

June 27, 2018 Draft

Exhibit A to Ordinance No. _____

Grant Road Investment District Urban Overlay Document

DATE HERE

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A. Grant Road Investment District Overview

A-1. Introduction.

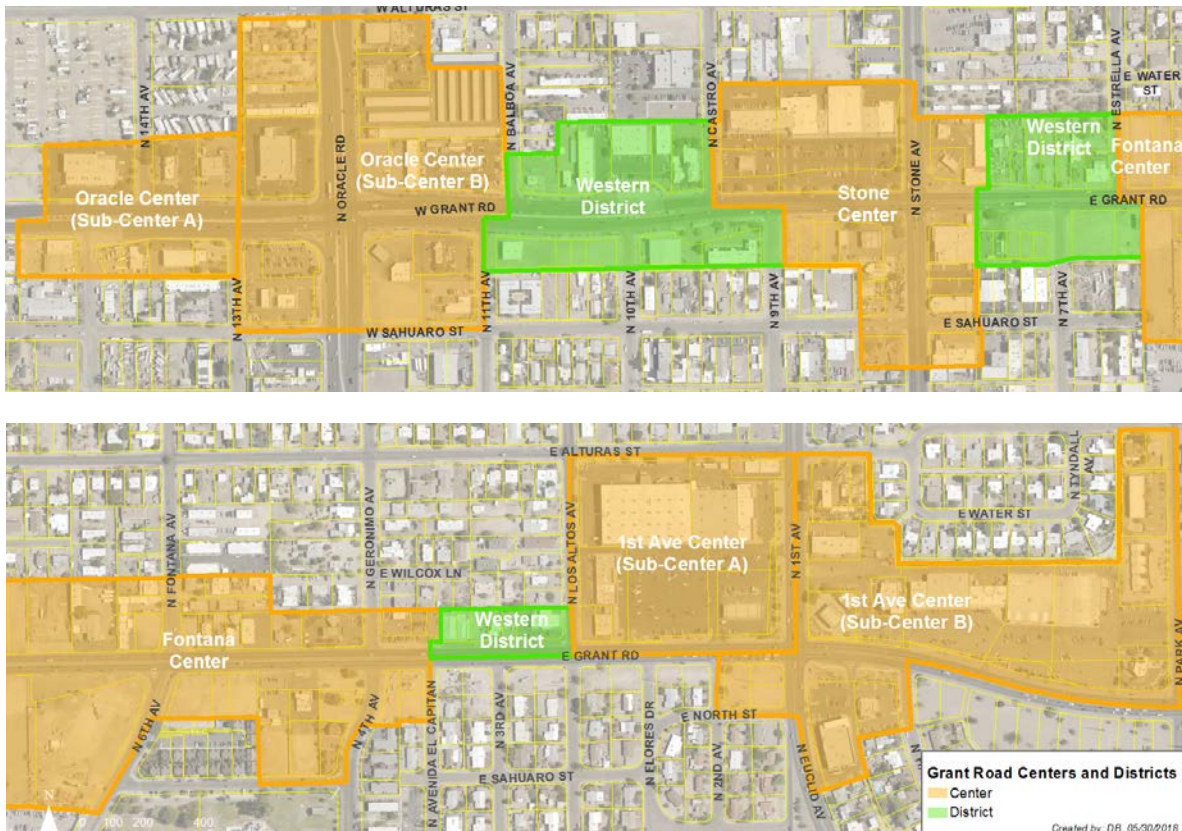
On _____, in accordance with [Section 5.13](#) (Urban Overlay District) of the Unified Development Code, the City of Tucson's Mayor and Council initiated a rezoning to an urban overlay district for a geographic area along Grant Road from west of Oracle Road to 1st Avenue. An urban overlay district allows for a zoning option that encourages transit-oriented development.

On September 9, 2015, the Mayor and Council adopted the Grant Road Community Character & Vitality Corridor Vision: Oracle Road to Swan Road (Resolution 21836). The policies in this document promote a community sensitive vision for the Land Use aspect of the Grant Road Improvement Project. Due to Grant Road being an existing High Capacity Transit (HCT) route and future plans for Bus Rapid Transit (BRT), one of the goals of this vision is to promote transit-oriented development, and multi-modal transportation options. Transit-oriented development refers to a mixed-use residential and commercial area designed to maximize access to public transportation and to have features that encourage transit ridership.

This Urban Overlay District known as the Grant Road Investment District (GRID) zoning option conforms to the policies adopted in *Plan Tucson, the City of Tucson General and Sustainability Plan*, and the surrounding Area and Neighborhood Plans, including Cragin-Keeling Area Plan, University Area Plan, and the Unit 6 Neighborhood Plan.

The GRID zoning option allows a property owner to choose to develop property with additional uses and flexible development requirements in exchange for transit-oriented design of buildings and sites. A property owner who chooses the GRID zoning option cannot revert to the underlying zoning standards without applying for a modification of zoning requirements or pursuing a separate rezoning. The GRID does not preclude a property owner from pursuing a rezoning for their property.

FIGURE 1 – DISTRICT MAP



A-2. Existing Infrastructure

The GRID overlays an area in which significant public investment has already been made in utility, transit, parking, and other infrastructure improvements. The area encompasses Phases 1 and 2 of the Grant Road Improvement Project which is part of the 2.1 billion dollar Regional Transportation (RTA) plan.

