

# Parking Requirements



## Electric Vehicle Readiness Commercial & Multifamily Development



## Restaurant Patio Expansions Permanent Program

PDSO is working developing on a set of changes to the Unified Development Code (UDC) that will affect the minimum amount and type of parking spaces required at certain commercial locations.

These changes to parking regulations are proposed as part of the City's climate action response, ongoing support for local businesses, and goals for high quality public outdoor spaces.



**City of Tucson**  
Planning &  
Development  
Services

Public Meeting  
November 2021



## Parking Requirements

### Agenda

 minutes

Introductions

5



### Electric Vehicle Readiness

Presentation

10

Discussion

20



### Restaurant Patio Expansions

Presentation

10

Discussion

20

Next Steps



## Electric Vehicle Readiness

- **Background**
- EV Trends
- Definitions
- Peer Cities
- 3 Proposal Options
- Discussion

# City of Tucson Electric Vehicle (EV) Roadmap

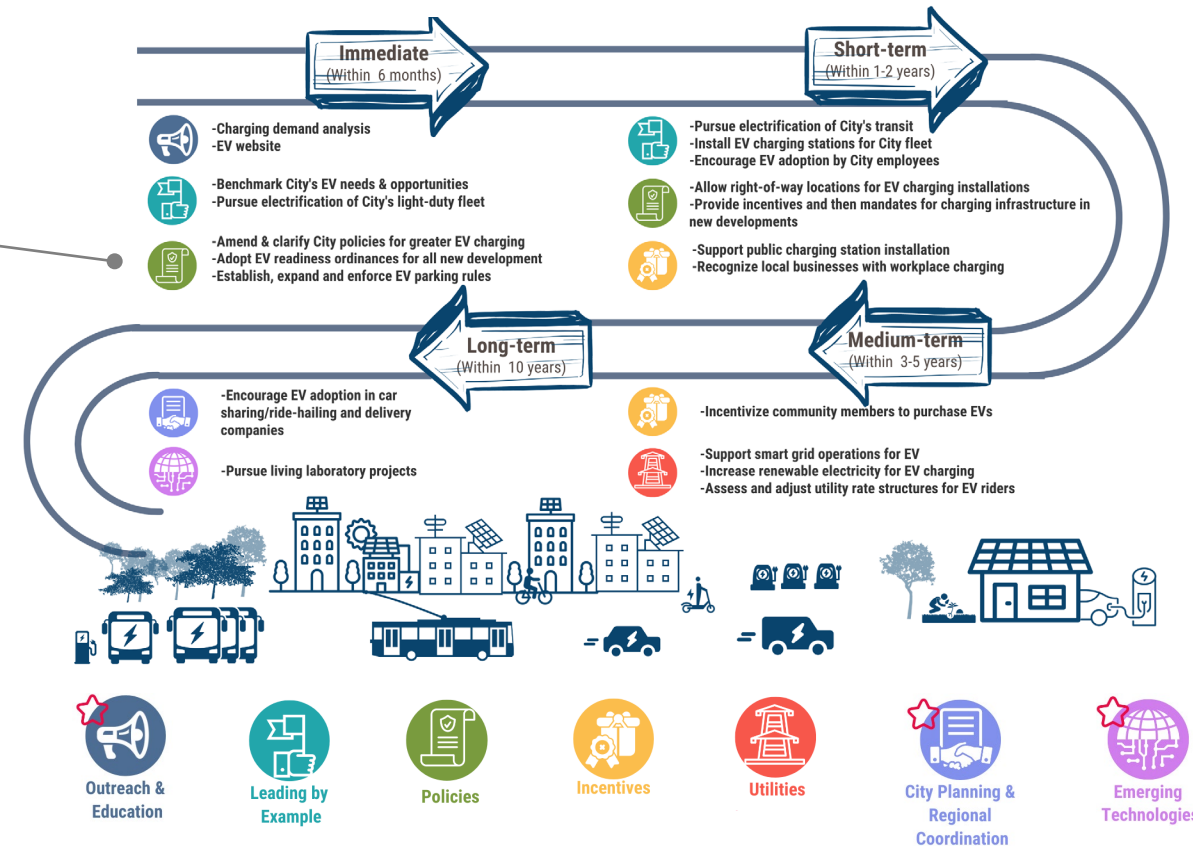
Adopted in April 2021



Policies

Item for immediate action:

**Adopt EV readiness ordinances for all new development**



## June 2021

- EV charging required in new one & two family residential development
- Mayor & Council instructs PDSD to develop EV charging recommendations for new multifamily & commercial development



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### Market Availability

50 EV models available today  
130 models expected by 2023

### Consumer Interest

39% of Americans are somewhat likely to consider electric for their next vehicle

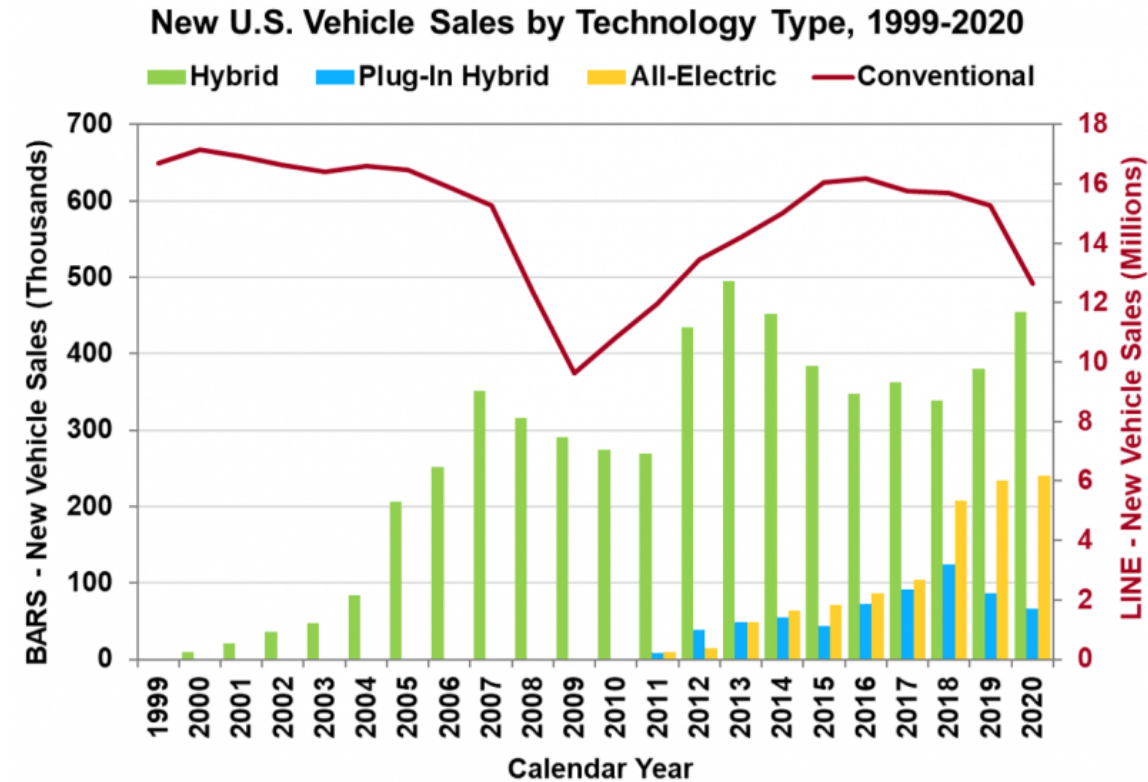
### Federal Investment

Acceleration and deployment of EV tech, charging infrastructure, alternative fuel corridors, EV jobs prioritized in current clean transportation goals

# 18.7 Million

## EVS ON THE ROAD BY 2030

EV sales are forecasted to surpass 3.5 million per year by 2030.





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## EV Ownership Patterns

About one in 300 vehicles in the Tucson Metro area is an EV.

### Vehicle Electrification Rate

- >1%
- 1/2 - 1%
- 1/4 - 1/2%
- 1/8 - 1/4%
- <1/8%
- None

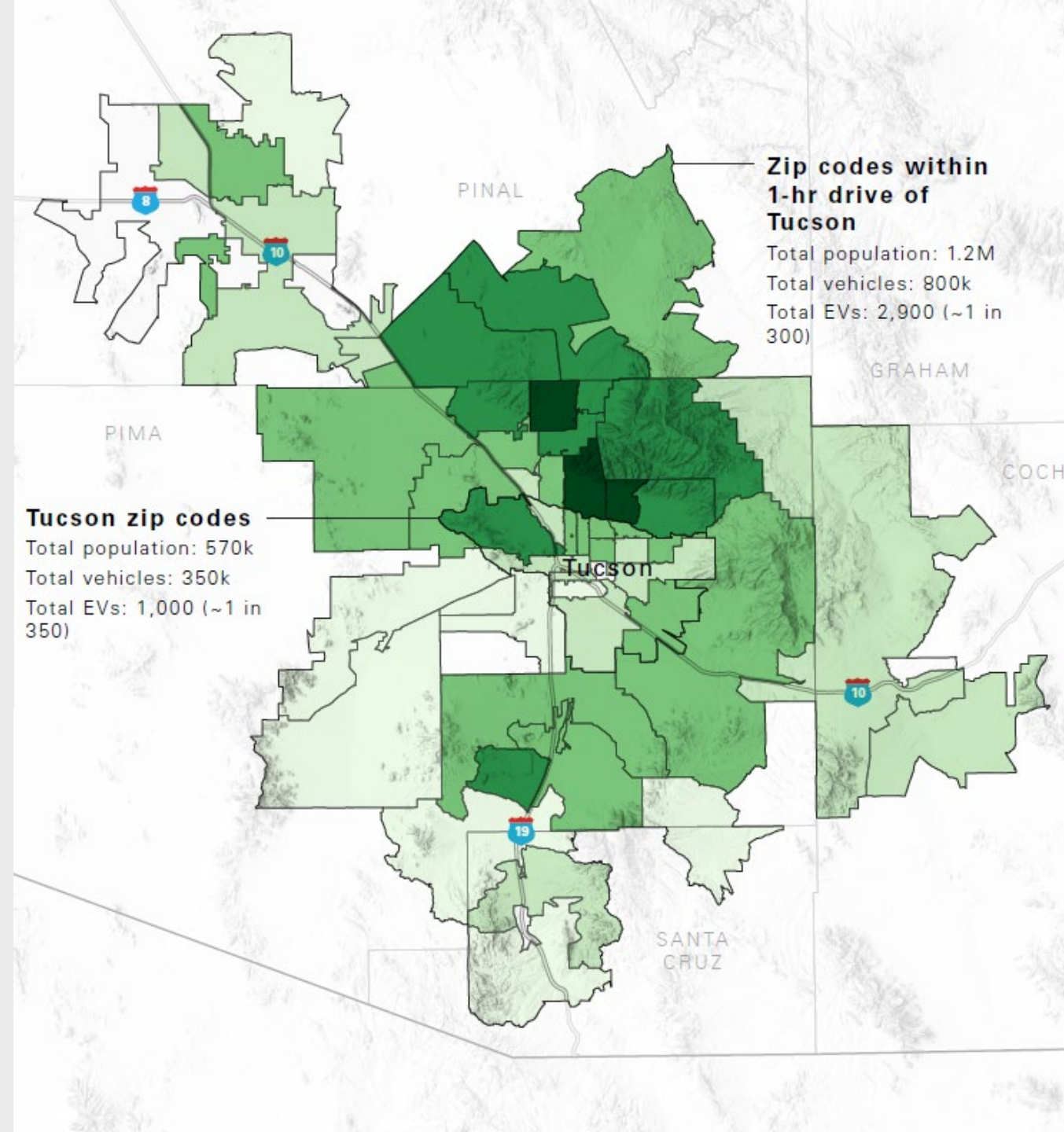
EV ownership in this area is concentrated in low-density residential communities surrounding the City. In particular, Catalina Foothills boasts EV ownership rates greater than 1%.

Around 1,000 EVs are registered within the City of Tucson itself.

### National

**2%**

Annual EV Share of Vehicle Purchases  
2018 – 2020





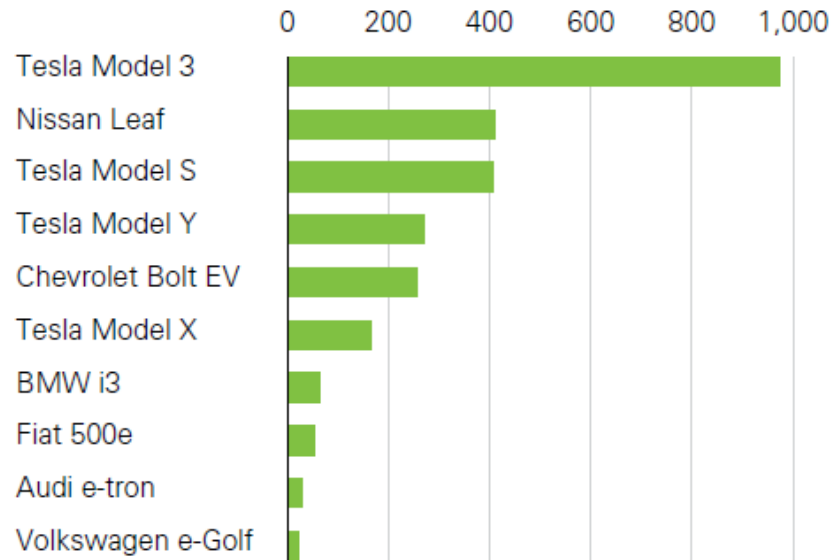
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# EV Ownership Patterns

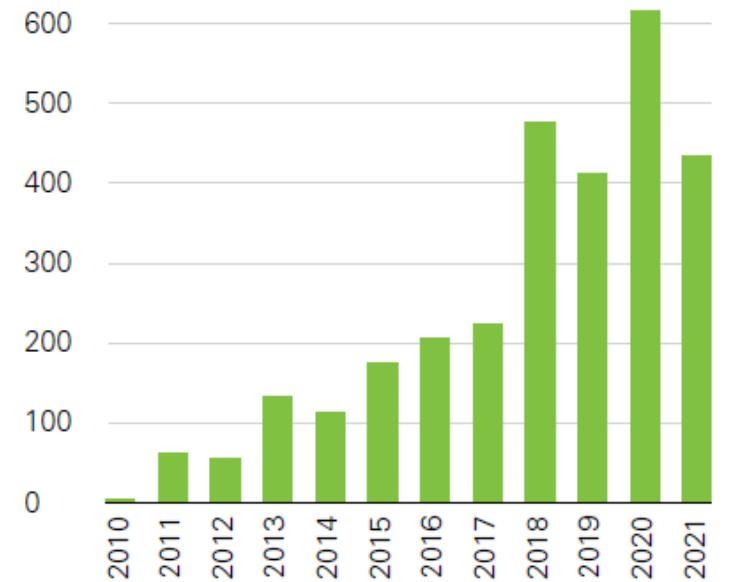
Most EVs in the Tucson Metro Area are Teslas, particularly the more affordable Model 3. The Nissan Leaf is the second most popular EV. This suggests that more affordable models are performing well in the area.

Top 10 Electric Vehicles by Make & Model  
Registered in Zip Codes within a 1-hour drive of Tucson



Newer models are overrepresented in current EV registrations. This suggests strong EV sales in recent years.

Total Electric Vehicles by Model Year  
Registered in Zip Codes within a 1-hour drive of Tucson

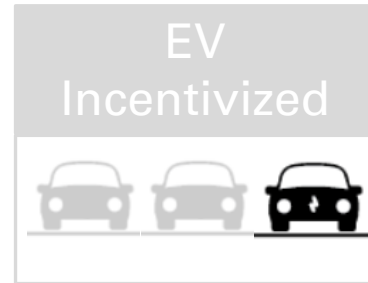




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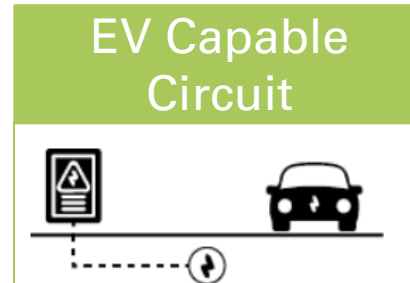
## Code Readiness & Requirements – a range of options



### EV Incentivized Only

EV spaces with charging stations generally count towards or reduce standard parking minimums

 **Existing incentive for commercial parking in Tucson**



### EV Capable Circuit

Electric panel capacity & “pre-wired” to a future EV parking space


- Includes hard to retrofit elements during new construction
- Minimizes upfront costs



