



CITY OF  
TUCSON

PLANNING AND  
DEVELOPMENT  
SERVICES  
DEPARTMENT

July 9, 2019

Mr. Thomas W. Warne  
On behalf of the property owner,  
Partners on Fourth Investments, LLC  
The Opus Group  
70 west Cushing Street  
Tucson AZ 85701

Subject: Minor Amendment Request for Partners on Fourth PAD-33

Dear Mr. Warne:

I have reviewed your letter of June 5, 2013 (see attached) requesting a minor amendment to the following items:

**Parking & Access**

1. Compact Parking Spaces
2. Parking Requirement
3. Circulation Plan

**Pedestrian Circulation**

1. Sidewalk Widths
2. Access from Stevens Ave to Herbert Ave

**Proposed Uses**

1. Ground Floor Uses in Section D

**Parking & Access**

**Item 1 Compact Parking Spaces:** You have requested a minor amendment to allow four (4) compact parking spaces within the residential parking garage dimensioned at 8-feet by 16-feet, due to the irregular shape of the site and the parking garage geometry. The total compact count is 1.5% of the total motor vehicle off-street parking. The *Partners on Fourth* PAD-33 Part III.3.D Vehicle Parking and Bicycle Facilities does not address compact parking spaces.

Staff confirms that the four (4) compact parking spaces located in the residential parking garage (Section A of the PAD boundary), and not in the merchant/retail parking garage (Section B of the PAD boundary), is a non-substantial change and approved as requested with the following condition.

**Condition:** Revise the PAD document on page 25 (PAD-33 Part III.3.D.1) in the Vehicle Parking Requirements table to include four (4) Compact Parking Spaces allowed at a dimension of 8'x16'

**Item 2 Parking Requirement:** A Parking Evaluation Plan has been prepared by PSOMAS Engineering with a request to modify the parking space requirements from 1 space per unit to 0.7 spaces per unit. This request has been approved as a minor amendment on June 10, 2019 by the Planning & Development Services Department (letter attached).

**Condition:** Revise the PAD document on page 25 (PAD-33 Part III.3.D.1) so the Vehicle Parking Requirements Table shows the amended off-street Residential parking requirement at 0.7 spaces per dwelling unit.

**Item 3 Circulation Plan:** In your request letter you have asked for a minor amendment to change the access points indicated in Exhibit 10: PAD New Concept Circulation Plan. In order to meet the adequate parking requirements and the appropriate life safety curb cuts on the corner of Stevens and 8th Street the request is to move access from the entrance off of 8<sup>th</sup> street, to an entrance into Section A parking garage off of Herbert Avenue and an entrance into Section B parking garage off of the east-west access easement.

Staff confirms that the proposed change to the access points in Exhibit 10: PAD New Concept Circulation plan is a non-substantial change and approved as requested with the following condition.

**Condition:** Revise the PAD Document to reflect the following changes

- On page 33 (PAD-33 Part III.4.B. Vehicular Access)
  - Remove
    - Ingress from Eighth Street into a surface level parking lot below the building
    - Egress from surface level parking lot below the building onto Eighth Street

- Add
  - Ingress from Herbert Avenue into Section A Parking Garage
  - Egress from Section A Parking Garage onto Herbert Avenue
  - Ingress from PAD Easement into Section B Garage
  - Egress from Section B Garage onto PAD Easement
- On page 34 (PAD-33 Part III.4.C. Exhibit 10: PAD New Concept Circulation Plan) to show proposed access changes

### **Pedestrian Infrastructure**

**Item 1 *Sidewalk Widths:*** You have requested a minor amendment to decrease the sidewalk widths as presented in Exhibit 9: PAD Concept Plan. You propose sidewalk widths that vary from 8-foot minimum to 17-foot maximum along Herbert Avenue (north-south sidewalk), and sidewalk widths that vary from 8-foot minimum to 12-foot maximum along the east-west access easement. The intent of this request is to address the view of and within the development along the east-west access easement as well as to create a more inviting pedestrian space within the site. The PAD currently indicates on Exhibit 9: PAD Concept Plan, a minimum of 15-foot wide sidewalk along Herbert (north-south) and a 12-foot wide sidewalk along the Access Easement (east-west).

Staff confirms that this is a non-substantial change and is approved as requested with the following condition.

**Condition:** Revise the PAD document on page 18 (PAD-33 Part III.1. Exhibit 9: PAD Concept Plan) to show varying sidewalk widths. Change the following sidewalk notations on the exhibit:

- Sidewalk along Herbert Avenue (north-south):  
*Varies 8-foot min to 17-foot max*
- Sidewalk along east-west Access Easement:  
*Varies 8-foot min to 12-foot max*

**Item 2 *Access from Stevens Ave to Herbert Ave:*** You have requested a deletion of PAD-33 Part III.E(1) paragraph two which states “feasibility of an access way for pedestrians and bicycles from Stevens Avenue through

building masses to Herbert Avenue, shall be explored to create through-circulation to the center of the PAD.” You stated that the concept of a formal pedestrian corridor connecting Herbert and Stevens Avenues was explored and in order to satisfy the mixed-use program requirements for the project, a dedicated pedestrian/bicycle corridor was not achievable. A less formal connection has been created with the two-vehicle access/egress points that connect the building to Stevens and Herbert Avenues.