A-3. Purpose

The GRID is consistent with the *Grant Road Community Character & Vitality Corridor Vision* and with applicable plans, including *Plan Tucson*, *The City of Tucson General & Sustainability Plan*, and the *Cragin-Keeling Area Plan*, the *University Area Plan*, and the *Unit 6 Neighborhood Plan*, in that it will:

- balance residential, commercial and industrial uses along the corridor to meet the economic revitalization and community character goals for Grant Road
- guide future development while protecting and improving existing neighborhoods
- recognize distinct neighborhoods along Grant Road from Oracle to 1st Avenue
- protect historic architectural styles along Grant Road and insure compatible development adjacent to residential areas
- guide new development in harmony with community-wide planning objectives
- recognize that office, commercial, and high-density residential are primarily located along major streets
- identify appropriate locations for new development

A-4. Historic Preservation

The GRID contains historic properties that contribute to the surrounding areas. The GRID discourages demolition of historic properties and encourages historic preservation by offering additional uses compatible with restoration of historic properties and/or incorporation of historic buildings into property redevelopment. See Sections B-2.e (Development Review Fees), C-2.a. (Permitted Uses).

B. Establishment and Administration of GRID

B-1. Establishment of Grant Road Investment District

- B-1.a.** Upon adoption of the rezoning ordinance to urban overlay district by the Mayor and Council on _____, the Grant Road Investment District was established.
- B-1.b.** The Mayor and Council may amend or dissolve the district by ordinance under the Zoning Examiner Legislative Process, [Section 3.5.3](#) of the Unified Development Code (UDC).
- B-1.c.** A property owner may request the zoning on their property be amended by submitting an application, paying applicable rezoning fees, and proceeding through the Zoning Examiner Legislative Process, [Section 3.5.3](#) of the UDC.
- B-1.d.** The GRID's boundaries shall be identified on the City's of Tucson Zoning Maps.
- B-1.e.** A property owner using the GRID zoning option shall have their existing zoning designation prefaced by a U on the City of Tucson's Zoning Maps, i.e. C-3 becomes U-C-3.
- B-1.f.** A property owner may elect to develop and use their property either under the existing underlying zoning district or under the GRID zoning option. Plans submitted under the GRID zoning option shall comply with the regulations herein.
- B-1.g.** A property owner using the GRID zoning option shall comply with Section C (Standards and Guidelines), Section B-2.a (GRID Development Package Requirements), and Section B-2.b (Review and Approval Procedures).
- B-1.h.** A GRID Development Package for development under the GRID cannot be used in conjunction with other waivers or modification provisions of the UDC and applicants cannot select the provisions of other overlay zones except as expressly provided in this GRID development document.
- B-1.i.** The GRID zoning option for a property shall be effective upon the issuance of a building permit for a project being developed or altered in accordance with its requirements. The owner of an existing development in the GRID may elect to develop or use their property under the GRID requirements by so stating in an application for a certificate of occupancy, and the election of the zoning option shall be effective upon the issuance of the certificate of occupancy.
- B-1.j** Unless otherwise specified in the GRID development document, the UDC and its supplemental documents shall apply. Where there is a conflict between the requirements of the UDC and its supplemental documents and the requirements of the GRID, the GRID requirements shall control.

B-2. PDS Requirements and Review

B-2.a GRID PLAN SUBMITTAL REQUIREMENTS

1. Application Requirements

Use of the standards of the GRID, as opposed to existing underlying zoning, requires approval of applicant's GRID Plan by PDS. Plan submittal shall consist of the following:

a. GRID Plan

Applicants shall submit a GRID Plan, as outlined in Section B-2.b, demonstrating compliance with applicable GRID development design standards and requirements. The Plan must clearly state the applicant's intention to use the GRID zoning option in lieu of the existing underlying zoning. Additionally, for projects using GRID zoning option, applicants are required to provide contextual elevations demonstrating compliance with the following design standards:

1. Section C-2, Subsection A (*Streetscape Design*), Subsection B (*Development Transition Standards*), and Subsection C (*Alternative Compliance*).

b. Development Package

A development package is required when development is proposed under existing underlying UDC zoning, or if a development package is otherwise required by the UDC, in which case a separate Plan must be prepared in compliance with the Development Package requirements in [Section 2-06.0.0](#) of the Administrative Manual.

2. Modifications or Waiver of GRID Plan Submittal Requirements

An applicant may request modification to or waiver from the plan submittal requirements, subject to the following:

- a. The applicant shall specifically identify the submittal requirement(s) for which a modification or waiver is requested and provide a rationale for the request; and
- b. The PDSO Director shall determine whether to grant the request within 10 working days of the request. In making this decision, the PDSO Director shall consider the purpose statements of the GRID, and the applicable General Plan, Neighborhood Plan, and Area Plan policies. The PDSO Director's approval of a request under this subsection is not, nor shall it be construed as, an endorsement of a project by PDSO.

B-2.b. GRID PLAN REVIEW AND APPROVAL PROCEDURE UNDER THE GRID ZONING OPTION

PDSO administers the GRID Plan review procedure. Except as expressly modified herein, review by the PDSO is pursuant to [Section 3.3.3](#) of the UDC.

