



PLANNING COMMISSION

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

DATE: October 6, 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 recommends that the Planning Commission schedule this item for a public hearing in November. Staff will continue working with various stakeholder groups toward resolving any outstanding issues prior to the public hearing.

Background and Update on Stakeholder Involvement and Comments

Timeline

August 18, 2010: The Planning Commission discussed the proposed revisions to the City's Parking Code as a study session item.

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

September 21, 2010: Staff presented the draft Parking Code revisions to the ParkWise Commission for a second time and encouraged members to send their comments and questions to staff.

September 16, 2010: The Land Use Code Committee discussed the draft Parking Code revisions, in particular, the proposed bicycle parking requirements. The members present at the meeting generally agreed that the short-term bicycle parking location requirement is too restrictive and does not adequately accommodate for the sale and display of merchandise in

the front of businesses. In response to the committee's issue, staff has prepared an alternate proposal for the LUC Committee and the Planning Commission's consideration [see Attachment A – Sec. 3.3.9.3 (pages 26 & 27)].

September 15, 2010: Staff presented the draft Parking Code revisions to the Commission on Disability Issues (CODI). CODI referred the item to their Transportation and Facilities Subcommittee to discuss whether amendments to the accessible parking requirements should be recommended.

June 20, 2010: Staff presented the draft Parking Code revisions to the ParkWise Commission and encouraged the commission members to send staff their questions and comments.

May 12, 2010: The Tucson-Pima County Bicycle Advisory Commission (BAC) endorsed the proposed amendments to the bicycle parking requirements. Note: Staff will confer with the BAC again due to changes made to the draft bicycle parking revisions since May and continued opposition by other stakeholder groups to the short-term bicycle parking location requirement.

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
- Makes changing of uses within existing commercial property difficult
- Offers little to 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*
Austin, TX*
Dallas, TX*
Denver, CO
Durham, NC
Glendale, AZ
Las Vegas, NV*
Louisville, KY

Mesa, AZ
Phoenix, AZ*
Pima County, AZ
Portland, OR*
Salt Lake City, UT*
San Antonio, TX*
San Diego, CA*

* 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 st 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, 2nd edition" from the Association of Pedestrian and Bicycle Professionals served as the primary guideline for the draft proposal.

Stakeholder Involvement

The following groups have been 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) – Staff met with CODI on September 15, 2010. CODI referred the item to their Transportation and Facilities Subcommittee to discuss whether amendments to the accessible parking requirements should be recommended (see the Outstanding Issues section below for more details).

Land Use Code (LUC) Committee – Staff met most recently on September 16, 2010 to discuss the draft Parking Code revisions.

ParkWise Commission – On July 20, 2010 and September 21, 2010, staff provided an overview of the proposed revisions to the ParkWise Commission for their feedback.

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 and stakeholder feedback.

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. In response to stakeholders’ issues with the location requirement, staff prepared an alternate proposal to staff’s recommendation for consideration by the LUC Committee and the Planning Commission [see Attachment A – Sec. 3.3.9.3 (pages 26 & 27)]. Ultimately, staff hopes a compromise position on this issue can be reached and will continue working with stakeholders and staff 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. A subcommittee of the Commission on Disability Issues will consider whether to recommend amendments to the accessible parking requirements, which are located in the City’s adopted Building Code.

Administrative Modifications – Staff is working with the City Attorney’s office to ensure that an administrative modification process similar to the Development Standard Modification Request is maintained for those Development Standards proposed for consolidation into the LUC.

Attachments

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

Attachment B – Draft Revisions to the Parking Code (Original Showing Markup Changes)*

* 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.

ATTACHMENT A

DIVISION 3. MOTOR VEHICLE AND BICYCLE PARKING REQUIREMENTS

SECTIONS:

- 3.3.1 PURPOSE
 - 3.3.2 APPLICABILITY
 - 3.3.3 GENERAL PROVISIONS
 - 3.3.4 REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES
 - 3.3.5 REDUCTIONS AND EXCEPTIONS
 - 3.3.6 MOTOR VEHICLE USE AREA DESIGN CRITERIA
 - 3.3.7 MOTOR VEHICLE STACKING REQUIREMENTS
 - 3.3.8 REQUIRED NUMBER OF BICYCLE PARKING SPACES
 - 3.3.9 BICYCLE PARKING DESIGN CRITERIA
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3.3.1 **PURPOSE.** This Division establishes minimum requirements for motor vehicle and bicycle parking to ensure that such facilities are consistent with the objectives of the *General Plan*. As part of a balanced transportation system, these regulations are intended to promote public safety and environmental quality. Specifically, these regulations are intended to:

- 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; and,
- 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; and,

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. 3.3.3.7.

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 Individuals with Physical Disabilities. Off-street parking spaces for individuals with physical disabilities shall be provided as required by the adopted Building Code of the City of Tucson.
- 3.3.3.4 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. Any change of the vehicular use area as shown on the approved plan must comply with the requirements of this Division.
- 3.3.3.6 Replacing Existing Uses. This section refers to nonconforming sites only.
- A. When a replacement use is the same as the existing use on the property, the parking remains the same in accordance with Section 5.3.6 of the Land Use Code.
 - B. Whenever the use of an existing development is changed to a different use, parking spaces shall be provided for the replacement use as follows:
 - 1. The replacement use must be a permitted use in the current zone. *Exception.* A replacement use shall not include a restaurant or bar (Food Service or Alcoholic Beverage Service uses) or a similar use in the applicable Land Use Class of the Land Use Code;
 - 2. The parking intensity for a proposed replacement use, except as permitted by Sec. 5.3.12 (Zoning Compliance for Site Improvements in Existence on May 1, 2005), must be the same or a lesser intensity 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.
 - 4. The proposed use must comply with the adopted Building Code of the City of Tucson pertaining to accessibility for individuals with disabilities.

(Ord. No. 10664, §1, 5/5/09)

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

- A. If an expansion is less than twenty-five (25) percent or if a series of expansions cumulatively results in less than a twenty-five (25) percent expansion in floor area, the requirements of this Division apply only to the proposed expansion. Existing development on the site is subject to the zoning regulations in effect at the time of approval of the most recent approved plan for the existing development. However, if the existing development was approved prior to April 1, 1969, and there is no approved plan on file with the City, the vehicular use area for the existing development shall comply with:
 - 1. The parking, screening, and landscaping requirements in effect at the time the development permit for the existing use was approved; and
 - 2. The paving and striping requirements of this Division.
- B. If an expansion is twenty-five (25) percent or greater or if a series of expansions cumulatively results in a twenty-five (25) percent or greater expansion in floor area, the requirements of this Division apply to the entire site.
- C. Expansions as noted in Sec. 3.3.3.7.A and B are cumulated over time from April 1, 1969, for the application of motor vehicle parking regulations and from May 9, 1990, for the application of bicycle parking regulations. Once a development is brought into conformance with the provisions of this Division, subsequent expansions will begin cumulating as of the date the development was brought into conformance.

3.3.4 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. 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 development 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>
AGRICULTURAL USE GROUP	None (0) required.
CIVIC USE GROUP	1 space per 300 sq. ft. GFA
Cemetery	1 space per twenty-five (25) burial plots or columbarium units, unless a private street system is provided and designed to permit on-street parking.
Civic Assembly; Membership Organization; and Religious Use	1 space per 100 sq. ft. GFA in all combined public assembly areas or where religious services are held, whichever is applicable. 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* <i>Grades K - 8</i> <i>Grades 9 – 12</i>	1 space per 10 students plus 1 space per 300 sq. ft. of floor area in office use. 1 space per 5 students. *Passenger drop-off areas are required for Grades K-12 per Sec. 3.5.3.7.G
<i>Postsecondary Institutions; Instructional Schools</i> (Ord. No. 9374, §1, 4/10/00)	1 space per 200 sq. ft. GFA.
COMMERCIAL SERVICES USE GROUP	1 space per 300 sq. ft. GFA
Alcoholic Beverage Service (including Large Bar)	1 space per 50 sq. ft. GFA.
Animal Service	1 space per 400 sq. ft. GFA.

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
Automotive Washing (within Automotive – Minor Service and Repair)	
<i>Full Service</i>	1 space per 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	1 space per 5 fixed seats or 1 space per 50 sq. ft. GFA.
Food Service	1 space per 100 sq. ft. GFA and outdoor seating areas.
Medical Service - Extended Health Care	1 space per 2 beds.
Medical Service - Major	1 space per bed.
Parking	None (0) required.
Transportation Service	1 space per 300 sq. ft. GFA, excluding hangars.
Travelers' Accommodation, Campsite	1 space per campsite
Travelers' Accommodation, Lodging	1 space per rental unit plus 1 space per 300 sq. ft. GFA of conference, restaurant, bar, and banquet space.
Vehicle Storage	None (0) required
INDUSTRIAL USE GROUP	1 space per 1,000 sq. ft. GFA
Household Goods Donation Center (Ord. No. 9915, §8, 11/24/03)	1 space per 300 sq. ft. GFA.
Salvaging and Recycling (Ord. No. 9915, §8, 11/24/03)	1 space per 5,000 sq. ft. of lot area plus 1 space per 300 sq. ft. of sales and office area.
RECREATION USE GROUP	1 space per 100 sq. ft. GFA
Golf Course	3 spaces per hole plus 50% of parking required for retail, restaurant, and/or bar associated with the golf course.
<i>Driving Range</i>	1 space per fixed tee.
<i>Athletic Fields</i>	15 spaces per field.
<i>Batting Cage</i> (Ord. No. 9517, §3, 2/12/01)	1 space per batting cage.
<i>Billiard/Pool Halls</i>	1 space per 200 sq. ft. GFA.
<i>Bowling Alley</i>	3 spaces per lane.
<i>Court - Basketball or Volleyball</i>	5 spaces per court or 3 spaces per half court, if only a half court is provided.
<i>Court - Tennis or Racquetball</i>	2 spaces per court.
<i>Health/Exercise Club/Gymnasium</i>	1 space per 200 sq. ft. GFA.
<i>Miniature Golf Course</i>	1 space per tee plus 1 space per 75 sq. ft. GFA.
<i>Rifle and Pistol Range</i>	1 space per firing lane.
<i>Rodeo Arena</i>	1 space per 2,500 sq. ft. of lot area minus the main arena area.
<i>Skating Rink</i>	1 space per 200 sq. ft. GFA.
<i>Swimming Pool</i>	None (0) required, if water surface area is less than 1,000 sq. ft.; 1 space per 200 sq. ft. of entire pool, if water surface area is 1,000 sq. ft. or more.
RESIDENTIAL USE GROUP	
Family Dwelling; Mobile Home Dwelling	The number of parking spaces required is based on the following:
<i>Single-Family and Mobile Home Dwellings</i>	2 spaces per dwelling unit plus visitor parking required at a ratio of 0.25 space per unit.

