TRINITY PRESBYTERIAN CHURCH PLANNED AREA DEVELOPMENT (HISTORIC)

January 5, 2017

TRINITY PRESBYTERIAN CHURCH
PLANNED AREA DEVELOPMENT (H)

400 East University Blvd
Tucson, Arizona 85705

Submitted to
City of Tucson
Planning & Development
Services Department
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Tucson, Arizona 85701

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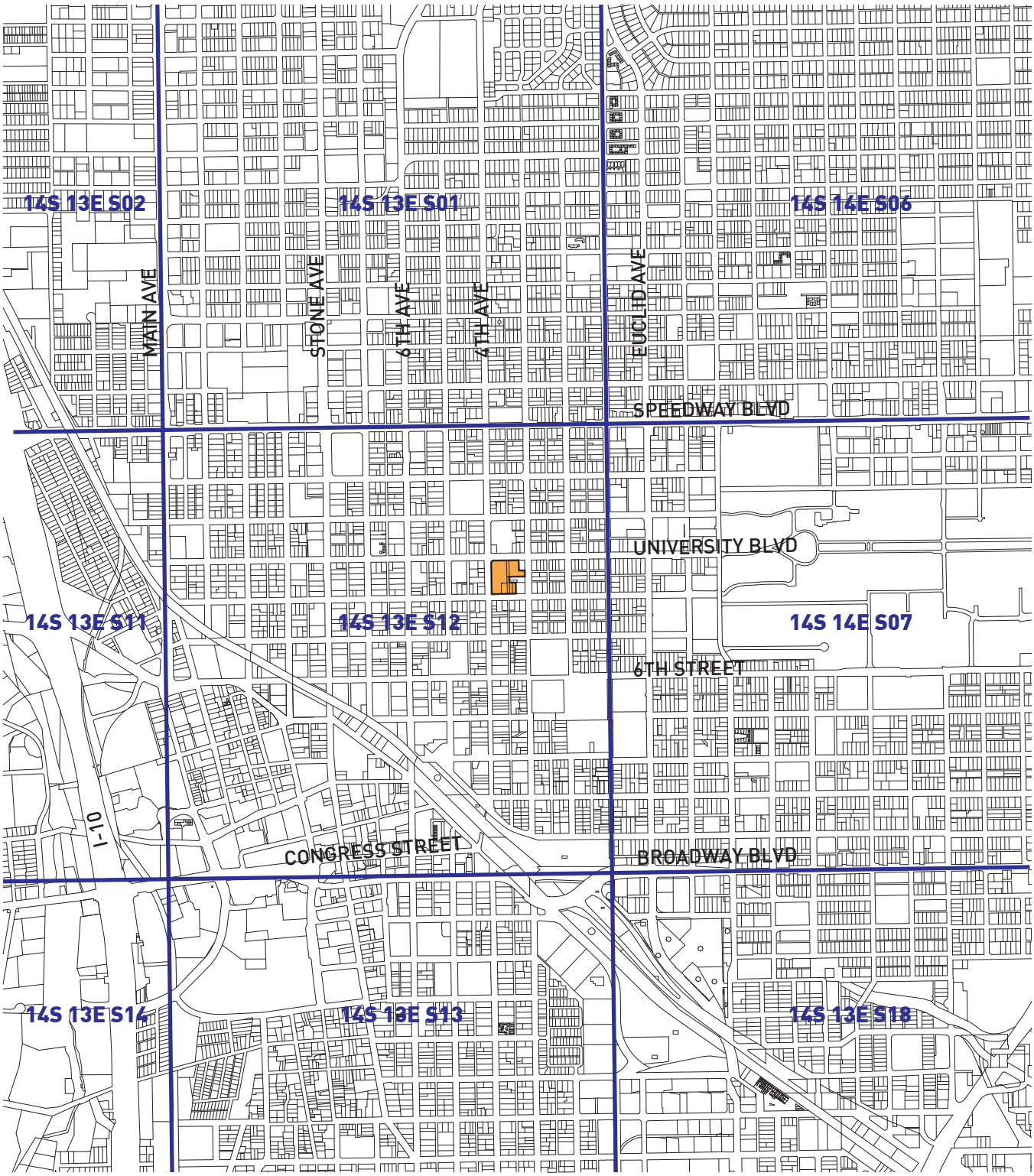
PART ONE
INTRODUCTION



PAD(H) BOUNDARY

TOWNSHIP, RANGE, SECTION

PROJECT SITE IS LOCATED AT:
TOWNSHIP 14S RANGE 13E AND SECTION 12
PAD(H) ACREAGE 2.79 AC
PARCEL ID#s: 117 03 321F, 117 03 321B, 117 03 3280, 117 03 3190, 117 03 3270, 117 03 3260, 117 03 321D

EXHIBIT A
LOCATION MAP

0' 1,000' 2,000'

PART ONE: INTRODUCTION

A. Background and Project Overview

The Trinity Presbyterian Church is located on the corner of Fourth Avenue and University Boulevard. The primary church structure was built in 1924, with additions in 1937, 1948, 1952, 1955 and 1959. It encompasses the block between Fourth Ave and Third Ave, and between 4th St. and University Blvd, except for the Time Market property and the two houses on the corner of 4th St. and Third Ave (see Exhibit C for Aerial map / site plan). The church owns the portion of Hoff Avenue that is located between 4th street and University Blvd and this is included as part of our site.

In 2011 the church decided to redevelop its extra land to provide long-term financial stability to the church. Situated along 4th Avenue and the Modern Streetcar route, between the downtown core and University of Arizona, the Trinity site is the optimal location for a responsibly dense, sustainable mixed-use (residential, office and retail) development that will enhance the neighborhood, celebrate the church's historical architectural significance and provide an ongoing income stream for the church.

We are planning a mixed-use community with market rate housing, creative office space and retail along 4th Avenue and University Boulevard. The project will co-exist with the existing Trinity Church that is on-site and will share automobile and pedestrian access as well as parking with this new mixed use project. The site will have increased permeability so that the neighborhood is not walled off from 4th Avenue. The development will respect, complement and be additive to the West University Neighborhood.

The current HR-3 and HC-3 zoning on the site allows for significant lot coverage on the site, but only allows a building height of 36'. We are proposing a slightly taller height but much smaller footprint and volume in order to achieve a desirable medium-density project that provides open space and permeability to the neighborhood. Historic Preservation Zone (HPZ) ordinances will not allow for the height waiver necessary in order for us to achieve a medium-density project with a smaller footprint than zoning allows. This will result in a better project for the neighborhood that is more in line with the design direction the neighborhood has communicated it desires.

The only option to increase the allowable height is to remove the Trinity property from the HPZ and then replace it with a Planned Area District zone that has the ability to allow for an increase in height while at the same time writing back into the PAD(H) document the historic preservation standards as outlined in the Unified Development Code, Section 5.8 for the entire Trinity site.

In addition, we plan to demolish a non-contributing building on the site and re-locate a historic duplex to an off-site West University location, all of which will be addressed in this document.

The original 1924 church structure is a contributor to the National Register West University District, all other additions are not within the period of significance for the district (1890-1930) and do not qualify for listing as a contributing property (See Exhibit E for the State Historic Preservation Office Concurrence Letter). We will be removing the non-contributing mid-century canopy that obscures the historic facade of the original church and will be renovating the 1924 west elevation back to its historic appearance.

B. Architectural Character and Streetscape

West University Neighborhood is a National Historic District bounded by Stone Avenue, Speedway Blvd., Park Avenue and 6th Street. It became an official subdivision in 1902 and the neighborhood became the first major subdivision north of the Southern Pacific Railroad. The location of West University Neighborhood was convenient to both the railroad that arrived in 1880 and the University of Arizona, which was started in 1885.

Development of the West University Neighborhood was slow at first with only 20 homes built by 1900, but soon gained traction with the growth of the University and the influx of tuberculosis patients and seasonal residents. Another factor in this increased development was the first electric streetcar, which began rolling in the summer of 1906 and connected downtown Tucson to the University of Arizona. 120 years later the new Modern Streetcar is having the same positive effect on development in the West University Neighborhood and along its route. Part of the impetus for developing this particular site is that the Modern Streetcar runs along two sides of the site and connects to both the University of Arizona to the east and Downtown Tucson to the south.

Residential Buildings - Imported Design Styles

The majority of residential architectural and site design features arrived after the Southern Pacific Railroad in 1880. Some architectural styles, such as the Queen Anne, Victorian, and Neo-Classical Revival styles, were introduced from the Midwest and East Coast. Instead of being introduced to Tucson with their characteristics intact, several of these imported styles were intermixed, and the result is often referred to as Anglo-American Victorian. Victorian houses reflecting this eclectic style are generally constructed of brick and have complex roofs and intricate wood detailing. Other styles, such as Mission Revival, Spanish Colonial Revival, Western Stick Style, and the California Bungalow, arrived from the West Coast. The latter is the most characteristic residential style in the HPZ, and even this style was transformed over time to include variety in materials and detailing.

Commercial and Civic Buildings

As the population of Tucson and the neighborhood grew, so did the need for commercial and civic buildings in West University. Several large multi story apartment courts were built to accommodate more seasonal residents including the 1908 Rincon Apartments by Holmes and Holmes. The three story Roskruge Elementary building, the largest single building in West University, was built in 1908 as well. The first neighborhood supermarket opened in 1924 at the corner of University Boulevard and Third Avenue in what is now Time Market. That same year the construction of the original Trinity Presbyterian church was nearing completion. Across the street on 4th Avenue a strikingly modern auto dealership was built in 1930 with floor to ceiling glass to show off its wares - now known as the Rabinovitz building. The design combines an Art Deco/ Spanish colonial style with simple transparency of modernity and foreshadows the future modern buildings that would appear on the Trinity site in the 1940's and 1950's.

Mid-century Modern

Following World War II a contemporary functional style was introduced to the neighborhood with the New Trinity Sanctuary. This 1948 mid-century modern style that features functionality and clean lines utilized new technology and building systems to create a large free span structure to house the ever growing congregation. This was followed up in 1952 with the simple stucco Donald Hitch Memorial Tower and the masonry, glass and steel Office Wing and Chapel in 1955.

A key characteristic of the West University District is its walkable, mostly shaded sidewalks with easy access to the University of Arizona, Fourth Avenue shops and restaurants and proximity to Downtown Tucson. The repetitious block size, main streets and alleyways along with a multitude of various architectural styles provide an aesthetically beautiful balance of rhythm and proportion with unexpected twists to maintain visual interest.

The styles and approach to buildings have changed over the years from the West University District's inception in the early 1900's but the drivers of development from 120 years ago are back in place today; reinstated Modern Streetcar, a thriving University nearby and a growing population that longs to live in a pedestrian scale neighborhood. All of these indicators echo the vitality and spirit that first launched the West University District on the edge of early Tucson.

C. Rationale and Benefits for Use of a PAD(H) Conformance with the General Plan and City Land Use Plans

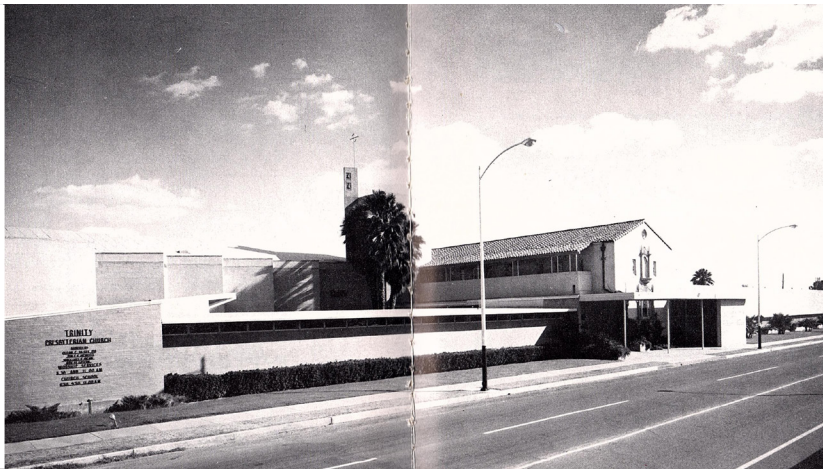
The PAD(H) District is consistent with the policy direction provided by Plan Tucson, University Area Plan, and West University Area Plan. All stress the goal of maintaining the character of the existing neighborhood while providing for higher density along the Modern Streetcar route. All of the plans promote the adaptive reuse of historic resources, infill development, new housing, and the intensification of retail use along 4th Ave.

Plan Tucson - The proposed rezoning site is identified in PLAN TUCSON as being within an Existing Neighborhoods' category, which are primarily developed, and largely built-out residential neighborhoods and commercial districts in which minimal new development and redevelopment is expected in the next several decades. The goal is to maintain the character of these neighborhoods, while accommodating some new development and redevelopment and encourage reinvestment and new services and amenities that contribute further to neighborhood stability. Plan Tucson supports historic preservation/adaptation, economic development, infill development, housing, and the Modern Streetcar.

CHRYSLER DEALER 1930
721 N 4th Avenue

ROSKRUGE SCHOOL 1908, 1913
501 E 6th Street

TIME MARKET 1924
501 E 6th Street



TRINITY PRESBYTERIAN 1924, 1937, 1948, 1952, 1955, 1959
400 E University Blvd

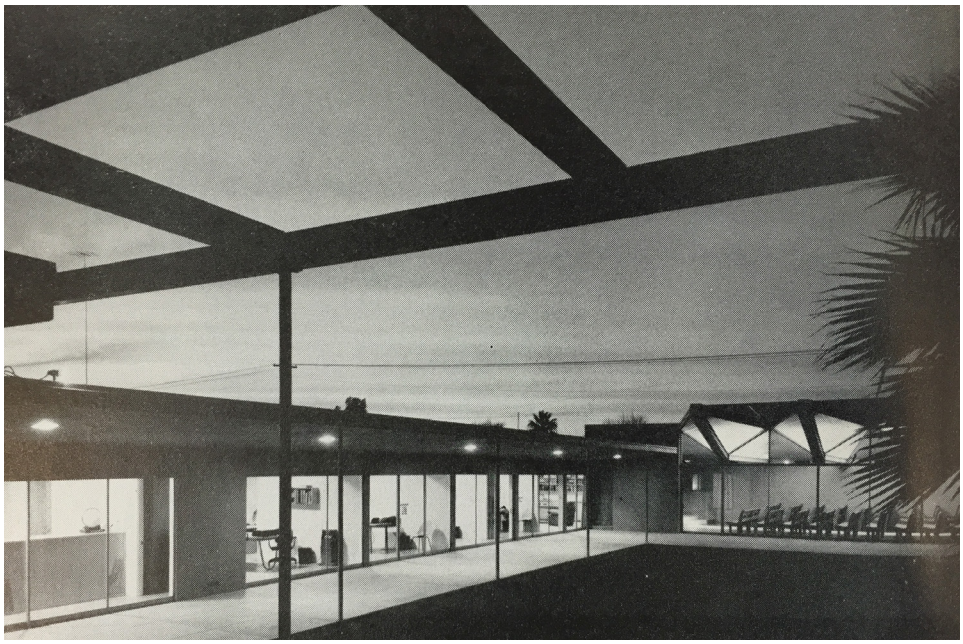
YMCA 1930
300 E University Blvd

RINCON APARTMENTS 1908
212 E University Blvd

EXHIBIT B
EXISTING COMMERCIAL AND CIVIC BUILDING

University Area Plan - The UNIVERSITY AREA PLAN (UAP) promotes cooperation between neighborhoods, private developers, and the City of Tucson to ensure new development is sensitive to local neighborhood concerns and supportive of adopted city-wide policies. UAP supports the preservation and enhancement of the historic character of distinct historic districts using the City's HPZ to protect local historic resources, supports pedestrian districts such as 4th Avenue, and recommends against granting of parking variances. New development should demonstrate sensitivity to surrounding uses and be compatible in massing/scale of projects. High density development in R-3 site should be predominantly surrounded by medium/high density or nonresidential, i.e. R-2/R-3 and Commercial zoning; vehicular traffic provided to an arterial or collector; and development of a well-defined pedestrian system linked to public sidewalk system. UAP supports intensification of Fourth Avenue Shopping District. UAP supports consolidation or project sites for better integration of circulation and access while reducing number of vehicular curb cuts along streets. Traffic should be directed away from interior or residential neighborhoods where feasible.

West University Neighborhood Plan - The WEST UNIVERSITY NEIGHBORHOOD PLAN (WUNP) recognizes the potential for land use changes associated with the Modern Streetcar along with the WUNP goal to preserve the historic, residential character of the established neighborhoods west of Euclid Avenue. The Conceptual Land Use Map identifies the proposed site as Maintain Existing Public and Semi-Public and refers to Commercial and Office Development, Policy D for adaptive reuse policies. These policies allow for adaptive reuse if the maintained, proposed uses do not adversely impact surrounding land uses, adequate off street parking is provided to prevent spill-over into neighborhoods, and parking access and egress are designed to minimize non-residential traffic on residential streets.



The 1954 Trinity Presbyterian Church Administration Building and Chapel

D. Benefits to the Community and the Applicant by the Use of a PAD(H)

There are many benefits to the community and the applicant by use of a PAD(H). Essentially, we will build over underutilized and under-supervised parking lots while demolishing a non-historic building that the church doesn't use and is currently empty; in its place we will activate the property with new residents, new retail, new office use and a new lease on life for the church.

The new buildings on site will embrace urban design best practices and sustainable building techniques (both active and passive), employ smart growth and transit oriented design principles, and while the design will be contemporary, it will be specifically compatible with the design in the neighborhood. In addition a lush desert landscape plan will transform barren parking lots into a verdant landscape replete with inviting pocket parks that the neighborhood can access and enjoy.

1. Application of Best Practices of Urban Design

   The concept will create a tree lined streetscape with activated retail to provide the neighborhood with more variety of retail and a shaded and pleasant pedestrian street experience. The project will provide long term financial stability for the church, so they can continue to serve this community as they have from this location since 1924.

   a. Sustainable, smart growth development that promotes environmentally responsible urban living and working
   b. Sensitive, high quality design that promotes access through the site
   c. Contemporary, compatible architecture; enhancing and not replicating historic design
   d. Appropriate responsible density
   e. Lush desert landscape with passive water harvesting into planted areas.
   f. Walkable, bike-able transit oriented community
   g. An urban work/live lifestyle.

2. Preliminary Community Involvement

   We have been working on this project for over four years and have worked closely with both the church and the West University Neighborhood Association (WUNA) to keep them apprised of our plans as we have created them with integration of feedback received. In addition we have met several times with the West University Historic Zoning Advisory Board (WUHZAB) and the Tucson Pima County Historic Commission Plans Review Subcommittee (TPCHC PRS).

   WUNA's desire for the site is as follows:
   a. Increase permeability of the site
   b. Want a walkable/bike-able community
   c. Would like more/better options for restaurants and retail
   d. Be sensitive to height
   e. Avoid structured parking if possible
   f. Be sensitive to additional cars in the neighborhood
   g. Create a smart, sustainable, multi-generational project
   h. Design well-crafted buildings with durable materials

3. Goals for the Church

   a. Provide stability and longevity to the Trinity Presbyterian Church
   b. Restore and celebrate the historically significant 1924 church building
   c. Integrate into the West University neighborhood and enhance the character through compatible design
   d. Become the greenest block in the city with a high quality, thoughtful design
   e. Leverage and embrace the city's investment in the Modern Streetcar

   To maximize urban design best practices, the proposed buildings will be a maximum of 50' high and three to four stories high. The Donald Hitch Memorial structure is the tallest building on site at 51.6' high (the bell tower goes to 61.6') and this project will be less height than this existing building. Without this rezoning the height of the proposed buildings would be established by the height of the tallest Contributing principal structure in the development zone per the standards outlined in UDC Section 5.8, Historic Preservation Zone. The tallest Contributing principal structure on site is the 1924 Sanctuary at 36.1' (see Exhibit D for visual of surveyed heights).

E. Compatibility with Adjoining Land Uses

Special care will be taken to ensure that existing and new development within the Trinity PAD(H) is compatible with the existing historic and architectural character of the surrounding neighborhood. The overall volume and mass of the new building will be substantially smaller than the overall volume that existing zoning code allows on the site. The land uses on the site (residential and commercial) are entirely consistent with the adjacent land uses (residential and commercial).

F. Feasibility of the PAD(H) with Existing Infrastructure and Services

The existing church buildings are served with infrastructure and services. The new buildings will tap into this existing infrastructure and services and, if needed, new infrastructure will be brought into the site to handle the increased load of the new structures and uses.

Donald Hitch Memorial

PART TWO

SITE ANALYSIS

PART TWO: SITE ANALYSIS

A. Existing Site Conditions

1. Existing On-Site Development (Significant built constraints of the site)

   The Trinity Presbyterian Church is located on the corner of Fourth Avenue and University Boulevard. The primary church structure was built in 1924, with additions in 1937, 1948, 1952, 1955 and 1959. It encompasses the block between Fourth Ave and Third Ave, and between 4th St. and University Blvd, except for the Time Market property and the two houses on the corner of 4th St. and Third Ave (see Exhibit F for Existing Development). The church owns the portion of Hoff Avenue that is located between 4th street and University Blvd and this is included as part of our site.

Table 1: Building Inventory

Existing Buildings	Current Square Footage	Existing Building Height (feet)	Building Street Setback (from property line)
Building A1 (historic) Building A2 **SANCTUARY**	38,325	51.6'	21' from north 14.5' from west
Building B **OFFICE AND CHAPEL**	3,794	15.0'	21' from north 14.5 from west
Building C1 **CHILDREN'S BUILDING**	11,216	24.0'	19' from south 19.5' from west
Building C2 **CANOPY**	N/A	17.0'	0.0' from south
Building D (historic) **DUPLEX BUNGALOW**	2,084	20.0'	16.5' from south

PAD(H) BOUNDARY

STREETCAR STOP

TRASH DUMPSTER

PARCEL BOUNDARY

TOTAL SITE AREA WITHIN PROPOSED PAD(H) BOUNDARY
2.79 ACRES

EXISTING ZONING
HR-3
HC-3

AERIAL MAP / SITE PLAN

0' 50' 100'

EXHIBIT C
EXISTING DEVELOPMENT

ROOF HEIGHTS MEASURED FROM FINISHED GRADE AT THE MIDPOINT OF THE FRONT FACADE OF PRINCIPAL BUILDING

ALL VERTICAL HEIGHTS PER A SURVEY PREPARED BY POLARIS LAND SURVEY, 05.10.2012

EXHIBIT D
HEIGHTS OF EXISTING BUILDINGS

Doug Ducey
Governor

Sue Black
Executive Director

Arizona State Parks

SHPO – 2016 – 0083 (129416)

February 4, 2016

Randi Dorman, Rob Paulus
R+R Develop
990 E. 7th Street, Suite 100
Tucson, AZ85719

re: Tucson, 1959 Addition to Trinity Presbyterian Church

Dear Randi and Rob,

Thank you for consulting with this office in a matter of local concern, which is neither a federal nor state government undertaking, requiring comment. As a courtesy, I have reviewed the submitted information and offer the following opinion:

The 1924 Spanish Colonial building is listed as a contributor to the National Register West University District. The period of significance for the district is 1890 – 1930. None of the modern additions of 1937, 1948, 1955 and 1959 are within the period of significance; and do not contribute to the characteristic features that qualify the church for listing as a contributing property.

Sincerely,

Robert R. Frankeberger AIA
Architect, State Historic Preservation Office

State Historic Preservation Office
1100 W. Washington St | Phoenix, AZ 85007 | 602.542.4009 | AZStateParks.com
"Managing and conserving natural, cultural, and recreational resources for the benefit of the people, both in our Parks and through our Partners."

