

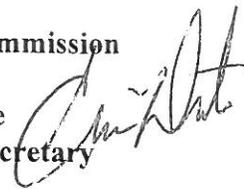


PLANNING COMMISSION

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

DATE: December 1, 2010

TO: Planning Commission

FROM: Ernie Duarte
Executive Secretary 

SUBJECT: Text Amendment to the Motor Vehicle and Bicycle Parking Requirements
– Public Hearing

Issue

This item is scheduled for a public hearing.

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 forward this item to the Mayor and Council with a recommendation to approve.

Background and Update on Stakeholder Involvement and Comments

Timeline

November 17, 2010: Staff met with the Transportation Subcommittee [a subcommittee of the Commission on Disability Issues (CODI)] for the first time to discuss the accessible parking requirements. Discussed at the subcommittee meeting were ways to require accessible parking spaces at businesses where few if any spaces currently exist and possible revisions to the accessible parking formula. In response to the subcommittee's concerns, the draft has been revised to incentivize nonconforming uses to provide accessible parking (see Sec. 3.3.5.6.B, page 14 of Attachment A). Further subcommittee meetings are needed to determine whether revisions to the accessible parking formula will be recommended. Since the accessible parking requirements are located in the City's adopted Building Code, any proposed revisions are required to go to the Uniform Building Code Committee (UBCC) for a recommendation and the Mayor and Council for consideration. Public hearings at the UBCC and the Mayor and Council are required.

November 3, 2010: The Planning Commission scheduled the proposed revisions to the City's Parking Code for a public hearing in December. See Attachment D: Summary of Planning Commission Comments.

October 6, 2010 & August 18, 2010: The Planning Commission discussed the proposed revisions to the City's Parking Code as a study session item. See Attachment D: Summary of Planning Commission Comments.

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 CODI. CODI referred the item to their Transportation 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

1. *Number of required parking spaces reduced for many uses.* Numerous land uses were identified during the analysis and stakeholder process as requiring more motor vehicle parking than needed. The proposed parking formula revisions are consistent with best practices and comparable with Tucson’s competitor cities. The following are examples of several reduced parking formulas. See Attachment C: Required Number of Motor Vehicle Parking Spaces Comparison Chart for a complete accounting of the proposed revisions to the parking formulas.

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.

2. *Number of different parking formulas reduced.* 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) have been consolidated into one category in order to facilitate changes of use.
3. *Regulations consolidated into a single section.* The regulations in Development Standard 2-09.0 (Bicycle Parking Facility Design Requirements) and 3-05.0 (Vehicular Use Area Design Criteria) have been consolidated into the LUC's Parking Code to eliminate redundancy, inconsistencies, and the need to cross reference between two separate documents.
4. *Incentives for sustainable improvements.* Sec. 3.3.5.6 (Other Permitted Reductions) has been expanded to allow up to a 20% overall parking reduction when certain sustainable improvements are incorporated into the project such as providing accessible parking where currently none exists, additional bicycle parking, and additional canopy trees in vehicular use areas.
5. *Best practices for bicycle parking utilized.* The "Bicycle Parking Guidelines, 2nd edition" from the Association of Pedestrian and Bicycle Professionals (APBP) is a national standard for bicycle parking and was used as a basis for many of the proposed revisions to the bicycle parking requirements. Key changes to the bicycle parking include: 1) basing the required number of bicycle parking space from a percentage of motor vehicle parking provided to the gross square footage of the building; 2) correcting the proportion of short- and long-term parking to more closely reflect individual use's needs; and, 3) allowing additional long-term bicycle parking options other than bicycle lockers, which in some instances, have become blighted and/or a nuisance.
6. *Short-term bicycle parking location requirement revised.* Currently, short-term bicycle parking must be located within fifty (50) feet of the main building entrance(s). Members of the Parking Code Subcommittee and LUC Committee contend that the current requirement is too rigid and precludes business owners from utilizing the space in front of

their businesses as they deem necessary. To this point, modifications to the current requirement are frequently requested in order to accommodate display of merchandise in front of businesses. The Parking Code Subcommittee and members of the LUC Committee recommend a standard that allows greater flexibility while at the same time ensuring that short-term bicycle parking is visible from and in proximity to public entrances.

At the October 6th Planning Commission meeting, one commissioner suggested increasing the distance requirement to seventy-five (75) feet.

The Tucson-Pima County Bicycle Advisory Committee recommends maintaining the current requirement of 50 feet because to create a greater distance will result in bicycle parking becoming “obsolete and difficult to find,” among other reasons (see Attachment E: Letter from the Tucson-Pima County Bicycle Advisory Committee).

7. *Vehicle use area design criteria simplified and revised.* Proposed revisions to vehicle use area design criteria include:
 - Allowing certain exceptions for historic structures to facilitate its adaptive re-use rather than demolition;
 - Consolidating the motor vehicle use area dimensional requirements into two tables;
 - Creating distinct criteria for access lanes, parking area access lanes, and driveways; and,
 - Allowing alternative surfacing materials to impervious asphalt.
8. *Number of required motor vehicle stacking spaces reduced.* The motor vehicle stacking requirement for drive-through aisles is proposed to be reduced from the current requirement of six (6) spaces to four (4) spaces for full-service car washes and restaurants, one (1) space for self-service car washes, and three (3) spaces for all other uses (see Sec. 3.3.7).
9. *Minor administrative modifications permitted.* The proposed Parking Design Modification Request (PDMR) allows minor modifications to the dimensional requirements of the Parking Code (see Sec. 3.3.10, page 27 of Attachment A). The PDMR procedure is not intended to delete or waive LUC regulations, but is intended to allow design flexibility in LUC compliance and alternative design solutions within the intent of the regulation. The PDMR is similar to the Development Standard Modification Request process in that modification requests are reviewed and considered for approval administratively. Provisions that may be modified through the PDMR process include: parking space width, access lane and parking area access lane width, back-up spur depth, and bicycle parking location. The key finding when considering approval of a PDMR will be that the modification does not create a safety hazard.

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 Subcommittee to discuss whether amendments to the accessible parking requirements should be recommended (see the Outstanding Issues section below for more details). Staff met with the Transportation Subcommittee on November 17, 2010. See the *Timeline* subsection for 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. On October 13, 2010, the BAC recommended maintaining the short-term bicycle parking location requirement of 50’ within public entrances (see Attachment E: Letter from the Tucson-Pima County Bicycle Advisory Committee).

Outstanding Issues

Accessible Parking – Because one of the goals is to reduce potential heat islands by allowing smaller parking lots, there will be fewer spaces overall, and therefore, there will be fewer accessible spaces required. 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.

Attachments

- Attachment A – Draft Revisions to the Parking Code (clean text version)*
- Attachment B – Draft Revisions to the Parking Code (Original Showing Markup Changes)*
- Attachment C – Required Number of Motor Vehicle Parking Spaces Comparison Chart
- Attachment D – Summary of Planning Commission questions and comments
- Attachment E – Letter from the Tucson-Pima County Bicycle Advisory Committee

* 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

ADOPTED BY THE
MAYOR AND COUNCIL ON

ORDINANCE NO. _____

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

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

SECTION 1. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 3 is hereby amended to read as follows:

DIVISION 3. MOTOR VEHICLE AND BICYCLE PARKING REQUIREMENTS

SECTIONS:

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

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. 3.3.3.5; 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. 3.3.3.6.

3.3.3 GENERAL PROVISIONS.

- 3.3.3.1 Parking Required.
 - A. Parking is required for every use unless otherwise specified in Sec. 3.3.4.3 (Minimum Number of Motor Vehicle Spaces Required) or 3.3.8.2.B (Minimum Number of Bicycle Parking Spaces Required).
 - B. Each Land Use Group (Group), except for Residential and Storage, has a standard minimum parking formula. The standard formula applies to every Land Use Class (Class) within that Group. Exceptions to a Group’s standard formula are specifically listed in the parking tables.
 - C. The Land Use Groups and the Classes within each Group are defined in Article VI (Definitions).
 - D. Required parking for uses not defined in Article VI (Definitions) shall be determined by the Zoning Administrator.
- 3.3.3.2 Parking for Individuals with Physical Disabilities. Off-street parking spaces for individuals with physical disabilities shall be provided as required by the adopted Building Code of the City of Tucson.



- 3.3.3.3 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.
- 3.3.3.4 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.
- 3.3.3.5 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)
- 3.3.3.6 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. 3.3.3.6.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 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 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>	1 space per 10 students plus 1 space per 300 sq. ft. of floor area in office use.
<i>Grades 9 – 12</i>	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.
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.

 = Proposed revisions to the October 2010 draft

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
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. Exception. Single-family dwellings in the R-1 zone must comply with Sec. 3.5.7.1.G and H. (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.

 = Proposed revisions to the October 2010 draft

<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
<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 (including Shopping Centers)	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 one hundred (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:

 = Proposed revisions to the October 2010 draft

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 at least one (1) of the following criteria is met:
 - a. The development has a site area of fifty thousand (50,000) sq. ft. or more;
or
 - b. The building(s) has a gross floor area of twenty-thousand (20,000) sq. ft. or more; or
 - c. The development consists of two (2) or more lots under separate ownership.
- 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.

 = Proposed revisions to the October 2010 draft

2. The space is not, in whole or in part, designated as tenant area.
 3. Not more than fifteen (15) percent of the total area of the space is allocated toward corridor space.
 4. The space is a minimum of thirty (30) feet wide in any horizontal direction, with a floor-to-ceiling height of at least twenty (20) feet.
 5. The space is visible and physically accessible directly from a public right-of-way or public open space and is located no more than one (1) floor level above or below grade.
 6. A minimum of one (1) linear foot of seating is provided for every thirty (30) square feet of interior public open space.
 7. A natural lighting source, either direct or indirect, such as skylights or clerestory windows, is provided for the space.
- E. *Motor Vehicle Parking Location.* Motor vehicle parking in the Downtown Parking District may be located within one thousand five hundred (1,500) feet of the use provided the parking is within the District boundaries and is approved by the Director of the Planning and Development Services Department.
- F. *Bicycle Parking.* Bicycle parking spaces in the Downtown Parking District (Sec. 6.2.4) and the Fourth Avenue Business District (Sec. 6.2.6) may be provided:
1. On site;
 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 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)



- 3.3.5.5 Exemption Based on Maintenance of Historic Structure. Non-residential uses with a parking formula of one (1) space per three hundred (300) square feet gross floor area or less intense formula occupying a structure listed individually on the National Register of Historic Places or listed as a contributing property in a National Register Historic District, are exempt from Sec. 3.3.4.3 (Minimum Number of Motor Vehicle Spaces Required) provided the historic designation of the contributing structure is maintained.
- 3.3.5.6 Other Permitted Reductions.
- A. *General Requirements.* Off-street motor vehicle parking requirements may be reduced as follows:
1. The project complies with one or more of the permitted reductions in Sec. 3.3.5.6.B-I.
 2. The reduction, either individually [except as provided in Sec. 3.3.5.6 (Reduction Based on Provision of Trash and Recycling Enclosures)] or cumulatively, does not exceed twenty (20) percent of the required number of parking spaces.
 3. If more than one (1) reduction is applied, the parking requirement is calculated based on the required number prior to any reduction.
 4. The required number of spaces for individuals with physical disabilities is based on the total number of motor vehicle parking spaces required before the reduction.
- B. *Reduction Based on Criteria for Parking for Individuals with Physical Disabilities.*
1. For existing development, the number of required parking spaces may be reduced by of two (2) spaces for every one (1) new space provided for individuals with physical disabilities.
 2. For new development, the number of required parking spaces may be reduced by one (1) parking space for every one (1) non-required 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 may be reduced by one space. Existing motor vehicle parking may be converted to bicycle parking per Sec. 3.3.9.3.C.
- D. *Reduction Based on Provision of Parking for Recharge of Electric Vehicles.* The number of spaces required may be reduced at a ratio of one (1) space for every one (1) space for electrical vehicle parking spaces/recharge station.
- E. *Reduction Based on Valet Parking.* The Zoning Administrator may approve valet parking as a means of satisfying a portion of the off-street parking requirements 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.

- F. *Reduction Based on MS&R Criteria.* The number of off-street parking spaces required for any nonresidential development located on a street designated on the MS&R Plan may be reduced in conformance with the calculations in Sec. 2.8.3.7.
- G. *Reduction Based on Landscaping and Screening Criteria (including Canopy Trees in Vehicular Use Areas).*
1. The following reductions apply to existing development:
 - a. The number of off-street parking spaces may be reduced up to ten (10) percent when an existing development is modified to comply with Sec. 3.7.0 (Landscaping and Screening Regulations), except for Sec. 3.7.2.3.A (Canopy Trees in Vehicular Use Areas).
 - b. For every three (3) non-required canopy trees provided in the vehicular use area, the motor vehicle parking requirement may be reduced by one space. The planting area for each tree must comply with the spatial requirements of Sec. 3.7.2.3.A.1.c (Canopy Trees in Vehicular Use Areas).
 2. For proposed development, the motor vehicle parking requirement may be reduced by one (1) space for every four (4) non-required canopy trees provided in the vehicular use area. The planting area for each tree must comply with the spatial requirements of Sec. 3.7.2.3.A.1.c (Canopy Trees in Vehicular Use Areas).
- I. *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.

3.3.5.7 Diversion of Required Parking.

- A. *Temporary Diversion.* Motor vehicle parking spaces within a vehicular use area may be used temporarily for storage or display of boats, cars, recreational vehicles, semitruck trailers, furniture, or items of any other nature, subject to all of the following conditions.
1. The vehicular use area contains more than nine (9) spaces for motor vehicle parking.
 2. If the vehicular use area contains fewer than two hundred fifty (250) spaces, no more than ten (10) percent of the total number of vehicle parking spaces is diverted to another use.



3. The maximum period of diversion is fifteen (15) days. Additional fifteen (15) day extensions up to a maximum of sixty (60) days per year may be granted for reasonable cause upon written request from the applicant. (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 Parking.* Off-site parking is permitted under the following conditions:
1. For projects outside the Downtown Parking District, off-site parking must be located within six hundred (600) feet of the project site. For projects in the Downtown Parking District, off-site parking must be located within one thousand five hundred (1,500) feet of the land use provided the parking is within the District boundaries. For purposes of this section, the distance between required parking and the use it serves is the walking distance measured along the pedestrian access system from the closest points between the building or use and the vehicular use area.
 2. The off-site parking location has parking in excess of the minimum required parking for its use or can demonstrate alternate hours of operation to the use it serves; and,
 3. Non-residential uses shall not use residentially-zoned property for off-site parking; and,
 4. A formal shared parking agreement with the City is required; and,



5. The off-site parking area meets the design criteria provided in this section.
 6. When required parking is separated from the principal use by an arterial or collector street, signage directing customers to the nearest legal pedestrian crossing is required.
 7. *Historic Districts.* Land uses within a historic district may follow the location requirements of this section unless requirements are established specific to that historic district.
- B. *Parking for Certain Residential Uses.*
1. *Individual Residential Lots.* Visitor parking spaces on individual residential lots 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.

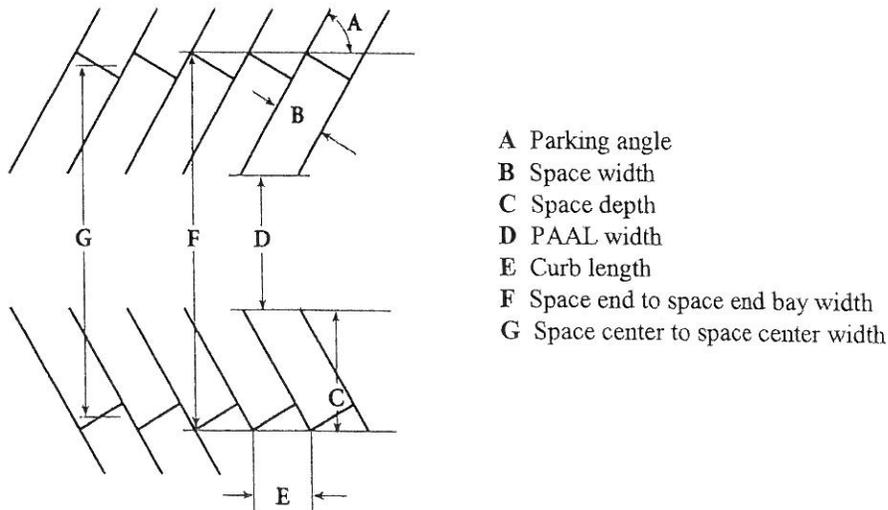
- D. *Overflow Parking.* For uses where the peak parking demand is occasional or seasonal (e.g. shopping centers and golf courses), the Zoning Administrator may allow open space areas to be converted to overflow parking areas for special occasions or high-demand days. These areas can retain a natural 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 Use Area Dimensions

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



3.3.6.4.A-I Motor Vehicle Use Area Dimensions

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

* See Sec. 3.3.6.4.B (Exceptions) for applicable exceptions

** See Table 3.3.6.4.A-III for applicable exceptions

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

B. *Exceptions.*

1. *Accessible Parking Space Size.* Parking spaces individuals with physical disabilities shall be provided and designed as required by the adopted Building Code of the City of Tucson.
2. A motor vehicle off-street parking space shall have a minimum width of ten (10) feet when the side(s) of the parking space abuts a vertical barrier over six (6) inches in height, other than a vertical support for a carport.
3. A parallel parking space can be reduced to eighteen (18) feet in length if the space is located immediately adjacent to a driveway, access lane, PAAL, alley, or street intersection and the parking space is designed to provide maneuvering area on at least one (1) end. On-street parking must be approved by the Traffic Engineer.

