

7.4. MOTOR VEHICLE AND BICYCLE PARKING

7.4.3. GENERAL PROVISIONS

F. Calculation of Required Motor Vehicle and Bicycle Parking Spaces

9. **Fractional Amounts** When the calculation of required motor vehicle, ~~and~~ bicycle parking spaces ~~and EVSE spaces~~ results in a fractional number, a fraction of one half or more is adjusted to the next higher whole number, and a fraction of less than one-half is adjusted to the next lower whole number.

7.4.5. REDUCTIONS AND EXCEPTIONS

A. Individual Parking Plan

1. The PDSO Director may approve a modification to the number of required motor vehicle parking spaces on new and existing sites through an Individual Parking Plan (IPP).

2. Applicability

The provisions of this section apply to:

- a. Proposed development and redevelopment of a site;
- b. Changes of use in existing development; and,
- c. Any expansion of an existing use or any addition of a change of use to an existing development.

3. Permitted Uses and Types of Development

A proposal must include one or more of the following uses or types of development :

- a. Combined residential and non-residential development in a single structure or unified development;
- b. Projects within 1,320 feet (one-fourth mile) of a transit stop or public parking facility;
- c. Religious uses where the parking plan will accommodate weekend and evening use;
- d. Residential care services or housing developments for the elderly or individuals with physical disabilities;
- e. **Affordable housing**

~~e~~ f. A project that can accommodate shared parking arrangements for uses with alternate hours of operation and peak use times;

~~f~~ g. 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; and/or, ~~g.~~ **Exception. Restaurants and bars (Food Service and Alcoholic Beverage Service uses) are not eligible to request an IPP unless the restaurant or bar is within a multiple or mixed use development and the applicant provides evidence that motor vehicle parking is provided at one space per 100 square feet gross floor area and outdoor seating area for restaurants and one space per 50 square feet gross floor area for bars during peak use times.**

4. Individual Parking Plan Requirement

An IPP must include the following information:

- a. Number of required and proposed parking spaces. Indicate the data source used in establishing the number of proposed parking spaces;
- b. Location of parking spaces, including accessible parking spaces;
- c. Existing and proposed site conditions and uses, including any available on-street parking;
- d. Site access and traffic circulation patterns;
- e. Location and distance from the project site to existing residential neighborhoods;
- f. Neighborhoods adjacent to the site with a Residential Parking Permit program;
- g. Availability, location, and distance to alternate modes of transportation;
- h. Hours of operation and peak use time (s) of each use;
- i. Evidence that all required parking for the proposed uses will either be on-site or at an approved off-site parking location;
- j. Existing and proposed shared parking agreements, when applicable. The shared parking agreement must be prepared in a manner acceptable to the PDSO Director;
- k. For projects within 300 feet of an R-3 or more restrictive zone or Historic Preservation Zone, the IPP project must address how the proposal will not cause a safety hazard, noise, or parking impacts on an adjacent existing neighborhood.

The IPP shall include the following:

- a. Methods to avoid potential increases in noise and light intrusion as described in Section 7.4.5.A.5.h, i and j;
- b. Methods to deter vehicular access into adjacent residential neighborhoods using signage or other means; and,
- c. Methods to prevent drive-through traffic or habitual parking within adjacent residential neighborhoods or commercial development.
- d. Any other information deemed appropriate by the PDSO Director including a traffic study.

5. Findings for Approval

The PDSO Director may approve an IPP if all of the following criteria are met in the IPP and documented in findings:

- a. The zone permits the proposed use(s);
- b. All parking is provided on-site or at an off-site location per Section 7.4.6.B.1, *Off-Site Parking*;
- c. For multiple or mixed use projects, the site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times;
- d. Site access and traffic circulation are not obstructed;
- e. Accessible parking spaces required by the City of Tucson's adopted Building Code have not been reduced or eliminated;
- f. The number of bicycle parking spaces has not been reduced or eliminated;
- g. Vehicular access, drive-through traffic, and habitual parking in adjacent commercial development and residential neighborhoods is deterred;
- h. Light intrusion onto an adjoining residential use or zone is not created. Outdoor lighting shall comply with the City of Tucson/Pima County Outdoor Lighting Code;
- i. Proposed outdoor seating areas are 100 feet or more from residentially-zoned properties unless separated by a building. Combined residential

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- and non-residential development in a single structure or unified development is exempt from this finding; and,
- j. Outdoor loudspeakers or music (live or recorded) are 600 feet or more from residentially zoned properties.