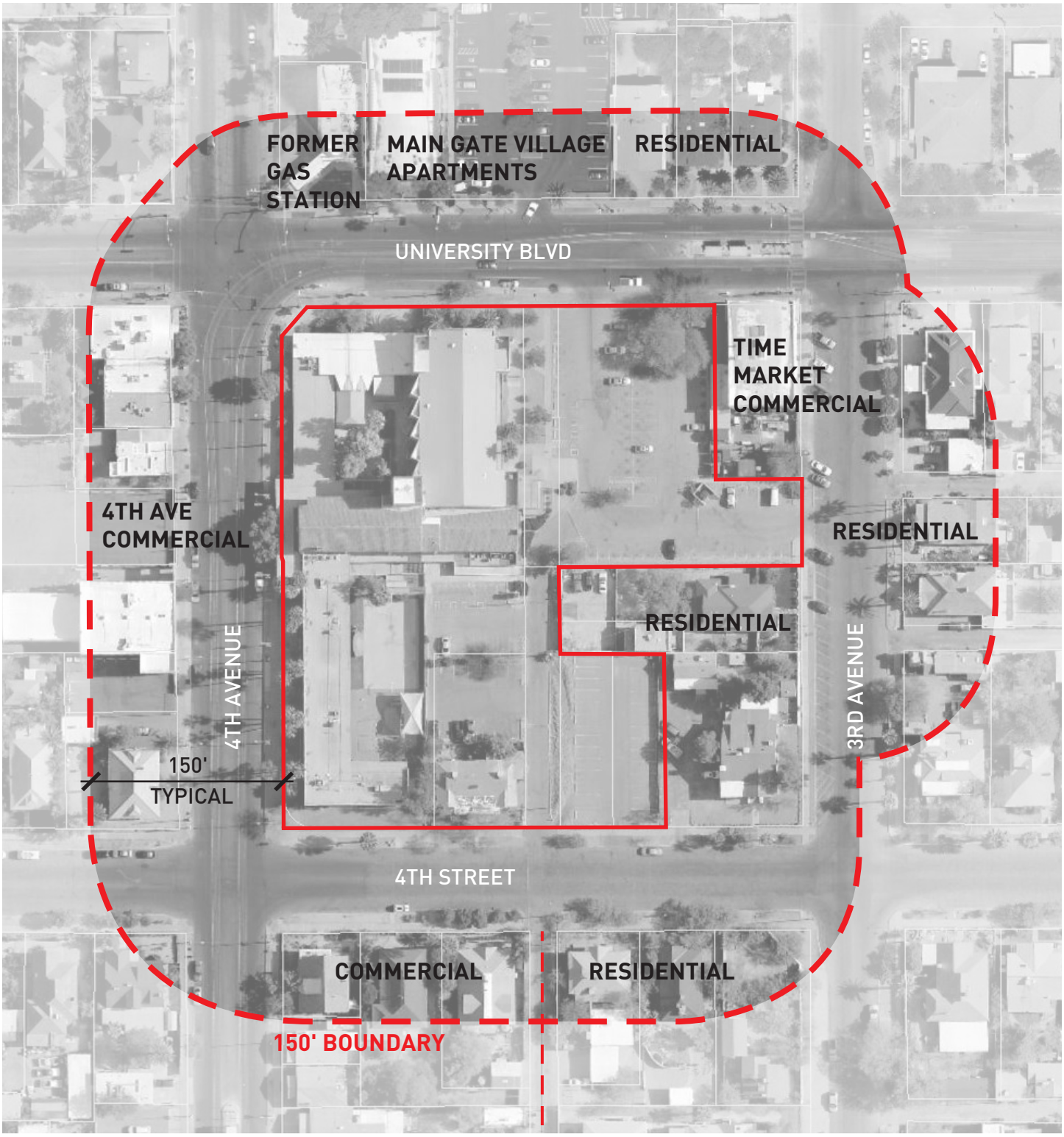
EXHIBIT E
STATE HISTORIC PRESERVATION OFFICE CONCURRENCE LETTER

2. Existing Off-Site Development (Significant built constraints of the surroundings)

   The Trinity Presbyterian Church is surrounded by a mixture of single family residences, multi-family residential uses and commercial uses as shown in Exhibit F: Off Site Development. Commercial uses are located adjacent to Fourth Avenue and University Blvd. Single-family homes located along Third Avenue and Fourth Street are on lots ranging in size from approximately 5,000 square feet to 8,000 square feet. Please note that all buildings that face the residential building development on both 4th Street and Fourth Ave are all zoned with commercial zoning. (See Exhibit G, Existing Zoning)

Table 2: Existing Land Uses

Proposed PAD(H) District	One and two story church and accessory building, historic duplex
North	Commercial, Multi-Family and Single Family Residential
South	Commercial, Single-Family Residential
East	Commercial, Single-Family Residential
West	Commercial



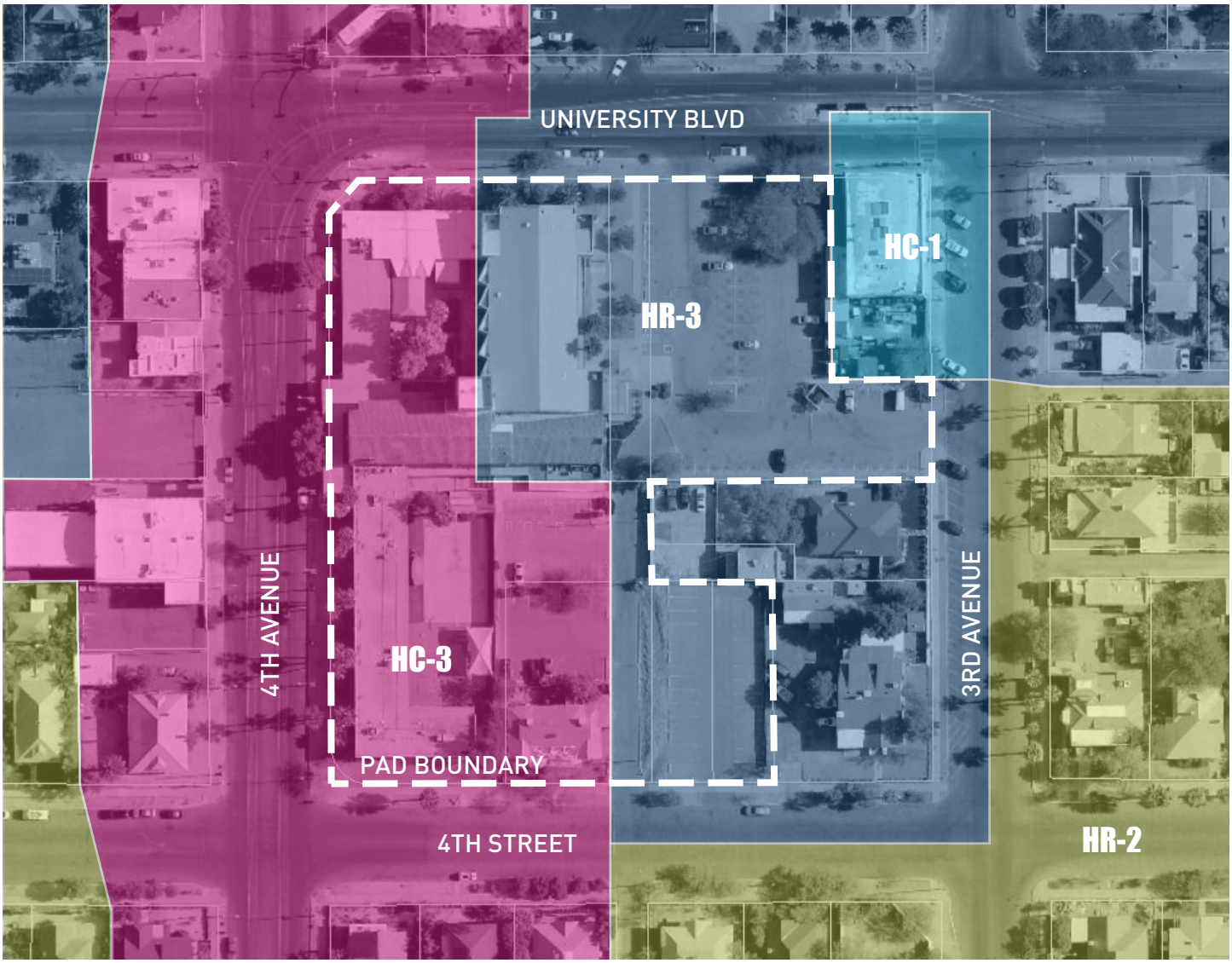
0' 50' 100'

EXHIBIT F
OFF SITE DEVELOPMENT

B. Zoning

Table 3: Existing Zoning

Proposed PAD(H) District	HC-3 (Commercial Zone), HR-3 (Residential Zone)
North	HC-3 (Commercial Zone), HR-3 (Residential Zone)
South	HC-3 (Commercial Zone), HR-2 (Residential Zone)
East	HC-1 (Commercial Zone), HR-3, HR-2 (Residential Zone)
West	HC-3 (Commercial Zone)



PAD(H) BOUNDARY
HC-3
HR-3
HC-1
HR-2

0' 50' 100'

EXHIBIT G
EXISTING ZONING

C. Transportation and Circulation Elements

The Trinity PAD(H) site is surrounded by a rich variety of transportation options. The available transportation modes include the automobile, Modern Streetcar, designated bicycle routes, access to multiple bus routes at Euclid and 6th Avenues and the nearby Ronstadt Transit Center. The West University District also provides some of the most attractive and walkable sidewalks in Tucson that link to the University, Fourth Avenue and Downtown.

1. Existing Streets Serving the PAD(H)

   The Trinity PAD(H) is bordered by University Boulevard on the north and Fourth Avenue to the west. Two local streets, 3rd Avenue to the east and 4th Street to the south, provide access to the PAD(H) and surrounding residential areas to the south and east of the site. Attributes of the roadways are summarized in Table 4: Roadway Characteristics, and Exhibit H: Transportation, shows surrounding roadways within a one-mile context.

   a. Access Points
      There are four vehicular access points from public roadways into the PAD(H) District, one along University Blvd, another along 3rd Ave, and the two entry points from the south via 4th Street. See Exhibit L: Conceptual Site Plan.

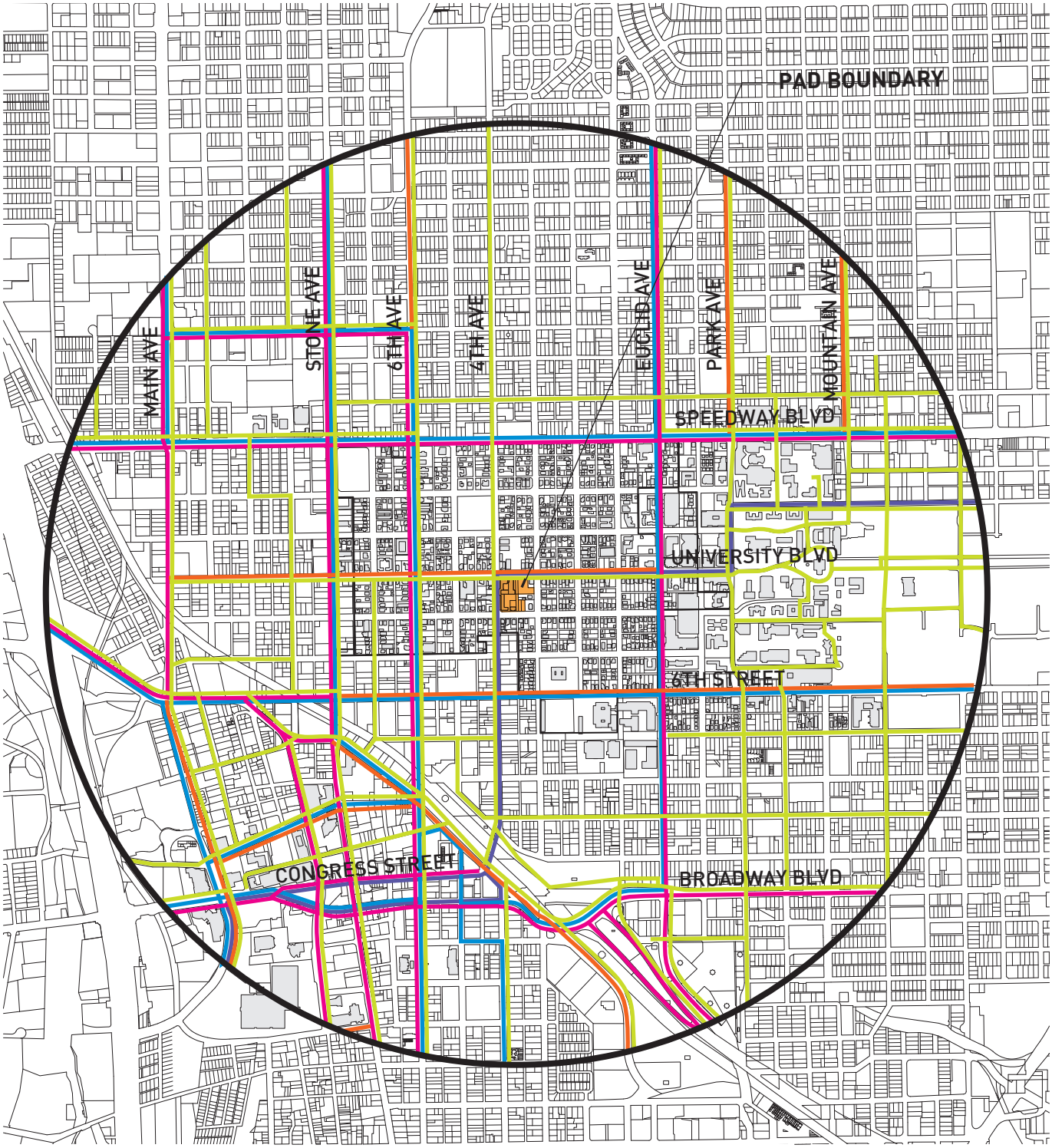
   b. Alternate Modes of Transportation
      The Sun Link streetcar runs along University Blvd and 4th Avenue directly adjacent to the PAD(H) site. There are two streetcar stops within 200 feet of the PAD(H) site. SunTran operates 22 bus routes within a one-mile radius of the PAD(H). Exhibit H: Transportation map shows surrounding bus routes within a one-mile context.

   c. Bicycle Routes and Bicycle Parking
      There are numerous bicycle routes within a one-mile radius serving the PAD(H) District providing alternative access. Existing bicycle routes within a one-mile radius are displayed on Exhibit H: Transportation. University Blvd, 4th Avenue, 7th Avenue, 7th Street, 9th Ave, 9th Street, and Lester are designated bike routes.

   d. Walkable District
      The West University District has a walk score of 89 out of 100 from Walkscore.com and this project will build upon and improve this attribute with more shaded streetscape, activated retail, pocket parks, increased access to and through the site, and mixed use, multi-generational high quality design and construction.

Table 4: Roadway Characteristics

Roadway	University Boulevard	Fourth Avenue	4th Street	Third Avenue
Functional Class	Urban Collector	Local Street	Local Street	Local Street
# Lanes	3	3	2	2
Divided	No	No	No	No
Bike Route	Yes	Yes	No	No
Bus / streetcar Route	Yes	Yes	No	No
Curb & Gutter	Yes	Yes	Yes	Yes
Sidewalks (Continuous or intermittent)	Yes	Yes	Yes	Yes (intermittent)
Paved	Yes	Yes	Yes	Yes
Speed Limit	25	25	25	25
Ownership	City of Tucson	City of Tucson	City of Tucson	City of Tucson



COLLECTOR STREETS

MAJOR STREET ARTERIAL

STREETCAR

BUS ROUTE

BIKE ROUTE

0' 1,000' 2,000'

EXHIBIT H
TRANSPORTATION

D. Community Facilities

1. Fire Stations

   The nearest fire station is located at 300 S. Fire Central Pl, approximately 1.25 miles southwest of the PAD(H).

2. Police Stations

   There are two police stations located within the vicinity of the PAD(H). The University of Arizona Police Department is located at 1852 E. 1st St, approximately 1.25 miles east of the PAD(H). The City of Tucson Police Headquarters is located at 270 South Stone Avenue, approximately one mile south of the PAD(H).

3. Hospitals

   The nearest hospital is the Banner University Medical Center located at 1501 North Campbell Avenue, approximately 1.25 miles east of the PAD(H).

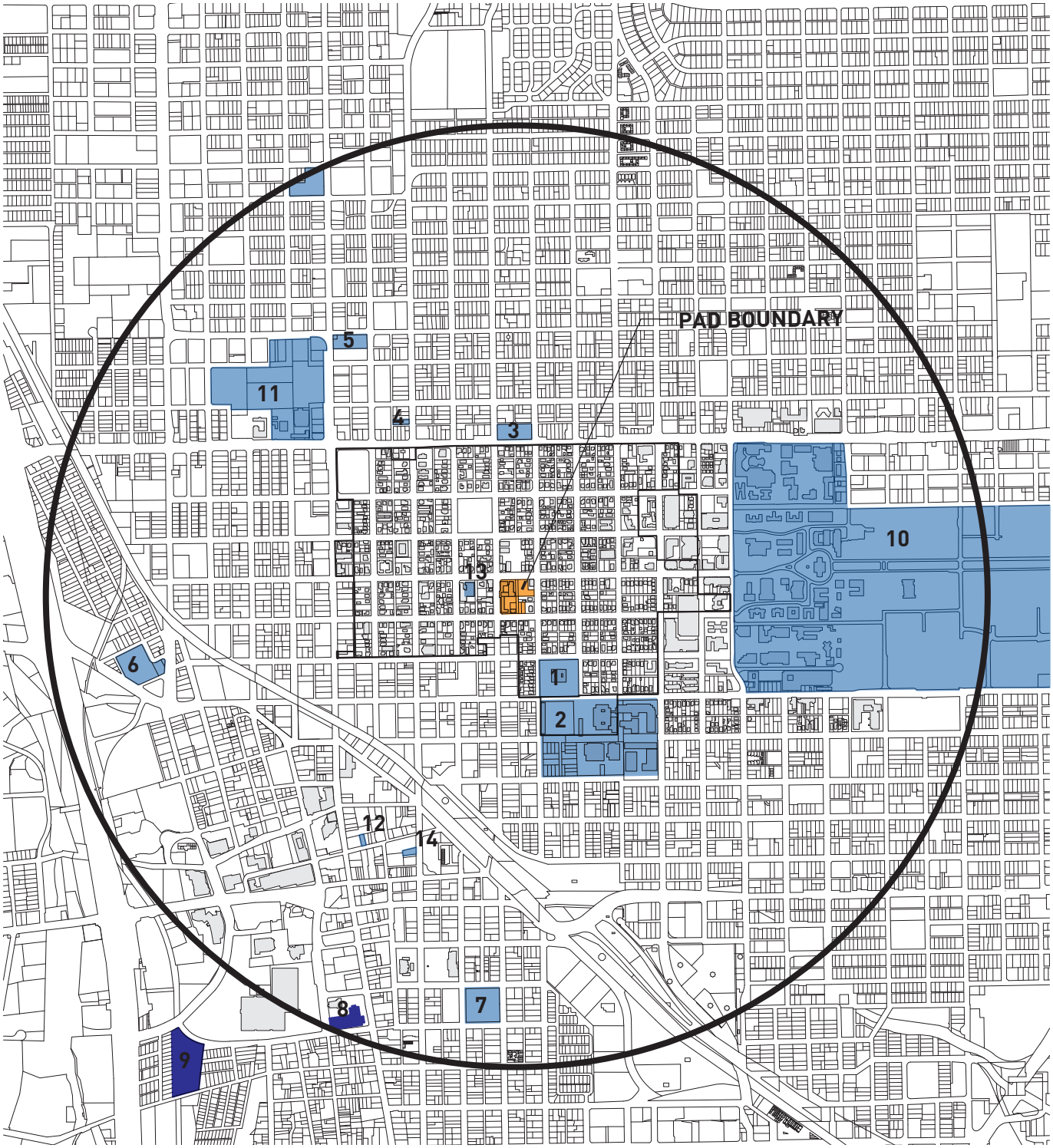
4. Educational

   The project site is located within Tucson Unified School District, and schools serving the area include Roskruge Bilingual K-8, Mansfeld Middle School, Safford K-8 Magnet International Baccalaureate World School, Safford Jr. High School, Paulo Freire Freedom School, City High, Imago Dei and Tucson High School.

E. Off-site Open Space

Off-site open space in the area consists of nine parks and the University of Arizona Mall.