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
	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)
<i>Multifamily Dwellings – 0-70 units/acre</i> (Ord. No. 9421, §1, 7/10/00)	The number of spaces per dwelling unit is based on the number of bedrooms in each unit as follows: <ul style="list-style-type: none"> • Studio, less than 400 sq. ft. GFA – 1.00 space per dwelling unit • Studio, more than 400 sq. ft. GFA, and 1 Bedroom – 1.50 spaces per dwelling unit • Two Bedrooms – 2.00 spaces per dwelling unit • Three Bedrooms – 2.25 spaces per dwelling unit • Four or More Bedrooms – 2.50 spaces per dwelling unit
<i>Multifamily Dwellings – Over 70 units/acre</i>	1.25 spaces per dwelling unit
<i>Projects of any density for the elderly or the physically disabled</i>	0.75 space per dwelling unit
Group Dwelling	0.5 space per resident plus 2 spaces for the resident family.
<i>Dormitory, Fraternity, or Sorority</i> (Ord. No. 9421, §1, 7/10/00)	0.7 space per resident. On projects where rent/lease of space is by the bedroom, the requirement is 0.85 space per bedroom or 2.00 spaces per dwelling unit, whichever is greater.
Residential Care Services <i>1 - 5 Residents</i> <i>6 - 10 Residents</i> <i>11 - 15 Residents</i> <i>16 - 20 Residents</i> <i>21 or more Residents</i>	3 spaces. 4 spaces. 5 spaces. 6 spaces. 1 space per 2 beds.
RETAIL TRADE USE GROUP	1 space per 300 sq. ft. GFA
<i>Furniture, Carpet or Appliance Store</i> (Ord. No. 9517, §3, 2/12/01)	1 space per 400 sq. ft. GFA.
<i>Gasoline Sales without Food and Beverage Sales</i>	1 space per employee but not less than 2 spaces.
Swap Meets/Auctions	1 space per 100 sq. ft. of swap meet site area, excluding vehicular use areas.
Vehicle Sales	1 space per 400 sq. ft. GFA of show room, retail, and office area, plus 1 space per 10,000 sq. ft. of gross lot area, plus 1 space per 300 sq. ft. GFA of Automotive and Vehicle Repair use.
STORAGE USE GROUP	
Commercial Storage; Hazardous Material Storage	1 space per 5,000 sq. ft. GFA, plus 1 space per 5,000 sq. ft. of outdoor storage area for the first 20,000 sq. ft. of outdoor storage area, plus 1 space per 10,000 sq. ft. of outdoor storage area over 20,000 sq. ft. of outdoor storage area.
Personal Storage (Ord. No. 9517, §3, 2/12/01)	None (0) required for storage units, if storage units have direct vehicular access, and a minimum of 2 spaces for any associated office. 1 space per 4,000 sq. ft. GFA, if storage units do not have direct vehicular access, and a minimum of 2 spaces for any associated office.
UTILITIES USE GROUP	1 space per 500 sq. ft. GFA, with a minimum of 2 spaces per facility.
WHOLESALE USE GROUP	1 space per 2,000 sq. ft. of storage area for the first 20,000 sq. ft. of storage area plus 1 space per 10,000 sq. ft. of storage area for over 20,000 sq. ft. of storage area.

3.3.5 REDUCTIONS AND EXCEPTIONS

3.3.5.1 Reduction for Existing Developed Sites

- A. The Planning and Development Services Director (the Director) may approve a parking reduction plan using an alternate parking calculation of one (1) space for each four hundred (400) square feet of gross floor area for commercial, retail, and civic uses within existing development.

Exception. Uses with a parking formula of one (1) space for each 100 square feet of gross floor area or a more intense formula, with the exception of religious uses, are ineligible to use the alternate parking reduction.

- B. *Applicability.* Parking reductions apply only to existing development:

1. On sites with an R-3 or more permissive zone; and,
2. Located within 1,320 feet (1/4 mile) of an existing transit stop or public parking facility.

- C. *Criteria.* The Director may approve the requested parking reduction based on a finding that the following applicable criteria are met:

1. For multiple use sites the site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times.
2. A parking reduction plan shall not create light intrusion onto an adjoining residential use or zone. Outdoor lighting shall comply with the City of Tucson/Pima County Outdoor Lighting Code.
3. 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.
4. The parking reduction plan will not cause drive-through traffic or habitual parking within the adjacent residential neighborhood or commercial development.

- D. *Parking Mitigation Plan Required.*

1. A Parking Mitigation Plan (PMP) is required for projects located within three hundred (300) feet of an R-3 or more restrictive zone.
2. The PMP 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. 3.3.5.1.C.2, 3, and 4;
 - 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.
3. In addition, the PMP shall provide the following site inventory information, as applicable:
- a. A development 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.
4. A revised PMP is required when a change of use to a more parking intensive use occurs.
5. A PMP shall be reviewed in accordance with Sec. 23A-50 and 23A-51 of the Tucson Code.
6. *Violation of a Parking 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)

3.3.5.2 Individual Parking Plan

- A. Applicants may request a modification to the number of required motor vehicle parking spaces through an Individual Parking Plan (IPP) as provided herein.
- B. *Applicability.* The provisions of this section apply to:

1. New development;
 2. New uses locating in an existing development; and,
 3. Expansions of an existing use or any addition of a new use to an existing development.
- C. *Permitted Uses and Types of Development.* A proposal must include one of the following uses or types of development:
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.
 6. The parking area of any existing development may continue to be used in its current configuration except where a public safety hazard exists may be created or adjustments in parking space dimensions are required.
 7. *Exception.* Restaurants and bars (Food Service and Alcoholic Beverage Service uses) are not eligible to request an 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).
- D. *Individual Parking Plan Requirement.* An IPP must be prepared in compliance with Development Standard 2-01.0.0 (Development Package) and include the following information:
1. Existing and proposed site conditions and uses;
 2. Site access and traffic circulation patterns;
 3. Distance from the project 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 must 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 adopted Building Code of the City of Tucson have not been reduced or eliminated; and
 10. Any other information deemed appropriate by the Director including a traffic study.
- E. *Parking Mitigation Plan Required.* A Parking Mitigation Plan (PMP) in compliance with Sec. 3.3.5.1.D is required for projects located within three hundred (300) feet of an R-3 or more restrictive zone.
- F. *Findings for Approval.* The Director may approve an IPP 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.
- G. *Amendments.* A revised IPP is required when one or more of the following occurs:
1. A change of use to a more parking intensive use;
 2. An expansion of a use that is more parking intensive than the use shown on the last approved IPP;
 2. A change of use that has different hours of operation or peak use times than the use shown on the last approved IPP;
 3. Expansion of a structure; or,
 4. Expansion of a use that proposes to replace all or a portion of a structure.

- 3.3.5.3 Downtown Parking District. The following off-street motor vehicle and bicycle parking regulations apply within the Downtown Parking District as described in Sec. 6.2.4.
- A. *Change of Use within an Existing Building*. No additional motor vehicle or bicycle parking spaces are required for a change of use which does not expand the existing structure.
 - B. *Expansions of Existing Development*.
 - 1. No additional motor vehicle or bicycle parking spaces are required for the following:
 - a. Expansions that do not involve construction of new 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.
 - C. *New Development*.
 - 1. *Office Use*. Required off-street motor vehicle parking for office use is one (1) space for every five hundred (500) square feet of gross floor area.
 - 2. *Uses Other Than Offices*. Required off-street motor vehicle parking for all uses other than office uses in the Downtown Parking District is one (1) space per four hundred (400) square feet of gross floor area.
 - 3. *Residential*. Required off-street motor vehicle parking for residential uses in the Downtown Parking District is one (1) space for each dwelling, one (1) space for each apartment where rent/lease of space is not by the bedroom, or one (1) space for each bedroom in projects where rent/lease of space is by the bedroom. (Ord. No. 9780, §5, 10/14/02)
 - D. *Public Area Amenity Incentive*. Required off-street motor vehicle parking spaces for a use may be reduced by a percentage equal to twice the ratio of open space to GFA up to a maximum of eight (8) percent, if an interior public open space is provided. The interior public open space may be a roofed atrium, courtyard, plaza, galleria, or similar

area. To qualify for a public area amenity reduction in required parking, all of the following criteria must be met.

1. The space is designed to encourage pedestrian activity and public use.
 2. The space is not, in whole or in part, designated as tenant area.
 3. Not more than fifteen (15) percent of the total area of the space is allocated toward corridor space.
 4. The space is a minimum of thirty (30) feet wide in any horizontal direction, with a floor-to-ceiling height of at least twenty (20) feet.
 5. The space is visible and physically accessible directly from a public right-of-way or public open space and is located no more than one (1) floor level above or below grade.
 6. A minimum of one (1) linear foot of seating is provided for every thirty (30) square feet of interior public open space.
 7. A natural lighting source, either direct or indirect, such as skylights or clerestory windows, is provided for the space.
- E. *Motor Vehicle Parking Location.* Land uses within 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.
- F. *Bicycle Parking.* Bicycle parking spaces in the Downtown Parking District and the Fourth Avenue Business District as described in Sec. 6.2.6 may be provided:
1. On site;
 2. Within six hundred (600) feet of the use; or
 3. Within the right-of-way and within six hundred (600) feet of the use, if approved by the City Engineer or designee.
- G. *In/Lieu Fee.* The off-street parking requirements established by this Section may be satisfied in whole or in part by paying the City parking in-lieu fee in an amount established by separate ordinance to be used by the City for the construction of one (1) or more Downtown public parking facilities. (Ord. No. 9780, §5, 10/14/02)
- H. *Design Criteria.* All new parking facilities shall be designed so that vehicles are not visible from the adjoining street level, through incorporation of design elements such as pedestrian arcades, occupied space, or display space. (Ord. No. 9780, §5, 10/14/02)

3.3.5.4 Other Permitted Reductions.

- A. *General Requirements.* Off-street motor vehicle parking requirements for land uses may be reduced as provided in this section subject to the following:
1. The cumulative reduction does not exceed thirty (30) percent of the number of spaces required before the reduction.
 2. The required number of spaces for individuals with physical disabilities is based on the total number of motor vehicle parking spaces required before the reduction.
 3. If more than one (1) reduction is applied, the parking requirement is calculated based on the required number prior to any reduction.
- B. *Reduction Based on Criteria for Parking for Individuals with Physical Disabilities.* For existing development, the number of spaces required may be reduced at a ratio of one (1) space for every new space provided for individuals with physical disabilities.
- C. *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 per Sec. 3.3.9.3.
- D. *Reduction Based on On-Street Parking for Certain Residential Uses.* On-street parking for single-family dwellings, mobile home dwellings, and Residential Care Services with ten (10) or fewer residents may be counted on a space-for-space basis toward the total required amount of parking up to fifty (50) percent provided the parking is located on the same side of the street as the use and does not extend beyond the street frontage of the subject property. (Ord. No. 9364, §1, 3/27/00)
- E. *Reduction Based on Maintenance of Historic Structure.* Non-residential uses with a parking formula of one (1) space per three hundred (300) square feet gross floor area or less intense formula occupying a structure listed individually on the National Register of Historic Places or listed as a contributing property in a National Register Historic District, are exempt from Sec. 3.3.4.3 (Minimum Number of Motor Vehicle Spaces Required) provided the historic designation of the contributing structure is maintained.
- F. *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)
- G. *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 based when there is an assurance of continued operation of valet parking and evidence of an available area for the valet parking and vehicle stacking spaces. Internal residential

neighborhood streets shall not be used for valet parking operations, which includes drop-off, pick-up, parking, and driving access between the valet parking area and business it serves.

