

Case Number Issued: MDR-13-02
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T135A00101

IID-MDR APPLICATION

PROPERTY INFORMATION

PROJECT NAME: The Junction at Iron Horse

PROJECT ADDRESS: 504 E. 9th Street, Tucson, AZ 85705
(Note: If the site is vacant ask Pima Co. Addressing, 201 N. Stone, for an Administrative Address)

ZONING OF PROPERTY: C-3 & R-3 (example: C-2, OCR-1, etc.)

PROJECT TYPE (check all that apply):

- New building on vacant land New building on developed land
 New addition to existing building Other _____

ASSOCIATED CASE NUMBERS (Board of Adjustment, CDRC, Rezoning, etc.):

DP12-0089, IAP: T135A00055

APPLICABLE NEIGHBORHOOD/AREA PLAN: Iron Horse Neighborhood

APPLICANT INFORMATION

AGENT (The person processing the application and designated to receive notices):

NAME: Jason Morse

MAILING ADDRESS: 5524 E. 4th Street, Tucson, AZ 85711

E-MAIL ADDRESS: jmorse@greniereng.com

PHONE: (520) 326- 7082 _____ FAX: (520) 326 - 7508

PROPERTY OWNER/S (If ownership in escrow, please note):

NAME: Junction at Iron Horse LLC, Jennifer Schmidt

MAILING ADDRESS: 1605 S. State Street, Champaign, IL 61820

E-MAIL ADDRESS: jenniferschmidt@gmail.com

PHONE: (217) 356 - 8888 FAX: n/a

SIGNATURES

I CERTIFY THAT ALL INFORMATION CONTAINED ON THIS APPLICATION IS COMPLETE AND TRUE TO THE BEST OF MY KNOWLEDGE:

APPLICANT: Maurice L. Grenier DATE: 4/8/13
for Jason Morse

OWNER: Jennifer Schmidt DATE: 3/7/13

IID-MDR APPLICATION SUBMITTAL CHECKLIST

Project Name: The Junction at Iron Horse

Project Address: 504 E. 9th Street, Tucson, AZ 85705

IID MDR APPLICATION FORM.
(Signed by the Property Owner or Authorized Agent – include letter of authorization)

CDRC COMPLIANCE REVIEW COMMENTS.

LIST EACH SPECIFIC DEVELOPMENT REGULATION MODIFICATION THAT IS BEING REQUESTED (cite the code section and regulation wording), AND PROVIDE THE JUSTIFICATION FOR EACH.

RELATED LUC PROCESS DECISION OR RECOMMENDATION LETTERS.
(DRB, IPP, ParkWise TEAM, Historic Plans Review Subcommittee, Special Exception, SCZ, Rezoning, etc.)

NARRATIVE ADDRESSING DESIGN ELEMENTS (Streetscape Design and Development Transition, see LUC 2.8.12.6).

COPY OF NEIGHBORHOOD MEETING NOTICE, PROOF THAT THE NOTICE WAS MAILED, COPY OF SIGN-IN SHEET, MEETING SUMMARY (including comments by neighbors and how these were addressed), COPY OF PLANS SHOWN AND/OR ANY HANDOUTS AT MEETING, and ANY CHANGES MADE BASED ON COMMENTS RECEIVED FROM NEIGHBORS

9 FOLDED COPIES OF PROJECT CONCEPT SITE PLAN.

9 FOLDED COPIES OF PROJECT BUILDING ELEVATION AND/OR FLOOR PLANS.

9 FOLDED COPIES OF PROJECT CONCEPT LANDSCAPE PLAN.

PIMA COUNTY ASSESSOR'S PROPERTY PRINTOUT(S).

PIMA COUNTY ASSESSOR'S LOT AND BLOCK MAP.

IID-MDR FILING FEES.

OTHER _____

rec'd. JH 4/23/13

MODIFICATION REQUEST:

Introduction:

This project is proposing a 4 story building for the use of "Group Dwelling" that more specifically will serve as Student Housing. The location of this project is within the Iron Horse Neighborhood and located on the southeast corner of 3rd Avenue and 9th Street. The project site lies within the Greater Infill Incentive Sub-district Zone as described in the City of Tucson Land Use Code Section 2.8.12. In order to build this project to proper construction standards for multi-family housing, and to also meet pro forma criteria for the developer, certain aspect of the development regulations will have to be modified. We believe these modification requests achieve these criteria and will not have any negative impacts on the community. Below please see the list of modifications being requested.

I HEREBY REQUEST MODIFICATION FROM THE FOLLOWING STANDARD(S):

(Building Setback) Standard Number: LUC 3.2.6.5.B, Relief from this LUC Code is requested for the following reasons:

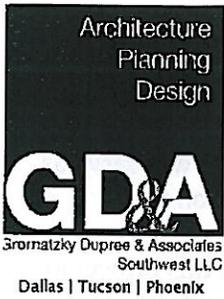
In order to build the proposed 4 story structure setbacks had to be reduced on the north and south sides of the project. North Setback: Required by LUC=55'-3", Proposed=40'; South Setback: Required by LUC=24'-6", Proposed=23'-9". The reduced setback can be justified on the north side as this frontage is along 9th Street which is mainly existing commercial entities and mimics the existing setbacks. The south setback reduction can be justified in that across 10th street, which is the frontage on the south side, is an existing community garden and no residents shall be adversely affected.

(Building Setback) Standard Number: LUC 3.2.6.4, Relief from this LUC Code is requested for the following reasons:

In order to build the proposed 4 story structure the setback on the east side of the project had to be reduced. East Setback: Required by LUC=79'-9", Proposed=75'-7". The portion of building along the east frontage is a stair tower with the new residents' views adjacent to the stair tower being directed towards the north and south and not directly towards the existing residents to the east of the site.

(Solid Waste) Standard Number: D.S.6-01.5.1.A, Relief from this Development Standard is requested for the following reasons:

The LUC requires that an 8 Cubic Yard Waste container be used for the onsite recycling. To save valuable room onsite, we are proposing 8 - 95 gallon APC's be used to deal with the recycling needs for the student housing instead of 2 - 8 cubic yard containers. This use of APC's in lieu of the larger containers is the reason for this MDR request. The APC containers shall be stored in onsite dumpster enclosures and rolled to the curb twice per week. Onsite maintenance personnel will be responsible for moving the containers to the curb prior to service, and returning them to the enclosure after service



Principals
Charles E. Gromatzky, AIA
Robert B. Dupree, NCARB, AIA
Kevin T. Morrow, NCARB, AIA

THE JUNCTION AT IRON HORSE

INFILL INCENTIVE DISTRICT NARRATIVE
GREATER INFILL INCENTIVE SUBDISTRICT
504 EAST 9TH STREET, TUCSON, AZ 85705
APRIL 23, 2013

It is our pleasure to propose a four-story, residential student housing development located at the southeast corner of Ninth Street and Third Avenue on the infill site of what previously was Crescent Electric Supply and other industrial properties. The project is located within the historic Iron Horse neighborhood, near the western edge directly adjacent to the Empire Market, The Buffet Bar & Crock Pot, and the Iron Horse community garden.

The following narrative describes our approach to satisfy the intentions of the Greater Infill Incentive Subdistrict requirements.

I. Describe how the project is consistent with the IID purpose to create sustainable infill development.

The project site was previously Crescent Electric Supply, an industrial yard inconsistent with the neighborhood. This project is much more suited to the character and history of the area and with its successful completion, will replace an existing use that was both an eye sore and a potential hazard to the residents and visitors. We anticipate mass transit and bicycle usage to be the primary means of transportation due to the neighborhood's proximity to public transportation and the development's de-emphasis on automobile usage.

II. Describe any benefits the project will have on adjacent properties, the surrounding area, major activity centers in the area and the City as a whole.

