

Overview

In November 2021, City of Tucson PDSO held two public meetings to discuss possible changes to the Unified Development Code (UDC) that will affect the minimum amount and type of parking spaces required at certain commercial locations related to Electric Vehicle (EV) Readiness and Restaurant Patio Expansions.

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. A recording of the meeting and other materials can be found on the [project webpage](#).

Meetings Times and Attendance:

One virtual meeting over Zoom and one in-person meeting were held at the following times. Nearly 30 community members participated.

- Virtual: Monday, November 15, 5:30pm – *26 participants*
- In-person: Wednesday, November 17, 5:30pm – *3 participants*

Agenda:

1. Introductions
2. EV Readiness - Commercial & Multifamily Presentation
3. Discussion
4. Restaurant Patio Expansions
5. Discussion

EV Discussion Questions

1. What is your experience with EV charging?
2. What locations are a good match for EV charging?
3. What amount of EV Readiness should Tucson choose? (Conservative, Medium, Ambitious)
4. What do we need to consider to make sure this code benefits Tucson?

Comments

Multifamily

- Lack of access to charging for rental properties is a huge roadblock for lower income households adopting technology
- Every parking space in MF should have simple plug
- Prewiring is good minimum in MF
- MF residents might not adopt this ‘first round’ but when used EVs are more available

Best Locations

- Good match for charging is where people dwell: Shopping malls, Theaters, Restaurants
- We should provide guidelines for parking location that support proper use and discourage use by conventional vehicles – perhaps provide free parking, but don’t assign only best/closest spaces EV because they are more likely to be blocked by ICE

Level of Readiness

- Maintenance of and future-proofing of (expensive) charging stations is ongoing issue (Bookmans is cautionary tale: appears broken, no longer accessible due to complicated fee system)

Incentives/Cost

- Look for the cheapest way to get the most amount of outlets for people (120 volt would do for more purposes overnight charging)
- Chargers are not all compatible – opposition to subsidized/over representation of particular brand
- May want to look into feebates or an in lieu fee for not providing EV spaces
- Concern about parking reductions for providing EV chargers
- More details on cost desired

Sustainability Goals

- Decision influences sustainability narrative in Tucson – for attracting visitors, businesses,
- Consider building lifetime – investment for next 30+ years

Restaurant Patio Expansion Discussion Questions

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?

Comments

Equity / Access

- IPP process takes time and money
- Needs to be easier for restaurants to use program

Feedback on Outdoor Seating

- Existing high number of parking spaces at bars supports drinking and driving
- Replacing 7 cars with 28 seats is good for sales tax, easy decision
- Preference to use parking over sidewalk space
- Suggestion to prohibit misters because of excessive water use

Neighborhood Parking Concerns

- The IPP was negotiated (10 years ago) and there was agreement that it shouldn't apply to bars and restaurants
- Concern about impact on neighborhoods related to behavioral issues stemming from alcohol use or serving alcohol like noise (customers conversing on the patio, bottles being disposed of late at night, people walking to their cars after happy hour / late night at the bar). This is especially true for areas that have half-blocks of commercial next to residential, like behind casa video.
- Interest in minimum threshold, perhaps no IPP if spaces go below X

Outreach Process

- Objection to combined EV and Patio discussion. Would like these issues to be looked at separately.

More Information Requested

- How is peak hour determined in IPP analysis (traffic peak or dining/establishment peak business?)
- ParkWise program – who can sign up
- More information on restaurants' desire for seasonality/part time/year round
- What happens if Governor Ducey retracts the emergency order related to alcohol use.