### EVSE Ready Outlet

Full circuit, plug & overprotection devices in an EV parking space

- Ready to “plug in”:
- Infrastructure can still be upgraded

 **Existing requirement for new one & two family residential in Tucson**



### EVSE Installed Station

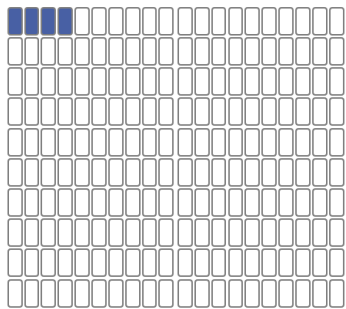
Charging station capable of controlled payment & access

- Most visible commitment to EV charging
- Little to no anticipated future materials cost

□ = 1 parking space

# Peer Cities

**Albuquerque**  
New Mexico



2021

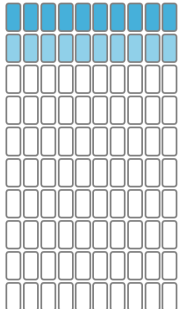
**All New Development:**

1 EV Station =  
- 2 Spaces

200+ spaces

2%  
EV Stations

**Miami Dade**  
Florida



2019

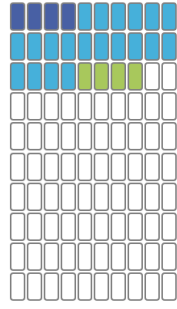
**Multi-family:**

9+ units  
10%  
EV Ready

*In 2022*

9+ units  
20%  
EV Ready

**Salt Lake City**  
Utah



2018

**Multi-family:**

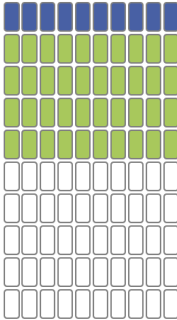
1 EV Station  
: 25 spaces

*CURRENTLY UNDER CONSIDERATION*

20%  
EV Ready

All ADA  
Spaces   
EV Capable

**San Jose**  
California



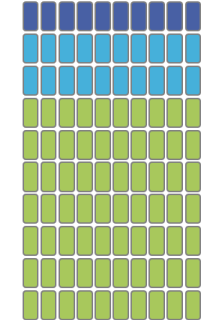
2020

**Non-residential:**

10%  
EV Stations

40%  
EV Capable

50% total



2020

**Multi-family + Hotel:**

10%  
EV Stations

20%  
EV Ready

70%  
EV Capable

100% total



## Electric Vehicle Readiness

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□ = 1 parking space

# Requirement Option Levels



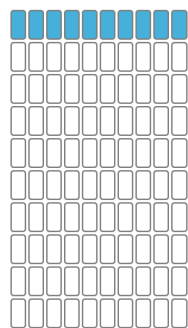
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### Conservative



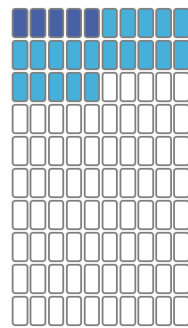
Commercial



EV-Installed	0%
EV-Ready	10%
EV-Capable	0%
<b>Total</b>	<b>10%</b>



Multi-family

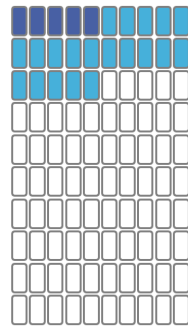


EV-Installed	5%
EV-Ready	20%
EV-Capable	0%
<b>Total</b>	<b>25%</b>

### Medium



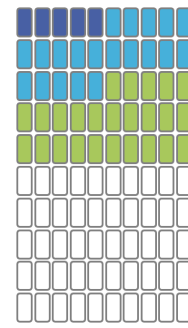
Commercial



EV-Installed	5%
EV-Ready	20%
EV-Capable	0%
<b>Total</b>	<b>25%</b>



Multi-family

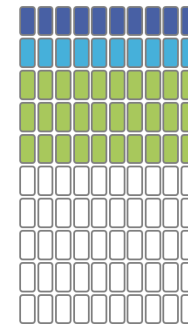


EV-Installed	5%
EV-Ready	20%
EV-Capable	25%
<b>Total</b>	<b>50%</b>

### Ambitious



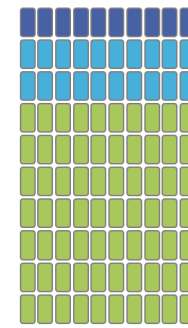
Commercial



EV-Installed	10%
EV-Ready	10%
EV-Capable	30%
<b>Total</b>	<b>50%</b>



Multi-family



EV-Installed	10%
EV-Ready	20%
EV-Capable	70%
<b>Total</b>	<b>100%</b>





## Electric Vehicle Readiness

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- **Discussion**

1. What is your experience with EV charging?

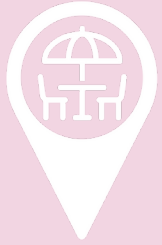
2. What locations are a good match for EV charging?