The project will clean up and revitalize a neglected property in an historic area and the increased pedestrian activity will benefit the immediate area by deterring crime and increasing retail sales.

III. Describe how the project will create a pedestrian-oriented streetscape in compliance with the Streetscape Design requirements.

The project's design follows a traditional multi-story building façade's planning with a three part design, reminiscent of historic examples in the area. Most notably are Tucson High School and the Coronado Hotel with their scale, size and proportions, as well as other commercial structure adjacent to the property. The base or 1st floor level is highlighted with forms and elements including materials like brick and stucco that mimic its neighbors both across 9th street and along the

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block. The column or middle-levels reflect the character of similar historic buildings that include window and false balcony treatments much like the Coronado Hotel. The final or capital level is defined by an enhanced architectural detailing elements such as dentils at parapets, shaded windows, and mansard roof elements similar to elements from the Coronado hotel as well as Tucson High.

Finally, the base level or street level also includes covered patio areas on 3rd and 9th as well as a large inviting covered plaza area at the corner of 3rd and 9th. These elements along with the proposed widened sidewalks, street furniture and prescribed landscaping will provide a pleasant and enhanced pedestrian oriented streetscape.

IV. Describe how the project will provide shade for sidewalks and pedestrian paths.

Pedestrian paths within and around the project's site are well landscaped, tree lined or covered (in the case of the plaza at 3rd and 9th). The building itself with its scale will provide shade during portions of the day. Those sidewalks along the street will also gain shading from the proposed landscape and building massing. A shade analysis has been provided representing the prescribed shading.

V. Describe how the project will support a safe streetscape coordinated with adjoining properties.

The project will utilize the existing historical decorative pedestrian and traffic street lighting to illuminate the existing sidewalks and curb lines; and maintain manicured landscaping to discourage potential vandals and/or criminals. While the two main vehicular entrances to the site (on 9th and 10th Street) remain open the pedestrian entrances in and out of the complex are few, controlled, and well lit. The main pedestrian entry is at 3rd and 9th at the covered plaza and is fenced and gated from the street for the residents' security. Pedestrian access into the site will be controlled by gates with access only provided by key card.

VI. Describe how proposed façade modifications to designated or eligible historic structures will respect the architectural integrity of the historic façade and complement the context of nearby historic or eligible structures.

This project does not involve the modification to any designated or eligible historic structures.

VII. Describe how the project will transition to adjacent developed residential sites in accordance with the Development Transition Section. Describe any significant adverse effects the project will have, such as those involving noise levels, privacy, glare, odors, vibration, illumination, fumes and vapors, etc., on abutting developed residential sites and how these effects will be mitigated. If there will be no adverse effects, clearly state that.

The project being four stories is set back from the residential street (3rd Ave.) by more than the minimum building setback requirements. The building façade treatment on 3rd and 9th as noted in section III follow a traditional multi-story façade design. Landscaping (especially the trees) will start the transition from a single story residential to four stories. Then each unit on the ground level contains a single story covered patio. (Please note: these patios are not entrances into the building.) To minimize the effects of noise, privacy, and undue illumination, the façade on 3rd and 9th do not have any balconies. A false balcony on the 2nd and 3rd levels are use to mimic historic building elements in the neighborhood.

The project also mitigates light and noise intrusion by centralizing all on-site parking and isolated access, both vehicular and pedestrian, on to 9th and 10th Streets. Furthermore, the pool area is set behind the building from the streets and is shielded by high site walls and commercial buildings on the interior of the site, as well as being over 200ft away from the nearest residence. All outdoor lighting fixtures on the perimeter are small and fully shielded per outdoor lighting code. All parking and public spaces are located behind the building façade, with most of the activity near the commercial properties on 9th. Additionally, a six foot height masonry screen wall with trees will be located between the parking area and the residences to the east. It will be acceptable for the existing residence to the east to abut existing fences to the proposed screen wall.

VIII. Indicate whether the project will significantly impede solar energy options for adjacent properties.

The building is not tall enough and is not close enough to any adjacent properties to impede solar energy options.

IX. Describe the types of drought tolerant and native landscaping that will be used in the project and how it will be used to enhance the project.

Native plants selected for the project include trees, shrubs, accents and groundcovers. The five existing native trees have been preserved in place at the south end of the site and consist of three mature Palo Verde and two Mesquite trees. These trees will provide immediate impact aesthetically because of their size (height and spread) and will also provide a good scale transition from the new building to the streetscape below. The new trees include Desert Willow and Mesquite which are native to the Sonoran Desert and are extremely drought tolerant and fast growing. These trees are used throughout the parking lot areas and surround the building in the landscape areas. The shrubs used are all selected from the City of Tucson's approved plant list, are very drought tolerant and low water users and will flower during different seasons providing color and interest throughout the year. The accents include Agaves, Yuccas and Aloes which provide unique foliage and shapes creating areas of interest at the building entry

points and other common areas. Groundcovers used will provide color variation and visual interest.

Schedule of meetings with neighborhood groups

The Junction at Ironhorse ("Junction")

February 20th, 2013: Official neighborhood meeting on Independent Parking Plan and Modification of Development Regulation. (Summary of meeting already submitted.)

March 15th, 2013: Additional informal meeting with Demion Clinco and Stephen Paul to discuss architectural improvements.

March 15th, 2013: Additional informal meetings scheduled with the Iron Horse Neighborhood Association (IHNA).

March 21st, 2013: Presentation and question/answer at regular IHNA meeting.

March 25th, 2013: Meeting with IHNA representatives, and concerned adjacent property owners at Ward VI Office.

April 2, 2013: Special meeting of IHNA to discuss modifications based on previous meetings/concerns and requests.

April 18, 2013: Update on progress at the regular IHNA meeting.

Junction at Iron Horse

Meeting Minutes for Public Neighborhood Meeting held on 2/20/2013

-Introductions of development Team and Design Team

-Two parts to the meeting MDR and IPP

-Project Description

-5 story residential apartment style complex focused towards student housing

-In the Iron Horse Neighborhood which is a historic neighborhood

-near the southern pacific railroad and built in conjunction with the railroad

-The site for the project was a former industrial site which differed from the rest of the neighborhood

-The neighborhood has 4 other existing apartment complexes

-Coronado

-Don Martin

-University Place

-North Cherry Apartments

-The proposed design is to fit into the neighborhood by having the massing similar to the blocks and patterns in the neighborhood

-Majority of the highlights are along the street level frontage

- The building is setback along 3rd which is the residential frontage to the project and has an open setback on the corner of 3rd and 9th providing an open appearance to the site.

Begin IPP portion of meeting

-The site will provide 97 dwelling units, 297 beds and 135 parking spaces (all on-site)

-there are roughly 48 existing on-street parking spaces which were not included in the required parking

-2 vehicular site entrances (one off 9th street and the other off of 10th street) also used for trash services

-3 pedestrian site accesses (north and south sides and at the main corner at 3rd and 9th)

-IPP required when proposed parking is below what the LUC requires. Report will show that the supply meets the demand for this particular project.

- There was already an approved IPP for the 4 story design
- City Staff requested a new IPP for the new 5 story design
- City requires 0.85 parking spaces per bed the proposed design is about 0.46
- Project is a unique urban design and walk oriented area
- Concept of Walk Score (walkscore.com)
- Iron Horse has the highest walk score in the Tucson area (92)
- WUNA has a walkscore of 80, Tucson in general has 48
- New survey of The District Parking
- Comparison issues (different areas, different size, District did not reduce parking, street car not running yet)
- When the Junction opens the street car will be running. The District data will be a transitional study.
- Another survey of Roosevelt Point, similar in scale to Junction and is located at the ASU campus.
- Also looking at the 4th Ave. Business District Parking Study performed by Parkwise.
- Also looking at a Study funded by the Federal Highway Administration in Seattle called "Right Size Parking"
 - A study of 220 multi-family units in the Seattle area (many of which are in the University district which is similar to the Junction location)
 - Discussed supply and demand taking into account transit availability, cost for parking, among others
- Walk Score for Roosevelt Point is 86 while they provided 0.7 parking spaces per bed.
- Seattle data had a walk score of 92 while providing 0.36 spaces per bed
- Used the right size parking calculator for the Junction and the result was 0.36 spaces per bed, result is slightly over parked but fairly close.
- The proposed parking for the Junction falls onto a curve for being right sized when comparing the walk score and parking demand
- The proposed parking supply and demand are in balance and will be even more so once the street car is operational.
- Bicycle Parking required by the city is .62 spaces per rental unit Junction is proposing 1 space per unit

-There will be a space for car share program (rule of thumb every car share space provided diminishes the need for cars on site by about 10)

-Management of the Junction will be required to provide a free bus pass and street car pass to the residents.

