

Notice is hereby given to the Infill Incentive District Design Review Committee and the general public that the Infill Incentive District Design Review Committee will hold the following meeting which will be open to the public.



INFILL INCENTIVE DISTRICT DESIGN REVIEW COMMITTEE

Planning and Development Services • P.O. Box 27210 • Tucson, AZ 85726-7210

MEETING NOTICE

Tuesday March 22, 2022, 2:00 PM

Pursuant to safe practices during the COVID 19 pandemic, all in-person public meetings are cancelled until further notice. This meeting will be held virtually to allow for healthy practices and social distancing. All materials related to the agenda items noted below can be accessed at: www.tucsonaz.gov/pdsd/infill-incentive-district-design-review-committee. Meeting materials will also be presented as part of the virtual meeting.

To join the IID-DRC virtual meeting from your computer, tablet or smartphone:

[Click here to join the meeting](#)

Or call in (audio only)

[+1 213-293-2303,391751522#](tel:+12132932303391751522) United States, Los Angeles

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For wheelchair accommodations, materials in accessible formats, and/or materials in a language other than English, please contact María Gayosso at (520) 837-6972, maria.gayosso@tucsonaz.gov, or (520) 791-2639 for TDD, no later than Friday March 18, 2022.

Para solicitar acomodamiento de sillas de ruedas, materiales en formatos accesibles, y/o materiales en español, por favor comuníquese con María Gayosso al (520) 837-6972, maria.gayosso@tucsonaz.gov, a más tardar el viernes 18 de marzo de 2022.

MEETING AGENDA - AMENDED

1. **Call to Order / Roll Call**

2. **Approval of [Legal Action Report of December 10, 2022](#) meeting**

Action

3. **Infill Incentive District (IID) Update**

Information Only

On February 8, 2022, Mayor and Council initiated an update to UDC 5.12, Downtown Infill Incentive District (IID), to revise and renew this section of code in advance of the sunset date on January 31, 2023. Staff will present an overview of the scope and timeline for this code update.

4. **Tucson Norte-Sur Strategic Plan**

Information Only

In 2019 the City of Tucson was awarded a 3-year Federal Transit Administration (FTA) grant to plan for equitable Transit Oriented Development (eTOD) along a 14.5 mile north-south High-Capacity Transit corridor, connecting downtown Tucson to the Tucson International Airport on the south and the Tucson Mall on the north. The Tucson Norte-Sur Strategic Plan will incorporate affordability and accessibility into all aspects of traditional Transit-Oriented Development. This approach is intended to build walkable, mixed-use neighborhoods near transit stops and stations so that all people, regardless of income, race, age, or ability, have access to jobs, basic services, and amenities.

5. **IID-21-02 Bautista Mixed-Use ([T21SA00546](#), [DP21-0157](#), [T21CM09453](#))**

Action

- a) *Preliminary Staff Remarks*
- b) *Project Presentation by Applicant*
- c) *Design Professional Findings/Recommendations*

6. **Call to the Audience** (individuals may speak up to 3 minutes)

7. **Future Agenda Items**

Information Only

8. **Adjournment**

Committee Members: Chris Gans; John Burr; Zachary Baker (Downtown Subdistrict only); Eric Barrett, Daniel Matlick (4th Ave Subdistrict only); Robin Shambach; Bill Viner.

Design Professional: Fe Tom

A quorum of the IID DRC is the Design Professional and at least two other members.

MEETING AGENDA

1. Call to Order / Roll Call

Eric Barrett
John Burr, Vice Chair
Chris Gans, Chair
Fe Tom, Design Professional
Robin Shambach
Bill Viner

2. Review and approval Legal Action Report for the December 10, 2021 meeting

Action Item

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Information Only

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4. Tucson Norte-Sur Strategic Plan

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5. Case # IID-21-02 Bautista Mixed-Use

Action Item

Related Activity #: [T21SA00546](#), [DP21-0157](#), [T21CM09453](#)
[165 S LINDA AV](#)
C-2/C-3 zoning, Downtown Core Subdistrict, Rio Nuevo Area

The Applicant's Request:

The applicant is proposing to build two new connected buildings over a single-story parking garage, creating a mixed-use project that will include: 1) Multifamily residential land use with 256 units; 2) 10,433 square feet of commercial space at the street level; 3) A 5,876 square-foot restaurant; and 4) Pedestrian connectivity from the project site to the Santa Cruz River.

