







Stakeholder Feedback & Proposal Development

	Date	Event	EV Readiness	IPP Eligibility
2021	June 22 August 10 November 23	Mayor & Council Study Sessions	Direction to engage stakeholders and return with proposed code amendment EV Readiness, Outdoor Seating, HAST Action Items	
	August 30	Stakeholder Meeting	<ul style="list-style-type: none"> Higher regs for MF than other uses More info request on EV cost (infrastructure & vehicles) 	
	September 28	Mayor & Council Study Session Update	Approval of Workplan: Combine EV Readiness with Outdoor Seating Initiative proposal Return with proposal in winter, early spring	
	October 12 October 27	Stakeholder Meetings	Right-sizing regs for Tucson EV ownership vs. Peer Cities	Concerns about neighborhood issues and accessible process point to IPP as potential tool for permanent program
	November 15 November 17	Public Meetings	<ul style="list-style-type: none"> Confirmed focus on MF (higher regs than commercial use) More emphasis on lower cost infrastructure 	<ul style="list-style-type: none"> More restaurant input requested – survey distributed Request for focused discussions – separate stakeholder meeting followed
	December 13 December 14	Stakeholder Meetings	<ul style="list-style-type: none"> Confirmed focus on lower cost infrastructure Conduit & outlets vs. stations Provide parking reduction incentives for stations Distinct regs in different commercial uses based on visitation, dwell times 	<ul style="list-style-type: none"> Confirmation of design requirements in patio design Confirmation of application requirements of IPP
2022	February 2	Planning Commission Study Session	Added retail exception threshold of 100 parking spaces	
	February 16	AH Subcommittee CEHD Meeting	Support for Affordable Housing eligibility for IPP	
	March 2	Planning Commission Public Hearing	Approval 8-0 With Recommendations: Review effects in 1-2 years Further study into reduced Affordable Housing parking requirements	
	April 19	Mayor & Council Public Hearing	Hearing continued: To allow for further stakeholder engagement	
	* May 20, 23	Stakeholder & Public Meetings	Additional Stakeholder Suggestions for Proposal	

Current Proposal

- 1 Require EV Readiness in **new** multifamily and commercial development and provide incentives for additional infrastructure beyond minimum standards.

<p>Proposed MULTIFAMILY 25%</p> <ul style="list-style-type: none">  Stations 0%  Outlets 10%  Conduit 15% 	<p>Proposed OFFICE 20%</p> <ul style="list-style-type: none">  Stations 0%  Outlets 5%  Conduit 15% 	<p>Proposed RETAIL 10% Includes Food & Beverage Service Uses</p> <ul style="list-style-type: none">  Stations 5%  Outlets 5%  Conduit 0% 	<p><i>Exception: Retail uses with less than 100 parking spaces exempt from EV Requirements</i></p>
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Requirements are for new construction or existing expansion thresholds in the UDC

- 2 Expand the use of the Individual Parking Plan (IPP) application by including affordable housing as a permitted type of development and removing the restaurant and bar exception.

All existing IPP application requirements, protections, and approval procedures would remain and apply to these uses

Planning Commission voted 8 – 0 in support

with additional recommendations to the Mayor and Council

- review the amendment in 1-2 years, and
- consider reducing the minimum parking requirement for affordable housing



Electric Vehicle Demand

Questions/Concerns

- EV readiness could be solely **market-driven**.

- Requirements could be **phased in over time**.

Response/Proposal Approach

- Requirements are baseline minimums.
- Developers can install more than minimum & may be eligible for incentives like a reduction in required parking spaces.
- Market driven decisions may not result in equitable access to EV cost savings and environmental benefits

- Phasing is built in through requirements for both chargers as well as conduit.
- When demand grows, infrastructure ensures that electrical supply is available for future additional chargers.
- Proposal avoids retrofits on current construction – consider building lifetimes over next 30+ years.



EVs in Tucson

Questions/Concerns

- Are the proposed requirement percentages **appropriate for Tucson?**
- What is the rate of **EV adoption** in Tucson?
- When will **price parity** occur between EVs and conventional vehicles?

Response/Proposal Approach

- Proposed requirements are based on Salt Lake City, UT and Miami Dade County, FL (25% and 20% of new development parking lots).
- These cities have reported 2.5% and 2% EV adoption rates.
- Locally, about one in 300 vehicles in the Tucson Metro area is an EV, and around 1,000 EVs are registered within the City of Tucson itself.
- Newer models outnumber older ones, suggesting stronger sales in recent years.
- EVs should be cheaper to buy on average than combustion vehicles in about 5 years, without subsidies NEF Bloomberg about.bnef.com/blog/the-ev-price-gap-narrows
- Long term and operational savings: fuel and maintenance



Planning & Development Services Process

Questions/Concerns

Response/Proposal Approach

- Are PDSD staff resources are too limited?

