Services</u>	<u>2 spaces</u>	<u>2 spaces or 0.15 per bedroom</u>

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<b><u>RETAIL USE GROUP</u></b>		
<u>Retail Uses Less Than 100,000 sq. ft. GFA:</u>	<u>2 spaces or 1 space per 4,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Retail Uses More Than 100,000 sq. ft. GFA:</u>	<u>1 space per 6,000 sq. ft. GFA (Maximum required = 150 spaces)</u>	<u>1 space per 12,000 sq. ft. GFA</u>
<u>Gasoline Sales without Food and Beverage Sales</u>	<u>None</u>	<u>None</u>
<u>Furniture, Carpet, or Appliance Store; Heavy Equipment Sales; and Vehicle Rental and Sales</u>	<u>2 spaces</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<b><u>STORAGE USE GROUP</u></b>		
<u>Commercial Storage &amp; Hazardous Material Storage</u>	<u>None</u>	<u>2 spaces or 1 space per 40,000 sq. ft. GFA</u>
<u>Personal Storage</u>	<u>2 spaces</u>	<u>None</u>
<b><u>UTILITIES</u></b>		
	<u>None</u>	<u>None</u>
<b><u>WHOLESALE USE GROUP</u></b>		
	<u>None</u>	<u>2 spaces or 1 space per 40,000 sq. ft. GFA</u>

### **3.3.10 BICYCLE PARKING DESIGN CRITERIA**

3.3.10.1 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.

3.3.10.2 Short-term Bicycle Parking. Short-term bicycle parking must be provided in lockers per Sec. 3.3.10.3.A.5 or racks that meet the following standards.

A. *Bicycle racks.* Required bicycle parking may be provided in floor, wall, or ceiling racks. When bicycle parking is provided in racks, the racks must meet the following criteria. Examples of bicycle racks complying with the criteria herein are shown in Figure 1.

1. 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; and
2. 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; and,

3. A single rack is designed and located to accommodate two bicycles; and,
4. Racks must be securely anchored in concrete; and,
5. Racks must not have sharp edges that can be hazardous to pedestrians, particularly persons with visual disabilities. Artistic bicycle racks are acceptable provided it meets the criteria herein.
6. Each required short-term bicycle parking space must be at least two (2) feet by six (6) feet.

B. Location. Short-term bicycle parking must be:

1. PARKING CODE SUBCOMMITTEE RECOMMENDATION = Outside a building within one hundred twenty five (125) feet of each public entrance to a building as measured along the most direct pedestrian access route. The bicycle parking must be within one hundred eighty (180) degrees of the customer entrance. STAFF RECOMMENDATION = To be determined,
2. In the Downtown Parking District and the Fourth Avenue Business District, required bicycle parking spaces may be provided on site, within fifteen hundred (1,500) feet of the use; or within the right-of-way and within fifteen hundred (1,500) feet of the use, if approved by the City Engineer or designee. (Ord. No. 9392, §1, 5/22/00).
3. Clearly visible from the adjacent sidewalks, drives, and the main entrance(s); and,
4. At the same grade as the sidewalk or at a location that can be reached by an accessible route.
5. Short-term bicycle parking is permitted in vehicular use areas where it is separated from motor vehicle 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.

3.3.10.3 Long-term Bicycle Parking.

A. Long-term bicycle parking must be provided in one or more of the following ways:

1. Inside buildings and residential units. Long-term parking may be provided inside a building and residential units provided the bicycle parking does not create a safety hazard or impede pedestrian circulation.

2. Under roof overhangs or awnings.

- a. The roof overhang or awning is at least seven (7) feet above the floor or ground; and,
- b. Bicycle racks per Sec. 3.3.10.2.B.1 (Bicycle Rack Design Criteria) are provided; and,
- c. The bicycle parking is located in an area visible from a customer entrance to a building, including, but not limited to, vehicle use areas and areas within one hundred eighty (180) degrees of the customer entrance, or within one hundred (100) feet of an attendant or security guard, or in an area monitored by a security camera.

3. Vehicle Use Areas. Long-term bicycle parking is permitted in vehicle use areas where an overhang or awning per Sec. 3.3.10.3.A.2 (Under Roof Overhangs or Awnings) is provided and the bicycle parking is separated from motor vehicle 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.