-Big push by the city and developer to move away from the need of private automobiles

-Mutual benefit to the reduced need for private cars (less cost to the residents and increases pro forma of the project

-Findings (supply and demand are balanced, no over flow parking expected, 3 public parking garages nearby)

Comment: Parkwise study counted parking spaces that were not truly available.

Response: Errors in report noted

Comment: Overflow parking will take up local business parking

Response: Projects is sized to not induce over flow parking

Question: what is the dynamic at the District for percentage of students that own cars?

Response: Not known. District provided 0.85 spaces per bed and the lot is typically full so the assumption is about 85% own cars. High quality of cars, unknown if certain students have more than one car. Building manager from District said some residents also have a parking space on campus.

Question: If rent is the same as the district, Junction could appeal to the same population?

Response: The Junction is requiring a premium above the rent if a parking space is wanted.

Question: what is the percentage of car ownership to out of state students at the district?

Response: Not known, but assumed to be fairly high.

Question: how is the demographic for the Junction different from other student housing projects?

Response: It probably won't be that much different other than the location.

Comment: The neighborhood is for the whole community residential and commercial. Overflow parking will exceed available parking in the area. Confirm comparison data is truly comparable. Iron Horse is a very car oriented area.

Response: The Seattle data was used because it was the only data available with this type of extensive data. Refer to walkscore.com to verify yourself.

Comment: Not only does the walk score for the neighborhood need to be acknowledged but also the availability of parking for customers visiting from other parts of town.

Response: Noted. Renters will be paying a premium for parking, so those that choose not to pay will be more likely to not have a car.

Question: what is the premium?

Response: Min \$30. Will work with management on premium cost to achieve wanted results.

Question: Does the District charge a parking premium?

Response: Yes, between \$25 and \$50. But they also have a free surface parking lot.

Comment: Commend development team for implementing design elements discussed in previous neighborhood meetings (car share, bicycle parking and separating out the parking fee from the rent fee). I don't want more parking, because that leads to more cars in the neighborhood.

Comment: Parking in front of my house is free. Why would a student pay a premium when he can park in the neighborhood at no cost?

Response: More of an issue for Parkwise, speak with the city.

Question: I don't see how fewer on-site parking spaces relieve parking issues in the neighborhood?

Response: The walking community that is being promoted in this area drives the need for using a car in this area down. People are more inclined to use bicycles or public transit. Fewer cars will be brought to the community by students. It's an on-going transition period towards a walk friendly community which will eventually lead to fewer cars.

Comment: 4th Ave will eventually have parking meters to protect merchant parking.

Comment: There is a greater volume of people coming to 4th avenue than can be dealt with by parking meters.

Response: 4th avenue has a current parking problem. This project is not intended to relieve that or make it worse.

Begin MDR portion of meeting

-Three distinct elements that are requiring an MDR

-building setbacks (north, south and east)

-north side, along 9th street, is measured from the edge of nearest travel lane. The requirement in this situation is 65' (base on the building height of 65') the project is proposing 40'.

-the south side (along 10th street) is measured from back of curb. The requirement is 34' (based on building height of 68' worst case) the project is proposing 23'-9".

-the east side, fronting residential, required setback is 102' (based on building height of 68') the project proposes almost 80'. The portion of the building at 80' has residents views oriented towards the north and south and not towards the existing residential area.

-noted west side setback exceeds the city requirement

Question: Where is the setback measured from on the west side of the project?

Response: The setback is measured from the back of the curb adjacent to the new development.

-building height

-existing zoning allows 50' height

-IID/MDR process allows up to 60' which this project is taking advantage of.

-the code has exceptions to go above 60' with regards to stair towers and, mechanical access and parapets

-the project is within the guidelines of the IID

-Use of APC for recycling dumpsters provided that building management takes those to the curb for pick up.

-this project provides trash and recycle service exclusively for the Empire Market in accordance to the agreement with the Lee family.

-Also on site are trash dumpsters for exclusive use by the students for trash and APC's for recycling

-the APC's are being used to save space on-site and avoid further reducing parking by using full size recycle dumpsters.

Question: What is the north setback from the curb to the building?

Response: from the curb to the building is about 20'.

Question: the biggest concern with the District is how close the curb the building is.

Response: this project is not as close to the curb as the District.

Comment: The increase in height massing and materials are incompatible with the neighborhood and compromised the integrity of the surrounding buildings.

Response: The team has met with the iron horse neighborhood several times. The detailing on the façade was recommended by the neighborhood. With regards to the historic aspect the neighborhood liked the use of the awnings and metal structures around the corner of 3rd and 9th. The neighborhood presidents' main concern was more related to the height. The project needed to go to 5 stories to make it work. There is an existing storm drain box culvert onsite which had to be spanned by the building eating up usable space. The height is very much setback along 3rd (the residential side) compared to the District. The 40' setback will provide canopy trees and landscaping providing a step backed look. Architectural elements were used on the 1st and 2nd levels to keep the eye from going up.

Question: it was noted that a small portion of the parking is covered by the building to deal with spanning of the culvert. Would it be possible to step upper floors of the building back from 3rd and cover the grade level parking on the other side?

Response: It is physically possible, but from a cost perspective is not without even going taller.

Question: Is there a swimming pool and where?

Response: Pointed out swimming pool location on site plan.

Comment: Would like to see team figure out a way to provide student recycling with commercial dumpsters rather than using the APC's. Noise could be an issue dumping all of the APC's.

Response: Would need to lose more parking. APC's will be wheeled to the north and south focusing the noise away from the west side (the residential side).

Question: Has the neighborhood has seen the current elevation?

Response: Only the neighborhood president as far as we know.

Comment: The neighborhood president has not relayed this info to a lot of the neighborhood. Please show this info at the resident's neighborhood meeting tomorrow night.

Response: Noted.

Comment: I recommend you take the west university historic preservation zone design guidelines and apply it to this building with regards to detail features, material and height.

Response: Noted

Comment: the elevations seem deceptive in not representing the street widths accurately.

Response: The elevations are to scale and based on the survey and actually do represent the street widths and setbacks accurately.

Comment: I recommend these plans be taken to the Tucson/Pima County historical commission for comment.

Response: Noted

Comment: The proposed building height is not precedented in the neighborhood currently. Try to find a way to honor the existing surrounding.

Response: Noted

Question: where are the remaining cars going to park that do not park on-site?

Response: As discussed earlier parking will cost a premium promoting the students that do not pay to not have a car. The walk score of this area also demonstrates that cars are not required to get around.

Question: How many students at the U of A have cars? My impression is that if a living facility has 7 students it also has 7 cars. The neighborhood is already saturated even for the current residents that have permits, especially on certain days of the year where there are city events going on.

Response: The design is such that to limit the supply of cars by limiting the demand (street car, bus, car share, etc.). Many of these issues are not related to this project in particular but rather parking issues of the whole area in general and should be discussed with Parkwise. The residents of this project are more likely to walk or ride a bike to 4th avenue or the U of A. The impact on parking for surrounding areas should be minimized by the promotion of other modes of transportation.