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

A. *Intersections.*

1. A minimum unobstructed radius of five (5) feet is required for all other PAAL intersections. *Exception.* A minimum unobstructed radius of eighteen (18) feet is required where an access lane or PAAL designated as a fire lane or is used to

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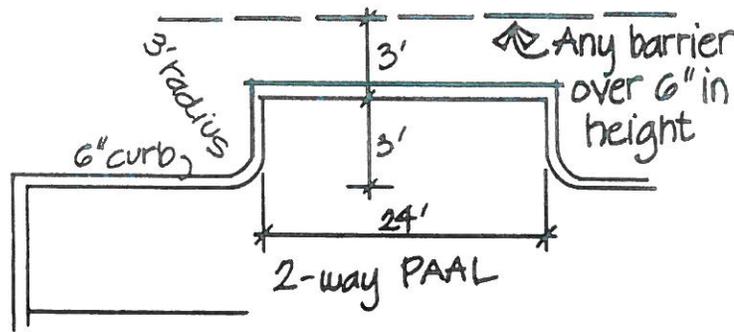
access refuse and/or recycling collection or loading zones intersects another access lane or PAAL.

2. All intersection radii shall be physically defined by curb or similar material when permanent improvements or fixtures, including landscaping, are located adjacent to the intersection. In all other instances, the intersection must be delineated, at a minimum, by paint or similar markings.
- B. *Height Clearance.* The minimum height clearance along access lanes and PAALs is fifteen (15) feet. *Exception.* Within parking garages, the minimum height clearance can be less than fifteen (15) feet. The actual height clearance within parking garages shall be at least one (1) foot greater than the posted maximum height clearance.

3.3.6.6 Circulation.

- A. *Ingress and Egress Locations.* Each vehicular ingress and egress point to or from a street must comply with the curb cut regulations as specified in Chapter 25, Tucson Code.
- B. *Setbacks from Access Lanes and PAALs.*
1. Access lanes and PAALs shall be setback at least one (1) foot from:
 - a. An open structure, such as a carport or covered pedestrian access path as measured from the closest part of the structure or roof overhang; or,
 - b. A structure when the access lane or PAAL serves as a drive-through lane.
 2. Access lanes and PAALs shall be setback at least two (2) feet from a wall, screen, or other obstruction. The additional area is necessary to provide clearance for fire, sanitation, and delivery vehicles.
- C. *Sight Visibility.* Sight visibility at points of ingress into, egress from, or within the vehicular use area will comply with Development Standard 3-01.0.
- D. *Back-Up Spur.* (See Illustration 3.3.6.6.D)
1. A back-up spur shall be provided at the end of a row of parking if no ingress or egress is provided at that end.
 2. The spur shall be a minimum of three (3) feet in depth and have a three (3) foot radii and a wheel barrier to prevent encroachment onto any unsurfaced areas.
 3. A minimum distance of three (3) feet shall be provided between the back of spur and any wall, screen, or other obstruction over six (6) inches in height.

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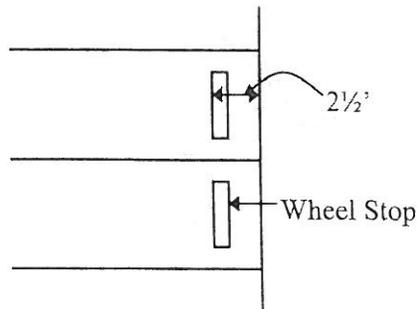


3.3.6.6.D Back Up Spur

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 shall not impede pedestrian circulation and accessible routes.
- 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,

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- 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. *Exceptions.*

- 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. The minimum vehicle stacking capacity is required as follows.

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

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

3.3.7.2 Design Criteria

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

3.3.8 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 Minimum Number of Bicycle Parking Spaces Required

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

Exceptions.

- 1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross floor area.
- 2. *Bicycle Parking In-Lieu Fee.* The required number of bicycle parking spaces may be satisfied partially or completely by paying the City bicycle parking in-lieu fee in an amount established by separate ordinance to be used by the City to install bicycle parking and associated improvements in the right-of-way. The in-lieu fee may not be used if there are vehicular use areas, plazas, exterior courtyards, or other open areas on the site, other than required landscaping, large enough, separately or in combination, to accommodate all or a portion of the required bicycle parking.

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3. The required number of bicycle parking spaces may be satisfied partially or completely if bicycle racks exist within the right-of-way.
4. When the requirements of this Section are required due to an expansion per Sec. 3.3.3.12 (Expansions), the required number of bicycle parking spaces may be partially or completely exempted if compliance is impractical due to existing site constraints, such as the pedestrian walkways surrounding a building(s) are not wide enough to accommodate bicycle parking facilities and at least a four (4) foot wide pedestrian access 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 8,000 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
Educational Uses:		
<i>Grades K – 12</i>	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
<i>Postsecondary Institutions; Instructional Schools</i>	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.
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



<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
Entertainment (e.g. Sports Stadium or Center; Theater – Live; & Theater – Movie); except,	Spaces for 2% of the maximum expected daily attendance (Maximum required = 50)	None
Dance Hall	1 space per 2,000 sq. ft. GFA	1 space per 12,000 sq. ft. GFA
Carnival/Circus	None	None
Rodeo Arena	None	None
Financial Service	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Food Service	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)	2 spaces or 0.05 space per bedroom	2 spaces or 0.15 spaces per bedroom
Major (e.g. hospital)	2 spaces or 1 space per 20,000 sq. ft. GFA	2 spaces or 1 space per 50,000 sq. ft. GFA
Outpatient	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Parking	None	Except for unattended surface parking lots, 2 spaces or 1 space per 20 auto spaces
Personal Service	2 spaces or 1 space per 4,000 sq. ft. GFA	2 spaces or 1 space per 12,000 sq. ft. GFA
Transportation Service	None	2 spaces or 1 space per 12,000 sq. ft. GFA
Traveler's Accommodation, Campsite	1 space per 20 campsites	None
Travelers' Accommodation, Lodging	2 spaces 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 (Maximum required = 10 spaces)
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

 = Proposed revisions to the October 2010 draft

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<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 (Maximum required = 50 spaces)
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 (Maximum required = 10 spaces)
STORAGE USE GROUP		
Commercial Storage & Hazardous Material Storage	None	2 spaces or 1 space per 40,000 sq. ft. GFA (Maximum required = 10 spaces)
Personal Storage	2 spaces	None
UTILITIES	None	None
WHOLESALING USE GROUP	None	2 spaces or 1 space per 40,000 sq. ft. GFA (Maximum required = 10 spaces)

3.3.9 BICYCLE PARKING DESIGN CRITERIA

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

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

- A. 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.
- B. Outdoor bicycle parking spaces shall be accessible without moving another bicycle.



- C. Adequate maneuvering space shall be provided behind all outdoor bicycle parking facilities.
- D. 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.
- E. 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.
- F. 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:
 - 1. Within seventy-five (75) feet of each public entrance to a building as measured along the most direct pedestrian access route [Note: The Tucson-Pima County Bicycle Advisory Committee recommends fifty (50) feet. See Attachment E];
 - 2. Located outside the building(s); and,
 - 3. Clearly visible from the adjacent sidewalks, drives, and/or the public entrance(s).
 - 4. 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.
 - 5. See Sec. 3.3.9.6.A (Short-term Bicycle Parking Location Requirement Figure) for a depiction of the location requirement.
- 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.



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 Sec. 3.3.9.6.B and C for examples of acceptable bicycle rack design and parking layouts.

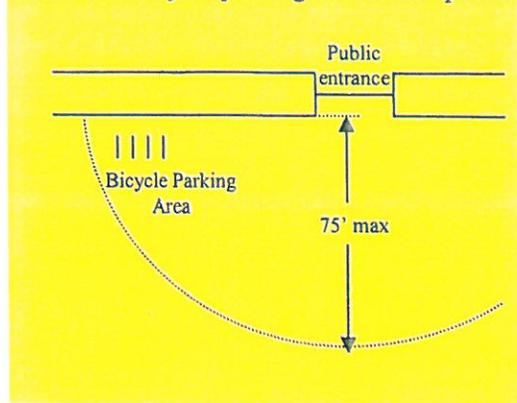
- A. Bicycle racks must be securely anchored to the ground, floor, wall, or ceiling;
- B. The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped lock if both wheels are left on the bicycle;
- C. A bicycle six (6) feet long can be securely held with its frame supported 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).

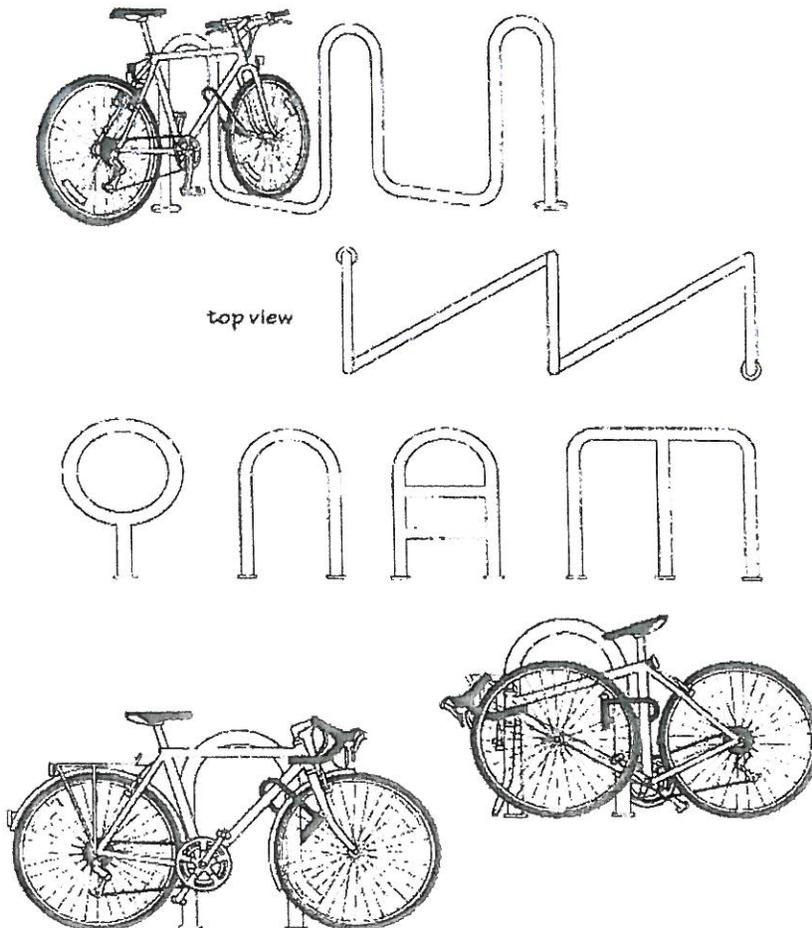
- A. Inside buildings and residential units provided the bicycle parking does not create a safety hazard or impede pedestrian circulation.
- B. Under roof overhangs or awnings that are at least seven (7) feet above the floor or ground and the bicycle parking is located in an area from adjacent sidewalks, 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.

3.3.9.6 Bicycle Parking Figures

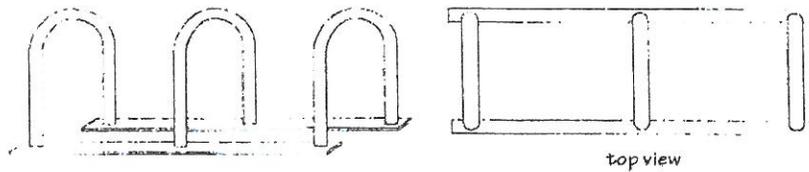
A. *Short-term Bicycle Parking Location Requirement.* The following demonstrates the short-term bicycle parking location requirement per Sec. 3.3.9.3.A.1.



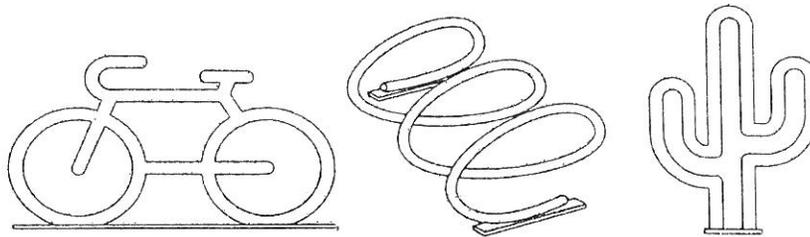
B. *Examples of Acceptable Bicycle Rack Design.* The following bicycle racks comply with the criteria of Sec. 3.3.9.4 (Short-term Bicycle Parking) and are provided for illustrative purposes only. Other bicycle rack designs may be used provided they comply with Sec. 3.3.9.4.



 = Proposed revisions to the October 2010 draft



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



C. *Examples of Bicycle Parking Layouts.* The following bicycle parking layouts comply with the criteria of Sec. 3.3.9.4 (Short-term Bicycle Parking) and are provided for illustrative purposes only. Other layouts may be used provided they comply with Sec. 3.3.9.4. **[Reserved for revised figure]**

3.3.10 **PARKING DESIGN MODIFICATION REQUEST (PDMR)**

- 3.3.10.1 **Purpose.** This Section is established to provide an administrative process through which specific parking design regulations of the LUC may be modified. This procedure is not intended to delete or waive LUC regulations, but is intended to allow design flexibility in LUC compliance and alternative design solutions within the intent of the regulation.
- 3.3.10.2 **Applicability.** The dimensional requirements of Division 3 may be considered for a PDMR, including, but not limited to parking space width, access lane and PAAL width, and back-up spur depth.
- 3.3.10.3 **Review.** Review of PDMR requests shall be through the Zoning Compliance Review, Sec. 23A-31. Applications shall include property ownership information, a site plan, and other information deemed by the Planning & Development Services Director as necessary to evaluate the request.
- 3.3.10.4 **Findings for Approval.** The Planning & Development Services Department Director may approve a modification as provided by this Section if all applicable findings as follows are made.
 - A. The modification does not result in the deletion of an *LUC* requirement.
 - B. The modification is not a request previously denied as a variance.
 - C. The modification is not to a condition of approval for a rezoning or Special Exception Land Use application.



= Proposed revisions to the October 2010 draft

- D. The modification does not adversely impact adjacent properties or development.
- E. The modification does not impede sight visibility at points of ingress into, egress from, or within the vehicular use area for either vehicular or pedestrian traffic or otherwise create or increase a safety hazard.
- F. The modification provides design alternatives to better integrate the development into the design character of the immediate neighborhood.
- G. Except as provided below, a PDMR may modify a dimensional requirement by no more than ten (10) percent.
- H. The modification does not decrease the minimum parking space dimension to less than eight (8) feet in width. The number of parking spaces with decreased dimensions shall not exceed ten (10) percent of the total number of parking spaces provided. The parking spaces must be marked as 'compact'.
- I. The modification does not decrease the parking area access lane or driveway dimension by more than five (5) percent below the minimum width required. *Exception.* The width of a parking area access lane or driveway cannot be reduced when it is a fire lane.
- J. The back-up spur dimensional requirements may be modified when the last space in a bay of parking is wider than eight and one-half (8.5) feet or when the Director determines that the proposed modification will not create a safety hazard.
- K. The bicycle parking location requirement may be modified by no more than ten (10) percent when additional security measures are provided, including, but not limited to, locating the bicycle parking in an area monitored by a security camera or within one hundred (100) feet of an attendant or security guard.

ASSOCIATED PROPOSED AMENDMENTS

SECTION 2. The Tucson Code, Chapter 23, Land Use Code, Article II, Division 8, Section 2.8.12 is hereby amended to read as follows:

2.8.12 DOWNTOWN AREA INFILL INCENTIVE DISTRICT ZONE (IID)

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

* * *

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

* * *



= Proposed revisions to the October 2010 draft

3. *Parking.*

- a. Parking as required by Sec. 3.3.4 may be reduced up to twenty-five (25%) percent. Parking may be decreased by more than 25% per an agreement with the City’s Parking Authority or through an Individual Parking Plan (Sec. 3.3.5.28-7) if the analysis and finding shows the proposed parking is adequate.

SECTION 3. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 5, Section 3.5.4 is hereby amended to read as follows:

3.5.4 COMMERCIAL SERVICES USE GROUP.

* * *

3.5.4.26 Billboards.

* * *

- B. *Parking.* Parking area access lanes shall not be located under, or within five (5) feet of, a vertical line intersecting the ground and any structural element extending from a billboard, including, but not limited to, overhangs, cantilevered beams, and elevated walkways. Refer to Sec. 3.3.3.69 for locational requirements of parking spaces.

SECTION 4. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 5, Section 3.5.7 is hereby amended to read as follows:

3.5.7 RESIDENTIAL USE GROUP.

* * *

3.5.7.1 Family Dwelling.

* * *

- H. For all single family dwellings in the R-1 zone with five (5) or more bedrooms, and for all lots containing two (2) or more single family dwellings, with the second dwelling having more than one bedroom, all parking and maneuvering must be located on-site, either in a side or rear perimeter yard. The vehicular use area must be improved, which includes surfacing, striping, and provision of barriers, in conformance with Sec. 3.3.6 (Motor Vehicle Use Area Design Criteria) Development Standard 3-05.0. Parking spaces may not be located in a vehicular use area in any front street perimeter yard.



= Proposed revisions to the October 2010 draft

SECTION 5. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 6, Section 3.6.1 is hereby amended to read as follows:

3.5.9 RETAIL TRADE USE GROUP.

3.5.9.1 Food and Beverage Sales.

* * *

- I. The vehicular use area is to be surfaced as is required in Sec. 3.3.~~6.97.3~~ if the stand is open more than six (6) months per calendar year. If open a shorter time, these areas must be maintained to minimize dust.

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

3.6.1 FLEXIBLE LOT DEVELOPMENT (FLD)

* * *

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

* * *

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

* * *

- 3. Along parking area access lanes (PAALs), setbacks as required in Sec. 3.3.6.6.B (Setbacks from Access Lanes and PAALs)~~Development Standard 3-05.2.2.B~~ and Department of Transportation design criteria.

* * *

- F. *Parking.* Parking must comply with Section 3.3.0 (Motor Vehicle and Bicycle Parking Requirements), ~~Development Standard 3-05 (Vehicle Parking Area Design Criteria)~~, applicable sections of Section 3.7.0 (Landscaping) and Development Standard 2-06 (Landscaping), applicable regulations related to accessibility, and the following criteria:

* * *

- G. *Circulation and Connectivity.*

- 1. The right-of-way and pavement widths for internal ways, common parking areas, streets, roads, or other means of vehicular circulation and for surface drainage serving the FLD shall be in conformance with Section 3.3.~~67~~, Development and Standard 3-01.0 ~~and 3-05.0~~.