1. Pre-application Conference

A pre-application conference with the PDSO staff as outlined in [Section 3.2.1](#) of the UDC is required to determine the following:

- a. Whether the Plan meets the GRID Plan submittal requirements and the development standards of the GRID.
- b. Whether the application will be reviewed through the Major or the Minor Design Review procedure as described below.

2. Major Design Review

The Major Design Review procedure is required if a proposal meets any two or more criteria listed in B-2.b.2.a and/or B-2.b.2.b below:

- a. The development proposal contains structures that are higher than:
 1. Four stories or 49 feet, or
 2. Two stories or 25 feet if adjacent to detached single-family residential or duplex dwellings.
- b. The development proposal is at any one or more of the following locations:
 1. At an intersection of one or more arterial streets.
 2. Adjacent to or across from a:
 - (a) Detached single-family residential or duplex dwelling; or,
 - (b) Historic or contributing structure.
 3. On a vacant Neighborhood Preservation Zone (NPZ) parcel.
 4. On a multi-zone parcel subject to Section C-2.F.
 5. Within or adjacent to an NPZ, a National Historic Register District, or any combination of the two. The definition of the term "adjacent," as it applies in the GRID, is defined in [Section 11.4.2](#) of the UDC.

c. Notices

For Major Design Review, the notice process must follow UDC [Section 3.2.2](#), *Neighborhood Meetings* of the UDC, except as expressly modified herein.

d. Review and Approval Procedures

1. A neighborhood meeting;
2. Review by City Design Professional;
3. Review by GRID Design Review Board (GRID DRB) and recommendation to the PDSO Director;
4. Decision by PDSO Director pursuant to Section B-2.b.12.

e. Minor Development Exemption

1. Redevelopment proposal that is 10,000 square feet or less in area and/or not visible from a street is exempt from the Major Design Review process and shall proceed through the Minor Design Review. If required, a Historic Preservation Review may not be waived.

3. Minor Design Review

a. Criteria

The proposed development does not meet the criteria for a Major Design Review in Section B-2.b.2 above.

- b. **Review and Approval Procedures**
 - 1. A neighborhood meeting;
 - 2. Review by the City Design Professional and recommendation to the PDSB Director; and,
 - 3. Decision by the PDSB Director pursuant to Section B-2.b.12 below.
 - c. **Notices**
For a Minor Design Review, notice of the neighborhood meeting must be sent to all of the following:
 - 1. All owners of property within 50 feet of the development site; and,
 - 2. The Neighborhood Association for the area in which the development is located.
- 4. Neighborhood Meeting**
- a. Prior to filing an application for use of the GRID zoning option, an applicant must hold a neighborhood meeting in compliance with the public notice procedures for neighborhood meetings in [Section 3.2.2](#) of the UDC, except as expressly modified herein.
 - b. The applicant must prepare a written summary of the meeting. A copy of the written summary of the meeting must be filed with PDSB at the time of filing the GRID Plan application for a project.
 - c. The applicant will also send a copy of the written summary to a Neighborhood Liaison appointed by the registered Neighborhood Association for the area in which the project site is located.
 - d. The Neighborhood Liaison or any property owner within the notice area may file with the PDSB Director a statement of concurrence or dissent with the accuracy of the applicant's written summary of the meeting. If a dissent is filed, it must state the exact reasons for the dissent.
 - e. The applicant will send periodic project updates to the Neighborhood Liaison in accordance with PDSB Neighborhood Liaison Policy.
- 5. GRID Historic Preservation Review**
- a. **Tucson-Pima County Historical Commission (TPCHC) Plans Review Subcommittee**
 - 1. The Tucson-Pima County Historical Commission (TPCHC) Plans Review Subcommittee reviews all projects listed below:
 - (a) Projects that are proposing alterations or additions to an existing eligible or contributing historic structure using the GRID zoning option that do not cause the property to be de-listed or no longer eligible for listing. Additions to or alterations of historic structures must meet the Secretary of the Interior's historic preservation standards;
 - (b) Projects proposing new development using the GRID zoning option that are adjacent to a structure meeting any one or more of the following characteristics:
 - (1) Listed or eligible to be listed in the National or Arizona Register of Historic Places, individually or as a contributing property.
 - (2) Designated as a City Historic Landmark.
 - 2. The TPCHC may continue the hearing on an item only once before making a decision, unless the applicant for the development project requests a further continuation.
 - 3. It is the responsibility of each applicant for the GRID zoning option to verify the current contributing or eligibility status of the property in question with the City of Tucson's Historic Preservation Office.
 - 4. The TPCHC Plans Review Subcommittee reviews for compliance with the design requirements of the applicable Center or District and for design compatibility of a proposed development project.
 - (a) New development must be designed to complement and be compatible with the architecture of adjacent historic properties.
 - (b) Compatibility with adjacent historic structures is to be achieved through architectural elements such as building setbacks, building step-backs, textures, materials, forms, and landscaping.
 - (c) **Exceptions**
The PDSB Director may waive the compatibility requirement of this section under

the following circumstances:

- (1) Where the adjacent lot is vacant; or
- (2) If the property owner of the adjacent historic structure waives the requirement;
- or
- (3) If the adjacent lot is developed with a non-residential building.