Question: how many apartments are proposed and how many people will be in the proposed apartments?

Response: 97 units and 297 beds, roughly translates to 3 people per unit. The ratio of provided parking is just under half.

Question: Will there be a security plan? Cameras?

Response: The parking lot will be accessible by the public as requested by the neighborhood and for trash service. The building itself will be fenced off. Security cameras will be used onsite.

Comment: send a mailing out to every person in the neighborhood showing the proposed design.

Response: per city requirements a mailing invitation was mailed to all residents within 300' of the site plus neighborhood associations within 1 mile of the site for attendance to this meeting. We will send an email showing the renderings to the neighborhood president so he can share this concept with the neighborhood.

Question: Are there balconies along 3rd street? If so, with the building being 5 stories tall the noise from the balconies is a concern as currently is a problem with the District along with privacy.

Response: Noted

Question: what if more perspective renters want parking than is available?

Response: They will not get it. First come first serve as the units are rented out.

Question: has a traffic Study been done for this project?

Response: Yes, Curt Lueck is conducting a traffic study along with the IPP.

Question: how will questions and concerns be relayed to the city?

Response: Once a formal application is submitted to the city another mailing will be done, by the city, with an opportunity to formally express comments and concerns.

Comment: I would like to see the ratio of parking be higher and lower building heights.

Response: noted.

Comment: the setback on 9th is actually about 25' from the curb as represented to be 20' earlier in the presentation.

Question: Where will the APC's be wheeled out to on 9th street? Right now there are bump outs being built there. There may not be room to take them out to the curb.

Response: minor details need to still be worked out with city.

End Meeting

Meeting Summary for Meetings on March 15, 2013

1. Meeting with Demion Clinco and Stephen Paul.

Patrick Buck, Keri Silvyn, Roy Drachman and John Price from the Junction at Ironhorse ("Junction") met with Demion Clinco and Stephen Paul to discuss architectural elements that could be incorporated into the Junction building. At the time of this meeting, the proposal was a 5-story structure and 297 beds and some architectural modifications has been drawn based on a meeting earlier that day with City Staff and the City's Design Professional. These modifications included making the building look like a set of bungalow row houses.

The request was, instead of trying to make the façade look like bungalows, to instead look at the scale and massing of larger buildings in the area – The Coronado Hotel and Tucson High School – and incorporate those features into the building.

Focus on the ground-floor and pedestrian experience using architectural materials from surrounding area.

Consider more architecturally appropriate windows. It was requested those windows, both be turned (already shown) that they be recessed. It was explained that on the lower floors, we can give the appearance of a recess, but because of the construction material, they cannot be actually recessed.

It was asked that in looking at the scale of the building, that an appropriate roofline/cap be put on the building.

Throughout the meeting, Mr. Price and Mr. Clinco were drawing and coming up with and incorporating ideas. Those elements included the windows, dentals and roof work being done to emulate the Coronado and Tucson High School.

2. Meeting with leadership and closest property owners of the Iron Horse Neighborhood Association (IHNA).

It attendance: Keri Silvyn, Roy Drachman, Patrick Buck, John Price from the Junction. Demion Clinco and Stephen Paul. Mik White, John Sedwick, Dante Solero, Jason Anderson, Al Rosen, Dan Twelker, and Carlos (no last name given) from the IHNA.

Junction team showed the architectural elements worked on earlier in the day and applied to the 5-story concept. Stephen and Demion explained why a Bungalow approach could look like a theme park and that the approach Junction was asked to take related to respecting the larger building.

Concerns were voiced related to 3-story versus 5-story and the fact that the density is now much more substantial at 297 beds from the original 200 beds.

Comments were made that five –stories is just too much. Even with the work done, it is still an eyesore.

People don't want it to look like the District.

Suggestions were made to really look at materials in the neighborhood and incorporate those into the façade; use the materials to create visual relief so the building does not look so ominous. The request was reiterated to give the top of the building a terminus.

Concerns were voiced about the parking now that it is proposed at 297 beds.

Questions were asked and answered about provision of zip cars and bus passes. Both will be available and given to residents.

Questions were asked about management and security of the building, which would need to be answered at the neighborhood meeting on March 21st.

It was requested that a representative of the Junction attend all upcoming monthly IHNA meetings and be able to answer security and other question moving forward.

**Meeting Summary form Iron Horse Neighborhood Meeting
March 21, 2013**

Representatives from the Junction at Ironhorse ("Junction") presented information and modifications to the design and proposal to the IHNA at their regularly schedule March 21, 2013 meeting.

The presentation included a modified proposal from an entirely 5-story structure to a combination 4/5-stories, and the 4-story facades would be on 3rd and 9th. The unit count would be lowered to 267 from 297, which helps the ratio of parking for the IPP as well as to reduce MDR setback requests on the north and east. Work has been done on the architecture to incorporate elements from the neighborhood and to give respect and treat the building as a taller structure rather than a bungalow-look. Windows were revised and architecture added to the roof. Other architectural features were added at the pedestrian level and other materials incorporated into the building.

Management of the building was also discussed. There is controlled entry at 3rd and 9th and from the parking lot. It is electronic key entrance with video cameras as well. Guests are managed – no more than 3 guests at a time with any resident. The pool and clubhouse are controlled by same keyed entrance and cameras with limits on total numbers of people gathering. Pool and clubhouse will close by 10 or 11 at night. Security is taken very seriously. On-site management is present during the day and residents are employed by management to assist on the off-hours.

The following questions and concerns were voiced:

There is still not enough parking and the residents will try to use surrounding parking. How do you intend to discourage residents from bringing cars and how can you manage this? Zip cars will be provided on the site; parking will cost extra and not as part of lease; transit passes will be provided to all residents to encourage use of the transit system.

Many questions were asked about management of the project and the need for neighbors to be able to call someone after-hours if there are issues. It was explained that there will be a phone number to call, but if there is an emergency, please call 9-1-1. When Royal comes into a community, they meet with the police ahead of time to understand the issues in the area and to try to control the behavior of the residents.

Concerns were voiced about the balconies, specifically on 3rd Avenue.

Can speedhumps be added to control speed in the surrounding area? We would work with City traffic to discuss traffic mitigation issues as part of the IPP.

Many comments were made about whether individuals liked or dis-liked the architecture and the similarities to the District.

The density at 267 was still a concern for most neighbors.

Questions were asked about the benefits to the neighborhood of this project.

After the presentation, we were told a vote took place and overwhelmingly people still had major concerns and would not support the project at 267 beds and a 4/5 story design.

Meeting Summary for March 25th meeting at Ward VI Office

Representatives of the Junction at Ironhorse ("Junction") met with leadership of the Iron Horse Neighborhood Association ("IHNA"), directly adjacent owners, Mr. Ernie Duarte of the City of Tucson, Steve Kozachik and Molly Thrasher from the Ward VI office.

The Junction representatives proposed additional changes to the building and density, which included a reduction of density to 232 beds (32 beds more than the original 200 beds). The entire building would be 4-stories. All balconies are removed from both 9th and 3rd. The parking is now only 40 spaces below what Code would require with the reduction in density, and the setback modification requests substantially reduced.

The Junction would work with the City on a traffic mitigation plan to see whether speedhumps or other traffic mitigation is needed in the area and provide that within reason.

An original commitment to construct the basketball court as part of the City park and to refurbish the historic commercial signs on 9th was confirmed again.

The Junction was asked to commit to re-consider the potential for retail in the area of 9th that is originally the model unit. A commitment was made to do a market study within 24 months of Certificate of Occupancy to determine whether commercial would be viable in the area.

It was asked that a room be made available to the IHNA for Board meetings within the Junction project. That was agreed to in coordination with Junction management.

The architecture was presented with more pedestrian-scale and neighborhood materials at the pedestrian scale, along with the work already done related to the roof of the building and windows.