- Apartment Housing
- Retail
- Restaurants
- Offices/Job Centers

3. What amount of EV  
Readiness should Tucson  
choose?



4. What do we need to consider to make sure this code benefits Tucson?



## Restaurant Patio Expansions

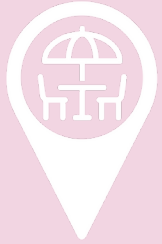
- **Background & Definitions**
- Temporary Program
- Possible Tools for Permanent Program
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- Next Steps



# Restaurant Expansion Program

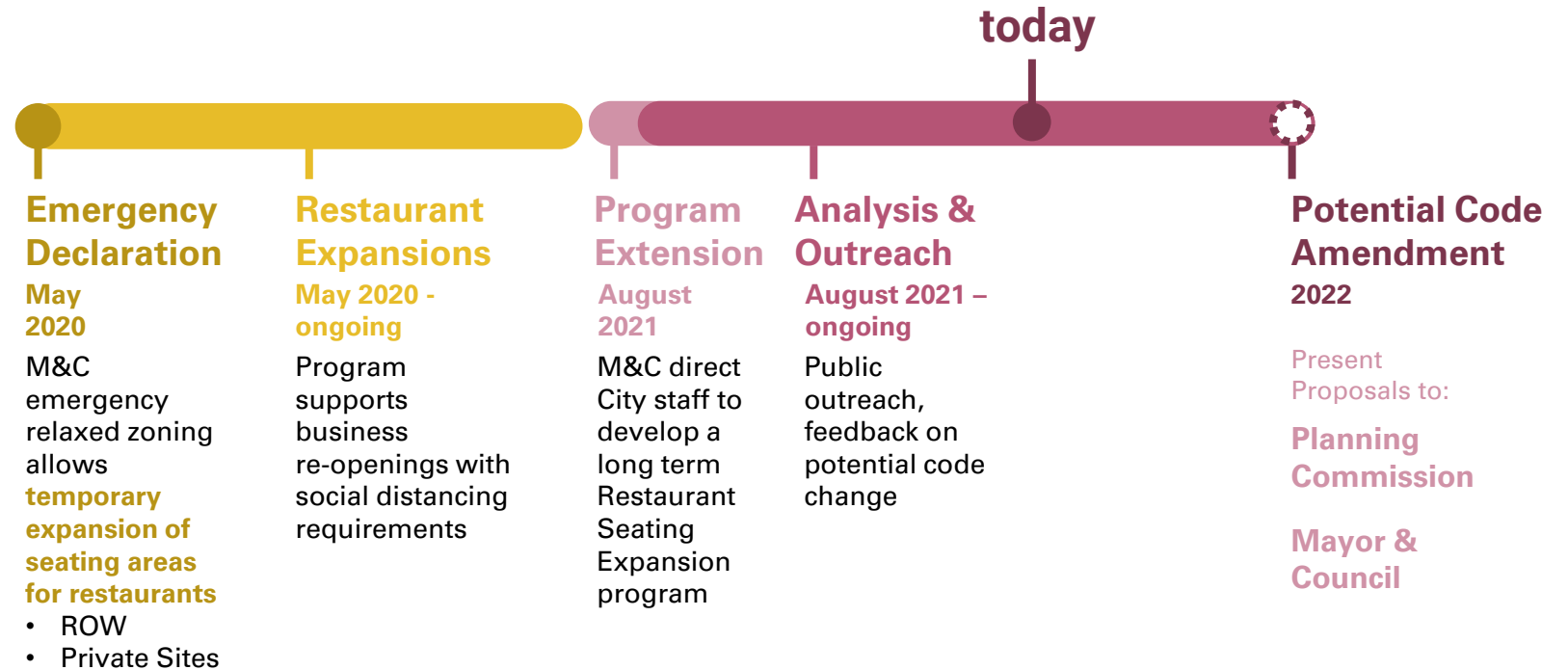
## Emergency Declaration

### Part of COVID-19 Response



## Restaurant Patio Expansions

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# Patio Expansions vs. Streateries



