

# Partners on Fourth PAD

February 20, 2018

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## APPENDIX

Signature Page from City of Tucson, Office Integrated Planning Historic Preservation

## **PART I INTRODUCTION**

### ***1. Overview***

The proposed Partners on Fourth PAD site is +/- 1.68 acres situated at the southwest corner of N. Fourth Avenue at E. Eighth Street, bordered on the west by N. Stevens Avenue. See **Exhibit 1: PAD Location Map**. Current zoning on the site is shown on **Exhibit 2: PAD Existing Zoning**. The property is located in City of Tucson Ward 6 and the Pie Allen Neighborhood; it is also located within the following city land use plans and overlay districts which are also indicated on **Exhibit 2: PAD Existing Zoning**.

#### **A. University Area Plan**

- Adopted by Mayor and Council May 8, 1989, Res. No. 14889
- June 10, 1991 – Res. #15693 (Amd.) February 24, 2003 – Res. #19520 (Amd.)
- December 13, 2011 – Res. #21835 (Amd.) October 21, 2014
- Citizen’s Advisory Planning Committee April 12, 1989; May 1, 1991
- Planning Commission Jan. 8, 2003; Nov. 2, 2011; Aug. 20, 2014 Public Hearing

#### **B. City of Tucson National Register District: Warehouse Historic District**

- Established in 1999

#### **C. Plan Tucson (City of Tucson General & Sustainability Plan)**

- Ratified by voters Nov. 5, 2013 General Election; Res. #22160.

#### **D. Infill Incentive District (IID)**

- Adopted by Mayor and Council Feb. 18, 2015, Ord; No. 11246, effective March 20, 2015

#### **E. IID Downtown Links Sub-district (DLS) Warehouse Triangle Area (WTA) and Fourth Avenue Area (FAA) Sub-districts**

- The Downtown Links project is part of the long-range Regional Transportation Authority (RTA) plan, approved by Pima County voters in May 2006. This project spurred creation of new sub-districts within the IID.

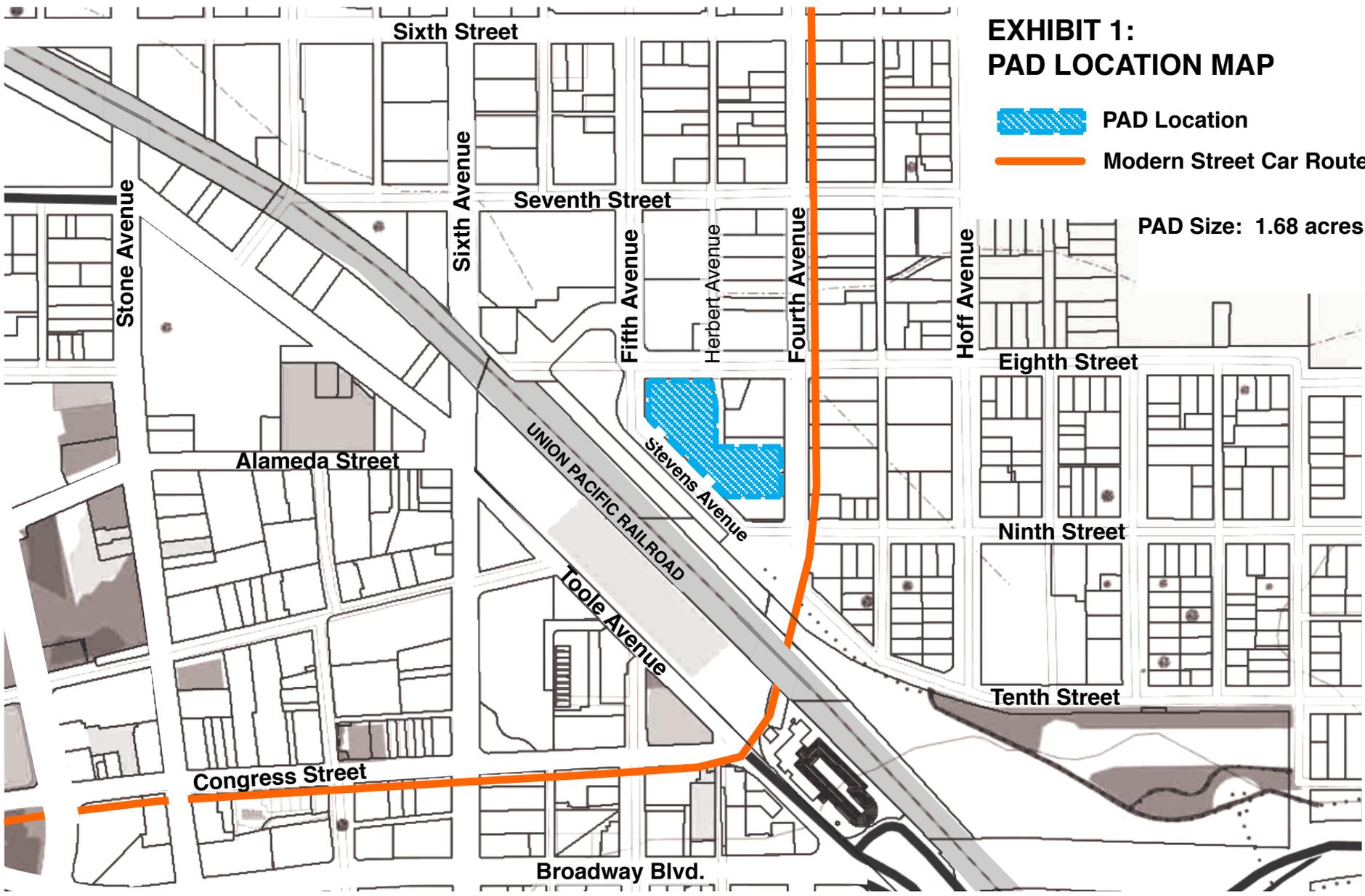
#### **F. Tucson Modern Streetcar Central Segment, Fourth Avenue Business District**

There are currently two buildings on the west side of the property along Stevens Avenue. A portion of the larger building, originally a warehouse, is currently in use as a bar and restaurant. The smaller ancillary building north of the warehouse is vacant. A portion of Herbert Avenue, which bisects the site, running north and south, is planned to be abandoned. The remainder of the property is currently an asphalt parking lot. See **Exhibit 3: PAD Existing Site Conditions**.

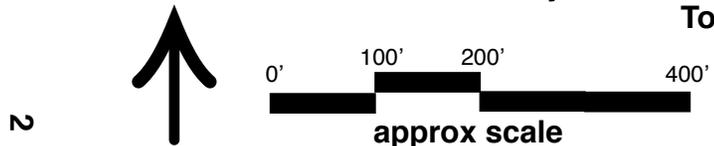
# EXHIBIT 1: PAD LOCATION MAP

-  PAD Location
-  Modern Street Car Route

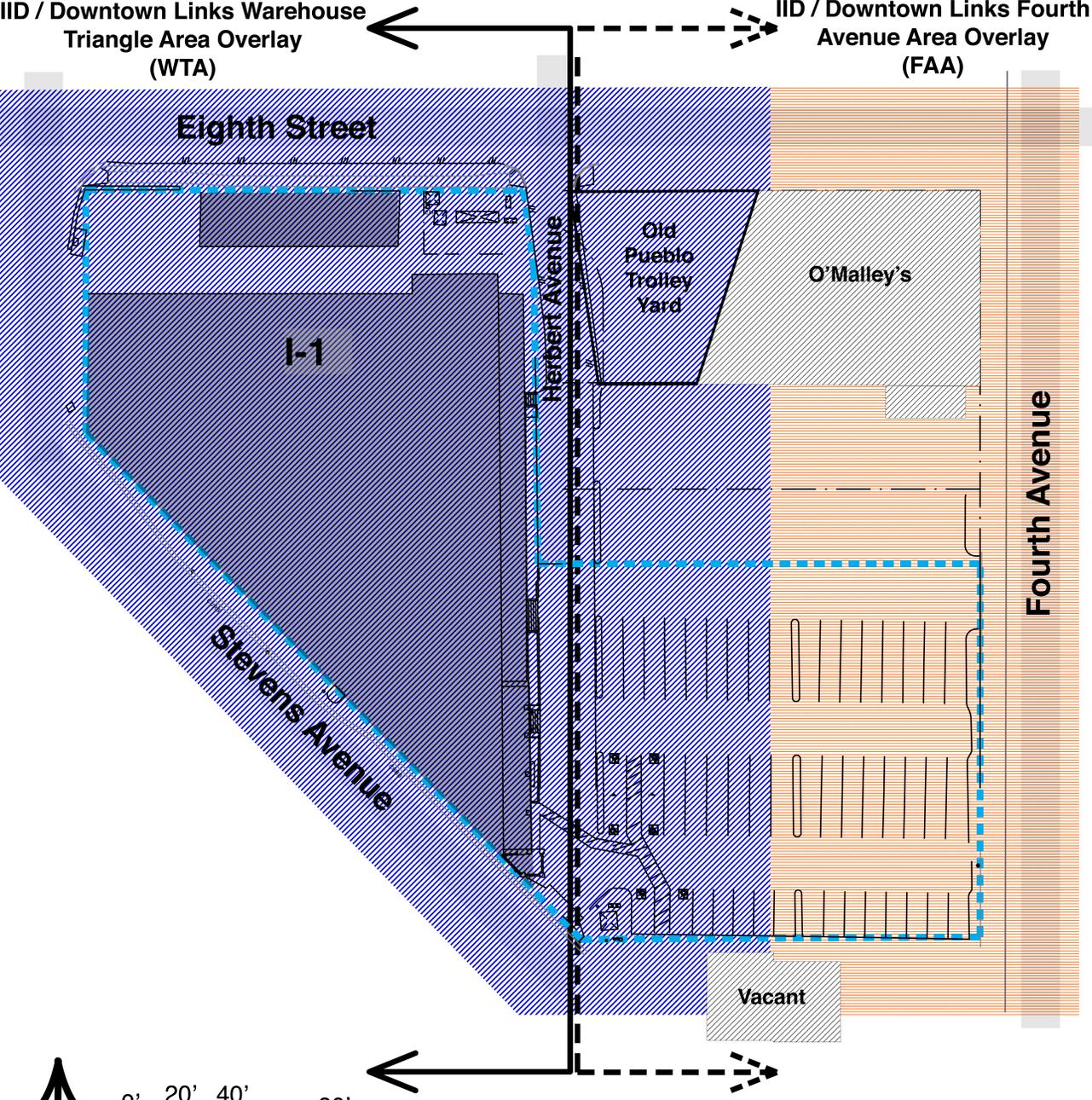
PAD Size: 1.68 acres



Pima County Assessor Parcels 117-06-077P, 117-06-077Q, 117-06-077R, 117-06-077U  
Township 14.0 S Range 13.0 E Section 12



# EXHIBIT 2: PAD EXISTING ZONING

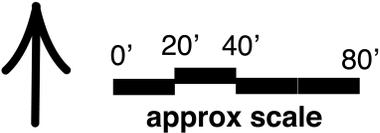


## LEGEND

- PAD Boundary \*
- IID / Downtown Links Warehouse Triangle Area (WTA)
- IID / Downtown Links Fourth Avenue Area (FAA)
- Existing Buildings
- Existing I-1 Zoning
- Existing C-3 Zoning