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

3.3.5.5 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.
- 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 MOTOR VEHICLE USE AREA DESIGN CRITERIA

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

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

- A. *Off-Site 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 of 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 with the City is required; and,
 4. The off-site parking area meets the design criteria provided in this section.
 5. 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.
 6. *Historic Districts.* Land uses within a historic district may follow the location requirements of this section unless requirements are established specific to that historic district.
 7. *Exception.* Land uses within 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 Use Area.* Visitor parking in common use areas is permitted in common areas. Visitor parking spaces shall be within two hundred fifty (250) feet of the front or street side yard property lines of each residential unit.
- C. *Tandem Parking.* Tandem parking for motor vehicles is allowed only for:
1. Residential Care Services with four (4) or fewer spaces provided;
 2. Single-family residential development;
 3. Mobile home dwellings;
 4. Duplexes on individual lots;
 5. Valet parking;
 6. Non-residential uses within contributing properties to National Register historic districts;
 7. Home Occupations;
 8. Vehicle Storage or Display, when it is accessory to the principal use.
- D. *Overflow Parking.* For uses where the peak parking demand is occasional or seasonal (e.g. shopping centers and golf courses), the Zoning Administrator may allow open space areas to be converted to overflow parking areas for special occasions or high-demand days. These areas can retain a natural appearance and be off-limits to vehicles except during these peak periods. Pervious pavement materials that have a decorative or natural appearance may be used.

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

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

3.3.6.4 Motor Vehicle Parking Space, Parking Area Access Lane (PAAL), and Driveway Dimensions

- A. *Standard Parking Space Size.* All motor vehicle off-street parking spaces 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 3.3.6.4.D-I and II lists the minimum dimensions. (Ord. No. 9517, §3, 2/12/01)

Exceptions.

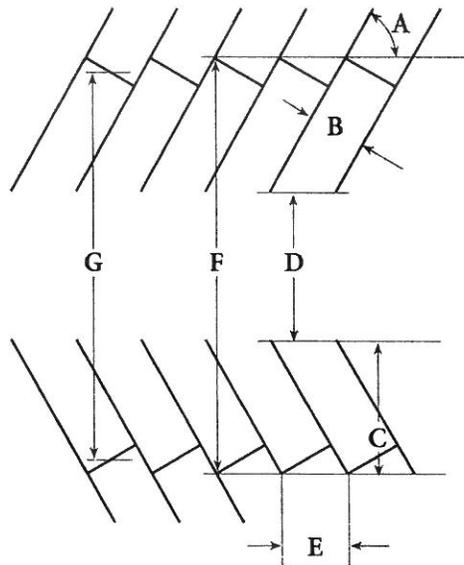
1. *Accessible Parking Space Size.* Parking spaces individuals with physical disabilities shall be provided and designed as required by the adopted Building Code of the City of Tucson.
2. *Parallel Parking.* Parallel parking spaces shall have a minimum width of eight (8) feet and curb length of twenty-three (23) feet. Tables 3.3.6.4.D-I and II lists the minimum dimensions.
3. 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. *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 3.3.6.4.D-I and II further delineates the requirements for access to parking spaces.

Exception: 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. *Driveway Minimum Width.* The minimum width for a two (2) way driveway is twenty (20) feet. The minimum width for a one (1) way driveway is ten (10) feet, unless it also serves as a fire lane, in which case, the minimum width is twenty (20) feet.

D. 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

3.3.6.14-I Motor Vehicle Parking Space Dimensions
 (To be used in conjunction with Table 3.3.6.14-II)

TABLE 3.3.6.14-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 10.0	20.1 20.3	17.0 16.5	10.1 10.6	57.2 57.1	54.0 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.

3.3.6.5 Additional Parking Area Access Lanes (PAAL) Design Criteria

A. *Intersections.*

1. A minimum unobstructed radius of eighteen (18) feet is required where a PAAL designated as a fire lane or is used as an access lane for refuse and/or recycling collection or loading zones intersects another PAAL.
2. A minimum unobstructed radius of five (5) feet is required for all other PAAL intersections.
3. All intersection radii shall be physically defined by curb or similar material when permanent improvements or fixtures, including landscaping, are located adjacent to the intersection. In all other instances, the intersection must be delineated, at a minimum, by paint or similar markings.

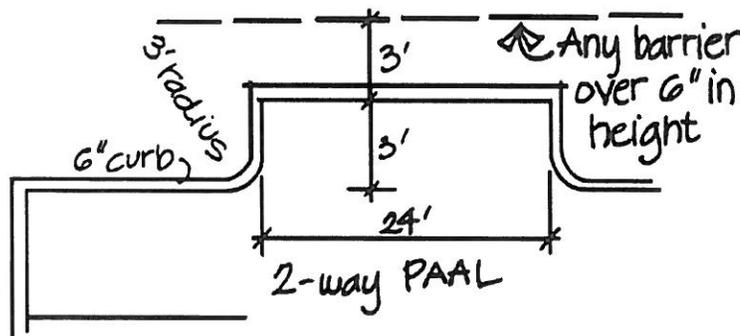
B. *Height Clearance.* The minimum height clearance along PAALs is fifteen (15) feet.

Exception: Within parking garages, the minimum height clearance can be less than fifteen (15) feet. The minimum height clearance within parking garages shall be a minimum of one (1) foot greater than the posted maximum height clearance at the entrance to the garage.

3.3.6.6 Circulation.

- A. *Ingress and Egress Locations.* Each vehicular ingress and egress point to or from a street must comply with the curb cut regulations as specified in Chapter 25, Tucson Code.
- B. *Setbacks from PAALs.*
 1. A PAAL shall be setback at least one (1) foot from:

- a. An open structure, such as a carport or covered pedestrian access path as measured from the closest part of the structure or roof overhang; or,
 - b. A structure when the PAAL serves as a drive-through lane.
2. A PAAL shall be setback at least two (2) feet from a wall, screen, or other obstruction. The additional area is necessary to provide clearance for fire, sanitation, and delivery vehicles.
 3. The Director may modify the distance requirement of this section when it can be demonstrated the proposed modification will not create a safety hazard.
- C. *Sight Visibility.* Sight visibility at points of ingress into, egress from, or within the vehicular use area will comply with Development Standard 3-01.0.
- D. *Back-Up Spur.* (See Illustration 3.3.6.6.D)
1. A back-up spur shall be provided at the end of a row of parking if no ingress or egress is provided at that end.
 2. The spur shall be a minimum of three (3) feet in depth and have a three (3) foot radii and a wheel barrier to prevent encroachment onto any unsurfaced areas.
 3. A minimum distance of three (3) feet shall be provided between the back of spur and any wall, screen, or other obstruction over six (6) inches in height.
 4. *Modifications.* The dimensional requirements of this section may be modified when the last space in a bay of parking is wider than eight and one-half (8 ½) feet or when the Director determines that the proposed modification will not create a safety hazard.

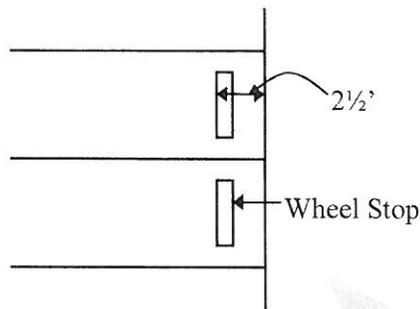


3.3.6.6.D Back Up Spur

- 3.3.6.7 *Striping.* Parking spaces shall be marked with a four (4) inch wide, white stripe along all sides, except at the entrance to the stall or where the limits of the space are defined by other means, such as curbing. *Exception.* Striping is not required where tandem parking is permitted per Sec. 3.3.6.2.C.

3.3.6.8 Barriers.

- A. Barriers, such as post barricades or wheel stop curbing, are required in a vehicular use area to prevent vehicles from extending beyond the property lines, damaging adjacent landscaping, walls, or buildings, overhanging adjacent sidewalk areas or unpaved areas, and/or driving onto unimproved portions of the site.
- B. Barriers may not impede pedestrian circulation.
- C. Wheel stop curbing must be two and one-half (2.5½) feet from the front of the parking space. (See Illustration 3.3.6.8.C)



3.3.6.8.C Wheel Stop Curbing

3.3.6.9 Surfacing Requirements.

- A. All vehicular use areas shall be surfaced with one (1) of the following materials.
 - 1. Pervious and impervious asphaltic concrete; or,
 - 2. Pervious and impervious cement concrete; or,
 - 3. A penetration treatment of bituminous material and seal coat of bituminous binder and mineral aggregate; or,
 - 4. Alternative surfacing as determined appropriate by the PDSD City Engineer.
 - 5. *Exception.* Vehicular use areas for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, duplexes on individual lots, and vehicle storage are exempt from the surfacing requirements.
 - B. The surface must be maintained in a smooth, durable, and well-drained condition and be kept clear of debris or other accumulated refuse.
- 3.3.6.10 Lighting. Lighting provided in any vehicular use area or for a bicycle parking facility shall be in compliance with adopted Outdoor Lighting Code of the City of Tucson.

3.3.6.11 Use of Street or Alley for Maneuvering Area. A street or alley may not be used for maneuvering directly into or from any parking space located wholly or partially outside the public right-of-way.

A. *Exception for Certain Uses.*

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

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

2. A street may be used for maneuvering directly into or from a parking space, provided the parking space is located completely within the right-of-way and the design of the parking layout is approved by the TDOT City Engineer.
3. These exceptions are not applicable on MS&R designated streets as provided in Sec. 3.2.14.3.

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

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

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

3.3.7 **MOTOR VEHICLE STACKING REQUIREMENTS**

3.3.7.1 Requirement. A minimum vehicle stacking capacity of three (3) vehicle spaces is required for each drive-through lane. The space at the point of service counts as one vehicle space.

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.

3.3.7.2 Design Criteria

- A. Each stacking space shall be a minimum of nine (9) feet in width and eighteen (18) feet in length.
- B. On-site pedestrian access must not cross the stacking area for drive-through lanes.

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

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

3.3.8 BICYCLE PARKING

3.3.8.1 Purpose. The purpose of this section is to encourage the use of bicycles by providing safe and convenient places to park bicycles.

3.3.8.2 Required Number of Bicycle Parking Spaces

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

Exceptions.

1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross floor area.
2. *Bicycle Parking In-Lieu Fee.* The required number of bicycle parking spaces may be satisfied partially or completely by paying the City bicycle parking in-lieu fee in an amount established by separate ordinance to be used by the City to install bicycle parking and associated improvements in the right-of-way. The in-lieu fee may not be used if there are 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.
3. The required number of bicycle parking spaces may be satisfied partially or completely if bicycle racks exist within the right-of-way.