Ward VI asked that we consider the crime-free lease addendum and program offered by the Tucson Police Department. We agreed to talk to Royal Management about it and get back to the Ward VI office and the IHNA.

It was asked that we create a document that outlines the changes being offered and the benefits to the neighborhood, along with the commitments. In response to that request, the attached document (next 2 pages of this document) was created and has been distributed at all subsequent meetings and is on the IHNA website.

Overall reaction was that coming down in density back closer to the original 200 and the additional commitments to continue to work with IHNA and work specifically on management issues is important and worth presenting to IHNA again. The closest neighbor on 3rd Avenue was still not satisfied with the density and 4-stories on 3rd. He wants it back to the 200 beds and 3-story on 3rd.

Junction was invited to present the new information to the IHNA on April 2nd at a special meeting for this project.

JUNCTION AT IRONHORSE
Southeast corner of 3rd and 9th ("Property")

History of the Project

In late 2011, the developer began working with the Ironhorse Neighborhood Association ("Association") on this project. At that time, the proposal was for approximately 200 bedrooms and 135 parking spaces with a three and four story building design. There were unforeseen site issues that caused a delay and a need to revisit the project to ensure its success. The project was delayed one year to allow for a new proforma and plan to be developed, and the Association was informed of the need for delay at that time.

In late 2012, the developer came back to the Association with a proposal to construct 297 beds with a five-story building design. This plan was met with resistance and concern from the neighborhood and Association. In working with the Association and neighbors, the proposal was then reduced to 267 beds with a four and five story design. The Association and neighbors still had concerns.

At this time, and after studying the project and the potential to create a successful project that works for the developer and the neighborhood, the proposal has been reduced further to 232 beds with 135 parking spaces and four stories. This current proposal is just over 30 additional beds from the 2011 proposal. Also in response to the Association feedback, balconies have been removed from the units on 3rd and 9th, and those units will not have balconies elsewhere.

Benefits and commitments to the neighborhood

The Property is zoned C-3 with a small portion of R-3. The City has provided an explanation of the uses permitted within that zone and it is important to understand the current zoning entitlements for the Property. Below is a list of benefits and commitment to the neighborhood.

Commitments/benefits to the overall neighborhood:

- At the request of the Association, Developer will build a basketball court in the existing Iron Horse Park and in coordinated with City Parks and Recreation.
- Developer will refurbish the Empire Market, Empire Laundry and The Buffet signs on 9th Street as requested.
- A community/study room within the project may be utilized by the Association for Association board meetings when available and in coordination with management.
- Future residents will support Ironhorse and surrounding businesses.
- Recognizing that retail is an important element in the area and that there must be a demand for retail to be successful, Developer has committed to doing a market analysis 24-months after Certificate of Occupancy for the building to see if there is enough demand for retail space along 9th Street on the ground floor.

Design of Building and Density:

- As proposed now, the density is just over 30 beds more than originally proposed.
- Project's exterior is designed with input from the neighborhood and incorporates historic elements.
- Project's design provides for building setbacks from the property lines, which will allow for buffer landscaping and appropriate streetscapes and sidewalks.
- Balconies will not be constructed on 3rd Avenue or 9th Street as requested by the neighbors.
- High efficiency construction for energy conservation, sound control, water saving fixtures, and HVAC units that reduce power usage.
- Passive rainwater harvesting system in the landscaped areas will be utilized.
- All outdoor lighting will be low wattage and full cut-off fixture per the Tucson Outdoor Lighting Code
- Design ensures outdoor activity outside takes place in the interior of the site with no direct access by residents from units.
- When decorating the common areas, developer will look to local galleries and stores for furnishings and artwork.

Parking and Transportation:

- Developer will provide City transportation passes to ALL residents.
- Developer will charge a premium to any resident who parks on the project.
- Developer will provide car-share vehicles on the project site to discourage the need for individual vehicles on-site.
- Future residents will support the modern street car transportation system.
- Developer will work with City Department of Transportation and the Association to construct a limited number of speed-humps as needed to alleviate concerns with the additional vehicles proposed by this project.

Project Management:

- Project's management will work with the neighborhood and police department to coordinate information and work with future residents to understand their responsibility to the neighborhood.
- Residents will be hired who live on the Property to assist with management.
- Project management leases will incorporate crime-free lease addendums per Ward VI office.
- Residents can have no more than 3 guests with them at any time, and the guests must be escorted by the resident at all times.
- All entrances are key-in entrances only with each resident having an assigned security key.
 - All entrances have cameras
 - The key and camera entrances are also implemented at the pool and the clubhouse.
- Pool and clubhouse close by 10 or 11 p.m.

Meeting Summary from Iron Horse Neighborhood Meeting¹

April 2, 2012

The representatives for The Junction at Iron Horse project presented their revised proposal at Fluxx Studios on April 2nd at 6pm. In attendance were Ernie Duarte with the City of Tucson Planning and Development Services Department, John Price the architect from GDA, Molly Thrasher and Steve Kozachik from City Council Ward 6, Keri Silvyn from Lazarus, Silvyn and Bangs PC, John Sedgewick with FAMA, Jennifer from Royal Property Management, the developers Pat Buck and Charlie Beaver, and several Iron Horse residents and business owners.

Ernie Duarte gave a presentation about the current zoning regulations for the proposed location of The Junction. The lot is zoned a mixture of R-3 and C-3. Under that zoning most commercial development is allowed with building heights up to 50'. The zoning requirements can be viewed at <http://groups.yahoo.com/group/ihna/files/The%20Junction%20at%20Iron%20Horse/> The parking requirements are .75 spaces per resident. Under the Infill Incentive District, developers can apply for relief from certain development standard requirements. The Junction is seeking relief from parking, setback and garbage collection requirements.

A resident asked what sort of development the city wants to encourage. Ernie said the city is hoping for quality development that pays attention to community standards and design. They are also encouraging more pedestrian oriented development.

A resident asked if the neighborhood has any assurances that existing parking will be preserved. Ernie plans to review with Parkwise what can be done to mitigate and minimize potential parking problems for neighborhood residents.

A resident asked how recent experiences with The District have affected the City's view of the IID process. The District did not request an Individual Parking Plan and built parking to accommodate the residents. In retrospect, the feeling was the city should have asked for less on-site parking and more traffic mitigation planning.

John from FAMA commented that even with one space per resident parking, The District's parking needs still exceed the current demand. The reality seems that kids with the ability to pay 700 per bed will likely have cars and residents will need to pay out of pocket for permit parking to ensure they have spaces available.

Keri Silvyn spoke about the current proposal. It has been reduced from 5 stories to 4. The new building height is currently in code and does not require a waiver. The current bed count is 232 beds, 76 units that are a mix of 1, 2, 3 and 4 bedroom units. Units will lease by the bed. There is a small amount of space on 9th that could potentially be used as retail space. It will be used as a model unit to show for leasing, but within 24 months of a Certificate of Occupancy, a new market analysis will be done by the developer to see if it is viable to use the space for retail. They are proposing to provide 136 parking spaces. Current code would require 174 spaces. There will be zip-cars available for residential use. The developers will provide city transportation passes to all residents and will charge a premium to residents who park on the property.

The project is also seeking a modification from the requirement that dumpsters be used for collection of recycling to permit an equivalent capacity of residential roll-away bins to be used instead. The dumpsters take up space that can be used for parking so the building management will supply 5 recycling containers for each dumpster required.

Jennifer Schmidt with Royal Property Management spoke about the security used by Royal with management of student properties. Royal has managed properties for over 29 years. Royal works with local law enforcement and frequently hires off duty police officers to help with security. They will have off-duty officers patrol during peak times when school is out of session to help prevent excessive partying. Royal has committed to participating in the Crime-Free Lease program, which includes an addendum be added to the lease and management has to complete 8 hours of training with the Tucson Police Department. This is a national program that Royal just incorporated into a project in Texas, and Ms. Schmidt was happy to learn that Tucson participates.