4. Enclosed Space. In an area enclosed by a fence with a locked gate provided the fence is eight (8) feet high or connected floor-to-ceiling and bicycle racks per Sec. 3.3.10.2.A.1 (Bicycle Rack Design Criteria) are provided.

5. Bicycle Lockers. In bicycle lockers that are securely anchored, fully enclose the bicycle, and constructed of materials that are durable, such as, but not limited to, steel, and that resist tampering. Management shall make the lockers accessible to employees or visitors.

B. Location. Long-term bicycle parking must be located as reasonably as possible for the convenience of the employee on the site or in an area where the closest point is within three hundred (300) feet of the site.

Exception. In the Downtown Parking District and the Fourth Avenue Business District, required bicycle parking spaces may be provided on site, within fifteen hundred (1,500) feet of the use; or within the right-of-way and within fifteen hundred (1,500) feet of the use, if approved by the City Engineer or designee. (Ord. No. 9392, §1, 5/22/00)

3.3.10.4 General Criteria. The following criteria apply to short- and long-term bicycle parking:

- 1. Bicycle parking must not obstruct the approved pedestrian access. A pedestrian access path of at least four (4) feet in width must be provided; and,
- 2. Each required bicycle parking space must be accessible without moving another bicycle.

Exception. This criterion does not apply to long-term parking provided within residential and administrative and professional office buildings; and,

3. There must be adequate space behind all required bicycle parking for bicycle maneuvering. Landscaped areas can not be used as a maneuvering area.

Exception. This criterion does not apply to long-term parking provided inside a building; and,

4. The area devoted to bicycle parking must be hard surfaced and maintained in a smooth, durable, and well-drained condition. For purposes of this section, stabilized decomposed granite is a permitted surface material for bicycle parking.

5. Lighting will be provided in a bicycle parking area such that all facilities are thoroughly illuminated and visible from adjacent sidewalks, or parking lots or buildings, during hours of use.

Exception. This criterion does not apply to long-term parking provided inside a building.

6. Bicycle parking facilities will be maintained in good condition and kept clear of debris or other accumulated refuse.

#### Figures.

Figure 1: Examples of acceptable bike rack design

Figure 2: Short-term Bike Parking – One Building, One Entrance

Figure 3: Short-term Bike Parking – One Building, Multiple Entrances

Figure 4: Short-term Bike Parking – Multiple Buildings, Multiple Entrances

Figure 5: Examples of Bike Parking Layouts

#### **DEFINITIONS**

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.

Long-Term Class 1 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 or more hours. A facility designed for temporary storage of an entire bicycle and its components and accessories and to provide protection against inclement weather, the extreme heat of the desert climate, and theft. The facility may include bicycle lockers, check-in facilities, monitored parking, restricted access parking, or other means which provide the above level of security. (Ord. No. 9392, §1, 5/22/00)

Short-Term Class 2 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.

Multiple Use. Same as Mixed Use.

[Note: Mixed Use is defined in the LUC as “[a] development on a site with two (2) or more separate principal land uses, designed, developed, and owned or managed as a single coordinated entity utilizing legally established common elements or shared facilities. Such common elements must comply with the following criteria.

- A. Shared motor vehicle and pedestrian access is provided to the site from a street. The number of curb cuts is limited to two (2) or less, unless a greater number is approved by the City Traffic Engineer or designee. (Ord. No. 9392, §1, 5/22/00)
- B. Shared pedestrian and motor vehicle circulation is provided.
- C. The motor vehicle parking areas are common to all land uses on the site.
- D. All common or shared facilities are legally documented for use by all land uses on site for the life of the project as a mixed use.]

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

Shopping Center. A mixed 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 at least fifty (50) percent of the floor area are is retail restaurant or bar uses. The individual establishments may be owned by a single entity or by separate entities. (~~Ord. No. 9293, §1, 9/27/99~~)

Vehicular Use Area. Any area of a site or structure used for the parking, ~~storage~~, 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 is an accessory use.

## **ASSOCIATED PROPOSED AMENDMENTS**

Sec. 3.7.2.4.C.1 (Exceptions to Landscape Border Requirements – Downtown Redevelopment District) –  
Revise ‘Downtown Redevelopment District’ to ‘Downtown Parking District’.

C. *Exceptions to Landscape Border Requirements.*

1. Within the Downtown Parking District, the requirements for landscape borders are:

