



ZONING EXAMINER

REPORT TO MAYOR AND COUNCIL

April 21, 2016

**C9-16-04 Bourne – I-19 Irvington Road Planned Area Development (PAD)
R-1 to PAD
Public Hearing: May 17, 2016**

BACKGROUND

This is a request by Thomas Saylor-Brown, of SBBL Architecture and Planning on behalf of the property owner, Irvington Interstate Partners, LLC to rezoning approximately 63 acres from R-1 to Planned Area Development (PAD) zone for a commercial center.

Land use policy direction for this area is provided by *Plan Tucson* and the *Santa Cruz Area Plan*.

PUBLIC HEARING SUMMARY (Minutes Attached)

At the April 7, 2016 public hearing, Planning and Development Services Department staff, presented the staff report with a recommendation for approval with conditions. Staff also commented that as of April 7, 2016, there was one written approval and two written protests.

The main concern is the additional traffic a new commercial center will create. The applicant stated that there are four separate entities [Regional Transportation Authority, City of Tucson, Arizona Department of Transportation (ADOT), and development impact fees from the subject property's owner] that may in the future provide effective transportation improvement funds. However, they are not all coordinated to happen at the same time. The applicant states that prior to the development of the PAD proposal several mitigation measure are recommended to alleviate some of the congestion using alternate access points with appropriate turn lane and through lane improvements.

FINDINGS OF FACT

This is a request by Thomas Saylor-Brown, of SBBL Architecture and Planning on behalf of the property owner, Irvington Interstate Partners, LLC to rezoning approximately 63 acres from R-1 to Planned Area Development (PAD) for a commercial center.

Site Description - The 63-acre rezoning site is located west of Interstate 19 (I-19) at the northwest area of I-19 and Irvington Road. The proposal is characterized as a commercial center that would allow all permitted and special exception uses of the C-2 zone such as large retail establishments as well as bars, restaurants, and major trade service repair which allows certain heavy equipment and auto repair uses, being a minimum of 100 feet set back from the property line of any residential use. There are several prohibited exceptions to typical permitted C-2 uses which include medical marijuana dispensaries, billboards, cemeteries and correctional uses.

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Surrounding Land Uses - The site is located to the north of Irvington Road and adjacent to I-19 to the east. The site is vacant with commercial uses to the southwest and south. To the north is an R-1 zoned, residential subdivision separated from the proposal by about 100 feet from the Michigan Wash. To the west is a long narrow parcel zoned R-1 including a Tucson Airport Remediation Project (TARP) plant as well as the Santa Cruz River, and set back from the river's west bank is an R-1 residential subdivision. The TARP plant provides a remediation well-field and a groundwater treatment plant

Land Use Policy - Land use policy direction for this area is provided by *Plan Tucson* and the *Santa Cruz Area Plan*.

Plan Tucson identifies the rezoning site on the Future Growth Scenario Map as a Neighborhood with Greater Infill Potential Building Block. The relevant Building Block suggest that there will be the potential for residential neighborhoods and commercial districts including both new development and redevelopment in the next several decades. *Plan Tucson* supports special zoning districts, such as PAD zones as a way to foster mixed-use activity nodes in areas suitable for redevelopment or enhancement. It also supports community commercial uses locate along arterials, as well as building from existing assets of areas identified for redevelopment and revitalization.

The *Santa Cruz Area Plan (SCAP)* provides policy direction on both general development and River Park development. The *SCAP* states that there will be commercial and industrial development in the Santa Cruz River vicinity. The rezoning site is on the perimeter of three special planning areas, namely, Key Parcels 3, 4, and 5. Parcel 3 to the southeast of the rezoning site recommends commercial and industrial type development but not residential because of the high noise levels from the Tucson International Airport flight paths. Parcel 5 to the west also recommends commercial development. Whereas Parcel 4 to the southwest is a mix of commercial and residential development.

Transportation - Irvington Road is identified on the *Major Streets and Routes Plan* map as an arterial route. The Pima Association of Governments – Transportation Planning Division (PAG-TPD) estimates that the proposed development will generate 18,378 vehicle trips per day. The applicant stated that complete build out of the proposal is anywhere from two years to about five years in the future depending on market conditions.

ADOT will be making improvements to the frontage road along Interstate 19 and will provide a sound wall along the southern boundary of the residential development to the north of the proposed PAD. The Regional Transportation Authority (RTA) will provide intersection improvements at I-19 and Irvington Road.

The proposal intends to install access from the south bound I-19 frontage road before reaching Irvington Road. Mitigation measures include vehicles exiting the site through the North Driveway intending to drive north and west of the site would avoid driving through

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the Irvington/Calle Santa Cruz and Irvington/Spectrum Mall Driveway intersections. As for the Irvington Intersection, the applicant recommends an exclusive northbound and southbound through lane be installed. The RTA intersection improvements are predicted to be installed in the next five years. There will be some improvement with the proposed mitigation made by the proposed PAD but significant improvement is anywhere from five to ten years in the future when all the various improvement plans are completed in this general area.

Design - The PAD document contains the core elements of how the proposal will be developed. The proposal is divided into five development areas connected by a north-south spine road running along the west side of the development. Along the spine road are 8-foot pedestrian pathway which will be 65-75% shaded. There are at least two pedestrian/bike connections and access to the Santa Cruz River Park. The PAD will have an architectural review committee that reviews and approves architectural design through a self-certification process. There will be a bus pullout and shelter on westbound Irvington Road. The development will adhere to development and design standards that establish a common theme and design that unifies the site

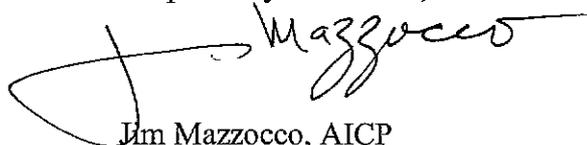
CONCLUSION

The proposed rezoning is consistent with the policies of *Plan Tucson*, and the *Santa Cruz Area Plan*. Traffic impact is a concern but the proposal provides several mitigation strategies to reduce its impact in the short term. Future planned transportation improvements in this area should help improve overall traffic movement. Subject to compliance with the standards set forth in the PAD document, approval of the requested PAD zoning is appropriate.

RECOMMENDATION

The Zoning Examiner recommends approval of PAD zoning as regulated by the PAD document.

Respectfully Submitted,



Jim Mazzocco, AICP
Zoning Examiner

ATTACHMENTS:

Public Hearing Minutes