 = Proposed revisions to the October 2010 draft

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

3.7.2 LANDSCAPING REQUIREMENTS.

* * *

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

* * *

C. Exceptions to Landscape Border Requirements

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

SECTION 8. The Tucson Code, Chapter 23, Land Use Code, Article V, Division 3, Section 5.3.5 is hereby amended to read as follows:

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

* * *

5.3.5.1 Applicability. The following Development Regulations may be considered for modifications under this Section.

- A. Landscaping and screening provisions;
- B. The number of off-street motor vehicle parking spaces; and,
- C. The ~~location and~~ number of bicycle parking spaces.

* * *

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

* * *



= Proposed revisions to the October 2010 draft

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

* * *

~~I. The modification does not create a situation where the development will result in an increase in the number of residential dwelling units or the square footage of nonresidential buildings greater than would occur if the development was built without the modification.~~

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

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

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

LM. The modification does not result in either a decrease in off-street motor vehicle parking spaces of more than five (5) spaces or the provision of less than ninety (90) percent of the required parking. (Ord. No. 9138, §1, 10/5/98)

MN. The modification in off-street motor vehicle parking spaces is for the purpose of improving the site design in a manner which will further the intent of the DDO. This includes improvements such as, but not limited to, enhancement of landscaping, pedestrian facilities, or bicycle provisions beyond the requirements of the *LUC*. (Ord. No. 9967, §5, 7/1/04)

NO. The modification does not decrease the number of bicycle parking spaces by more than ten (10) percent and in no event shall the modification lower the requirement to less than two (2) spaces.

~~P. The modification to the location of bicycle parking does not make access to the bicycle parking area less convenient or reduce the security of the bicycle parking area.~~

OO. The modification in the number of bicycle parking spaces is for the purpose of improving the site design in a manner which will further the intent of the DDO. This includes improvements such as, but not limited to, enhancement of landscaping or pedestrian facilities beyond the requirements of the *LUC*. (Ord. No. 9967, §5, 7/1/04)

SECTION 9. The Tucson Code, Chapter 23, Land Use Code, Article V, Division 3, Section 5.3.12 is hereby amended to read as follows:

5.3.12 ZONING COMPLIANCE FOR SITE IMPROVEMENTS IN EXISTENCE ON MAY 1, 2005. The owner of property, at the time of a request for a Certificate of Occupancy may



= Proposed revisions to the October 2010 draft

concurrently request that site improvements, including outdoor activity areas, in existence as of May 1, 2005 (“existing site improvements”) be granted zoning compliance subject to the following:

* * *

5.3.12.8 Changes to parking lot striping, maintaining the same number of parking spaces, or increasing the number of parking spaces, are permitted in compliance with Section 3.3.67 so long as no existing elements such as loading zones or dumpsters are deleted except as permitted under current regulations.

SECTION 10. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.1 is hereby amended to read as follows:

6.2.1 DEFINITIONS – A

* * *

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

* * *

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

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

SECTION 11. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.3 is hereby amended to read as follows:

6.2.3 DEFINITIONS – C

* * *

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

* * *

~~Class 1 Bicycle Parking Facility. 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)~~



= Proposed revisions to the October 2010 draft

~~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.~~

SECTION 12. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.4 is hereby amended to read as follows:

6.2.4 DEFINITIONS – D

* * *

Downtown ParkingRedevelopment District. That area delineated by Map 6.2.4.I. (See Map 6.2.4-I) [Caption to figure: Map 6.2.4-I Downtown ParkingRedevelopment District]

* * *

Driveway. A private access connecting two or fewer residential units to a roadway. A point of vehicular access between a roadway and an abutting property and is further defined to include the area between the face of curb and the right-of-way line for streets with curbs, the area between the edge of pavement of the outside travel lane and the right-of-way line for streets without curbs, the area between the right-of-way line and fifteen (15) feet from the right-of-way line toward the street for completely unimproved streets.

SECTION 13. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.12 is hereby amended to read as follows:

6.2.12 DEFINITIONS – L

* * *

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

SECTION 14. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.13 is hereby amended to read as follows:

6.2.13 DEFINITIONS – M

* * *

Multiple Use. Same as Mixed Use.



= Proposed revisions to the October 2010 draft

SECTION 15. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.16 is hereby amended to read as follows:

6.2.16 DEFINITIONS – P

* * *

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

* * *

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

* * *

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

SECTION 16. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.19 Definitions – S is hereby amended to read as follows:

6.2.19 DEFINITIONS – S

* * *

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 at least fifty (50) percent of the use is retail~~ 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.

* * *

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.

* * *

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

SECTION 17. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.22 is hereby amended to read as follows:

6.2.22 DEFINITIONS – V

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

Vehicular Use Area. Any area of a site or structure used for the parking, ~~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.

AMENDMENTS TO THE DEVELOPMENT STANDARDS CREATING PDMR AND BICYCLE PARKING IN-LIEU FEES

Section 18. Development Standard 1-05.2.0 is amended by adding new subsection 1-05.2.1.H, as follows:

1-05.2.0 DEVELOPMENT SERVICES DEPARTMENT (DSD) FEES

2.1 Community Design Review Committee (CDRC) Fees

* * *

H. Parking Design Modification Request.....\$660.00

Section 19. Development Standard 1-05.2.0 is amended by adding new subsection X, as follows:

X. Bicycle Parking In-Lieu Fee.....\$125.00 per space

Section 20. Development Standard 2-09.0 is hereby deleted.

= Proposed revisions to the October 2010 draft

Section 21. Development Standard 3-05.0 is hereby deleted.

Section 22. Development Standard 2-01.3.0 is amended as follows:

2-01.3.0 CONTENT.

* * *

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

* * *

H. Proposed traffic circulation:

* * *

5. If utilizing parking area access lanes (PAALs), they shall be designed in accordance with Sec. 3.3.0 of the LUC and Development Standard 3-05.0.

a. Show all motor vehicle off-street parking spaces provided, fully dimensioned. As a note, provide calculations on the number of spaces required (include the ratio used) and the number provided, including the number of spaces required and provided for the physically disabled. The drawing should indicate parking space locations for the physically disabled. A typical parking space detail shall be provided for both standard parking spaces and those for the physically disabled. For information on parking requirements for the physically disabled, refer to adopted building and accessibility codes of the City of Tucson. Design criteria for parking spaces and access are located in Sec. 3.3.6 of the LUC Development Standard 3-05.0.

* * *

d. Show bicycle parking facilities fully dimensioned. For specifics, refer to Sec. 3.3.9 of the LUC Development Standard 2-09.0. Provide, as a note, calculations for Class I and Class II bicycle spaces required and provided.

* * *

S. Show on-site pedestrian refuge areas per Development Standard 3-05.

Section 23. Development Standard 2-05.2.0 is amended as follows:

2-05.2.0 DEVELOPMENT PLAN FORMAT AND CONTENT.

= Proposed revisions to the October 2010 draft

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

* * *

D. Proposed traffic circulation:

* * *

3. If utilizing parking area access lanes (PAALs), they shall be designed in accordance with Sec. 3.3.0 of the *LUC* and ~~Development Standard 3-05.0~~.

* * *

P. Show all motor vehicle off-street parking spaces provided, fully dimensioned. As a note, provide calculations on the number of spaces required (include the ratio used) and the number provided, including the number of spaces required and provided for the physically disabled. The drawing should indicate parking space locations for the physically disabled. A typical parking space detail shall be provided for both standard parking spaces and those for the physically disabled. For information on parking requirements for the physically disabled, refer to the Uniform Building Code. Design criteria for parking spaces and access are located in Sec. 3.3 of the *LUC* ~~Development Standard 3-05.0~~.

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

* * *

Q. Show, on the drawing, off-street bicycle parking locations, including materials for lighting and paving, type of security, dimensions, specific type of rack and the number of bicycles it supports, and the location and type of directional signage. When adjacent to pedestrian paths, indicate the width of clearance available for the pedestrian area. ~~For specifics, refer to Development Standard 2-09.0.~~ Provide, as a note, calculations on the number of bicycle spaces required and the number provided. See Sections 3.3.8 and 3.3.9 of the *LUC* for bicycle parking requirements.

Section 24. Development Standard 2-06.3.0 is amended as follows:

2-06.3.0 LANDSCAPE REQUIREMENTS.

* * *

= Proposed revisions to the October 2010 draft

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

* * *

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

1. The maximum amount of overhang is the same measurement as the parking space wheel stop location, as permitted in Sec. 3.3.6.8 Development Standard 3-05.0.

Section 25. Development Standard 3-01.5.0 is amended as follows:

3-01.5.0 SIGHT VISIBILITY.

* * *

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

A. On any access lane or PAAL, see Sec. 3.3.6.6.B of the *LUC* Development Standard 3-05.2.2.B.

Section 26. Development Standard 3-05.1.0 is amended as follows:

3-05.1.0 GENERAL.

* * *

1.2 Applicability. The provisions of this Standard apply to development projects under the applicability of Sec. 3.3.2 of the *LUC*.

This Standard addresses design criteria specifically relating to motor vehicles. For design criteria relating to bicycle facilities, refer to Sec. 3.3.9 Development Standard 2-09.0. For design criteria pertinent to parking for the physically disabled, refer to the currently adopted Uniform Building Code (UBC).

Section 27. Development Standard 12-01.1.0 is amended as follows:

= Proposed revisions to the October 2010 draft

DEVELOPMENT STANDARD 2-09.0
BICYCLE PARKING FACILITY DESIGN REQUIREMENTS
(Effective Date: May 9, 1990)

January X, 2010. On January X, 2010, the Mayor and Council adopted Ordinance No. X, which incorporated the development standards of 2-09.0 into Sec. 3.3.9 of the LUC. Consequently, Development Standard 2-09.0 is deleted.

* * *

DEVELOPMENT STANDARD 3-05.0
VEHICULAR USE AREA DESIGN CRITERIA
(Effective Date: July 6, 1992)

January X, 2010. On January X, 2010, the Mayor and Council adopted Ordinance No. X, which incorporated the development standards of 3-05.0 into Sec. 3.3.6 of the LUC. Consequently, Development Standard 3-05.0 is deleted.

Section 28. Development Standard 12-02.1.0 is amended as follows:

* * *

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

Applies to:

- 1-07.0 *Rezoning Procedures*
- 2-02.0 *Site Plan Content and Specifications*
- 2-05.0 *Development Plan Standard*
- 2-06.0 *Landscaping and Screening Standards*
- 2-08.0 *Pedestrian Access*
- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~
- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~
- 9-08.0 *Historic Preservation Zone Development Standards*

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

Applies to:

- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~

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

Applies to:

- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~

= Proposed revisions to the October 2010 draft

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

Applies to:

- 2-02.0 *Site Plan Content and Specifications*
- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~

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

Applies to:

- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~

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

Applies to:

- 2-06.0 *Landscaping and Screening Standards*
- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~
- 3-01.0 *Street Development Standard*

* * *

CDRC is an acronym for Community Design Review Committee.

Applies to:

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

* * *

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

Applies to:

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

* * *

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

Applies to:

- 1-07.0 *Rezoning Procedures*
- 2-03.0 *Platting Procedures*
- 2-05.0 *Development Plan Standard*
- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~

* * *

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

Applies to:

- 1-01.0 *Procedures for the Establishment of Development Standards (A.D. 1.02-9)*
- 1-03.0 *Community Design Review Committee*
- 1-07.0 *Rezoning Procedures*
- 1-08.0 *Plan Amendment Procedures*
- 2-02.0 *Site Plan Content and Specifications*
- 2-03.0 *Platting Procedures*
- 2-04.0 *Site Plan Application and Submittal Requirements*
- 2-05.0 *Development Plan Standard*
- 2-06.0 *Landscaping and Screening Standards*
- 2-07.0 *Landscape Plan Content and Specifications*
- 2-08.0 *Pedestrian Access*
- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~
- 2-10.0 *Residential Cluster Project (RCP) Standard*
- 9-01.0 *Hillside Development Zone (HDZ) Standard*
- 9-06.0 *Floodplain, WASH, ERZ Development Standard*
- 2-15.0 *Native Plant Preservation Standard*

 = Proposed revisions to the October 2010 draft

- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~
- 6-01.0 *Solid Waste Disposal (Refuse)*
- 9-01.0 *Hillside Development Zone*
- 9-08.0 *Historic Preservation Zone Development Standards*

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

- The area between the face of curb and the right-of-way line for streets with curbs.
- The area between the edge of pavement of the outside travel lane and the right-of-way line for streets without curbs.
- The area between the right-of-way line and fifteen (15) feet from the right-of-way line toward the street for completely unimproved streets.

Applies to:

- 1-07.0 *Rezoning Procedures*
- 2-02.0 *Site Plan Content and Specifications*
- 2-03.0 *Platting Procedures*
- 2-06.0 *Landscaping and Screening Standards*
- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~
- 9-01.0 *Hillside Development Zone*
- 9-08.0 *Historic Preservation Zone Development Standards*

* * *

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

Applies to:

- ~~3-05.0 *Vehicular Use Area Design Criteria*~~

* * *

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

Applies to:

- 1-01.0 *Procedures for the Establishment of Development Standards (A.D. 1.02-9)*
- 1-03.0 *Community Design Review Committee*
- 1-04.0 *Subdivision Assurance Procedures*

 = Proposed revisions to the October 2010 draft

- 1-05.0 *Development Review Fee Schedule*
- 1-07.0 *Rezoning Procedures*
- 2-03.0 *Platting Procedures*
- 2-04.0 *Site Plan Application and Submittal Requirements*
- 2-05.0 *Development Plan Standard*
- 2-06.0 *Landscaping and Screening Standards*
- 2-07.0 *Landscape Plan Content and Specifications*
- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~
- 9-08.0 *Historic Preservation Zone Development Standards*
- 9-01.0 *Hillside Development Zone*
- 9-06.0 *Floodplain, WASH, ERZ Development Standard*

* * *

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

Applies to:

- 2-02.0 *Site Plan Content and Specifications*
- 2-05.0 *Development Plan Standard*
- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~

ON-STREET PARKING is a parking lane.

Applies to:

- 2-03.0 *Platting Procedures*
- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~

* * *

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

Applies to:

- ~~3-05.0 *Vehicular Use Area Design Criteria*~~

PAAL is an acronym for Parking Area Access Lane.

Applies to:

- 1-07.0 *Rezoning Procedures*
- 2-02.0 *Site Plan Content and Specifications*
- 2-05.0 *Development Plan Standard*
- 2-06.0 *Landscaping and Screening Standards*
- 2-08.0 *Pedestrian Access*
- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~

= Proposed revisions to the October 2010 draft

* * *

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

Applies to:

- 1-07.0 *Rezoning Procedures*
- 2-02.0 *Site Plan Content and Specifications*
- 2-05.0 *Development Plan Standard*
- 2-06.0 *Landscaping and Screening Standards*
- 2-08.0 *Pedestrian Access*
- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~

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

Applies to:

- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~

* * *

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

Applies to:

- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~

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

Applies to:

- 1-07.0 *Rezoning Procedures*
- 2-02.0 *Site Plan Content and Specifications*
- 2-03.0 *Platting Procedures*
- 2-04.0 *Site Plan Application and Submittal Requirements*
- 2-05.0 *Development Plan Standard*
- 2-06.0 *Landscaping and Screening Standards*
- 2-07.0 *Landscape Plan Content and Specifications*
- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~
- 3-01.0 *Street Development Standard*
- 3-03.0 *Pavement Cut Criteria*
- 6-01.0 *Solid Waste Disposal (Refuse)*
- 9-08.0 *Historic Preservation Zone Development Standards*

* * *

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

Applies to:

- 1-04.0 *Subdivision Assurance Procedures*
- 1-07.0 *Rezoning Procedures*
- 2-02.0 *Site Plan Content and Specifications*
- 2-03.0 *Platting Procedures*
- 2-05.0 *Development Plan Standard*
- 2-06.0 *Landscaping and Screening Standards*
- 2-08.0 *Pedestrian Access*
- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~
- 2-10.0 *Residential Cluster Project (RCP) Standard*
- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~
- 6-01.0 *Solid Waste Disposal (Refuse)*
- 9-08.0 *Historic Preservation Zone Development Standards*

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

Applies to:

- 3-01.0 *Street Development Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~

* * *

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

Applies to:

- 1-05.0 *Development Review Fee Schedule*
- 2-02.0 *Site Plan Content and Specifications*
- 2-03.0 *Platting Procedures*
- 2-04.0 *Site Plan Application and Submittal Requirements*
- 2-05.0 *Development Plan Standard*
- 2-07.0 *Landscape Plan Content and Specifications*
- 9-01.0 *Hillside Development Zone (HDZ) Standard*
- 9-06.0 *Floodplain, WASH, ERZ Development Standard*
- 2-15.0 *Native Plant Preservation Standard*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~
- 6-01.0 *Solid Waste Disposal (Refuse)*
- 9-01.0 *Hillside Development Zone*
- 9-08.0 *Historic Preservation Zone Development Standards*

* * *

 = Proposed revisions to the October 2010 draft

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

Applies to:

- 1-04.0 *Subdivision Assurance Procedures*
- 1-07.0 *Rezoning Procedures*
- 2-02.0 *Site Plan Content and Specifications*
- 2-03.0 *Platting Procedures*
- 2-04.0 *Site Plan Application and Submittal Requirements*
- 2-05.0 *Development Plan Standard*
- 2-06.0 *Landscaping and Screening Standards*
- 2-07.0 *Landscape Plan Content and Specifications*
- 2-08.0 *Pedestrian Access*
- ~~2-09.0 *Bicycle Parking Facility Design Requirements*~~
- 2-10.0 *Residential Cluster Project (RCP) Standard*
- 3-01.0 *Street Development Standard*
- 3-03.0 *Pavement Cut Criteria*
- ~~3-05.0 *Vehicular Use Area Design Criteria*~~
- 6-01.0 *Solid Waste Disposal (Refuse)*
- 9-08.0 *Historic Preservation Zone Development Standards*

Section 29. Development Standard 12-03.0.0 is amended as follows:

DEVELOPMENT STANDARD 12-03.0 INDEX

* * *

~~Bicycle Parking Facility Design Requirements.....2-09.0~~

* * *

~~Vehicular Use Area Design Criteria.....3-05.0~~



ATTACHMENT B

ADOPTED BY THE
MAYOR AND COUNCIL ON

ORDINANCE NO. _____

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

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

SECTION 1. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 3 is hereby amended to read as follows:

DIVISION 3. MOTOR VEHICLE AND BICYCLE PARKING REQUIREMENTS

SECTIONS:

- 3.3.1 PURPOSE
- 3.3.2 APPLICABILITY
- 3.3.3 GENERAL PROVISIONS
- 3.3.4 REQUIRED NUMBER OF MOTOR VEHICLE ~~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
- ~~3.3.810~~ REQUIRED NUMBER OF BICYCLE PARKING SPACES
- ~~3.3.19~~ BICYCLE PARKING DESIGN CRITERIA
- 3.3.10 PARKING DESIGN MODIFICATION REQUEST



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. 3.3.3.5+; 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. ~~3.3.3.3.3.6+2~~.