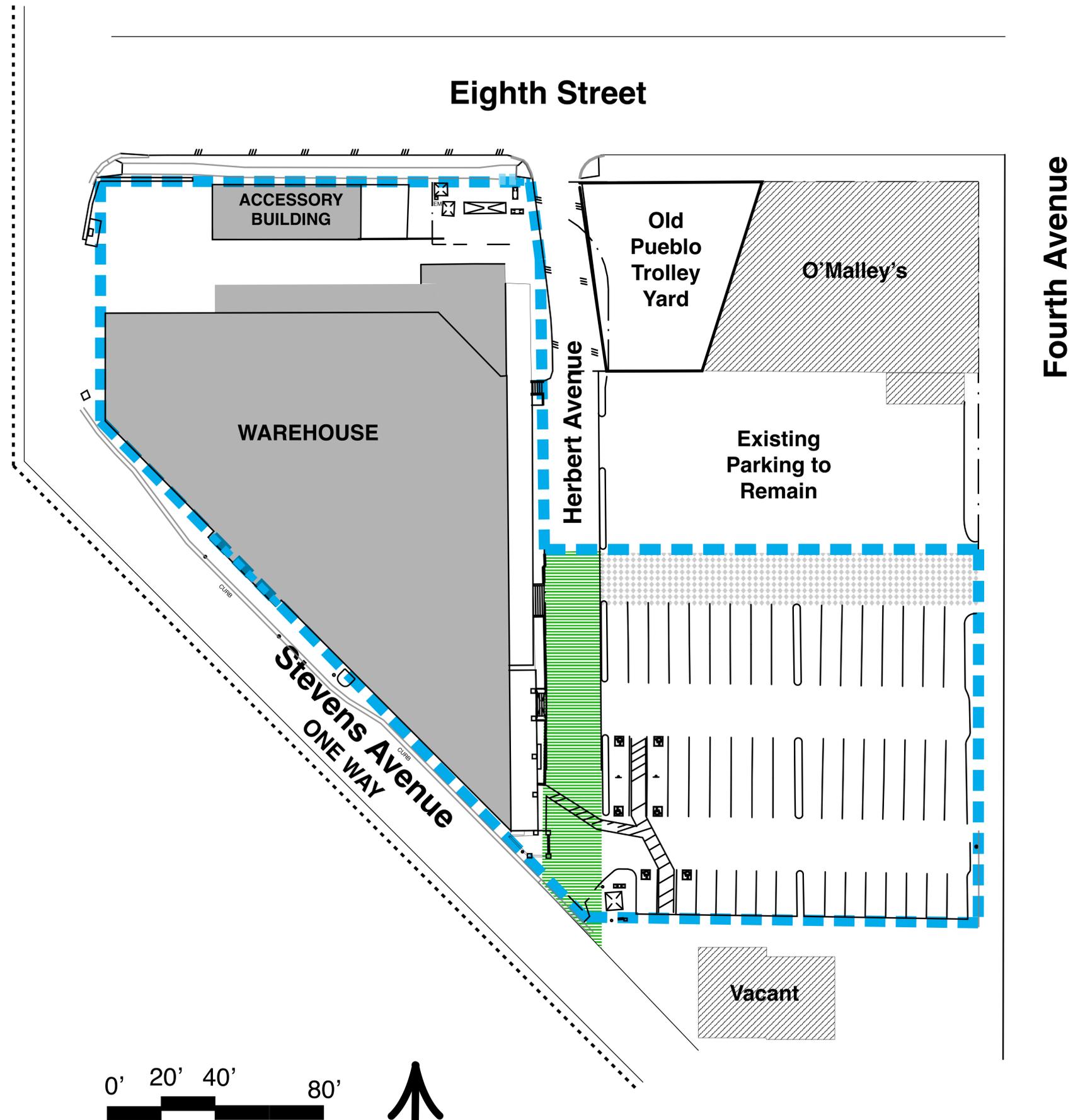
\* Entire PAD lies within the following:

- University Area Plan
- Plan Tucson
- City of Tucson National Register District: Warehouse Historic District
- Downtown Area Infill Incentive District
- Tucson Modern Streetcar Central Segment, Fourth Avenue Business District



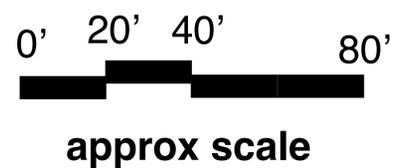
## PARTNERS ON FOURTH PAD CURRENT ZONING

# EXHIBIT 3: EXISTING PAD SITE CONDITIONS



## LEGEND

- PAD Boundary
- Existing Bikeway
- Existing 24' Easement
- Portion of Herbert Avenue to be abandoned
- Buildings on PAD Property to be Demolished
- Buildings on Adjacent Properties



**PARTNERS ON FOURTH PAD EXISTING PAD SITE CONDITIONS**

## ***2. PAD Rationale and Benefits to the Community***

The City of Tucson's Planned Area Development (PAD) zone allows flexibility for development of projects like this one that have multiple zoning designations. Such projects are exceedingly difficult (1) for developers who must address economic feasibility issues of projects and (2) for Planning and Development Services Department (PDSD) officials and staff who are required to enforce the Code requirements consistently across a spectrum of projects.

The goal of the Partners on Fourth PAD is to synthesize the Design Standards of the zoning districts and overlays described in the overview into a single PAD document to provide regulatory clarity for future development. Complicated and lengthy regulatory approval processes can present consequential barriers to infill development. The Partners on Fourth PAD will remove and minimize barriers wherever possible to promote the economic feasibility of development on this PAD in a manner informed by policy documents and directives, neighborhood goals and overlay requirements currently in effect for this location.

Creation of a PAD for this site will also allow exclusion of certain uses, considered oppositional to the goals of the neighborhood, that are permitted under current zoning. This will encourage a new urban, mixed-use project that is compatible with adjacent developments and consistent with current urban planning tenet to the benefit of the neighborhood, its merchants and overall downtown Tucson commerce.

The Partners on Fourth PAD location is a crucial pedestrian, bicycle, automobile and Modern Street Car link between Fourth Avenue and downtown Tucson. Another intent of the PAD is to encourage compatibility with the scale, architectural vocabulary and historic character of the Fourth Avenue streetscape while transitioning to the more dense urban character of the downtown. Input from the Fourth Avenue Merchants Association will (1) assure continuity between the existing streetscape and the new construction and (2) advance viable commercial development.

## ***3. Conformance with Plan Tucson, City Land Use Plans and Overlays***

The Partners on Fourth PAD conforms to the intents and specific recommendations of the city Land Use Plans and Overlays listed in the overview above as summarized below:

### **A. Plan Tucson (City of Tucson General & Sustainability Plan)**

The PAD will contribute to Downtown Tucson as a regional employment and administrative center. The site is valuable development node located in a hub for public transit services and

connections (light and future commuter rail, regional buses, Modern Street Car). Following demolition of the substandard structures on the site, parcels that comprise this PAD will be combined into a single, large parcel to incentivize mixed-use redevelopment that will rely on the links between the Downtown activity center, Fourth Avenue, the Warehouse District, and the University of Arizona. Residents of appropriately scaled, higher-density housing in this vital pedestrian- and transit-oriented urban area, will have access to employment opportunities, retail, art, culture, and entertainment experiences without traditional reliance on individual vehicles. The existing Tucson urban trail system will be preserved and will continue to meet the recreational and commuter needs of pedestrians and bicyclists.

**B. University Area Plan**

The Partners on Fourth PAD promotes a carefully designed mixed-use development to integrate housing, employment, shopping, cultural and fitness-related activities in a relatively compact pedestrian-oriented area, consistent with regional activity center policy. Commercial development at street level along Fourth Avenue, offering a mix of goods and services oriented to local residents and compatible with the neighborhood will revitalize the University Area. The PAD will continue and enhance a well-defined pedestrian circulation system linked to public sidewalks and transit facilities. No amendments to the University Area Plan will be required as a result of this PAD.

**C. City of Tucson National Register District: Warehouse Historic District**

The value of the National Register Warehouse Historic District is undisputed in Tucson. The former warehouse currently located on the Partners on Fourth PAD site was built in 1917 per State Historic Preservation Office records. It is contributing building in the City of Tucson National Register District: Warehouse Historic District (with an adjacent non-contributing accessory structure). The warehouse building is not listed on the National or Arizona Register of Historic buildings, nor is it designated as a City Historic Landmark. It is dilapidated, largely unsafe, and vastly underused. Urban development overlay districts and guidance documents generated by Tucsonans over the last two decades celebrate historic structures that have potential to contribute to the character and viability of neighborhoods. They have also acknowledged the negative effects of substandard historic structures on neighborhoods that are attempting to revitalize. Permission has been granted by the City of Tucson Office of Integrated Planning Historic Preservation Office, following extensive photographic documentation of the warehouse, for the two structures to be demolished in the interest of infill development. **See Appendix for signature page.**

**D. Infill Incentive District (IID)**

The IID supports removal of dilapidated and vacant buildings to attract investors with greater possibility of new revenue producing developments. The resulting vacant land at this PAD location will readily support more intensive land uses, potential for higher density, multi-family housing along the MSC line and expansion of retail opportunities along Fourth Avenue. Preservation of the architectural vocabulary and historic character of the Fourth Avenue streetscape will enhance the Pie Allen neighborhood.

**E. Downtown Links Warehouse Triangle Area (WTA) and Fourth Avenue Area (FAA) Subdistricts (DLS)**

The Partners on Fourth PAD and its proposed development concept support the Downtown Links Roadway Project by not impeding existing or future roadway or stormwater drainage infrastructure projects. The development opportunities enabled by the roadway project planning process has far exceeded its transportation component. The Downtown Links became a catalyst for positive community development making this PAD an opportunity to achieve the revitalization goals and objectives of Downtown, the adjacent neighborhoods, the adjacent districts, and the various property owners and stakeholders. The DLS, a companion document to the Downtown Links Roadway Project, has also been used as a guide to public and private investments within its study area. The DLS also provides guidance for the disposition of underutilized warehouses and vacant properties, supporting demolition in cases like the structure on this PAD site.

***4. Feasibility of PAD with Existing Infrastructure and Services***

The Partners on Fourth PAD is designed to have minimal impact on existing on-site and adjacent infrastructure. All adjacent roadways are at ultimate right-of-way (ROW) width, as indicated in current Tucson Department of Transportation (TDOT) Engineering records, and no additional ROW requests are anticipated. The PAD seeks no encroachment into the existing bike route along Stevens Avenue or any Modern Street Car right-of-way. The Downtown Links project has proposed construction of a new box culvert at the north side of this lot to improve drainage in the area. No date has been set and nothing planned on the PAD site will impact that proposed project.

## **PART II SITE ANALYSIS**

### ***1. Existing Site Conditions***

#### **A. On-Site Development / Conditions / Constraints**

Existing conditions on the PAD site can be found on **Exhibit 3: PAD Existing Site Conditions**. The two buildings located on the site are to be demolished. (See discussion of demolition under Part III, Section 9.) The portion of Herbert Avenue that bisects the PAD site is planned to be abandoned. The remaining portion of Herbert will be retained as a public street and will serve as ingress/egress to and from the site. An existing access easement. The remainder of the property is currently an asphalt parking lot.

#### **B. Off-Site Development / Conditions / Constraints**

Developed areas adjacent to the Partners on Fourth PAD site are shown on **Exhibit 5: PAD Adjacent Development**. Directly to the north of the PAD there is a vacant parcel currently being used as parking for O'Malley's bar/restaurant as well as access to Herbert Avenue. To the west of O'Malley's is an equipment yard owned by the Old Pueblo Trolley, Inc. North of the existing warehouse, across Eighth Street, is an auto mechanic business. To the west and across Stevens Avenue is the new Sun Links Operations and Maintenance Facility and the accompanying access tracks. To the south are two single story brick buildings which are currently unoccupied. To the east, across Fourth Avenue, are a variety of single story commercial buildings, part of the Fourth Avenue Merchants Association.

### ***2. Existing Zoning and Land Uses***

#### **A. On-Site Zoning** (Refer to **Exhibit 2: PAD Existing Zoning** for delineations).

- I-1 Zone
- C-3 Zone
- Overlays: Infill Incentive District (IID), Downtown Links Warehouse Triangle Area (WTA) and Fourth Avenue Area (FAA) Sub-districts

#### **B. On-Site Land Uses**

- Bar/Restaurant
- Parking

**C. Adjacent Zoning** (Refer to **Exhibit 4: PAD Adjacent Zoning**).

- Infill Incentive District, Downtown Links Warehouse Triangle Area (WTA) and Fourth Avenue Area (FAA) Subdistricts (DLS) – Same as on site.