Architect Arthur Brown in the Trinity courtyard
Mrs. Caroline Brown, Mr. Arthur Brown, Mrs. Hazel Lovejoy, Mr. Walter Lovejoy, Mrs. Josephine Nowell, Mrs. Wilma Peters



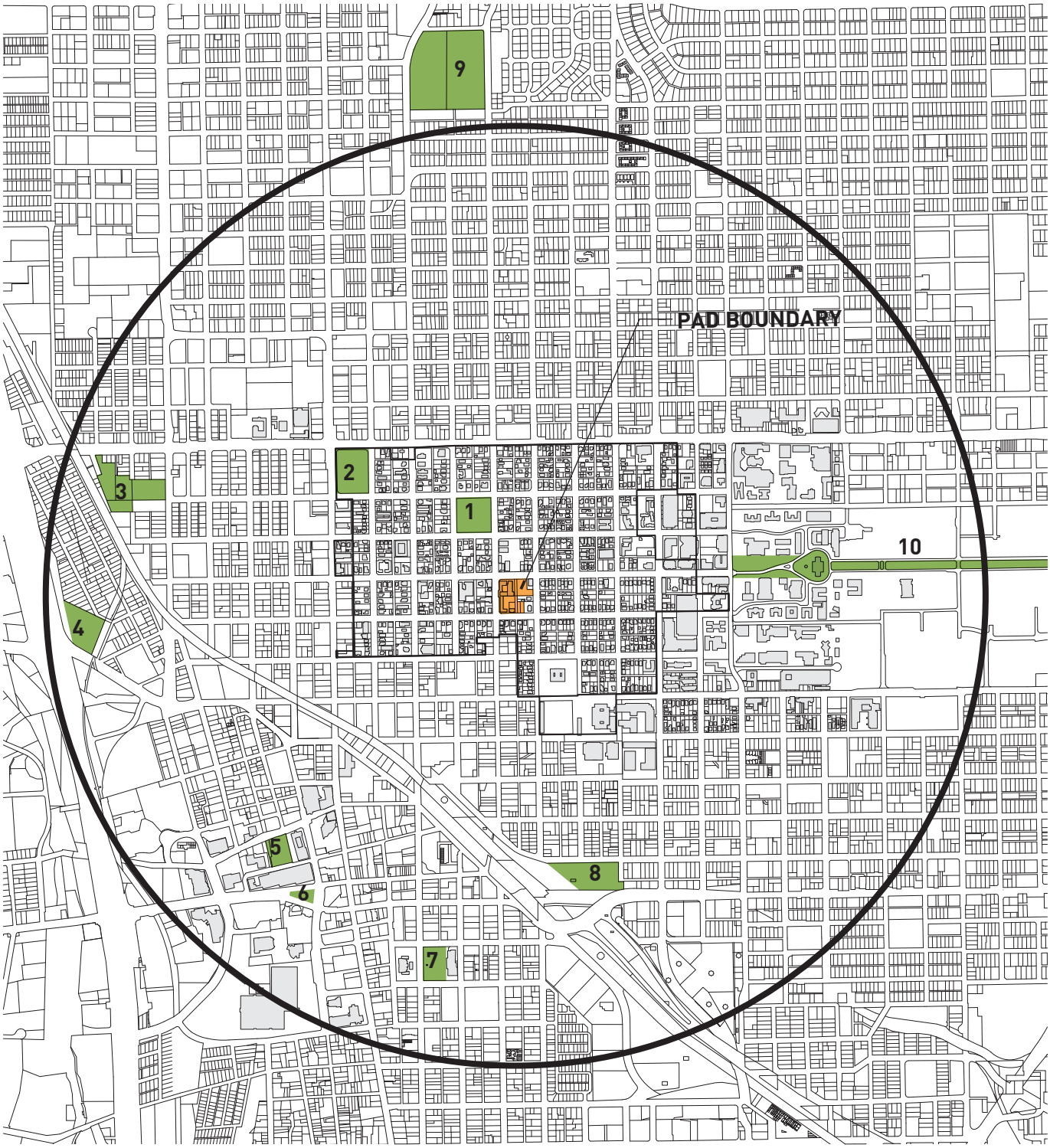
1. ROSKRUGE BILINGUAL K-8
2. TUCSON HIGH SCHOOL
3. FIRST SOUTHERN CHRISTIAN SCHOOL
4. PIMA PARTNERSHIP ACADEMY 6-12
5. ACE CHARTER HIGH SCHOOL
6. DAVIS BILINGUAL ELEMENTARY
7. SAFFORD K-8
8. TUCSON POLICE HEADQUARTERS
9. TUCSON FIRE DEPARTMENT
10. UNIVERSITY OF ARIZONA
11. PIMA COMMUNITY COLLEGE
12. CITY HIGH SCHOOL / PAULO FREIRE FREEDOM SCHOOL
13. PAULO FREIRE FREEDOM SCHOOL
14. IMAGO DEI MIDDLE SCHOOL

SCHOOL

GOVERNMENT

0' 1,000' 2,000'

EXHIBIT I
COMMUNITY FACILITIES



1. CATALINA PARK
2. DEANZA PARK
3. ESTEVAN PARK
4. OURY PARK
5. EL PRESIDO PARK
6. VEINTE DE AGOSTO PARK
7. ARMORY PARK
8. IRON HORSE PARK
9. MANSFIELD PARK
10. UofA MALL

EXHIBIT J

OFF-SITE OPEN SPACE

0' 1,000' 2,000'

F. Existing Hydrology

The proposed PAD(H) district is located in the southwest quarter of the northeast quarter of Section 12, Township 14 South, Range 13 East, G.&S.R.M. The district occupies approximately 2.79 acres and is currently fully developed with multiple commercial, institutional and residential structures and paved access and parking areas throughout. The district is irregular in shape and is bordered to the east by North 3rd Avenue and some adjacent residential and commercial parcels, to the north by East University Boulevard, to the west by North 4th Avenue and to the south by East 4th Street. All adjacent streets are curbed and fully paved streets. The main vehicular access points to the site are at curb cuts along University Boulevard at the north end, along 3rd Avenue on the east side and along 4th Street on the south side.

According to the Federal Emergency Management Agency Flood Insurance Rate Map Panel No. 04019C2277L, dated June 16, 2011, the Parcel is located in the unshaded Zone X area which is an area determined to be outside the 500-year annual chance floodplain.

There are no known existing engineered drainage facilities within the district. The site slopes gently from the northeast to the southwest with average slopes in the 1% range. Soils within the site are classified by the United States Soil Conservation Service (SCS) as 100% hydrologic soil group D that are soils having a very slow infiltration rate when thoroughly wet. These soils consist mainly of clays that have a high shrink-swell potential and soils that have a claypan or clay layer at or near the surface. These soils have a very slow rate of water transmission.

Based on site investigation, recent topographical survey information and the existence of adjacent curbed roadways it has been determined that there are no offsite watersheds affecting the district, i.e. no stormwater runoff is being conveyed to, and through, the site from any offsite watershed areas.

The district area itself consists of existing paved areas and structures with varying drainage patterns throughout. However, the stormwater that exits the site is primarily conveyed as sheet flow to the 4th Street and 4th Avenue rights-of-way with all runoff from the area eventually making its way to the southwest corner of the district at the intersection of 4th Street and 4th Avenue. The district area of 2.79 acres is approximately 95% impervious in the existing condition and generates an approximate runoff of 23 cubic-feet- per-second in the 100-year storm event, the majority of which is conveyed away from the site and ultimately to the south in the 4th Avenue right of way.

G. Overlay Zone Ordinance

The proposed PAD(H) is located within the West University Historic District and is subject to the Historic Preservation Overlay Zone (UDC Article 5.8). To allow greater building height the historic zoning overlay will be removed from the PAD(H) district by a HPZ boundary amendment. The first phase of the boundary amendment process, which included review of the proposal by WUHZAB and T-PCHC PRS and approval by Mayor and Council, has been completed. The second phase of the boundary amendment (Zoning Examiner Public Hearing) will be completed concurrently with the PAD(H) rezoning process. The final approval of the boundary amendment will be contingent on the approval of the rezoning.

H. Views

The proposed PAD(H) District is located in a developed area, surrounded by single-family residential and commercial uses. Currently, Trinity Church buildings vary in height from one to three stories with the Donald Hitch Memorial Structure being the tallest at 51.6' high (the bell tower is 61.6' high). The site is partially visible from all sides of the property. Photos of the project site are shown in Exhibit K: PAD(H) District Photos along the locations from which the photos were taken.

1. Views onto the Site

   The existing Trinity buildings along the northern and western sides of the property are highly visible from University Blvd. and Fourth Avenue. The Trinity buildings and the parking lot in the eastern portion of the adjacent to 3rd Avenue are partially screened from view by residential structures and Time Market.

2. Views across the Site

   The PAD(H) District is located in a developed area of the city surrounded by one to three story structures. Views across the site of surrounding mountain ranges are largely obstructed.

TRINITY CHURCH
University Blvd & 4th Avenue

TRINITY EDUCATION BUILDING
4th Avenue & 4th Street

EXHIBIT K
PAD(H) DISTRICT PHOTOS

SOUTH SITE ELEVATION
4th Street

WEST SITE ELEVATION
4th Avenue

NORTH SITE ELEVATION
University Blvd

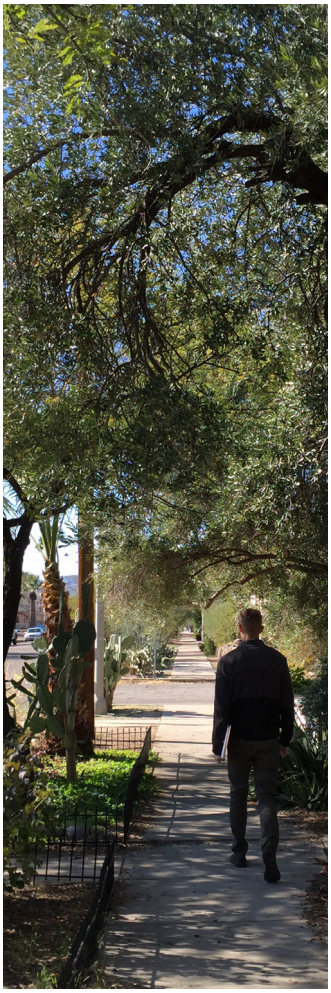
EXHIBIT K
PAD(H) DISTRICT PHOTOS

SOUTH VIEW SHED
4th Street

NORTH VIEW SHED
University Blvd

EAST VIEW SHED
3rd Avenue

EXHIBIT K
PAD(H) DISTRICT PHOTOS



PART THREE DISTRICT PROPOSAL

Part Three: PAD(H) District Proposal

Planning Considerations

The Trinity PAD(H) consists of a single zoning district based on a modified C-3 zone. Exhibit C depicts the boundary of the new PAD(H) zoning district. All new development, redevelopment and associated vehicular use areas and landscaping within the PAD(H) District shall conform to the regulations and standards in this PAD(H). Where these regulations and standards vary from the UDC, Development Standards or other City standards, the PAD(H) regulations and standards shall control. Where the PAD(H) is silent, the UDC provisions for the C-3 zone and other relevant City standards shall control. Detailed definitions for the following uses can be found in UDC.

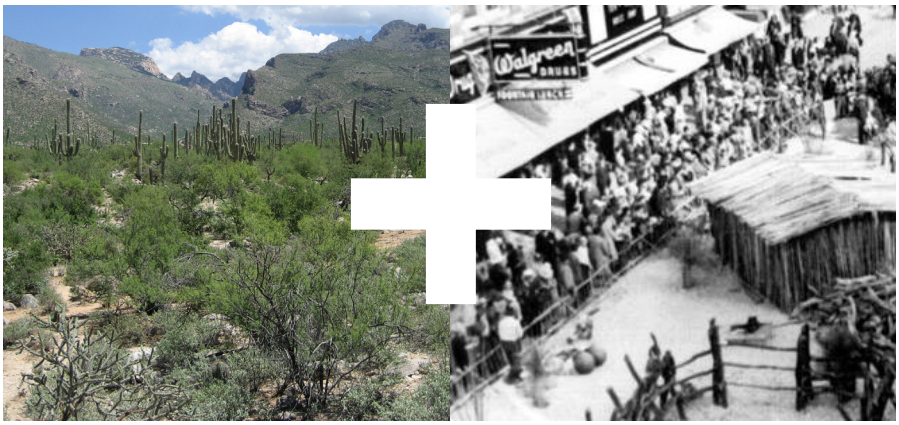
A. Design Approach to PAD(H)

WEST UNIVERSITY VERNACULAR

The West University Neighborhood has a wide variety of architectural design and history. How can we use this rich vernacular and walkable community to create a building for the 21st century?

THRIVING DOWNTOWN

Early Tucson had a thriving downtown with mixed use on every corner and a highly used street car. With the new Modern Streetcar we have the chance to once again establish a more sustainable place to live, work and play.



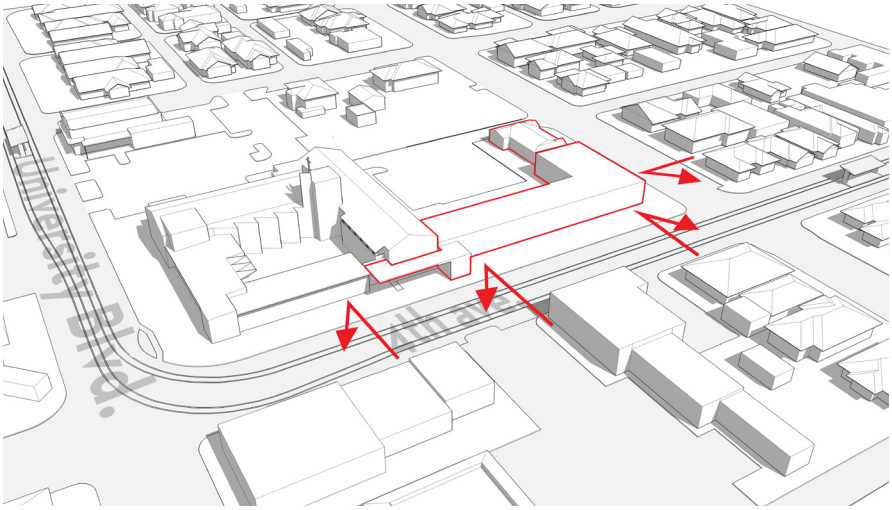
NATURE + HUMAN

This design must take into account the diverse Sonoran Desert landscape and climate while also embracing the historic urban character of Tucson.

EXHIBIT L
DESIGN APPROACH TO PAD(H)

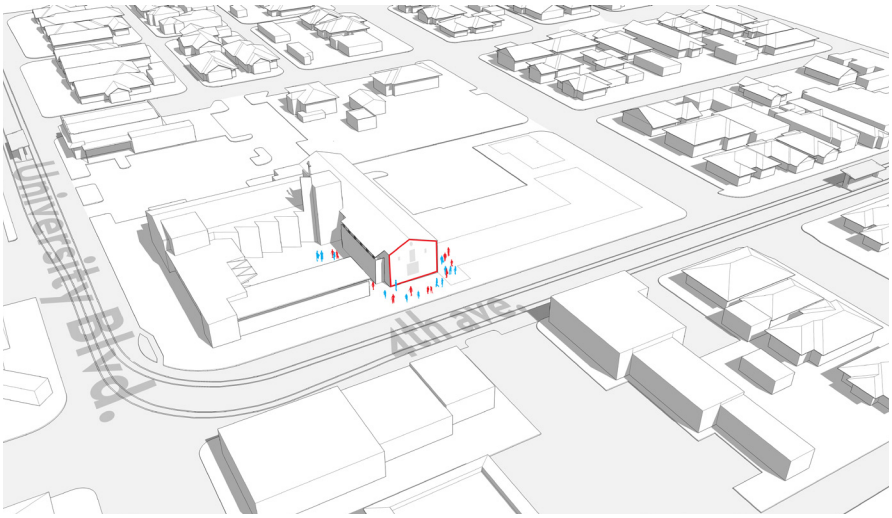
EXISTING

The site is currently non permeable along 4th Avenue and is devoid of windows and urban life. The building outlined in red is empty and the parking lots are under utilized



NEW PRESENCE

By removing canopies, adjacent building and relocating the historic bungalow, the historic 1924 Trinity Presbyterian church is given new life and presence with room to rebuild an urban edge



ACCESS THROUGH SITE

A permeable, walkable site is created with multiple ways to transverse the block

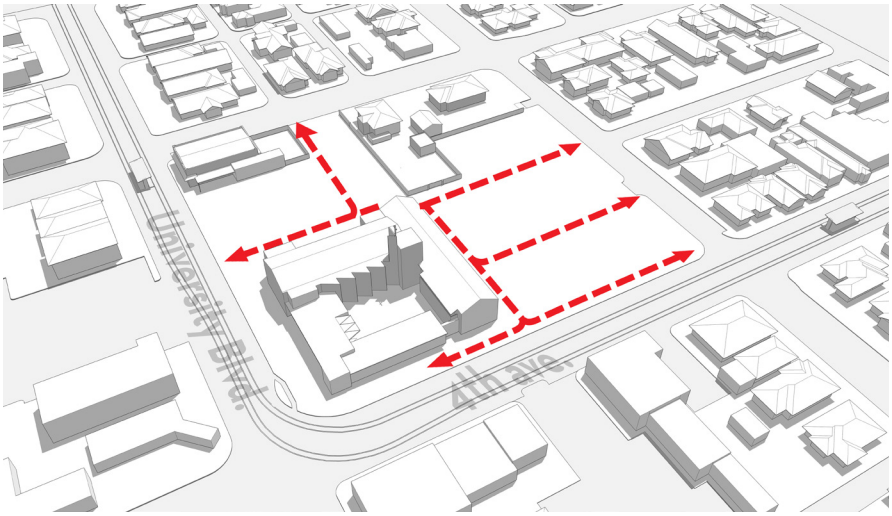
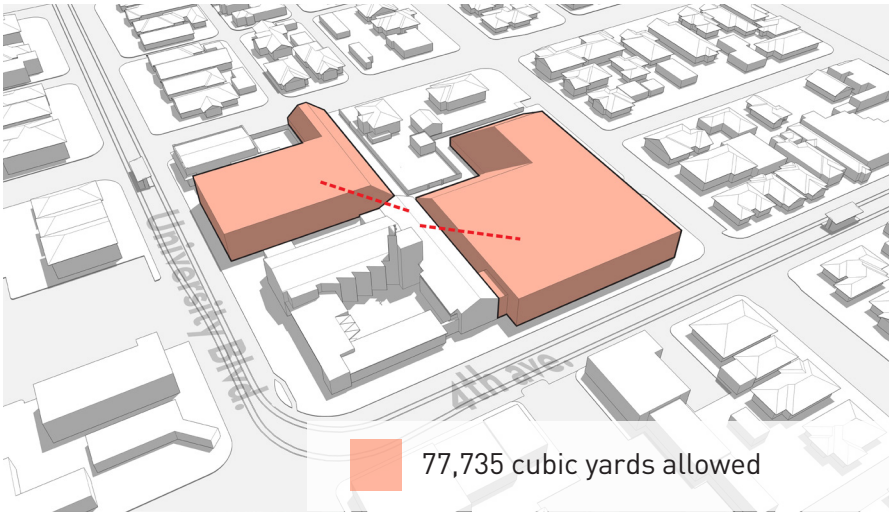
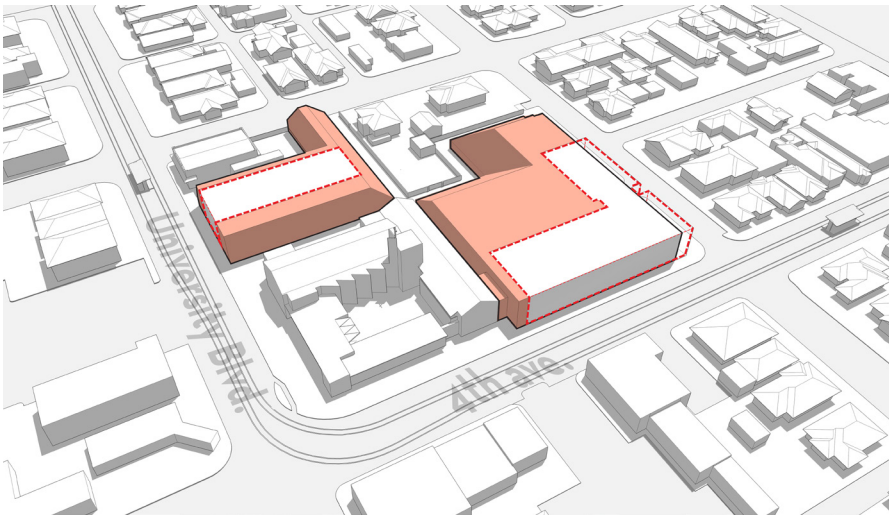


EXHIBIT L
DESIGN APPROACH TO PAD(H)



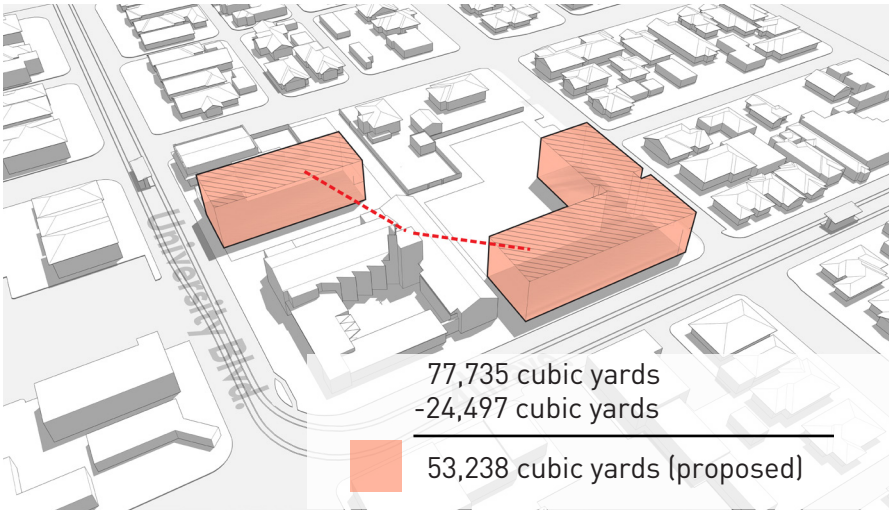
EXISTING ZONING ENVELOPE

Existing zoning limits the allowable height to the top of the sanctuary but allows an undesirably large footprint and mass. See Exhibit D for heights of existing buildings



SMALLER FOOTPRINT

Smaller footprints are inserted into much larger zoning envelope



LOWER DENSITY, GREATER HEIGHT

Cubic volume is reduced and height is under the height of the Donald Hitch Memorial Structure

Note: Conceptual design and preliminary volume studies not finalized

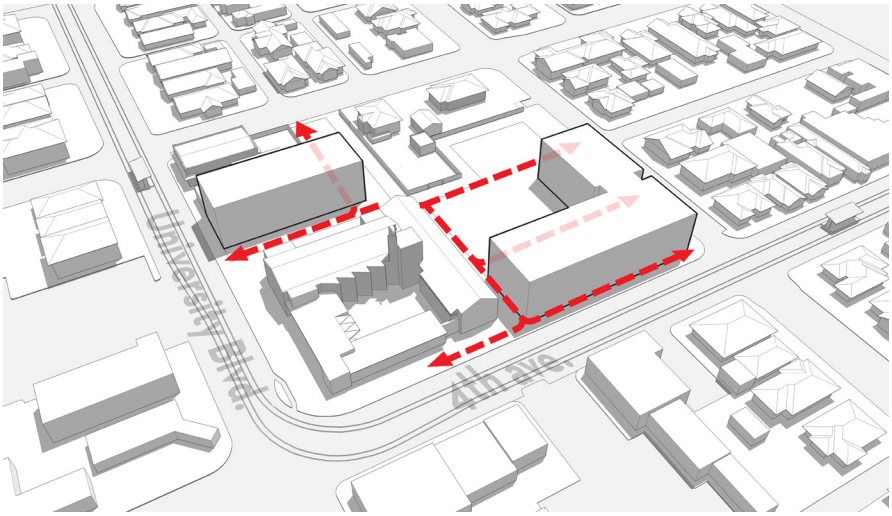
EXHIBIT L

DESIGN APPROACH TO PAD(H)

CONCEPTUAL AND PRELIMINARY ONLY

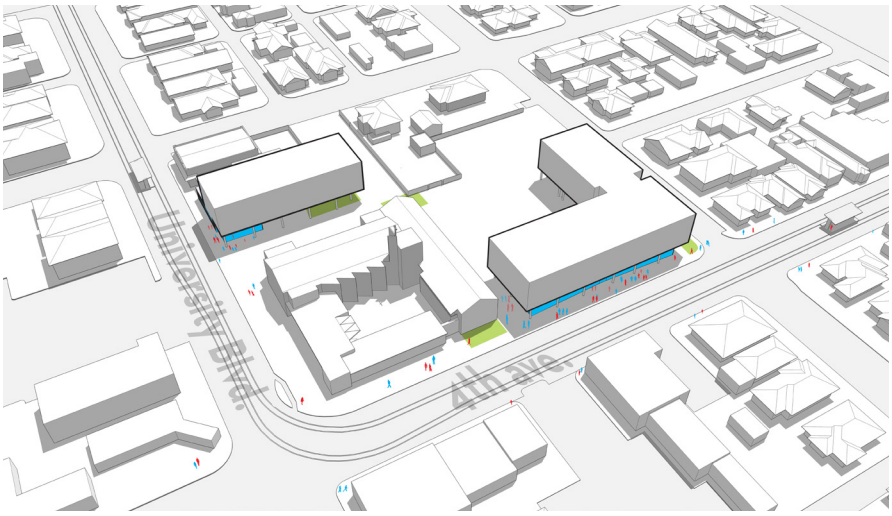
ACCESS RESTORED

Walkable access is restored around, between and under buildings



URBAN ACTIVATION

The neighborhood and block is activated with retail use at street level and pocket parks at open areas on-site