The applicant is requesting the IID-DRC to recommend for approval the following UDC modifications:

- a) **Height.** The applicant is proposing to increase the maximum height permitted from 40 feet, as required by the underlying C-2 zoning, to 60 feet, as allowed by the IID Downtown Core Subdistrict (UDC § 5.12.10.B.1).
- b) **Motor vehicle and bicycle parking.** Total of 370 parking spaces are proposed, where 256 of those spaces are being provided on-site to meet the parking requirement of the multifamily use; the remaining 114 spaces are proposed to be provided by available street parking and future parking garage.

For bike parking, based on the motor vehicle parking proposed by the applicant, the project is including 256 bike spaces within the apartment units, plus 50 short-term bike parking spaces spread throughout the plaza and streetscape.

An Individual Parking Plan (IPP) is currently being reviewed by the PDSO Director (UDC § 5.12.10.B.4), and a public notice has been mailed out to property owners within 300 feet of the project site and neighborhood associations within 1 mile, with a deadline to provide comments by March 28, 2022.

- c) **Landscaping and screening.** The project proposes to modify the traditional requirements for landscaping and screening, by providing four interior courtyards, streetscape, and extending the paseo from the Monier Apartment building through the future Mercado Centro to an open courtyard area in the center of the Bautista and the Santa Cruz River Park. IID Downtown Core Subdistrict allows for modifications to landscaping and screening standards, as indicated in UDC §5.12.10.C.7.

- d) **Solid waste and recycling materials collection.** Applicant is proposing to provide four internal trash rooms and for trash to be wheeled to the curb for the weekly trash collection. Additionally, a dumpster has been provided for the restaurant. The IID Downtown Core Subdistrict allows for modifications to refuse collection standards if the Department of Environmental Services (ES) determines that no public health or traffic issue is created. ES has reviewed the design package and has indicated no objection and will require more detailed information during the Development Package review process (UDC § 5.12.10.D.2).

- e) **Street perimeter yard.** Proposal is to reduce the required front street setback from Linda Avenue from 38 feet to 37.5 feet. The IID Downtown Core Subdistrict allows for reduction of setbacks (UDC §5.12.10.C.2).

The Design Professional’s Findings/Recommendations:

The project was reviewed by the City’s Design Professional on February 13, 2022, and March 10, 2022, and has recommended approval of the project.

The IID-DRC’s Purview:

In accordance with UDC Sections 5.12.6.B.4.c and 5.12.6.I.1, the IID-DRC reviews development projects submitted using the IID zoning option, and forwards a recommendation to the Planning & Development Services Department (PDSO) Director. The IID-DRC reviews projects for compliance with IID standards and requirements specified in UDC Section 5.12, and may also comment on other aspects of the projects. Also, per UDC Section 5.12.6.I.2, the IID-DRC may continue the item being reviewed one time, unless the applicant asks for further continuances.

6. Call to the Audience (individuals may speak up to 3 minutes)

7. Future Agenda Items

Information Only

8. Adjournment

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ATTACHMENT A:

5.12.8. GENERAL IID ZONING OPTION DESIGN STANDARDS

An IID Plan under the IID zoning option design [standards](#) must demonstrate compliance with the following:

A. Streetscape Design

Streetscape design must comply with the [street](#) design [standards](#) in the Technical Manual and the Streetscape Design Policy.