**D. Adjacent Land Uses** (Refer to **Exhibit 5: PAD Adjacent Development**).

- 4<sup>th</sup> Ave Merchants
- Bar/Restaurant – O’Malley’s
- Sun Links Operations and Maintenance Facility
- Old Pueblo Trolley Inc.
- Downtown Auto Center

**3. Public, Educational, Community Facilities** (Refer to **Exhibit 6: PAD Community Facilities**)

**A. Schools**

- Tucson High School
- Mansfield Middle School attendance boundaries
- Roskrige Elementary School attendance boundaries
- Safford Elementary School and Magnet School

**B. Libraries**

- Main (Joel Valdez) Library is a little less than a mile away.

**C. Fire/Police Stations**

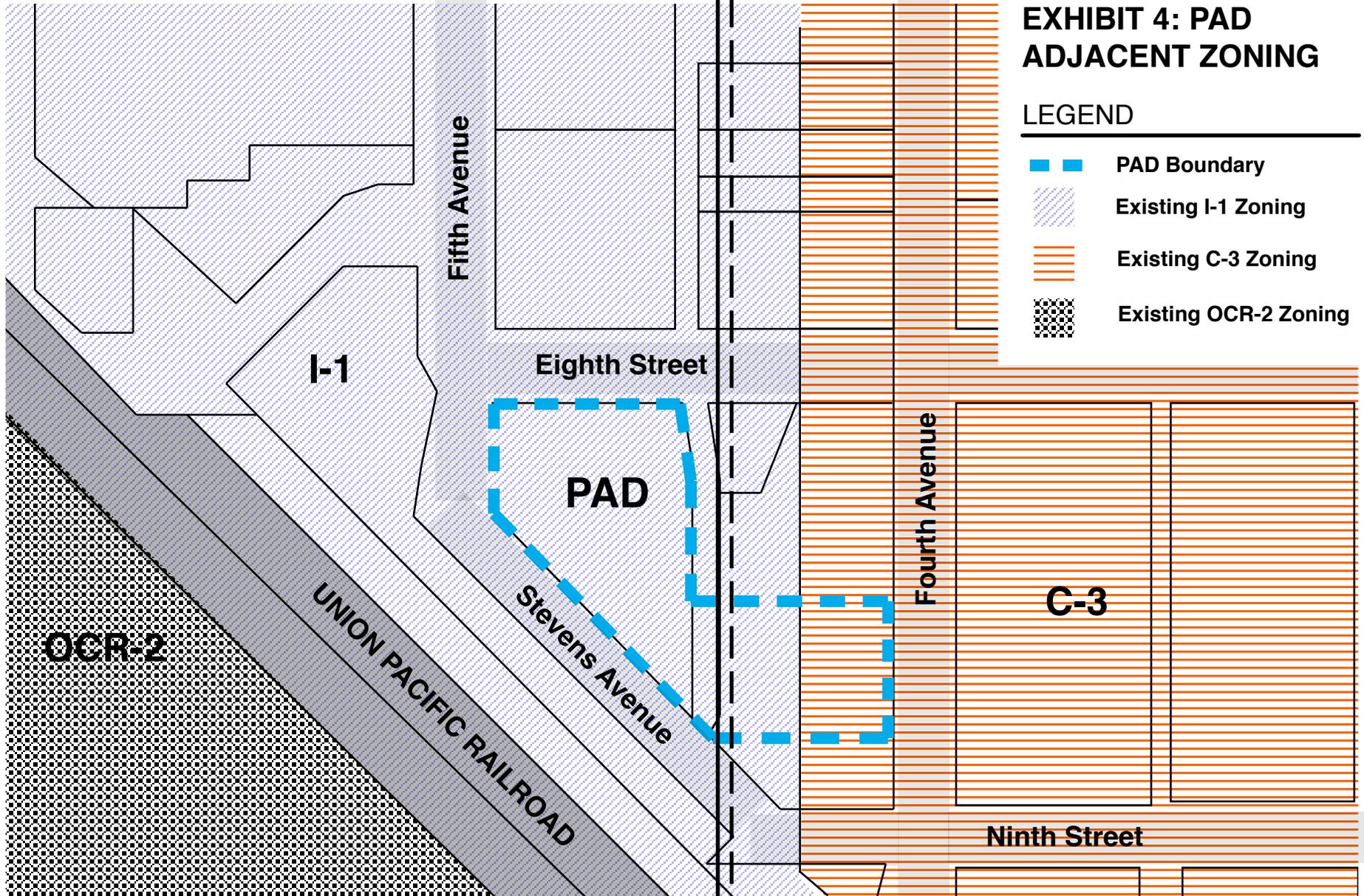
- Main Police Station is a little more than a mile away.

**D. Public Parks**

- Adjacent to Iron Horse Park (south) .5 mile
- Adjacent to Stevens Plaza (south) Across the street
- Armory Park .5 mile
- El Presidio Park 1 mile

IID / Downtown Links  
Warehouse Triangle Area (WTA) ←

IID / Downtown Links  
Fourth Avenue Area (FAA) →



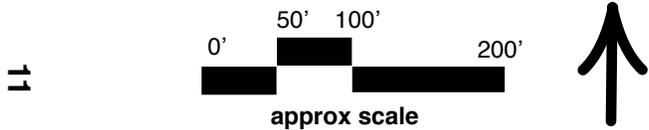
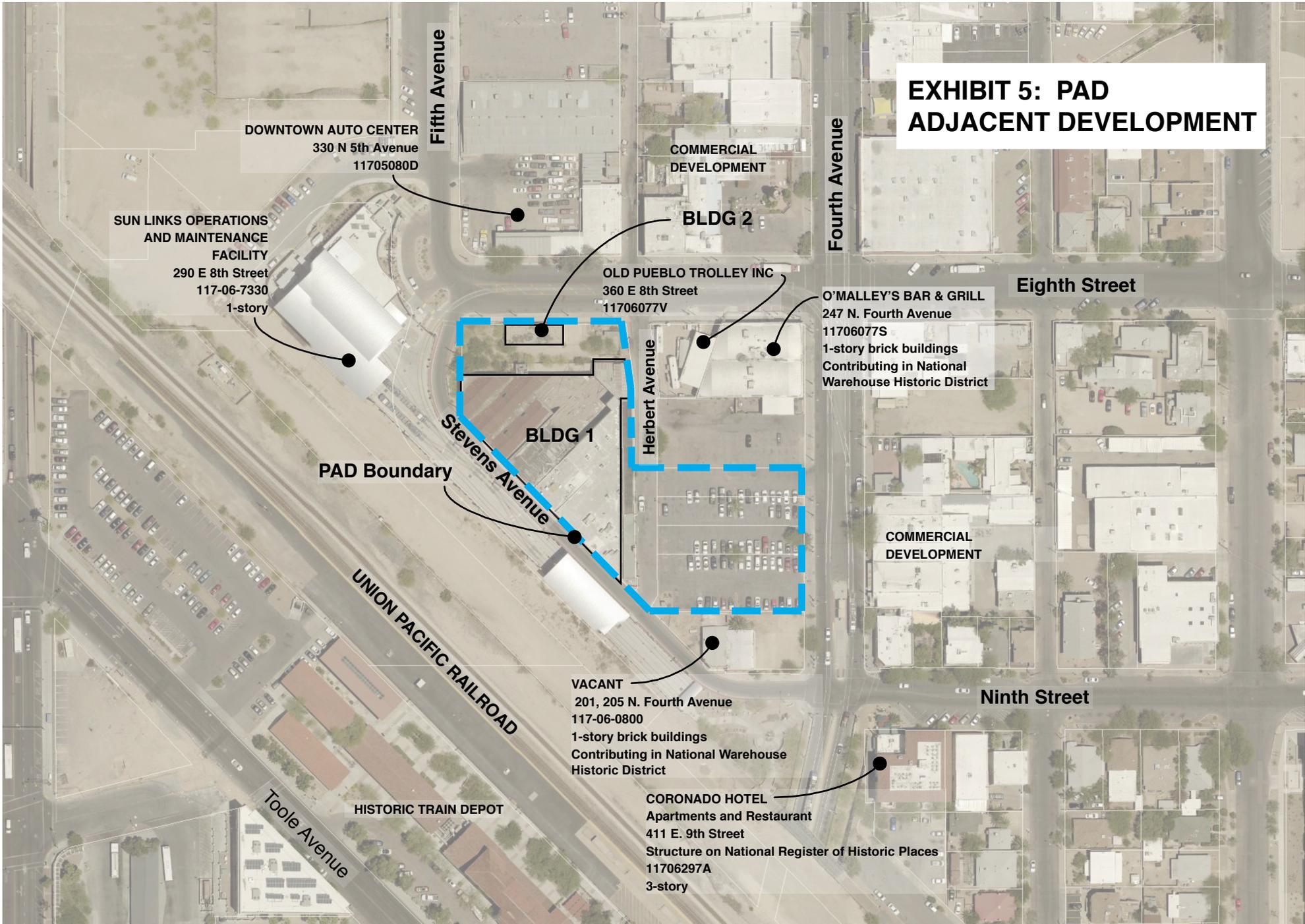
### EXHIBIT 4: PAD ADJACENT ZONING

#### LEGEND

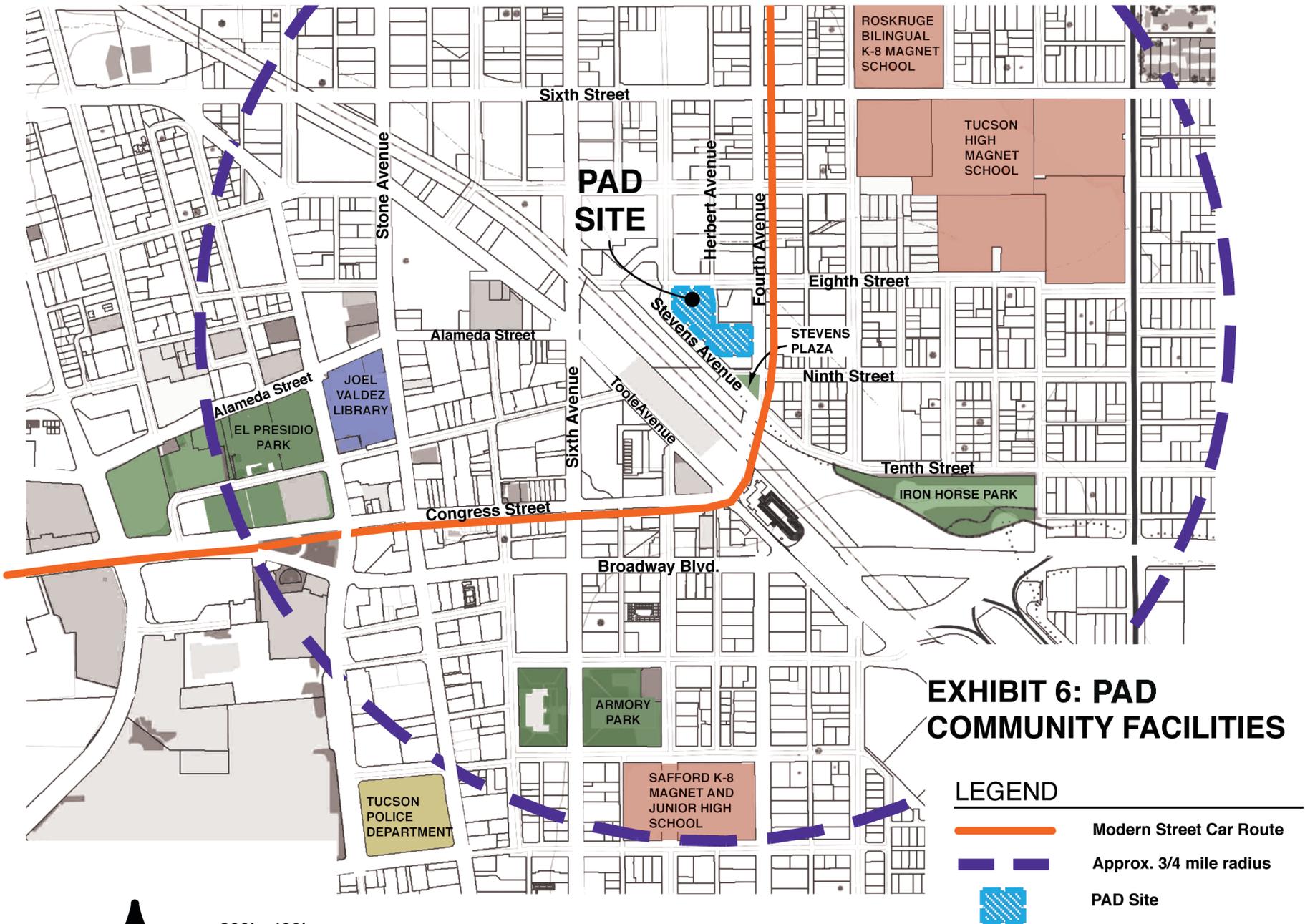
-  PAD Boundary
-  Existing I-1 Zoning
-  Existing C-3 Zoning
-  Existing OCR-2 Zoning



# EXHIBIT 5: PAD ADJACENT DEVELOPMENT

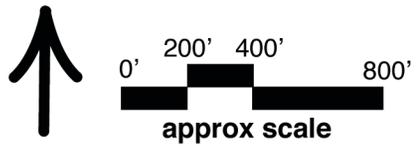


**PARTNERS ON FOURTH PAD ADJACENT DEVELOPMENT**



**EXHIBIT 6: PAD  
COMMUNITY FACILITIES**

- LEGEND**
-  Modern Street Car Route
  -  Approx. 3/4 mile radius
  -  PAD Site



**PARTNERS ON FOURTH PAD COMMUNITY FACILITIES MAP**

#### **4. Existing Transportation and Circulation**

##### **See Exhibit 7: PAD Existing Transportation and Circulation**

##### **A. Adjacent Streets**

- Fourth Avenue at east property line;
- Stevens Avenue at west property line;
- Herbert Avenue extends north from Stevens and bisects the PAD. Partial abandonment of a portion of Hebert Avenue is presently being pursued;
- Eighth Street at north property line.

##### **B. Current and Future Rights-Of-Way**

- There are no major streets or routes adjacent to the PAD site and no future rights-of-way widths are labeled on the official City of Tucson Major Streets and Routes Map.

##### **C. Vehicular Access Points**

- Eighth Street at Herbert Avenue;
- Stevens Avenue at Herbert Avenue. Stevens Avenue is one-way northwest-bound from 4th Avenue to 8th Street;
- Fourth Avenue at an existing east-west easement that will remain part of the Partners on Fourth PAD.

##### **D. Public Transit – Modern Street Car**

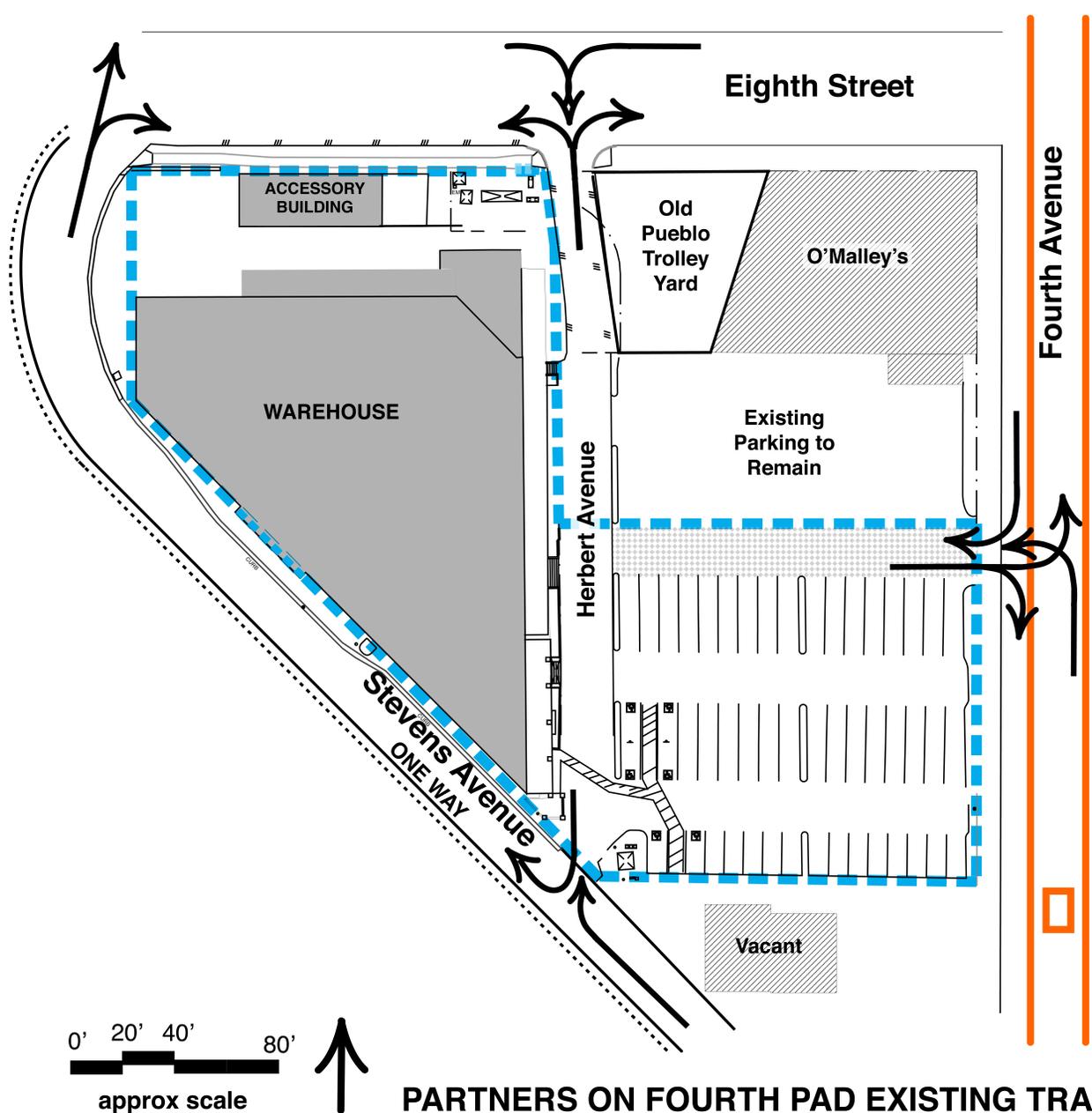
- The Modern Street Car line runs in Fourth Avenue with a stop at Fourth and Ninth Avenues. The Modern Street Car also has tracks in Eighth Street providing egress from the Sun Links Operations and Maintenance Facility. Currently, the Modern Street Car uses Stevens Avenue to detour traffic when the Fourth Avenue underpass southbound lane is restricted to streetcar only operations. This usually happens on Thursday to Saturday night, when traffic backs up in the underpass. The streetcar does not operate on Fourth Avenue during the Fourth Avenue Street Fair. Sun Links also uses Stevens Avenue for a bus connection to the ends of its temporary Fourth Avenue streetcar operations.

##### **E. Public Transit – Sun Tran Sun Shuttle**

- This PAD site is within the RTA Sun Shuttle Dial-A-Ride Service Area.

##### **F. Bicycles**

- Both Fourth Avenue and Ninth Street to Stevens Avenue are City of Tucson Bike Routes, connecting with the Iron Horse Bike Way to the south.



## EXHIBIT 7: PAD EXISTING TRANSPORTATION AND CIRCULATION

**PARTNERS ON FOURTH PAD EXISTING TRANSPORTATION AND CIRCULATION**

## 5. Existing Hydrology

Portions of the far north of the PAD site are impacted by FEMA AE, X zones. See **Exhibit 8: PAD Existing Hydrology**. The site currently drains in a sheet flow fashion in a southeast to northwest direction onto Eighth Street, toward what was historically the Arroyo Chico wash. There are no existing detention or retention facilities on the site. The Downtown Links project has proposed construction of a new box culvert at the north side of this lot to improve drainage in the area. A construction date has not yet been determined, however the development of this PAD will not impact that project.

## 6. Offsite Views

### A. Offsite Views Into and Across Site

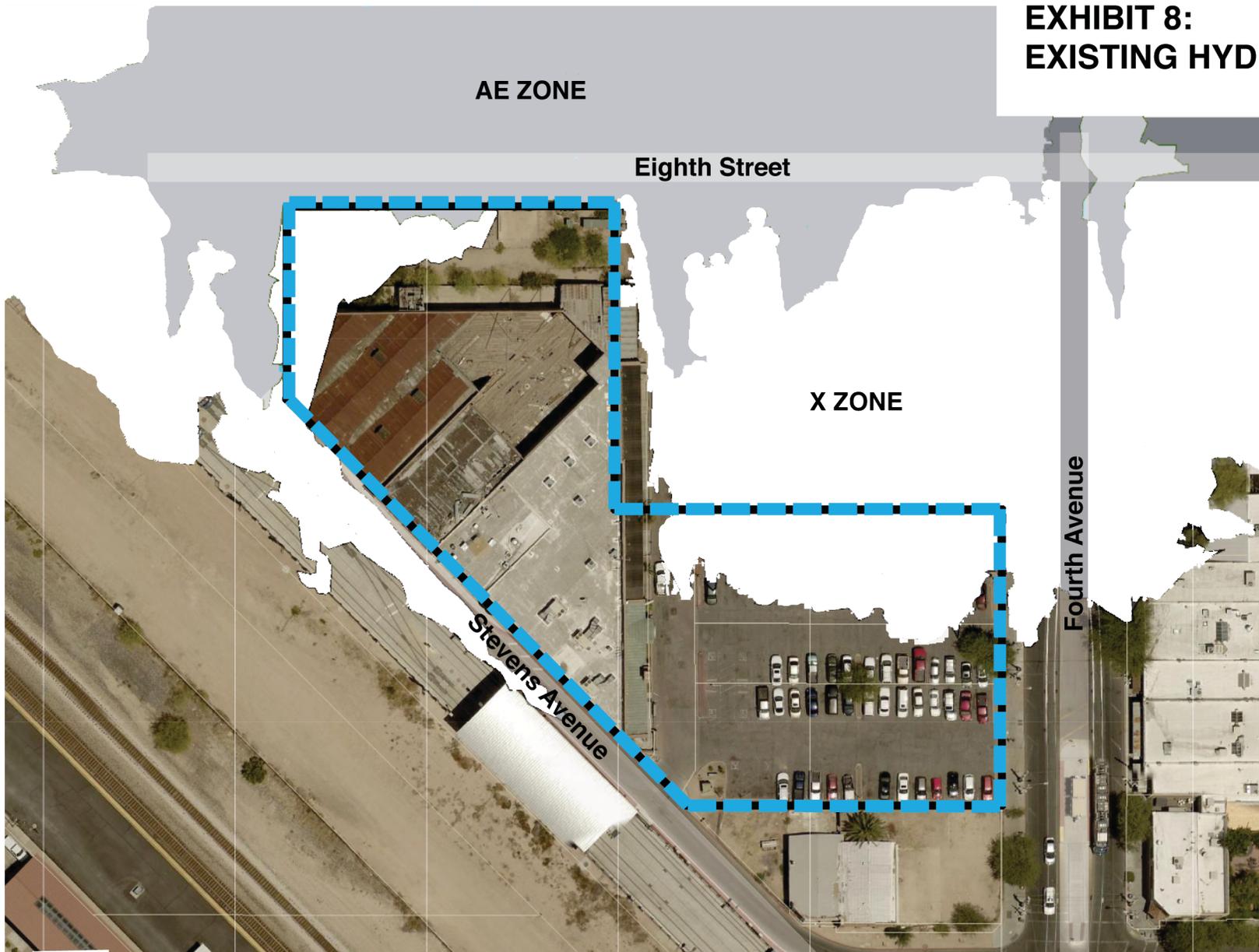


West from Fourth Avenue



East from Toole Avenue

# EXHIBIT 8: EXISTING HYDROLOGY



PAD Site Boundary 

## **PART III PAD PROPOSAL**

### ***1. Planning Considerations***

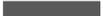
The Partners on Fourth PAD proposes a single zoning district, based on modified provisions of the OCR-2 zone, to allow for development in accordance with urban planning documents for the area as described in this PAD document.