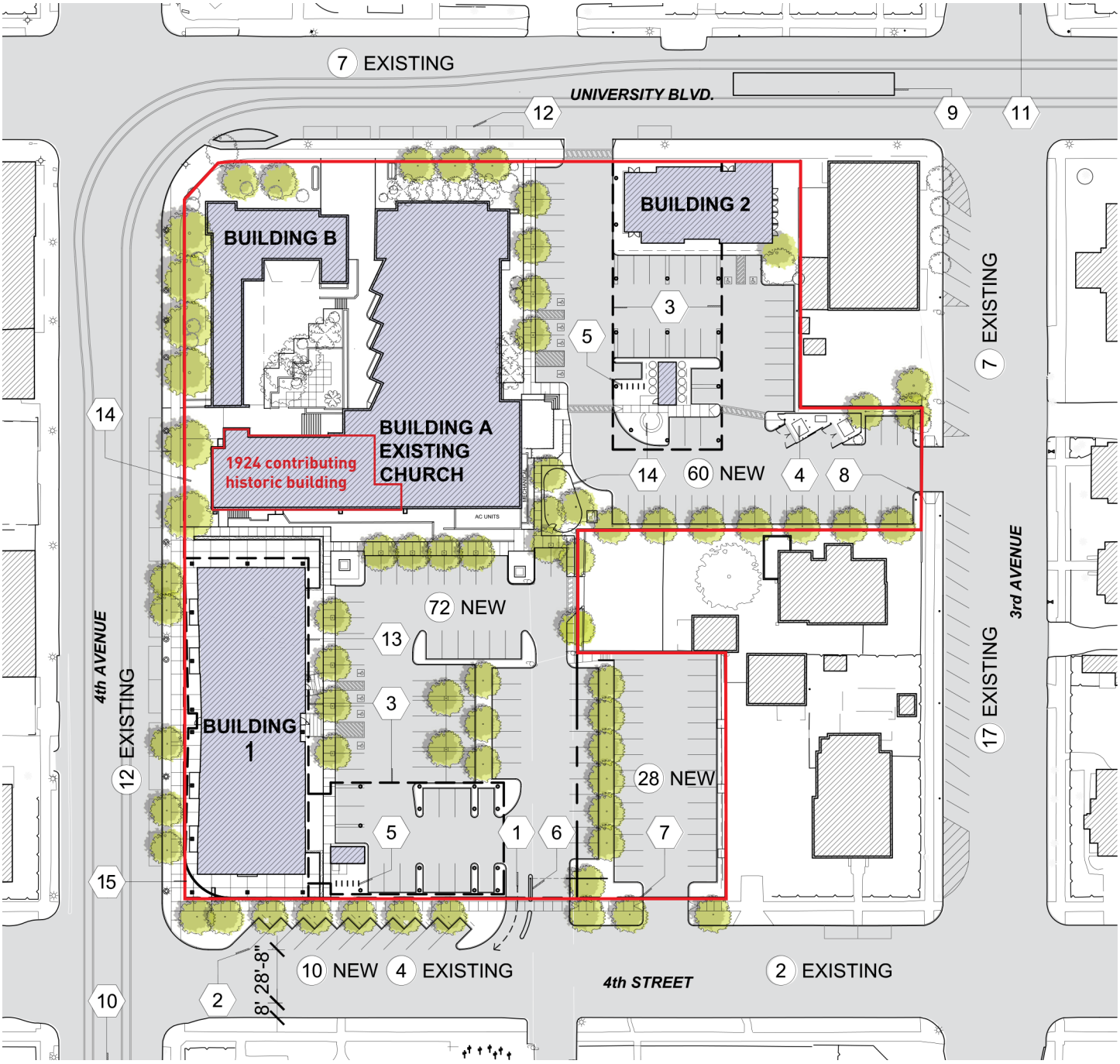


LUSH LANDSCAPE AND ON GRADE PARKING

Lush desert landscape is brought back to the site at grade level in parking areas, at streetscape and edges and at pocket parks. Surface parking for office use during the day leaves parking for retail use during evening hours and church use on weekends

CONCEPTUAL AND PRELIMINARY ONLY

EXHIBIT L
DESIGN APPROACH TO PAD(H)



PARKING

- 160 OFF-STREET PARKING SPOTS
- 49 EXISTING + 6 NEW ON-STREET PARKING SPACES ADJACENT TO SITE / BLOCK (55 TOTAL)

KEYNOTES

1. RIGHT TURN ONLY AT EGRESS
2. NEW DIAGONAL BACK IN PARKING
3. DASHED LINE OF BUILDING ABOVE
4. TRASH / RECYCLING / COMPOST
5. BIKE PARKING
6. GATED INGRESS WITH KEYPAD(H) FOR ENTRY
7. RIGHT TURN ONLY SIGN
8. LEFT TURN ONLY SIGN
9. STREETCAR STOP
10. STREETCAR STOP AT MID BLOCK
11. FUTURE BIKE SHARE AT UNIVERSITY AND 3RD AVENUE
12. FUTURE BIKE SHARE
13. BICYCLE STORAGE / BARN IN BUILDING (30+ BIKE STORAGE CAPACITY)
14. POCKET PARK LOCATION
15. DEVELOPER SHALL OBTAIN APPROPRIATE EASEMENTS AND/ OR PURCHASE PROPERTY FROM THE CITY OF TUCSON REAL ESTATE DEPARTMENT FOR ANY ENCROACHMENTS INTO THE RIGHT OF WAY

PAD(H) DISTRICT MAXIMUM RESIDENTIAL DENSITY
40 DU/AC X 2.79 ACRES
= 111 TOTAL DU

PAD(H) BOUNDARY

BUILDING A
EXISTING CHURCH
TWO STORIES - 38,325 SF

BUILDING B
EXISTING OFFICE / CHAPEL
ONE STORY - 3,794 SF

BUILDING 1
PROPOSED RESIDENTIAL / RETAIL
FOUR STORIES - 61,847 SF

BUILDING 2
PROPOSED OFFICE / RETAIL
THREE STORIES - 20,924 SF

EXHIBIT M
CONCEPTUAL SITE PLAN

0' 50' 100' 200'

B. Permitted and Excluded Uses

A Preliminary Site Plan has been provided as Exhibit M: Conceptual Site Plan, which identifies existing and future development within the Trinity PAD(H).

1. Permitted Uses

   The Trinity PAD(H) shall include all those uses permitted by UDC Section under C-3 zoning, except as noted below.

2. Excluded Land Uses shall include:

   a. Restricted Adult Activities Use Group:

      1. Adult Commercial Services
      2. Adult Industrial Uses
      3. Adult Recreation
      4. Adult Retail Trade

   b. Retail Trade Use Group:

      1. Medical Marijuana Designated Caregiver Cultivation Location
      2. Medical Marijuana Dispensary
      3. Medical Marijuana Dispensary Off-site Cultivation Location
      4. Medical Marijuana Qualifying Patient Cultivation location
      5. Drug Paraphernalia Store: Drug Paraphernalia Store means any retail store selling paraphernalia commonly related to the use of any drug or narcotic, including, but not limited to, water pipes, pipe screens, hashish pipes, roach clips, coke spoons, bongs, and cigarette rolling paper, except that this term does not include the sale of cigarette rolling paper by a store that also sells loose tobacco or the sale by prescription of implements needed for the use of prescribed drugs or narcotics
      6. Gun Shop: Gun Shop means any retail sales business engaged in selling, leasing, purchasing, or lending of guns, firearms, or ammunition.
      7. 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.
      8. Liquor Store: Liquor store means a retail establishment which has fifty (50%) percent or more of the shelving or gross floor area devoted to the public display and sale of alcoholic beverages for off-site consumption.

   c. Commercial Services Land Use Group:

      1. Alcoholic Beverage Bar Only
      2. Automotive Major Service and Repair
      3. Trade Service and Repair: Major and Minor
      4. Non-chartered financial institution: Check Cashing
      5. Tattoo Parlor/Body-piercing Studio: Tattoo Parlor means an establishment whose business activity, either in terms of operation or as held out to the public, is the practice of placing designs, letters, figures, symbols, or other marks upon or under the skin of any person, using ink or other substance that results in the permanent coloration of the skin, by means of the use of needles or other instruments designed to contact or puncture the skin. Body-piercing Studio means an establishment whose business activity, either in terms of operation or as held out to the public, is the practice of creating an opening in the body of a person for the purpose of inserting jewelry or other decoration, and inserting jewelry or other decoration.

   d. Civic Land Use Group:

      1. Correctional Use: Supervision Facility

   e. Residential Land Use Group

      1. Group Dwelling

3. Special Exception Land Uses Permitted following the Unified Development Code, Mayor and Council Special Exception Procedure, Section 3.4.4.

   a. Structured Parking

C. Development Standards

The Trinity PAD(H) will be consistent with the plan goals and policies established in the University Area Plan and West University Neighborhood Plan. Development standards will be used to provide compatibility with adjoining zoning districts and transitioning where appropriate to ensure compatibility. The following standards apply to the development of buildings, landscape borders, vehicle use areas and buffering for all permitted uses within the PAD(H).

For the purpose of residential density, setback and buffer requirements and other similar development standards that would otherwise apply to separately owned lots or parcels under the UDC, the PAD(H) shall be considered as a single parcel. Future re-alignment of property lines within the site boundaries can move but will not readjust the buildable area or achievable unit count available by the PAD(H). All new development within the PAD(H) shall conform to applicable building, fire and other life safety standards. These standards will supersede the standards in the Unified Development Code in accordance with Section 3.5.5 Planned Area Development (PAD(H)) Zone of the UDC, except where specific references to such standards are provided in this section of the document.

A conceptual site plan (Exhibit M: Conceptual Site Plan) is provided to illustrate the proposed configuration of uses within the Trinity PAD(H). This plan is provided for conceptual purposes to represent a possible scenario of development under this PAD. Land use and final layout/configuration is subject to change based upon market conditions and demand.

Table 5. PAD(H) District Development Standards

Residential Density (maximum)	40 du/acre (maximum 111 dwelling units allowed)
Site Area	0
Lot Coverage Residential Non Residential	 None None
Height	50 ft
Street Setback	0
Perimeter Yard Setback	See Appendix C

1. Height

   New construction shall be allowed a maximum height of 50 feet, measured from the finish floor elevation of the proposed new structure and with allowed exceptions per UDC Article 6.4.4.C Height Exceptions and the following additional exceptions below:

   a. Only Guardrails required by IBC 1013.6 Mechanical Equipment and 1013.7 Roof Access shall be allowed to extend above the top of the finished roof deck by a maximum of four feet (4') provided they are setback from the face of the building a minimum of four feet (4').
   b. Roof-top appurtenances are allowed to extend above the top of finished roof deck a maximum of ten feet (10') provided they are setback from the face of the building a minimum of twelve feet (12') at the street side of the building and eight feet (8') from the face of the building at the interior lot side.
   c. Roof-top appurtenances include, but are not limited to: Elevator over-runs, building design and architectural accent features, antennae, mechanical equipment, solar/photovoltaic equipment, and any visual screening structures associated with the above.

   The maximum 50 foot building height is allowed only if the design of the project incorporates the following:

   a. A reduced building footprint that reduces overall volume and mass per the original zoning in place on October 1st, 2016 by a minimum of 20% (trade lower density for greater height).
   b. Sidewalk access located mid-block along 4th Avenue, 4th Street, and University Blvd. to provide increased permeability through the site.

2. Vehicular Use Areas and Parking

   The Trinity site is uniquely located between the University of Arizona and Downtown Tucson with two sides of the site on the Modern Streetcar line. The multi-modal transportation opportunities afforded by the site location include the Modern Streetcar on two sides of the site and 24 bus lines at the Ronstadt Transit Center a half mile away.

The mixed use approach of the Trinity project will be combining four separate uses; residential, office, retail/ food service and religious. The approach to parking for these four uses will utilize an overlap of parking requirements depending on work week versus weekend as well as daytime/work hours versus evening hours.

49-55 on-street parking spaces along the four edges of the block will be available to project (49 is the current number of spaces. 55 would be achievable if we can create diagonal parking along 4th Street). Further parking is available along Fourth Avenue and nearby parking structures are accessible by streetcar at Main Gate to the east and the Centro parking structure at 345 East Congress Street.

Table 6. Required Parking

Monday - Saturday

Residential:	0.75 spaces per dwelling unit	0.75 x 72 = 54 spaces
Retail/ Food Service:	1 space per 200 sf	10,200sf/200 = 51 spaces
Office:	1 space per 400 sf	17,000sf/400 = 43 spaces
Religious:		
Monday through Saturday		10 spaces
Total spaces required (max.)		158 spaces
Total off-street spaces provided		160 spaces

Sunday

Residential:	0.75 spaces per dwelling unit	0.75 x 72 = 54 spaces
Retail/ Food Service:		16 spaces
Religious:		90 spaces
Total spaces required (max.)		160 spaces
Total off-street spaces provided		160 spaces

Notes:

1. Group Dwelling parking on projects where rent/lease of space is by the bedroom, the parking requirement is 0.85 space per bedroom or 2.00 spaces per dwelling unit, whichever is greater.
2. Cross-access and cross-parking agreements with adjacent church property owner will be recorded concurrent with approval of the Development Plan.

3. Pedestrian Access

The Trinity site is located in the center of the West University Neighborhood and connects to the sidewalks and alley streets that comprise the pedestrian experience of the district. West University Neighborhood boasts a walk score of 89 out of 100 per walkscore.com and this project will further reinforce this dynamic with more shade and landscape for pedestrians with activated retail along the street. Multiple walkways will provide pedestrian access through the site and between buildings to create a porous and accessible block.

Sidewalks and pedestrian routes shall comply with accessibility standards per IBC and ICC/ANSI 117.1 standards as adopted by the City of Tucson.

4. Bicycle Parking

The project incorporates multiple short and long term bicycle storage options including interior and exterior means to park bicycles and encourage non-motorized travel to and from the site. Bicycle parking shall be per UDC Section, 7.4.8

5. Loading Zones

No Loading zone shall be required for Residential, Office, Retail/Food Service and Religious use.

6. Solid Waste Disposal and Recycling

Solid Waste and Recycle Dumpsters shall be centrally located on site to serve all uses on site: Residential, Office, Retail/Food Service and Religious use. One 8 yard dumpster for trash and one 8 yard dumpster for Recycling will be provided. Access to Solid Waste pickup will be through the north portion of the site entering on University and then exiting on 3rd Avenue. A pull out compost collection bin is planned for the Solid Waste area and will be integrated into the planning and coordination with pick up service for the site and project. Dumpsters/collection bins shall be located a minimum of 30 feet from existing adjacent residential structures.

7. Wastewater

   The owner/developer shall obtain written documentation from the Pima County Regional Wastewater Reclamation Department (PCRWRD) that treatment and conveyance capacity is available for any development within the rezoning area, no more than 90 days before submitting any tentative plat, development plan, sewer improvement plan or request for building permit for review.

D. Water Conservation Standards

1. Low Water Use Plants and Plumbing Fixtures
   a. Incorporate use low water use native and/or drought tolerant plant material that is watered with drip irrigation.
   b. All buildings will incorporate low water use plumbing fixtures
2. Rainwater Harvesting
   a. Passive rainwater strategies will be employed through careful grading and the creation of swales to contain water on site and encourage infiltration. Plant material will be used in these areas which takes advantage of these conditions.

E. Landscape Program

The proposed landscape program for the Trinity Project will consist of three main areas: streetscape, internal landscape and pocket parks. Landscape will be designed to maximize shade for pedestrians and reduce heat island effect on the entire site. See Exhibit N for Landscape Program and Exhibit O for Typical Landscape adjacent to Parking Types.

1. Streetscape

   Primary streetscapes for this project include University Boulevard, 4th Avenue and 4th Street. Streetscapes will create a unique sense of place with welcoming, shaded areas for pedestrians while providing a micro-climate adjacent to the building edge. Care will be taken to provide places of interaction along the streetscape with area for both movement as well as areas for interaction and repose. General design considerations shall include:
   a. Reduce impervious surfaces with the use of permeable paving
   b. Provide for passive collection of rainwater into landscape areas
   c. Provide lush desert landscape with plentiful shade
2. Internal Landscape

   Internal landscape on site will provide shade for pedestrians along walkways within the property lines and provide shade for automobiles as well. Landscape and retention areas will be integrated within the parking areas.
3. Pocket Parks

   A pocket park is a small outdoor area for public leisure with shade and opportunities for gathering that bring the neighborhood into contact with the natural world.

F. Landscape Requirements

1. Landscape will comply with UDC Section 7.6 with the following exceptions:
   a. Trees are not required for parking areas that are located under a building.
   b. Trees along the modern streetcar route along 4th Avenue, University Boulevard and 4th Street will require approval by TDOT Landscape Architect, a Right-of-way Use Permit and a Sunlink Track Access and as such are not subject to UDC Section 7.6.
   c. In lieu of requiring a tree trunk to be 4 feet maximum distance from any parking space on-site shade shall be required for a minimum of 50% coverage of parking spaces across the site including shade from buildings, arcades, canopies or shade structures as measured at 2:00 p.m. on June 21 when the sun is 82 degrees above the horizon (based on 32 degrees N Latitude).
   d. Buildings and shade structures with industry recognized cool roofing material and/or solar panels are allowed as a substitute for trees if contributing toward 50 percent coverage of parking spaces.

   Priority shall be given to pedestrians to provide a safe, shaded and enjoyable experience along sidewalk areas along streets at outer edges of the site and inner walkways of the project.

2. Plant Palette

Native and drought tolerant plant material will be incorporated in all landscape areas. Primary plant palette including along public right of way shall be per UDC Technical Standard 5-02 Landscape Plant Materials and include vegetation from the 2007 Arizona Department of Water Resources, Tucson Active Management Area Low Water Use Drought Tolerant Plant List. Oasis plantings that are not in the right-of-way in key areas such as pocket parks, parking areas and landscape adjacent to buildings may also use plant species from the list below:

Native Arizona trees

Juglans major -	Arizona Walnut
Quercus oblongifolia -	Mexican Blue Oak
Quercus hypoleucoides -	Silverleaf Oak
Salix gooddingii -	Goodding Willow

Low-water vines

Apodanthera undulata -	Melon Loco
Aristolochia watsonii -	Watson's Dutchman's Pipe
Bignonia capreolata -	Tangerine Cross Vine
Boerhavia scandens -	Climbing Wartclub
Clematis drummondii -	Drummond's Clematis
Convolvulus arvensis -	Field Bindweed
Cucurbita digitata -	Fingerleaf Gourd
Cucurbita foetidissima -	Missouri Gourd
Cuscuta spp. -	Dodder
Cissus trifoliata -	Desert Grape Ivy
Campsis radicans -	Orange Trumpet Vine
Echinopepon wrightii -	Wild Balsam Apple
Funastrum cynanchoides -	Fringed Twinevine
Galium aparine -	Stickywilly
Ipomoea barbatisepala -	Canyon Morning-glory
Ipomoea costellata -	Crestrib Morning-glory
Ipomoea cristulata -	Trans-Pecos Morning-glory
Ipomoea hederacea -	Ivyleaf Morning-glory
Jacquemontia pringlei -	Pringle's Clustervine
Janusia gracilis -	Slender Janusia
Macfadyena unguis-cati -	Cat Claw Vine
Macroptilium gibbosifolium -	Variableleaf Bushbean
Marah gilensis -	Gila Manroot
Maurandella antirrhiniflora -	Roving Sailor
Mentzelia jonesii -	Jones' Blazingstar
Mascagnia macroptera -	Yellow Orchid Vine
Merremia aurea -	Yuca Vine
Podranea ricasoliana -	Pink Trumpet Vine
Parthenocissus -	Hacienda Creeper
Passiflora caerulea -	Bluecrown Passionflower
Passiflora foetida -	Arizona Passionflower
Passiflora mexicana -	Mexican Passionflower
Phaseolus acutifolius -	Tepary Bean
Phaseolus parvulus -	Pinos Altos Mountain Bean
Pholistoma auritum -	Blue Fiestaflower
Plumbago scandens -	Doctorbush
Trachelospermum jasminoides -	Star Jasmine
Vinca major -	Periwinkle
Vitis arizonica -	Canyon Grape

Shaded sidewalk at 2nd Street

3. Screening

   Screening materials shall include masonry, solid and perforated steel paneling or trellis, vegetation and or combination thereof.

4. 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 per the Design team. Alternative paving options shall include:

   a. Walkways and Sidewalks

      6 centimeter (minimum) thick concrete or brick pavers over bedding sand over compacted aggregate base over compacted soil subgrade. Pavers shall be standard or pervious and be ADA compliant.

   b. Drive Lanes

      8 centimeter (minimum) thick concrete interlocking pavers over bedding sand over compacted aggregate base over compacted soil subgrade. Pavers shall be standard or pervious and be ADA compliant.

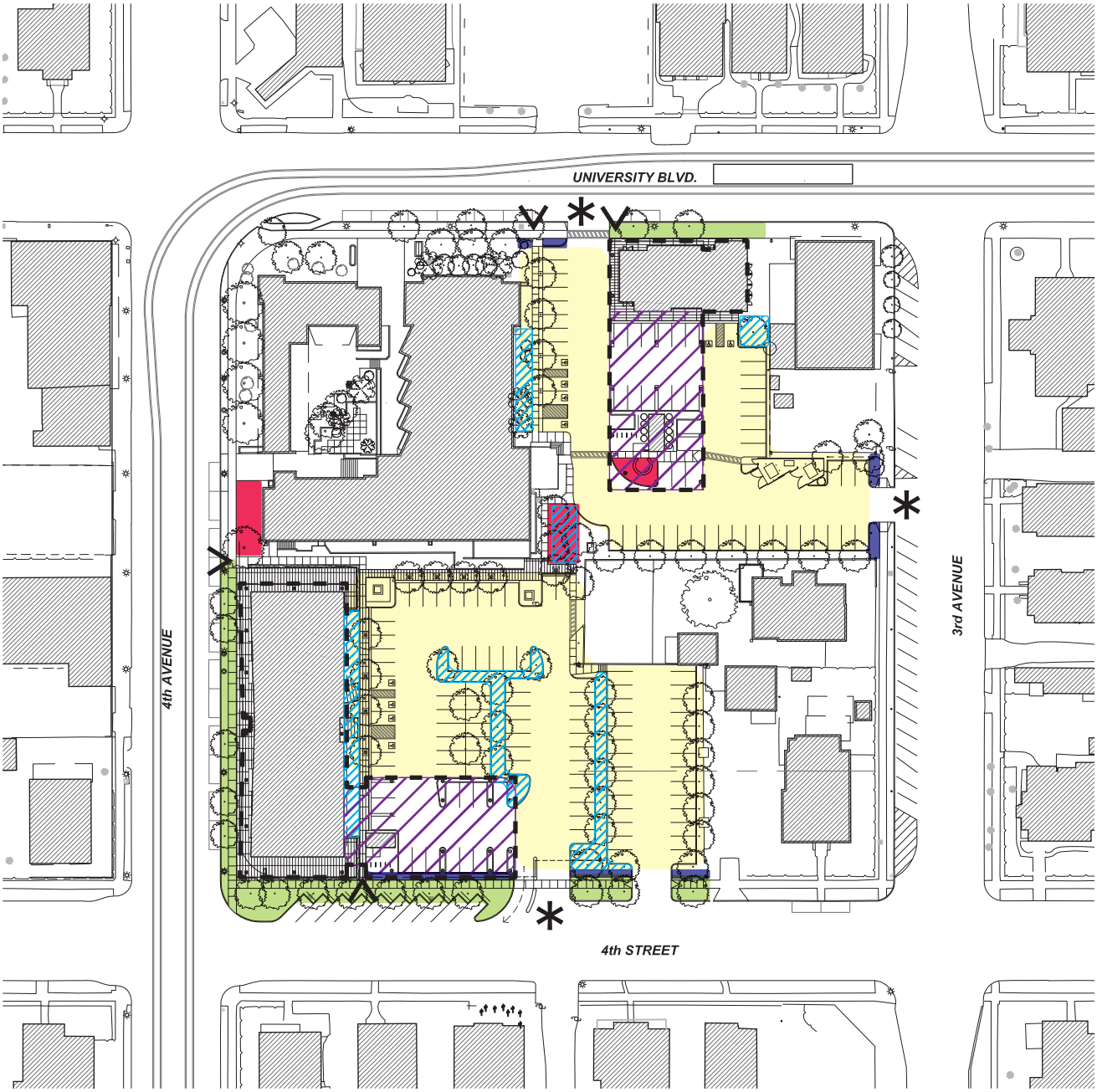
   c. Parking Stalls

      1. 8 centimeter (minimum) thick concrete interlocking pavers over bedding sand over compacted aggregate base over compacted soil subgrade. Pavers shall be standard or pervious and be ADA compliant
      2. Stabilized decomposed granite or crushed rock over compacted aggregate base over compacted soil subgrade. Installation shall be ADA compliant with thickness determined by Geo-Tech report.