5. It is not the intent of the design review process to impose additional limitations or building preservation requirements on the allowable building heights in the GRID. Unless a building height limitation in a Center or District is specifically required herein, the proposed development may use the building height allowed by the GRID.

b. Demolition

1. The GRID zoning option may not be used for a development project that proposes demolition of a historic structure that is any one or combination of the following:
 - (a) Listed or eligible to be listed in the National or Arizona Register of Historic Places, individually or as a contributing property.
 - (b) Designated as a City Historic Landmark.

c. Exception

Partial demolition of a historic structure is allowed if the State Historic Preservation Office (SHPO) determines that the demolition will not cause the structure to be de-listed or to become ineligible for listing in the future.

d. De-Listing

In no event may the GRID zoning option be used if the development would, in the opinion of the City Historic Preservation Officer, cause a historic structure in the GRID to be de-listed or no longer eligible for listing.

6. Development projects in a Neighborhood Preservation Zone (NPZ)

If a proposed development project is located within an NPZ, the project must be reviewed by the City Design Professional pursuant to the design standards of the applicable NPZ.

7. Composition of the GRID Design Review Board (GRID DRB)

- a. The GRID DRB is composed of the existing members of the City of Tucson Design Review Board (DRB) and:
 1. The City Design Professional.
 2. One member to represent all Neighborhood Associations within the GRID.
- b. The GRID DRB may include one or more ad-hoc members from the following, as applicable:
 1. One member appointed by the neighborhood association for the area in which the proposed project is located. If the project site is located in an area that does not have a neighborhood association, the ad-hoc member is appointed by an association within 300 feet of the project site.
- d. The GRID DRB shall use the City of Tucson Design Review Board rules of procedure to carry out its functions. The PDSO shall make these rules available to the public.

8. GRID DRB Quorum, Voting, and Recommendation

- a. Ad-hoc members are voting members of the GRID DRB.
- b. A quorum of the GRID DRB is the same as the City of Tucson's Design Review Board as defined in Section 2.2.6 of the UDC.
- c. Notwithstanding Subsection 2-B.8.b above, if for any reason a quorum is not obtained for a particular application, the Design Professional shall make a recommendation directly to the PDSO Director.
- d. The Design Professional may give a recommendation separate from the GRID DRB recommendation in all cases.

9. GRID DRB Review

- a. All development projects submitted using the GRID zoning option are reviewed by the GRID DRB for compliance with applicable GRID standards and requirements. The GRID DRB may also comment on other aspects of the projects.
- b. An applicant may request a pre-application review by the DRB to receive input on the proposal's features. After the pre-application review, the GRID DRB must review an item once and may continue the item one time, unless the applicant asks for further continuances.

10. Review by the Design Professional

- a. Prior to the GRID DRB meeting, applicants must meet with the Design Professional to discuss the project and its compliance with the GRID and applicable design standards and requirements.
- b. The Design Professional must provide a written report to the applicant, the GRID DRB members, and the PDSO Director containing all of the following:
 1. A listing and description of the recommendations and any other issues of concern raised by the GRID DRB.
 2. A statement whether the proposal complies with the applicable design standards.
 3. Recommendations on any modifications to the project needed to bring it into compliance with the design standards.
 4. The Design Professional may also make separate recommendations to the PDSO Director on other aspects of the project, such as façade treatment, building colors, and similar design elements, including all relevant illustrative material, such as elevations, drawings, and pictures describing the recommended design or mitigation features.

11. Review of Group Dwellings by the Mayor and Council

Group dwellings developed under GRID zoning option, as defined in [Section 11.4.8](#) of the UDC, specifically for use in the GRID, require the approval of Mayor and Council pursuant to [Section 3.4.4](#), *Mayor and Council Special Exception Procedure*, in the UDC.

12. PDSO Director Decision

- a. The GRID DRB's and Design Professional's recommendations are advisory to the PDSO Director; the Director makes the final decision on a project's compliance with GRID's applicable requirements and standards.
- b. The GRID DRB and the Design Professional may recommend special conditions, and the Director may add special conditions to an approval pursuant to Subsection 10 above, to assure compliance with the intent of the GRID, to address safety issues, and to address certain development commitments to adjacent neighbors made by the applicant.
- c. Special conditions may include mitigation standards or plans based on the scale, setting, and intensity of the proposed development on a case-by-case basis. Examples of such plans may include, but are not limited to any one or more of the following:
 1. A vehicular reduction plan to ensure proposed residences are most effectively using alternate modes of transportation. Proposed methods to reduce vehicular use may be one or more of the following: transit passes, ride share, bike share or car share programs, shared parking agreements among multiple uses, and proposals to separate the cost of parking spaces from residential building spaces or a similar method approved by the PDSO Director.
 2. A noise mitigation plan to ensure the design of the proposal does not substantially increase noise above current ambient noise levels.
 3. A traffic impact analysis that may include a mitigation plan with traffic calming elements, a vehicular reduction plan, and safety improvements (Subject to approval by TDOT).
 4. A behavioral management plan and security plan that includes self-policing and techniques to reduce the impacts of noise, odors, unruly behavior or other similar adverse effects on adjacent residential property.
 5. A ground vibration monitoring study adjacent to historic structures.

13. Final Approval

- a. Within ten days after receiving final recommendations from the GRID DRB and the Design Professional, the PDSO Director must make a final decision pursuant to Section B-2.b.12, except as provided below.