## Restaurant Patio Expansions

- **Background & Definitions**
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 today's discussion

## Patio Expansions

### Shared Spaces: Streateries

<b>Seating Location</b>	Right of Way <b>ROW</b> : Sidewalk, Street
<b>Site Context</b>	No extra space onsite
<b>Adjacent Street</b>	Speed limit 25MPH
<b>Current Examples</b>	Ten55, Ermanos, El Charro
<b>Program managed by</b>	Department of Transportation & Mobility <b>DTM</b>

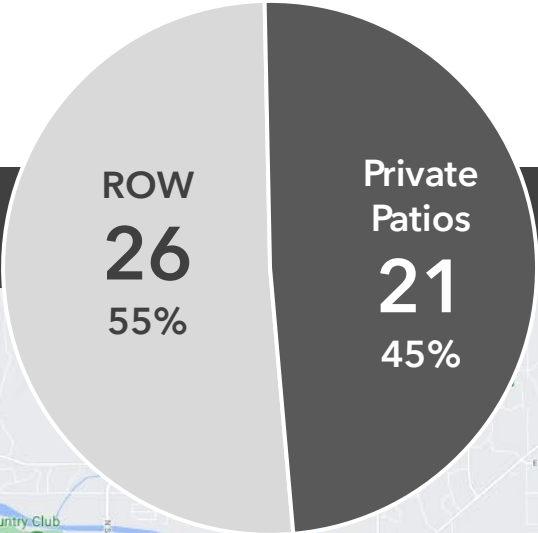
Private Property: Parking lot, Landscape area
Potential extra space onsite
Major corridor / Speed limit over 25MPH
Casa Video, Prep and Pastry
Planning & Development Services <b>PDS</b>

**Both programs will continue with different requirements & process**



# Restaurant Expansion Program

## 47 Total Participants



## Restaurant Patio Expansions

- Background & Definitions
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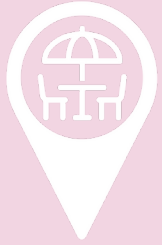
### Seating on Private sites or Parking lots cannot:

- Block ADA parking
- Block emergency services access
- Create unsafe circulation for pedestrians
- Impair vehicle circulation

### Seating on Private sites or Parking lots must:

- Be separated from parking by barriers and a 5' clear zone
- Be reviewed by Tucson Fire if tents or shade coverings are included
- Adhere to Liquor License and Control regulations, if applicable