Staff has determined that the request to remove this paragraph from the PAD is a non-substantial change and is approved as requested.

**Condition:** Revise the PAD document and remove feasibility paragraph (second paragraph of PAD-33 Part III.3.E.1) on page 27.

### **Proposed Uses**

**Item 1 Floor Uses:** You have requested a minor amendment to include bike storage and bike shop uses in Part III.3.B Section D Ground Floor Uses. Through the design process and in discussions with planning staff and the City’s Design Consultant, it was determined that the required 4,000 square foot (4 suites) would wrap around the corner to the north, extending the retail to the West. A bicycle area is proposed in the southeast remaining space to be used by both residents and the public. The bike area will contain bike benches so bicycles may be repaired onsite. The retail fascia and store frontage will be consistent along 4<sup>th</sup> Avenue, in addition to wrapping around the northwest corner.

Staff has determined that the request to allow bicycle parking/bicycle storage/bicycle shop uses to the use table is a minor amendment and approved as requested.

**Condition:** Revise the PAD document on page 23 (PAD-33 Part III.3.B. Section D table) to include the following language in Ground Floor uses:

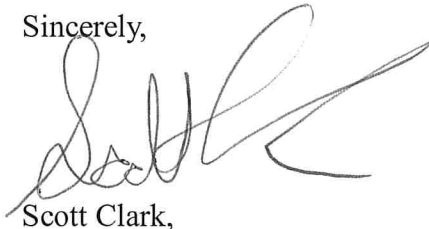
Commercial Services and Retail Trade uses that encourage street level activity including bicycle services and bicycle parking.

Prior to submitting a revised Development Package, please provide a revised PAD document with all of the changes, as well as individual red-lined pages, so staff can review the changes. Submit these documents

including a digital copy to the Entitlements Section of the Planning and Development Services Department.

Please note a copy of this letter must be attached to your Development Package submittal.

Sincerely,

A handwritten signature in black ink, appearing to read 'Scott Clark', written over a horizontal line.

Scott Clark,  
Director  
Planning and Development Services Department

Attachments:

Applicant's Request

Parking Modification Request Determination Letter

Thomas W. Warne,  
on behalf of the property owner,  
Partners on Fourth Investments, LLC  
and prospective owner

The Opus Group  
70 West Cushing Street  
Tucson, Arizona 85701  
(520) 884-8843 Phone  
(520) 882-2640 Fax

June 26, 2019

HAND-DELIVERED

John Beall  
Entitlements Section Manager  
Planning & Development Services  
City of Tucson  
201 N. Stone Avenue  
Tucson, AZ 85701

Re: C9-18-01 Minor Amendment Requests  
For the Approved Multi-Use Project – COI Pad 33-  
Partners on Fourth – 4th Avenue and 8th Street

Dear John,

Pursuant to your letter of June 12, 2019, and our meeting June 18<sup>th</sup>, attached are Minor Amendment Requests to the issues brought forward regarding the subject development package. The Minor Amendment Requests are each detailed below.

(12.) 2-06.4.9.H.5.a - Show all motor vehicle off-street parking spaces provided, fully dimensioned. Sub-standard (compact) parking spaces are not permitted per this PAD or the UDC. Revise the four compact parking spaces provided.

We request a Minor Amendment to allow the (4) compact parking spaces within the residential parking garage.

Due to the irregular shape of the site the parking geometry it is very difficult to achieve and maintain adequate building structural requirements. The total compact count is 1.5% of the total motor vehicle of off-street parking. This was discussed along the design process with planning staff.

The plan will be updated to dimension all street parking.

(13.) 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. As noted on sheet 1, parking provided does not meet the number of spaces

required. An Individual Parking Plan (IPP) must be approved for the reduction in parking spaces. In the vehicle parking calculations table, clarify the number of spaces on each parking level in order to verify on the plan set. Clarify whether motorcycle parking spaces have been included in the total number of parking spaces provided.

The Parking Evaluation Plan has been prepared by PSOMAS Engineering, for the Individual Parking Plan (IPP). This evaluation has been reviewed and approved by the City of Tucson on June 10, 2019. The approval letter signed by Scott Clark, Director, is attached.

(18.) Sheet 6 indicates a bike locker room is to be located along the 4th Ave street frontage. Per PAD Part III.3.B. Section D Table indicates permitted ground floor uses as Commercial Services and Retail Trade Uses that encourage street level activity. Bike parking is associated with the residential use and does not meet this standard. Commercial and Retail uses are the only uses permitted along the 4th Ave street frontage.

