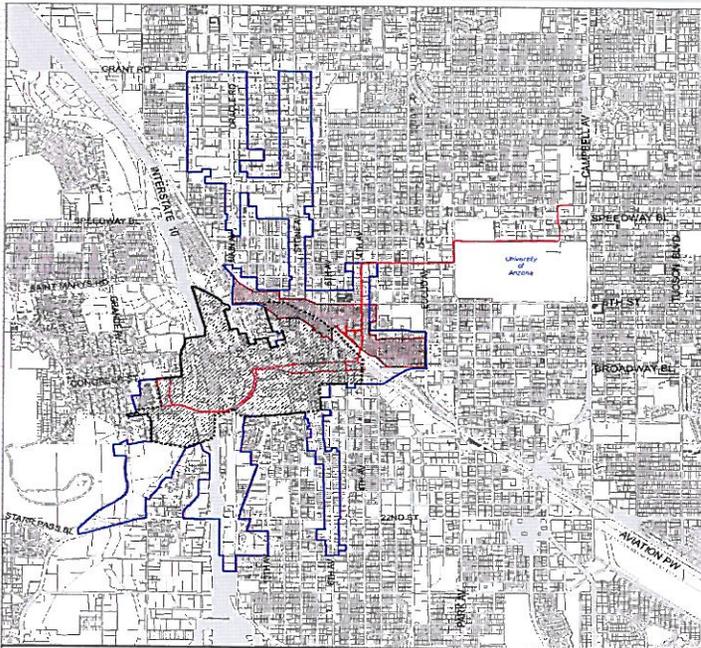


Infill Incentive District Revision 2013

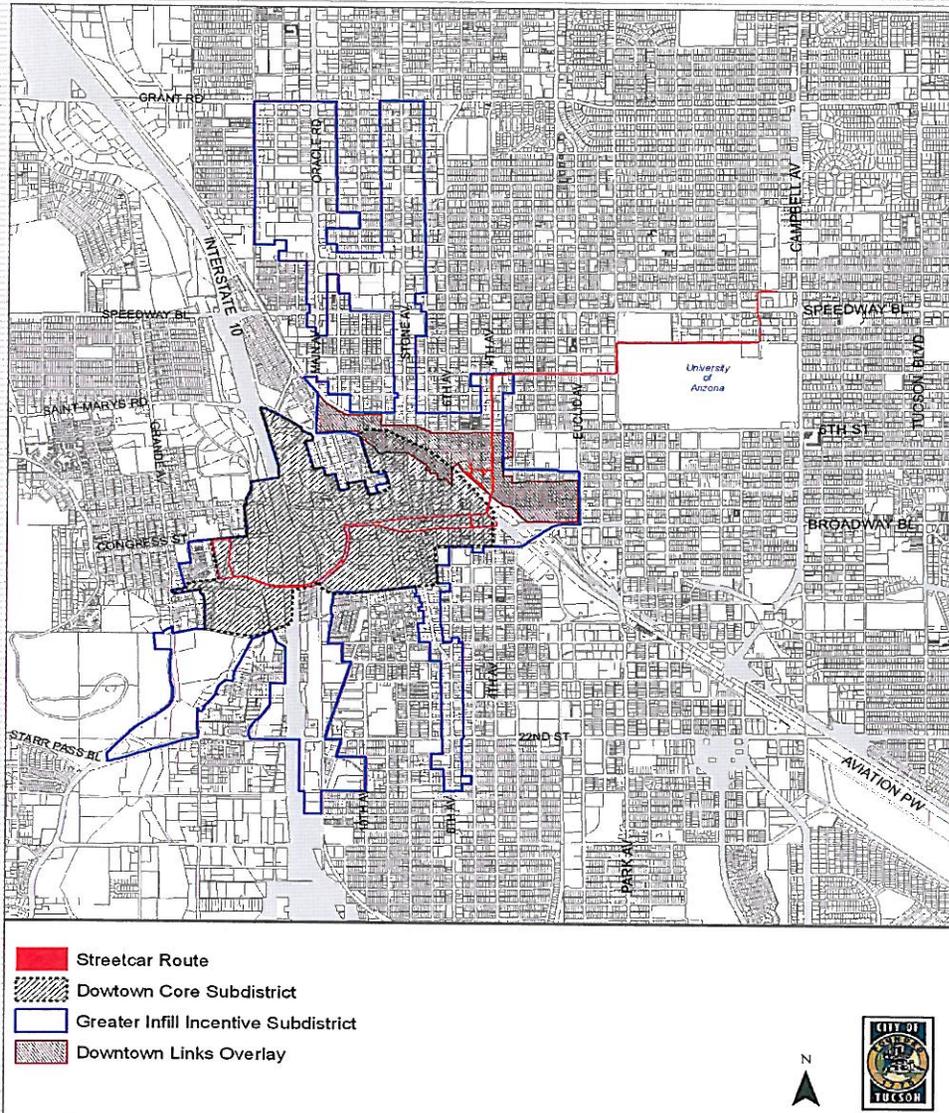


- Streetcar Route
- Downtown Core Subdistrict
- Greater Infill Incentive Subdistrict
- Downtown Links Overlay



May 28, 2013

Downtown Area Infill Incentive District



2006 – IID adopted

2009 - Modification of Development Requirements process adopted

2010 – Greater Infill Incentive Sub-district and Downtown Core Sub-district created

2013 – Mayor and Council give direction for revision effort



May 28, 2013

Motion by Mayor and Council March 19, 2013 - Revising the IID

- *It was moved by Council Member Uhlich, duly seconded, and CARRIED by a voice vote of 7 to 0, to direct staff to convene with the Planning Commission (PC) and a designated subcommittee of the PC to pursue a public process of review and to return with recommendations to the Mayor and Council with any recommended adjustments.*



CM Kozachik/Uhlich Memo 2-20-2013

- “Indeed the IID provisions leave no Mayor and Council approval requirement, and beyond the single neighborhood association meeting, no further review or negotiation is required under the IID.”
- “We have seen loosely made commitments by development companies during plan review fail to come to fruition after C of O. We have seen commitments made by ownership groups fail to transfer to new owners when the property is sold.”



CM Kozachik/Uhlich Memo – 2-20-13

- **“And we have seen the City move slowly on addressing safety concerns that became evident only after development was completed and residents arrived.”**
- **“We believe it's time to revisit the terms of the IID with an eye towards giving a more proactive voice to the concerns of surrounding residents, and towards putting legally binding language into the terms and conditions of agreements made during plan review and the permitting process.”**



CM Kozachik/Uhlich Memo – 2-20-2013

- **“We are sensitive to the often repeated charge that it is difficult to work through the City bureaucracy. We reject that charge and applaud the PDSD staff for their work in support of the community.”**
- **“And yet we also recognize the need to revisit the terms of the IID with the intention of ensuring the community is protected from inappropriate development and from the irresponsible management of properties once they have been built.”**

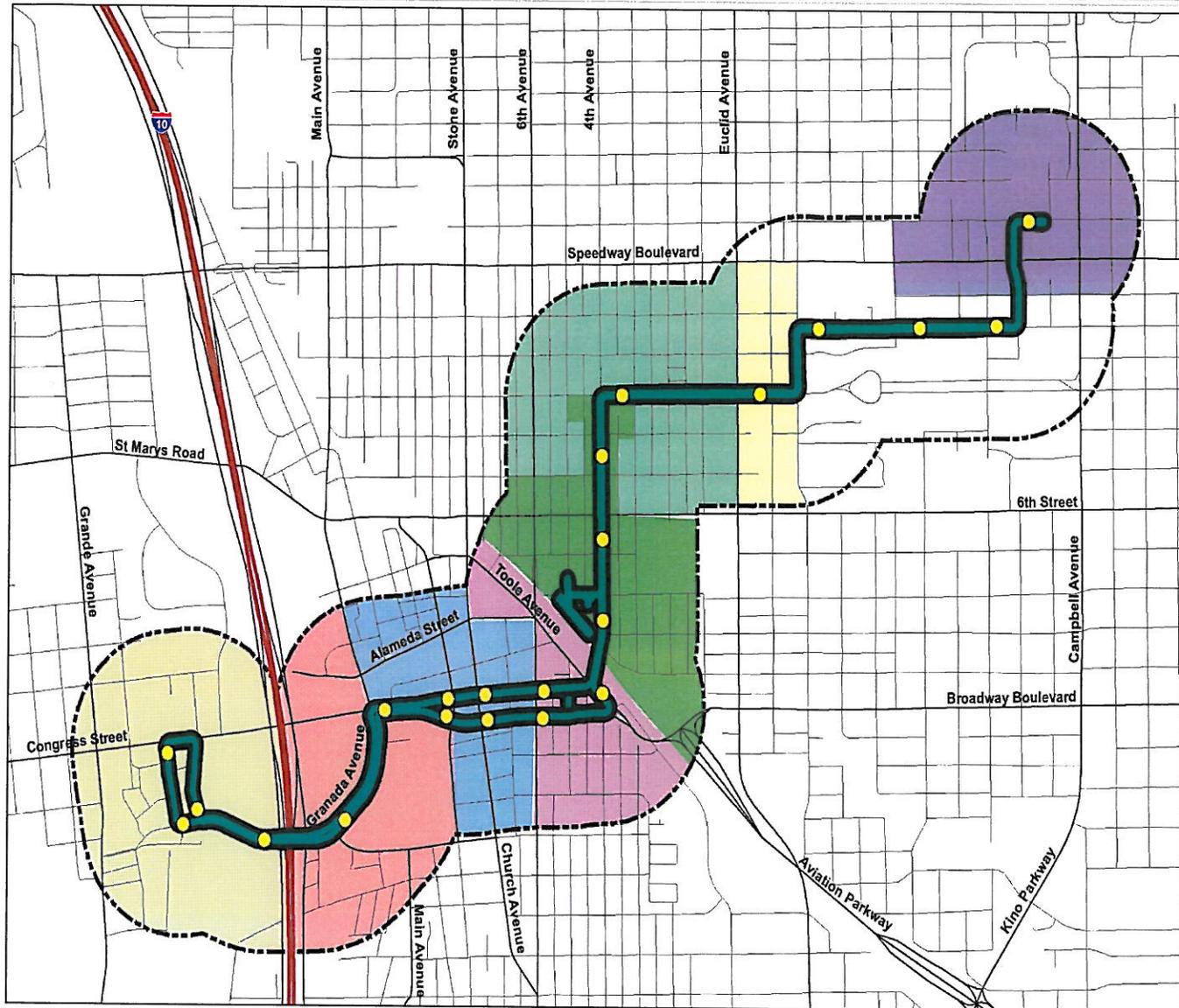


PDSD interpretation of Mayor and Council Direction March 19, 2013

- Give more prominence to neighborhood protection
- Clarify the role of formal commitments that run with the land
- Provide for an improved design review element
- Ensure the IID stays an incentive
- Look to not create redundancy with other overlays such as the proposed Downtown Links overlay and IID as is practical
- Work with the Streetcar Land Use Plan consultant team to ensure consistency with streetcar corridor planning



Streetcar Land Use Plan Study Area



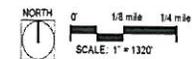
Legend

- Major Streets
- Interstate 10
- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- - - Quarter-Mile Focus Area

Character Areas/Subareas

- Eastern Terminus
- Main Gate
- Central Segment (University Boulevard)
- Central Segment (4th Avenue Business District)
- Downtown Entertainment District (Congress & 4th Avenue Activity Center)
- Downtown Entertainment District (Downtown Central Business Center)
- Downtown Cultural/Convention District
- Western Terminus

Source: Pima Association of Governments & Pima County
Department of Transportation Geographical Information Systems 2012



PROJECT: PAG-01 DATE: 10/18/12
FILE NAME: Exhibit_4_CharacterAreas2_11x17.mxd



May 28, 2013



May 28, 2013