**Exhibit 9: PAD Concept Plan** depicts the boundaries of the new Partners on Fourth PAD. The PAD shall be considered a single parcel for the purposes of setbacks, building placement and other development standards. However, there are four sections each having its own specific development standards as indicated in Exhibit 9 and Part III Section 3. All new development, redevelopment and associated vehicular use and landscape areas located within these boundaries shall conform to the regulations and standards contained within this PAD document. Where the PAD is silent, the UDC provisions for the OCR-2 zone shall control. All existing development within the Partners on Fourth PAD boundaries shall remain until 90 days prior to commencement of construction, except as noted in Part III Section 9. All development must be in compliance with the PAD by the end of construction of the total PAD area.

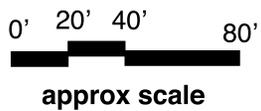
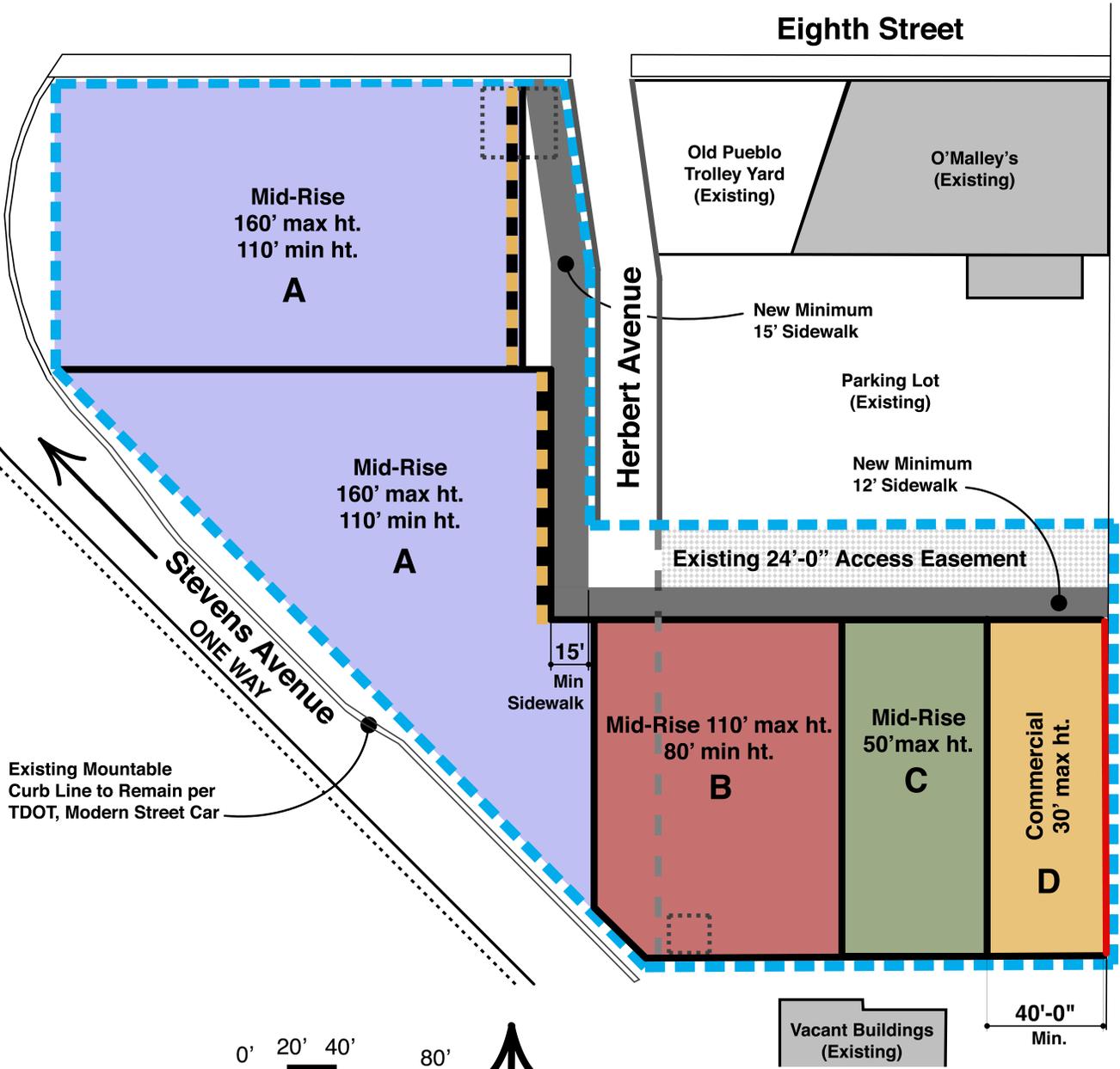
# EXHIBIT 9: PAD CONCEPT PLAN

## 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
-  Approx. Location of Existing Electrical Equipment

Fourth Avenue



## PARTNERS ON FOURTH PAD CONCEPT PLAN

## 2. Permitted and Excluded Uses

### A. PAD PERMITTED USES - P

#### **Commercial Services Group**

---

Administrative and Professional Office	P
Alcoholic Beverage Sales (Microbrewery as accessory use to this group)	P
Commercial Recreation	P (1)
Day Care	P
Entertainment	P (1, 2)
Financial Services	P (3, 4)
Food Service	P (5, 6)
Medical Services - Outpatient	P (7)
Parking	P (10)
Personal Services	P
Research and Product Development	P (8)
Technical Services	P
Transportation Service – Land Carrier	P (9)
Travelers Accommodations, Lodging	P (11)

#### **Retail Use Group**

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Food and Beverage Sales	P (3)
General Merchandise Sales	P (3, 12, 13, 14)
Vehicle Rental	P (10)

#### **Civic Use Group**

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Civic Assembly	P
Cultural Use	P
Membership Organization	P

#### **Recreational Use Group**

---

Parks and Recreation	P (1)
----------------------	-------

#### **Residential Use Group**

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Multifamily Dwelling	P (17)
Artist Studio/Res.	P (15)
Home Occupation	P (16)

#### **Industrial Use Group**

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Craftwork	P (18)
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#### **Use Specific Standards**

1. Large recreational facilities of more than 25,000 sq. ft. of floor area (including gross floor area and any outside areas providing service to the public) are not allowed.
2. Circuses, carnivals, or tent shows are not allowed.

3. Drive-through services are not allowed.
4. Non-chartered financial institution facilities, such as payday loan facilities are not allowed.
5. Drive-in and drive-through restaurants are not allowed.
6. Soup kitchens are not allowed.
7. Blood donor centers are not allowed.
8. Only scientific, non-industrial type of research and development is allowed.
9. The use is limited to public transit stops.
10. No surface parking lots. Vehicle parking must be located in a structure.
11. Hotels may not provide individual room access from the exterior of the building.
12. Display or storage of fertilizer, manure, or other odorous material is not allowed.
13. Gas stations are not allowed.
14. Motor vehicle sales are not allowed.
15. Adequate measures required to assure the health, safety and welfare of the occupants or adjacent residents' property in relation to any industrial process, use or storage. Additionally, appropriate building code occupancy separation must be ensured. On-site sale of the artists' products, including occasional shows of the artist' works are permitted secondary uses.
16. Permitted as an accessory use to a Family Dwelling. Excluding Day Care and Traveler's Accommodation Lodging. The use may not create any nuisance, hazard or other offensive condition, such as that resulting from noise, smoke, dust, odors or other noxious emissions.
17. For Family Dwelling uses, only Multifamily Dwelling Developments are allowed.
18. The area devoted to the use shall not exceed 25% of the gross floor area or 1,000 square feet, whichever is less. The products manufactured on site shall be sold at retail on the premises. The products manufactured on site shall be limited to leather-craft, jewelry, and clothing.

## **B. PAD EXCLUDED USES**

Excluded Land Uses shall include:

- Restricted Adult Activities Use Group:
  - Adult Commercial Services
  - Adult Industrial Uses
  - Adult Recreation
  - Adult Retail Trade
- Gun Shop
  - Gun Shop means any retail sales business engaged in selling, leasing, purchasing, or lending of guns, firearms, or ammunition.
- Pawn Shop
  - Pawn Shop means an establishment primarily engaged in the business of lending money on the deposit or pledge of any article or jewelry, or purchasing any article or jewelry with an expressed or implied agreement or understanding to sell it back at a subsequent time at a stipulated price.
- Marijuana
- Gambling
- Animal Services
- Trade Service and Repair, Major
- Trade Service and Repair, Minor
- Educational Uses: Post-secondary Institution or Instructional School
- Group Dwelling
- Protective Service
- Religious Use

- Manufacturing
  - General
  - Heavy Equipment
  - Perishable Goods Manufacturing
  - Precision Manufacturing
  - Primary
- Primary Manufacturing
- Salvaging and Recycling
- Residential Care Services
  - Adult Care Services or Physical or Behavioral Health Services
  - Rehabilitation Services
- Extraction
- Motion Picture Industry
- Radioactive Materials Restrictions

### 3. Development Standards

#### A. Building Placement and Setback Requirements

<i>SECTION A</i>		
<b>BUILDING PLACEMENT STANDARDS</b>		<b>SPECIFIC REQUIREMENTS</b>
<b>Build-to-Line</b> (Distance from Property Line)		1. For conceptual building location in Section A see <b>Exhibit 9: PAD Concept Plan.</b>  2. The new building facade(s) along Stevens Avenue must be built as close to the existing façade location as possible. See Part III, Section 12.B on page 39 for building articulation standards.
Street Side	0 Ft.	
<b>Setback</b> (Distance from Property Line)		
Street Side	0 Ft.	
Side Yard	0Ft.	
Rear Yard	0 Ft.	

<i>SECTIONS B, C, D</i>		
<b>BUILDING PLACEMENT STANDARDS</b>		<b>SPECIFIC REQUIREMENTS</b>
<b>Setback</b> (Distance from Property Line)		1. For specific dimensional layout requirements of Sections B, C and D see <b>Exhibit 9: PAD Concept Plan.</b>  2. Setback along Fourth Avenue to be 0 Ft. or prevailing historic setback.
Street Side	(2) 0 Ft. or prevailing	
Side Yard	0 Ft.	
Rear Yard	0 Ft.	