B. *Minimum Required Bicycle Parking Spaces.* 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.

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
AGRICULTURAL USE GROUP	None	None
CIVIC USE GROUP	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
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 number of motor vehicle parking	None

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
Educational Uses: <i>Grades K – 12</i> <i>Postsecondary Institutions; Instructional Schools</i>	Grades 1-12: 2 spaces or 1 space per 20 students of planned capacity 2 spaces or 1 space per 10 students of planned capacity	Grades 1-12: 2 spaces or 1 space per 10 employees plus 1 space per 20 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.
COMMERCIAL USE GROUP	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 6,000 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
Entertainment (e.g. Sports Stadium or Center; Theater – Live; & Theater – Movie); except, Dance Hall Carnival/Circus Rodeo Arena	Spaces for 2% of the maximum expected daily attendance (Maximum required = 50) 1 space per 2,000 sq. ft. GFA None None	None 1 space per 12,000 sq. ft. GFA 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	2 spaces or 1 space per 2,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Medical Service: Extended Health Care (e.g. nursing home, assisted living) Major (e.g. hospital) Outpatient	2 spaces or 0.05 space per bedroom 2 spaces or 1 space per 20,000 sq. ft. GFA 2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 0.15 spaces per bedroom 2 spaces or 1 space per 70,000 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

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
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 plus 1 space per 6,000 sq. ft. GFA of conference, restaurant, bar, and/or banquet space	2 spaces or 1 space per 20 guest rooms
Vehicle Storage	None	None
INDUSTRIAL USE GROUP	None	2 spaces or 1 space per 15,000 sq. ft. GFA
RECREATION USE GROUP	Per Director's approval	Per Director's approval
<i>Billiard/Pool Hall; Health/Exercise Club/Gymnasium; Skating Rink; and Bowling Alley</i>	2 spaces or 1 space per 2,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
<i>Athletic Fields</i>	2 spaces per field	None
<i>Batting Cage</i>	2 spaces or 0.25 space per batting cage	None
<i>Court – Basketball, Racquetball, Tennis, or Volleyball</i>	2 spaces or 0.25 space per court	None
<i>Golf Course</i>	None	2 spaces
<i>Driving Range</i>	2 spaces	None
<i>Miniature Golf Course</i>	0.25 space per tee	None
<i>Rifle and Pistol Range; Rodeo Arena</i>	None	None
<i>Swimming Pool</i>	2 spaces or 1 space per 2,000 sq. ft. of entire pool area	None
RESIDENTIAL USE GROUP		
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
RETAIL USE GROUP		
Retail Uses Less Than 100,000 sq. ft. GFA:	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. 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
STORAGE USE GROUP		
Commercial Storage & Hazardous Material Storage	None	2 spaces or 1 space per 40,000 sq. ft. GFA
Personal Storage	2 spaces	None

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
UTILITIES	None	None
WHOLESALE USE GROUP	None	2 spaces or 1 space per 40,000 sq. ft. GFA

3.3.9 BICYCLE PARKING DESIGN CRITERIA

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

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

1. Bicycle parking shall not impede on-site pedestrian access. A clearance space of at least four (4) feet in width must be provided for pedestrian access.
2. Outdoor bicycle parking spaces shall be accessible without moving another bicycle.
3. Adequate maneuvering space shall be provided behind all outdoor bicycle parking facilities.
4. The bicycle parking area must be hard surfaced and maintained in a smooth, durable, and well-drained condition. Stabilized decomposed granite is an acceptable surface material for bicycle parking areas.
5. Outdoor bicycle parking areas must be lighted so that they are thoroughly illuminated and visible from adjacent sidewalks, parking lots, or buildings during hours of use.
6. Bicycle parking facilities will be maintained in good condition and kept clear of trash and debris.

3.3.9.3 Location Requirements.

A. Short-term bicycle parking shall be:

Staff Recommendation	Alternate Proposal Based on LUC Committee Comments
<ol style="list-style-type: none"> 1. Outside the building within fifty (50) feet, or one hundred twenty five (125) feet if located in a vehicular use area, of each public entrance to a building as measured along the most direct pedestrian access route; and, 2. Clearly visible from the adjacent sidewalks, drives, and/or the public entrance(s). 	<ol style="list-style-type: none"> 1. Short-term bicycle parking shall be located outside the building(s), in proximity to each public entrance as reasonably as possible for the convenience of the customer, and clearly visible from adjacent sidewalks, drives, and/or the public entrance(s). 2. Where buildings have more than one public entrance or a site has more than

	<p>one building, short-term bicycle parking shall be distributed to serve each public entrance.</p> <p>3. Reasonable accommodations for the outdoor display of merchandise and outdoor dining areas near public entrances are permitted when siting short-term bicycle parking.</p>
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- B. Long-term bicycle parking shall 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.
- C. *Vehicular Use Areas.* Short- and long-term bicycle parking is permitted in vehicular use areas provided it is separated from vehicular parking and drive areas by a barrier or is located a sufficient distance from vehicular uses areas to prevent damage to the parked bicycles. Examples of acceptable barriers include curbs, bollards, concrete planters, landscape buffers, or other suitable barrier devices. Striping in combination with other barrier devices is permitted.
- D. *Exception.* In the Downtown Parking District and the Fourth Avenue Business District, required bicycle parking spaces may be provided on site, within six hundred (600) feet of the use; or within the right-of-way and within six hundred (600) feet of the use, if approved by the City Engineer or designee.
- E. *Modifications.* A modification to the requirements of this section may be requested of the Planning and Development Services Department. The Director, in consultation with the City of Tucson Bicycle Coordinator, may approve the modification based upon one of the following findings:
 - 1. For new development, the modification is justified and consistent with the intent and purpose of providing a safe and convenient place to park bicycles; or
 - 2. For existing development that is required to comply with current code as a result of an expansion(s), the modification is necessary because there is no practical way compliance can be met.

3.3.9.4 Short-term Bicycle Parking. Short-term bicycle parking must be provided in lockers per Sec. 3.3.9.5.E or racks that meet the following criteria. See Figure 1 for examples of acceptable bicycle racks.

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

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

3.3.9.5 Long-term Bicycle Parking. Long-term bicycle parking must be provided in one or more of the following ways. Bicycle racks per Sec. 3.3.9.4 (Bicycle Rack Design Criteria) are required in conjunction with the following methods, except for Secs. 3.3.9.5.A (Inside Buildings and Residential Units) and 3.3.9.5.E (Bicycle Lockers).

- A. Inside buildings and residential units provided the bicycle parking does not create a safety hazard or impede pedestrian circulation.
- B. Under roof overhangs or awnings that are at least seven (7) feet above the floor or ground and the bicycle parking is located in an area from adjacent sidewalks, drives, or customer entrances.
- C. In a vehicular use area when the separation requirements per Sec. 3.3.9.3.C are met and an overhang or awning at least seven (7) feet above the floor or ground is provided.
- D. In an area enclosed by a fence that is eight (8) feet high or connected floor-to-ceiling and has a locked gate.
- E. In bicycle lockers that fully enclose the bicycle, resist tampering, are securely anchored, and constructed of materials that are durable, such as, but not limited to, steel. Management shall make the lockers accessible to employees or visitors.

Figures.

Figure 1: Examples of acceptable bike rack design

Figure 2: Short-term Bike Parking Location Requirement

Figure 3: 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.

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

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

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

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.

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

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 uses with a parking formula of one (1) space per one hundred (100) square feet of gross floor area or a more intense formula. The individual establishments may be owned by a single entity or by separate entities.

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

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

Vehicle Storage. A space or structure that is used to house or store vehicles, which may include forklifts, moving equipment, lawn equipment, and other powered transport devices or equipment, as well as automobiles and trucks. Vehicle storage does not include commercial long-term parking lots and garages associated with such uses as airports and train stations. Vehicle storage may be a principal or accessory use.

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 as described in Sec. 6.2.4, the requirements for landscape borders are:

ATTACHMENT B (Original Showing Markup Changes)

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 MIXED USE PARKING REQUIREMENTS~~ 3.3.56 REDUCTIONS AND EXCEPTIONS
- ~~7~~
- ~~3.3.6 EXCEPTIONS~~
- 3.3.86 MOTOR VEHICLE USE AREA DESIGN CRITERIA
- 3.3.97 MOTOR VEHICLE STACKING REQUIREMENTS REDUCTIONS IN REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES
- 3.3.840 REQUIRED NUMBER OF BICYCLE PARKING SPACES
- 3.3.49 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; and,
- 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; and,

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. 3.3.3.742.

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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. 6.2.3.3.3.3.6 Parking for Individuals with the Physically Disabilities. Off-street parking spaces for individuals with the physically disabilities 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.~~

3.3.3.4§ 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 (1/2) or more is adjusted to the next higher whole number, and a fraction of less than one-half (1/2) 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. Whenever the use of an existing development is changed to a different use, parking spaces shall be provided for the replacement use as follows:~~When the replacement use is different than the existing use, the replacement use must be a permitted use in the current zone.~~
 - 1. The replacement use must be a permitted use in the current zone. *Exception.* A replacement use shall not include a restaurant or bar (Food Service or Alcoholic Beverage Service uses) or a similar use in the applicable Land Use Class of the Land Use Code;
 - 2. The parking intensity for a proposed replacement use, except as permitted by Sec. 5.3.12 (Zoning Compliance for Site Improvements in Existence on May 1, 2005), must be the same or a lesser intensity 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.
 - 4. The proposed use must comply with the adopted Building Code of the City of Tucson pertaining to accessibility~~Americans with Disabilities Act for individuals with disabilities.~~

(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. 3.3.3.12.~~

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.~~

~~AB.~~ If an expansion is less than twenty-five (25) percent or if a series of expansions cumulatively results in less than a twenty-five (25) percent expansion in floor area, the requirements of this Division apply only to the proposed expansion. Existing development on the site is subject to the zoning regulations in effect at the time of approval of the most recent approved 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.

~~BC.~~ 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.~~

~~EC.~~ Expansions as noted in Sec. 3.3.3.7~~12.AB~~ and ~~BC~~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. 3.3.4.3~~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 development 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.