Through the design process and in discussions with planning staff and the City's design consultant, in addition to stakeholder comments, it was determined that the required +/- 4,000sf (4 suites) would wrap around the corner, extending the retail to the West. Stakeholder comments did not want the retail just to terminate at the Northwest corner, as they felt it would have the appearance of a "strip center". The bike area was added in the Southeast remaining space to activate the activity on the street. The bike area will contain bike benches so their bicycles may be repaired. The retail fascia and store frontage will be consistent along 4<sup>th</sup> Avenue, in addition to wrapping around the Northwest corner.

Request is for a Minor Amendment to the PAD III.3.B Section D Ground Floor "to include bike storage, walkers, bike shop uses".

(22.) 2-06.4.9.R - Show on-site pedestrian circulation and refuge utilizing location and the design criteria in Section 7-01.0.0, Pedestrian Access, of the Technical Standards Manual. Pedestrian sidewalks along the access easement are shown at 7.33' in width. The PAD indicates on Exhibit 9: PAD Concept Plan a minimum 12' sidewalk in this easement area.

The East-West pedestrian sidewalk as shown on the attached revised Exhibit 9 and 10 PAD Concept Plan and the detailed "Pedestrian – Vehicle Circulation Plan" will vary between 12'-8' clearance on sidewalk width. In our stakeholder meetings it was requested that there be shade trees and landscaping along the walkway. The intent of this request is to address both the user and the view from 4<sup>th</sup> Avenue locations, in order to soften the view of the development.

In addition to meet the 4<sup>th</sup> Avenue merchant's request of the retail parking, considering the physical boundaries of the site, it is necessary to fluctuate the sidewalk between 8'- 12' ft.

Request is for a Minor Amendment of the attached revised Exhibit 9 and 10 Concept Plan and accept the Pedestrian-Vehicle Circulation Plan and revise the design criteria in Section 7-01.0.0, Pedestrian Access.

(23.) Per PAD Part III.E(1) the feasibility of an access way for pedestrians and bicycles from Stevens Ave through the building masses to Herbert Ave, shall be explored to create through-circulation to the center of the PAD.

The concept of a formal pedestrian corridor connecting Herbert Avenue and Stevens Avenue was explored. In order to satisfy the mixed-use program requirements for the project a dedicated pedestrian/bicycle corridor was not achievable. It was not achievable due to the residential and retail parking which is immediately adjacent to the East structural wall of the projects western building. In the stakeholder meetings formulating the PAD it was thought it might not be possible which is why "shall be explored to create thru-circulation to the center of the PAD" was worded in this manner. A less formal connection has been created with the two-vehicle access/egress points that connect the building to Stevens and Herbert.

A Minor Amendment is requested to delete PAD Part III.E(1) as it was not feasible to implement.

(24.)2-06.4.9.S - Show existing or proposed pedestrian circulation along abutting rights-of-way. Pedestrian sidewalks along Herbert Ave are shown at 6' and 4'. The PAD indicates on Exhibit 9: PAD Concept Plan a minimum 15' sidewalk along Herbert. Pedestrian sidewalks along Stevens Ave are shown varying in width down to 2.94'. Per PAD Part III.3.E(1) a minimum 6' sidewalk is required.

The North-South Pedestrian sidewalk as shown on the attached revised Exhibit 9 and 10 PAD Concept Plan and the detailed "Pedestrian-Vehicle Circulation Plan" will vary between 8'-17'. The variance is a result of enhancing the entry way to the building to the project lobby and enhancing north - south sidewalk with landscaping along Herbert from the building entry way north to 8<sup>th</sup> Street. In addition, a convenient bicycle parking area is provided, in order to meet bicycle parking requirements. The bicycle parking is provided on the wider sidewalk area. The walkway clearance between the bicycles will not be less than 8ft.

In the stakeholder meetings, again, appropriate landscaping for a project this size was stressed in order not to have a sterile environment. Accommodating the landscaping requests and requirements along with meeting the appropriate parking requirements of the design of the North-South sidewalk along Herbert, is detailed in the Pedestrian-Vehicle Circulation Plan. The final design was developed taking into consideration the property boundaries of the site and necessary parking geometry.

Request is for a Minor Amendment of the attached revised Exhibit 9 and 10 Concept Plan and the acceptance of the Pedestrian-Vehicle Circulation Plan and the revision of the designed criteria in Section 7-01.0.0, Pedestrian Access.

(26.) Per PAD Part III.3.A. Section B,C,D table, the setback along 4th Ave is to be 0' or prevailing historic setback. The plan indicates an up to 3' setback. Provide approval that this meets the prevailing historic setback standard.