<b>SECTION C</b>	
<b>BUILDING HEIGHT STANDARDS</b>	<b>SPECIFIC REQUIREMENTS</b>
Mid-Rise Building Height (1, 2)      50 Ft. Max	1. Max. 50 Ft. building height.  2. Height is measured from design grade to the average of the roof height; parapet not included.
<b>FLOOR USES</b>	
<b>Ground Floor</b>  Commercial Services and Retail Trade Uses ready that encourage street level activity are preferred, but office or residential uses may be used if Commercial Services and Retail Trade Uses are not supported by market demand and contingent on new development meeting all other requirements of this table. Parking Use is also allowed.	
<b>Upper Floors</b>  Residential or Commercial Services	

<b>SECTION D</b>	
<b>BUILDING HEIGHT STANDARDS</b>	<b>SPECIFIC REQUIREMENTS</b>
Building Height (1, 2)                      30 Ft. Max	1. Max. 30 Ft. building height.  2. Height is measured from design grade to the average of the roof height; parapet not included.
<b>FLOOR USES</b>	
<b>Ground Floor</b>  Commercial Services and Retail Trade Uses that encourage street level activity are preferred, but office or residential uses may be used if Commercial Services and Retail Trade Uses are not supported by market demand and contingent on new development meeting all other requirements of this table.	
<b>Upper Floors</b>  Residential or Commercial Services	

**C. Lot Coverage, Open Space**

<b>ENTIRE PAD</b>	
<b>LOT COVERAGE, OPEN SPACE</b>	<b>SPECIFIC REQUIREMENTS</b>
<p><b>Lot Coverage</b></p> <p>Maximum Lot Coverage Allowed (1) 100%</p>	<p>1. Covered by impervious surfaces such as, but not limited to, buildings, drives or parking.</p>
<p><b>Open Space</b></p> <p>Total Open Space (2, 3, 4, 5) 10% min of total PAD area: 73,200 Sq. Ft. x 0.1 = 7,320 Sq. Ft.</p> <p>Multi-Unit Dwellings 30 Sq. Ft. per DU</p> <p>Minimum Landscape Area 50% of total PAD Open Space: 7,320 Sq. Ft. x 0.5 = 3,660 Sq. Ft.</p>	<p>2. Usable open space may be a combination of private and public space as long as any adjacent Right-Of-Way (to the curb) and areas outside the building setback areas include usable open space.</p> <p>3. Total Open space includes Multi-Unit Dwelling required open space.</p> <p>4. Usable open space does not need to be located on the ground level as long as portions of all open space areas or some of the amenities located thereon are visible from the street. For example, open space can be located on the roofs and balconies.</p> <p>4. Parking areas may not be counted as open space.</p> <p>5. Portions of ground-level open space that are not landscaped shall be surfaced in textured concrete, pavers or other similar small-scaled materials with permeable characteristics.</p>

**D. Vehicle Parking and Bicycle Facilities**

**(1) Vehicle Parking Spaces**

The multi-modal transportation opportunities afforded by this site can be seen on **Exhibits 7 and 10**. The transit-oriented development goal of this PAD is reflected in parking requirements that discourage motor vehicle use and parking and encourage bicycle and mass transit use. Urban Land Institute (ULI) best practices and parking strategies to be taken into account.

<b>ENTIRE PAD</b>	
<b>VEHICLE PARKING</b>	<b>SPECIFIC REQUIREMENTS</b>
<b>Number of Required Spaces (1, 2)</b>	1. Required accessible spaces may not be reduced or eliminated and must be based on the number of motor vehicle parking spaces required per the Building Code and UDC for the uses proposed.  2. Accessible spaces may be provided 1) on-site or 2) off-site within 1/4 mile of the project site through a shared parking agreement.
Off-street      Residential = 1 space per dwelling unit  Non-residential = 25 spaces	

**(2) Parking Requirement Reductions**

Parking requirements for this PAD may be reduced by:

- (a) 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.
- (b) 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.
- (c) Written agreement with the Park Tucson. By mutual agreement, the Owner/Developer and Park Tucson may work together to develop parking that is open to the public .
- (d) With Individual Parking Plan (IPP) per UDC Section 7.4.5.A based on the existing transit stops located within ¼ mile of the PAD, if the analysis and findings show the proposed parking is adequate.
- (e) Institution of an on-site car-share program.

Parking requirements reductions shall be considered minor amendments to the PAD per Part III Section 11.

**(3) Location of Vehicle Parking**

- (a) Street and side setbacks for parking shall be 0 Ft.
- (b) Parking may be provided by any one or by a combination of the following options:
  - On-site and within a structure;

- Off-site within 1/4 of a mile of the project site through a shared parking agreement with the City of Tucson;
  - 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.
- (c) Employee parking for all uses can be provided at remote locations within 1/4 of a mile in order to maximize the availability of space for development or may be provided within the development.

**(4) Screening of Vehicle Parking**

See PAD Section G. Landscaping and Screening under (3) Screening Standards, page 31.

**(5) Ride-Share and Taxi Collection / Drop-Off Point**

A collection / drop-off point that facilitates safety and provides a minimum of disruption to public traffic circulation may be located along 8<sup>th</sup> Street but shall not be located along Fourth Avenue. The minimum length shall be 80', based on the length of four stacking vehicles. Appropriate signage shall be provided.

**(6) Parking Access**

<i>ENTIRE PAD</i>	
<b>PARKING ACCESS</b>	<b>SPECIFIC REQUIREMENTS</b>
<b>Parking Area Access</b>	1. Access will be allowed to and from Stevens Avenue. <b>See Exhibit 10: PAD New Concept Circulation Plan</b>  2. Access will be allowed to and from Eighth Street. <b>See Exhibit 10: PAD New Concept Circulation Plan</b>
Parking Access (1, 2)    1 Egress and 1 Ingress Access location allowed per Primary Street	

**(7) Bicycle Facilities**

<i>ENTIRE PAD</i>	
<b>BICYCLE FACILITIES</b>	<b>SPECIFIC REQUIREMENTS</b>
<p><b>Number of Required Spaces</b></p> <p>Bicycle Facilities (1, 2)</p>	<p>1. Required bicycle facilities may not be reduced or eliminated and must be based on the number of motor vehicle parking spaces required as per the UDC Section 7.4.8 for the proposed uses.</p> <p>2. The PDSO Director may allow short-term bicycle parking to be more than 50 feet from a public entrance(s) based on a finding from the City of Tucson’s Bicycle Coordinator that the proposed location is consistent with best practices pertaining to siting bicycle racks, particularly with regard to visibility, security and convenience for bicyclists or by paying the City parking in-lieu fee in accordance with UDC Section 7.4.5.B.7.</p>

**E. Pedestrian Access, Circulation and Standards**

**(1) Pedestrian Access and Circulation**

Located in a pedestrian- and transit-oriented urban area, the Partners on Fourth PAD provides pedestrian access to and from the site as indicated on **Exhibit 9: PAD Concept Drawing**. Ample sidewalks will encourage and support an active, secure and comfortable pedestrian environment as well as accommodating spillover activities from the ground level Commercial Services and Retail Trade uses. Sidewalk locations and widths are also identified on **Exhibit 9**.

There is an existing curb line that runs along the east side of Stevens Avenue (**See Exhibit 9**). Between this curb line and the west PAD boundary (existing warehouse building façade) there are portions of existing sidewalk of various widths. The curb line cannot be extended to the west as it will encroach into TDOT, Modern Street Car right-of-way. With the intent of maintaining the façade of a new building in as close to the same location as the existing façade as possible, the narrowest sidewalk section shall be extended east to create a 6’-0” maximum sidewalk. The new building façade will shift east only far enough

to accommodate the 6'-0" sidewalk. Additional sidewalks constructed along the east side of Stevens Avenue shall be minimum 6'-0" wide.

## **(2) Pedestrian Standards**

- (a) Pedestrian circulation paths per COT Technical Standard 2.8 are not required (except where needed to meet accessibility requirements).
- (b) Main entrance locations shall be directly accessed from a sidewalk along a street rather than from a parking lot.
- (c) Building primary entries/exits shall maintain an 8' clear passage minimum.
- (d) Existing sidewalk widths shall be maintained at a minimum width, where practicable, so as to maintain effective, accessible connectivity to adjoining properties.
- (e) Sidewalks are not required inside parking structures.
  
- (f) Sidewalks shall be separated from vehicular and bicycle travel lanes except where design calls for shared streets.
- (g) Sidewalks may be widened to accommodate a project's design characteristics.
- (h) Outdoor seating, dining areas, shade structures, landscaping and public art may be located (i) in the sidewalk area and (ii) in the Right-of-Way subject to the owner/operator obtaining and maintaining the requisite license or easement from the Right-of-Way owner. See also PAD Part III, Section 3.G.3.

## **F. Signage and Wayfinding**

Signage, all along street frontages and within the Partners on Fourth PAD boundary, shall conform to the City of Tucson Sign code in effect February 1, 2018. If in the future the City of Tucson Sign Code is amended to allow for the creation of a signage program within the PAD, such a program may be developed and implemented without a major amendment to the PAD. Neon signs shall be allowed for site signage within the PAD. No permanent electronic message signs will be used on the Partners on Fourth PAD.

At the street façade of Section D (see Exhibit 9: PAD Concept Plan), signage design standards shall be compatible with the existing signage approach along Fourth Avenue. Signage shall be used to enhance the overall function and visual quality of the existing streetscape and improve wayfinding for pedestrian connections between streets, adjacent development and new development.

## **G. Landscaping and Screening**

### **(1) Landscaping Standards**

The following Landscape Standards derived from UDC Section 7.6 shall apply to this PAD.

#### **(a) Use of Drought-Tolerant Vegetation**

Except as otherwise provided by this section, all plant material used for landscaping must be selected from the Arizona Department of Water Resource's Low Water Use/Drought Tolerant Plant List.

#### **(b) Oasis Allowance**

An oasis is an area where non-drought tolerant landscaping designs are permitted. Plants not listed on the Arizona Department of Water Resource's Low Water Use/Drought Tolerant Plant List may be used in an oasis if the plants are grouped in separately programmed irrigation areas according to their water requirements. The maximum area that may be used for oasis areas is 2.5%

The following factors should be considered when determining the location of the oasis area.

- Providing optimum exposure for site users by selecting areas near main buildings, pedestrian facilities, and active use areas; and,
- Selecting areas that incorporate outdoor seating or assembly spaces.

#### **(c) Use of Turf**

Except as provided by UDC Section 7.6.4.A.4.c(6), Exceptions for Oasis Limitations, turf areas are allowed only within an oasis. Turf areas must be located to mitigate glare and reduce heat near buildings and their openings, including windows and patios.

#### **(d) Use of the Public Right-of-Way for Landscaping**

Landscaping may be placed in the public right-of-way, if the following standards are met:

- The landscaping is approved by the City Engineer or designee and complies with the City Engineer's standards on construction, irrigation, location, and plant type;
- All vegetation complies with the standards of UDC Section 7.6.4, Landscaping Standards; and,
- The landscaping does not interfere with the use of the sidewalk.

**Note:** Trees along the Modern Street Car route along 4th Avenue will require approval by TDOT Landscape Architect, a Right-of-way Use Permit and a Sunlink Track Access Permit.

(e) Use of Water

The following standards conserve water and assist in carrying out xeriscape design principles:

- Water Conservation Design

Landscape plans shall incorporate water-conserving designs. A water-conserving design must take into account soil and drainage factors and microclimates, includes grouping of plants with similar water standards and use of efficient irrigation systems, and attempts to preserve on-site vegetation.

- Stormwater Runoff

- 1) Storm water detention/retention basins not integrated with paved vehicular use areas must be designed in accordance with the Storm Water Detention Retention Manual.
- 2) Grading, hydrology, and landscape structural plans must be integrated to make maximum use of site storm water runoff for supplemental on-site irrigation purposes. The landscape plan shall indicate use of all runoff, from individual catch basins around single trees to basins accepting flow from an entire vehicular use area or roof area.

- Ornamental Water Features

Ornamental water features, such as fountains or ponds, may be used, if all the following conditions are met:

- 1) The total water surface area does not exceed 1% of the net site area of the development.
- 2) The water feature is located within the oasis area.
- 3) The sum of the square feet of water surface area and the square feet of turf area does not exceed the total allowed square feet for the oasis allowance.
- 4) Water in moving water features is recycled through the feature.
- 5) The water feature is designed to prevent water seepage or leaking.