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.~~

3.3.3.12 Parking Required for Uses Not Listed.

- A. Parking is required for every use unless otherwise specified in Sec. 3.3.4.3 (Minimum Number of Motor Vehicle Spaces Required) or 3.3.8.2.B (Minimum Number of Bicycle Parking Spaces Required).
- B. Each Land Use Group (Group), except for Residential and Storage, has a standard minimum parking formula. The standard formula applies to every Land Use Class (Class) within that Group. Exceptions to a Group’s standard formula are specifically listed in the parking tables, although the Classes are specifically listed. Only those Classes with minimum parking requirements different from their Group’s standard formula are specifically listed in the parking tables.

- C. The Land Use Groups and the Classes within each Group are defined in Article VI (Definitions).
- D. Required parking for uses not defined in Article VI (Definitions) 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. 6.2.3.3.3.236 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.~~
- ~~3.3.3.3248 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 (½) or more is adjusted to the next higher whole number, and a fraction of less than one-half (½) is adjusted to the next lower whole number.~~
- ~~3.3.3.9 Areas That May Not Be Used For Required Parking. Spaces in service bays, stacking areas, or car 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. ~~43510~~ 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. ~~54611~~ 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. ~~65712~~ 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. 3.3.3.6, 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 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>	None (0) required.
<u>CIVIC USE GROUP</u>	1 space per 300 sq. ft. GFA
<u>Cemetery</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>Civic Assembly; Membership Organization; and Religious Use</u>	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



<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
	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>	<u>Parking area equal to thirty (30) percent of the area occupied by the zoo.</u>
<u>Educational Use*</u>	
<u>Grades K - 8</u>	<u>1 space per 10 students plus 1 space per 300 sq. ft. of floor area in office use.</u>
<u>Grades 9 – 12</u>	<u>1 space per 5 students.</u>
	<u>*Passenger drop-off areas are required for Grades K-12 per Sec. 3.5.3.7.G</u>
<u>Postsecondary Institutions; Instructional Schools</u> (Ord. No. 9374, §1, 4/10/00)	<u>1 space per 200 sq. ft. GFA.</u>
<u>COMMERCIAL SERVICES USE GROUP</u>	<u>1 space per 300 sq. ft. GFA</u>
<u>Alcoholic Beverage Service (including Large Bar)</u>	<u>1 space per 50 sq. ft. GFA.</u>
<u>Animal Service</u>	<u>1 space per 400 sq. ft. GFA.</u>
<u>Automotive Washing (within Automotive – Minor Service and Repair)</u>	
<u>Full-Service</u>	<u>1 space per 500 sq. ft. GFA, including service bays, wash tunnels, office, and retail areas</u>
<u>Self-Service</u>	<u>None (0) required</u>
<u>Billboard</u>	<u>None (0) required.</u>
<u>Day Care - Home Occupation</u>	<u>No additional parking required above what is required for the residential use</u>
<u>Entertainment</u>	<u>1 space per 5 fixed seats or 1 space per 50 sq. ft. GFA.</u>
<u>Food Service</u>	<u>1 space per 100 sq. ft. GFA and outdoor seating areas.</u>
<u>Medical Service - Extended Health Care</u>	<u>1 space per 2 beds.</u>
<u>Medical Service - Major</u>	<u>1 space per bed.</u>
<u>Parking</u>	<u>None (0) required.</u>
<u>Transportation Service</u>	<u>1 space per 300 sq. ft. GFA, excluding hangars.</u>
<u>Travelers' Accommodation, Campsite</u>	<u>1 space per campsite</u>
<u>Travelers' Accommodation, Lodging</u>	<u>1 space per rental unit plus 1 space per 300 sq. ft. GFA of conference, restaurant, bar, and banquet space.</u>
<u>Vehicle Storage</u>	<u>None (0) required</u>
<u>INDUSTRIAL USE GROUP</u>	<u>1 space per 1,000 sq. ft. GFA</u>
<u>Household Goods Donation Center</u> (Ord. No. 9915, §8, 11/24/03)	<u>1 space per 300 sq. ft. GFA.</u>
<u>Salvaging and Recycling</u> (Ord. No. 9915, §8, 11/24/03)	<u>1 space per 5,000 sq. ft. of lot area plus 1 space per 300 sq. ft. of sales and office area.</u>
<u>RECREATION USE GROUP</u>	<u>1 space per 100 sq. ft. GFA</u>
<u>Golf Course</u>	<u>3 spaces per hole plus 50% of parking required for retail, restaurant, and/or bar associated with the golf course.</u>
<u>Driving Range</u>	<u>1 space per fixed tee.</u>
<u>Athletic Fields</u>	<u>15 spaces per field.</u>



<u>LAND USE GROUP/CLASS</u>	<u>MOTOR VEHICLE PARKING REQUIRED</u>
<u>Batting Cage</u> (Ord. No. 9517, §3, 2/12/01)	1 space per batting cage.
<u>Billiard/Pool Halls</u>	1 space per 200 sq. ft. GFA.
<u>Bowling Alley</u>	3 spaces per lane.
<u>Court - Basketball or Volleyball</u>	5 spaces per court or 3 spaces per half court, if only a half court is provided.
<u>Court - Tennis or Racquetball</u>	2 spaces per court.
<u>Health/Exercise Club/Gymnasium</u>	1 space per 200 sq. ft. GFA.
<u>Miniature Golf Course</u>	1 space per tee plus 1 space per 75 sq. ft. GFA.
<u>Rifle and Pistol Range</u>	1 space per firing lane.
<u>Rodeo Arena</u>	1 space per 2,500 sq. ft. of lot area minus the main arena area.
<u>Skating Rink</u>	1 space per 200 sq. ft. GFA.
<u>Swimming Pool</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>RESIDENTIAL USE GROUP</u>	
<u>Family Dwelling; Mobile Home Dwelling</u> <u>Single-Family and Mobile Home Dwellings</u>	The number of parking spaces required is based on the following: 2 spaces per dwelling unit plus visitor parking required at a ratio of 0.25 space per unit. <u>Exception. Single-family dwellings in the R-1 zone only must comply with 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)	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
<u>Multifamily Dwellings – Over 70 units/acre</u>	1.25 spaces per dwelling unit
<u>Projects of any density for the elderly or the physically disabled</u>	0.75 space per dwelling unit
<u>Group Dwelling</u> <u>Dormitory, Fraternity, or Sorority</u> (Ord. No. 9421, §1, 7/10/00)	0.5 space per resident plus 2 spaces for the resident family. 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>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>	3 spaces. 4 spaces. 5 spaces. 6 spaces. 1 space per 2 beds.
<u>RETAIL TRADE USE GROUP (including Shopping Centers)</u>	
<u>Furniture, Carpet or Appliance Store</u> (Ord. No. 9517, §3, 2/12/01)	1 space per 400 sq. ft. GFA.
<u>Gasoline Sales without Food and Beverage Sales</u>	1 space per employee but not less than 2 spaces.



<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)



LAND USE GROUP/CLASS	MOTOR VEHICLE PARKING REQUIRED
	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

~~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.~~

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

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

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

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

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

RECREATION USE GROUP

~~Golf Course~~

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

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

~~Driving Range~~

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

~~Athletic Fields~~

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

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

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

~~Billiard/Pool Halls~~

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

~~Bowling Alley~~

~~Motor Vehicle: SB. 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	



~~0-70 units/acre~~

~~The number of spaces per dwelling unit is based on the number of bedrooms in each unit as follows:
Studio, less than 400 sq. ft. GFA—1.00 space per dwelling unit~~

~~Studio, more than 400 sq. ft. GFA, and One Bedroom—1.50 spaces per dwelling unit~~

~~Two Bedrooms—2.00 spaces per dwelling unit~~

~~Three Bedrooms—2.25 spaces per dwelling unit~~

(Ord. No. 9421, §1, 7/10/00)

~~Four or More Bedrooms—2.50 spaces per dwelling unit~~

~~Multifamily Dwellings
Over 70 units/acre~~

~~1.25 spaces per dwelling unit~~

~~Projects of any density for the elderly or the physically disabled~~

~~0.75 space per dwelling unit~~

~~Group Dwelling~~

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

~~Dormitory, Fraternity, or Sorority~~

(Ord. No. 9421, §1, 7/10/00)

~~**Motor Vehicle:** SB. Seven tenths (0.7) space per resident. On projects where rent/lease of space is by the bedroom, the requirement is 0.85 space per bedroom or 2.00 spaces per dwelling unit, whichever is greater. **Bicycle:** One (1) space per resident—seventy five (75) percent Class 1 and twenty five (25) percent Class 2.~~

~~Residential Care Services~~

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

~~1-5 Residents~~

~~Three (3) spaces.~~

~~6-10 Residents~~

~~Four (4) spaces.~~

~~11-15 Residents~~

~~Five (5) spaces.~~

~~16-20 Residents~~

~~Six (6) spaces.~~

~~21 or more Residents~~

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

RETAIL TRADE USE GROUP

- Construction Material Sales
- Food and Beverage Sales
- Heavy Equipment Sales

~~**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.~~



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 **Motor Vehicle:** SB. One (1) space per employee but not less than two (2) spaces. **Bicycle:** None (0) required.

Swap Meets/Auctions (Indoor) **Motor Vehicle:** SB. One (1) space per one hundred (100) sq. ft. 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 (Ord. No. 9517, §3, 2/12/01) **Motor Vehicle:** SB. None (0) required for storage units, if storage units have direct vehicular access, and a minimum of two (2) for any associated office. One (1) space per four thousand (4,000) sq. ft. GFA, if storage units do not have direct vehicular access, and a minimum of two (2) for any associated office. **Bicycle:** None (0) required for storage units; a minimum of two (2) for any associated office—all Class 2.

UTILITIES USE GROUP

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

WHOLESALE USE GROUP

Business Supply and Equipment
 Wholesaling
 Construction/Heavy Equipment
 Wholesaling
 Food and Beverage Wholesaling
 Hazardous Material Wholesaling **Motor Vehicle:** SA. One (1) space per two thousand (2,000) sq. ft. of storage area for the first twenty thousand (20,000) sq. ft. of storage area plus one (1) space per ten thousand (10,000) sq. ft. of storage area for over twenty thousand (20,000) sq. ft. of storage area. **Bicycle:** Eight (8) percent—ninety (90) percent Class 1 and ten (10) percent Class 2.

3.3.5 **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 one hundred (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 at least one (1) of the following criteria is met:
 - a. The development has a site area of fifty thousand (50,000) sq. ft. or more;
or
 - b. The building(s) has a gross floor area of twenty-thousand (20,000) sq. ft. or more; or
 - c. The development consists of two (2) or more lots under separate ownership.

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.* Motor vehicle parking ~~Land uses within the Downtown Parking District may be located~~ ~~their required parking~~ within one thousand five hundred (1,500) feet of the ~~land use~~ provided the parking is within the District boundaries and is approved by the Director of the Planning and Development Services Department.
- F. *Bicycle Parking.* Bicycle parking spaces in the Downtown Parking District (Sec. 6.2.4) and the Fourth Avenue Business District (Sec. 6.2.6) may be provided:
1. On site;
 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 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)

3.3.5.5 Exemption Based on Maintenance of Historic Structure. Non-residential uses with a parking formula of one (1) space per three hundred (300) square feet gross floor area or less intense formula occupying a structure listed individually on the National Register of Historic Places or listed as a contributing property in a National Register Historic District, are exempt from Sec. 3.3.4.3 (Minimum Number of Motor Vehicle Spaces Required) provided the historic designation of the contributing structure is maintained.

3.3.5.6 Other Permitted Reductions.

A. *General Requirements.* Off-street motor vehicle parking requirements may be reduced as follows:

1. The project complies with one or more of the permitted reductions in Sec. 3.3.5.6.B-I.
2. The reduction, either individually [except as provided in Sec. 3.3.5.6 (Reduction Based on Provision of Trash and Recycling Enclosures)] or cumulatively, does not exceed twenty (20) percent of the required number of parking spaces.
3. If more than one (1) reduction is applied, the parking requirement is calculated based on the required number prior to any reduction.
4. The required number of spaces for individuals with physical disabilities is based on the total number of motor vehicle parking spaces required before the reduction.

B. *Reduction Based on Criteria for Parking for Individuals with Physical Disabilities.*

1. For existing development, the number of required parking spaces may be reduced by of ~~two~~ (2) spaces for every one (1) new space provided for individuals with physical disabilities.
2. For new development, the number of required parking spaces may be reduced by one (1) parking space for every one (1) non-required 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 may be reduced by one space. Existing motor vehicle parking may be converted to bicycle parking per Sec. 3.3.9.3.C.

- D. Reduction Based on Provision of Parking for Recharge of Electric Vehicles. The number of spaces required may be reduced at a ratio of one (1) space for every one (1) space for electrical vehicle parking spaces/recharge station.
- E. Reduction Based on Valet Parking. The Zoning Administrator may approve valet parking as a means of satisfying a portion of the off-street parking requirements 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.
- F. Reduction Based on MS&R Criteria. The number of off-street parking spaces required for any nonresidential development located on a street designated on the MS&R Plan may be reduced in conformance with the calculations in Sec. 2.8.3.7.
- G. Reduction Based on Landscaping and Screening Criteria (including Canopy Trees in Vehicular Use Areas).
1. The following reductions apply to existing development:
 - a. The number of off-street parking spaces may be reduced up to ten (10) percent when an existing development is modified to comply with Sec. 3.7.0 (Landscaping and Screening Regulations), except for Sec. 3.7.2.3.A (Canopy Trees in Vehicular Use Areas).
 - b. For every three (3) non-required canopy trees provided in the vehicular use area, the motor vehicle parking requirement may be reduced by one space. The planting area for each tree must comply with the spatial requirements of Sec. 3.7.2.3.A.1.c (Canopy Trees in Vehicular Use Areas).
- H. Reduction Based on Providing Additional Canopy Trees in Vehicular Use Areas.
2. For proposed development, the motor vehicle parking requirement may be reduced by one (1) space for every four (4) non-required canopy trees provided in the vehicular use area. The planting area for each tree must comply with the spatial requirements of Sec. 3.7.2.3.A.1.c (Canopy Trees in Vehicular Use Areas).
- I. 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.

3.3.5.7 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~~
 - ~~c. Other uses with demonstrable peak parking requirements different from retail.~~~~
- ~~3.3.6.3 Diversion of Required Parking.~~
- ~~A. *Temporary Diversion.* Motor vehicle parking spaces within a vehicular use area may be used temporarily for storage or display of boats, cars, recreational vehicles, semitruck trailers, furniture, or items of any other nature, subject to all of the following conditions.~~
- ~~1. The vehicular use area contains more than nine (9) spaces for motor vehicle parking.~~
 - ~~2. If the vehicular use area contains fewer than two hundred fifty (250) spaces, no more than ten (10) percent of the total number of vehicle parking spaces are diverted to another use.~~
 - ~~3. The maximum period of diversion is fifteen (15) days. Additional fifteen (15) day extensions up to a maximum of sixty (60) days per year may be granted for reasonable cause upon written request from the applicant. (Ord. No. 9392, §1, 5/22/00)~~
 - ~~4. Spaces are not diverted to another use more than once in any calendar month.~~
 - ~~5. The spaces diverted are not designated or designed for use by the physically disabled.~~
 - ~~6. The diversion is not for the purpose of dismantling or repairing vehicles.~~
- ~~B. *Diversion Other Than Temporary.* Code required parking spaces for any land use shall not be sold, leased, or otherwise diverted to another use until off-street parking provisions are secured and provided on another site satisfying all provisions of this Division. Approval is required for any proposed diversion of the vehicular use area. (Ord. No. 9392, §1, 5/22/00)~~



~~C. Exception. Any park and ride lot set aside to facilitate the use of the mass transit system may use up to a maximum of five (5) percent of the required vehicular use area.~~
~~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)~~
~~3.3.68.1 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.~~

~~35. The following criteria apply to Sec. 3.3.6.10.A.1 and 2,, and 3as 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. parking reduction plan shall not create light intrusion Outdoor lighting shall comply with the City of Tucson/Pima County Outdoor Lighting Code.parking reduction planOutdoor l~~

~~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 intrusion⁶¹⁰³;~~

~~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.

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

A. ~~Off-Site Within Six Hundred (600) Feet~~Parking. Off-site parking is permitted ~~within 600 feet of the project site under the following conditions:-~~ 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. For projects outside the Downtown Parking District, off-site parking must be located within six hundred (600) feet of the project site. For projects in the Downtown Parking District, off-site parking must be located within one thousand five hundred (1,500) feet of the land use provided the parking is within the District boundaries. For purposes of this section, the distance between required parking and the use it serves is the walking distance measured along the pedestrian access system from the closest points between the building or use and the vehicular use area.

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

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

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

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

~~-----~~ Parking for land uses within a historic district may off site as provided in this section unless the requirements are established specific to that historic district.

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

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

Downtown Parking District



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. 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 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

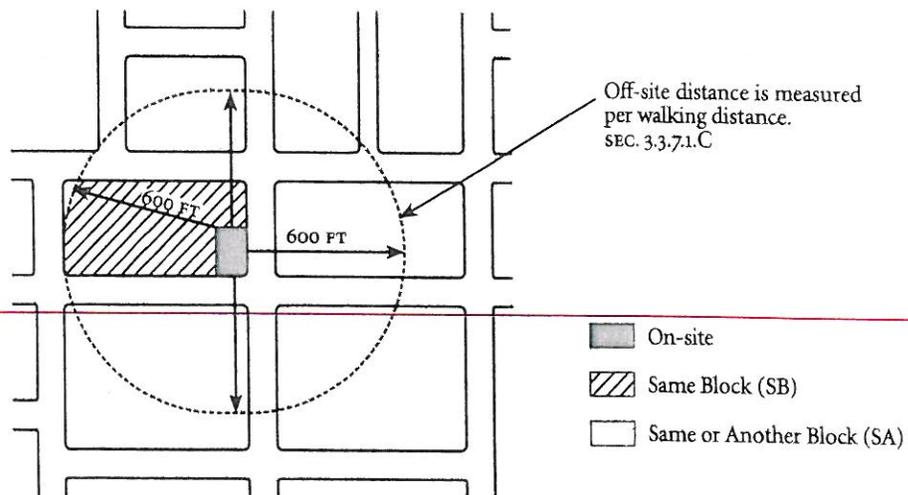


during these peak periods. Pervious pavement materials that have a decorative or natural appearance may be used.

~~3.3.76.3~~ ~~3.3.3.9~~—Areas That ~~Shall May~~ Not Be ~~Counted As Used For~~ Required Parking. The following areas shall not be ~~counted as used for~~ required parking:

- A. Spaces in service bays, stacking areas, or car wash bays; and,
- B. At gasoline pumps or other hose locations; and,
- C. Those used for the storage or display of vehicles for sale or rent to the public.
- D. Parking spaces shall not be located under, or within five (5) feet of, a vertical line intersecting the ground and any structural element extending from a billboard, including, but not limited to, overhangs, cantilevered beams, and elevated walkways. (Ord. No. 8610, §1, 11/27/95)

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



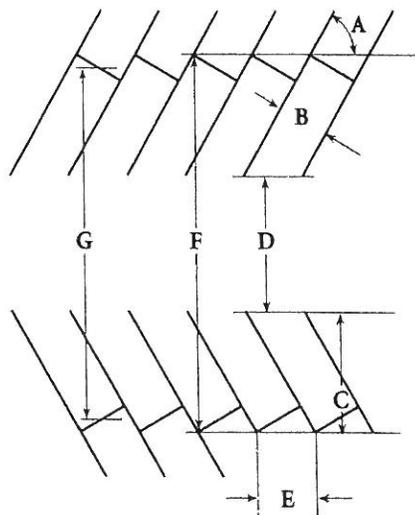
3.3.7.1 Location of Required Vehicle and Bicycle Parking Spaces

- ~~3.3.7.1.)~~ ~~— Same Block (SB) means the required parking is to be located on site or in the same block and within six hundred (600) feet of the land use it serves.~~ A.
- ~~— B. Same or Another Block (SA) means the required parking may be located on site, in the same block, or in another block but within six hundred (600) feet of the land use it serves. C. Measurement. The distance between required parking and the use it serves is the walking distance measured along the pedestrian access system from closest points between the building or use and the vehicular use area.~~



- ~~E.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.
- ~~13.~~—~~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)~~
- 3.3.76.42 Motor Vehicle Use Area Dimensions Parking Space and Parking Area Access Lane (PAAL) Dimensions ~~Motor Vehicle Parking Space Dimensions.~~

- A. Motor Vehicle Use Area Dimensions. The minimum parking space, access lane, Parking Area Access Lane (PAAL), and driveway dimensions are as follows. Illustration 3.3.6.4.A-I is to be used in conjunction with Tables 3.3.6.4.A-II & III, Standard Parking Space Size. All motor vehicle off street parking spaces, with the exception of those listed in Sec. 3.3.7.4.B, shall have a minimum width of eight and one half (8.5) feet and a length of eighteen (18) feet, excluding the area necessary for access drives and aisles. All parking area access lanes (PAALs) shall have a minimum width as specified in Table 3.3.7 I, with the exception of those listed in Sec. 3.3.7.2.C. All parking spaces and necessary access drives and aisle areas shall be provided off street. Tables 3.3.7 I and II I lists the minimum dimensions. (See Illustration 3.3.7.2.) (Ord. No. 9517, §3, 2/12/01)



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

3.3.67.4.A-I Motor Vehicle Use Area Dimensions

<u>TABLE 3.3.6.4.A-II</u>



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

* See Sec. 3.3.6.4.B (Exceptions) for applicable exceptions

** See Table 3.3.6.4.A-III for applicable exceptions

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

B. 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. A motor vehicle off-street parking space shall have a minimum width of ten (10) feet ~~When the side(s) of a the 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.~~
3. A parallel parking space can be reduced to eighteen (18) feet in length if the space is located immediately adjacent to a driveway, access lane, PAAL, alley, or street intersection and the parking space is designed to provide maneuvering area on at least one (1) end. On-street parking must be approved by the Traffic Engineer.

~~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.~~

CPAAL s7.13-I and II



- ~~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 Access Lane and Parking Area Access Lanes (PAAL) Design Criteria

A. *Intersections.*

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

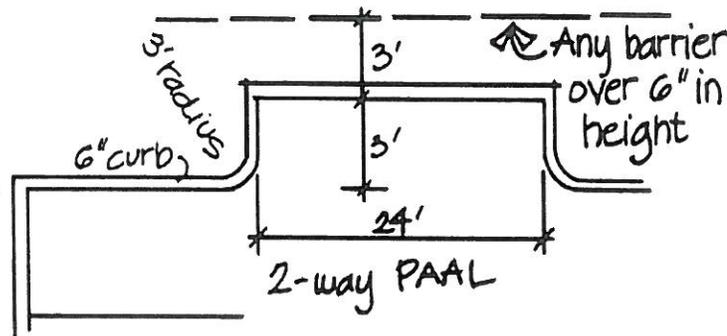
- B. *Height Clearance.* The minimum height clearance along access lanes and PAALs is fifteen (15) feet. *Exception.* Within parking garages, the minimum height clearance can be less than fifteen (15) feet. The minimum-actual height clearance within parking garages shall be at least one (1) foot greater 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 Access Lanes and PAALs.*



1. Access lanes and PAALs shall be setback at least one (1) foot from:
 - a. An open structure, such as a carport or covered pedestrian access path as measured from the closest part of the structure or roof overhang; or,
 - b. A structure when the access lane or PAAL serves as a drive-through lane.
 2. Access lanes and PAALs shall be setback at least two (2) feet from a wall, screen, or other obstruction. The additional area is necessary to provide clearance for fire, sanitation, and delivery vehicles.
- C. Sight Visibility. Sight visibility at points of ingress into, egress from, or within the vehicular use area will comply with Development Standard 3-01.0.
- D. Back-Up Spur. (See Illustration 3.3.6.6.D)
1. A back-up spur shall be provided at the end of a row of parking if no ingress or egress is provided at that end.
 2. The spur shall be a minimum of three (3) feet in depth and have a three (3) foot radii and a wheel barrier to prevent encroachment onto any unsurfaced areas.
 3. A minimum distance of three (3) feet shall be provided between the back of spur and any wall, screen, or other obstruction over six (6) inches in height.



3.3.6.6.D Back Up Spur

3.3.76.7 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.

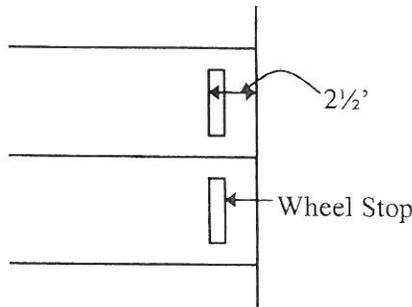
- A. Barriers, such as post barricades or wheel stop curbing, are required in a vehicular use area to prevent vehicles from extending beyond the property lines, damaging adjacent



landscaping, walls, or buildings, overhanging adjacent sidewalk areas or unpaved areas, and/or driving onto unimproved portions of the site.

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

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 PDS 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.

A. Exceptions.

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.~~

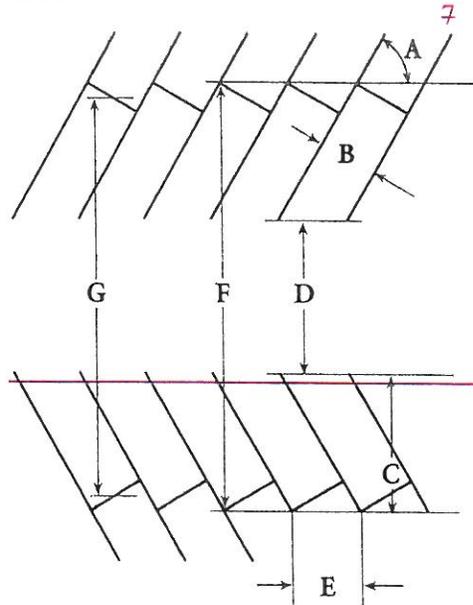
Exceptions. ~~Vehicular use areas used for Vehicle storage of motor vehicles,~~ Residential Care Services with four (4) or fewer spaces provided, single-family ~~dwellings residential development,~~ mobile home dwellings, ~~and duplexes on individual lots, home occupations, and non-residential uses within 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)

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. The minimum vehicle stacking capacity is required as follows.

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

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

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. The stacking area for drive-through lanes must not cross on-site pedestrian access.
- C. Stacking spaces shall not impede on- or off-site traffic circulation and ingress to and egress from the project site movements.
- 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 Minimum Number Required of Number of Bicycle Parking Spaces Required

- 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 vehicular use areas, plazas, exterior courtyards, or other open areas on the site, other than required landscaping, large enough, separately or in combination, to accommodate all or a portion of the required bicycle parking.
3. The required number of bicycle parking spaces may be satisfied partially or completely if bicycle racks exist within the right-of-way.
4. When the requirements of this Section are required due to an expansion per Sec. 3.3.3.12 (Expansions), the required number of bicycle parking spaces may be partially or completely exempted if compliance is impractical due to existing site constraints, such as the pedestrian walkways surrounding a building(s) are not wide enough to accommodate bicycle parking facilities and at least a four (4) foot wide pedestrian access 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 8,000 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>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<u>COMMERCIAL USE GROUP</u>	<u>2 spaces</u>	<u>2 spaces or 1 space per 10,000 sq. ft. GFA</u>
<u>Administrative and Professional Office</u>	<u>2 spaces or 1 space per 20,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 6,000 sq. ft. GFA</u>
<u>Alcoholic Beverage Service</u>	<u>2 spaces or 1 space per 2,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA</u>
<u>Animal Service</u>	<u>None</u>	<u>None</u>
<u>Billboard</u>	<u>None</u>	<u>None</u>
<u>Car Wash, Self-Service</u>	<u>None</u>	<u>None</u>
<u>Day Care</u>	<u>2 spaces or 1 space per 40,000 sq. ft. GFA</u>	<u>2 spaces or 1 space per 10,000 sq. ft. GFA</u>
<u>Daycare/Home Occupation</u>	<u>None</u>	<u>None</u>
<u>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 50,000 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 4,000 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 (Maximum required = 10 spaces)</u>

<u>LAND USE GROUP/CLASS</u>	<u>SHORT-TERM PARKING REQUIRED</u>	<u>LONG-TERM PARKING REQUIRED</u>
<u>RECREATION USE GROUP</u>	Per Director's approval	Per Director's approval
<i>Billiard/Pool Hall; Health/Exercise Club/Gymnasium; Skating Rink; and Bowling Alley</i>	<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>
<i>Athletic Fields</i>	<u>2 spaces per field</u>	<u>None</u>
<i>Batting Cage</i>	<u>2 spaces or 0.25 space per batting cage</u>	<u>None</u>
<i>Court – Basketball, Racquetball, Tennis, or Volleyball</i>	<u>2 spaces or 0.25 space per court</u>	<u>None</u>
<i>Golf Course</i>	<u>None</u>	<u>2 spaces</u>
<i>Driving Range</i>	<u>2 spaces</u>	<u>None</u>
<i>Miniature Golf Course</i>	<u>0.25 space per tee</u>	<u>None</u>
<i>Rifle and Pistol Range;</i>	<u>None</u>	<u>None</u>
<i>Rodeo Arena</i>		
<i>Swimming Pool</i>	<u>2 spaces or 1 space per 2,000 sq. ft. of entire pool area</u>	<u>None</u>
<u>RESIDENTIAL USE GROUP</u>		
<i>Single-Family & Mobile Home Dwellings</i>	<u>None</u>	<u>None</u>
<i>Multifamily Dwellings (0-70 units/acre);</i>	<u>2 spaces or 1 space per 20 units</u>	<u>1 space per 4 units</u>
<i>Group Dwelling</i>	<u>None</u>	<u>2 spaces or 1 space per 20 residents</u>
<i>Dormitory, Fraternity, or Sorority</i>	<u>2 spaces</u>	<u>2 spaces or 1 space per 4 residents</u>
<i>Residential Care Services</i>	<u>2 spaces</u>	<u>2 spaces or 0.15 per bedroom</u>
<u>RETAIL USE GROUP</u>		
<i>Retail Uses Less Than 100,000 sq. ft. GFA:</i>	<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>
<i>Retail Uses More Than 100,000 sq. ft. GFA:</i>	<u>1 space per 6,000 sq. ft. GFA (Maximum required = 150 spaces)</u>	<u>1 space per 12,000 sq. ft. GFA (Maximum required = 50 spaces)</u>
<i>Gasoline Sales without Food and Beverage Sales</i>	<u>None</u>	<u>None</u>
<i>Furniture, Carpet, or Appliance Store; Heavy Equipment Sales; and Vehicle Rental and Sales</i>	<u>2 spaces</u>	<u>2 spaces or 1 space per 12,000 sq. ft. GFA (Maximum required = 10 spaces)</u>
<u>STORAGE USE GROUP</u>		
<i>Commercial Storage & Hazardous Material Storage</i>	<u>None</u>	<u>2 spaces or 1 space per 40,000 sq. ft. GFA (Maximum required = 10 spaces)</u>
<i>Personal Storage</i>	<u>2 spaces</u>	<u>None</u>
<u>UTILITIES</u>	<u>None</u>	<u>None</u>
<u>WHOLESALE USE GROUP</u>	<u>None</u>	<u>2 spaces or 1 space per 40,000 sq. ft. GFA (Maximum required = 10 spaces)</u>

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:

- A. Bicycle parking shall not impedeobstruct the approved on-site pedestrian access. - A pedestrian access path of aA clearance space of at least four (4) feet in width must be provided for pedestrian access.
- B. Outdoor bicycle parking spaces shall be accessible without moving another bicycle.
- C. 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.
- D. 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.
- E. 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.
- F. 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:

1. Within seventy-five (75) feet of each public entrance to a building as measured along the most direct pedestrian access route [Note: The Tucson-Pima County Bicycle Advisory Committee recommends fifty (50) feet. See Attachment E];
 2. Located outside the building(s); and,
 3. Clearly visible from the adjacent sidewalks, drives, and/or the public entrance(s).
 4. 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.
 5. See Sec. 3.3.9.6.A (Short-term Bicycle Parking Location Requirement Figure) for a depiction of the location requirement.
-
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.~~

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 Sec. 3.3.9.6.B and C for examples of acceptable bicycle rack design and parking layouts.

- 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 individuals~~persons~~ 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).

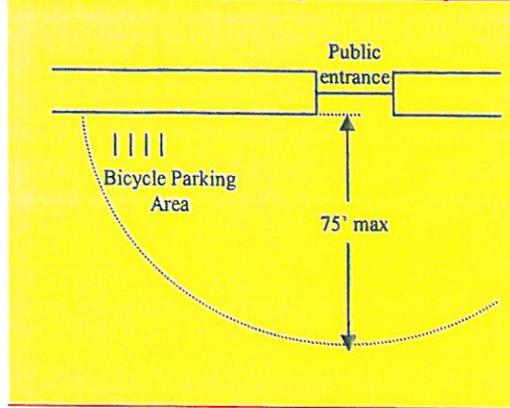


- A. Inside buildings and residential units provided the bicycle parking does not create a safety hazard or impede pedestrian circulation.
- B. Under roof overhangs or awnings that are at least seven (7) feet above the floor or ground and the bicycle parking is located in an area from adjacent sidewalks, drives, or customer entrances visible from a customer entrance to a building, including, but not limited to, vehicle use areas and areas within one hundred eighty (180) degrees of the customer entrance, or within one hundred (100) feet of an attendant or security guard, or in an area monitored by a security camera.
- 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.