A question was asked about what the benefits are of this property for the residents. Keri referred residents to the [Junction at Ironhorse Information Sheet.pdf](#) which can be viewed here

<http://groups.yahoo.com/group/ihna/files/The%20Junction%20at%20Iron%20Horse/>

It was asked who gets hired for management. There is a professional property manager on site during the day. There are resident student managers on site in the evenings who are very familiar with the rules and the lease provisions and go through training to be employed in that capacity.

It was asked if the apartments are set up dorm style and could they be converted to market-rate housing at a later date. A floorplan of a 4-bed unit was shown. The units have a shared living space and a shared kitchen. Each bedroom has a bathroom. All units are furnished. As initially managed, the units are rented by the bed. There is nothing in the floorplan that precludes future renting by the unit as a multi-family dwelling. In addition, while the units are currently marketed to students, it is not required to be a student to live there.

It was asked how visitor parking will be addressed. On move-in day residents must pre-schedule move in appointments through the management so that move-in can be staggered to avoid congestion. In addition to the 136 spaces available the developers have identified 44 available spaces adjacent to the property. While they will encourage visitors to use spaces not in the neighborhood, they cannot force them to park elsewhere.

It was asked if the building management can have a representative at every neighborhood meeting. The developer has agreed to have a representative of the Junction at Iron Horse at the monthly neighborhood meetings. Royal Management will also work to have representatives from the management once construction is completed to attend the meetings. It was also encouraged that the neighborhood association come meet with students to present information about becoming involved in the IHNA.

It was asked if there will be security cameras. There are security cameras at the entrances but they do not monitor activity outside the building.

It was asked if the developer still intends to sell the property. They confirmed that yes they intend to do this, but there is no timeframe attached to the sale.

It was asked if the clubhouse would be a site for large gatherings and parties. The clubhouse closes at 11pm, but hours can be restricted further if it becomes problematic. There are also restrictions on the number of guests per resident at any given time – 3; and there is a provision in the lease that precludes more than 14 people gathering together at one time.

It was asked why the marketing study for the ground floor retail space will not happen for 24 months. The developer has committed to the City that they will do this and it is a condition of the modification of Development Regulation, but they need the space for the model-unit and cannot justify using it as retail at this time.

It was asked if there is anything in the lease that penalizes residents for engaging in discriminatory and harassing behavior. The District is adjacent to a GLBT community space and this is a very real concern as many who use this space have been bullied and threatened by students. There is a provision in the standard Junction lease that talks about the need to be respectful to one another, but there is nothing specific in the lease that addresses this issue. Royal Management is willing to look into adding something to that affect.

It was asked if there is already a student housing bubble. In working with residence life, the developers have been told that the amount of student housing available is nowhere near the amount needed to meet demand.

A business owner commented that the new design looks good and is not concerned about the property changing ownership because he feels that a good relationship with the neighborhood association will be established. The resident also pointed out that it would be good to use the retail/leasing unit space to showcase work by local artists.

It was asked where the students enter the apartments. The students enter through one of two entrances. The first is at the corner of 9th and 3rd; the second is from the parking lot on 10th. All units are accessed through the interior hallway.

A business owner spoke up in support of the project and would like to see it move forward.

A representative from FAMA stated that if all the changes promised by the developer are properly codified, the project is likely to be a more positive one than The District.

After the Junction representatives left, there was discussion of the project after the representatives for The Junction left the meeting. The majority of the business owners were in favor of the project. The majority of the residents in attendance were opposed. It was generally agreed upon that the scale and design of the project is an improvement upon the previous design. It was also noted that the neighborhood will need to put restrictions in place quickly to secure neighborhood parking for residents. By a show of hands vote, 20 were in favor in the current project, 5 were against, several abstained.

There will be a new Individual Parking Plan form sent out soliciting comments from residents. IHNA will call Ernie Duarte to confirm when that will be sent and also to get clarification as to which development items can be incorporated into the MDR.

¹This document was original prepared by the leadership of the Iron Horse Neighborhood Association and edited by representatives of the Junction at Ironhorse.

Meeting Summary from Iron Horse Neighborhood Meeting

April 18, 2012

Keri Silvyn, Lazarus, Silvyn & Banks, PC, representing the Junction at Iron Horse ("Junction") gave a summary of the progress of the Junction during the regular IHNA meeting. Patrick Buck and Roy Drachmann from the Junction were also present.

Keri stated that the plans for the new proposal have been submitted with the 4-story proposal, 232 beds, all balconies removed on 3rd and 9th, and modified architecture per meetings with neighbors. The Junction continues to commit to the market study for a small commercial space on 9th that will occur within 24 months of the certificate of occupancy of the building.

She explained that the Independent Parking Plan and Modification of Development Regulations have been submitted. The parking reduction is approximately 40 spaces. The Junction will provide 136 spaces, which is a .58 ratio. All commitments continue to discourage residents from bringing cars and encouraging use of the modern street car/bikes. Height of the building is now compliant with code. The other two modifications are for setbacks and for the trash recycle containers. The setbacks to the west have always exceeded code. The setback to the north being provided is 40 feet, which is 14 feet less than code requires. To the south, the setback is 23'9", which is about 2 feet less than code requires. To the east, the setback is 75'7", which is 4 feet less than the code requires. Keri also reminded that the recycle request is not to reduce the capacity of recycling material to be collected, but just switch the containers from dumpster to the residential roll-away. The main reason for that is the dumpster takes up parking spaces.

As part of the resubmittal, the City has asked that the Junction enhance the pedestrian experiences on 9th, 10th and 3rd in front of the building. The plans currently show increased sidewalk widths, a broom-textured finish on the sidewalks, native landscape palette with historic/pedestrian fees, extra bike racks at entrance on 9th and 3rd, and pedestrian furniture and trash receptacles. The current landscape plan will be provided electronically to the Presidents of IHNA to place on the website. In addition, the City has asked that the commitment to construct the basketball court and refurbish the historic signs along 9th be added to the MDR application. Those have been added to the MDR application.

Keri explained that the public comment period for the IPP and MDR would start next week and run for 2 weeks. Mik White confirmed that the notice would be placed on the IHNA website, and those who received notice on the first round of comments would receive notice again.

Keri also explained that the standard form of lease for these types of developments was provided by Royal to the IHNA. We have already had discussions about increasing noise violation fines to conform to those fines in the Tucson market. Parking is not an amenity provided to residents; they must pay for parking. The Crime Free Lease Addendum would be added, along with the required training to participate in that program. Finally, Keri reiterated the commitment to providing extra security the few days before school starts to set the right tone with the residents and neighborhood on appropriate behavior.

Keri also reiterated the commitment that a Junction representative will be at IHNA meetings moving forward, a basketball court would be constructed and the historic signs on 9th would be refurbished.

A question was asked as to whether Stephen Paul and Demion Clinco could meet with John Price of GDA to discuss the architecture moving forward. Patrick Buck agreed to that meeting.

A question was asked as to where the pedestrian enhancements were to occur. They are occurring within the setbacks in front of the Junction building.

A question was asked about the timing of the signs being restored for the existing commercial businesses. Patrick has already met with the company and the owners. Those will be restored by the time a Certificate of Occupancy is issued.

Patrick Buck also asked that the IHNA designate at least a person or a sub-committee to meet with him and the City about the basketball court design and construction.

The Junction was told that at the end of the meeting (after all representatives of the Junction had left), a vote was taken with an 18-8 vote in support of the project and a number of people abstaining. The IHNA should be consulted directly on that vote.