The predominant face of the building (columns and walls above street level) is located at the 0' setback requirement. In our meeting with the stakeholders it became important to activate the street scape, create an urban environment, and not have the appearance of a strip center. By having a retail set back 3' we are able to achieve the former and not reduce the width of the already narrow sidewalk in this particular location of 4<sup>th</sup> Avenue. Also, it becomes important the retail doors do not swing into the public right-of-way. It is advantageous for the retailers to have the entry doors swing out and not in, which is able to occur with the retail set back of 3'.



A Minor Amendment is requested to the PAD to allow the condition under PAD Part III.3.A Section B,C,D table.

(27.) Per PAD Part III.3.B. the ground floor is preferred to be commercial or retail uses in Section A, B, and C. Documentation may be required that market feasibility restricts the preferred uses and as such mostly parking is provided at the ground level.

The present design for the retail and parking is a result of two conditions. The first condition is a result of dialogue and meetings between City Councilman Steve Kozachik, Park Tucson, and Merchants Association and the Iron Horse Neighborhood. Additional retail parking was requested by the four mentioned parties which would be open to the public. This was requested to assist the 4<sup>th</sup> Avenue retail merchants with their lack of parking condition. The second condition requested by the 4<sup>th</sup> Avenue Merchants Association and Arizona First was to have four approximate 1,000 sq. ft retail spaces to encourage the occupancy of local merchants. Larger retail space will encourage the occupancy of national change and not meet the goals of Arizona First.

In order to meet these various requests and meet the residential parking requirements it was not possible to add additional retail with such an irregular site where it is necessary to meet the residential parking. It is important, again, to note that the irregular property boundaries of the subject site do not allow for the necessary geometry of efficient parking design.

In addition, it was never intended to build out retail spaces wherever possible in formulating the PAD it was always intended to follow the market as it evolved. Therefore, the conditions in number 3 B. Building Height and Floor uses provided allowed uses of retail, office, and parking. The present design follows the allowable uses in Section A, Section B, Section C and Section D of number 3 B. Building Heights, Floor uses.

(29.) Per PAD Part III.3.D(5) A vehicle-sharing program (or other transportation efficiency innovation) will be instituted as part of the residential development on site. A minimum number of vehicles to be maintained on site for shared use will be determined during IID DRC review. Three drop-off spaces are indicated on the plan. Provide approval from DRC this is an appropriate number.

Per the above approval will be requested from DRC.

(30.) Per PAD Part III.3.D(6) parking access is specifically outlined per Exhibit 10 and further mentioned in Part III.4.B. Vehicular access is not illustrated or listed along Herbert Ave or through the access easement. The submitted plan does not comply with the PAD and illustrates garage entrances on Herbert Ave and along the access easement. Additionally, PAD Part III.4.C. states points of ingress and egress shall be minimized wherever possible.

On the original design of Exhibit 10 the egress and ingress into the parking garage is very close to Stevens Avenue entering 8<sup>th</sup> Street and also allowed for a maximum of 4 drop-off vehicles. As shown on the revised attached Exhibit 10 PAD Concept Circulation Plan and the attached Pedestrian-Vehicle Circulation plan the capacity of 6 drop-off transportation can be achieved and the ingress egress of the garage located on Herbert will alleviate the additional ingress and egress on 8<sup>th</sup> Street within such a confined area. Also, again limited by the boundaries a loss of parking spaces would occur due to the lack of proper parking geometry.

A Minor Amendment is requested to allow the PAD to include the revised Exhibit 10 PAD New Concept Circulation Plan and the attached Pedestrian-Vehicle Circulation Plan in order to meet the adequate parking requirements and the appropriate life safety curb cuts on the corner of Stevens and 8<sup>th</sup> Street.

(32.) Per PAD Part III.3.G(2)(a) all new parking shall be designed so that vehicles are not visible from the adjoining street level. This is not discernable via the submitted development package but should be reviewed through the DRC and approval provided.

The project team believes the design meets the requirement to screen vehicles from the adjoining street level. The project team will review with DRC for the overall design approval.

(34.) Per PAD Part III.12. specific design standards must be met. Provide documentation/approval letter from the DRC these standards are met. Additionally, Planning and Development Services Department (PDSD) – 201 North Stone Avenue

III.12.B.2. requires a step-back or pop out to a minimum of 8 ft. in depth per 60 ft. length of façade in Section A of the PAD. This standard is not met per the submitted plans.

In order to achieve proper parking circulation and proper parking space design within the residential parking garage it is not possible to step back the exterior walls on 8<sup>th</sup> Street a minimum of 8 ft per 60 ft of length. The parking garage would have these 8' undulations protruding within every 60 ft which would interfere with the vehicle circulation.

A Minor Amendment is requested to omit the requirement of III.12.B.2. Per the above conditions.

To achieve architectural interest along 8<sup>th</sup> Street a sculptural textured band wraps around the north end of the site. This band is sprinkled with colored grass gels along its link which will be brought forward to the DRC for design approval.