14. Design Professional Review of Building Plans

Prior to the issuance of a building permit for development under the GRID zoning option, the Design Professional will review the development package and the building plans for compliance with the approved GRID Plan.

15. Appeals

Except for a decision on a proposed group dwelling, which is approved or denied by the Mayor and Council pursuant to [Section 3.4.4](#) of the UDC, *Mayor and Council Special*

Exception Procedures, appeals of the PSD Director's decision must be filed and are heard in accordance with the Board of Adjustment appeals process in [Section 3.10.2](#) of the UDC, for developments reviewed pursuant to the Minor Review Process and with the Mayor and Council for developments reviewed pursuant to the Major Review Process in [Section 3.9.2](#) of the UDC.

16. Timeline for Approval

Timelines for approval are contained in [Section 3.02 or 3.03](#) of the Administrative Manual depending upon the procedure chosen by the developer of the GRID project.

17. Amendments

An amendment or revision to an approved GRID Plan is subject to the same procedure as the initial approval.

B-2.c. Development Review Fees

The development review fees shall be reduced by 50% for the adaptive re-use of existing buildings described in C-1 Definitions.

B-2.d. Traffic and Parking Mitigation Fees

If the City, as the result of traffic or parking impact studies or otherwise, elects to impose fees in connection with development using the GRID zoning option to mitigate the costs of traffic and parking infrastructure serving or related to the GRID, then applicants shall be required to pay such fees as a condition to the Director's approval of projects using the GRID zoning option.

B-3. Urban Design Best Practices

In order to accommodate creative solutions to design and development issues, the PSD Director may approve alternatives to the development regulations determined by the Director to be consistent with "urban design best practices." For the purposes of the GRID, "urban design best practices" include design studies approved for the City of Tucson; adopted urban design standards for a downtown area or a similar corridor redevelopment in an American city of comparable size; books written by urban design experts or endorsed by a professional organization, such as the American Institute of Architects or the American Planning Association, addressing downtown or corridor redevelopment; or any comparable report, study or standards recommended by the City Design Professional and approved by the Director.

C. Standards and Guidelines

The general standards and guidelines in this Section C apply to all development and use under the GRID zoning option.

C-1 Definitions

Terms defined in the UDC shall have the same meaning when used in the GRID. In addition, the following terms shall have the meanings given below.

Adaptive Reuse. The process of reusing an old site or building for a purpose other than for which it was built or designed. To qualify for adaptive reuse incentives herein, a project must include a change of occupancy or significant change in use, and be a change that incorporates the entire building.

Bicycle Share. A rental system or business where bicycles are rented for short periods of time (e.g., by the hour) and parked or stored in a Short-Term Bicycle Parking Facility.

Car Share. A rental business where cars are rented for short periods of time (e.g., by the hour, and usually for less than a day).

Contributing Property. A property that is designated as a contributor to a National Register Historic District or a City of Tucson Historic Preservation Zone.

Peddler Pod. A grouping of mobile vendors (peddlers) assembled at an established location (usually a parking lot) on a semi-permanent or regular basis. A pod may range from 2-20 peddlers and there is often some seating or dining area.

Microbrewery. A business where beer is brewed and sold for on-premises or off-premises consumption.

Residential Mixed-Use. A mix of uses with a minimum of 70% of Gross Floor Area used for uses from the UDC Residential Use Group permitted in the GRID. (See Section C-2.a. below.)

Story. A complete horizontal section of a building, having one continuous or practically continuous floor level. A mezzanine shall be considered a portion of the story below and not contribute to number of stories if the mezzanine does not exceed one-third of the floor area of the room or space in which it is located.

C-2 GRID ZONING OPTION DESIGN STANDARDS

A GRID Plan under the GRID zoning option design standards must demonstrate compliance with the following:

C-2.a. Streetscape Design

Streetscape design must comply with the street design standards in the UDC Technical Standards Manual and the Streetscape Design Policy.

1. Pedestrian-orientation

Projects shall be pedestrian-oriented and comply with all of the following standards:

- a. New construction shall have architectural elements/details at the first two floor levels;
- b. Buildings shall provide windows, window displays, or visible activity on the ground floor for at least 50 percent of frontage;
- c. A single plane of façade shall be no longer than 50 feet without architectural detail;
- d. Front doors shall be visible or identifiable from the street and visually highlighted by graphics, lighting, or similar features;
- e. Uses, such as Commercial Services or Retail Trade uses, that encourage street level pedestrian activity, are preferred on the first floor of a structure of a multistory building;
- f. Construction and maintenance of sidewalks must be done in compliance with the City's Streetscape Design Policy. Existing sidewalk widths shall be maintained so as to provide effective, accessible, connectivity to adjoining properties. Sidewalks may be widened to accommodate a project's design characteristics. Where no sidewalks exist, sidewalks shall be provided. Outdoor seating and dining areas and landscaping may be located in the sidewalk area where safe and effective sidewalk width around the design feature can be provided;
- g. To the extent possible, development shall provide lateral pedestrian connections to adjacent neighborhoods.
- h. If drive-through service is proposed, it shall not interfere with transit, transit stops, or pedestrian and bicycle access to the site from the right-of-way.