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
<u>AGRICULTURAL USE GROUP</u>	<u>None (0) required.</u>
<u>CIVIC USE GROUP</u>	<u>1 space per 300 sq. ft. GFA</u>
<u>Cemetery</u>	<u>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.</u>
<u>Civic Assembly; Membership Organization; and Religious Use</u>	<u>1 space per 100 sq. ft. GFA in all combined public assembly areas or where religious services are held, whichever is applicable.</u>

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
	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.
<u>Cultural Use – Zoo</u>	Parking area equal to thirty (30) percent of the area occupied by the zoo.
<u>Educational Use*</u>	
<u>Grades K - 8</u>	1 space per 10 students plus 1 space per 300 sq. ft. of floor area in office use.
<u>Grades 9 – 12</u>	1 space per 5 students.
	*Passenger drop-off areas are required for Grades K-12 per Sec. 3.5.3.7.G
<u>Postsecondary Institutions; Instructional Schools</u> (Ord. No. 9374, §1, 4/10/00)	1 space per 200 sq. ft. GFA.
<u>COMMERCIAL SERVICES USE GROUP</u>	1 space per 300 sq. ft. GFA
<u>Alcoholic Beverage Service (including Large Bar)</u>	1 space per 50 sq. ft. GFA.
<u>Animal Service</u>	1 space per 400 sq. ft. GFA.
<u>Automotive Washing (within Automotive – Minor Service and Repair)</u>	
<u>Full Service</u>	1 space per 500 sq. ft. GFA, including service bays, wash tunnels, office, and retail areas
<u>Self-Service</u>	None (0) required
<u>Billboard</u>	None (0) required.
<u>Day Care - Home Occupation</u>	No additional parking required above what is required for the residential use
<u>Entertainment</u>	1 space per 5 fixed seats or 1 space per 50 sq. ft. GFA.
<u>Food Service</u>	1 space per 100 sq. ft. GFA and outdoor seating areas.
<u>Medical Service - Extended Health Care</u>	1 space per 2 beds.
<u>Medical Service - Major</u>	1 space per bed.
<u>Parking</u>	None (0) required.
<u>Transportation Service</u>	1 space per 300 sq. ft. GFA, excluding hangars.
<u>Travelers' Accommodation, Campsite</u>	1 space per campsite
<u>Travelers' Accommodation, Lodging</u>	1 space per rental unit plus 1 space per 300 sq. ft. GFA of conference, restaurant, bar, and banquet space.
<u>Vehicle Storage</u>	None (0) required
<u>INDUSTRIAL USE GROUP</u>	1 space per 1,000 sq. ft. GFA
<u>Household Goods Donation Center</u> (Ord. No. 9915, §8, 11/24/03)	1 space per 300 sq. ft. GFA.
<u>Salvaging and Recycling</u> (Ord. No. 9915, §8, 11/24/03)	1 space per 5,000 sq. ft. of lot area plus 1 space per 300 sq. ft. of sales and office area.
<u>RECREATION USE GROUP</u>	1 space per 100 sq. ft. GFA
<u>Golf Course</u>	3 spaces per hole plus 50% of parking required for retail, restaurant, and/or bar associated with the golf course.

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
<u>Driving Range</u>	<u>1 space per fixed tee.</u>
<u>Athletic Fields</u>	<u>15 spaces per field.</u>
<u>Batting Cage</u> (Ord. No. 9517, §3, 2/12/01)	<u>1 space per batting cage.</u>
<u>Billiard/Pool Halls</u>	<u>1 space per 200 sq. ft. GFA.</u>
<u>Bowling Alley</u>	<u>3 spaces per lane.</u>
<u>Court - Basketball or Volleyball</u>	<u>5 spaces per court or 3 spaces per half court, if only a half court is provided.</u>
<u>Court - Tennis or Racquetball</u>	<u>2 spaces per court.</u>
<u>Health/Exercise Club/Gymnasium</u>	<u>1 space per 200 sq. ft. GFA.</u>
<u>Miniature Golf Course</u>	<u>1 space per tee plus 1 space per 75 sq. ft. GFA.</u>
<u>Rifle and Pistol Range</u>	<u>1 space per firing lane.</u>
<u>Rodeo Arena</u>	<u>1 space per 2,500 sq. ft. of lot area minus the main arena area.</u>
<u>Skating Rink</u>	<u>1 space per 200 sq. ft. GFA.</u>
<u>Swimming Pool</u>	<u>None (0) required, if water surface area is less than 1,000 sq. ft.; 1 space per 200 sq. ft. of entire pool, if water surface area is 1,000 sq. ft. or more.</u>
<u>RESIDENTIAL USE GROUP</u>	
<u>Family Dwelling; Mobile Home Dwelling</u> <u>Single-Family and Mobile Home Dwellings</u>	<u>The number of parking spaces required is based on the following:</u> <u>2 spaces per dwelling unit plus visitor parking required at a ratio of 0.25 space per unit.</u> <u>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)</u>
<u>Multifamily Dwellings – 0-70 units/acre</u> (Ord. No. 9421, §1, 7/10/00)	<u>The number of spaces per dwelling unit is based on the number of bedrooms in each unit as follows:</u> <ul style="list-style-type: none"> • <u>Studio, less than 400 sq. ft. GFA – 1.00 space per dwelling unit</u> • <u>Studio, more than 400 sq. ft. GFA, and 1 Bedroom – 1.50 spaces per dwelling unit</u> • <u>Two Bedrooms – 2.00 spaces per dwelling unit</u> • <u>Three Bedrooms – 2.25 spaces per dwelling unit</u> • <u>Four or More Bedrooms – 2.50 spaces per dwelling unit</u>
<u>Multifamily Dwellings – Over 70 units/acre</u>	<u>1.25 spaces per dwelling unit</u>
<u>Projects of any density for the elderly or the physically disabled</u>	<u>0.75 space per dwelling unit</u>
<u>Group Dwelling</u>	<u>0.5 space per resident plus 2 spaces for the resident family.</u>
<u>Dormitory, Fraternity, or Sorority</u> (Ord. No. 9421, §1, 7/10/00)	<u>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.</u>
<u>Residential Care Services</u> <u>1 - 5 Residents</u> <u>6 - 10 Residents</u> <u>11 - 15 Residents</u> <u>16 - 20 Residents</u> <u>21 or more Residents</u>	<u>3 spaces.</u> <u>4 spaces.</u> <u>5 spaces.</u> <u>6 spaces.</u> <u>1 space per 2 beds.</u>
<u>RETAIL TRADE USE GROUP</u>	
<u>Furniture, Carpet or Appliance Store</u> (Ord. No. 9517, §3, 2/12/01)	<u>1 space per 300 sq. ft. GFA.</u> <u>1 space per 400 sq. ft. GFA.</u>
<u>Gasoline Sales without Food and Beverage Sales</u>	<u>1 space per employee but not less than 2 spaces.</u>

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
<u>Swap Meets/Auctions</u>	<u>1 space per 100 sq. ft. of swap meet site area, excluding vehicular use areas.</u>
<u>Vehicle Sales</u>	<u>1 space per 400 sq. ft. GFA of show room, retail, and office area, plus 1 space per 10,000 sq. ft. of gross lot area, plus 1 space per 300 sq. ft. GFA of Automotive and Vehicle Repair use.</u>
<u>STORAGE USE GROUP</u>	
<u>Commercial Storage; Hazardous Material Storage</u>	<u>1 space per 5,000 sq. ft. GFA, plus 1 space per 5,000 sq. ft. of outdoor storage area for the first 20,000 sq. ft. of outdoor storage area, plus 1 space per 10,000 sq. ft. of outdoor storage area over 20,000 sq. ft. of outdoor storage area.</u>
<u>Personal Storage</u>	<u>None (0) required for storage units, if storage units have direct vehicular access, and a minimum of 2 spaces for any associated office. 1 space per 4,000 sq. ft. GFA, if storage units do not have direct vehicular access, and a minimum of 2 spaces for any associated office.</u>
(Ord. No. 9517, §3, 2/12/01)	
<u>UTILITIES USE GROUP</u>	<u>1 space per 500 sq. ft. GFA, with a minimum of 2 spaces per facility.</u>
<u>WHOLESALE USE GROUP</u>	<u>1 space per 2,000 sq. ft. of storage area for the first 20,000 sq. ft. of storage area plus 1 space per 10,000 sq. ft. of storage area for over 20,000 sq. ft. of storage area.</u>

LAND USE GROUP/CLASS

AGRICULTURAL USE

GROUP Animal Production

Crop Production

General Farming

Stockyard Operation

CIVIC USE GROUP

Correctional Use

Postal Service

Protective Service

Cemetery

Civic Assembly::

Zoo

Educational Use

OFF-STREET PARKING REQUIRED

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

Motor Vehicle: SB. One (1) space per two hundred fifty (250) sq. ft. GFA.

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

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.

Motor Vehicle: SA. One (1) space five (5) fixed seats in all combined public assembly areas plus one (1) space per fifty (50) sq. ft. GFA without fixed seats

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

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

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
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Elementary and Secondary Schools

Grades K—8

Motor Vehicle: SA. One (1) space per ten (10) students plus one (1) space per two hundred fifty (250) 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.

COMMERCIAL SERVICES USE GROUP

- Major & Building and Grounds Maintenance
- Communications
- Construction Service
- Funeral Service
- Research and Product Development
- Technical Service
- Trade Service and Repair—Minor

Motor Vehicle: SA. One (1) space per two hundred fifty (250) sq. ft. GFA.

Bicycle: Eight (8) percent—all Class 2.

Alcoholic Beverage Service

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

Car Wash, Automated System

Motor Vehicle: SB. Four (4) spaces plus one (1) space for each vacuum bay, wash bay, and drying space and one (1)

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
	stacking space for each vacuum bay. Bicycle: None (0) required.
<i>Car Wash, Self Service</i>	Motor Vehicle: SB. 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. 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 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 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 two hundred fifty (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. Bicycle: Eight (8) percent—seventy five (75) percent Class 1 and twenty-five (25) percent Class 2.

INDUSTRIAL USE GROUP

Craftwork
Extraction
General Manufacturing
Hazardous Material Manufacturing
Heavy Equipment Manufacturing
Motion Picture Industry
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

Golf Course

Driving Range

Athletic Fields

Batting Cage (Ord. No. 9517, §3,
2/12/01)

Billiard/Pool Halls

Bowling Alley

Motor Vehicle: SA. One (1) space per five hundred (500) sq. ft. GFA.

Bicycle: Eight (8) percent—ninety (90) percent Class 1 and ten (10) percent Class 2.

Motor Vehicle: SA. One (1) space per two hundred fifty (250) sq. ft. GFA.

Bicycle: Eight (8) percent—all Class 2.

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

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

Bicycle: Fifteen (15) percent—all Class 2.

Motor Vehicle: SB. Thirty-six (36) spaces per nine (9) holes.**Bicycle:** None (0) required.

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

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

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

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.

Motor Vehicle: SB. Five (5) spaces per lane.**Bicycle:** Four (4) percent—fifty (50) percent Class 1 and fifty (50) percent Class 2.

Court—Basketball or Volleyball

Motor Vehicle: SB. Five (5) spaces per court or three (3) spaces per half court, if only a half court is provided.**Bicycle:** Fifteen (15) percent—all Class 2.

Court—Tennis or Racquetball

Motor Vehicle: SB. Two (2) spaces per court.**Bicycle:** Fifteen (15) percent—all Class 2.

Health/Exercise Club/Gymnasium

Motor Vehicle: SB. One (1) space per seventy-five (75) sq. ft. GFA.
Bicycle: Eight (8) percent—fifty (50) percent Class 1 and fifty (50) percent Class 2.

Miniature Golf Course

Motor Vehicle: SB. One (1) space per tee plus one (1) space per seventy-five (75) sq. ft. GFA.**Bicycle:** Fifteen (15) percent—all Class 2.

Rifle and Pistol Range

Motor Vehicle: SB. One (1) space per firing lane.**Bicycle:** None (0) required.

Rodeo Arena

Motor Vehicle: SB. One (1) space per two thousand five hundred (2,500) sq. ft. of lot area minus the main arena area.**Bicycle:** None (0) required.