   All other paving and Hardscape alternatives shall require approval from Planning Development Services Department. See Exhibit O for Typical Landscape adjacent to Parking Types

5. Vertical Curb

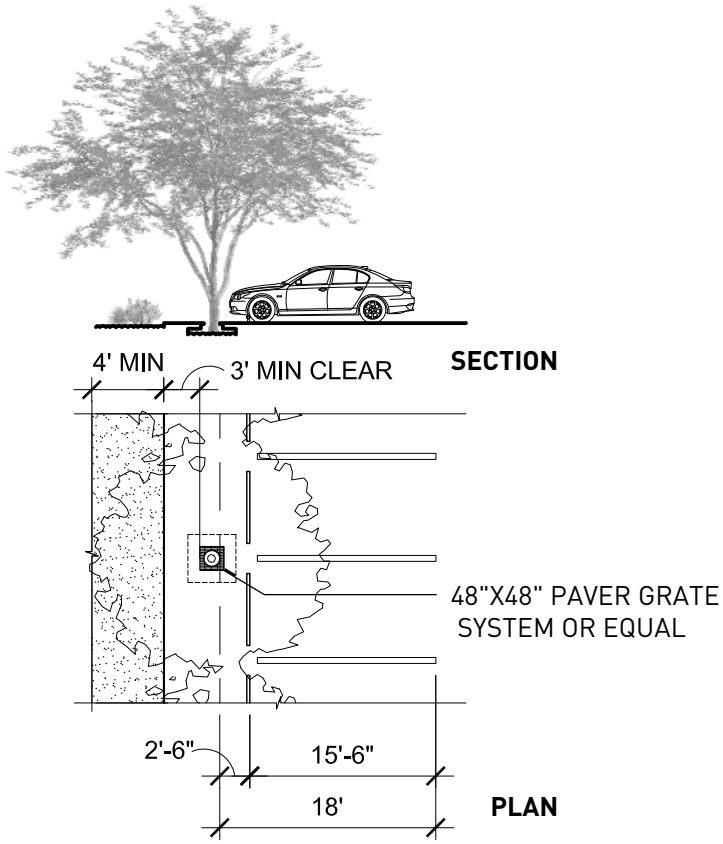
   Vertical curb is not required to restrict access in parking areas, islands and surrounding depressed landscape areas. Design team shall provide other means to discourage vehicular traffic in landscape areas with use of bollards, steel pipe wheel stop, post, rip-rap/ boulders, or other features as desired by registered design professional. Alternatives to vertical curb shall require concurrence with City of Tucson Engineering.



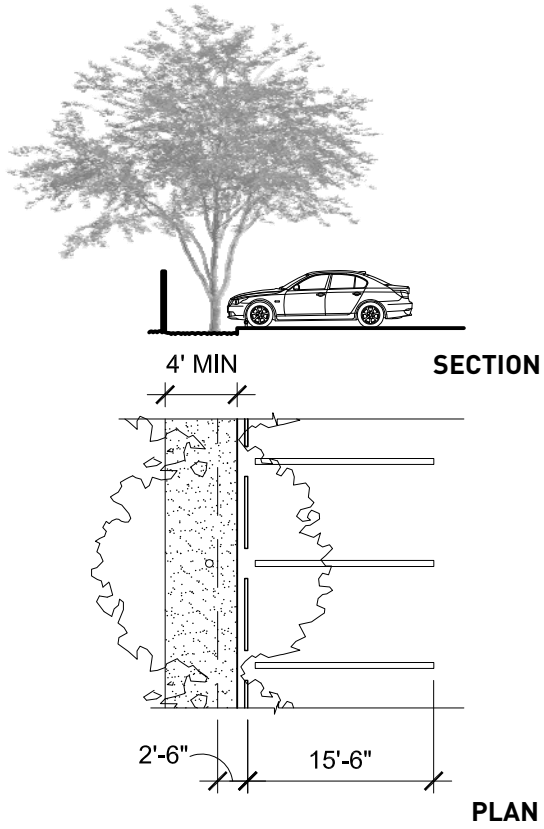
Streetscape
Internal Landscape
Pocket Park
Rainwater Harvesting Basin
Under Building
30" High Landscape Screen
Entrance
Pedestrian Entrance

0' 25' 50' 100'

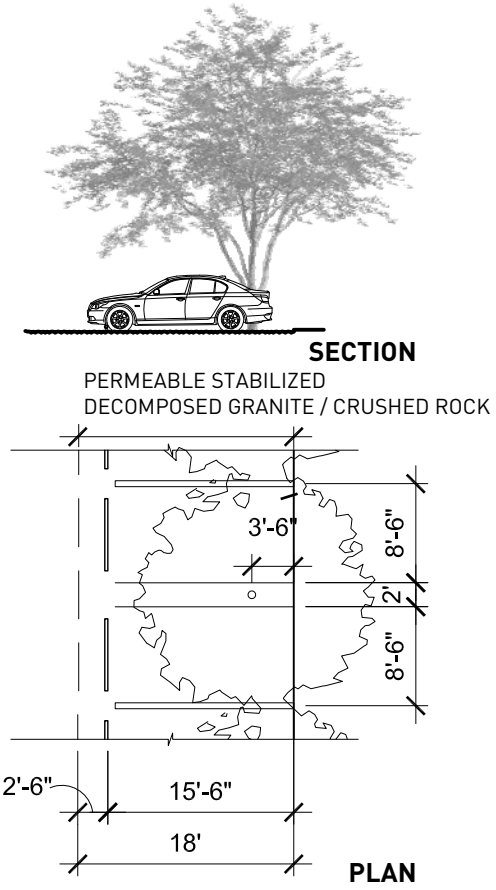
EXHIBIT N
LANDSCAPE PROGRAM



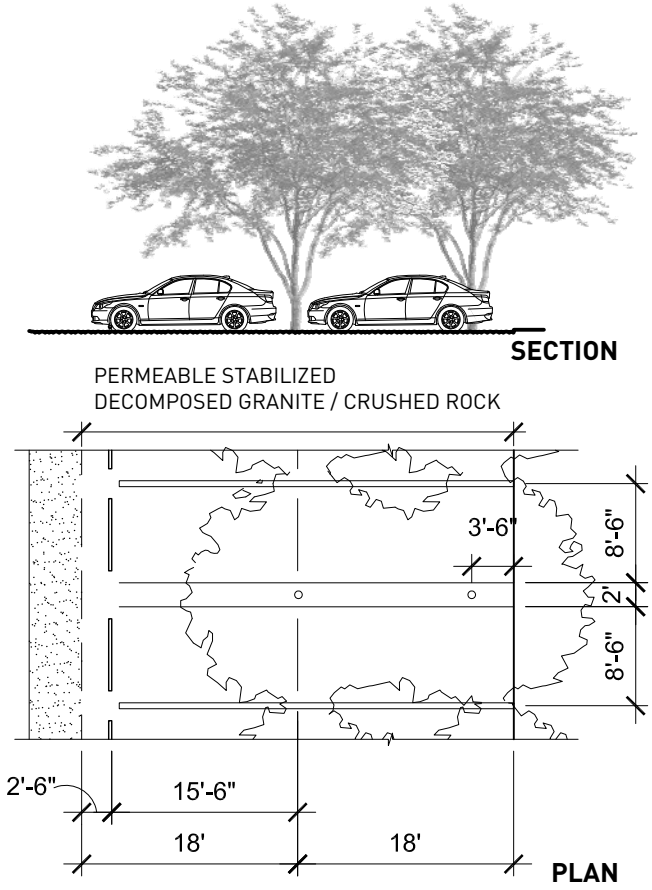
TREE GRATE / PARKING



LANDSCAPE STRIP PARKING



TREE BETWEEN PARKING



TREE BETWEEN TANDEM PARKING

EXHIBIT O

LANDSCAPE ADJACENT TO PARKING TYPES

G. Post-Development Hydrology

In the developed condition, existing drainage patterns will be maintained to the greatest extent possible. As in the existing condition, there will be no offsite watersheds affecting the development in the developed condition.

The proposed structures are to be primarily constructed in areas of existing impervious surfaces, thus not increasing the site's overall imperviousness. The new buildings will drain to the adjacent ground per current Code requirements with the stormwater being conveyed away from the buildings and through the site as surface flow in manners consistent with the existing drainage patterns. Specifically, the buildings will be designed to drain inward so all runoff will be managed within the private development site prior to exiting into the public right-of-way. In the developed condition the site will be no more than 95% impervious thus there will be no increase in the post-developed runoff from that in the existing condition. In fact, it is planned that there will be more landscaped areas within the bounds of the district, than what occurs in the existing condition, thus providing more pervious areas for the capture of stormwater runoff. As such, there will be no increase in stormwater runoff from the existing condition but rather a decrease. The proposed impermeable surfaces of the development, i.e. roofs and paved areas, will be designed to drain towards the proposed landscaped areas.

The district does not lie within a designated basin area. The site is greater than one acre though, so is subject to retention requirements. The retention requirements will be met through the capture of stormwater runoff in depressed water harvesting areas throughout the site. As mentioned there will be more landscaped areas in the post-developed condition with these areas depressed a minimum of six inches in order to maximize stormwater harvesting. Stormwater runoff will be directed to these areas as required by UDC 7.6.6.C.2. It is planned that these areas will provide a minimum of 400 cf of retention volume to satisfy the required retention volume for the development. It is also planned that alternative stormwater management measures, such as pervious pavement surfaces, will be investigated during the design process. Should these measures be implemented it would further decrease the stormwater runoff generated by the developed site.

H. Circulation Plan and Neighborhood Impacts

A traffic statement was prepared by Mathieu Engineering in October 2016, which summarizes the existing traffic and circulation conditions. It was concluded in the Traffic Impact Statement, that the proposed Trinity Block PAD(H) development will have no impact on the surrounding roadways, namely 4th avenue and University Boulevard. The expected site-generated daily trips from the proposed development will have an inconsequential impact on the overall roadway capacity of 4th Avenue and University Boulevard nor are any auxiliary lanes warranted. The traffic statement is included in this PAD(H) as Appendix B

I. Historic Preservation Zone Standards

The purpose of these design standards is to provide protection for the historic resources within the PAD(H) district and to provide for the integration of contemporary building in the historic West University neighborhood. This approach recognizes that historic urban districts are living landscapes that carry many layers of significance, including contemporary architectural layers that need to be harmoniously integrated with existing ones.

The following principals will be used to guide the design and assessment of new development within the PAD(H):

- New development within the PAD(H) should avoid all forms of pseudo-historical design, as they constitute a denial of both the historical and the contemporary alike. One historical view should not supplant others, as history must remain readable, while continuity of culture through quality interventions is the ultimate goal.
- Preservation of historic fabric within the PAD(H) will also involve the design of public space: particular attention is to be paid to functionality, scale, materials, lighting, street furniture, signage, and vegetation. Urban planning infrastructure within the PAD(H) must include all measures to respect the historic fabric, building stock and context, and to mitigate the negative effects of traffic circulation and parking.
- Historic buildings, open spaces and contemporary architecture contribute significantly to the value of the city by branding the city's character.
- Contemporary architecture can be a strong competitive tool for cities as it attracts residents, tourists, and capital.
- Historic and contemporary architecture constitute an asset to the local community, which should serve educational purposes, leisure, tourism, and secure market value of properties.
- Building design should address the Sonoran Desert climate and site orientation to assist in giving form to the placement and realization of structures that are energy efficient and responsive to an urban, desert environment. Design should first incorporate passive approaches to energy and water use before then deploying active systems.
- Design of the project shall provide porosity within the site with multiple passageways for pedestrians and bicyclists.
- Public green space (both on and off site in the right of way) shall be provided with access to the public realm with Streetscape and in the form of pocket parks. Pocket parks shall be inviting with lush desert landscape complete with shade and seating.
- Innovative shared use parking, where possible, shall be employed to allow parking for multiple users that overlap in time of use. i.e. office use during the day and work week, church use on Sundays, and retail use after hours.
- In addition to the applicable Historic Preservation Zone technical standards and design guidelines, compatibility for new construction will be reviewed based on the Secretary of the Interiors Historic Standards for Rehabilitation. The Arizona State Historic Preservation Office will be consulted to make a final determination about compatibility, if necessary.
- Relocation of the contributing historic duplex located within the PAD(H) district shall be subject to UDC Article 5.8.8. Full HPZ Review Procedure.

1. Historic Landmark: The Trinity Presbyterian Church PAD (H) allows for an optional Historic Landmark (HL) zoning district/subarea for the 1924 church structure, a contributing structure to the National Register West University District. This HL District is only effective upon completion of the following:

    - The Trinity Church/applicant elects to choose this option and submit a Historic Landmark (HL) State of Arizona Historic Property Inventory form as required to be submitted to the City Historic preservation Office for review and recommendation to the Tucson-Pima County Historical Commission Plans Review Subcommittee to formally consider the proposed Historic Landmark district within the Trinity Presbyterian Church PAD (H)
    - The Trinity Church/applicant presents the Historic Landmark district proposal to the West University Historic Zone Advisory Board for review and recommendation
    - The Trinity Church/applicant presents the Historic Landmark district proposal to the Tucson-Pima County Historical Commission Plans Review Subcommittee for review and recommendation
    - The Planning and Development Services Director upon considering the recommendations of the City of Tucson Historic Preservation Office, the Tucson-Pima County Historical Commission, Plans Review Subcommittee and West University Historic Advisory Board will issue a decision letter that the optional Historic Landmark (HL) zoning district/subarea has met the above requirements and is effective. At that time the Trinity Presbyterian Church PAD (H) will be updated to reflect and identify the Historic Landmark (HL) zoning district option. The HL zoning district/subarea will follow all the Historic Preservation Zone standards as outline in the Trinity Presbyterian Church PAD (H) Part III,I.

2. Design Review Required
   a. Design review for the existing contributing historic buildings shall be per UDC Article 5.8.8 Design Review Required. Proposals will be reviewed for compliance with UDC Section 5.8.9 Design Standards.
   b. Design review for new construction shall be per UDC Article 5.8.8 Design Review Required. Proposals will be reviewed for compliance with UDC Section 5.8.9 Design Standards with exceptions as noted below.

UDC Article 5.8.8. Design Review Required

A. General
   1. Review and approval, of all properties, buildings, signs, and structures within the PAD(H), is required for all development and improvements, including new construction or improvements that do not require building permits. Proposals are reviewed for compliance with Section 5.8.9, Design Standards.
   2. Prior to the submittal of a proposal, the applicant should consult with the applicable historic HPZ Advisory Board and refer to the Secretary of the Interiors Standards for Rehabilitation.
   3. Projects are reviewed in accordance with the Full or Minor HPZ Review Procedures.

B. Full HPZ Review Procedure
   1. Applicability

      The following project types are reviewed for compliance with the applicable standards in accordance with the Full HPZ Review Procedure:
      a. Grading or the erection or construction of a new structure;
      b. A permit for any alteration involving the modification, addition, or moving of any part of an existing structure, including signs, that would affect the exterior appearance, except as provided in Section 5.8.8.C, Minor HPZ Review;
      c. Repairs or new construction as provided for in Section 5.8.8.C, Minor HPZ Review, that the PDSD Director determines shall be approved under the full review process due to the cumulative effect of phased work that would normally be subject to the applicability of the full HPZ review process;
      d. The construction or enlargement of a parking lot within the PAD(H) or on a property containing a Historic Landmark; and,
      e. Exceptions. The following project types are reviewed using the Minor HPZ Review Procedure: installation of solar panels or cisterns or installation of or repairs to a roof.

   2. Preliminary Staff Review

      The applicant must submit a site plan and elevation drawings to the PDSD for preliminary staff review. The PDSD staff reviews the proposed plans for compliance with applicable UDC requirements and any LUC requirements that need to be addressed either through the historic design criteria or a special application for relief. The applicant will be informed in writing of any requirements the proposed plan does not meet.

   3. Application Required

      Submittal of an application to the PDSD is required in order to process the request.

   4. HPZ Advisory Board - Review and Recommendation

      The applicable HPZ Advisory Board shall review and make a recommendation on the application. The recommendation is forwarded to the Tucson-Pima County Historical Commission.

   5. Tucson-Pima County Historical Commission Plans Review Subcommittee - Review and Recommendation

      The Tucson Pima County Historical Commission TPCHC Plans Review Subcommittee shall review and make a recommendation on the application. The subcommittees recommendation is forwarded to the PDSD Director

   6. Decision

      The PDSD Director reviews the application and decides whether to approve, approve with conditions, deny, or refer the application back for additional review/recommendation based on revisions to the original proposal. The PDSD Director shall consider the recommendations of the HPZ Advisory Board and the TPCHC Plans Review Subcommittee when considering a decision. The decision shall be provided in writing to the applicant, applicable HPZ Advisory Board, and the TPCHC Plans Review Subcommittee. No building permits will be issued prior to the expiration of the appeal period.

7. Appeals

   A party of record may appeal the PDSD Director's decision to the Mayor and Council in accordance with Section 3.9.2, Mayor and Council Appeal Procedure. Appeals must be filed within 14 days of the effective date of the Director's decision. For purposes here, the parties of record are the applicant, the applicable HPZ Advisory Board, and the Tucson-Pima County Historical Commission Plans Review Subcommittee.

8. Documentation Required Upon Approval

   Applicants must submit three copies of the site plan and elevation drawings to the PDSD for formal approval prior to application for building permits.

C. Minor HPZ Review

1. Applicability

   In general, the Minor HPZ Review Procedure is for projects that do not require building permits. Specifically, the following project types are reviewed for compliance with the applicable standards in accordance with the Minor HPZ Review Procedure:

   a. Minor or necessary repairs to a structure provided that:
      1. The total cost of such improvement is under $1,500, except for the replacement cost of appliances and mechanical equipment; and,
      2. The repairs involve replacement with materials of identical or historically accurate design, size, and color to those being replaced.
   b. Emergency repairs provided that the repairs involve replacement with materials of identical or historically accurate design, size, and color to those being replaced;
   c. The change in copy of a sign;
   d. Any alteration that does not require a permit involving the modification, addition, or moving of any part of an existing structure that would affect the exterior appearance. Alterations include, but are not limited to, fences and walls, except those alterations that the PDSD Director determines shall be approved under the full review process due to the cumulative effect of phased work that would normally be subject to the applicability of the HPZ review; and,
   e. Installation of solar panels or cisterns or installation of or repairs to a roof.

2. Application Required

   An application, including site plan and elevation drawings, is required.

3. On-Site Review Required

   Upon submittal of the application, a date and time will be scheduled for the applicant, representatives from the applicable HPZ Advisory Board, Tucson-Pima County Historical Commission (TPCHC) Plans Review Subcommittee, and City staff to meet at the project site to discuss the proposal.

4. Recommendation

   The representatives from the applicable HPZ Advisory Board and the TPCHC Plans Review Subcommittee review the proposal and make a recommendation on the application to the PDSD Director.

5. PDSD Director Decision

   The PDSD Director reviews the application and decides whether to approve, approve with conditions, deny, or refer the application back for additional review/recommendation based on revisions to the original proposal. The PDSD Director shall consider the recommendations of the HPZ Advisory Board and the TPCHC Plans Review Subcommittee when considering a decision.

6. Documentation Required

   If approved, the applicant must submit three copies of the plans for formal approval by PDSD staff prior to application for building permits, if required.

3. Design Standards

UDC Article 5.8.9. Design Standards (Text in red indicates a modification to the HPZ Design Standards)

The HPZ Advisory Boards, Tucson-Pima County Historical Commission, staff, PDSD Director, and Mayor and Council shall be guided by the design standards in this section and the Technical Standards Manual when

evaluating proposed development applications within the PAD(H). Proposed development within the PAD(H) shall be in compliance with the following standards and the standards of the applicable HPZ as provided in Section 9-02.7.0,Specific Historic Preservation Zone Guidelines, the Technical Standards Manual.

A. Generally

1. Historic Landmark
   Alterations or additions to a Historic Landmark shall properly preserve the historic and architectural characteristics that make it unique, and any changes or additions shall conform to the intrinsic and unique character of the building or structure itself. Any alterations to the interior of a publicly owned Historic Landmark shall be reviewed. The applicant should refer to the Secretary of the Interiors Standards for Rehabilitation when tax certification for rehabilitation work is contemplated.

2. Contributing Property

   Alterations or additions to a Contributing Property within the PAD(H) shall reflect the architectural style and characteristics of the existing structure. The property may be renovated to an earlier historic style that applied to the property. In addition, such alterations or additions shall generally conform to the design standards of Contributing Properties within the development zone of the site.

3. New Construction or Noncontributing Property

   New construction or alterations or additions to a Noncontributing Property within the PAD(H) shall be compatible with the Contributing Properties located within its development zone.

B. Height

Heights of principal structures in the historic district are used to compare to proposed new construction of, or additions to, principal structures. Likewise, the height of proposed accessory structures is compared to other accessory structure heights in the development zone.

1. Historic Landmark
   Alterations or additions to a Historic Landmark shall be no higher than the tallest comparable feature of the existing structure.

2. Contributing Property

   Alterations or additions to a Contributing Property shall be constructed no higher than the tallest Contributing Property located within its development zone and shall generally conform to the typical height within the development zone.

3. New Construction or Noncontributing Property

   New construction shall be allowed a maximum height of 50 feet, measured from the finish floor elevation of the proposed new structure and with allowed exceptions per UDC Article 6.4.4.C Height Exceptions and Part Three: PAD(H) District Proposal, C. Development Standards, 1. Height.

C. Setbacks

1. Historic Landmark

   Alterations or additions to a Historic Landmark shall maintain the original front setback of the existing structure or the prevailing setback existing within its development zone, provided that such a setback is compatible with the historic character of the existing structure. Interior perimeter yard setbacks shall be consistent with those existing within the development zone.

2. Contributing Property

   Alterations or additions to a Contributing Property shall maintain the prevailing street and interior perimeter yard setbacks existing within its development zone.

3. New Construction or Noncontributing Property

   Setbacks along University Blvd. shall be zero to match the setback of the historic Time Market. Setbacks along 4th Avenue shall be zero to match the existing setbacks of commercial structures along 4th Avenue. Setbacks along 4th Street shall be zero where the site is zoned HC-3 from 4th Avenue to Hoff Avenue.

D. Proportion

1. Historic Landmark

   Alterations or additions to a Historic Landmark shall reflect the proportions of the existing structure.