The Minor Amendments Requested above are respectfully submitted to obtain best practices and sustainable design for the development at the subject 4<sup>th</sup> Avenue location.

Respectfully Submitted,

*Thomas Warne mf*

Thomas Warne

Attachments:

- Partners on Fourth PAD-33, Minor Amendment to allow Parking Requirement Reduction
- Exhibit 9 PAD Concept Plan
- Exhibit 10 PAD New Concept Circulation Plan
- Pedestrian-Vehicle Circulation Plan



CITY OF  
TUCSON

PLANNING AND  
DEVELOPMENT  
SERVICES  
DEPARTMENT

June 10, 2019

Mr. Tom Warne  
70 West Cushing Street  
Tucson, Arizona 85701

Dear Mr. Warne:

SUBJECT: Partners on Fourth PAD-33, Minor Amendment to allow  
Parking Requirement Reduction

City staff has reviewed your letter (attached) requesting a Minor Amendment to allow a parking requirement reduction that reduces the required residential parking spaces from one space per unit to 0.7 spaces per unit.

The Partners on 4<sup>th</sup> PAD allows for minor changes provided such changes are not in conflict with the overall intent, goals and objectives of the PAD. Parking requirement reductions are considered minor amendments to the PAD.

The Parking Evaluation prepared by PSOMAS evaluated the parking needs for the mixed use project based on local, regional, and national guidelines. The proposed project consists of 323 apartments and 4,587 square feet of retail uses. The PAD required 323 residential spaces, and 35 retail spaces.

The proposed parking levels (229 residential spaces and 32 retail spaces) can be supported because of location and design of project, which also includes additional project features that support the reduction in parking, such as:

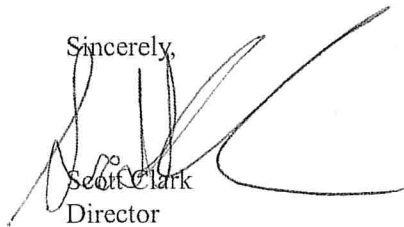
- Car Share on site for residents (Zipcar or similar program)
- Dedicated ride-sharing (i.e. Uber, Lyft) pick-up and drop-off area;
- Tugo bike share station located across the street (9<sup>th</sup> Street and 4<sup>th</sup> Avenue);
- Sun Link streetcar stop in front of project site on 4<sup>th</sup> Avenue
  - Sun Link provides access to major employment areas, including the University of Arizona, Downtown Tucson, the new Caterpillar Mining Center and the Banner Health and University Health Sciences.
  - Sun Link also provides access to many retail, restaurant, and activity areas, including 4<sup>th</sup> Avenue and Main Gate Square.
- Ronstadt Transit Center 0.3 miles away, less than a 10-minute walk from the project. Ronstadt is served by 22 bus routes that provide transit access to the entire City of Tucson;
- The project will provide for 450+ bicycle parking spaces.

Therefore, it is determined that the request for a minor modification to reduce the on-site parking from 1 space per residential unit to 0.7 spaces per residential unit is approved subject to the PAD design review process.

This minor amendment is supported by the following:

- All parking is provided on site;
- The site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times;
- Site access and traffic circulation are not obstructed;
- Accessible parking spaces required by the City of Tucson's adopted Building Code have not been reduced or eliminated;
- The number of bicycle parking spaces has not been reduced or eliminated;
- Vehicular access, drive-through traffic, and habitual parking in adjacent commercial development and residential neighborhoods is deterred.
- The Parking reduction is consistent with the overall goals of the Partners on Fourth PAD by encouraging a new urban, mixed-use project that is compatible with adjacent developments.