**Note:** This section does not apply to swimming pools or spas.

(f) Special Landscaping Condition

There shall be no landscaping along the west façade of Section A, at the west side of Stevens Avenue. There have not historically been trees or landscaping of any kind in this location. This will preserve the “working warehouse” appearance at this west façade as it has appeared since the 1940’s and reflect the historic character of the Warehouse Triangle Area.

(g) Irrigation

Per UDC Section 7.6.6.

(h) Landscape Maintenance

Per UDC Section 7.6.8.

**(2) Screening Standards**

The only screening standard to be applied within this PAD is as follows:

(a) All new parking shall be designed so that vehicles are not visible from the adjoining street level, through incorporation of parking structure walls, occupied space, display space, pedestrian arcades, landscape elements or a combination thereof.

(b) Screening and Wall Maintenance

- Paint and stucco must be renewed on the surfaces of fences and walls as needed.
- Wooden slats in chain link fences must be replaced as needed to retain the opacity of the screen.
- Any screening device that has deteriorated to the point where it does not serve as a screen must be replaced by the property owner. Vegetation used to meet the screening standards may not be replaced with new vegetation after two years past the installation. Replacement must be with another option for screening, such as a fence or a wall, in order to achieve an immediate screen. This standard does not apply to the occasional replacement of single plants within a vegetative screen.

**(3) Screening of Vehicle Parking**

All new parking shall be designed so that vehicles are not visible from the adjoining street level, through incorporation of parking structure walls, occupied space, display space, pedestrian arcades, landscape elements or a combination thereof.

#### ***4. Post-Development Transportation and Circulation***

##### **A. Traffic Study**

A Traffic Impact Analysis (TIA) has been done during the process of rezoning for the Partners on Fourth PAD. This PAD is within the boundary of a PAG that which identified that evaluated future growth and traffic in the downtown area. The PAG Study found that upon completion of the Downtown Links project it would not be necessary, nor feasible, to increase road capacity (widen roads or intersections) in the downtown area because of impacts to existing property/land uses and the unreasonable costs involved. Based on the PAG study, the City of Tucson decided to not require traditional TIAs for development in the downtown area. As a result, this study will not include any Level of Service (LOS) evaluations. Instead, the TIA focused on site access, alternative modes of transportation, and addressing neighborhood circulation issues in the vicinity of the site. Instead, the traffic study performed for this PAD will focus on site access, alternative modes of transportation, and addressing neighborhood circulation issues in the vicinity of the project. To that end, the TIA assessed the combined trip generation of this PAD per the concept plan that is part of this document. It will also include 24-hr Average Daily Traffic (ADT) counts at 3 locations within the Ironhorse Neighborhood to serve as a baseline for comparing current traffic conditions with conditions after construction of this subject project. The Owner/Developer of the PAD site will be committed to:

1. Collecting 24-hr Average Daily Traffic (ADT) counts at the same three locations within one year after the first Certificate of Occupancy for this PAD is issued, by the City of Tucson, to compare changes in traffic patterns and provide the neighborhood information suggesting where implementation of traffic mitigation measures would be most effective.
2. Providing \$25,000 to the Ironhorse Neighborhood Association (IHNA) to invest in addressing neighborhood traffic issues resulting directly from this project. The stipulated sum will be provided to IHNA after the first Certificate of Occupancy on the site is issued by the City of Tucson.

##### **B. Vehicular Access**

Access to and from the PAD site will be gained as follows:

- Ingress from north of the PAD via Eighth Street south on Herbert Avenue.
- Egress from PAD north on Herbert Avenue to Eighth Street.

- Ingress from northbound Stevens Avenue into a surface level parking lot below the building(s).
- Egress from surface level parking lot below the building(s) onto Stevens. Stevens Avenue is one way northbound from 4th Avenue to 8th Street, therefore right-turn only egress will be required.
- Ingress from Eighth Street into a surface level parking lot below the building(s).
- Egress from surface level parking lot below the building(s) onto Eighth Street.
- Ingress from Fourth Avenue westward via existing PAD easement to remain.
- Egress from Fourth Avenue westward via existing PAD easement to remain.

### **C. Vehicular Circulation**

Circulation to and from the PAD will follow existing patterns except that Herbert Avenue will no longer extend south to Stevens Avenue. See **Exhibit 10: PAD New Concept Circulation Plan**. Below-building parking, if developed having access to and from Stevens Avenue, which is a one-way street, will require a right turn ingress and a right turn egress. The locations of all points of vehicular ingress and egress shall be perpendicular to the intersecting street. Points of ingress and egress shall be designed to minimize vehicular/pedestrian and vehicular/bicycle conflicts. Right turn bays are strongly discouraged. Points of ingress and egress shall be minimized wherever possible. Additional temporary ingress and egress locations may be permitted for parking structures when occasional high peak period traffic flows (i.e., parking facilities for event venues) are anticipated.

All parking area access lanes (PAALs) adjacent to buildings shall have pedestrian circulation paths between the PAAL and the building, with a minimum width of six feet.

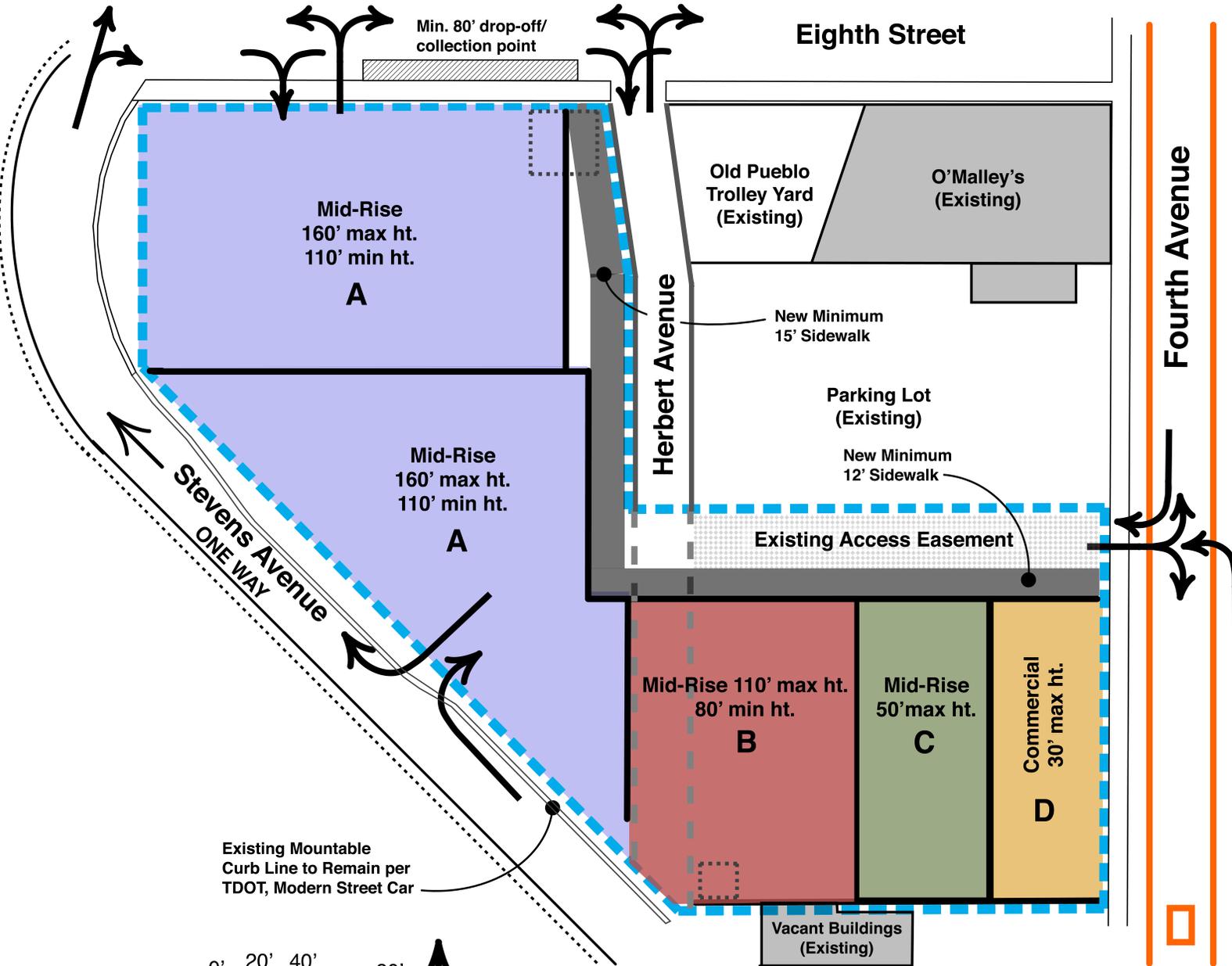
### **D. Current and Future Rights-Of-Way**

There are no major streets or routes adjacent to the PAD site and no future rights-of-way widths are labeled on the official City of Tucson Major Streets and Routes Map. Therefore all adjacent roadways are at ultimate right-of-way width, as indicated in current TDOT Engineering records.

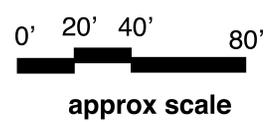
### **E. Public Transit - Modern Street Car Impacts**

There is a “No Cut Pavement Moratorium” for the Modern Street Car route described in the Unified Development Code (UDC) under the Technical Specifications, Section 10

# 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 NEW CONCEPT CIRCULATION PLAN

Transportation. TDOT discourages pavement cuts during this 5-year period and will try to coordinate and encourage the latest date the pavement needs to cut to make use of the new pavement qualities wherever possible. If not possible, cutting of the pavement during this time would require resurfacing 50-ft beyond the cut in each direction for the width of the lanes disturbed. The resurfacing treatment to be used is a mill and overlay.

Modern Street Car service cannot be disrupted by construction activities during operational hours. Alternatives for construction operations and staging may be required.

## **F. Bicycles**

Neither of the City of Tucson Bike Routes along Fourth Avenue and Stevens Avenue, connecting with the Iron Horse Bike Way to the south, will be impacted by development of this PAD except possibly during construction.

## **5. *Off-Street Loading***

Loading requirements must comply with UDC Section 7.5 for the land use group or class. Off-street loading zone standards may be reduced or waived if PDS and the Dept. of Transportation determine that no traffic safety issue is created. Such a reduction or waiver will be considered a minor amendment and shall be approved during the Development Package by PDS.

## **6. *Post-Development Hydrology***

A Drainage Report to address onsite and offsite drainage and its impacts on proposed improvements may be required prior to site development. The report will detail provisions required for stormwater retention and detention in accordance with the City of Tucson Stormwater Retention/Detention Manual. A minimum of 5,000 cu. ft. of stormwater retention/detention/water harvesting will be required for this site. Based on current FEMA maps for this site, new building finished floor elevations will be required to sit 1'-0" above the site water surface elevation on the site.

Neither TDOT nor Modern Street Car has a Finished Floor Elevation requirement adjacent to the Modern Street Car line at this location.

## **7. *Views***

No views to or between existing historic properties will be impeded by development on the Partners of Fourth. Streetscape design will incorporate views to other public spaces, where feasible.

## **8. *Solid Waste/Recycle***

As part of the site development, the applicant will comply with all City of Tucson standards and regulations regarding solid waste and recycling management procedures. In particular, waste management requirements in Section 8 of the City of Tucson Technical Standards Manual will be complied with.

The Environmental & General Services Department has the ability to issue modifications to the design standards specified in Section 8 of the Technical Standards Manual depending on site-specific conditions. The applicant must provide technical justification for any proposed modifications based on the site-specific conditions. The Environmental & General Services Department has also approved joint use agreements where more than one property owner share the use of refuse and recycling containers or stationary compactors. The shared use of waste containers or compactors can be beneficial on smaller development sites or on sites where the maneuverability of refuse vehicles is difficult. The Environmental & General Services technical staff can work with the applicant during the actual site design and Development Package review process to identify the optimum waste container or compactor design and location on the subject site. The final decisions will come as part of the Development Package review process.