2. Contributing Property

   Alterations or additions to a Contributing Property shall be consistent with the proportions of the existing structure and with the prevailing proportions of Contributing Properties within its development zone.

3. New Construction or Noncontributing Property

   New construction or alterations or additions to a Noncontributing Property shall reflect the prevailing proportions of Contributing Properties within its development zone.

E. Roof Types

1. Historic Landmark

   Alterations or additions to a Historic Landmark shall have a roof compatible in configuration, mass, and materials to that of the architectural style of the existing structure.

2. Contributing Property

   Alterations or additions to a Contributing Property shall have a roof compatible in configuration, mass, and materials to that of the architectural style of the existing structure.

3. New Construction or Noncontributing Property

   New construction or alterations or additions to a Noncontributing Property shall have a roof compatible in configuration, mass, and materials to the prevailing historic style and period of the existing structures within the development zone in which the proposed structure will be constructed.

F. Surface Texture

1. Historic Landmark

   Surface texture of alterations or additions to a Historic Landmark shall be appropriate to the historic style of the existing structure and the period in which it was constructed.

2. Contributing Property

   Surface texture of alterations or additions to a Contributing Property shall be appropriate to the historic style of the existing structure.

3. New Construction or Noncontributing Property

   New construction or alterations or additions to a Noncontributing Property shall have a surface texture that is appropriate to the historic style of similar structures within the development zone and shall reflect the historic periods existing within the HPZ. Alternative materials that are durable and appropriate for the Sonoran Desert climate shall be allowed for new construction.

G. Site Utilization

1. Historic Landmark

   Site utilization of a Historic Landmark shall be appropriate to the historic period in which the existing structure was built.

2. Contributing Property

   Site utilization of alterations or additions to a Contributing Property shall be consistent with the site utilization of Contributing Properties within the development zone.

3. New Construction or Noncontributing Property

   Site utilization of new construction or alterations or additions to a Noncontributing Property shall be consistent with the site utilization of Contributing Properties within the development zone.

H. Projections and Recessions

1. Historic Landmark

   Projections and recessions of a Historic Landmark, such as porches, steps, awnings, overhangs,

entrances, and windows, shall be appropriate to the style of the existing structure and the historic period in which it was built.

2. Contributing Property

   Projections and recessions of a Contributing Property, such as porches, steps, awnings, overhangs, entrances, and windows, shall be appropriate to the style of the existing structure.

3. New Construction or Noncontributing Property

   New construction or alterations or additions to a Noncontributing Property shall have projections and recessions, such as porches, steps, awnings, overhangs, entrances, and windows, that are compatible with the existing historic styles within the development zone and reflect the historic periods of the HPZ.

I. Details

1. Historic Landmark

   Architectural details of a Historic Landmark, such as cornices, lintels, arches, grill work, shutters, window and door trim, and canales, shall be appropriate to the historic style of the existing structure and the historic period in which it was built.

2. Contributing Property

   Architectural details of a Contributing Property, such as cornices, lintels, arches, grill work, shutters, window and door trim, and canales, shall be appropriate to the historic style of the existing structure.

3. New Construction or Noncontributing Property

   For new construction specific historic details such as cornices, lintels, arches, grill work, shutters, and wood windows and doors shall not be required. Detailing of new construction shall be consistent with the structural and enclosure systems utilized, energy and sustainable building goals, and an architectural expression appropriate for contemporary building.

J. Building Form

1. Historic Landmark
   Size, mass, and scale of alterations or additions to a Historic Landmark shall be compatible with those of the existing structure.

2. Contributing Property

   Size, mass, and scale of alterations or additions to a Contributing Property shall be compatible with the existing structure and with the Contributing Properties within the development zone.

3. New Construction or Noncontributing Property

   New construction or alterations or additions to a Noncontributing Property shall have size, mass, and scale that are compatible with the existing Contributing Properties within the development zone.

K. Rhythm

1. Historic Landmark

   The proportion, pattern, and rhythm of openings of additions or alterations to a Historic Landmark shall be compatible with those of the existing structure.

2. Contributing Property

   The proportion, pattern, and rhythm of openings of additions or alterations to a Contributing Property shall be compatible with those of the existing structure and with those of Contributing Properties in its development zone.

3. New Construction or Noncontributing Property

   New construction or alterations or additions to a Noncontributing Property shall reflect the proportion, pattern, and rhythm of openings of Contributing Properties in its development zone.

L. Additional Review Standards

To provide flexibility in the review of applications that reflect the diverse and unique characteristics of

the various HPZs, other pertinent factors generally affecting the appearance, harmony, and efficient functioning of the HPZ may be used as appropriate for the particular application, such as the following:

1. Color

   Color of a building or structure, including trim, roof, and other details, shall be appropriate to the architectural style of the subject structure and its historic period. Color may be reviewed in the context of a required HPZ review; painting alone shall not be considered through an HPZ review.

2. Landscaping

   Plantings and other ornamental features shall reflect the historic period of the subject structure. Landscaping may be reviewed in the context of a required HPZ review; landscaping alone shall not be considered through an HPZ review.

3. Enclosures

   Fences, walls, or other physical features used to enclose open space or provide privacy shall be compatible with the architectural style of the subject structure and with Contributing Properties within the development zone and shall reflect the historic period of the HPZ.

4. Utilities

   New aboveground power and telephone line installation and new utility connections shall be reviewed for appropriateness and compatibility, especially the use of electric utility boxes on front facades.

M. Signs

The appearance, color, size, position, method of attachment, texture of materials, and design of signs within an HPZ shall be in keeping with the collective characteristics of the structures located within the appropriate development zone. Signs allowed in the underlying land use zone shall be further regulated by Chapter 3, Signs, Section 3-81 Historic District, of the Tucson Code. The signs allowed in the underlying land use zone are further limited as follows:

1. Off-site signs are not permitted;
2. Business signs are limited to one sign only for each street frontage per premises (tenant). Businesses having frontage on more than two streets are allowed a total of three signs. Businesses are limited to one freestanding signs per premises;
3. The maximum area of a sign is twenty square feet;
4. Signs shall not extend above the top of the nearest facade, eaves, or fire wall of a building or structure;
5. Design and materials of signs. Visible bulbs, not exceeding 20 watts per bulb, are allowed. Bulbs within fixtures are not limited in wattage. Neon tubing may be allowed on commercially zoned properties, where historically appropriate. Clear plexiglas and acrylic, when used as a substitute for glass, is allowed; otherwise, plastics are not allowed. Luminous paints are not allowed;
6. Buildings and signs within the HPZ may be illuminated by remote light sources, provided that these light sources are shielded to protect adjacent properties; and,
7. The applicant may apply for a variance from these standards where it can be shown that the proposed sign is consistent with the purpose and intent of the HPZ and is historically authentic.

N. Motor Vehicle and Bicycle Parking Areas

Parking in accordance with Section 7.4, Motor Vehicle and Bicycle Parking, is required. Parking may be provided on or off with zoning that allows parking as a principal use. Off-site parking spaces for uses within the HPZ shall not be located more than 600 feet, within the same or another block, from the land use the spaces serve, except within the boundaries of the El Presidio HPZ where required parking spaces may be provided not more than 600 feet beyond the HPZ boundary (See Figure 5.8-D). All new or modified vehicular use areas within the HPZ shall be landscaped and screened as required by Section 7.6, Landscasping and Screeening Standards, using compatible structural and plant materials.

Required parking for uses located within the boundaries of the El Presidio Historic District may be provided not more than 600 FT beyond the historic district boundary, on properties zoned to allow parking.

Figure 5.8-D: Parking Areas

(Am. Ord. 11150, 3/18/2014)

4. Demolition Review Required

UDC Article 5.8.10. Demolition Review Required

It is the intent of this section to preserve the historic and architectural resources within the HPZ and the Rio Nuevo District (RND) in their original appearance, setting, and placement. Demolition of a historic property can cause an irreplaceable loss to the quality and character of the City of Tucson. However, it is recognized that there can be circumstances beyond the control of a property owner that may result in the necessary demolition of a structure within the HPZ or RND. These circumstances include a building that constitutes an imminent safety hazard, involves a resource whose loss does not diminish or adversely affect the integrity of the HPZ, or prevents a reasonable economic use of the property. A proposed change of use is not considered in the analysis of reasonable economic use.

No demolition permit shall be issued by the City for demolition or relocation of all or any part of a structure, site, sign, or Historic Landmark that would affect its exterior appearance within the HPZ before review and approval occurs. Review is required under the following procedures.

A. Emergency Demolition

If the Building Official determines a structure to be an imminent hazard to public safety and repairs would be impractical, emergency demolition procedures are conducted in accordance with Chapter 16-66, Historic Structures, of the Tucson Code.

B. Intrusions and Noncontributing, Nonhistoric Structures

For structures designated as intrusions or noncontributing, non-historic properties in HPZs, the PDSD Director shall consult with the appropriate HPZ Advisory Board and the Tucson-Pima County Historical Commission Plans Review Subcommittee to ensure that the structure is properly classified at the time of the request for demolition. If the structure is an intrusion, non-contributing, or non-historic, no further review shall be required. If the PDSD Director determines that the structure has not been properly designated, the PDSD Director may delay the issuance of the permit until the proper designation is determined by the Zoning Administrator or may proceed with the appropriate review process as if the designation had been changed.

C. Independent Portions of Structures

A request may be made for the demolition of a portion of a structure if the demolition will not adversely affect the historical character of the property. For portions that may be independently designated as intrusions or non-contributing, non-historic elements, the PDSD Director shall consult with the HPZ Advisory Board or the Tucson-Pima County Historical Commission Plans Review Subcommittee to ensure that the portion of the structure has been properly classified and that demolition will not have any adverse impact on the contributing or historic character of the property. If the portion of a structure is designated under this section as an intrusion or non-historic element, no further review is required. At least four days prior to issuance of a demolition permit, the PDSD Director shall notify the applicant, the appropriate HPZ Advisory Board and the Tucson-Pima County Historical Commission Plans Review Subcommittee of the decision. A decision by the PDSD Director may be appealed by the HPZ Advisory Board or the Tucson-Pima County Historical Commission Plans Review Subcommittee to the Zoning Examiner within three days of the effective date of the decision.

D. Contributing Properties, Non-historic

Review by staff, the applicable HPZ Advisory Board, and the Tucson-Pima County Historical Commission is required before a decision is made by the PDSD Director. The procedure for review shall be in accordance with Section 3.3.4, 50' Notice Procedure. The appropriate HPZ Advisory Board and the Tucson-Pima County Historical Commission Plans Review Subcommittee are parties of record for the purpose of determining notice and the right to appeal the decision. The standards used to make this decision are as follows:

1. The structure or site is of no historic or architectural value or significance and does not contribute to the historic value of the property;
2. Loss of the structure would not adversely affect the integrity of the HPZ or the historic, architectural, or aesthetic relationship to adjacent properties, and its demolition would be inconsequential to the historic preservation needs of the area;
3. Whether there are definite plans for reuse of the property if the proposed demolition is carried out and what effect such plans will have on the architectural, cultural, historic, archaeological, social, aesthetic, or environmental character of the surrounding area as well as the economic impact of the new development; and,
4. Whether reasonable measures can be taken to save the building, object, site, structure, or cluster from further deterioration, collapse, arson, vandalism, or neglect.

E. Historic Contributing Properties and Historic Landmarks

Approval for the demolition of historic landmarks, demolition of structures on Contributing Historic Properties in HPZs, and demolition of structures listed in the National Register of Historic Places or the Arizona Register of Historic Places in the Rio Nuevo District (RND) is determined by the Mayor and Council. The criterion used to make this decision is that the owner of the structure would be subject to reasonable economic use if the building were not demolished. The procedure for approval is required below.

1. Application

   Submittal of an application shall be in accordance with the applicable provisions of Section 2-06.0.0, Development Package, in the Administrative Manual.

2. Reasonable Economic Use

   When reasonable economic use of the property is prevented due to the effect of this ordinance, the owner has to prove that reasonable use of the property cannot be made. The public benefits obtained from retaining the historic resource are analyzed and duly considered by the PDSD Director, the applicable HPZ Advisory Board, and the Tucson-Pima County Historical Commission Plans Review Subcommittee. The owner shall submit the following information by affidavit to the PDSD Director for transmittal to the review bodies for evaluation and recommendation:

   a. Except as provided in Section 5.8.10.E.2.a(10), for all property:
      1. The assessed value of the land and improvements thereon according to the two most recent assessments;
      2. Real estate taxes for the previous two years;
      3. The date of purchase of the property or other means of acquisition of title, such as by gift or inheritance;
      4. Annual debt service, if any, for the previous two years;
      5. All appraisals obtained within the previous two years by the owner or applicant in connection with the purchase, financing, ensuring, or ownership of property;
      6. Any listing of the property for sale or rent, price asked, and offers received, if any;
      7. Any consideration by the owner as to profitable adaptive uses for the property;
      8. The current fair market value of the property as determined by at least two independent appraisals; and,
      9. An estimate of rehabilitation cost to restore the structure to active use.
      10. Exceptions. When a property owner is financially unable to meet the standards set forth in this subsection, the PDSD Director may waive some or all of the standards and/or request substitute information that a property owner may obtain without incurring any costs. An applicant may request a waiver of one or more of the submittal requirements based on the specific nature of the case. The PDSD Director, who may consult with the Tucson-Pima County Historical Commission, shall make a determination on the waiver request. If a determination cannot be made based on information submitted and an appraisal has not been provided, the PDSD Director shall request that an appraisal be made by the City.

   b. In addition to the requirements in Section 5.8.10.E.2.a, owners of income-producing property shall submit the following:
      1. Annual gross income from the property for the previous two years;
      2. Itemized operating and maintenance expenses for the previous two years, including proof that adequate and competent management procedures were followed;
      3. Annual cash flow, if any, for the previous two years; and,
      4. Proof that efforts have been made by the owner to obtain a reasonable return on investment based on previous service.

3. Negotiations Prior to Decisions on Demolition Applications

   a. The application is scheduled for a public hearing with the Mayor and Council no sooner than 90 days from the date the application is accepted. During this time period, City staff shall discuss the proposed demolition with the property owner and other City officials to see if an alternative to demolition can be found before a formal consideration of the application by the Mayor and Council. The PDSD Director shall analyze alternatives to demolition and request, from other City departments or agencies, information necessary for this analysis.

   b. If within this 90 day period either one of the following two events occurs, the Mayor and Council may defer hearing the application for six months, and it is considered to have been withdrawn by the applicant during such six-month period:
      1. The owner enters into a binding contract for the sale of the property; or,
      2. The City of Tucson acquires the property by available legal process for rehabilitation or reuse by theCity or other disposition with appropriate preservation restrictions.

c. If within the 90-day period neither of the two events summarized above occurs, a public hearing with the Mayor and Council on the demolition application shall be scheduled on the next available agenda.

4. Review of Application

   The Tucson-Pima County Historical Commission and the HPZ Advisory Board review demolition applications. Within five days after acceptance of the application, staff transmits one copy of the accepted site plan to the appropriate HPZ Advisory Board and one copy to the Tucson-Pima County Historical Commission Plans Review Subcommittee for review and recommendation. The HPZ Advisory Board may forward a recommendation to the Tucson-Pima County Historical Commission and the PDSD Director within 22 days after acceptance of the application. The Tucson-Pima County Historical Commission shall forward a recommendation to the PDSD Director and the HPZ Advisory Board within 31 days after acceptance of the application.

5. Recommendations

   The recommendations of the PDSD Director, the Tucson-Pima County Historical Commission, and the appropriate HPZ Advisory Board shall be forwarded to the Mayor and Council for consideration.

6. Mayor and Council Public Hearing

   The Mayor and Council consider the application in a public hearing. Mailed notice and published notice shall be provided not less than 15 days prior to the public hearing. Notice shall be mailed to property owners within 300 feet of the site, neighborhood associations within one mile of the site, the applicable HPZ Advisory Board, and the Tucson-Pima County Historical Commission.

7. Mayor and Council Decision

   The Mayor and Council decide whether to approve an application to demolish a Historic Landmark or historic Contributing Property. To approve the application, the Mayor and Council shall find that the owner will not have a reasonable economic use of the property if a demolition permit is not approved. An approval is subject to the following:

   a. The applicant shall seek approval of replacement plans prior to receiving a demolition permit and all other necessary permits. Replacement plans for this purpose shall include, but shall not be restricted to, project concept, preliminary elevations, site plans, and dimensional schematic design drawings that are reviewed in accordance with Section 3.3.3, PDSD Director Approval Procedure;

   b. A demolition permit shall be issued concurrently with the building permit for replacement following submittal by the applicant of proof of financial ability to complete the replacement project;

   c. A decision on a demolition application shall result in the administrative closure of the case file by staff. A decision on a demolition application applies to the property; and,

   d. Reapplication for demolition permits for a structure that was previously denied for demolition cannot be submitted to the City for three years from the date of the Mayor and Council decision. A change in property ownership is not considered a basis for reapplication. Substantially new conditions, as determined by the PDSD Director in consultation with the HPZ Advisory Board and the Tucson-Pima County Historical Commission, is a basis for earlier reapplication.

8. Provisions for Vacant Lots and Areas After Demolition

   a. When a site, sign, Historic Landmark, or structure is demolished and the area left vacant, the area shall be maintained in a clean and inoffensive manner.

   b. When a structure is demolished and the area is converted to another use not requiring buildings, such as a parking lot, the area shall be buffered by landscaping and walls or fences that comply with Section 7.6, Landscaping and Screening, and generally conform to the character of the other and located within its development zone. The required as part of the review procedure shall indicate how the screening will be accomplished.

9. Penalties and Remedies for Unauthorized Demolition; Notice of Entry of Judgment

   In addition to the general remedies authorized by Sections 10.4.1 through 10.4.3, any property owner, individual, company, or person, as defined in Tucson Code Section 1-2(16), who causes a structure, site, or Historic Landmark located within a HPZ to be demolished, without following procedures as established in this section, are subject to the following:

   a. A mandatory fine of:
      1. Not less than $250 nor more than $1,000 per violation for demolition of an accessory structure that is a Noncontributing Property, or not less than $1,500 nor more than $2,500 per violation for demolition of a principal structure or site that is a Noncontributing Property; or,
      2. Not less than $2,000 nor more than $2,500 per violation for demolition of a Historic Landmark or Contributing Property.
   b. In addition to any fine imposed in accordance with Section 5.8.10.E.9.a, the PDSD Director shall, upon finalization of judgment:
      1. Issue a formal complaint with the Arizona State Registrar of Contractors against any contractor or company involved with an unauthorized demolition; and,
      2. Issue a formal notification of the violation to the State Historic Preservation Office regarding the unauthorized demolition of any structure, site, or Historic Landmark.
   c. In addition to any fine imposed in accordance with Section 5.8.10.E.9.a, one of the following shall be imposed as a penalty or remedy:
      1. Reconstruction or restoration of a Contributing Property or a Historic Landmark to its appearance prior to the violation;
      2. Prohibition or restriction of building permits for new construction on the site for not more than seven years, but not less than 30 days, for a Noncontributing Property or two years for a Contributing Property or Historic Landmark and prohibition or restriction of permits involving work in the public right-of-way for not more than seven years, but not less than 30 days, for a Noncontributing Property or two years for a Contributing Property or Historic Landmark; or,
      3. Upon finalization of judgment setting forth a remedy as provided in Sections 5.8.10.E.9.a and .b, the PDSD Director or designate shall file the judgment in the office of the Pima County Recorder and Assessor's Office.
   d. The following factors are considered when imposing any penalty or remedy in accordance with Section 5.8.10.E.9.c(1) and (2):
      1. Whether the structure, site, or Historic Landmark is one of the last remaining examples of its kind in the neighborhood, City, or region;
      2. Whether there exists sufficient documentation, plans, or other data so as to make reconstruction feasible;
      3. The age of the original structure, site, or Historic Landmark and all subsequent additions and modifications;
      4. The physical condition of thestructure, site, or Historic Landmark immediately prior to its total or partial demolition;
      5. The amount of demolition sustained by the structure, site, or Historic Landmark;
      6. Whether or not, had total or partial demolition occurred, the structure, site, or Historic Landmark could have been put into a reasonable economic use either prior to or after rehabilitation;
      7. Whether the structure, site, or Historic Landmark was eligible for inclusion on the National Register of Historic Places immediately prior to its total or partial demolition;
      8. Whether the structure, site, or Historic Landmark is included on the National Register of Historic Places; or,
      9. Whether the responsible party has a legal or equitable interest in the structure, site, or Historic Landmark.

5. Maintenance

UDC Article 5.8.11. Maintenance

a. Maintenance of historic resources is important for property owners to maintain property values and for the cultural and aesthetic value to the community. Maintaining historic structures and sites preserves the special sense of place that encourages tourism and further investment in historic areas.

b. All historic resources shall be preserved against decay and deterioration and kept in a state of good repair and free from certain structural defects. The purpose of this section is to prevent an owner or other person having legal custody and control over a property from facilitating the demolition of a historic resource by neglecting it or permitting damage to it by weather or vandalism.

c. Consistent with all other state and City codes requiring that buildings and structures be kept in good repair, the owner or other person having legal custody and control over a property shall maintain such buildings or structures in the same or better condition than that indicated in the most recently available inventory for the HPZ in which the property is located. The following defects shall be indicators of a need for repair:

   1. Building elements are in a condition that they may fall and injure members of the general public or damage other property;
   2. Deteriorated or inadequate foundation;
   3. Defective or deteriorated flooring;
   4. Walls, partitions, or other vertical support members that split, lean, list, or buckle due to defective material or deterioration;
   5. Ceilings, roofs, ceiling and roof support members, or other horizontal members that sag, split, or buckle due to defective materials or deterioration;
   6. Fireplaces or chimneys that list, bulge, or settle due to defective material or deterioration;
   7. Deteriorated, crumbling, or loose exterior plaster;
   8. Deteriorated or ineffective waterproofing of exterior walls, roofs, foundations, or floors, including broken windows or doors;
   9. Defective or lack of weather protection for exterior wall coverings, including lack of paint, or weathering due to lack of paint or other protective covering; or,
   10. Any fault, defect, or deterioration in the building that renders the same structurally unsafe or not properly watertight.

d. If the Tucson-Pima County Historical Commission has reason to believe that a property is being neglected and subject to damage from weather or vandalism, the Tucson-Pima County Historical Commission shall so advise City staff. Staff shall meet with the owner or other person having legal custody and control of the property and discuss ways to improve the condition of the property and shall assist those persons with an economic hardship in obtaining financial resources to accomplish such improvements. If there is no subsequent attempt, or insufficient effort is made, to correct any noted conditions after such meeting by the owner or other such person having legal custody and control, the Tucson-Pima County Historical Commission may make a formal request that the Building Official take action to require corrections of defects in the subject building or structure so that it is preserved in accordance with the purposes of this section.

   The Building Official may also require the property owner to remedy any defect or deterioration that constitutes a threat to the public health, safety, and welfare in accordance with the authority vested in him by the adopted building codes and neighborhood preservation ordinances. Deterioration caused by deliberate neglect of maintenance or repairs are not considered valid grounds for the approval of a demolition permit application.

e. Vacant properties shall be maintained in a clean and orderly state.

J. Design Review and Standards

1. Design Review

   Design review shall be conducted by the IID Design Review Committee (DRC) for compliance with the relevant Development Standards in Section 3 of this PAD (H) (including landscape, parking, water harvesting, paving, and hardscape) and additional Trinity Design Guidelines (as provided in PAD(H) Section J. 3) . The Trinity Design Guidelines will prepared by the development team subsequent to PAD (H) approval and will be submitted to the IID DRC for review and approval.

   Proposed new development shall be reviewed as follows:

   a. Proposed development shall be reviewed for HPZ compliance prior to review by the IID DRC.
   b. The IID DRC shall review all proposed new development for compliance with the relevant Development Standards in Section 3 of this PAD (H) and the Trinity Design Guidelines.
   c. The IID DRC will provide a letter of recommendation to the PDSD Director prior to development package approval advising whether the design conforms to the relevant sections of the PAD(H) and Trinity Design Guidelines.

2. Composition of the IID Design Review Committee (IID DRC)

   a. The IID DRC is composed of any combination of the following members appointed by the City Manager for a four year term:
      1. The City Design Professional
      2. One registered architect
      3. One registered landscape architect
      4. One registered contractor or member of the development community
      5. One member to represent all neighborhood associations within the IID
   b. The IID DRC may include one or more ad-hoc members from among the following:
      1. FAMA, Fourth Avenue Merchants Association
      2. CAPLA, College of Architecture, Planning + Landscape Architecture
      3. WUNA, West University Neighborhood Association
      4. WUHZAB, West University Historic Zone Advisory Board
   c. The IID DRCs authority shall include the following:
      1. Review and approve the Trinity Design Guidelines
      2. Review and approve the design for new development within the PAD(H) District consistent with the relevant sections of the PAD(H) and Trinity Design Guidelines
      3. Provide a letter of recommendation to the City at the time of development plan submittal advising whether the design conforms to the PAD(H) and Trinity Design Guidelines

3. Design Standards

   Guidelines will be developed to meet the following goals:

   - To ensure quality of life and economic health in Tucson
   - Provide enhanced pedestrian areas wherever possible to improve the safety and comfort of pedestrians and encourage travel by foot
   - Minimize vehicle intrusions on pedestrian walkways
   - Bicycling shall be promoted by encouraging convenient access to bicycle parking and amenities
   - Reduce Heat Island Effect through street trees, landscape, shaded parking and high albedo hardscape paving
   - Incorporate, where possible, green infrastructure to include passive rainwater harvesting
   - Provide appropriate access in accordance with the Americans with Disabilities Act
   - Promote the implementation of Sidewalk Pocket Parks where possible
   - Reclaim excess street space for public use where possible
   - Promote permeable materials and techniques for hardscape that are resource efficient
   - Encourage walking to shops, restaurants, transit, parks, and other destinations to promote daily physical

activity and help decrease chronic diseases such as obesity and heart disease

- Create attractive and safe pedestrian routes from neighborhoods to important cultural and civic institutions, shopping, adjacent neighborhoods and entertainment
- Improve ambient air quality and help to decrease chronic disease such as asthma by providing alternatives to driving alone and by including generous amounts of trees and other plantings
- Create eyes on the street through high levels of pedestrian activity to reduce vagrancy
- Promote high levels of pedestrian activity that encourage social opportunities as well as physical activity, which has been shown to reduce social isolation and associated mental health issues
- Create a favorable microclimate for pedestrians by increasing shade and opportunities for sitting and walking.

a. Design within the Public Realm must demonstrate compliance with the following:
   1. Pedestrian-orientation

      Projects shall be pedestrian-oriented and comply with all of the following standards:
      a. New construction shall have architectural elements/details at the first two floor levels;
      b. Buildings shall provide windows, window displays, or visible activity on the ground floor for at least 50 percent of frontage;
      c. A single plane of facade shall be no longer than fifty feet without architectural detail;
      d. Front doors shall be visible or identifiable from the street and visually highlighted by graphics, lighting, or similar features;
      e. Uses, such as Commercial Services or Retail Trade uses that encourage street level pedestrian activity are preferred on the first floor of a structure of a multistory building;
      f. Construction and maintenance of sidewalks must be done in compliance with the City's Streetscape Design Policy. Existing sidewalk widths shall be maintained so as to provide effective, accessible, connectivity to adjoining properties. Sidewalks may be widened to accommodate a project's design characteristics. Where no sidewalks exist, sidewalks shall be provided. Outdoor seating and dining areas and landscaping may be located in the sidewalk area where safe and effective sidewalk width around the design feature can be provided.
      g. In addition, the streetscape should be guided by the following principles:
         - Memorable: Streetscape should be designed to give the city and the West University Neighborhood a recognizable image and provide a means of orientation and understanding of the city.
         - Support diverse public life: Provide opportunities for diverse experiences and encourage people to spend time engaging in social and recreational activities.
         - Vibrant places for commerce: Streetscapes should be designed and managed as attractive and exciting destinations that encourage residents and visitors to walk to and use local shopping areas, rather than to drive to regional shopping centers.
         - Promote human use and comfort: Streetscapes should be designed to prioritize the everyday needs of people and to support human comfort and enjoyment.
         - Promote healthy lifestyles: Streetscapes should promote healthy lifestyles by encouraging walking to daily and occasional destinations, minimizing pedestrian injuries and helping to decrease major chronic diseases related to air quality and pedestrian activity.
         - Safe: Streetscapes should be designed to create a street environment that supports a high level of pedestrian safety and security.
         - Create convenient connections: Streetscapes should be designed to facilitate safe, accessible, and convenient connections among major nodes, hubs, destinations, transit centers, and major land use and activity centers.
         - Ecologically sustainable: Streetscapes should be designed as a green network, enhancing the City's long-term ecological functioning.
         - Accessible: Streetscapes should be designed for ease of use and access to destinations for all populations, particularly those with visual or mobility impairments.

- Attractive, inviting, and well-cared for: Streetscapes should be beautiful, create an engaging visual impression, 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.

b. New building design within the PAD (H) district must demonstrate compliance with the following:
   1. Lighting
      a. Lighting strategies shall minimize glare and light trespass, conserve energy, and promote safety and security.
      b. All area lights, including streetlights and parking area lights shall be full cut-off fixtures.
      c. Sources of lighting shall be recessed and shielded so that the bulb itself is concealed from public right-of-way view.
   2. Building Materials and Colors
      a. Building materials should be chosen for their tactile effects and used in a contrasting manner: e.g., rough surfaces against smooth, vertical patterns against horizontal, etc.
      b. Building materials should be chosen for integral colors and their visual and physical permanence in the Sonoran Desert.
      c. Building materials should be selected with the idea of localizing the architectural effect and ambiance in a method coherent with the neighborhood.
      d. Facades facing public streets or open spaces shall be constructed of high quality materials including 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 and/or glass block.
         - Modular panels, such as cement board systems, EIFS, and stucco, provided that EIFS and stucco shall be limited to less than 25% of the total building facade at the base of the buildings facing public streets.
      e. Building materials used at the lower floors adjacent to the street frontage should respond to the character of the pedestrian environment through such qualities as scale, texture, color and detail.
      f. Combinations of materials should reinforce architectural scaling requirements.
      g. Accent colors should be used consistently throughout the building: in signage, architectural features, lighting, window frames, doors and accent walls.
      h. Colors and materials that reflect glare should not be used in large quantities.
   3. Architectural Elements and Features
      a. 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.
      b. Architectural elements should take into consideration appropriateness of use, scale, proportion, color and texture.
      c. Architectural details shall be carefully integrated in the concept design of the building.
      d. There shall be a clear visual distinction between the ground floor and upper floors.
      e. Arcades, when used, shall be placed predominantly along southern and western facing facades. Arcades may be made from wood, brick, canvas, metal, stone or concrete.
      f. A single plane of street-facing facade may not exceed 20 feet without architectural detail.
      g. Areas for outdoor vending and small group gathering are encouraged. The areas should be delineated with hardscape materials, grade change or vegetation.

4. Building Articulation
    a. Articulate building facades at entrances and between retail spaces to create areas of exterior patio and engagement.
    b. Public art that is integrated into the design scheme is encouraged. Art must be designed and manufactured locally (e.g. sculpture art).
5. Doors
    a. Doors at primary pedestrian entrances must be shaded or protected from the weather.
    b. Doors must be clearly identifiable.
    c. Doors must be safe, secure, and universally accessible.
    d. Storefronts shall provide canopies or awnings for shade and color and material variation. Canopies may be used as a design element and may incorporate signage.
    e. Storefronts shall be integrated with the sidewalk design and treatment.
    f. Each building shall have a clearly identifiable "front door" area facing each major street fronting the facade.
    g. Residential Units that have individual access from the street level shall have a residentially-scaled, street-oriented entry for each unit. The entry shall be demarcated by an awning, stoop, or recess.
6. Windows and Glazing
    a. Glazing shall be low-e and shall allow a visual connection through either side of the window.
    b. Window size, proportion and pattern should relate to unit types and room layouts, and should be used to reinforce organized patterns of scale and variety within the building facade.
    c. Mixed-use developments shall utilize a variety of ratios of clear to opaque surfaces (i.e., glass to wall) to reflect the different uses within the building. In general, residential uses should have less glass-to-wall and commercial uses greater glass-to-wall.
7. Building Facades
    a. The street-facing building facade at the base shall include at least two of the following elements:
        - Trellis or vertical garden element with minimum 50% live vegetation cover.
        - Artwork (e.g. public mural, or custom-designed panel) by a local, Pima County artist.
        - Small retail space (minimum 50 square foot GFA newspaper stand, coffee cart, kiosk, etc.; not vending machines or outdoor merchandise display).
        - Outdoor dining or gathering patio, delineated by a low wall, low fence, planters, slight change in elevation, or other buffer devices.
        - Distinctive architectural lighting element.
        - Shade structure.
        - Changes to building plane such as indentations, textures, or accent materials.
        - Windows that provide a minimum of 75% of visible light to be visible on each side of the window.
        - Window displays or visible activity on the ground floor.

K. Neighborhood Coordination

Care will be taken to ensure that new development within the Trinity PAD(H) District is compatible with the surrounding neighborhood both in its appearance and its operations. Neighborhood representatives will be involved in establishing Design Standards that will contain architectural and design requirements which must be adhered to for future development and significant modifications to existing structures. Additionally, neighborhood concerns will be addressed per the following:

1. Neighborhood concerns regarding property maintenance, excessive noise, construction activity, unruly behavior, and other public nuisances are addressed by the following Tucson City Codes:

   Tucson City Code, Chapter 16 Neighborhood Preservation

   Article II. Maintenance Standards

   Sec. 16-12, Building and structure exteriors

   Article IV. Unlawful Acts

   Sec. 16-31, Excessive Noise

   Sec. 16-32, Unruly gatherings

   Sec. 16-34, Public nuisance

2. Communication: A communication plan will be developed subsequent to the adoption of the PAD(H) and prior to submittal of the Development Plan. Once completed the communication plan will be added as an appendix to the Trinity PAD(H). The communication plan will address the following:
   a. Construction schedule and notifications
   b. Construction phase on-site contact information
3. Property Management and Operations: Codes, Covenants and Restrictions will be prepared subsequent to the adoption of the PAD(H) and prior to the submittal of the Development Package. Once completed the CC+R's will be added as an appendix to the Trinity PAD(H). The property management and operations plan will address ongoing property management issues including:
   a. landscape maintenance
   b. building maintenance
   c. cross access agreements
   d. utility easements
   e. parking control
4. Traffic Mitigation: The Property Owner will work with TDOT and WUNA to address traffic issues related to this development including:
   a. Cut-through traffic
   b. Congestion

L. Interpretations and Amendments

1. Interpretation

   The regulations and guidelines provided within this PAD(H) 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(H), those in the UDC, Development Standards or other COT regulations shall prevail, as interpreted by the COT Zoning Administrator.

2. Amendments

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

   a. Criteria for Minor Amendments

      The following shall be considered minor changes that fall within the administrative purview of the

      Director of Planning & Development Services:

      1. Addition of new information to the PAD(H), Site Plan, maps, or text that does not change the effect of any regulation, development standard, or guideline.
      2. The addition of permitted uses that may not be specifically listed in Part III.B of this document, but which are determined to be sufficiently similar in type and nature to those listed as permitted.
      3. Adjustments to the Development Standards in Part III.C 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(H), but which are consistent with the guiding goals and objectives of the project and which do not create any public health or safety issues.

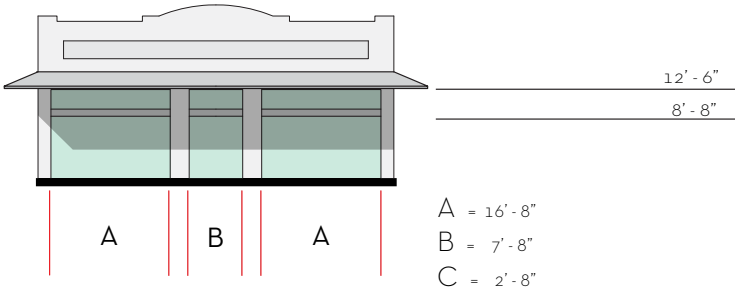
4. Adjustments to any aspect of Section III of this PAD(H) that is required in order to comply with changes in local, state or federal safety and/or health codes
5. Minor Amendments to the Trinity Presbyterian Church PAD(H) that include exterior modifications to any buildings shall be subject to review by the Tucson-Pima County Historic Commission.

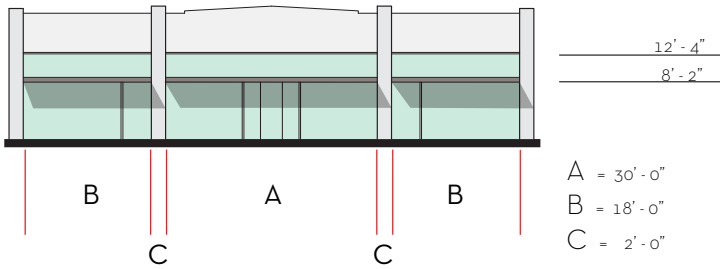
b. Criteria for Major Amendments

1. Major amendments to the PAD(H) shall be those changes or modifications that materially alter the guiding goals and objectives as presented in the PAD(H). The PDSD 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(H) shall be processed in accordance with UDC Section 3.5.3, Zoning Examiner Legislative Procedure.

444 E University Boulevard

220 North 4th Avenue





Historic Proportions Define New Design

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Arizona Department of Water Resources, "Low Water Use/Drought Tolerant Plant List" 2007,

http://www.azwater.gov/azdwr/WaterManagement/AMAs/documents/2010TAMA_apha_botanical_PLANTLIST.pdf

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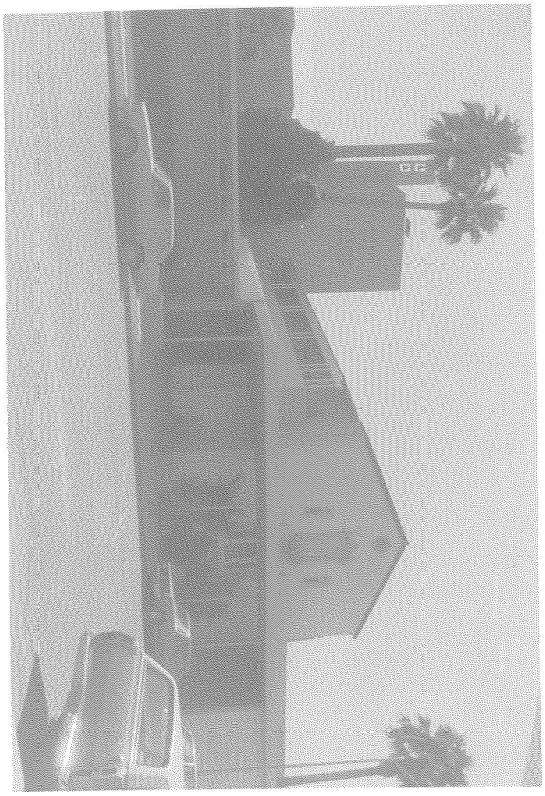
APPENDICES

ARIZONA STATE HISTORIC PROPERTY INVENTORY

PROPERTY NAME Trinity Presbyterian church	Block 42 — 544 lot 2
LOCATION 740 N. 4th Ave.	
CITY/TOWN/VICINITY Tucson	COUNTY Pima
OWNER Trinity Presbyterian Church	
OWNER'S ADDRESS 740 N. 4th Ave.	
FORM COMPLETED BY F. Clapper	
ADDRESS U of A College of Architecture Tucson, AZ 85721	
PHOTO BY Barbara Tellman	DATE 7-79
VIEW Front	
PRESENT USE Church	ACREAGE
STYLE OR CULTURAL PERIOD Spanish Colonial Revival with Modern Additions	
SIGNIFICANT DATES 1924, additions, 1937,1948, 1955	



PHYSICAL DESCRIPTION

Two story core building with brick walls, cream colored stucco finish, red tile roof, Spanish Colonial Revival ornamentation. Modern additions of concrete with blue painted brick trim and grey brick

STATEMENT OF SIGNIFICANCE

Contributing
Central building designed by Robt. H. Orr, Los Angeles with local consulting architect, H. O. Jaastad

VERBAL BOUNDARY DESCRIPTION

Tucson W 119.8' of Lot 4 & W. 119.8' of Lot 1 & 5 & Lot 9 Blk 42

117-03-319-0

WU-C-859

Appendix A
State of Arizona Historic Property Inventory Form

ARIZONA STATE HISTORIC PROPERTY INVENTORY

PROPERTY NAME

Block 42 | Lot 5 3/2

LOCATION
411 + 413 E. 4th St

CITY/TOWN/VICINITY | COUNTY

SLONAKER HAROLD STEWART
413 E 4TH
TUCSON AZ 85705

FORM COMPLETED BY
F. Chapper

ADDRESS
U. of A. College of Architecture

PHOTO BY
Barbara Tellman

DATE
7-79

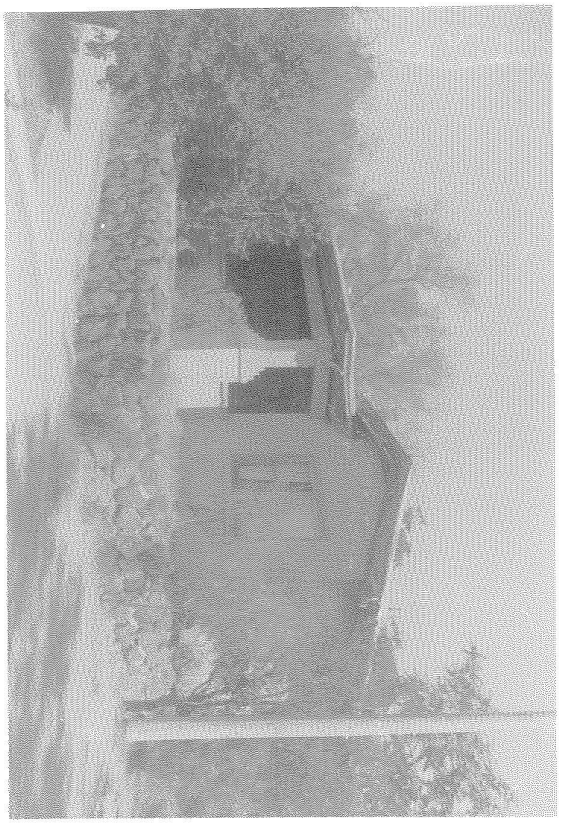
VIEW
Front

PRESENT USE
duplex residence

ACREAGE
69.8 X 132

STYLE OR CULTURAL PERIOD
Bungalow w Craftsman influence

SIGNIFICANT DATES
1918 | 1927



PHYSICAL DESCRIPTION
1 story, stone foundation, brick construction, post and beam, adobe color stucco surface, low gable roof of gray asphalt shingles 2 stucco chimneys. Little changed. Good condition

STATEMENT OF SIGNIFICANCE
Contributing

VERBAL BOUNDARY DESCRIPTION
Tucson E 69.8 of Lots 10 & 11 Blk 42

117-03-328-0 WU-C-860

October 20, 2016

Mr. Zelin Canchola
Site Review Manager
City of Tucson DOT – Traffic Engineering Division
201 N. Stone Ave., 5th Floor
Tucson, Arizona 85710

Reference: Trinity Block

Project Address: 822 W. Roger Road

Subject: Traffic Impact Statement

Zelin:

Mathieu Engineering Corp. has been retained to prepare a Traffic Impact Statement (TIS) for the proposed Trinity Block development. The Trinity Block PAD is located southwest of the 4th Avenue/University Boulevard intersection. The Trinity Block is being re-developed for future specialty retail uses, dining, apartments, and office use. The Trinity Block will be a mixed-use, transit-oriented/transit-friendly development which provides amenities that encourage the residents and the users of the specialty retail and the office to use alternative modes of transportation in lieu of an automobile. The Trinity Presbyterian Church, Time Market, and the Young Life facility will remain and the rest of the block will be re-developed. See **Figure 1 – Location Plan and Figure 2 – Site Plan**.

Zoning

The Trinity Block will be rezoned as a Planned Area Development (PAD). As noted above, the development is located southwest of the 4th Avenue/University Boulevard intersection. The proposed land uses will be specialty retail, restaurants, apartments, and general office use.

Existing Land Uses

Currently, the parcels of land where the proposed development is to be located is southern portion of the Trinity Presbyterian Church and the parking lot between the church and Time Market. As noted above the main church structure, Time Market and the Young Life facility will not be affected by the proposed development.

5960 E. 2nd Street Tucson, Arizona 85711-1516 Office: (520) 747-1133, Fax: (520) 747-1113

Existing Intersections and Roadways

4th Avenue/University Boulevard Intersection

The 4th Avenue/University Boulevard intersection is a 4-way fully actuated signalized intersection. All of the approaches to the intersection consist of a left-turn lane and a combination through/right-turn lane. 4th Avenue is a two-lane north-south local roadway which contains the light-rail tracks in both directions for "Sun Link" – The Tucson Modern Streetcar. The through lanes on 4th Avenue are striped to designate a special lane that is referred to as a "sharrow" lane. University Boulevard is a two-lane east-west urban collector roadway which also contains the light-rail tracks in both directions for Sun Link. The through lanes on University Boulevard are also striped as "sharrow" lanes. Sharrow lanes are designed to typically accommodate a travel lane and a bike lane, with motor vehicles and bikes traveling in the same lane at the same time. At intersections it is not unusual to see bikes queued between vehicles. In the case of 4th Avenue and University Boulevard, the sharrow lanes contain the through lanes, the light rail tracks for Sun Link, and the bike lanes. See the photos below which show the existing sharrow lanes.

4th Avenue and University Boulevard are considered to be "complete streets" where the thinking goes beyond the automobile and pedestrians, cyclists, and transit riders are brought into the traffic mix and are accommodated. Complete streets are for everyone. 4th Avenue and University Boulevard have been redesigned to enable able safe access for all users. 4th Avenue and University Boulevard have been redesigned to make it safe and easier for residents to walk along the streets, to cross the streets, to bike to and from school or work, and to make safe for people to walk to and from the Sun Link median stops.

3rd Avenue/University Boulevard Intersection

The 3rd Avenue/University Boulevard intersection is a 4-way unsignalized intersection with STOP control on 3rd Avenue. 3rd Avenue is a two-lane north-south neighborhood street. University Boulevard is a two-lane east-west urban collector roadway which also contains the light-rail tracks in both directions for Sun Link. The EB and WB approaches to the intersection consist of a combination left-turn lane/through/right-turn lane with that single lane being designated and striped as a sharrow lane.

3rd Avenue/4th Street Intersection

The 3rd Avenue/4th Street intersection is a 4-way unsignalized intersection with STOP control on 3rd Avenue. 3rd Avenue is a two-lane north-south neighborhood street. 4th Street is a two-way east-west neighborhood street.