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 façade 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. To the extent practicable, bus pull-outs shall be provided where bus stops are currently located; and
- h. If drive-through service is proposed, it shall not interfere with pedestrian access to the site from the [right-of-way](#).

2. Shade

a. Except as provided below, shade shall be provided for at least 50% of all sidewalks and pedestrian access paths as measured at 2:00 p.m. on June 21 when the sun is 82 degrees above the horizon. Shade may be provided by trees, arcades, canopies, or shade [structures](#) provided their location and design characteristics are compatible with the historic and design context of the [street](#) and the architectural integrity of the [building](#). The use of plantings and shade [structures](#) in the [City right-of-way](#) is permitted to meet this standard with the approval of the Transportation Department. The shade provided by a [building](#) may serve to meet this standard.

b. Exception

The PDSD Director may approve an IID Plan providing less than 50% shade where compliance is not feasible due to a [project site's](#) location and/or [building](#) orientation and the applicant has made a reasonable attempt to comply with this standard.

B. Development Transition Standards

The purpose of the [Development](#) Transition [Standards](#) is to mitigate excessive visual, noise, odor, vibration intrusion, and other similar public health and safety concerns that may be created by the proposed [project](#).

1. Applicability

Developing sites that [abut](#) an affected single family or duplex dwelling shall comply with this section. For purposes of the IID, the following terms and examples describe elements of applicable transitional areas:

- a. "Affected residential property" refers to an existing detached single-family or duplex dwelling that is [adjacent](#) to a developing site;
- b. "High density residential" refers to residential [development](#) that is neither existing single-family detached nor attached dwellings;
- c. Examples of applicable transitional areas include a nonresidential developing site [adjacent](#) to existing single-family detached or attached dwellings within a subdivision, or a developing high density residential site [adjacent](#) to existing single-family detached or attached dwellings within a subdivision; and,
- d. For [projects](#) within the DCS, the [Development](#) Transition [Standards](#) apply only to those [projects adjacent](#) to affected residential properties outside the DCS boundaries.

2. Mitigation of Taller Structures

Compliance with the following [standards](#) is required where the developing site has taller buildings than [adjacent](#) affected residential properties:

a. Within the GIS and DCS, the maximum building height is 25 feet within 30 feet of the property line adjacent to an affected residential property. Proposed buildings may be developed to the maximum height permitted by the underlying zone or as permitted by the IID Subdistrict, whichever is applicable, when the building is 30 feet or more from the property line adjacent to an affected residential property;

b. **Building Bulk Reduction**

If a building façade faces a property line adjacent to a single-family detached or duplex residential property, the PDSO Director may require bulk reduction. The Design Professional shall make a finding and recommendation, after consulting with the DRC and/or Historic Commission if applicable, that the proposed design provides an effective way of breaking up the mass so the building mass of the façade is less imposing.

c. Windows at or above the second story of a structure shall be located or treated to reduce views into adjacent affected residential property's buildings and yard areas;

d. Balconies shall be oriented away from affected residential property or use a screening device to reduce views in to the rear or side yards of the affected residential property.

e. The developing site's buildings shall be oriented so as to reduce views onto an affected residential property; and

f. Buffers and/or screening consistent with the purpose of this section shall be provided between a developing site and affected residential properties and shall include features such as, but not limited to, landscaping, walls, and architecturally decorative features.

3. **Mitigation of Service Areas**

Potential nuisance or noisy areas shall be oriented away from affected residential property, such as by placing service areas for loading and garbage disposal between the developing site's buildings, behind opaque barriers, or by using architectural or landscaping treatments that effectively reduce nuisance impacts from service areas. The service area shall be mitigated to reduce the noise and view of the service features, reduce the emission of offensive odors to owners or occupants of adjacent properties or create a nuisance or hazard beyond the property lines of the project site, and prevent vibrations that are discernible beyond the property lines of the project site.