- EV spaces to be reviewed as part of standard development package review process, which is required of all commercial development.
- While the inclusion of EV spaces in a project will add some complexity, it does not result in additional reviews.
- PDSD has recently improved application processes and can commit to providing an activity number within 72 hours of application, which is what is needed to coordinate with the utility company.

- What is the scale of the proposed requirements?

- If the proposed code had applied to development projects reviewed by PDSD in 2021, EV readiness would be required in the following number of projects:
 - 18 multifamily
 - 15 commercial office
 - 3 retail (of 35 total)
 - 1 mixed-use multifamily and retail



EV Infrastructure Costs

Questions/Concerns

- Proposed EV requirements will burden **affordable housing** and **small businesses**.

- What **incentives** are available?

Response/Proposal Approach

- The proposal is guided by equitable distribution of EV access - market driven decisions may not result in equitable access to EV cost savings and environmental benefits
- Lack of access to charging for rental properties is roadblock for lower income households adopting technology.
- With costs in mind, the multifamily and office uses requires lower cost EVSE: conduit and outlets, no stations.
- Smaller retail with less than 100 parking spaces (~less than 10,000sqft) is exempted from the requirements.

- The proposal includes parking reductions for installing more than minimum EVSE - potential overall project cost savings
- Currently, TEP provides rebates for installing approved networked stations. Higher rebates for multifamily and in disadvantaged communities.
- Federal rebates may be possible.



EV Infrastructure Cost Estimates

Estimates presented in ranges

Developed through feedback with development community

Costs listed are in addition to base parking lot costs, before electrical upgrades or rebates

Per space costs are averaged out across the entire parking lot size

Estimate range accounts for parking lot size in each development type - smaller parking lots result in higher cost per space



Multifamily

\$95 - \$960 per space

\$25,800 - \$1,240 project cost

estimated in parking lot sizes from
100 – 10 spaces



Office

\$85 - \$930 per space

\$23,800 - \$1,100 project cost

estimated in parking lot sizes from
100 – 10 spaces



Retail

\$180 - \$610 per space

\$60,973 - \$18,000 project cost

estimated in parking lot sizes of
100 spaces

- Base Typical Parking Lot Costs PER SPACE:
- Surface Lots: \$5,000 - \$10,000
 - Structured Parking: \$25,000 - \$50,000

- Electric Upgrades:
- Panel: \$1,800 – \$2,500
 - Transformer: \$10,000 - \$25,000

Proposal

Proposed MULTIFAMILY 25%

	Stations	0%
	Outlets	10%
	Conduit	15%

Proposed OFFICE 20%

	Stations	0%
	Outlets	5%
	Conduit	15%

Proposed RETAIL 10% Includes Food & Beverage Service Uses

	Stations	5%
	Outlets	5%
	Conduit	0%

Exception: Retail uses with less than 100 parking spaces exempt from EV Requirements



Incentives

Included in Proposed Amendment

PDSD Zoning

Parking Reductions for installing more than minimum required EVSE

- Multifamily & Office: for each additional outlet or station, 1 less space
- Retail: for each additional station, 2 less spaces

Subject to Availability / Outside of PDSD

TEP Rebates

Commercial EV Charging Station Rebate

<https://www.tep.com/smart-ev-charging-program/>

Charger Type	Site	Standard	Disadvantaged Community (DAC) Eligible Projects*
Level 2 (L2)	Workplace	\$4,500/port; up to 75% of project cost	\$6,000/port; up to 75% of project cost
Level 2 (L2)	Multi-family, Nonprofit	\$6,000/port; up to 85% of project cost	\$9,000/port; up to 85% of project cost
DC Fast Charger (DCFC)	All	\$24,000/port; up to 75% of project cost	\$40,000/port; up to 75% of project cost

**Includes projects located in U.S. Census tracts where average household incomes do not exceed 80% of the median Arizona household income AND where chargers are made available to the public during normal business hours.*



Program Necessity for Outdoor Seating

Questions/Concerns

- **What happens to temporary patios** if the IPP isn't approved for restaurants & bars?
- Restaurants and bars **were prohibited** from using the IPP when this option was established **10 years ago** based on public input.