4th Avenue/4th Street Intersection

The 4th Avenue/4th Street intersection is a 4-way unsignalized intersection with STOP control on 4th Street. As noted previously, 4th Avenue is a two-lane north-south local roadway which contains the light-rail tracks in both directions for Sun Link. The through lanes on 4th Avenue are striped as sharrow lanes. 4th Street is a two-way east-west neighborhood street.

4th Avenue – looking north

University Boulevard – looking east

University Boulevard – looking west

Expected Trips

Based on information provided by the architect, the proposed Trinity Block will have two distinct buildings, thus two phases. The first building, Building 1 will be located along 4th Avenue where the current education annex building is located and will be a mixed-use residential and retail building. There will be 9,133 SF of specialty retail use, which will include approximately 1,946 SF of outdoor dining space on the ground level. Above the retail and dining space will be two-stories of apartments; 72 apartments consisting of studio apartments, one bedroom apartments, and two bedroom apartments.

Building 2 will be located along University Boulevard between the Trinity Presbyterian Church and Time Market and will be a mixed-use office and retail building. There will be 3,535 SF of specialty retail use, which will include approximately 800 SF of outdoor dining space. Above the retail and dining space will be two stories of office use; approximately 8,268 SF of office use per story.

Also included in this proposed transit-oriented/transit-friendly development will be a bike storage facility that will accommodate 30 to 40 bicycles. There will also be a future bike share facility located at the University Boulevard/3rd Avenue intersection.

At full build-out the proposed Trinity Block development is expected to generate 1,099 daily trips, 131 AM Peak Hour Trips, and 87 Peak Hour Trips. It is estimated based on data from ITE on mixed-use transit-oriented/friendly developments that at least 5% of the expected trips will be by pedestrians. There are several residential developments within the one-quarter mile

'indifference zone' in regards to walking distances. Both 4th Avenue and University Boulevard have sidewalks on both sides of the roadways.

Using the ITE Multi-Use Development Trip Generation and Internal Capture Summary Worksheet, a 14% Internal Capture was calculated and can be applied to the expected daily trips and to the AM and PM Peak Hour trips. See **Table 1** below for the Total Adjusted Trips to be generated by the proposed development.

TABLE 1
TRINITY BLOCK PAD - SITE TRAFFIC GENERATION W/ INTERNAL CAPTURE

LAND USE	ITE CODE	Units / SF	NUMBER OF VEHICLE TRIPS						
			AM PEAK HOUR			PM PEAK HOUR			DAILY
			IN	OUT	TOTAL	IN	OUT	TOTAL	(TWO-WAY)
Building 1 - Residential/Mixed Use									
Apartments	220	72	7	29	36	29	16	45	479
Specialty Retail Center	826	9,133	30	32	62	11	14	25	405
SUBTOTAL TRIPS			**37**	**61**	**98**	**40**	**30**	**70**	**884**
Building 2 - Office/Restaurant									
General Office Building	710	17,336	7	1	8	1	7	8	58
Specialty Retail Center	826	3,535	12	13	25	4	5	9	157
SUBTOTAL TRIPS			**19**	**14**	**33**	**5**	**12**	**17**	**215**
TOTAL TRIPS			**56**	**75**	**131**	**45**	**42**	**87**	**1,099**
INTERNAL CAPTURE - 14%			8	11	19	6	6	12	154
TOTAL ADJUSTED TRIPS			**48**	**64**	**112**	**39**	**36**	**75**	**945**

As noted above, the proposed development will be located along the Sun Link route which will make this development a transit-oriented/transit-friendly development. The proposed development will also include amenities bike lockers and bike sharing facilities that give the residents and users of the specialty retail and office space the option to use of alterative modes of transportation in lieu of the automobile. There are several studies regarding mixed-use developments along transit routes which indicate that in addition to internal capture and pedestrian traffic that an additional reduction in the expected site-generated traffic can be applied. Per the *Transit Cooperative Research Program – Report 128 – Effects on TOD on Housing, Parking, and Travel,* 5% to 50% reduction in the expected site-generated traffic can be applied due to the close proximity to a transit routes.

Per *Report 128*, the majority of transit-oriented/transit-friendly development (TOD) residents along new transit systems are childless singles or couples. The age spectrum is wide: often younger working professionals or older empty-nesters. TOD residents may have low, medium, or high incomes. TOD households typically own fewer cars because they have smaller households and because they may forgo extra cars due to transit's proximity. TOD households are almost twice as likely to not own any car and own almost half the number of cars of other households.

For this proposed development, a 35% reduction will be applied to the expected site-generated trips to account for the transit use. Per the report and ITE these reductions are taken after the pedestrian traffic and internal capture trips are applied. See Table 1 A for the Adjusted Total Trips.

TABLE 1A
TRINITY BLOCK PAD - SITE TRAFFIC GENERATION W/ TOD ADJUSTMENTS

LAND USE	ITE CODE	Units / SF	NUMBER OF VEHICLE TRIPS						
			AM PEAK HOUR			PM PEAK HOUR			DAILY
			IN	OUT	TOTAL	IN	OUT	TOTAL	(TWO-WAY)
Building 1 - Residential/Mixed Use									
Apartments	220	72	7	29	36	29	16	45	479
Specialty Retail Center	826	9,133	30	32	62	11	14	25	405
SUBTOTAL TRIPS			**37**	**61**	**98**	**40**	**30**	**70**	**884**
Building 2 - Office/Restaurant									
General Office Building	710	17,336	7	1	8	1	7	8	58
Specialty Retail Center	826	3,535	12	13	25	4	5	9	157
SUBTOTAL TRIPS			**19**	**14**	**33**	**5**	**12**	**17**	**215**
TOTAL TRIPS			**56**	**75**	**131**	**45**	**42**	**87**	**1,099**
PEDESTRIAN TRAFFIC - 5%			**3**	**4**	**7**	**2**	**2**	**4**	**55**
INTERNAL CAPTURE - 14%			**8**	**11**	**19**	**6**	**6**	**12**	**154**
ADJUSTED TRIPS			**45**	**60**	**105**	**37**	**34**	**71**	**890**
TRANSIT-ORIENTED DEVELOPMENT			**16**	**21**	**37**	**13**	**12**	**25**	**312**
35% REDUCTION									
TOTAL ADJUSTED TRIPS			**29**	**39**	**68**	**24**	**22**	**46**	**578**

Mode Split

Based on the proposed uses, the majority of the trips will be by automobile and/or single unit truck. For the purposes of this analysis, all the trips are assumed to be by automobile/single unit truck.

DISCLAIMER ON VEHICLE ASSUMPTION

The vehicle assumption noted above is by no means intended to be used as a traffic mix prediction in determining the roadway pavement section and/or asphalt/concrete specifications.

Pass-by Traffic

Pass-by traffic (traffic already on the adjacent roadway) will provide a zero percentage of the site-generated traffic for the Trinity Block development. Available ITE data, as published in the *ITE Trip Generation Manual, 9th Edition, Volume 1, Chapter 5* and in the *ITE Trip Generation Handbook, 3rd Edition, August 2014, Appendix* F suggests that pass-by trips are a non-issue for apartment uses, specialty retail uses, and general office uses.

Site Access

Based on the layout of the site, the site-generated trips are expected to originate and terminate along both 4th Avenue and University Boulevard and then use the three (3) site access driveways to enter and exit the proposed development. There will be one site access driveway along University Boulevard, one driveway along 3rd Avenue, and one driveway along 4th Street just west of Huff Avenue.

Level of Service

The Level of Service (LOS) is a qualitative description of how well a roadway and/or intersection operates under certain traffic conditions. LOS uses a grading system similar to academic grades, A through F. LOS A is a free-flow traffic condition and LOS F is a forced flow with extreme congestion condition.

Level of Service – Roadway Segment

4th Avenue

4th Avenue is a two-lane north-south local roadway which contains the light-rail tracks in both directions for Sun Link – The Tucson Modern Streetcar. The through lanes on 4th Avenue are striped as sharrow lanes. The posted speed limit is 25 MPH. From the PAG 2012 Traffic Volume Map, 4th Avenue has an average daily traffic (ADT) of 5,000 vehicles a day. Using a 2.0% growth factor, 4th Avenue has an estimated 2016 ADT of 5,500 vehicles a day. From the *Florida DOT Quality/Level of Service (LOS) Handbook Tables for a Class II Roadway*, 4th Avenue would have a LOS of B or better. This is for a Class II roadway with a posted speed limit less than 35 MPH or slower. The proposed Trinity Block development is not expected to degrade the LOS of 4th Avenue beyond the current LOS of B.

University Boulevard

University Boulevard is a two-lane east-west urban collector roadway which also contains the light-rail tracks in both directions for Sun Link with a posted speed limit of 25 MPH. No regional traffic count data could be found for University Boulevard but it is estimated that University Boulevard would have a similar ADT as 4th Avenue. From the *Florida DOT Quality/Level of Service (LOS) Handbook Tables for a Class II Roadway*, University Boulevard would have a LOS of B. This is for a Class II roadway with a posted speed limit of 35 MPH or slower. The proposed Trinity Block development is not expected to degrade the LOS of University Boulevard beyond the current LOS of B.

Auxiliary Lanes for Study Horizon Year 2017

WB Right-Turn Lane Warrants – University Boulevard/Site Access Driveway
Using the *City of Tucson Transportation Access Management Guidelines*, *Figure 5-2 – Right Turn Guidelines for Two-Lane Roadway*, and a major road volume of 660 vehicles, a WB right-turn lane will NOT be numerically warranted along University Boulevard at the Site Access Driveway intersection nor is it recommended due to the location of the Sun Link stop and the Sun Link tracks and overhead infrastructure associated with Sun Link.

Conclusions and Recommendations

The expected site-generated daily trips from the proposed Trinity Block PAD development will have an inconsequential impact on the overall capacity of 4th Avenue and University Boulevard.

If you have any questions or concerns, please call me at 747-1133.

Professionally,

Michael E. Mathieu, P.E., Fellow ASCE
President
Mathieu Engineering Corp.
5960 E. 2nd Street
Tucson, Arizona 85711-1516

CERTIFICATE NO. 20930
MICHAEL E. MATHIEU
Date signed 10/20/16
ARIZONA, U.S.A.
Expires 9/30/2018

cc: R+R Development, LLC

Limitations

Mathieu Engineering Corp.'s Professional Civil Engineering services have been performed using that degree of professional skill ordinarily exercised, under similar circumstances, by reputable transportation engineering firms practicing in this locality. No other warranty, expressed or implied, is made.

The contents of this report are intended for the sole use of the addressee and his/her designees. In completing this report, data was obtained from a variety of sources (i.e. City, County, State, and Federal sources); Mathieu Engineering Corp. has assumed these sources reliable and accurate. Should deviations from this report be noted, this firm shall be contacted for review of the area of concern.

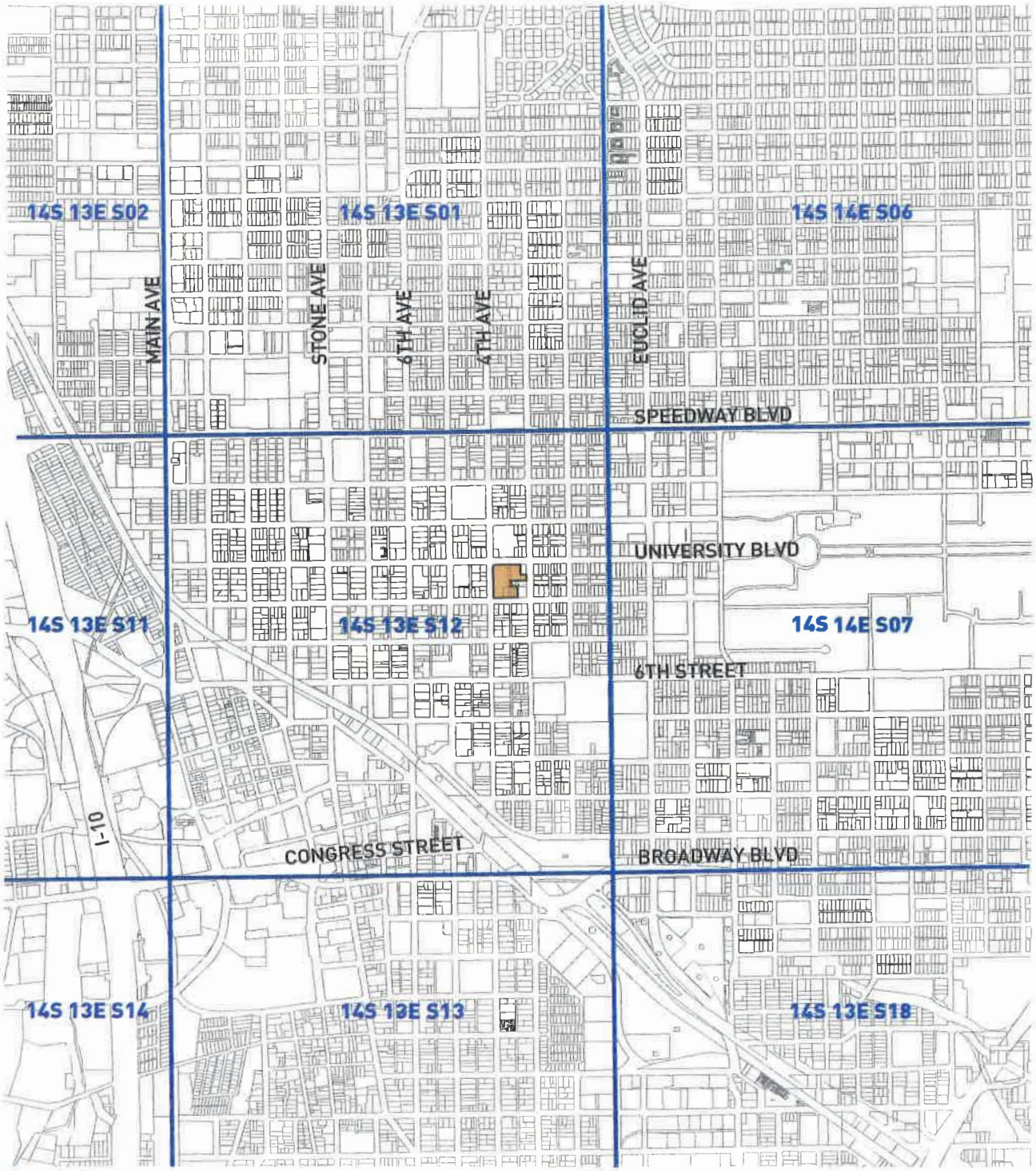
Every reasonable attempt was made to acquire recent traffic impact studies, traffic projections, and/or data that may be helpful in more accurately projecting traffic volumes. Mathieu Engineering Corp. is not responsible for incorporating data made available after this document has been finalized.

This report is issued with the understanding that it the responsibility of the owner to see that its provisions are carried out or brought to the attention of those concerned. In the event that any changes of the proposed project are planned, the conclusions and recommendations contained in this report shall be reviewed and the report shall be modified or supplemented as necessary.

APPENDIX A

FIGURE 1 – LOCATION PLAN

FIGURE 2 – SITE PLAN



PAD(H) BOUNDARY

TOWNSHIP, RANGE, SECTION

PROJECT SITE IS LOCATED AT:
TOWNSHIP 14S RANGE 13E AND SECTION 12
PAD(H) ACREAGE 2.79 AC
PARCEL ID#s: 117 03 321F, 117 03 321B, 117 03 3280, 117 03 3190, 117 03 3270, 117 03 3260, 117 03 321D

EXHIBIT A
LOCATION MAP

0' 1,000' 2,000'

2

FIGURE 1

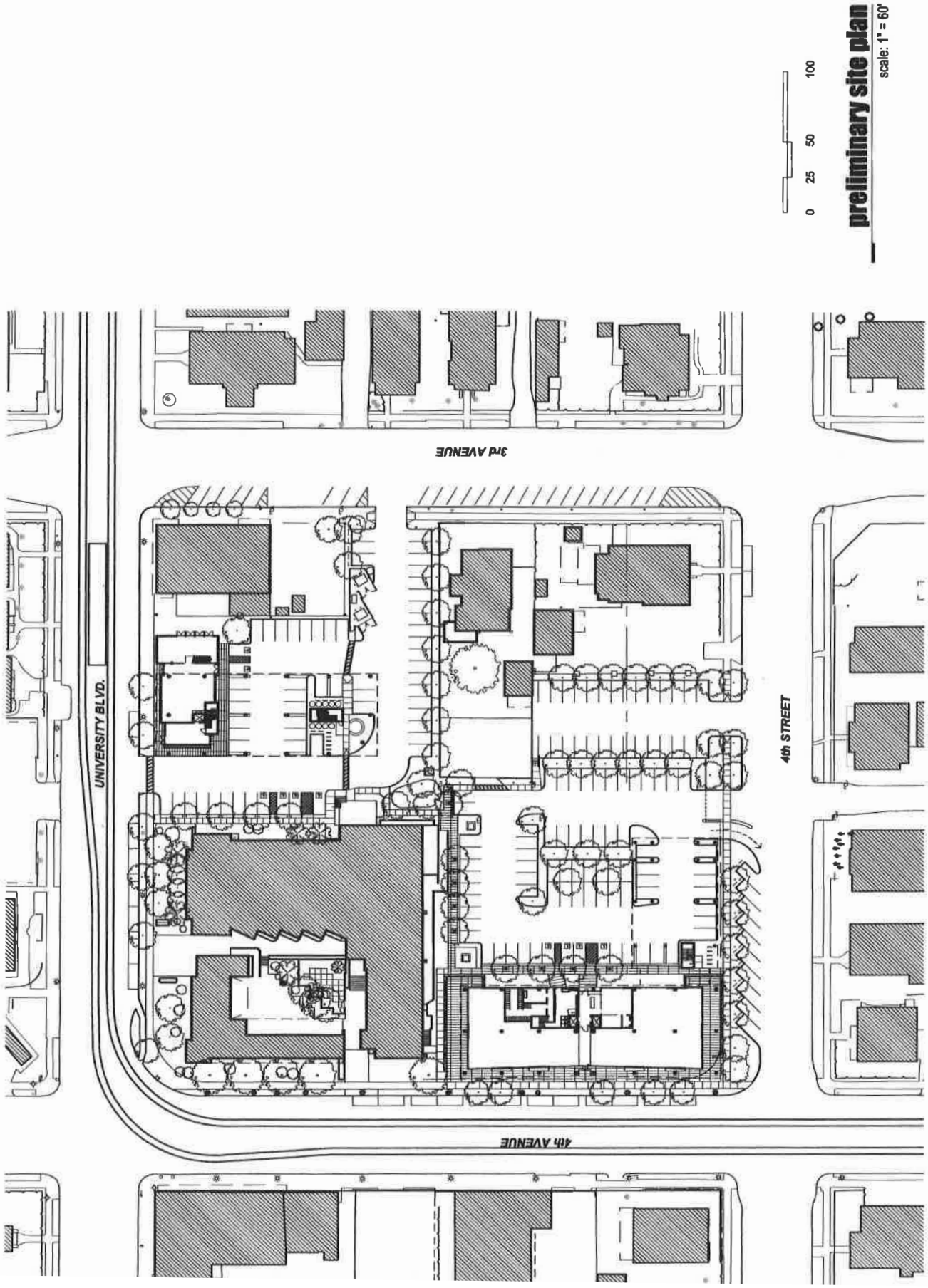
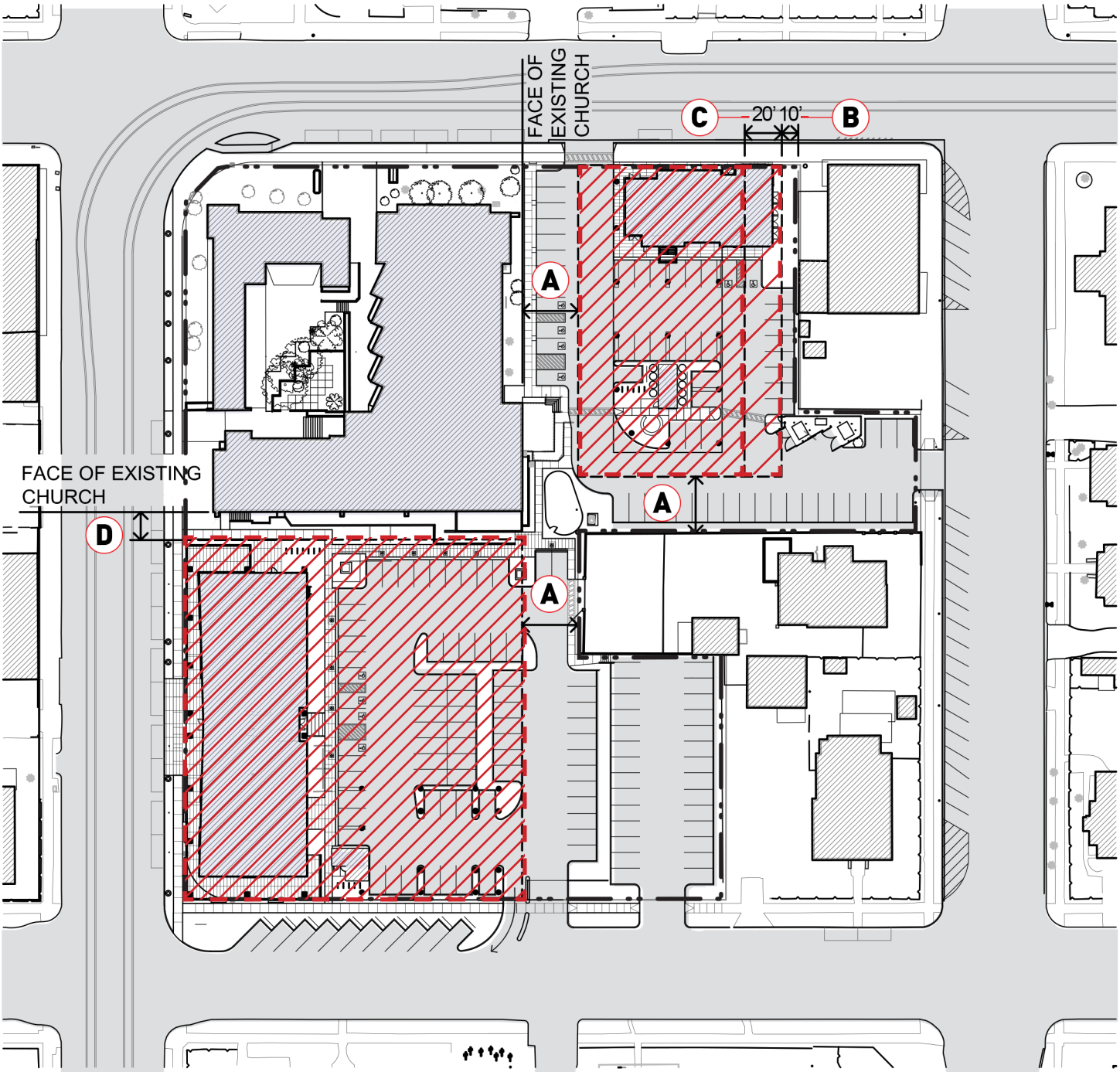

preliminary site plan
scale: 1" = 60'
0 25 50 100
UNIVERSITY BLVD.
3rd AVENUE
4th AVENUE
4th STREET

FIGURE 2



KEYNOTES

A. 30' MINIMUM SETBACK
B. 10' MINIMUM SETBACK
C. BUILDING HEIGHT LIMITED TO 30'
D. 15' MINIMUM SETBACK

BUILDABLE AREA

PROPERTY LINE

Appendix C
Setbacks

0' 50' 100' 200'