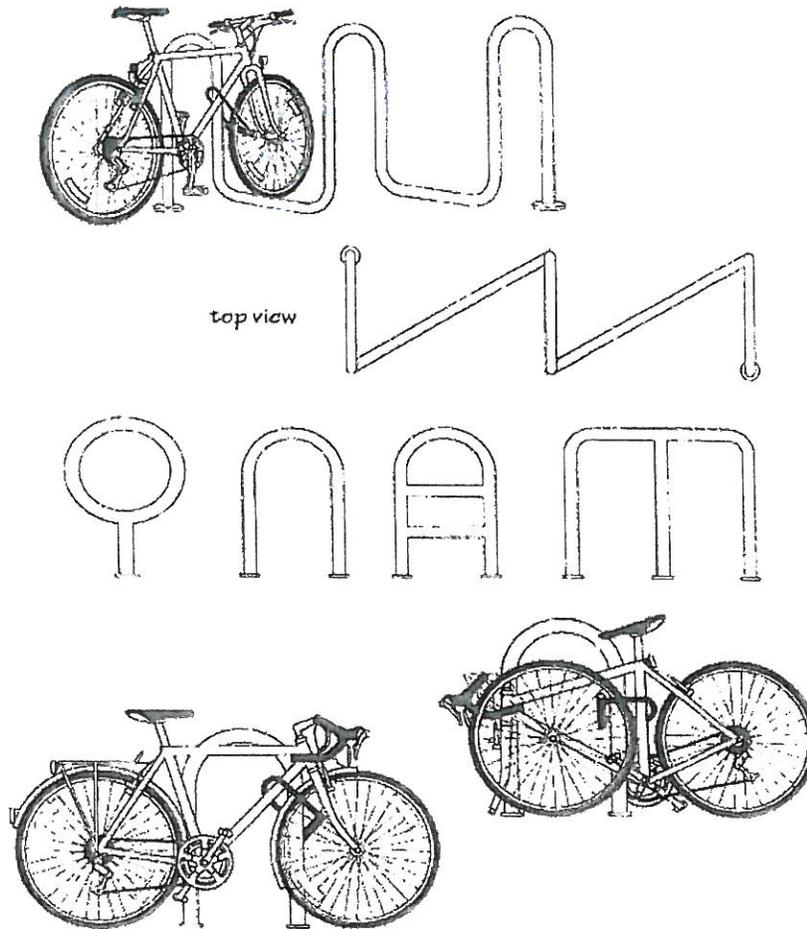


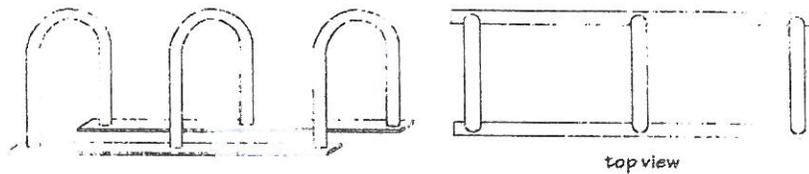
3.3.9.6 Bicycle Parking Figures

A. Short-term Bicycle Parking Location Requirement. The following demonstrates the short-term bicycle parking location requirement per Sec. 3.3.9.3.A.1.

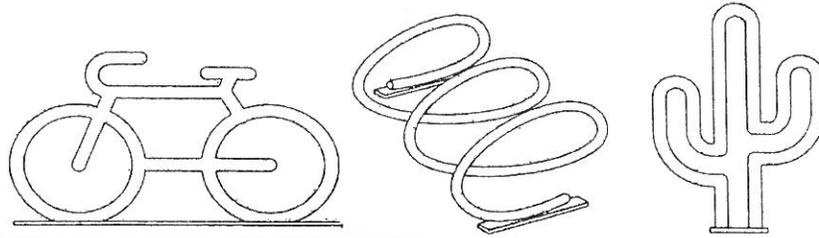


B. Examples of Acceptable Bicycle Rack Design. The following bicycle racks comply with the criteria of Sec. 3.3.9.4 (Short-term Bicycle Parking) and are provided for illustrative purposes only. Other bicycle rack designs may be used provided they comply with Sec. 3.3.9.4.





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



- C. Examples of Bicycle Parking Layouts. The following bicycle parking layouts comply with the criteria of Sec. 3.3.9.4 (Short-term Bicycle Parking) and are provided for illustrative purposes only. Other layouts may be used provided they comply with Sec. 3.3.9.4. **[Reserved for revised figure]**

3.3.10 **PARKING DESIGN MODIFICATION REQUEST (PDMR)**

- 3.3.10.1 Purpose. This Section is established to provide an administrative process through which specific parking design regulations of the LUC may be modified. This procedure is not intended to delete or waive LUC regulations, but is intended to allow design flexibility in LUC compliance and alternative design solutions within the intent of the regulation.
- 3.3.10.2 Applicability. The dimensional requirements of ~~this~~ Division 3 may be considered for a PDMR, including, but not limited to parking space width, access lane and PAAL width, and back-up spur depth.
- 3.3.10.3 Review. Review of PDMR requests shall be through the Zoning Compliance Review, Sec. 23A-31. Applications shall include property ownership information, a site plan, and other information deemed by the Planning & Development Services Director as necessary to evaluate the request.
- 3.3.10.4 Findings for Approval. The Planning & Development Services Department Director may approve a modification as provided by this Section if all applicable findings as follows are made.
- A. The modification does not result in the deletion of an LUC requirement.
 - B. The modification is not a request previously denied as a variance.
 - C. The modification is not to a condition of approval for a rezoning or Special Exception Land Use application.



- D. The modification does not adversely impact adjacent properties or development.
- E. The modification does not impede sight visibility at points of ingress into, egress from, or within the vehicular use area for either vehicular or pedestrian traffic or otherwise create or increase a safety hazard.
- F. The modification provides design alternatives to better integrate the development into the design character of the immediate neighborhood.
- G. Except as provided below, a PDMMR may ~~not~~ modify ~~the~~ dimensional requirement by no more than ten (10) percent.
- H. The modification does not decrease the minimum parking space dimension to less than eight (8) feet in width. The number of parking spaces with decreased dimensions shall not exceed ten (10) percent of the total number of parking spaces provided. The parking spaces must be marked as 'compact'.
- I. The modification does not decrease the parking area access lane or driveway dimension by more than five (5) percent below the minimum width required. *Exception.* The width of a parking area access lane or driveway cannot be reduced when it is a fire lane.
- J. The back-up spur dimensional requirements may be modified when the last space in a bay of parking is wider than eight and one-half (8.5) feet ~~[how much wider?]~~ or when the Director determines that the proposed modification will not create a safety hazard.
- K. The ~~modification to the location of bicycle parking~~ location requirement may be modified by no more than ten (10) percent when additional security measures are provided, including, but not limited to, locating the bicycle parking in an area monitored by a security camera or within one hundred (100) feet of an attendant or security guard. ~~does not reduce the visibility or security of the bicycle parking area.~~
- L. ~~For existing development that is required to comply with current code as a result of an expansion(s), the modification to the location of bicycle parking is necessary because compliance is impractical due to existing site constraints, such as the pedestrian walkways are not wide enough to accommodate bicycle parking facilities and adequate pedestrian circulation.~~

Location Requirement 3

ASSOCIATED PROPOSED AMENDMENTS

SECTION 2. The Tucson Code, Chapter 23, Land Use Code, Article II, Division 8, Section 2.8.12 is hereby amended to read as follows:

2.8.12 DOWNTOWN AREA INFILL INCENTIVE DISTRICT ZONE (IID)

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

* * *



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

* * *

3. Parking.

a. Parking as required by Sec. 3.3.4 may be reduced up to twenty-five (25%) percent. Parking may be decreased by more than 25% per an agreement with the City's Parking Authority or through an Individual Parking Plan (Sec. 3.3.5.28.7) if the analysis and finding shows the proposed parking is adequate.

SECTION 3. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 5, Section 3.5.4 is hereby amended to read as follows:

3.5.4 COMMERCIAL SERVICES USE GROUP.

* * *

3.5.4.26 Billboards.

* * *

B. Parking. Parking area access lanes shall not be located under, or within five (5) feet of, a vertical line intersecting the ground and any structural element extending from a billboard, including, but not limited to, overhangs, cantilevered beams, and elevated walkways. Refer to Sec. 3.3.3.69 for locational requirements of parking spaces.

SECTION 4. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 5, Section 3.5.7 is hereby amended to read as follows:

3.5.7 RESIDENTIAL USE GROUP.

* * *

3.5.7.1 Family Dwelling.

* * *

H. For all single family dwellings in the R-1 zone with five (5) or more bedrooms, and for all lots containing two (2) or more single family dwellings, with the second dwelling having more than one bedroom, all parking and maneuvering must be located on-site, either in a side or rear perimeter yard. The vehicular use area must be improved, which includes surfacing, striping, and provision of barriers, in conformance with Sec. 3.3.6 (Motor Vehicle Use Area Design Criteria)Development Standard 3-05.0. Parking spaces may not be located in a vehicular use area in any front street perimeter yard.



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SECTION 5. The Tucson Code, Chapter 23, Land Use Code, Article III, Division 6, Section 3.6.1 is hereby amended to read as follows:

3.5.9 RETAIL TRADE USE GROUP.

3.5.9.1 Food and Beverage Sales.

* * *

- I. The vehicular use area is to be surfaced as is required in Sec. 3.3.6.97.3 if the stand is open more than six (6) months per calendar year. If open a shorter time, these areas must be maintained to minimize dust.

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

3.6.1 FLEXIBLE LOT DEVELOPMENT (FLD)

* * *

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

* * *

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

* * *

- 3. Along parking area access lanes (PAALs), setbacks as required in Sec. 3.3.6.6.B (Setbacks from Access Lanes and PAALs) ~~Development Standard 3-05.2.2.B~~ and Department of Transportation design criteria.

* * *

- F. *Parking.* Parking must comply with Section 3.3.0 (Motor Vehicle and Bicycle Parking Requirements), ~~Development Standard 3-05 (Vehicle Parking Area Design Criteria)~~, applicable sections of Section 3.7.0 (Landscaping) and Development Standard 2-06 (Landscaping), applicable regulations related to accessibility, and the following criteria:

* * *

- G. *Circulation and Connectivity.*

- 1. The right-of-way and pavement widths for internal ways, common parking areas, streets, roads, or other means of vehicular circulation and for surface drainage serving the FLD shall be in conformance with Section 3.3.67, Development and Standard 3-01.0 and 3-05.0.



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

3.7.2 LANDSCAPING REQUIREMENTS.

* * *

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

* * *

C. *Exceptions to Landscape Border Requirements*

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

SECTION 8. The Tucson Code, Chapter 23, Land Use Code, Article V, Division 3, Section 5.3.5 is hereby amended to read as follows:

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

* * *

5.3.5.1 Applicability. The following Development Regulations may be considered for modifications under this Section.

- A. Landscaping and screening provisions;
- B. The number of off-street motor vehicle parking spaces; and,
- C. The ~~location and~~ number of bicycle parking spaces.

* * *

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

* * *



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

* * *

~~I. The modification does not create a situation where the development will result in an increase in the number of residential dwelling units or the square footage of nonresidential buildings greater than would occur if the development was built without the modification.~~

~~IJ. The modification does not result in the deletion or waiver of an LUC requirement.~~

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

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

~~LM. The modification does not result in either a decrease in off-street motor vehicle parking spaces of more than five (5) spaces or the provision of less than ninety (90) percent of the required parking. (Ord. No. 9138, §1, 10/5/98)~~

~~MN. The modification in off-street motor vehicle parking spaces is for the purpose of improving the site design in a manner which will further the intent of the DDO. This includes improvements such as, but not limited to, enhancement of landscaping, pedestrian facilities, or bicycle provisions beyond the requirements of the LUC. (Ord. No. 9967, §5, 7/1/04)~~

~~NO. The modification does not decrease the number of bicycle parking spaces by more than ten (10) percent and in no event shall the modification lower the requirement to less than two (2) spaces.~~

~~P. The modification to the location of bicycle parking does not make access to the bicycle parking area less convenient or reduce the security of the bicycle parking area.~~

~~OQ. The modification in the number of bicycle parking spaces is for the purpose of improving the site design in a manner which will further the intent of the DDO. This includes improvements such as, but not limited to, enhancement of landscaping or pedestrian facilities beyond the requirements of the LUC. (Ord. No. 9967, §5, 7/1/04)~~

DEFINITIONS

SECTION 9. The Tucson Code, Chapter 23, Land Use Code, Article V, Division 3, Section 5.3.12 is hereby amended to read as follows:

5.3.12 ZONING COMPLIANCE FOR SITE IMPROVEMENTS IN EXISTENCE ON MAY 1, 2005. The owner of property, at the time of a request for a Certificate of Occupancy may



concurrently request that site improvements, including outdoor activity areas, in existence as of May 1, 2005 ("existing site improvements") be granted zoning compliance subject to the following:

* * *

5.3.12.8 Changes to parking lot striping, maintaining the same number of parking spaces, or increasing the number of parking spaces, are permitted in compliance with Section 3.3.67 so long as no existing elements such as loading zones or dumpsters are deleted except as permitted under current regulations.

SECTION 10. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.1 is hereby amended to read as follows:

6.2.1 DEFINITIONS – A

* * *

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

* * *

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

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

SECTION 11. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.3 is hereby amended to read as follows:

6.2.3 DEFINITIONS – C

* * *

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

* * *

~~Class 1 Bicycle Parking Facility. 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)~~



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~~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.~~

SECTION 12. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.4 is hereby amended to read as follows:

6.2.4 DEFINITIONS – D

* * *

Downtown Parking ~~Redevelopment~~ District. That area delineated by Map 6.2.4.I. (See Map 6.2.4-I) [Caption to figure: Map 6.2.4-I Downtown Parking ~~Redevelopment~~ District]

* * *

Driveway. A private access connecting two or fewer residential units to a roadway. A point of vehicular access between a roadway and an abutting property and is further defined to include the area between the face of curb and the right-of-way line for streets with curbs, the area between the edge of pavement of the outside travel lane and the right-of-way line for streets without curbs, the area between the right-of-way line and fifteen (15) feet from the right-of-way line toward the street for completely unimproved streets.

SECTION 13. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.12 is hereby amended to read as follows:

6.2.12 DEFINITIONS – L

* * *

Long-Term ~~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)

SECTION 14. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.13 is hereby amended to read as follows: ~~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.~~



6.2.13 DEFINITIONS – M

* * *

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.]~~

SECTION 15. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.16 is hereby amended to read as follows:

6.2.16 DEFINITIONS – P

* * *

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

* * *

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

* * *

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



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

SECTION 16. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.19 Definitions – S is hereby amended to read as follows:

6.2.19 DEFINITIONS – S

* * *

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 at least fifty (50) percent of the use is retail~~ 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)

* * *

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

* * *

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

SECTION 17. The Tucson Code, Chapter 23, Land Use Code, Article VI, Division 2, Section 6.2.22 is hereby amended to read as follows:

6.2.22 DEFINITIONS – V

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

Vehicular Use Area. Any area of a site or structure used for the parking, ~~storage, 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:~~
AMENDMENTS TO THE DEVELOPMENT STANDARDS CREATING PDMR AND BICYCLE PARKING IN-LIEU FEES

Section 18. Development Standard 1-05.2.0 is amended by adding new subsection 1-05.2.1.H, as follows:

1-05.2.0 DEVELOPMENT SERVICES DEPARTMENT (DSD) FEES

2.1 Community Design Review Committee (CDRC) Fees

H. Parking Design Modification Request.....\$660.00

Section 19. Development Standard 1-05.2.0 is amended by adding new subsection X, as follows:

X. Bicycle Parking In-Lieu Fee.....\$125.00 per space

Section 20. Development Standard 2-09.0 is hereby deleted.

Section 21. Development Standard 3-05.0 is hereby deleted.

Section 22. Development Standard 2-01.3.0 is amended as follows:

2-01.3.0 CONTENT.

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



H. Proposed traffic circulation:

* * *

5. If utilizing parking area access lanes (PAALs), they shall be designed in accordance with Sec. 3.3.0 of the LUC and Development Standard 3-05.0.

a. Show all motor vehicle off-street parking spaces provided, fully dimensioned. As a note, provide calculations on the number of spaces required (include the ratio used) and the number provided, including the number of spaces required and provided for the physically disabled. The drawing should indicate parking space locations for the physically disabled. A typical parking space detail shall be provided for both standard parking spaces and those for the physically disabled. For information on parking requirements for the physically disabled, refer to adopted building and accessibility codes of the City of Tucson. Design criteria for parking spaces and access are located in Sec. 3.3.6 of the LUC Development Standard 3-05.0.

* * *

d. Show bicycle parking facilities fully dimensioned. For specifics, refer to Sec. 3.3.9 of the LUC Development Standard 2-09.0. Provide, as a note, calculations for Class I and Class II bicycle spaces required and provided.

* * *

S. Show on-site pedestrian refuge areas per Development Standard 3-05.

Section 23. Development Standard 2-05.2.0 is amended as follows:

2-05.2.0 DEVELOPMENT PLAN FORMAT AND CONTENT.

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

* * *

D. Proposed traffic circulation:

* * *

3. If utilizing parking area access lanes (PAALs), they shall be designed in accordance with Sec. 3.3.0 of the LUC and Development Standard 3-05.0.

* * *



P. Show all motor vehicle off-street parking spaces provided, fully dimensioned. As a note, provide calculations on the number of spaces required (include the ratio used) and the number provided, including the number of spaces required and provided for the physically disabled. The drawing should indicate parking space locations for the physically disabled. A typical parking space detail shall be provided for both standard parking spaces and those for the physically disabled. For information on parking requirements for the physically disabled, refer to the Uniform Building Code. Design criteria for parking spaces and access are located in Sec. 3.3 of the *LUC Development Standard 3-05.0*.

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

* * *

Q. Show, on the drawing, off-street bicycle parking locations, including materials for lighting and paving, type of security, dimensions, specific type of rack and the number of bicycles it supports, and the location and type of directional signage. When adjacent to pedestrian paths, indicate the width of clearance available for the pedestrian area. For specifics, refer to *Development Standard 2-09.0*. Provide, as a note, calculations on the number of bicycle spaces required and the number provided. See Sections 3.3.8 and 3.3.9 of the *LUC* for bicycle parking requirements.

Section 24. Development Standard 2-06.3.0 is amended as follows:

2-06.3.0 LANDSCAPE REQUIREMENTS.

* * *

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

* * *

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



- 1. The maximum amount of overhang is the same measurement as the parking space wheel stop location, as permitted in Sec. 3.3.6.8 ~~Development Standard 3-05.0.~~

Section 25. Development Standard 3-01.5.0 is amended as follows:

3-01.5.0 SIGHT VISIBILITY.

* * *

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

- A. On any access lane or PAAL, see Sec. 3.3.6.6.B of the *LUC* ~~Development Standard 3-05.2.2.B.~~

Section 26. Development Standard 3-05.1.0 is amended as follows:

3-05.1.0 GENERAL.

* * *

1.2 Applicability. The provisions of this Standard apply to development projects under the applicability of Sec. 3.3.2 of the *LUC*.

This Standard addresses design criteria specifically relating to motor vehicles. For design criteria relating to bicycle facilities, refer to Sec. 3.3.9 ~~Development Standard 2-09.0.~~ For design criteria pertinent to parking for the physically disabled, refer to the currently adopted Uniform Building Code (UBC).