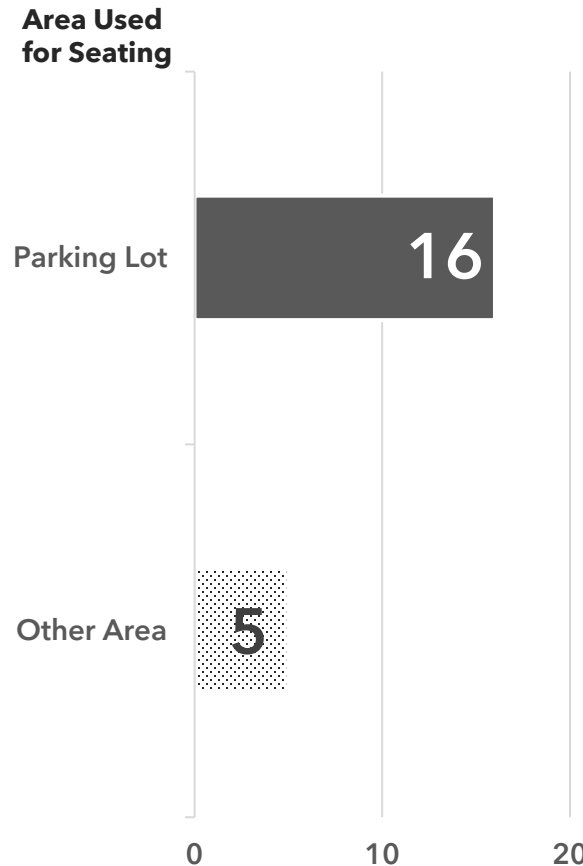


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## Private Site Expansions

### 21 Patio Expansion Applications



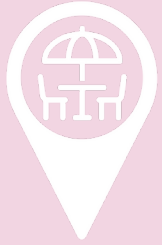
### 9 Average Seats Added per Space

	Parking Spaces Used	Sq Ft Added	Proposed Seats Added	Seats per Space Removed
The Royal Room	1	324	12	12
Dante's Fire	3	704	not shown	not shown
BJs Restaurant Oracle	3	1,200	not shown	not shown
Silver Saddle Steak House	3	448	not shown	not shown
Prep and Pastry	4	626	28	7
Blue Willow	5	810	32	6
1912 Brewing Company	5	405	32	6
BJ Restaurant Broadway	5	160	not shown	not shown
Casa Video	6	1,100	28	5
Hop's Sports Grill	7	1,140	24	3
Surly Wench	8	2,940	120	15
The Maverick	9	3,660	not shown	not shown
House of Bards	10	2,600	173	17

3 site plans do not clearly show sq ft or seats added

	Parking Spaces Used	Sq Ft Added	Proposed Seats Added	Area Used
Wooden Nickel	0	78	24	Walkway
Brodies Dark Horse Eatery	0	380	12	Landscape Area
Texas Roadhouse East	0	400	24	Landscape Area
Takamatsu	0	462	32	Walkway
Owls Club	0	3,174	19	Unused Area





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# Department of Transportation & Mobility Survey **May 2021**

**257 Respondents**

business owners & general public

Outdoor Seating at a restaurant is

**44%** somewhat important

**45%** extremely important



**94%**

would like to see outdoor dining continue after the pandemic

**83%**

support converting parking spaces into outdoor seating

## Current Parking Requirements

**Bars** 1 space per 50 sqft

**Restaurants** 1 space per 100 sqft

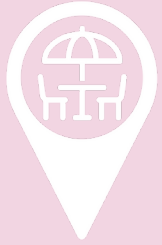
These uses are among the highest parking requirements in the UDC

**When relaxed zoning ends,  
existing participants may not meet  
parking requirements and other site  
requirements**



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# Individual Parking Plan (IPP)

## Site Specific Reduction Proposal

Allows an applicant to propose fewer parking spaces through a parking analysis

- Requires notification and neighborhood meeting if within 300 feet of R-1, R-2, & R-3 zones
- PDS Director approves or denies parking reduction based on findings

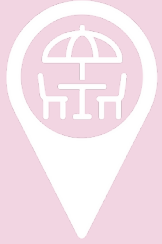
**Site specific reduction – Not a blanket waiver**

## Limitations

**Currently restaurants and bars are not eligible to request an IPP unless within mixed use development**

## Application Requirements

- Existing and proposed parking configuration  
Including no reduction of ADA spaces
- Traffic counts and circulation study
- Identify alternate modes of transportation  
Possible to propose shared parking agreement with adjacent sites
  
- Notify adjacent neighborhoods and show that
  - noise and light will be minimized
  - vehicle access will be deterred
  - neighborhood parking will be prevented
  
- Application fee



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## Possible Process

### 1. Initial Scoping



Bar/restaurant considers existing:

- Occupancy
- Square footage
- Restroom & Fire Code thresholds

Is expanded seating feasible?

### 2. Draft Site Plan



Bar/restaurant considers existing:

- available outdoor space
- Parking lot
- Walkways
- Landscaping areas

How is parking affected?

Is parking minimum maintained?

=

### 3. Application



Site Plan showing Patio Expansion



or



Is a parking reduction required?

=

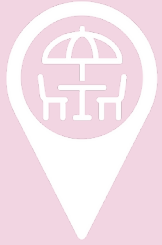


Site Plan showing Patio Expansion

+



Parking Plan  
*IPP*



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1. For those that have participated in the private patio expansion program – what has been your experience?
2. What are some challenges for adjacent neighborhoods, and ways to mitigate any issues?
3. What other tools besides the IPP could be useful?
4. How can this program best benefit Tucson?
5. What kind of program resources could be helpful for businesses or neighborhoods to make this program successful?



# Parking Requirements



## • Next Steps

[www.tucsonaz.gov/pdsd/commercial-parking-amendments](http://www.tucsonaz.gov/pdsd/commercial-parking-amendments)