2. Shade

- a. Except as provided below, shade shall be provided for at least 50% of all sidewalks and pedestrian access paths as measured at 2:00 p.m. on June 21 when the sun is 82 degrees above the horizon. Shade may be provided by trees, arcades, canopies, or shade structures provided their location and design characteristics are compatible with the historic and design context of the street and the architectural integrity of the building. The use of plantings and shade structures in the City right-of-way is permitted to meet this standard with the approval of the Department of Transportation. The shade provided by a building may serve to meet this

standard.

b. Exception

The PDSO Director may approve a GRID Plan providing less than 50% shade where compliance is not feasible due to a project site's location and/or building orientation, and the applicant has made a reasonable attempt to comply with this standard.

C-2.b. Development Transition Standards

The purpose of the Development Transition Standards is to mitigate excessive visual, noise, odor, vibration intrusion, and other similar public health and safety concerns that may be created by the proposed project.

1. Applicability

Developing sites within 100 feet of an affected single family or duplex dwelling shall comply with this section. For purposes of the GRID, the following terms and examples describe elements of applicable transitional areas:

- a. "Affected residential property" refers to an existing detached single-family or duplex dwelling that is adjacent to a developing site;
- b. "High density residential" refers to residential development that is neither existing single-family detached nor attached dwellings;
- c. Examples of applicable transitional areas include a nonresidential site developing adjacent to existing single-family detached or attached dwellings within a subdivision, or a high density residential site developing adjacent to existing single-family detached or attached dwellings within a subdivision.

2. Mitigation of Taller Structures

Compliance with the following standards is required where the developing site has taller buildings than adjacent affected residential properties:

- a. The maximum building height is 25 feet within 30 feet of the property line adjacent to an affected residential property. Proposed buildings may be developed to the maximum height permitted by the underlying zone or as permitted by the GRID, whichever is applicable, when the building is 30 feet or more from the property line adjacent to an affected residential property;

b. Building Bulk Reduction

If a building façade faces a property line adjacent to a single-family detached or duplex residential property, bulk reduction is required. The Design Professional shall make a finding and recommendation, after consulting with the DRB and/or Historic Commission if applicable, that the proposed design provides an effective way of breaking up the mass so the building mass of the façade is less imposing.

- c. Windows at or above the second story of a structure shall be located or treated to reduce views into adjacent affected residential property's buildings and yard areas;
- d. Balconies shall be oriented away from affected residential property or use a screening device to reduce views in to the rear or side yards of the affected residential property. For group dwellings, balconies shall not be allowed.
- e. The developing site's buildings shall be oriented so as to reduce views onto an affected residential property; and
- f. Buffers and/or screening consistent with the purpose of this section shall be provided between a developing site and an affected residential property and shall include features such as, but not limited to, landscaping, walls, and architecturally decorative features.

3. Mitigation of Service Areas

Potential nuisance or noisy areas shall be oriented away from affected residential property, such as by placing service areas for loading and garbage disposal between the developing site's buildings, behind opaque barriers, or by using architectural or landscaping treatments that effectively reduce nuisance impacts from service areas. The service area shall be mitigated to reduce the noise and view of the service features, reduce the emission of

offensive odors to owners or occupants of adjacent properties, or prevent a nuisance or hazard beyond the property lines of the project site, and prevent vibrations that are discernible beyond the property lines of the project site.

4. Mitigation of Parking Facilities and Other Areas

Where the site has parking facilities or areas with noise and outdoor lighting features, the areas shall be screened from affected residential property by a combination of a wall or opaque non-chain link fence with a vegetative hedge or a row of trees that shall be dense enough to screen views onto the development site. An alternative treatment may be used, such as using architectural or landscaping treatments that effectively reduce nuisance impacts from parking facilities and other areas. Where there is a finding that the vegetative screen will be opaque, the requirement of a masonry wall may be waived by the PDSD Director.

C-2.c. Alternative Compliance

1. The PDSD Director may approve an urban design best practice option for compliance with Section C-2.a, *Streetscape Design*, and Section C-2.b, *Development Transition Standards*. For example, utilizing elements of the Grant Road Investment District Design Guidelines.
2. For purposes of this section, urban design best practices may include urban design studies approved for the City of Tucson; adopted urban design standards for a downtown area or a similar corridor redevelopment in an Arizona city of comparable size or a city in the Southwest of comparable size, books written by urban design experts or endorsed by a professional organization, such as the American Institute of Architects, addressing downtown or similar corridor development; or any comparable report, study, or standards recommended by the City Design Professional and approved by the PDSD Director.

C-2.d. Utilities

Plans shall include information on the layout and demonstrate availability of utilities such as water, wastewater, natural gas, electric, and telecommunication utilities.

C-2.e. Multi-zone Parcels

Where a development parcel contains more than one zoning district, uses and building massing may be distributed across the zoning districts on the parcel, provided that the development complies with the design standards in Section C-2.B to mitigate the impact of the new development on existing, less intensely developed adjacent parcels.

C-2.f. Land Uses

A proposed development project using the GRID zoning option must meet both of following requirements:

1. It must be a use permitted by the underlying zoning on the property.
2. It is limited to the uses listed in Table 5.12-GIIS-1 below.