Sincerely,



Scott Clark  
Director

Planning and Development Services Department

Attachments

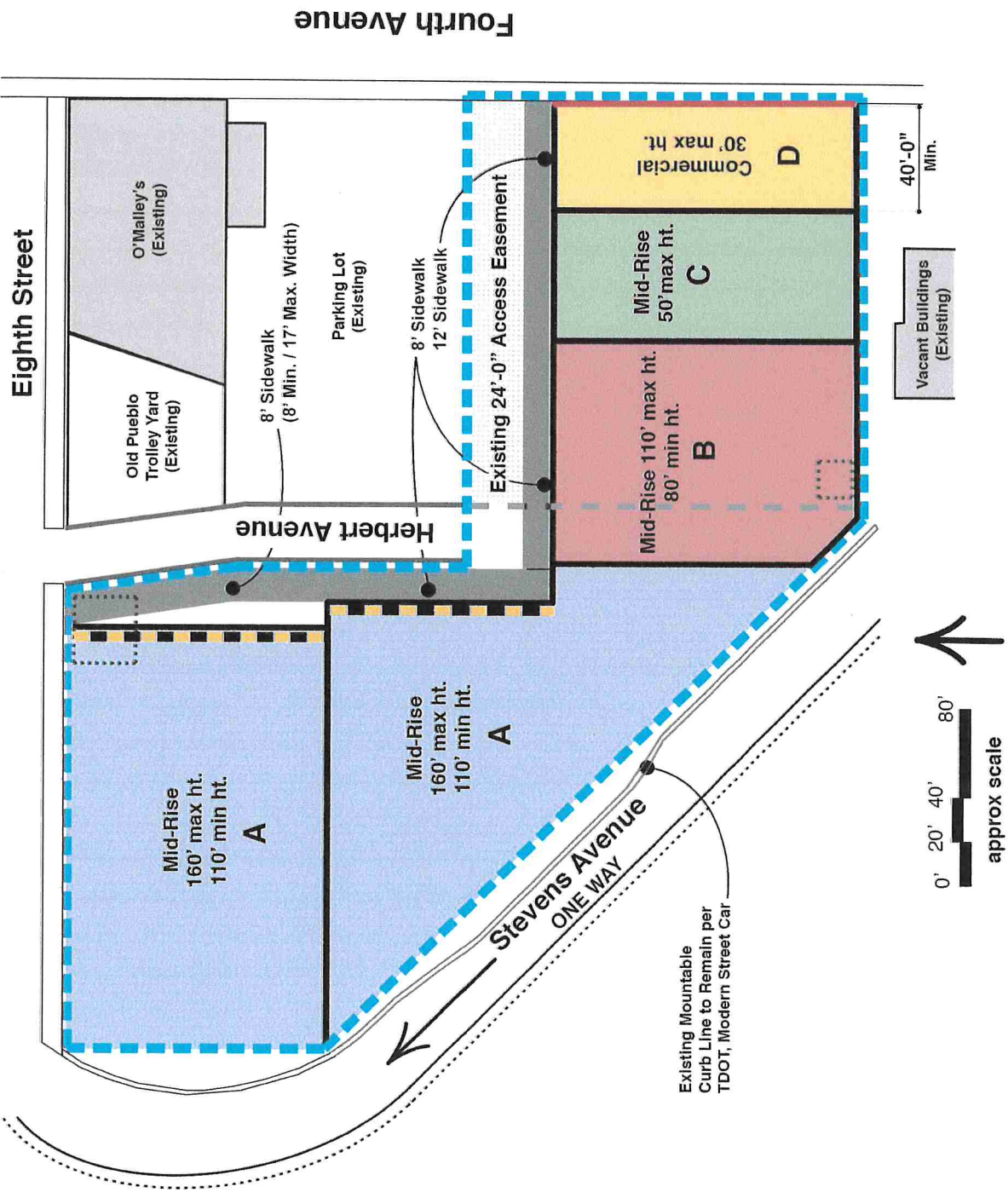
1. Request Letter
2. Parking Evaluation Report