Skating Rink

Motor Vehicle: SB. One (1) space per two hundred (200) sq. ft. GFA.**Bicycle:** Fifteen (15) percent—all Class 2.

Swimming Pool

Motor Vehicle: SB. None (0) required, if water surface area is less than one thousand (1,000) sq. ft.; one (1) space per one hundred twenty-five (125) sq. ft. of entire pool, if water surface area is one thousand (1,000) sq. ft. or more.**Bicycle:** Fifteen (15) percent—all Class 2.
Bicycle: Eight (8) percent for multifamily projects of four (4) or more units—fifty (50) percent Class 1 and fifty (50) percent Class 2.

RESIDENTIAL USE GROUP

Family Dwelling; Mobile Home Dwelling

Motor Vehicle: SB. 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, unless on-street parking is available on both sides of the street on which the lot fronts. 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

<i>0-70 units/acre</i>	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
(Ord. No. 9421, §1, 7/10/00)	Four or More Bedrooms—2.50 spaces per dwelling unit
<i>Multifamily Dwellings Over 70 units/acre</i>	1.25 spaces per dwelling unit
<i>Projects of any density for the elderly or the physically disabled</i>	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.
<i>Dormitory, Fraternity, or Sorority</i>	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.
(Ord. No. 9421, §1, 7/10/00)	
Residential Care Services	Motor Vehicle: SB.
<i>1-5 Residents</i>	Three (3) spaces.
<i>6-10 Residents</i>	Four (4) spaces.
<i>11-15 Residents</i>	Five (5) spaces.
<i>16-20 Residents</i>	Six (6) spaces.
<i>21 or more Residents</i>	One (1) space per two (2) beds. Bicycle: Four (4) percent— all Class 2.
RETAIL TRADE USE GROUP	Motor Vehicle: SB. One (1) space per two hundred (200) sq. ft. GFA.
Construction Material Sales	Bicycle: Eight (8) percent—fifty (50) percent Class 1 and fifty (50) percent Class 2.
Food and Beverage Sales	
Heavy Equipment Sales	

General Merchandise Sales

Furniture, Carpet, or Appliance Store

(Ord. No. 9517, §3, 2/12/01)

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

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

Gasoline Sales—Retail without Food and Beverage Sales

Swap Meets/Auctions (Indoor)

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

Bicycle: None (0) required.

Motor Vehicle: SB. One (1) space per one hundred (100) sq. ft. GFA. **Bicycle:** Eight (8) percent—all Class 2.

Vehicle Rental and Sales

Motor Vehicle: SB. One (1) space per two hundred fifty (250) sq. ft. GFA plus one (1) space per ten thousand (10,000) sq. ft. of gross lot area. **Bicycle:** Four (4) percent—all Class 1.

STORAGE USE GROUP

Commercial Storage

Hazardous Material Storage

Motor Vehicle: SA. 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 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. **Bicycle:** Eight (8) percent—ninety (90) percent Class 1 and ten (10) percent Class 2.

Personal Storage

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.

(Ord. No. 9517, §3, 2/12/01)

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 **REDUCTIONS AND EXCEPTIONS:**

3.3.5.1 Reduction for Existing Developed Sites

A. The Planning and Development Services Director (the Director) may approve a parking reduction plan using an alternate parking calculation of one (1) space for each four hundred (400) square feet of gross floor area for commercial, retail, and civic uses within existing development.

Exception. Uses with a parking formula of one (1) space for each 100 square feet of gross floor area or a more intense formula, with the exception of religious uses, are ineligible to use the alternate parking reduction.

B. Applicability. Parking reductions apply only to existing development:

1. On sites with an R-3 or more permissive zone; and,
2. Located within 1,320 feet (1/4 mile) of an existing transit stop or public parking facility.

C. Criteria. The Director may approve the requested parking reduction based on a finding that the following applicable criteria are met:

1. For multiple use sites the site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times.
2. A parking reduction plan shall not create light intrusion onto an adjoining residential use or zone. Outdoor lighting shall comply with the City of Tucson/Pima County Outdoor Lighting Code.
3. 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.
4. The parking reduction plan will not cause drive-through traffic or habitual parking within the adjacent residential neighborhood or commercial development.

D. Parking Mitigation Plan Required.

1. A Parking Mitigation Plan (PMP) is required for projects located within three hundred (300) feet of an R-3 or more restrictive zone.
2. The PMP 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. 3.3.5.1.C.2, 3, and 4;
- a. Methods to deter vehicular access into adjacent residential neighborhoods using signage or other means; and
- a. The prevention of excessive drive-through traffic or habitual parking within adjacent residential neighborhoods or commercial development; and
- a. Any other issues deemed appropriate by the Director.
- 3. In addition, the PMP shall provide the following site inventory information, as applicable:
 - a. A development plan indicating existing site conditions, including any available on-street parking;
 - a. Hours of operation;
 - a. Any existing shared parking agreements, if applicable;
 - a. Proximity of the site to existing residential neighborhoods;
 - a. Neighborhoods adjacent to the site using a Residential Parking Permit program;
 - a. Existing site access and traffic circulation; and
 - a. Any other information deemed appropriate by the Director.
- 4. A revised PMP is required when a change of use to a more parking intensive use occurs.
- 5. A PMP shall be reviewed in accordance with Sec. 23A-50 and 23A-51 of the Tucson Code.
- 6. *Violation of a Parking 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)

3.3.5.2 Individual Parking Plan

- A. Applicants may request a modification to the number of required motor vehicle parking spaces through an Individual Parking Plan (IPP) as provided herein.
- B. *Applicability.* The provisions of this section apply to:

1. New development;
2. New uses locating in an existing development; and,
3. Expansions of an existing use or any addition of a new use to an existing development.

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

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.
6. The parking area of any existing development may continue to be used in its current configuration except where a public safety hazard exists may be created or adjustments in parking space dimensions are required.
7. Exception. Restaurants and bars (Food Service and Alcoholic Beverage Service uses) are not eligible to request an 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).

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

1. Existing and proposed site conditions and uses;
2. Site access and traffic circulation patterns;
3. Distance from the project 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 must 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 adopted Building Code of the City of Tucson have not been reduced or eliminated; and
10. Any other information deemed appropriate by the Director including a traffic study.

E. *Parking Mitigation Plan Required.* A Parking Mitigation Plan (PMP) in compliance with Sec. 3.3.5.1.D is required for projects located within three hundred (300) feet of an R-3 or more restrictive zone.

F. *Findings for Approval.* The Director may approve an IPP 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.

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

1. A change of use to a more parking intensive use;
2. An expansion of a use that is more parking intensive than the use shown on the last approved IPP;
2. A change of use that has different hours of operation or peak use times than the use shown on the last approved IPP;
3. Expansion of a structure; or,
4. Expansion of a use that proposes to replace all or a portion of a structure.

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

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

B. *Expansions of Existing Development.*

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

a. Expansions that do not involve construction of new 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.

C. *New Development.*

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

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

3. *Residential.* Required off-street motor vehicle parking for residential uses in the Downtown Parking District is one (1) space for each dwelling, one (1) space for each apartment where rent/lease of space is not by the bedroom, or one (1) space for each bedroom in projects where rent/lease of space is by the bedroom. (Ord. No. 9780, §5, 10/14/02)

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

area. To qualify for a public area amenity reduction in required parking, all of the following criteria must be met.

1. The space is designed to encourage pedestrian activity and public use.
2. The space is not, in whole or in part, designated as tenant area.
3. Not more than fifteen (15) percent of the total area of the space is allocated toward corridor space.
4. The space is a minimum of thirty (30) feet wide in any horizontal direction, with a floor-to-ceiling height of at least twenty (20) feet.
5. The space is visible and physically accessible directly from a public right-of-way or public open space and is located no more than one (1) floor level above or below grade.
6. A minimum of one (1) linear foot of seating is provided for every thirty (30) square feet of interior public open space.
7. A natural lighting source, either direct or indirect, such as skylights or clerestory windows, is provided for the space.

E. *Motor Vehicle Parking Location.* Land uses within 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.

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

1. On site;
2. Within six hundred (600) feet of the use; or
3. Within the right-of-way and within six hundred (600) feet of the use, if approved by the City Engineer or designee.

G. *In/Lieu Fee.* The off-street parking requirements established by this Section may be satisfied in whole or in part by paying the City parking in-lieu fee in an amount established by separate ordinance to be used by the City for the construction of one (1) or more Downtown public parking facilities. (Ord. No. 9780, §5, 10/14/02)

H. *Design Criteria.* All new parking facilities shall be designed so that vehicles are not visible from the adjoining street level, through incorporation of design elements such as pedestrian arcades, occupied space, or display space. (Ord. No. 9780, §5, 10/14/02)

3.3.5.4 Other Permitted Reductions.

- A. *General Requirements.* Off-street motor vehicle parking requirements for land uses may be reduced as provided in this section subject to the following:
1. The cumulative reduction does not exceed thirty (30) percent of the number of spaces required before the reduction.
 2. The required number of spaces for individuals with physical disabilities is based on the total number of motor vehicle parking spaces required before the reduction.
 3. If more than one (1) reduction is applied, the parking requirement is calculated based on the required number prior to any reduction.
- B. *Reduction Based on Criteria for Parking for Individuals with Physical Disabilities.* For existing development, the number of spaces required may be reduced at a ratio of one (1) space for every new space provided for individuals with physical disabilities.
- C. *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 per Sec. 3.3.9.3.
- D. *Reduction Based on On-Street Parking for Certain Residential Uses.* On-street parking for single-family dwellings, mobile home dwellings, and Residential Care Services with ten (10) or fewer residents may be counted on a space-for-space basis toward the total required amount of parking up to fifty (50) percent provided the parking is located on the same side of the street as the use and does not extend beyond the street frontage of the subject property. (Ord. No. 9364, §1, 3/27/00)
- E. *Reduction Based on Maintenance of Historic Structure.* Non-residential uses with a parking formula of one (1) space per three hundred (300) square feet gross floor area or less intense formula occupying a structure listed individually on the National Register of Historic Places or listed as a contributing property in a National Register Historic District, are exempt from Sec. 3.3.4.3 (Minimum Number of Motor Vehicle Spaces Required) provided the historic designation of the contributing structure is maintained.
- F. *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)
- G. *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 based when there is an assurance of continued operation of valet parking and evidence of an available area for the valet parking and vehicle stacking spaces. Internal residential

neighborhood streets shall not be used for valet parking operations, which includes drop-off, pick-up, parking, and driving access between the valet parking area and business it serves.

H. *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.

I. *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.

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

3.3.5.5 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.