Section 27. Development Standard 12-01.1.0 is amended as follows:

DEVELOPMENT STANDARD 2-09.0
BICYCLE PARKING FACILITY DESIGN REQUIREMENTS
 (Effective Date: May 9, 1990)

January X, 2010. On January X, 2010, the Mayor and Council adopted Ordinance No. X, which incorporated the development standards of 2-09.0 into Sec. 3.3.9 of the *LUC*. Consequently, Development Standard 2-09.0 is deleted.

* * *

DEVELOPMENT STANDARD 3-05.0
VEHICULAR USE AREA DESIGN CRITERIA



(Effective Date: July 6, 1992)

January X, 2010. On January X, 2010, the Mayor and Council adopted Ordinance No. X, which incorporated the development standards of 3-05.0 into Sec. 3.3.6 of the LUC. Consequently, Development Standard 3-05.0 is deleted.

Section 28. Development Standard 12-02.1.0 is amended as follows:

* * *

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

Applies to:

- ~~1-07.0 Rezoning Procedures~~
- ~~2-02.0 Site Plan Content and Specifications~~
- ~~2-05.0 Development Plan Standard~~
- ~~2-06.0 Landscaping and Screening Standards~~
- ~~2-08.0 Pedestrian Access~~
- ~~2-09.0 Bicycle Parking Facility Design Requirements~~
- ~~3-01.0 Street Development Standard~~
- ~~3-05.0 Vehicular Use Area Design Criteria~~
- ~~9-08.0 Historic Preservation Zone Development Standards~~

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

Applies to:

- ~~2-09.0 Bicycle Parking Facility Design Requirements~~

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

Applies to:

- ~~2-09.0 Bicycle Parking Facility Design Requirements~~

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

Applies to:

- ~~2-02.0 Site Plan Content and Specifications~~
- ~~2-09.0 Bicycle Parking Facility Design Requirements~~

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

Applies to:

- ~~2-09.0 Bicycle Parking Facility Design Requirements~~



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

Applies to:

- 2-06.0 Landscaping and Screening Standards
- ~~2-09.0 Bicycle Parking Facility Design Requirements~~
- 3-01.0 Street Development Standard

* * *

CDRC is an acronym for Community Design Review Committee.

Applies to:

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

* * *

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

Applies to:

- 1-01.0 Procedures for the Establishment of Development Standards (A.D. 1.02-9)
- 1-03.0 Community Design Review Committee
- 1-05.0 Development Review Fee Schedule
- 1-09.0 Subdivision Plat Approval
- 2-02.0 Site Plan Content and Specifications
- 2-03.0 Platting Procedures
- 2-04.0 Site Plan Application and Submittal Requirements
- 2-05.0 Development Plan Standard
- 2-08.0 Pedestrian Access
- ~~2-09.0 Bicycle Parking Facility Design Requirements~~
- 3-01.0 Street Development Standard
- ~~3-05.0 Vehicular Use Area Design Criteria~~
- 6-01.0 Solid Waste Disposal (Refuse)



= Proposed revisions to the October 2010 draft

7-01.0 Abandonment of Easements in Resubdivision

* * *

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

Applies to:

- 1-07.0 Rezoning Procedures
- 2-03.0 Platting Procedures
- 2-05.0 Development Plan Standard
- 3-01.0 Street Development Standard
- 3-05.0 Vehicular Use Area Design Criteria

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

Applies to:

- 1-01.0 Procedures for the Establishment of Development Standards (A.D. 1.02-9)
- 1-03.0 Community Design Review Committee
- 1-07.0 Rezoning Procedures
- 1-08.0 Plan Amendment Procedures
- 2-02.0 Site Plan Content and Specifications
- 2-03.0 Platting Procedures
- 2-04.0 Site Plan Application and Submittal Requirements
- 2-05.0 Development Plan Standard
- 2-06.0 Landscaping and Screening Standards
- 2-07.0 Landscape Plan Content and Specifications
- 2-08.0 Pedestrian Access
- 2-09.0 Bicycle Parking Facility Design Requirements
- 2-10.0 Residential Cluster Project (RCP) Standard
- 9-01.0 Hillside Development Zone (HDZ) Standard
- 9-06.0 Floodplain, WASH, ERZ Development Standard
- 2-15.0 Native Plant Preservation Standard
- 3-01.0 Street Development Standard
- 3-05.0 Vehicular Use Area Design Criteria
- 6-01.0 Solid Waste Disposal (Refuse)
- 9-01.0 Hillside Development Zone
- 9-08.0 Historic Preservation Zone Development Standards

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

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



- The area between the edge of pavement of the outside travel lane and the right-of-way line for streets without curbs.
- The area between the right-of-way line and fifteen (15) feet from the right-of-way line toward the street for completely unimproved streets.

Applies to:

- 1-07.0 Rezoning Procedures
- 2-02.0 Site Plan Content and Specifications
- 2-03.0 Platting Procedures
- 2-06.0 Landscaping and Screening Standards
- 3-01.0 Street Development Standard
- 3-05.0 Vehicular Use Area Design Criteria
- 9-01.0 Hillside Development Zone
- 9-08.0 Historic Preservation Zone Development Standards

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

Applies to:

- 3-05.0 Vehicular Use Area Design Criteria

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

Applies to:

- 1-01.0 Procedures for the Establishment of Development Standards (A.D. 1.02-9)
- 1-03.0 Community Design Review Committee
- 1-04.0 Subdivision Assurance Procedures
- 1-05.0 Development Review Fee Schedule
- 1-07.0 Rezoning Procedures
- 2-03.0 Platting Procedures
- 2-04.0 Site Plan Application and Submittal Requirements
- 2-05.0 Development Plan Standard
- 2-06.0 Landscaping and Screening Standards
- 2-07.0 Landscape Plan Content and Specifications
- 3-01.0 Street Development Standard
- 3-05.0 Vehicular Use Area Design Criteria
- 9-08.0 Historic Preservation Zone Development Standards
- 9-01.0 Hillside Development Zone
- 9-06.0 Floodplain, WASH, ERZ Development Standard



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

Applies to:

~~2-02.0 Site Plan Content and Specifications~~

~~2-05.0 Development Plan Standard~~

~~2-09.0 Bicycle Parking Facility Design Requirements~~

~~3-05.0 Vehicular Use Area Design Criteria~~

ON-STREET PARKING is a parking lane.

Applies to:

~~2-03.0 Platting Procedures~~

~~3-01.0 Street Development Standard~~

~~3-05.0 Vehicular Use Area Design Criteria~~

* * *

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

Applies to:

~~3-05.0 Vehicular Use Area Design Criteria~~

PAAL is an acronym for Parking Area Access Lane.

Applies to:

~~1-07.0 Rezoning Procedures~~

~~2-02.0 Site Plan Content and Specifications~~

~~2-05.0 Development Plan Standard~~

~~2-06.0 Landscaping and Screening Standards~~

~~2-08.0 Pedestrian Access~~

~~3-01.0 Street Development Standard~~

~~3-05.0 Vehicular Use Area Design Criteria~~

* * *

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

Applies to:

~~1-07.0 Rezoning Procedures~~

~~2-02.0 Site Plan Content and Specifications~~



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- ~~2-05.0 Development Plan Standard~~
- ~~2-06.0 Landscaping and Screening Standards~~
- ~~2-08.0 Pedestrian Access~~
- ~~3-01.0 Street Development Standard~~
- ~~3-05.0 Vehicular Use Area Design Criteria~~

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

- Applies to:
- ~~3-01.0 Street Development Standard~~
 - ~~3-05.0 Vehicular Use Area Design Criteria~~

* * *

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

- Applies to:
- ~~2-09.0 Bicycle Parking Facility Design Requirements~~

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

- Applies to:
- ~~1-07.0 Rezoning Procedures~~
 - ~~2-02.0 Site Plan Content and Specifications~~
 - ~~2-03.0 Platting Procedures~~
 - ~~2-04.0 Site Plan Application and Submittal Requirements~~
 - ~~2-05.0 Development Plan Standard~~
 - ~~2-06.0 Landscaping and Screening Standards~~
 - ~~2-07.0 Landscape Plan Content and Specifications~~
 - ~~2-09.0 Bicycle Parking Facility Design Requirements~~
 - ~~3-01.0 Street Development Standard~~
 - ~~3-03.0 Pavement Cut Criteria~~
 - ~~6-01.0 Solid Waste Disposal (Refuse)~~
 - ~~9-08.0 Historic Preservation Zone Development Standards~~

* * *

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

- Applies to:
- ~~1-04.0 Subdivision Assurance Procedures~~
 - ~~1-07.0 Rezoning Procedures~~
 - ~~2-02.0 Site Plan Content and Specifications~~
 - ~~2-03.0 Platting Procedures~~
 - ~~2-05.0 Development Plan Standard~~



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- ~~2-06.0~~ *Landscaping and Screening Standards*
- ~~2-08.0~~ *Pedestrian Access*
- ~~2-09.0~~ *Bicycle Parking Facility Design Requirements*
- ~~2-10.0~~ *Residential Cluster Project (RCP) Standard*
- ~~3-01.0~~ *Street Development Standard*
- ~~3-05.0~~ *Vehicular Use Area Design Criteria*
- ~~6-01.0~~ *Solid Waste Disposal (Refuse)*
- ~~9-08.0~~ *Historic Preservation Zone Development Standards*

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

Applies to:

- ~~3-01.0~~ *Street Development Standard*
- ~~3-05.0~~ *Vehicular Use Area Design Criteria*

* * *

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

Applies to:

- ~~1-05.0~~ *Development Review Fee Schedule*
- ~~2-02.0~~ *Site Plan Content and Specifications*
- ~~2-03.0~~ *Platting Procedures*
- ~~2-04.0~~ *Site Plan Application and Submittal Requirements*
- ~~2-05.0~~ *Development Plan Standard*
- ~~2-07.0~~ *Landscape Plan Content and Specifications*
- ~~9-01.0~~ *Hillside Development Zone (HDZ) Standard*
- ~~9-06.0~~ *Floodplain, WASH, ERZ Development Standard*
- ~~2-15.0~~ *Native Plant Preservation Standard*
- ~~3-05.0~~ *Vehicular Use Area Design Criteria*
- ~~6-01.0~~ *Solid Waste Disposal (Refuse)*
- ~~9-01.0~~ *Hillside Development Zone*
- ~~9-08.0~~ *Historic Preservation Zone Development Standards*

* * *

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

Applies to:

- ~~1-04.0~~ *Subdivision Assurance Procedures*
- ~~1-07.0~~ *Rezoning Procedures*
- ~~2-02.0~~ *Site Plan Content and Specifications*
- ~~2-03.0~~ *Platting Procedures*
- ~~2-04.0~~ *Site Plan Application and Submittal Requirements*
- ~~2-05.0~~ *Development Plan Standard*



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- ~~2-06.0~~ *Landscaping and Screening Standards*
- ~~2-07.0~~ *Landscape Plan Content and Specifications*
- ~~2-08.0~~ *Pedestrian Access*
- ~~2-09.0~~ *Bicycle Parking Facility Design Requirements*
- ~~2-10.0~~ *Residential Cluster Project (RCP) Standard*
- ~~3-01.0~~ *Street Development Standard*
- ~~3-03.0~~ *Pavement Cut Criteria*
- ~~3-05.0~~ *Vehicular Use Area Design Criteria*
- ~~6-01.0~~ *Solid Waste Disposal (Refuse)*
- ~~9-08.0~~ *Historic Preservation Zone Development Standards*

Section 29. Development Standard 12-03.0.0 is amended as follows:

DEVELOPMENT STANDARD 12-03.0 INDEX

* * *

~~Bicycle Parking Facility Design Requirements.....2-09.0~~

* * *

~~Vehicular Use Area Design Criteria.....3-05.0~~

ATTACHMENT C: REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES COMPARISON CHART

Key:

Sq. ft. = square feet
 GFA = gross floor area
 GLA = gross land area

LAND USE	REQUIRED MOTOR VEHICLE PARKING	
	CURRENT	PROPOSED
Agricultural Use Group = No parking required (current and proposed)		
Civic Use Group = 1/300 sq. ft. GFA (current = 1/250 sq. ft. GFA); except, <i>Example Uses with 1/300 formula: Library (current = 1/150); Correctional Use; Postal Service; Protective Service; Cultural Use (current = 1/250)</i>		
Cemetery	1/25 burial plots or columbarium units, unless a private street system is provided and designed to permit on-street parking.	No change proposed
Civic Assembly, Membership Organizations, and Religious Use	1/5 fixed seats in all combined public assembly areas plus 1/50 sq. ft. GFA without fixed seats in all combined public assembly areas.	1/100 sq. ft. GFA of all combined public assembly areas or where religious services are held, whichever is applicable. For a multiple 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.

LAND USE	REQUIRED MOTOR VEHICLE PARKING	
	CURRENT	PROPOSED
Educational Uses:		
Grades K – 8	1/10 students plus 1/250 sq. ft. of floor area in office use. Drop-off area: 2 lanes, minimum 4 parallel stalls on inside lane.	1/10 students plus 1/250 sq. ft. of floor area in office use*
Grades 9 – 12	1/5 students	No change proposed* *Passenger drop-off areas are required for Grades K-12 per Sec. 3.5.3.7.G
Postsecondary Institutions; Instructional Schools	1/200 sq. ft. GFA or 1/250 of office area plus 1/100 sq. ft. of classroom area, whichever is greater	1/200 sq. ft. GFA
Zoo	Parking area equal to 30% of the area occupied by the zoo	No change proposed
<p>Commercial = 1/300 sq. ft. GFA (current = 1/250 sq. ft. GFA); except,</p> <p><i>Example Uses with 1/300 formula: Automotive Repair [current = Minor - 9 spaces/bay for the first two (2) bays provided. 5 spaces/bay for each additional bay provided up to and including four (4) bays. 2 spaces/bay for each additional bay provided over four (4) bays; Major - 1/1,000 sq. ft. GLA]; Personal Service (current = 1/100); Financial Services and Medical Service – Outpatient (i.e. medical offices) (current = 1/175); Administrative and Professional Office (current 1/200 for the first floor plus 1/250 for all other floors); Building & Grounds Maintenance; Communications; Construction Service; Funeral Service; Technical Service; Trade Service and Repair (minor) (current = 1/250 sq. ft. GFA)</i></p>		
Alcoholic Beverage Service	1/50 sq. ft. GFA	No change proposed
Animal Service	1/400 sq. ft. GFA	No change proposed
Billboard	None required	None required
Automotive Washing (within Automotive Minor Service and Repair)		
Full-Service	4 spaces plus 1 space for each vacuum bay, wash bay, and drying space and 1 stacking space for each vacuum bay.	1/500 sq. ft. GFA, including service bays, wash tunnels, and office/retail areas (Note: stacking addressed in the Motor Vehicle Stacking section)
Self-Service	1 stacking space per wash	No parking required (Note: stacking addressed in the Motor Vehicle Stacking section)

LAND USE	REQUIRED MOTOR VEHICLE PARKING	
	CURRENT	PROPOSED
Day Care	1/200 sq. ft. GFA	1/300 sq. ft. GFA
Daycare/Home occupation	2 spaces for 5-10 clients in addition to those required for the residential use	No additional parking required above what is required for the residential use
Entertainment	Varies. Typically, 1/5 fixed seats or 1/50 sq. ft. GFA	1/5 fixed seats or 1/50 sq. ft. GFA
Food Service	1/50 sq. ft. GFA excluding kitchen and storage area OR 1/100 sq. ft. GFA. On-site consumption only = 1/100 sq. ft. GFA	1/100 sq. ft. GFA and outdoor seating areas
Medical Service:		
Extended Health Care (e.g. nursing home, assisted living)	1 per 2 beds	No change proposed
Major (e.g. hospital)	1 per bed	No change proposed
Parking	None required	No change proposed
Research & Product Development	1/250 sq. ft. GFA	1/500 sq. ft. GFA
Trade Service and Repair, Major	1/1,000 sq. ft. GLA	No change proposed
Transportation Service	1/200 (Land Carrier) & 1/250 (Air Carrier)	1/300 sq. ft. GFA of office area (excluding hangars)
Traveler's Accommodation, Campsite	1/campsite to be located at or in close proximity to the campsite plus 1/300 sq. ft. GFA to be grouped together in close proximity to common use	1/campsite
Travelers' Accommodation, Lodging	1 space per rental unit.	1/guest room plus 1/300 sq. ft. GFA of conference, restaurant, bars and banquet space.
Vehicle Storage	Currently there is no formula	1/300 sq. ft. GFA of office area
Industrial Use Group = 1/1,000 sq. ft. GFA, except		
<i>Example Uses with 1/1,000 formula: Craftwork; Extraction; General Manufacturing; Hazardous Material Manufacturing; Heavy Equipment Manufacturing; Motion Picture Industry; Perishable Goods Manufacturing; Precision Manufacturing; Primary Manufacturing; Processing and Cleaning; & Refining (current = 1/500)</i>		
Household Goods Donation Center	1/250 sq. ft. GFA	1/300 sq. ft. GFA
Salvage Yard	1/5,000 sq. ft. GLA	No change proposed