# EXHIBIT 9: PAD CONCEPT PLAN

## PARTNERS ON FOURTH PAD Concept Plan















### LEGEND

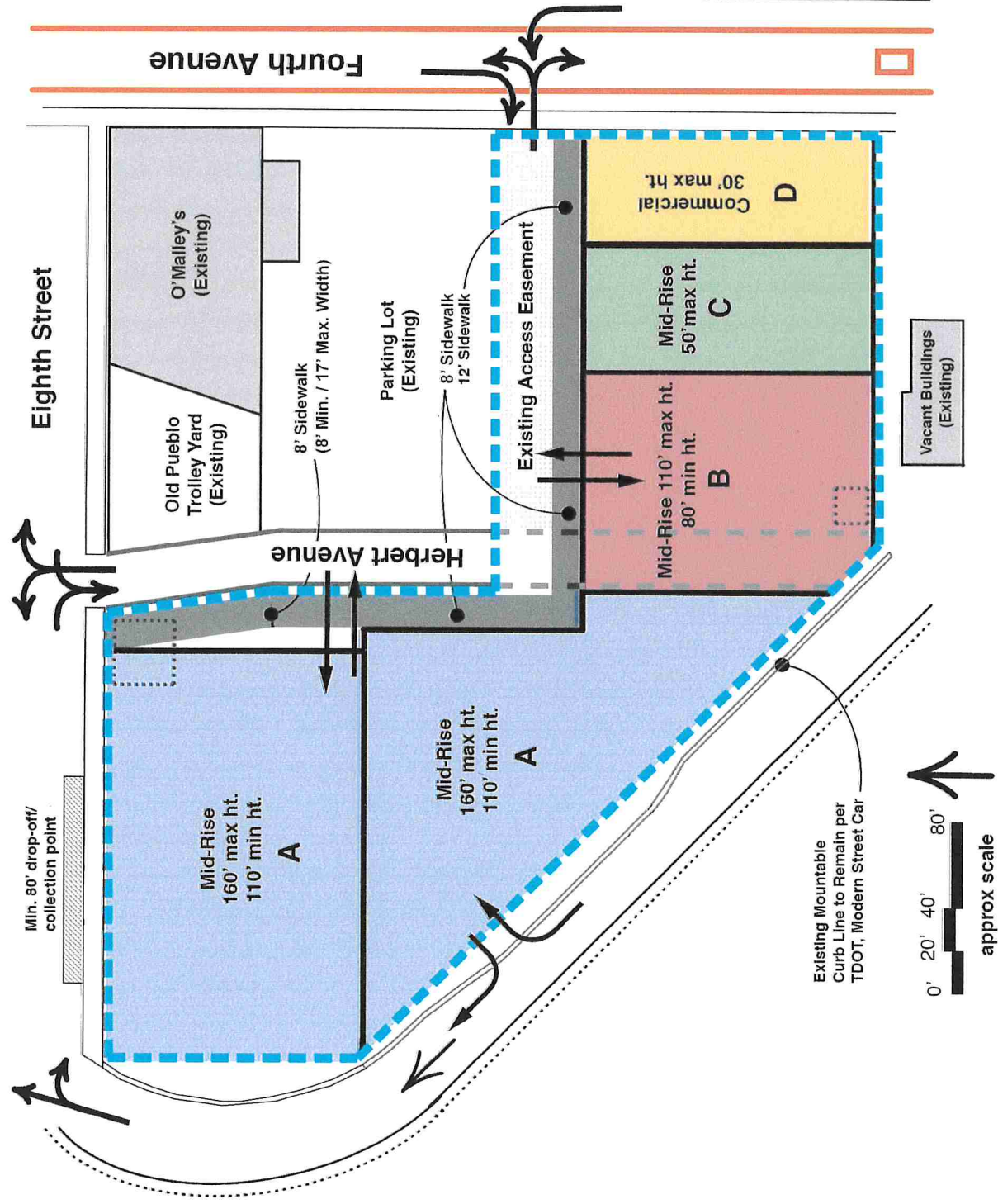
- PAD Boundary
- SECTION A
- SECTION B
- SECTION C
- SECTION D
- Street Facade - Section D
- No Balconies Below 5th Floor
- Herbert Avenue - Abandoned
- Herbert Avenue - Remaining
- Existing Sidewalk
- New Sidewalk
- Existing Access Easement
- Existing Electrical Equipment



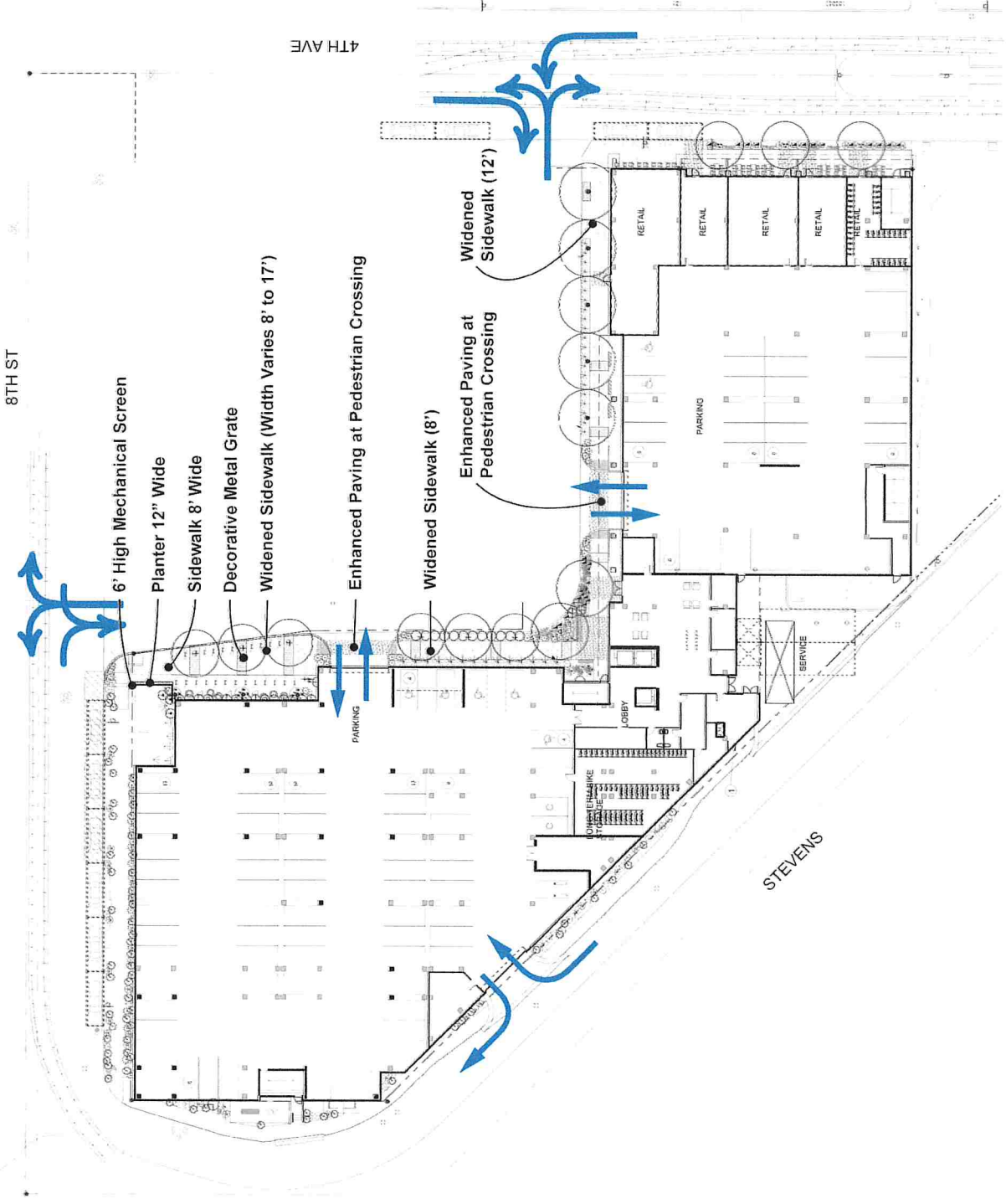
# EXHIBIT 10: PAD NEW CONCEPT CIRCULATION PLAN