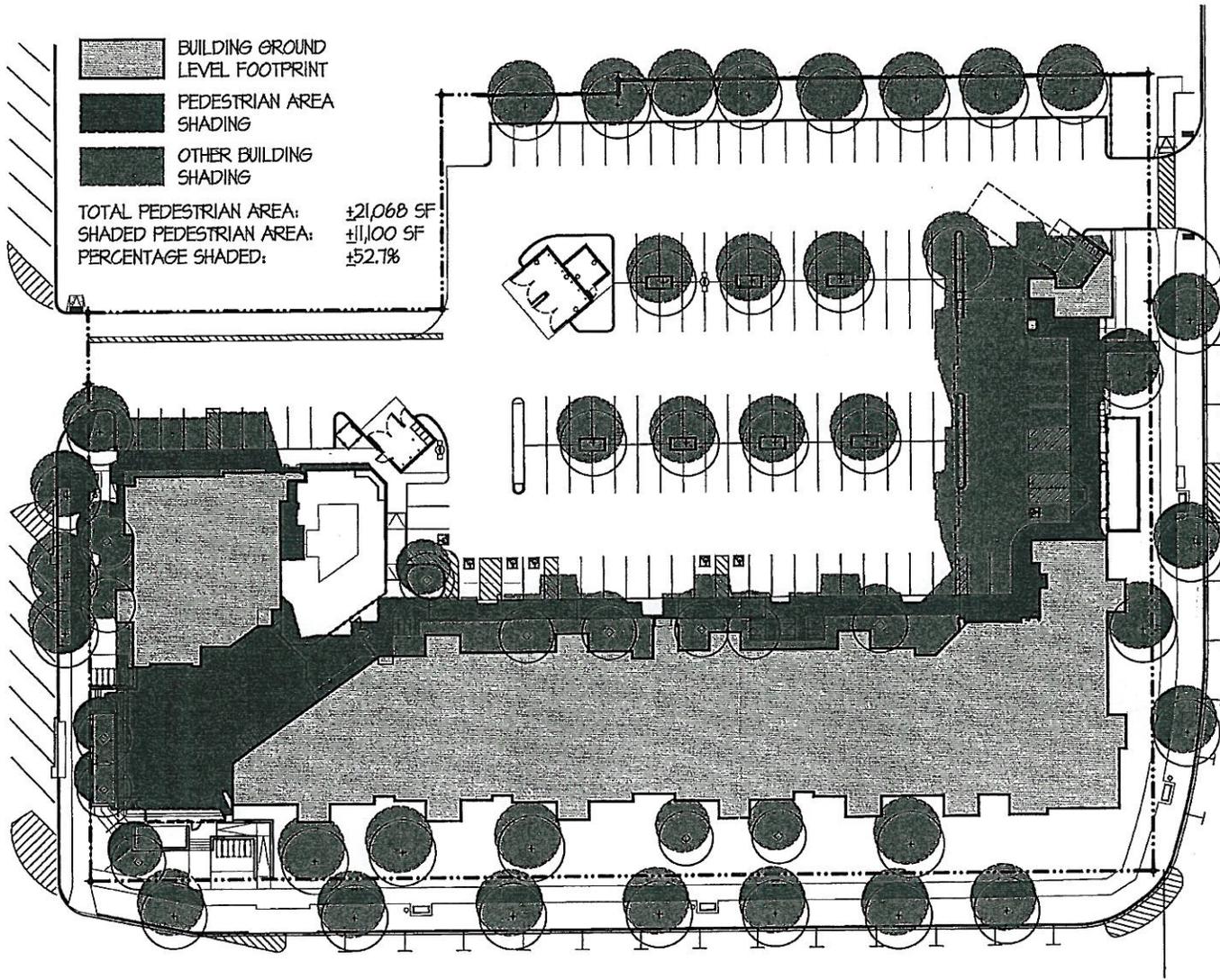


THE JUNCTION AT IRON HORSE
504 E 9TH STREET
TUCSON, ARIZONA

GDA# 12504.01

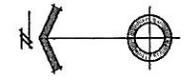
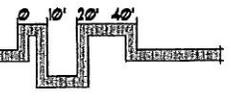
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04.23.2013



SHADING DIAGRAM - JUNE 21 @ 2:00 PM

SCALE: 1"=40'



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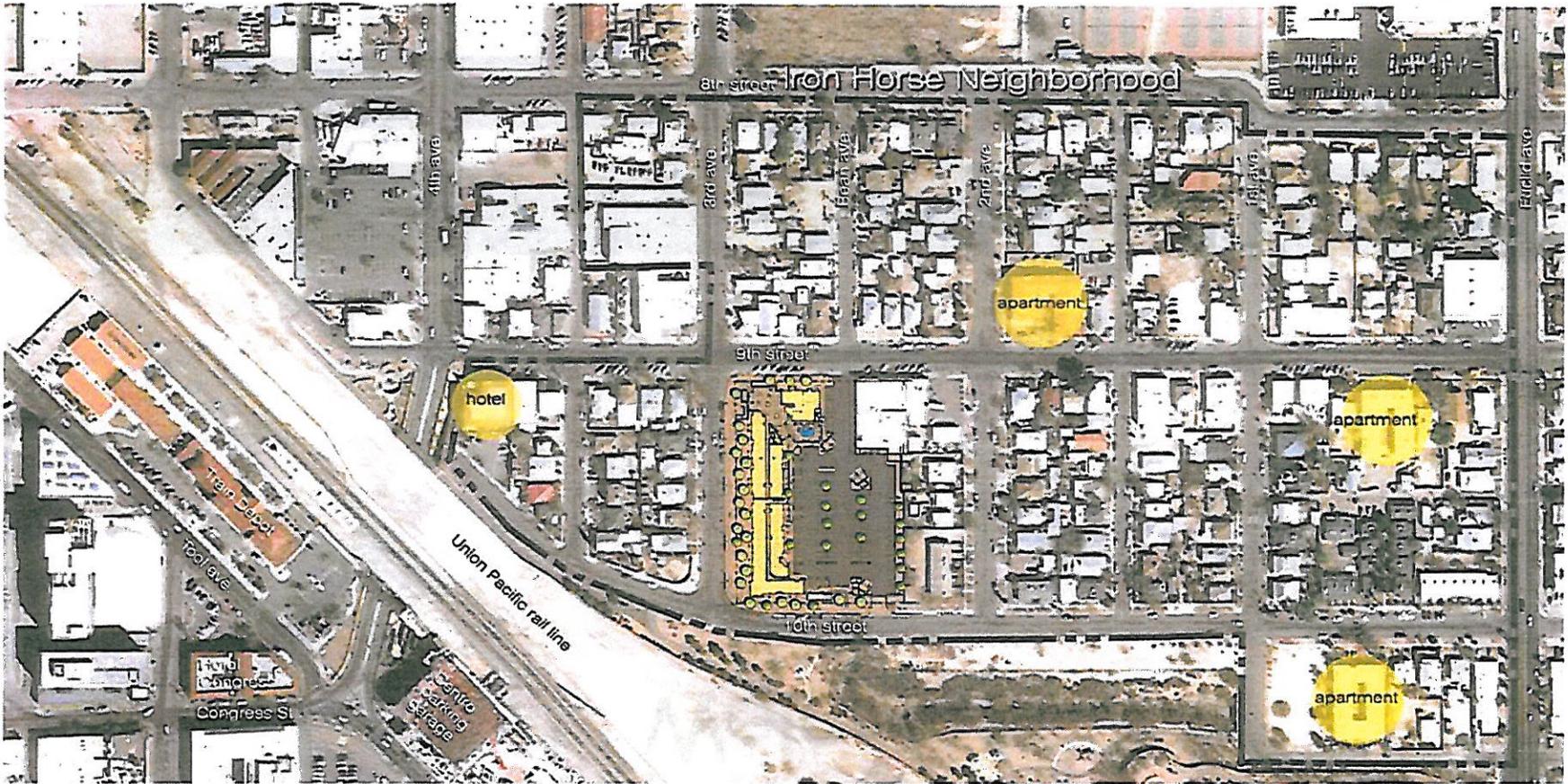
Welcome