<p align="center">Recreation Use Group = 1/100 sq. ft. GFA (current = 1/50 sq. ft. GFA); except,</p> <p align="center"><i>Example Uses with 1/100 formula: Neighborhood Recreation; Recreation; Arcade/Game Room (current = 1/50)</i></p>		
Billiard/Pool Hall	1/200 sq. ft. GFA	1/200 sq. ft. GFA
Health/Exercise Club/Gymnasium	1/75 sq. ft. GFA	1/200 sq. ft. GFA
Skating Rink	1/200 sq. ft. GFA	1/200 sq. ft. GFA
Golf Course	36/9 holes	3/hole plus fifty percent (50%) of parking required for retail, restaurant, and/or bar associated with the golf course
Driving Range	1/fixed tee	No change proposed
Athletic Fields	15/field	No change proposed
Batting Cage	1/batting cage	No change proposed
Bowling Alley	5/lane	3/lane
Court – Basketball or Volleyball	5/court or 3/half-court, if only a half-court is provided	No change proposed
Court – Tennis or Racquetball	2/court	No change proposed
Miniature Golf Course	1/tee plus 1/75 sq. ft. GFA	1/tee plus 1/100 sq. ft. GFA
Rifle and Pistol Range	1/firing lane	No change proposed
Rodeo Area	1/2,500 sq. ft. GFA minus the main arena area	No change proposed
Swimming Pool	None required, if water surface area is less than 1/1,000 sf. ft.; 1/125 of entire pool, if water surface area is 1/1,000 sq. ft.	None required, if water surface area is less than 1/1,000 sq. ft.; 1/200 of entire pool, if water surface area is 1/1,000 sq. ft.
<p align="center">Residential Use Group</p>		
Single-Family & Mobile Home Dwellings, Except:	2 spaces/dwelling unit plus visitor parking at 0.25 space/dwelling unit, unless on-street parking is available on both sides of the street on which the lot fronts	2 spaces/dwelling unit plus visitor parking at 0.25 space/dwelling unit. Single-family dwellings in the R-1 zone are subject to the additional

Single-Family and Mobile Home Dwellings with 5 bedrooms or more in a R-1 zone	3 spaces plus one 1 space/bedroom over 5 bedrooms	parking set forth in Sec. 3.5.7.1.G and H. No change proposed
Multifamily Dwellings (0-70 units/acre): Studio less than 400 sq. ft. Studio more than 400 sq. ft., and One Bedroom Two Bedrooms Three Bedrooms Four or more bedrooms	1 space/dwelling unit 1.5 space/dwelling unit 2 space/dwelling unit 2.25 space/dwelling unit 2.5 space/dwelling unit	No change proposed
Multifamily Dwellings (over 70 units/acre)	1.25 space/dwelling unit	No change proposed
Projects of any density for the elderly or the physically disabled	0.75 space/dwelling unit	0.50 space/dwelling unit
Group Dwelling	0.5 space/resident plus 2 spaces/resident family	No change proposed
Dormitory, Fraternity, or Sorority	0.7 space/resident. On projects where rent/lease of space is by the bedroom, the requirement is 0.85 space/bedroom or 2 space/dwelling unit, whichever is greater	No change proposed
Residential Care Services: 1 – 5 residents 6 – 10 residents 11 – 15 residents 16 – 20 residents 21 or more residents	3 spaces 4 spaces 5 spaces 6 spaces 1 space per 2 beds	No change proposed
Retail Use Group (including Shopping Centers) = 1/300 sq. ft. GFA, except		
<i>Example Uses with 1/300 formula: Construction Material Sales; Food & Beverage Sales; Heavy Equipment Sales; General Merchandise (current = 1/200); Shopping Center (current: Less than 50,000 sq. ft. = 1/175 sq. ft. GFA or sum of the required spaces for each principal use, whichever is less, upto a maximum number of required motor vehicle parking spaces of 250 spaces. Between 50,000 – 500,000 sq. ft. = 1/200 sq. ft. GFA. More than 500,000 sq. ft. = 1/250 sq. ft.); Vehicle Rental (current: 1/250 sq. ft. GFA plus 1/10,000 sq. ft. of GLA)</i>		
Furniture, Carpet, or Appliance Store	1/400 sq. ft. GFA	No change proposed
Gasoline Sales	1 space/per employee but not less than	2 spaces or 1/300 sq. ft. GFA of

	2 spaces.	enclosed retail space, whichever is greater
Swap Meet, Auction	Indoor – 1/100 sq. ft. GFA (indoor) Outdoor – 1/100 sq. ft. of swap meet site area, excluding vehicular use areas.	1/100 sq. ft. (GFA for indoor and swap meet area, excluding vehicular use areas, for outdoor)
Vehicle Sales	1/250 sq. ft. GFA plus 1/10,000 sq. ft. of GLA	<ul style="list-style-type: none"> ▪ 1/400 sq. ft. GFA of showroom, parts department, and office; plus ▪ 1/10,000 sq. ft. of exterior display area; plus, ▪ When applicable, parking for automobile repair per Auto & Vehicle Repair requirements.
Storage Use Group		
Commercial Storage & Hazardous Material Storage	1/5,000 sq. ft. GFA plus 1/5,000 sq. ft. of outdoor storage area for the first 20,000 sq. ft. of outdoor storage area plus 1/10,000 sq. ft. of outdoor storage area for over 20,000 sq. ft. of outdoor storage area	No change proposed
Personal Storage	<ul style="list-style-type: none"> ▪ None (0) required, if storage units have direct vehicular access, and a minimum of two (2) for any associated office ▪ 1/4,000 sq. ft. GFA if storage units do not have direct vehicular access, and a minimum of two (2) for any associated office 	No change proposed
Utilities = 2 spaces or 1/500 sq. ft. GFA, whichever is greater		
<i>Example Uses: Distribution System; Generating System; Sanitation System (no change proposed)</i>		
Wholesaling Use Group = 1/2,000 sq. ft. of storage area for the first 20,000 sq. ft. of storage area plus 1/10,000 sq. ft. of storage area over 20,000 sq. ft. of storage area		
<i>Example Uses: Business Supply and Equipment Wholesaling; Construction/Heavy Equipment Wholesaling; Food and Beverage Wholesaling; Hazardous Material Wholesaling (no change proposed)</i>		

Attachment D: Summary of Planning Commission Questions & Comments

From the November 3, 2010 Study Session

Question: Regarding Sec. 3.3.5.6.H (Reduction Based on Providing Additional Canopy Trees), must the additional trees be planted in the vehicular use area?

Answer: Yes, they must be planted in the vehicular use area.

Comment: Correct Figure 3.3.9.6.C to show that the minimum spacing between bike racks is 4'.

Response: The figure will be corrected.

Comment: Allowing downtown projects to provide parking within 1,500' should be conditioned upon staff approval.

Response: The draft has been revised to address this issue.

Comment: Ask the City traffic engineers review the proposed driveway dimensional requirements. A driveway's throat width varies based on the permitted speed of the road. The proposed width may not be sufficient for some streets.

Response: The proposed dimensions have been sent to the City traffic engineers for their review. Staff will report their findings to the Planning Commission at their December meeting.

Question: Has the exception for non-parking related expansions (e.g. walk-in refrigerator) been removed from the draft?

Response: Yes, for several reasons:

1. Numerous parking formulas have been reduced, thus reducing the effect an expansion will have on the project's overall parking;
2. Expansions in land area, lot coverage, and vehicular use area in the proposal are no longer considered part of the expansion calculation; and,
3. There are unintended consequences to making a distinction between parking and non-parking related expansions, such non-parking related expansions could be converted to a use in the future that would have an affect on parking..

Comment: The current landscaping requirement of 1 tree per 4 parking spaces and its associated design criteria complicates the design of parking lots. Reducing the urban heat island effect created by parking lots can be better accomplished through a combination of pervious paving and allowing greater flexibility in locating trees and

curbing. It is easier containing rainwater off rooftops than designing a parking lot that directs rainwater to tree wells dispersed throughout the parking lot.

Comment: Consider removing the criteria for parking near billboards. The criteria may conflict with the proposed revisions to the loading zone.

Response: The criteria have been in the LUC since 1995 and do not conflict with the proposed loading zone revisions. Staff recommends keeping the criteria as it might raise objections from the Sign Code committee.

Question: Is the bicycle parking in-lieu fee a loophole that applicants can use to not provide bicycle parking?

Response: No. The bicycle parking in-lieu may only be used if there is no space on-site that can accommodate bicycle parking. In most instances, only downtown projects will qualify to use the in-lieu fee option.

Comment: This item should not go to public hearing until CODI has discussed whether to recommend revisions to the accessible parking requirements.

Response: Staff met with the Transportation Subcommittee [a subcommittee of the Commission on Disability Issues (CODI)] for the first time to discuss the accessible parking requirements. Discussed at the subcommittee meeting were ways to require accessible parking spaces at businesses where few if any spaces currently exist and possible revisions to the accessible parking formula. In response to the subcommittee's concerns, the draft has been revised to incentivize nonconforming uses to provide accessible parking (see Sec. 3.3.5.6.B, page 14 of Attachment A). Further subcommittee meetings are needed to determine whether revisions to the accessible parking formula will be recommended. Since the accessible parking requirements are located in the City's adopted Building Code, any proposed revisions are required to go to the Uniform Building Code Committee (UBCC) for a recommendation and the Mayor and Council for consideration. Public hearings at the UBCC and the Mayor and Council are required.

Question: Does the City know of any legal action against businesses that do not have accessible parking?

Response: No. Additionally, the City has not been a party to the application or enforcement of the accessible parking requirements.

Comment: Sec. 3.3.6.5.B should be revised to clarify that the first floor of a parking garage may be higher than the posted height limit to accommodate accessible vans, delivery trucks, and emergency response vehicles.

Response: The draft has been revised to address this issue. The revised provision states that the actual height clearance in the garage must be at least one foot greater than the posted

height clearance. The first floor may exceed the posted height clearance by more than a foot to accommodate emergency vehicles, delivery trucks, etc.

Question: Can the short-term bicycle parking location requirement be no more 50' with an exception allowing up to 75'?

Response: Yes, it can. However, the Planning Commission recommended at a previous meeting to allow bike racks up to 75' from public entrances.

From the October 6, 2010 Study Session

Question: Does the draft allow surfacing other than black top?

Answer: Yes, Sec. 3.3.6.9 (Surfacing Requirements) allows pervious asphaltic and cement concrete. Other alternative surfacing is also permitted per approval by the PDSD City Engineer.

Comment: Provide more details on the proposed modifications to the dumpster design criteria.

Answer: The City's Environmental Services Department is currently considering amendments to the solid waste collection Development Standard that would require certain types of development to provide a separate recycling bin. Environmental Services will work with the LUC Committee on developing these revisions.

Question: How many modification requests has the City received to the 50' bicycle parking location standard?

Answer: The exact number was not known at this time, but staff commented that the 50' standard is the most frequently requested parking-related modification. Although applicants have requested modifications in excess of 75', staff as a policy has not allowed bike racks to be more than 75' from the main entrance.

Question: Can bicyclists' security concerns with locating bike racks more than 50' from public entrances be resolved by requiring added security, such as if there is a security guard on the premises or the bike parking is otherwise under supervision?

Answer: Findings have been added to Sec. 3.3.10 (Parking Design Modification Request) to allow bike racks to be located more than 50' if added security measures are provided.

Question: Does the PDMR apply to any dimensional requirements in the Parking Code, or just as they pertain to parking spaces.

Answer: The PDMR may be used to request modifications to any dimensional requirement in the Parking Code, including parking space width, access lane and PAAL width, and depth of back-up spurs. Sec. 3.3.10 will be revised to clarify this point.

Comment: Allow bike racks to be up to 75' from public entrances. This will minimize the need to request PDMRs.

Comment: Revise the draft to clarify that a Zoning Administrator determination is not required when determining the required parking for a proposed use if the use's definition and applicable Land Use Group is provided in Article 6, Division 2.

Response: The draft has been amended as requested (see Sec. 3.3.3.2).

From the August 18, 2010 Study Session

Comment: The amendments are so extensive it is difficult determining what and how the provisions have changed.

Response: A description of the proposed changes are provided as follows:

Strikethrough/underline version. Attachment B details the proposed changes to the current Parking Code.

'Key Recommended Changes' section in the Planning Commission Memo. The Key Recommended Changes section of the Planning Commission memo has been revised to provide greater detail on where and how the current Parking Code is proposed for revisions.

Significant changes highlighted. Significant changes to the previously reviewed draft will be highlighted on the latest draft.

Parking Comparison Table. Attachment D compares the current and proposed required number of motor vehicle parking spaces.

Question: What is being proposed to reduce the urban heat island effect? Develop a parking reduction when more trees than required are provided.

Answer: Provisions include reduced parking formulas (thus, requiring less surfacing), allowing pervious surfaces and other alternative surfacing, and allowing parking reductions when existing development is modified to comply with current landscaping and when a project provides additional canopy trees in vehicular use areas than currently required (see Sec. 3.3.5.4, page 14 of Attachment A)

Question: What effect does the reduced parking requirement have on bringing current nonconforming sites into compliance and allow expansion of developed sites to increase the site's usability?

Answer: It varies on several factors, including the number of deficient parking spaces, developable or redevelopable land, etc. In some cases the revisions may bring a property into compliance with parking, but not other LUC provisions. The recently adopted C of O Relief ordinance will assist some uses achieve compliance.

Question: Are cumulative expansions since 1969 still considered when determining whether a site must comply with current code?

Answer: Yes. The expansion provisions will be evaluated as part of Clarion's sustainability analysis of the LUC and amended through a separate text amendment.

Question: Is shared parking permitted?

Answer: Yes. Shared parking is conditionally permitted off-site within 600 feet and through the Individual Parking Plan and Reduction for Existing Developed Sites provisions.

Question: Are alternate designs to the typical upside down "U" shaped bicycle racks permitted?

Answer: Yes, alternative and artistic bicycle racks are permitted provided the bicycle rack design criteria are met. Figures showing examples of acceptable bike rack design, including artistic alternatives, will be included in future drafts.

Question: Is the number of required long-term bicycle parking (i.e. bike lockers) reduced?

Answer: Yes. The long-term bicycle parking formula for each use have been revised to more accurately reflect a use's projected long-term bike parking needs. For some uses, little to no long-term bike parking is required. The draft also allows several alternatives to bike lockers, including outdoor under an awning and inside the building.

Comment: Make sure that references to the accessibility requirements are correct, particularly now that revisions to the ADAAG standards are being proposed.

Answer: ADAAG is required of City and State projects and are separate from the accessibility requirements in the City's adopted Building Code that are used for private development. The references are correct and worded broadly enough to address the City's adoption of more recent International Building Codes in the future. Note: The federal government has revised the ADAAG standards. The City is evaluating whether to implement the revised ADAAG in the near future or in 2012 when the current ADAAG sunsets.

ATTACHMENT E



City of Tucson Rep.

Josefina Ahumada, Vice Chair,
Mayor's Office

Steve Bresler, Parliamentarian,
Ward 1

Ian Johnson, Ward 2

Kylie Walzak, Ward 3, Secretary

Chloe Forsman, Ward 4

Richard Corbett, Ward 5

Vacant, Ward 6

Pima County Rep.

David Bachman-Williams

Karen Berchtold, Chair

Tony Crosby

Jean Gorman

Brian Beck

Martha Lemen

Eric Post

Larry Robinson

Scott Hurlburt

University of Arizona

Charles Franz

Town of Oro Valley

Robert Turnbull

Town of Marana

Julie Prince

Town of Sahuarita

Kevin McDonald

Davis-Monthan AFB

(open)

Ex-Officio, Special Projects

Roy Schoonover

Pima County (staff)

Matthew Zoll

City of Tucson (staff)

Tom Thivener

Town of Oro Valley (staff)

Nancy Ellis

Town of Marana (staff)

Brian Varney

Tucson Police Dept. (staff)

Sgt. Tim Beam

P.C. Sheriff's Dept. (staff)

Deputy Ryan Roher

ADOT (staff)

Dan Williams

Pima Assoc. of Gov. (staff)

Ann Chanecka

October 13, 2010

Planning Commission

Chair Rick Lavaty

c/o City of Tucson, Dept of Urban Planning & Design

PO Box 27210

Tucson, AZ 85726

Re: Bicycle Parking Requirements

Dear Chairman Lavaty:

The Tucson-Pima County Bicycle Advisory Committee (BAC) would like to request some modifications to the draft Bicycle Parking Requirements before they are adopted. Early on, two subcommittees of the BAC worked with staff to identify problems with the current code. Unlike the Vehicular Parking Requirements, which are considered to be suburban in nature, requiring a large amount of space for automobiles, the Bicycle Parking Requirements need revising because national guidelines have evolved substantially since the last code was written.

Long Term Parking:

Currently, the code typically requires a 50/50 balance between short and long-term bike parking for commercial/retail developments. This has been somewhat problematic because developments end up with more lockers than they need or can care for. The new code relaxes this requirement and better expresses long-term parking options. These changes are a step in the right direction.

Short Term Parking:

Currently, the code typically requires too few bike racks, especially in the urban core. Placement is also inconsistent. In many instances, racks are placed further than 50 feet away from the entrance to a building. When this happens, bicyclists look for any fixed object that they can lock their bike to. The other negative with racks being placed far away from a building's main entrance is that security of the bike is compromised. Even with good locks, bicycles are vulnerable to bike theft. The closer to the entrance the better.

We understand that the development community would like some flexibility with this requirement. The draft code does allow for the bike parking to be placed within the vehicular parking area so that the developer has more options. Having the bike parking in the vehicular parking area is not as attractive as being under the overhang and shade of a building, but it is satisfactory as long as it is within 50 feet of a building's main entrance.

Anything more than that and the bicycle parking will become obsolete and difficult to find. It is also worth pointing out that National Guidelines on Bike Parking recommend bike parking be within 50 feet, as well. If a developer cannot physically fit bike parking onto a site then they may opt out of the requirement and pay an in lieu fee. We believe that bike parking can easily fit within 50 feet. As the attached picture shows, you can fit a lot within this area and developers are provided with different options for meeting the bike parking requirement.

The Tucson region is rated "Gold" by the League of American Bicyclists (LAB) for being a bike friendly community. To reach "Platinum", we need to make it easier and more attractive to bicycle. In their last evaluation of Tucson, the LAB identified the need for more and better bike parking.

The BAC believes that Tucson's quality of life is improved when bicycle facilities are installed. Bicycle Parking is as important as any facility, and providing sufficient parking in the proper location will support the City's current and future bicyclists. For new developments, we rely upon the developer and City regulations to ensure that these needs are met. Please consider keeping the 50-foot requirement for short-term bike parking.

Sincerely,



Karen Berchtold
Chair, Tucson-Pima County Bicycle Advisory Committee



cc: Mayor Walkup, Members, Tucson City Council

c:/docs/bicycling/BAC packets/Oct 2010/BAC bike parking letter 10-10 final BAC approved