Response/Proposal Approach

- As of January 2023, when the temporary program expires, expanded patios on private sites may no longer be permitted citywide.
- Climate action goals, affordable housing, new mobility options, flexible business needs have changed dramatically in last decade.
- Mayor and Council declared a climate emergency in September 2020
- Tucson is currently developing a Climate Action and Adaptation Plan.
- In the last 10 years, the City has adopted the Move Tucson plan, a Complete Streets policy, and has invested in enhanced transit options and bike and pedestrian infrastructure to promote a range of transportation options for residents.
- The temporary outdoor seating program allowed businesses to continue operating during COVID-19 pandemic and has proven to be successful model.



Program Necessity for Outdoor Seating

Questions/Concerns

Response/Proposal Approach

- Patios are largely unused during the **summer months**.

- Varied answers on seasonality of outdoor seating.
Restaurant/bar owners surveyed fall 2021:
"What time of year is outdoor seating a good match for your restaurant/bar?"
69% All Year 19% Seasonally / A few months of the year.

- How is this **different** from existing patios in **downtown/entertainment district**?

- Downtown and 4th Avenue already have tools to apply for reduced parking through the Infill Incentive District and zoning overlays.
- The IPP is a **site specific** application to allow sites outside of downtown & urban overlays. Provides more opportunities for patios located citywide.

- **How many parking spaces** have been typically used for outdoor seating?

- On average in the temporary program, 3-4 parking spaces have been reused for patios, adding about 9 seats per former parking space.



Application Process

Questions/Concerns

Response/Proposal Approach

- Is there a PDSD process in place to ensure approval of an IPP will be in the best interest of **all impacted parties**?

IPP Application includes:

- Neighborhood meeting if within 300' of residential zone
- Circulation & parking analysis at peak use
- Demonstrated mitigation strategies
- Ability to add site-specific conditions to deal with concerns

Besides the IPP, other options exist for parking reductions, but they are as of right and require no neighbor notification

- Is the IPP application the **best tool** for these scenarios?

- The IPP application is an established process with a good track record of vetting and addressing issues.
- Expanding IPP eligibility avoids adding a new or separate process for businesses and staff to learn and work through.

- Can locations **share parking lots** at different peak hour uses?

- Shared parking agreements is a suggested application proposal.

- What are the **costs** involved in an IPP application?

- An application fee, and likely requires the work of a consultant to conduct analysis and other components of the application.



Notification & Process

Questions/Concerns

- Concerns expressed regarding negative **effects on surrounding neighborhoods.**
- Will **Ward Offices be notified** when an IPP application is submitted?
- What can be done to **address problems** that may arise after an IPP is approved?
- What effort does PDSD make to address the **public concerns** raised?

Response/Proposal Approach

- 42 IPP applications approved since 2009
- To date, no complaints have been submitted regarding parking or traffic congestion at these locations.
- Ward offices are always on the mailing list in a neighborhood notification.
- Approval can be revoked if conditions are not being met.
- *From the UDC:* If a development is operated in a manner that violates the conditions of the approved IPP, the use may be suspended or terminated in accordance with Section 10.4, Penalties and Remedies.



Continued Process

Questions/Concerns

- What can be done to **address problems** that may arise after an IPP is approved?
- What effort does PDSO make to address the **public concerns** raised?
- Does an approved IPP **transfer to future owners**?

Response/Proposal Approach

- Approval can be revoked if conditions are not being met.
- *From the UDC:* If a development is operated in a manner that violates the conditions of the approved IPP, the use may be suspended or terminated in accordance with Section 10.4, Penalties and Remedies.
- If a complaint is made, Code Enforcement will investigate. If conditions are not being met, the approved IPP will be revoked.
- Reapplication to the IPP is required if the following changes:
 - Use, Hours of Operation, Peak Use time
 - Expansion of a building or use
 - Parking or mitigation plans no longer comply



Safety

Questions/Concerns

- **ADA accessibility** must be maintained in outdoor seating
- **Overflow parking** in adjacent neighborhoods causes safety concerns.
- The proposal should **prohibit on-street parking on residential streets** to justify a reduction in parking.

Response/Proposal Approach

Outdoor seating site design requirements include:

- No removal of ADA parking,
 - Maintaining pedestrian and ADA access from parking spaces to business entrances,
 - Safe separation of seating areas from moving traffic.
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- Through the IPP, an applicant must show strategies they will implement to prevent adverse effects on surrounding neighbors and businesses.
 - Not a blanket approval for any and all restaurants and bars to remove parking without study and careful consideration. Applications are considered case by case.
 - The application requirements include showing that vehicle access will be deterred and neighborhood parking will be prevented.
 - Site specific conditions can be required to reach approval. Keeping more parking than proposed or altering a site design for safety and nuisance considerations.