6. Review and Approval Procedures

- a. An IPP for projects within 300 feet of R-3 or more restrictive zones or Historic Preservation Zones is reviewed in accordance with Section 3.3.5, *400' Notice Procedure*.
- b. An IPP for projects more than 300 feet from R-3 or more restrictive zones or Historic Preservation Zones is reviewed in accordance with Section 3.3.3, *PDSO Director Approval Procedure*.

7. Amendments

A revised IPP is required when one or more of the following occurs:

- a. A change of use to a more parking intensive use or different hours of operation or peak use times than the use shown on the last approved IPP;
- b. An expansion of a building;
- c. An expansion of a use that is more parking intensive than the use it is partially or entirely replacing; or,
- d. The parking or mitigation methods as set forth in the existing IPP no longer comply with one or more of the required finding for approval as provided in Section 7.4.5.A.5.

8. Violation of an Individual Parking Plan

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*.

E. Reduction Based on Additional Electric Vehicle Supply Equipment

1. General Requirements

The number of required motor vehicle parking spaces may be reduced for by including more EVSE than required in **Table 7.4.11-1: Minimum Required EVSE** under the following conditions.

- a. The cumulative reduction does not exceed 30% of the required number of spaces prior to any reduction.
- b. The required number of EVSE is based on the total number of motor vehicle parking spaces required before any reduction has occurred.
- c. The required number of spaces for individuals with physical disabilities is based on the total number of motor vehicle parking spaces required before any reduction has occurred.
- d. The amount of parking reduced for additional EVSE in specific Land Use Group, Class and Types are listed in Table 7.4.5.E below.

Table 7.4.5.E: Motor Vehicle Parking Space Reductions Based on Additional Electric Vehicle Supply Equipment (EVSE)

<u>Land Use Group/Class</u>	<u>For Each Additional EV Installed Station, Total Provided Parking Reduced by</u>	<u>For Each Additional EV Ready Outlet, Total Provided Parking Reduced by</u>
<u>COMMERCIAL USE GROUP</u>		
<u>Administrative and Professional Office</u>	<u>1</u>	<u>1</u>

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<u>Alcoholic Beverage Service</u>	<u>2</u>	<u>n/a</u>
<u>Commercial Recreation</u>	<u>2</u>	<u>n/a</u>
<u>Entertainment (e.g., Sports Stadium or Center; Theater - Live; & Theater - Movie)</u>	<u>2</u>	<u>n/a</u>
<u>Food Service</u>	<u>2</u>	<u>n/a</u>
<u>Medical Service</u>	<u>1</u>	<u>1</u>
<u>Parking</u>	<u>1</u>	<u>1</u>
<u>Personal Services</u>	<u>1</u>	<u>1</u>
<u>Research and Product Development</u>	<u>1</u>	<u>1</u>
<u>Technical Services</u>	<u>1</u>	<u>1</u>
<u>Travelers' Accommodation, Lodging</u>	<u>1</u>	<u>1</u>
RESIDENTIAL USE GROUP		
<u>Mobile-home</u>	<u>n/a</u>	<u>n/a</u>
<u>Multifamily Dwellings and Group Dwellings</u>	<u>1</u>	<u>1</u>
RETAIL TRADE USE GROUP		
<u>Food and Beverage Sales, excluding Farmer's Markets</u>	<u>2</u>	<u>n/a</u>
<u>General Merchandise Sales</u>	<u>2</u>	<u>n/a</u>
<u>General Merchandise Sales, excluding Large Retail Establishment</u>	<u>2</u>	<u>n/a</u>
<u>Large Retail Establishment</u>	<u>2</u>	<u>n/a</u>
<u>Marijuana Dispensary</u>	<u>2</u>	<u>n/a</u>
<u>Marijuana Dispensary Off-site Cultivation Location</u>	<u>2</u>	<u>n/a</u>
<u>Marijuana Dispensary Off-site Manufacturing Location</u>	<u>2</u>	<u>n/a</u>
<u>Medical Marijuana Qualifying Patient Cultivation Location</u>	<u>2</u>	<u>n/a</u>

E. F. Other Permitted Reductions

1. General Requirements

The number of required motor vehicle parking spaces may be reduced under the following conditions:

- a. The project complies with one or more of the permitted reductions in Section 7.4.5.E.2-8 below;
- b. The cumulative reduction for this sub-section does not exceed 20% of the required number of spaces prior to any reduction;
- c. If more than one reduction is applied, the parking requirement is calculated based on the required number prior to any reduction; and,
- d. The required number of spaces for individuals with physical disabilities is based on the total number of motor vehicle parking spaces required before any reduction has occurred.

2. Reduction Based on Providing Additional Accessible Parking

- a. For existing development, the number of required parking spaces may be reduced by two spaces for every one non-required accessible parking space.
- b. For proposed development, the number of required parking spaces may be reduced by one parking space for every one non-required accessible parking space.

3. Reduction Based on Providing Additional Bicycle Parking

For every six 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. Motor vehicle parking spaces may be converted to bicycle parking spaces pursuant to Section 7.4.9.B.1.g.

~~**4. Reduction Based on Providing Parking for Recharge of Electric Vehicles**~~

~~The number of spaces required may be reduced at a ratio of one space for every one space for electrical vehicle parking spaces/recharge station.~~

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

65. 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 accordance with the calculations in Section 5.4.6, *MS&R Street Perimeter Yard and Parking Adjustment*.

76. Reduction Based on Landscaping and Screening Criteria

- a. The following reductions apply to existing development :
 - (1) The number of spaces required may be reduced if the development is modified to comply with all applicable sections of Section 7.6, *Landscaping and Screening*, except for Section 7.6.4.B.1, *Canopy Trees in Vehicular Use Areas*; or,
 - (2) For every three 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 canopy tree in vehicular use area spatial requirements in accordance with Section 7.6.4.B.1.a.
- b. For comprehensive redevelopment or development of a site, the motor vehicle parking requirement may be reduced by one space for every four non-required canopy trees provided in the vehicular use area. The planting area for each tree must comply with the canopy tree in vehicular use area spatial requirements in accordance with Section 7.6.4.B.1.a.

87. Reduction Based on Providing Trash and Recycling Enclosures

When an existing development is modified to comply with the enclosure requirement for trash and recycling, the number of required parking spaces may be reduced up to two parking spaces per container enclosure, but not to exceed 10% of the required parking.

F.G. Diversion of Required Parking

7.4.11. REQUIRED NUMBER OF ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)

A. Purpose

Attachment A: Proposed UDC Amendment related to Commercial Parking Requirements

The purpose of this section is to encourage the use of electric vehicles by providing equitable and convenient access to electric vehicle charging infrastructure. These regulations further the City’s goal as laid out in the Electric Vehicle Roadmap by ensuring that the necessary facilities are in place to accommodate electric vehicles.

B. Minimum Required EVSE

1. The percentage of total required motor vehicle parking spaces that must also have access to EVSE for specific Land Use Group, Class and Types are listed in Table 7.4.11-1 below.
2. Four percent (e.g., 1 in 25 spaces) but no less than one of electric vehicle (EV) charging spaces, in any given parking facility, must be accessible compliant. These spaces are accessible electric vehicle (EV) charging spaces, not ADA parking spaces.

a. Exceptions

Table 7.4.11-1: Minimum Required EVSE

Land Use Group/Class	EV Installed Required	EV-Ready Required	EV-Capable Required
COMMERCIAL USE GROUP			
Administrative and Professional Office	None required	10%	15%
Alcoholic Beverage Service	5%	5%	None required
Commercial Recreation	5%	5%	None required
Entertainment (e.g., Sports Stadium or Center; Theater - Live; & Theater - Movie)	5%	5%	None required
Food Service	5%	5%	None required
Medical Service	None required	10%	15%
Parking	None required	10%	15%
Personal Services	None required	10%	15%
Research and Product Development	None required	10%	15%
Technical Services	None required	10%	15%
Travelers’ Accommodation, Lodging	None required	10%	15%
RESIDENTIAL USE GROUP			
Mobile home	None required	1 per unit	None required
Multifamily Dwellings and Group Dwellings	None required	10%	15%
RETAIL TRADE USE GROUP			
Food and Beverage Sales, excluding Farmer’s Markets	5%	5%	None required
General Merchandise Sales	5%	5%	None required
General Merchandise Sales, excluding Large Retail Establishment	5%	5%	None required

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<u>Large Retail Establishment</u>	<u>5%</u>	<u>5%</u>	<u>None required</u>
<u>Marijuana Dispensary</u>	<u>5%</u>	<u>5%</u>	<u>None required</u>
<u>Marijuana Dispensary Off-site Cultivation Location</u>	<u>5%</u>	<u>5%</u>	<u>None required</u>
<u>Marijuana Dispensary Off-site Manufacturing Location</u>	<u>5%</u>	<u>5%</u>	<u>None required</u>
<u>Medical Marijuana Qualifying Patient Cultivation Location</u>	<u>5%</u>	<u>5%</u>	<u>None required</u>

7.4.12. ELECTRIC VEHICLE PARKING DESIGN CRITERIA

A. Purpose

These standards ensure that required electric vehicle charging spaces are designed so that electric vehicle drivers may easily find and utilize EVSE without undue inconvenience.

B. General Criteria

1. EVSE Siting

- a. When siting EVSE, the charging equipment must not interfere with passenger loading and unloading, nor impact adjacent traffic.
- b. ADA accessible charging requires a free path from the parking space to the building entrance.
- c. EVSE may be installed in locations accessible to multiple parked vehicles.

C. EV Installed

The purpose of EV Installed EVSE is to provide easy access for EV charging to a wide range of the general public. This is the most visible and significant investment in EVSE infrastructure. The installation of a charging station allows an EV driver to charge a vehicle without additional equipment. The installation of a networked station allows for managed charging access, monitoring, billing, and remotely accessed updates for the user and property manager.

- 1. EV Installed Stations must be securely anchored to the ground, floor, wall, or ceiling.
- 2. Stations shall be installed to minimize tripping hazards and draping of the charging cord.
- 1-3. EV parking spaces with access to installed stations shall be identified with signage and pavement markings including an EV symbol and regulatory instructions such as "No Parking Except for Electric Vehicle Charging"
- 4. Installed EVSE stations shall be accessible for EV charging during business hours at a minimum.

D. EV Ready

The purpose of EV Ready EVSE is to provide lower cost ready access to EV charging in locations with familiar or semi-regular users. Location-specific management strategies can be utilized to monitor or bill for charging access. Users may be required to provide their own charging cables to connect to an available outlet, or management may opt to provide this component. EV Ready spaces provide significant cost savings over retrofits if they are upgraded to EV Installed stations in the future.

- 1. The outlet near the EV Ready parking space shall be permanently and visibly marked as "EV Ready."
- 2. This marking shall be changed if upgraded to EV Installed.

3. In the service panel or subpanel directory, the branch circuit shall be identified as "EV Ready."
4. Information for how to access and charge at EV Ready parking spaces through site-specific management plans shall be clearly visible in the parking lot.

E. EV Capable

The purpose of EV Capable conduit is to provide cost effective 'future proofing' for future EV charging at a site.

1. The raceway termination location near the EV capable parking space shall be permanently and visibly marked as "EV Capable."
2. This marking shall be changed if upgraded to EV Ready or EV Installed.
3. The service panel or subpanel circuit directory shall identify the overcurrent protective device space(s) reserved for future electrical vehicle charging as "EV Capable"

11.4. OTHER TERMS DEFINED

11.4.2. DEFINITIONS - E

Electric Vehicle Supply Equipment (EVSE)

The conductors, including the ungrounded, grounded, and equipment grounding conductors, and electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and an electric vehicle.

EV (Electric Vehicle) Capable

A parking space within 6 feet of the termination (in a listed cabinet, box, or other enclosure) of a listed electrical conduit to accommodate a future individual branch circuit originating at the main service or subpanel. The service panel or subpanel circuit directory shall provide capacity to accommodate a 40-ampere minimum 208-volt or 240-volt dedicated branch circuit. The ampere and volt minimums described above can be modified with administrative approval to allow for advances in industry standards. The conduit shall be installed so that minimal removal of materials is necessary to complete a future installation.

EV (Electric Vehicle) Ready

A parking space within 6 feet of a suitable circuit termination point, such as a NEMA 14-50R receptacle or EVSE with installed 40-ampere minimum 208-volt or 240-volt dedicated single phase branch circuit for servicing EVSE. The ampere and volt minimums described above can be modified with administrative approval to allow for advances in industry standards.

EV (Electric Vehicle) Installed

A designated parking space within 6 feet of an installed networked or non-networked charging station.

11.4.2. DEFINITIONS - N

Networked EV Station

An EV charging unit that is part of a EVSE network, connected via the internet, and can provide functions such as billing, access control and real time updates while charging. Information can be accessed remotely, likely through a smart phone app.

Non-networked EV Station

A stand-alone EV charging unit that is not part of an EVSE network.