TABLE C-2-GIIS-1	
PERMITTED / ALLOWED LAND USE TYPES UNDER THE GRID ZONING OPTION	
<p>Commercial Services Group Administrative and Professional Office Alcoholic Beverage Service Entertainment Food Service Personal Services Travelers' Accommodation, Lodging Civic Use Group Civic Assembly Cultural Use Educational Use: Instructional School Educational Use: Post-secondary Institution Membership Organization Postal Service</p>	<p>Industrial Use Group Craft Work Microbrewery Retail Trade Group Car Share General Merchandise Sales Food and Beverage Sales Peddler Pod Residential Group Detached Family Dwelling Attached Family Dwelling Multifamily Dwelling Group Dwellings, pursuant to Section B-2.b.13 Residential Care Services, but only Adult Care Service</p>

Protective Service Religious Use	Other Uses Mixed Uses are limited to a combination of Residential and any other uses listed in this table.
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3. Additional Permitted Uses

With the exception of Automotive Service and Repair uses, which are prohibited, permitted uses include any uses permitted in the underlying zone for the property, provided the PDSD Director finds the proposed use to be in accordance with Section B-2.b.1, *Purpose*.

C-2.g. Screening

1. Service areas for items such as backflow preventers and generators (but excluding meters) shall be grouped in a joint area and located away from public view.
2. Steel, safety glass, vegetation or other malleable material may be used to provide visual delimitation to desired area.
3. Service area screening shall not exceed 6 feet in height and must be composed of any of the following (or combination of the following):
 - a. Wall or structure; or
 - b. Evergreen vegetation species that provide at least 50% coverage of service areas upon installation and at least 90% coverage upon maturity.
4. Screen height may be up to 20 feet in height where adjacent to a multiple story building.

C-2.h. Landscaping

1. New species introduced must come from the Arizona Department of Water Resources Drought Tolerant/Low Water Use Plant List. However, plants excluded from that list may be used on private property in rain gardens or bio-swales as part of active and/or passive landscape water harvesting systems.
2. Street trees should be provided at areas of pedestrian circulation or activity and spaced to ensure continuous canopy cover at maturity.
3. Trees planted in the right-of-way within 4 feet of curb, 10 feet of the travel lane, or adjacent to the pedestrian area shall be of predominately vertical growth form and structure, with a single trunk, and shall not have thorns.
4. At least 60% of trees shall be 36-inch box or larger.
5. Accent plants and succulents are recommended for planters and/or containers.
6. Massed shrubs and ground covers are encouraged for surface planters.
7. Street trees in the right-of-way should be selected from Arizona Department of Water Resources Drought Tolerant/Low Water Use Plant List or approved City of Tucson Street Tree List.
8. Street trees planted in the sight visibility triangle shall be 36 inch box minimum.

C-2.i. On-Site Water Management

1. Detention of storm water is not required but should be in compliance with the stormwater detention/retention manual.
2. On-site retention of storm water is required for lots larger than one acre and conducted according to the stormwater detetion /retention manual.
3. For the purpose of applying active rain water harvesting requirements, Residential Mixed Use shall not be considered Commercial development.
4. Landscaping shall incorporate passive water harvesting.
5. Passive water harvesting storage volume may be used to offset threshold retention volume requirements and is permitted to occur in the right-of-way (subject to approval by the Department of Transportation).
6. Landscape irrigation systems shall be designed with smart or central control systems integrated with building systems and combined with soil moisture sensors and monitors.
7. Landscape depressions and curb openings shall be provided to allow water to flow into and out of curb side planters.
8. Building downspouts shall be directed away from pedestrian circulation areas and sidewalks.

C-2.j. Lighting

Street lighting and building lighting shall comply with the City of Tucson Outdoor Lighting Code and shall be incorporated into the landscape design.

C-2.k. Hardscape Materials

1. Except as provided in Section C-2.M.5, continuous expanses of concrete or other monolithically installed paving may not exceed 100 square feet in the right-of-way.
2. Monolithically installed paving such as concrete may not exceed 50% of total exterior site hardscape area.
3. Hand-placed materials such as modular pavers or natural stone must comprise a minimum of 50% of the total exterior site hardscape.
4. At least 25% of the total exterior site hardscape must be composed of pervious concrete or permeable pavers as part of a passive landscape water harvesting system.

C-2.l. Environmentally Conscious Design Practices.

Each project shall include three or more of the following (and the use of item 12 shall count as two toward the three required):

1. Shade for at least 70% of parking areas.
2. Shade for at least 70% of pedestrian areas.
3. Direct access connections from transit stops.
4. LED outdoor lighting of less than or equal to 3600 kelvin.
5. Shade for Short Term Bicycle Parking Facilities.
6. 100% desert-adapted plant species. Species chosen must adhere to the Arizona Department of Water Resources Tucson AMA Drought Tolerant/Low Water Use Plant List.
7. Solar panels on roof or on shade structures.
8. Green roof with at least 4 inches of growth medium.
11. Low-e glass better than the minimum requirement per the International Energy Conservation Code for all windows.
12. Adaptive reuse of an existing structure.
13. Innovative design practice such as alternative methods of energy savings or production, reduction in water use, or recycled content site paving materials.
14. Reclaimed water from municipal source or harvested from mechanical systems and treated for landscaping.