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.~~
 - ~~e. 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~~
 - ~~e. 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.~~

~~**3.3.68 — 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. otherwise 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)~~
- ~~66-63.3.4.33.3.4.3~~
- ~~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 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 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.5 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.~~

~~3.5. — The following criteria apply to Sec. 3.3.6.10.A.1 and 2,, and 3 as noted in those sections:~~

~~a. — The 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;~~

~~c. — A parking reduction plan shall not create light intrusion. Outdoor lighting shall comply with the City of Tucson/Pima County Outdoor Lighting Code.~~
~~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.~~

~~6. — 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 6103;~~

~~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.~~

~~7. — In addition, the parking mitigation plan shall provide the following site inventory information:~~

- ~~a. A site plan indicating existing site conditions, including any available on-street parking;~~
- ~~b. Hours of operation;~~
- ~~c. Any existing shared parking agreements;~~
- ~~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.~~

~~8. — 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. When a change of 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 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. 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)~~

~~3.3.76 **MOTOR VEHICLE USE AREA DESIGN CRITERIA.** All vehicular use areas shall comply with Table 3.3.7 I, Motor Vehicle Area Dimensions, and Development Standard No. 3-05.0.~~

~~3.3.76.1 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.~~

~~3.3.76.21 Location. Required motor off-street vehicle parking must be located on-site except as follows. 7B~~

~~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~~ 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~~of 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 with the City is required; and,~~

~~4. The off-site parking area meets the design criteria provided in this section.~~

~~_____ 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.~~

5. 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.
6. Historic Districts. Land uses within a historic district may follow the location requirements of this section unless requirements are established specific to that historic district.
7. Exception. Land uses within 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 Use Area. Visitor parking in common use areas is permitted in common areas. Visitor parking spaces shall be within ~~two~~ hundred fifty (1250) 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;

~~Automotive Repair (excluding customer parking):~~

7. Home Occupations;

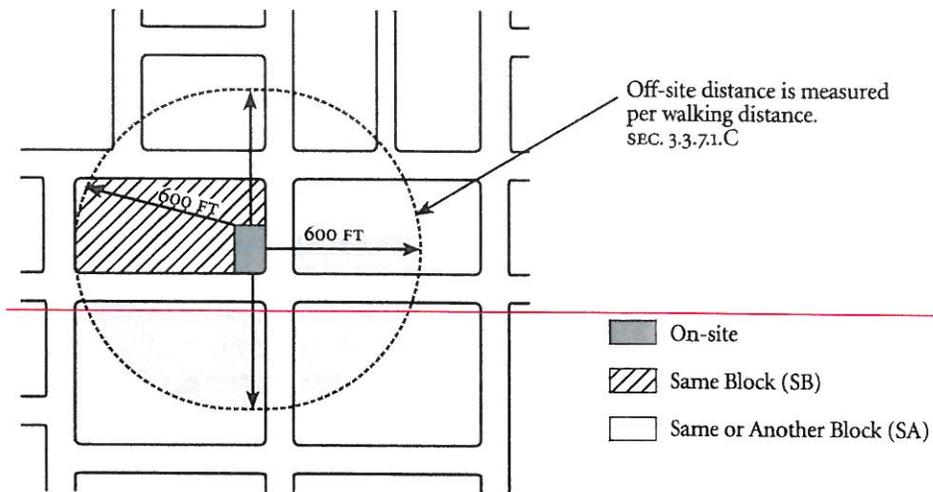
8. Vehicle Storage or Display, when it is accessory to the principal use.

D. Overflow Parking. For uses where the peak parking demand is occasional or seasonal (e.g. ~~such as a~~ shopping centers ~~or~~ and golf courses), the Zoning Administrator may allow open space areas to be converted to overflow parking areas for special occasions or high-demand days~~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.

~~3.3.76.3 3.3.3.9~~ Areas That ~~Shall May~~ Not Be ~~Counted AsUsed For~~ Required Parking. The following areas shall not be ~~counted asused 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.)

A.

— 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.

— 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)

3.3.7.4.2 Motor Vehicle Parking Space, Parking Area Access Lane (PAAL), and Driveway 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. 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 3.3.6.4.D-I and II lists the minimum dimensions. (See Illustration 3.3.7.2.) (Ord. No. 9517, §3, 2/12/01)~~

Exceptions.

1. Accessible Parking Space Size. Parking spaces individuals with physical disabilities shall be provided and designed as required by the adopted Building Code of the City of Tucson.
2. Parallel Parking. Parallel parking spaces shall have a minimum width of eight (8) feet and curb length of twenty-three (23) feet. Tables 3.3.6.4.D-I and II lists the minimum dimensions.
3. 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.

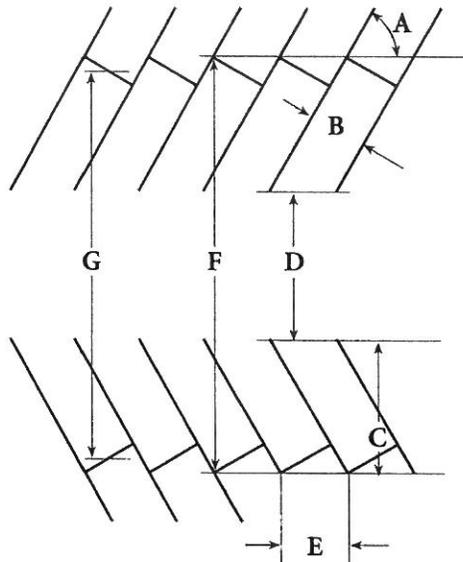
~~B. Parking Space Size for the Physically Disabled. The standard parking space for the physically disabled shall be provided as required by the Uniform Building Code, as amended.~~

CB. 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 3.3.6.4.34.D-I and II further delineates the requirements for access to parking spaces.

Exception: 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. Driveway Minimum Width. The minimum width for a two (2) way driveway is twenty (20) feet. The minimum width for a one (1) way driveway is ten (10) feet, unless it also serves as a fire lane, in which case, the minimum width is twenty (20) feet.

D. 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

3.3.67.14-I Motor Vehicle Parking Space Dimensions
 (To be used in conjunction with Table 3.3.6.14-II)

TABLE 3.3.6.14-II						
MOTOR VEHICLE AREA DIMENSIONS						
A	B	C	D	E	F	G
<u>0</u> (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	-
<u>20</u>	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
<u>30</u>	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
<u>45</u>	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
<u>60</u>	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
<u>70</u>	8.5	19.8	17.0	9.1	56.6	53.7
	9.0	20.0	17.0	9.6	57.0	53.9

	<u>9.5</u>	<u>20.1</u>	<u>17.0</u>	<u>10.1</u>	<u>57.2</u>	<u>54.0</u>
	<u>10.0</u>	<u>20.3</u>	<u>16.5</u>	<u>10.6</u>	<u>57.1</u>	<u>53.7</u>
<u>80</u>	<u>8.5</u>	<u>19.2</u>	<u>24.0</u>	<u>8.6</u>	<u>62.4</u>	-
	<u>9.0</u>	<u>19.3</u>	<u>24.0</u>	<u>9.1</u>	<u>62.6</u>	-
	<u>9.5</u>	<u>19.4</u>	<u>24.0</u>	<u>9.6</u>	<u>62.8</u>	-
	<u>10.0</u>	<u>19.5</u>	<u>24.0</u>	<u>10.2</u>	<u>63.0</u>	-
<u>90</u>	<u>8.5</u>	<u>18.0</u>	<u>24.0</u>	<u>8.5</u>	<u>60.0</u>	-
	<u>9.0</u>	<u>18.0</u>	<u>24.0</u>	<u>9.0</u>	<u>60.0</u>	-
	<u>9.5</u>	<u>18.0</u>	<u>24.0</u>	<u>9.5</u>	<u>60.0</u>	-
	<u>10.0</u>	<u>18.0</u>	<u>24.0</u>	<u>10.0</u>	<u>60.0</u>	-

* 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.

- ~~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)~~

3.3.76.5 Additional Parking Area Access Lanes (PAAL) Design Criteria

A. Intersections.

1. A minimum unobstructed radius of eighteen (18) feet is required where a PAAL designated as a fire lane or is used as an access lane for refuse and/or recycling collection or loading zones intersects another PAAL.
2. A minimum unobstructed radius of five (5) feet is required for all other PAAL intersections.
3. All intersection radii shall be physically defined by curb or similar material when permanent improvements or fixtures, including landscaping, are located

adjacent to the intersection. In all other instances, the intersection must be delineated, at a minimum, by paint or similar markings.

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

Exception: Within parking garages, the minimum height clearance can be less than fifteen (15) feet. The minimum height clearance within parking garages shall be a minimum of one (1) foot greater than the posted maximum height clearance at the entrance to the garage.

3.3.76.6 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 shall be setback at least one (1) foot from:

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

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

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

3. The Director may modify the distance requirement of this section when it can be demonstrated the proposed modification will not create a safety hazard.

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

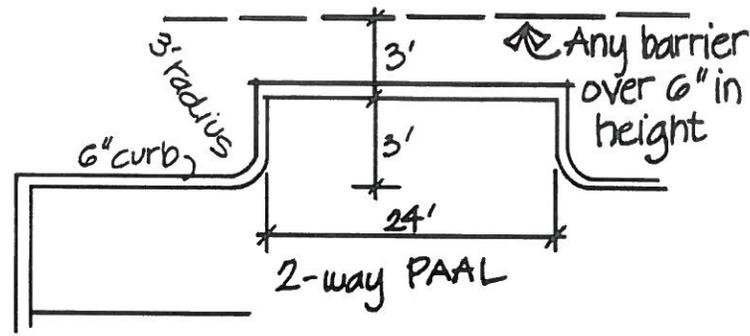
D. Back-Up Spur. (See Illustration 3.3.6.6.D)

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

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

3. A minimum distance of three (3) feet shall be provided between the back of spur and any wall, screen, or other obstruction over six (6) inches in height.

4. Modifications. The dimensional requirements of this section may be modified when the last space in a bay of parking is wider than eight and one-half (8 ½) feet or when the Director determines that the proposed modification will not create a safety hazard.

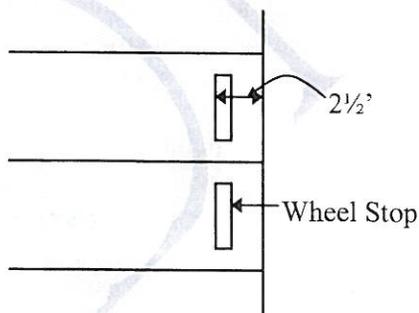


3.3.6.6.D Back Up Spur

3.3.76.7 Striping. Parking spaces shall be marked with a four (4) inch wide, white stripe along all sides, except at the entrance to the stall or where the limits of the space are defined by other means, such as curbing. *Exception.* Striping is not required where tandem parking is permitted per Sec. 3.3.6.2.C.

3.3.76.8 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. Barriers may not impede pedestrian circulation.
- C. Wheel stop curbing must be two and one-half (2.5½) feet from the front of the parking space. (See Illustration 3.3.6.8.C)



3.3.6.8.C Wheel Stop Curbing

3.3.76.93 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; or,

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

D5. 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 exempt from ~~thenot required to comply with~~ surfacing requirements.

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

3.3.67.104 Lighting. Lighting provided in any vehicular use area or for a bicycle parking facility shall be in compliance with adopted Outdoor Lighting Code of the City of Tucson ~~arranged, hooded, or controlled so that the light does not shine directly upon any residential property.~~

3.3.67.115 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.~~

A7. Exception for Certain Uses.