4. **Mitigation of Parking Facilities and Other Areas**

Where the site has parking areas or an area with noise and outdoor lighting features, the areas shall be screened from affected residential property by a combination of a wall or opaque non-chain link fence with a vegetative hedge or a row of trees that shall be dense enough to screen views onto the development site. An alternative treatment may be used, such as using architectural or landscaping treatments that effectively reduce nuisance impacts from parking facilities and other areas. Where there is a finding that the vegetative screen will be opaque, the requirement of a masonry wall may be waived by the PDSO Director.

C. **Alternative Compliance**

1. The PDSO Director may approve an urban design best practice option for compliance with Section 5.12.8.A, *Streetscape Design*, and Section 5.12.8.B, *Development Transition Standards*.

2. For purposes of this section, urban design best practices may include urban design studies approved for the City of Tucson, adopted urban design standards for a downtown area in an Arizona city of comparable size or a city in the Southwest of comparable size, books written by urban design experts or endorsed by a professional organization, such as the American Institute of Architects, addressing downtown development, or any comparable report, study, or standards recommended by the City's Design Professional and approved by the PDSO Director.

D. **Utilities**

Plans shall include information on the layout and demonstrate availability of utilities such as water, wastewater, natural gas, electric, and telecommunication utilities.

E. **Parking**

1. Parking spaces may be located as follows:

a. On site; or

b. Off-site within ¼ of a mile of the project site under a shared parking agreement that is approved by the City.

2. Required vehicle and bicycle parking may be reduced pursuant to an IID Parking Plan in accordance with Section 7.4.5.A, except as modified as follows:

a. Section 7.4.5.A.3 in Permitted Uses and Types of Development does not apply. An IID Parking Plan may be used to reduce required residential parking.

b. Bike parking shall be provided when motor vehicle parking is provided. The PDSO Director may reduce the required number of bike parking spaces depending on the use, setting, and intensity of the proposal.

c. The neighborhood meeting that is required for under Section 7.4.5.A.6.a may be held concurrently with the neighborhood meeting required by Section 5.12.6.B.

- d. Section [7.4.5.B](#), [Downtown Parking District](#), does not apply.
- 3. Where Parking is provided, the parking area must comply with the [standards](#) of Section [7.4.6.C](#) and D.
- 4. Parking must be in a [parking structure](#) with the ground floor of the [parking structure](#) screened from view.

a. **Exception**

Parking may be located on a surface parking lot if it is determined by the PDSO Director to be impracticable to be located elsewhere and other options are not available.

b. Parking may be located on a surface parking lot if it is determined by the PDSO Director to be impracticable to be located elsewhere and other options are not available. If located onsite, parking areas must be located at the rear or side of the [building](#).

c. [Changes of use](#) and expansion of existing [structures](#) may use the site's current parking configuration.

d. [Parking structures](#) shall be designed so that parked vehicles are screened from view through incorporation of design elements including, but not limited to, landscaping, pedestrian arcades, occupied space, or display space.

5. **Special IID Parking Agreement**

Where a developer can demonstrate to the satisfaction of the PDSO that the parking options provided for in this Section are not feasible, and the [City](#) makes a specific finding that the [project](#) will have significant economic [development](#) value for the IID Sub-District in which it will be located, the following parking options are allowed as follows:

a. A percentage of long-term residential parking may be located in a [City](#) public parking garage by an agreement with Park Tucson if the [project](#) is of significant economic benefit to the [City](#) to allow this option.

b. The agreement must be reviewed by PDSO, the [Design Professional](#), Park Tucson and approved by the [City](#) Manager.

F. **Multi-zone [Parcels](#)**

Where a [development parcel](#) contains more than one [zoning district](#), uses and [building](#) massing may be distributed across the [zoning districts](#) on the [parcel](#), provided that the [development](#) complies with the design [standards](#) in Section [5.12.8.B](#) to mitigate the impact of the new [development](#) on existing, less intensely developed [adjacent parcels](#).
(Am. Ord. 11246, 2/18/2015; Am. Ord. 11640, 4/23/2019)