## **9. *Approach to National Register Warehouse Historic District and Fourth Avenue Streetscape***

### **A. Warehouse Building Demolition**

Permission has been granted by the City of Tucson Office of Integrated Planning Historic Preservation Office, following extensive photographic documentation of the warehouse, for the two structures to be demolished in the interest of infill development. (See Appendix for signature page.) Demolition of the warehouse building shall not take place any sooner than 90 days prior to the start of new construction on the site unless the presently occupied portion of the premises becomes vacant, in which case demolition may occur. Additionally, in the event that the Owner/Developer determines that the already condemned portion of the building has become a life safety hazard demolition may occur. A ground vibration monitoring study may be required to prevent unintended damage to adjacent historic structures during demolition or new construction.

### **B. Historically Sensitive Design**

The existing west facing façade of the warehouse building to be demolished reflects the character of the National Register Warehouse Historic District. This façade shall be designed a

and constructed to duplicate in form, relief, materials, elements and fenestration as part of the new construction and in the same location. The only exceptions to the appearance shall be in the openings required for parking ingress, egress and ventilation. Said openings will be created locations where there are existing openings in the existing facade. Façade design shall be subject to review by the Plans Review Subcommittee of the Tucson-Pima County Historical Commission.

Design and construction of the east building façade of Section D along Fourth Avenue (see **Exhibit 9: PAD Concept Plan**) shall respect the existing streetscape of which it is a part. Particular attention is to be paid to the historic streetscape, urban planning infrastructure, building stock - context, proportions and scale - building and paving materials, lighting, street furniture, signage, and vegetation. Façade design shall be subject to review by the Plans Review Subcommittee of the Tucson-Pima County Historical Commission. Prior to any development package submittal the applicant is required to work with City of Tucson Historic Preservation Office to help mitigate the demolition and loss of the contributing warehouse by:

- 1) Assisting in getting eligible properties currently listed as non-contributors to the Tucson Warehouse National Register District to qualify as contributors, and/or;
- 2) Financing the relocation of historic streetlights from locations along 6th Street, where they will be displaced by the Downtown Links Project, to locations along 6th Avenue where construction plans indicate original lights of the same type were once located. A feasibility study would need to be conducted by Tucson Department of Transportation to estimate the cost of this light pole relocation (cost not to exceed \$22,500.00), to determine if this relocation is economically feasible. If this mitigation does not prove to be either feasible or allowable by the Tucson-Pima County Historical Commission or the State Historic Preservation Office a monetary donation to match the estimated cost, and not to exceed \$22,500.00, shall be made to XXX instead.

### ***10. Noise Mitigation***

The following measures shall be taken to minimize noise that could be associated with development on this site:

- A) Balconies will not be allowed below the fourth floor of the buildings in this section on the east façade(s) as indicated on **Exhibit 9: PAD Concept Plan**.
- B) If outdoor rooftop areas are developed as open space for the residential project(s), loud and excessive noise shall not be allowed past 10:00 PM.

- C) Per Part III, Section 11 the IID DRC may require a noise mitigation plan to ensure the design of the proposal does not substantially increase noise above current ambient noise levels.

## ***11. Design Review Process***

### **A. Design Review**

Design review shall be conducted by the IID Design Review Committee (DRC) for compliance with the relevant Development Standards in Part III, Section 3 of this PAD. The IID DRC will provide a letter of recommendation to the PDSO Director prior to Development Package approval advising whether the design conforms to the relevant sections of this PAD.

### **B. Composition of the IID Design Review Committee (IID DRC)**

(1) The IID DRC is composed of any combination of the following members appointed by the City Manager for a four-year term:

- The City Design Professional
- One registered architect
- One registered landscape architect
- One registered contractor or member of the development community
- One member to represent all neighborhood associations within the IID

(2) The IID DRC may include one or more ad-hoc members from among the following for review of projects for this PAD:

- FAMA, Fourth Avenue Merchants Association
- Tucson-Pima County Historical Commission

### **C. The IID DRCs authority shall include the following:**

- (1) Review and approve any Design Guidelines prepared for the development of this PAD.
- (2) Review and approve the design for new development within this PAD.
- (3) Provide a letter of recommendation to the City at the time of Development Package submittal advising whether the design conforms to the PAD.

### **D. The IID DRC and the Design Professional may recommend, and the Director may add special conditions to an approval that 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 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 and safety improvements.
- (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.

## **11. Interpretations and Amendments**

### **A. Interpretations**

The regulations and guidelines provided within this PAD supersede regulations within the City of Tucson Unified Development Code and Development Standards. If an issue arises regarding definitions, conditions, standards and/or situations not addressed in this PAD, those in the UDC, Development Standards or other COT regulations shall prevail, as interpreted by the COT Zoning Administrator.

### **B. Amendments**

The Director of the Planning & Development Services Department may administratively approve minor changes, as defined below, to the PAD, provided such changes are not in conflict with the overall intent, goals and objectives of the PAD as presented herein.

#### **1. Criteria for Minor Amendments**

The following shall be considered minor changes that fall within the administrative purview of the Director of Planning & Development Services:

- (a) Addition of new information to the PAD, Site Plan, maps, or text that does not change the effect of any regulation, development standard, or guideline.
- (b) The addition of permitted uses that may not be specifically listed in Part III, Section 2 of this document, but which are determined to be sufficiently similar in type and nature to those listed as permitted.

- (c) Adjustments to the Development Standards in Part III, Section 3 of this document that are not harmful to the interests of the larger community or adjacent neighborhoods, or which are not explicitly stated in the PAD, but which are consistent with the guiding goals and objectives of the project and which do not create any public health or safety issues.
- (d) Adjustments to any aspect of Section III of this PAD that is required in order to comply with changes in local, state or federal safety and/or health codes.
- (e) Minor Amendments to the PAD that include exterior modifications to any buildings shall be subject to review by the Tucson-Pima County Historic Commission.

## 2. Criteria for Major Amendments

Major amendments to the PAD shall be those changes or modifications that materially alter the guiding goals and objectives as presented in the PAD. The PDS Director will determine if a proposed amendment would result in a major change per the criteria established in UDC Section 3.5.5.J.2.c. Major amendments to the PAD shall be processed in accordance with UDC Section 3.5.3, Zoning Examiner Legislative Procedure.

## ***12. Design Standards***

### **A. Building Articulation – General**

- 1. All new construction shall have scale-defining architectural elements or details at the first floor at a minimum.
- 2. Ground level front doors shall be visible or identifiable from the street and visually highlighted by graphics, lighting, or similar features.
- 3. Architectural elements such as balconies, outdoor stairs, ornaments and surface details, such as screening, cladding and fenestration, shall be used to enhance the architectural style of the building. Details shall be carefully integrated in the concept design of the building. Architectural elements should take into consideration appropriateness of use, scale, proportion, color, texture and historic precedent.
- 4. An alternate approach to building articulation will be considered a minor amendment.

### **B. Building Articulation – Section A**

- 1. Any building façade over 60 Ft. in length must be broken down (at minimum) to read as a series of buildings no wider than 60 Ft.

2. One step-back or a pop-out to a minimum of 8 ft. in depth is required (at minimum) per 60 Ft. length of façade.
3. Balconies will not be allowed below the fourth floor of the buildings in this section on the east façade(s) as indicated on **Exhibit 9: PAD Concept Plan**.
4. The existing west facing façade reflects the historic character of the Warehouse Triangle Area. This façade shall be duplicated in form, relief, materials, elements and fenestration as part of the new construction and in the same location. The only exceptions to the appearance shall be in the openings required for parking ingress, egress and ventilation. Said openings will be created locations where there are existing openings in the existing facade. See also Part III Section 9.

#### **C. Building Articulation – Section D East Building Façade**

1. Building(s) shall provide windows, window displays, or visible activity on the ground floor for at least 50 percent of frontage.
2. A single plane of façade shall be no longer than fifty feet without architectural detail.
3. Front doors shall be visible or identifiable from the street and visually highlighted by graphics, lighting, or similar features.
4. Doors must be safe, secure, and universally accessible.
5. Storefronts shall provide arcades, canopies or awnings for shade and color and material variation. Canopies may be used as a design element and may incorporate signage.
6. Storefronts shall be integrated with the sidewalk design and treatment.

#### **D. Building Materials – General**

1. Building materials should be selected with the idea of localizing the architectural effect and ambiance in a method coherent with the neighborhood.
2. Combinations of materials should reinforce architectural scaling requirements.
3. Colors and materials that reflect glare should not be used in large quantities.

#### **E. Building Materials – Section D East Building Façade**

1. Building materials used at lower floors adjacent to street frontage should respond to character of pedestrian environment through scale, texture, color and detail.
2. The Section D façade shall be constructed of high quality materials such as the following:

- Masonry, such as brick, stone, architectural pre-cast concrete, cast stone, prefabricated brick panels, and concrete masonry units.
- Architectural metals, such as metal panel systems, metal sheets with expressed seams, metal-framing systems, or cut, stamped or cast, ornamental metal panels.
- Glass.
- Tile.
- Modular panels, such as cement board systems, EIFS, and stucco, provided that EIFS and stucco shall be limited to less than 70% of the total building facade.

**F. Pedestrian-Oriented Streetscape Design Standards**

1. Streetscapes give their neighborhoods a recognizable image and provide a means of orientation and understanding of the city.
2. Streetscape design, construction and maintenance must comply with the street design standards in the UDC Technical Manual and the Streetscape Design Manual unless specifically except as described below.
3. Paving and Hardscape Paving and hardscape elements, on site and in right of way, shall have the opportunity to use alternative paving in lieu of UDC requirements with approval from PDSO.
4. The use of plantings and shade structures in the City right-of-way is permitted to meet the standards of the manuals cited above, with the approval of the Transportation Department and in compliance with PAD Part III, Section 3.G.3.
5. Streetscapes should be designed:
  - as a green network, enhancing the City's long-term ecological functioning.
  - to create a street environment that supports a high level of pedestrian safety and security. Creating “eyes on the street” through high levels of pedestrian activity can help to reduce vagrancy.
  - to facilitate safe, accessible, and convenient connections among major nodes, hubs, destinations, transit centers, and major land use and activity centers.
  - to prioritize the everyday needs of people and to support human comfort and enjoyment, promoting high levels of pedestrian activity that encourage social opportunities as well as physical activity and encourage residents and visitors to walk to and use local shopping areas, rather than to drive to regional shopping centers.

- for ease of use and access to destinations for all populations, particularly those with visual or mobility impairments.
- to appeal to senses of sight, smell, and sound, and encourage a sense of ownership and civic pride that is reflected in streets' physical appearance and level of activity.
- to create a favorable microclimate for pedestrians by increasing shade and opportunities for sitting and walking. Streetscape shall include shade provided by trees, arcades, canopies, awnings, or other 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.

#### **G. Shade**

Except as provided below, shade shall be provided for at least 50 percent 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 Transportation Department. The shade provided by a building may serve to meet this standard.

- Exception

The PDSO Director may approve an IID Plan providing less than 50 percent 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.

### ***13. Vacation of Herbert Avenue***

This PAD requires the vacation and sale of the southern portion of Herbert Avenue, for incorporation into the project, in fee. (For location refer to **Exhibit 3: PAD Existing Site Conditions**.) This transaction is being processed concurrently, under RES 2017-060, by the City of Tucson Department of Transportation Real Estate Division. It will also require the dedication of an easement along the south boundary of the O'Malley's sit to complete an alternate access route from Fourth Avenue to Eighth Street, at Herbert Avenue. (For location refer to **Exhibit 9: PAD Concept Plan**.)

# Appendix