## LEGEND

-  PAD Boundary
-  SECTION A
-  SECTION B
-  SECTION C
-  SECTION D
-  Modern Street Car Route
-  Herbert Avenue - Abandoned
-  Herbert Avenue - To Remain
-  Bikeway to Remain
-  Existing Sidewalk To Remain
-  New Sidewalk
-  Existing Access Easement
-  Existing Electrical Equipment
-  Modern Street Car Stop



Partners on Fourth  
Tucson, AZ



NOT TO SCALE

**Partners on Fourth**  
Tucson, AZ

**Pedestrian-Vehicle Circulation Plan**  
Updated 06.26.2019





CITY OF  
TUCSON

PLANNING AND  
DEVELOPMENT  
SERVICES  
DEPARTMENT

June 10, 2019

Mr. Tom Warne  
70 West Cushing Street  
Tucson, Arizona 85701

Dear Mr. Warne:

SUBJECT: Partners on Fourth PAD-33, Minor Amendment to allow  
Parking Requirement Reduction

City staff has reviewed your letter (attached) requesting a Minor Amendment to allow a parking requirement reduction that reduces the required residential parking spaces from one space per unit to 0.7 spaces per unit.

The Partners on 4<sup>th</sup> PAD allows for minor changes provided such changes are not in conflict with the overall intent, goals and objectives of the PAD. Parking requirement reductions are considered minor amendments to the PAD.

The Parking Evaluation prepared by PSOMAS evaluated the parking needs for the mixed use project based on local, regional, and national guidelines. The proposed project consists of 323 apartments and 4,587 square feet of retail uses. The PAD required 323 residential spaces, and 35 retail spaces.

The proposed parking levels (229 residential spaces and 32 retail spaces) can be supported because of location and design of project, which also includes additional project features that support the reduction in parking, such as:

- Car Share on site for residents (Zipcar or similar program)
- Dedicated ride-sharing (i.e. Uber, Lyft) pick-up and drop-off area;
- Tugo bike share station located across the street (9<sup>th</sup> Street and 4<sup>th</sup> Avenue);
- Sun Link streetcar stop in front of project site on 4<sup>th</sup> Avenue
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- Ronstadt Transit Center 0.3 miles away, less than a 10-minute walk from the project. Ronstadt is served by 22 bus routes that provide transit access to the entire City of Tucson;
- The project will provide for 450+ bicycle parking spaces.



Therefore, it is determined that the request for a minor modification to reduce the on-site parking from 1 space per residential unit to 0.7 spaces per residential unit is approved subject to the PAD design review process.

This minor amendment is supported by the following:

- All parking is provided on site;
- The site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times;
- Site access and traffic circulation are not obstructed;
- Accessible parking spaces required by the City of Tucson's adopted Building Code have not been reduced or eliminated;
- The number of bicycle parking spaces has not been reduced or eliminated;
- Vehicular access, drive-through traffic, and habitual parking in adjacent commercial development and residential neighborhoods is deterred.
- The Parking reduction is consistent with the overall goals of the Partners on Fourth PAD by encouraging a new urban, mixed-use project that is compatible with adjacent developments.

Sincerely,



Scott Clark

Director  
Planning and Development Services Department

Attachments

1. Request Letter
2. Parking Evaluation Report