C-2.m. Modifications of Underlying Development Standards

Except as provided in Subsection n below, the requirements in the following sections of the UDC may be modified up to 25 percent of the dimension amount permitted by the underlying zoning: [Article 6, Dimensional Standards and Measurements](#); [Section 7.4, Motor Vehicle & Bicycle Parking](#); [Section 7.5, Off-Street Loading](#); and [Section 7.6, Landscaping and Screening](#). [Section 7.7, Native Plant Preservation](#), may not be modified.

C-2.n. Exceptions

The following sections of the UDC may be modified to the extent specified below upon findings by the PDSO Director that the modifications are consistent with Section B-2.b.1, Purpose.

1. **Article 6, Dimensional Standards and Measurements**

a. **Building Height**

Building height may be increased in accordance with Figure C-2-GIIS-2 unless the underlying zoning allows a greater height or where the GRID Plan's Development Transition Standards as provided in Section B-2.b.2 require less height.

Figure C-2-GIIS-2: Allowed building heights

Center or Segment *	Building Height Allowed
Oracle Center (Sub-Center B) Stone Center	75 feet
1 st Ave Center (Sub-Center A)	60 feet
Oracle Center (Sub-Center A) Western District	40 feet (commercial uses limited to 30 feet in 1 st Avenue Center – Sub-Center

Fontana Center 1 st Avenue Center (Sub-Center B)	B)
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*Refer to Attachment A for Center and Segment location map.

b. Street Perimeter Yard

Perimeter yard requirements may be reduced or waived if the PDSO Director determines that the request is consistent with the Major Streets and Route Plan. The Director of the Transportation Department, may modify the Major Streets and Routes setback if there is adequate sight visibility, no traffic safety issue is created, the reduction complies with the standards of Section B-2.b.2, and the setback does not create a future roadway expansion problem.

c. No residential density calculation (RAN) standards apply.

d. Single-family detached housing may develop at multi-family densities in the R-2 (1 unit / 2,904sf) and O-3 (1 unit / 1,980 sf) zones.

2. Section 7.4, Motor Vehicle and Bicycle Parking

a. Parking

(1) Parking as required by [Section 7.4](#) of the UDC, *Motor Vehicle and Bicycle Parking*, may be reduced up to 25 percent except for Alcoholic Beverage Service and Food Service uses. Alcoholic Beverage Service and Food Service uses shall utilize a GRID Parking Plan for any reduction in their parking requirements. Parking may be decreased by more than 25 percent per a written agreement with Park Tucson, or in accordance with Section C-2.E Parking, if the analysis and findings show the proposed parking is adequate.

(2) The neighborhood meeting that is required under [Section 7.4.5.A.6](#). in the UDC may be held concurrently with the neighborhood meeting required by [Section B-2.b.4](#).

b. Accessible Parking and Bicycle Facilities

(1) The number and location of accessible parking spaces required by the City's adopted Building Code shall not be reduced or eliminated and shall be based on the number of motor vehicle parking spaces required prior to any modification.

(2) Bicycle facilities may not be reduced or eliminated and must be based on the number of bicycle spaces required by [Section 7.4.8](#) of the UDC for the use.

c. Location

(1) Parking may be provided by any one of the following options or by a combination of the following options:

(1) On-site;

(2) Off-site within 600 feet of the project site through a shared parking agreement with the City so long as reasonable pedestrian access between the proposed development and off-site parking is shown; and

(3) With the approval of the Department of Transportation, proposals for non-residential uses may provide up to five on-street spaces on a collector or arterial street where parking is permitted.

(2) Parking is encouraged to be in a parking structure with the ground floor of the parking structure screened from view.

a. Exception

Parking may be located on a surface parking lot if it is determined by the PDSO Director to be impracticable to be located elsewhere and other options are not available. If located onsite, parking areas must be located at the rear or side of the building.

b. Changes of use and expansion of existing structures may use

the site's current parking configuration.

c. Parking structures shall be designed so that parked vehicles are screened from view at street level through incorporation of design elements including, but not limited to, landscaping, pedestrian arcades, occupied space, or display space.

(3) Where parking is provided, the parking area must comply with the standards of Section 7.4.6.C and D of the UDC.

3. Section 7.5, Off-Street Loading

Off-street loading zone standards may be reduced or waived if PDSD and the Department of Transportation determine that no traffic safety issue is created.

4. Solid Waste Collection

On-site refuse collection container standards governing access, type, and location may be modified if the Environmental Services Department determines that no public health or traffic safety issue is created.

5. Section 7.6, Landscaping and Screening

a. [Section 7.7](#) of the UDC, *Native Plant Preservation*, may not be modified.

b. Except as required by Section B-2.b.2, *Development Transition Standards*, a complete or partial exception to [Section 7.6](#) of the UDC, *Landscaping and Screening Standards*, may be granted if shade is provided for pedestrians and customers, such as along sidewalks, pedestrian circulation paths, and outdoor patios, in accordance with Section C-2.A. The landscaping requirement may also be waived by the PDSD Director based on a written finding that the waiver is necessary to preserve the prevailing setback.

c. Any one or more of the following types of landscaping and improvements may be used to comply with this section:

- (1) Existing landscaping;
- (2) Shade trees in the right-of-way;
- (3) Shade structures, such as awnings.

6. Pedestrian Access

Alternative pedestrian access that creates connectivity between public entrances to the project and abutting sidewalks may be allowed as long as no safety hazard is created. All pedestrian access shall conform to the accessibility standards of the City's adopted Building Code.