Iron Horse neighborhood



Gromatzky Dupree & Associates
Southwest LLC
250 South Grayson road
Suite 200
Tucson AZ 85711

Junction @ Iron Horse Neighborhood



Iron Horse Neighborhood - area plan for the Junction


 Gramatiky Dupre & Associates
 Southwest LLC
 250 South Craycroft road
 Suite 200
 Tucson, AZ 85711

Junction @ Iron Horse Neighborhood



Perspective - Junction @ 3rd Ave. and 9th Street

GDA Gramatzky Dupree & Associates
Southwest LLC
250 South Chrysothrix Road
Suite 200
Tucson, AZ 85711

Junction @ Iron Horse Neighborhood



Perspective: architectural treatment based on neighborhood examples

ARCHITECT
 PLANNING
 DESIGN
GDA Gramatzky Dupree & Associates
 Southwax, LLC
 250 South Crystal Road
 Suite 200
 Tucson, AZ 85711

Junction @ Iron Horse Neighborhood



Perspective - Junction across 9th Street

GDA ARCHITECTURE
PLANNING
LANDSCAPE
Gromatky Dupont & Associates
Southwest LLC
250 South Orion Court, Suite 200
Tucson, AZ 85711

Junction @ Iron Horse Neighborhood



Iron Horse Neighborhood - site plan for the Junction

GDA Architecture Planning Design
Gromatzky Dupree & Associates
Southwest, LLC
200 South Craycroft road
Suite 200
Tulsa, OK 74111

Junction @ Iron Horse Neighborhood



Iron Horse neighborhood

GDA Architecture
Planning
Design
Gromatsky Dupree & Associates
Southwest LLC
2510 South Chrysoth Road
Suite 200
Tucson AZ 85711

Junction @ Iron Horse Neighborhood

Questions

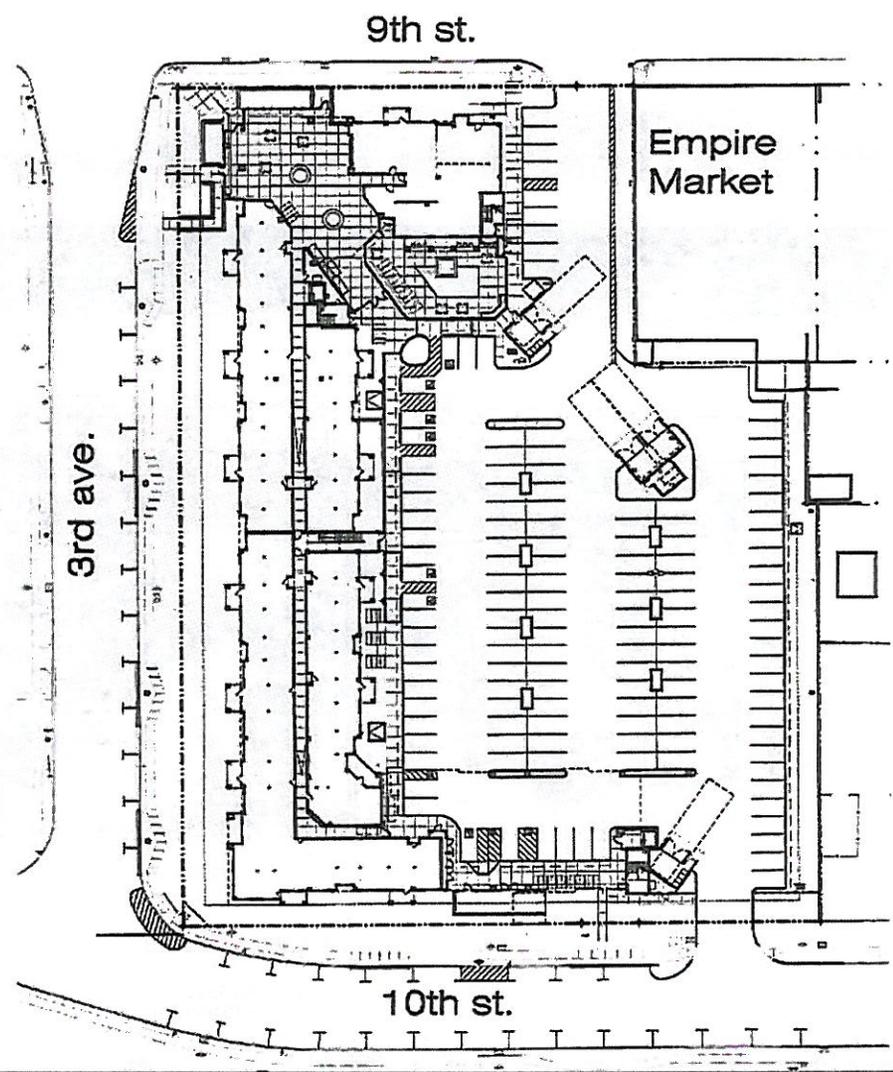
Iron Horse neighborhood

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Junction @ Iron Horse Neighborhood



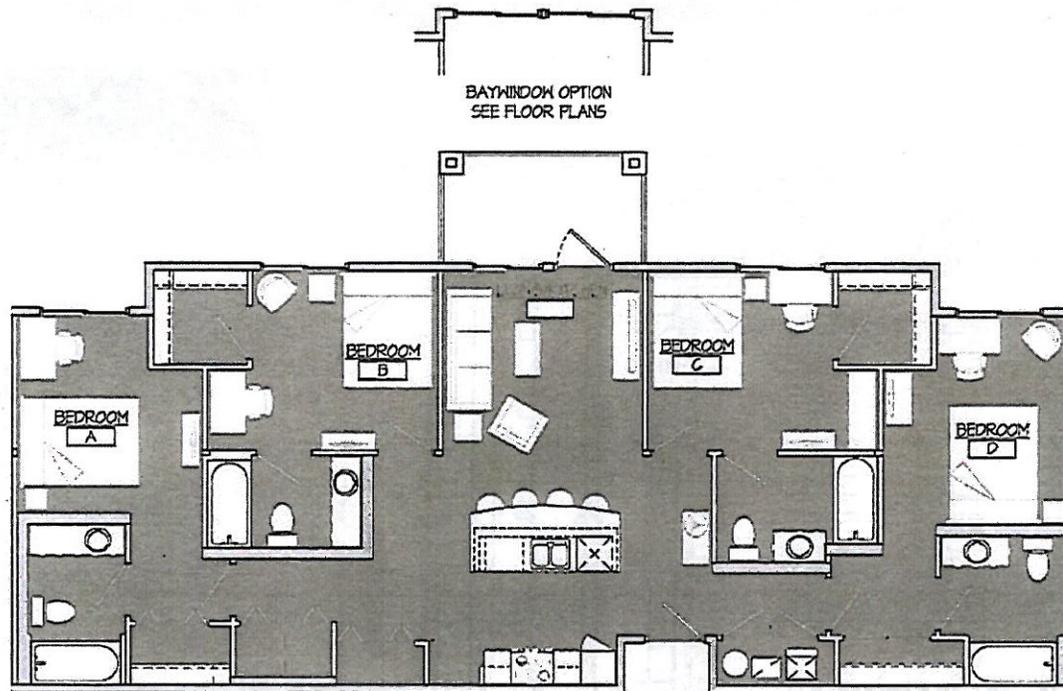
Junction - site plan



Junction - site plan

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250 South Craycroft road
Suite 200
Tucson, AZ 85711

Junction @ Iron Horse Neighborhood



Typical four bedroom unit - floor plan


 Gromabry Dupree & Associates
 Southwest LLC
 250 South Craycroft road
 Suite 200
 Tucson, AZ 85711

Junction @ Iron Horse Neighborhood