1. ~~except for~~ Residential Care Services with four (4) or fewer spaces, provided and residential uses with four (4) or fewer spaces, home occupations, and non-residential uses within contributing properties to a National Register Historic District may use a street or alley for access and maneuvering, ~~single family residential development, mobile home dwellings, or duplexes on individual lots.~~

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

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

3. 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.~~

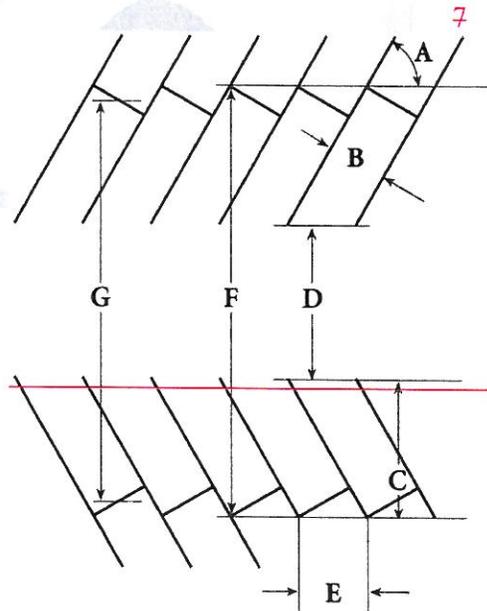
~~3.3.67.137 Screening and Landscaping Requirements. All vehicular use areas are required to comply with Sec. 3.7.0, Landscaping and Screening Regulations. Vehicular use areas used for storage of motor vehicles are not required to comply with Sec. 3.7.2.3.A.~~

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

~~3.3.7.8 — 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.~~



- 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

3.3.7.2 Motor Vehicle Parking Space Dimensions
(To be used in conjunction with Table 3.3.7-1)

TABLE 3.3.7-1						
MOTOR VEHICLE AREA DIMENSIONS						
A	B	C	D	E	F	G
0	7.5*8.0.5	7.5*	12.0*12	18.0*	27.0*	-
	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	7.5*	12.5*	12.0*	22.0*	37.0*	30.0*
	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	7.5*	14.5*	12.0*	15.0*	41.0*	34.5*
	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	7.5*	16.6*	13.0*	10.6*	46.2*	40.9*
	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	7.5*	17.6*	16.5*	8.7*	51.7*	48.0*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	7.5*	17.6*	17.5*	8.0*	52.7*	50.1*
	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	7.5*	17.1*	24.0*	7.6*	58.2*	-
	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	7.5*	16.0*	24.0*	7.5*	56.0*	-
	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	-

*Compact motor vehicle parking space dimensions.

3.3.87 MOTOR VEHICLE STACKING REQUIREMENTS

3.3.87.1 Requirement. A minimum vehicle stacking capacity of three (3) vehicle spaces is required for each drive-through lane. The space at the point of service counts as one vehicle space.

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.

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.

3.3.87.2 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 circulation and ingress to and egress from the project site.
- D. Drive-through lanes must be striped, marked, or otherwise clearly delineated.

3.3.8 BICYCLE PARKING

3.3.8.1 Purpose. Bicycle parking is required for most use categories. The purpose of this section is 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.

3.3.8.2 Required Number of Bicycle Parking Spaces

A. The required minimum number of short- and long-term bicycle parking spaces for each use category is listed shown in Section 3.3.8.2.B (Minimum Required Bicycle Parking Spaces)., except as follows:

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.

3. The required number of bicycle parking spaces may be satisfied partially or completely if bicycle racks exist within the right-of-way.

B. Minimum Required Bicycle Parking Spaces. 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.

<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>	2 spaces or 1 space per 8,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
<u>Cemetery</u>	None	None
<u>Civic Assembly; Membership Organization; Religious Use</u>	2 spaces or 1 space per 2,000 sq. ft. GFA	2 spaces or 1 space per 4,000 sq. ft. GFA
<u>Non-Assembly Cultural (e.g. library & museum)</u>	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
<u>Zoo</u>	10% of the required number of motor vehicle parking	None
<u>Educational Uses:</u>		
<u>Grades K – 12</u>	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
<u>Postsecondary Institutions; Instructional Schools</u>	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.
<u>COMMERCIAL USE GROUP</u>	2 spaces	2 spaces or 1 space per 10,000 sq. ft. GFA
<u>Administrative and Professional Office</u>	2 spaces or 1 space per 20,000 sq. ft. GFA	2 spaces or 1 space per 6,000 sq. ft. GFA
<u>Alcoholic Beverage Service</u>	2 spaces or 1 space per 2,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
<u>Animal Service</u>	None	None
<u>Billboard</u>	None	None
<u>Car Wash, Self-Service</u>	None	None
<u>Day Care</u>	2 spaces or 1 space per 40,000 sq. ft. GFA	2 spaces or 1 space per 10,000 sq. ft. GFA
<u>Daycare/Home Occupation</u>	None	None

<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; & Theater – Movie): except,</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>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>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 plus 1 space per 6,000 sq. ft. GFA of conference, restaurant, bar, and/or banquet space</u>	<u>2 spaces or 1 space per 20 guest rooms</u>
<u>Vehicle Storage</u>	<u>None</u>	<u>None</u>
<u>INDUSTRIAL USE GROUP</u>	<u>None</u>	<u>2 spaces or 1 space per 15,000 sq. ft. GFA</u>
<u>RECREATION USE GROUP</u>	<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>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<i>Rifle and Pistol Range; Rodeo Arena</i>	None	None
<i>Swimming Pool</i>	2 spaces or 1 space per 2,000 sq. ft. of entire pool area	None
<u>RESIDENTIAL USE GROUP</u>		
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
<u>RETAIL USE GROUP</u>		
Retail Uses Less Than 100,000 sq. ft. GFA:	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. 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
<u>STORAGE USE GROUP</u>		
Commercial Storage & Hazardous Material Storage	None	2 spaces or 1 space per 40,000 sq. ft. GFA
Personal Storage	2 spaces	None
<u>UTILITIES</u>		
	None	None
<u>WHOLESALE USE GROUP</u>		
	None	2 spaces or 1 space per 40,000 sq. ft. GFA

3.3.09 BICYCLE PARKING DESIGN CRITERIA

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

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

1. Bicycle parking shall not impedeobstruct the approved on-site pedestrian access. - A pedestrian access path of a clearance space of at least four (4) feet in width must be provided for pedestrian access.
2. Outdoor bicycle parking spaces shall be accessible without moving another bicycle.
3. Adequate maneuvering space shall be provided behind all outdoor bicycle parking facilities shall be provided. Landscaped areas can not be used as a maneuvering area.

4. The bicycle parking area must be hard surfaced and maintained in a smooth, durable, and well-drained condition. Stabilized decomposed granite is an acceptable surface material for bicycle parking areas.
5. Outdoor bicycle parking areas must be lighted so that they are thoroughly illuminated and visible from adjacent sidewalks, or parking lots, or buildings, during hours of use.
6. Bicycle parking facilities will be maintained in good condition and kept clear of trash and debris or other accumulated refuse.

3.3.9.3 Location Requirements.

A. Short-term bicycle parking shall be:

<u>Staff Recommendation</u>	<u>Alternate Proposal Based on LUC Committee Parking Code Subcommittee Comments</u>
<ol style="list-style-type: none"> 1. <u>Outside the building within fifty (50) feet, or one hundred twenty five (125) feet if located in a vehicular use area, of each public entrance to a building as measured along the most direct pedestrian access route; and,</u> 2. <u>Clearly visible from the adjacent sidewalks, drives, and/or the public entrance(s).</u> 	<ol style="list-style-type: none"> 1. <u>Short-term bicycle parking shall be located outside the building(s), in proximity to each public entrance as reasonably as possible for the convenience of the customer, and clearly visible from adjacent sidewalks, drives, and/or the public entrance(s).</u> 2. <u>Where buildings have more than one public entrance or a site has more than one building, short-term bicycle parking shall be distributed to serve each public entrance.</u> 3. <u>Reasonable accommodations for the outdoor display of merchandise and outdoor dining areas near public entrances are permitted when siting short-term bicycle parking.</u>

1. ~~Within fifty (50) feet of each public entrance to a building as measured along the most direct pedestrian access route;~~
2. ~~Located outside a building within one hundred eighty (180) degrees of the customer entrance;~~
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.~~
B. Long-term bicycle parking shall 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.

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

D. Exception. In the Downtown Parking District and the Fourth Avenue Business District, required bicycle parking spaces may be provided on site, within six hundred (600) feet of the use; or within the right-of-way and within six hundred (600) feet of the use, if approved by the City Engineer or designee.

1. Short-term bicycle parking located in vehicular use areas may be up to one hundred twenty five (125) feet from a public entrance.

E. Modifications. A modification to the requirements of this section may be requested of the Planning and Development Services Department. The Director, in consultation with the City of Tucson Bicycle and Pedestrian Coordinator, may approve the modification based upon one of the following findings:

1. For new development, the modification is justified and consistent with the intent and purpose of providing a safe and convenient place to park bicycles; or
2. For existing development that is required to comply with current code as a result of an expansion(s), the modification is necessary because there is no practical way compliance can be met.

3.3.9.4 Short-term Bicycle Parking. Short-term bicycle parking must be provided in lockers per Sec. 3.3.9.5.E or racks that meet the following criteria. See Figure 1 for examples of acceptable bicycle racks.

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

B. 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;

C. 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;

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

E. Racks must be securely anchored in concrete;

EF. Racks must not have sharp edges that can be hazardous to pedestrians, particularly individualspersons with visual disabilities. Artistic bicycle racks are acceptable provided it meets the criteria herein; and,

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

3.3.09.5 Long-term Bicycle Parking. Long-term bicycle parking must be provided in one or more of the following ways. Bicycle racks per Sec. 3.3.9.4 (Bicycle Rack Design Criteria) are required in conjunction with the following methods, except for Secs. 3.3.9.5.A (Inside Buildings and Residential Units) and 3.3.9.5.E (Bicycle Lockers).

A. Inside buildings and residential units provided the bicycle parking does not create a safety hazard or impede pedestrian circulation.

B. Under roof overhangs or awnings that are at least seven (7) feet above the floor or ground and the bicycle parking is located in an area from adjacent sidewalks, drives, or customer entrancesvisible 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.

C. In a vehicular use area when the separation requirements per Sec. 3.3.9.3.C are met and an overhang or awning at least seven (7) feet above the floor or ground is provided.

D. In an area enclosed by a fence that is eight (8) feet high or connected floor-to-ceiling and has a locked gate.

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

Figures.

Figure 1: Examples of acceptable bike rack design

Figure 2: Short-term Bike Parking Location Requirement—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 35: 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.

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

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

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 ~~or more~~. ~~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.

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

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~~ uses with a parking formula of one (1) space per one hundred (100) square feet of gross floor area or a more intense formula. The individual establishments may be owned by a single entity or by separate entities. (Ord. No. 9293, §1, 9/27/99)

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

Vehicular Use Area. Any area of a site or structure used for the parking~~-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 does not include commercial long-term parking lots and garages associated with such uses as airports and train stations. Vehicle storage may be a principal or accessory use.

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 as described in Sec. 6.2.4, the requirements for landscape borders are: