

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

Thursday, May 23, 2019, 4:30 PM

Public Works Building, 3rd Floor Large Conference Room
201 North Stone Avenue, Tucson, Arizona 85701

For wheelchair accommodations, materials in accessible formats, and/or materials in a language other than English, please contact Carolyn Laurie at (520) 837-4953, carolyn.laurie@tucsonaz.gov, or María Gayosso at (520) 837-6972, maria.gayosso@tucsonaz.gov, or (520) 791-2639 for TDD, no later than Friday May 17, 2019.

Para solicitar acomodamiento de sillas de ruedas, materiales es 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 17 de Mayo de 2019.

MEETING AGENDA

1. Call to Order / Roll Call
2. Election of the Chair and Vice-Chair **Action**
3. Approval of Legal Action Report – August 20, 2018 **Action**
4. IID-19-02 The Tuxon Hotel, 960 South Freeway (T19SA00152 & DP18-0304) **Public Meeting**
 - a) Project Presentation by Applicant
 - b) Staff Remarks
 - c) Design Professional Findings / Recommendations
5. IID-18-08 Hilton Dual Brand Hotel-141 N. Stone (T19SA00104 & DP19-0018) **Study Session**
 - a) Project Presentation by Applicant
 - b) Preliminary Staff Remarks
 - 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: John Burr, Chris Gans, Robin Shambach, Lori Woods

Design Professionals: Rick Gonzalez and Corky Poster

MEETING AGENDA

1. Call to Order / Roll Call

John Burr, Member At-Large
Chris Gans, Current Chair
Robin Shambach, Member, Registered Architect
Lori Woods, Member, Registered Landscape Architect
Bill Viner, Member, Registered Contractor
Kathleen Erickson, Member (Downtown Core Subdistrict only)

2. Review and approval of the August 20, 2018 Legal Action Report – Action Item

3. Election of the Chair and Vice-Chair – Action Item

The Infill Incentive District Design Review Committee (IID-DRC) shall elect a Chair and Vice Chair from among its regular members. The terms of the Chair and Vice Chair are one year. Should both the Chair and Vice Chair be absent from a meeting, an interim Chair shall be voted upon by those members attending (*Unified Development Code [UDC] Section 5.1.2.6.G.4*).

4. Call to the Audience (Individuals may speak up to 3 minutes)

5. Case # IID-19-02 (T19SA00152) The Tuxon Hotel (Related Activity # DP18-0304) – Public Meeting 960 South Freeway, C-2 zoning, Greater Infill Subdistrict

The Applicant's Request:

The applicant is proposing the remodeling of 112 rooms of the former Motel 6 on the I-10's frontage road, and continue the Traveler's Accommodation, Lodging, with the addition of a new 2,470 square-foot building for lobby, breakfast room, offices, and bar, and the addition of a new 561 square-foot building for bike rentals.

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

- a) Reduce the number of required motor-vehicle parking spaces from 120 to 91.

The Design Professional's Findings/Recommendations:

On April 28, 2019, the Design Professional recommended the revision of the proposed plans and documents to mitigate the impact of existing second-floor balconies on the privacy of adjacent residential properties. After discussing with the Design Professional the alternatives to reduce views into the residential back and side yards, the applicant has provided three additional canopy trees on the lower portion of the west property line. As a result, the Design Professional has now recommended approval of this application.

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 (PDS) 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.

Motion: THE INFILL INCENTIVE DISTRICT DESIGN REVIEW COMMITTEE (IID-DRC) HAS REVIEWED THE APPLICANT’S PROJECT FOR COMPLIANCE WITH THE INFILL INCENTIVE DISTRICT – GREATER INFILL SUBDISTRICT DESIGN CRITERIA AND RECOMMENDS TO THE PLANNING & DEVELOPMENT SERVICES DIRECTOR (APPROVAL) (DENIAL), FINDING THE PROJECT (IN COMPLIANCE) (NOT IN COMPLIANCE) WITH THE DESIGN STANDARDS SET FORTH IN UDC SECTION 5.12.8 (SEE ATTACHMENT A – GENERAL IID ZONING OPTION DESIGN STANDARDS), AND UDC SECTION 5.12.9 (SEE ATTACHMENT B – GREATER INFILL SUBDISTRICT REQUIREMENTS) (SUBJECT TO THE FOLLOWING CONDITIONS).

**6. Case # IID-18-08 (T19SA00104) Hilton Dual Brand Hotel (Related Activity # DP19-0018) – Study Session
141 South Stone Avenue, C-3 zoning, Downtown Core Subdistrict**

This is a Study Session item to allow the IID-DRC to provide initial feedback and design considerations prior to the formal meeting.

The Applicant’s Request:

The applicant is proposing constructing a six-story Hilton Dual Brand Hotel consisting of approximately 199 rooms, a parking garage, shared breakfast room area, and retail space. The dual branding consists of a portion of the hotel, approximately 76 rooms, being a Hampton Inn product and the other portion, approximately 123 rooms, being a Home2 Suites product. The different brands will have rooms on the same floors within the building and will share the other amenity spaces within the hotel to include the lobby, check-in, garage and pool/courtyard areas and provide for 1,500 sq. ft. (+/-) of new ground-floor commercial retail space.

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

- a) Per UDC Section 5.12.10.C.1 – relief from the MS&R setbacks
- b) Per UDC Section 5.12.10.C.2 – relief from the minimum perimeter yard standard
- c) Per UDC Section 5.12.10.C.5 – relief from minimum vehicular and bicycle parking standards
NOTE: The Individual Parking Plan (IPP) is being completed concurrently from this IID project under case number T19SA0000000.
- d) Per UDC Section 5.12.10.C.7 – relief from landscaping and screening
- e) Per UDC Section 5.12.10.C.8 – relief from Native Plant Preservation standards
NOTE: no native plants are located on the parcel.
- f) Per UDC Section 5.12.10.D.2 – modifications to the on-site refuse collection standards.

The Design Professional’s Findings/Recommendations:

The project has been reviewed by the City’s Design Professional on three separate occasions. The final review was completed per the May 14th Design Submittal. The changes provided in the May 14, 2019 modified renderings represent a substantial improvement to the earlier submission, particularly on the south and east.

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 (PDS) 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.

7. Future Agenda Items – Information Only

8. Adjournment

ATTACHMENT A:

UDC SECTION 5.12.8 – GENERAL IID ZONING OPTION DESIGN STANDARDS

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 GHS 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 PDS 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 PDS Director.

C. **Alternative Compliance**

1. The PDS 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 PDS 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 $\frac{1}{4}$ 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 at street level 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)

**ATTACHMENT B:
 UDC SECTION 5.12.9 – GREATER INFILL SUBDISTRICT REQUIREMENTS**

5.12.9. GREATER INFILL INCENTIVE SUBDISTRICT (GIIS)

A. GIIS Land Uses

In the GIIS, a proposed development project using the IID zoning option must meet both of following requirements:

1. It must be a use permitted by the underlying zoning on the property.
2. It is limited to the uses listed in Table 5.12-GIIS-1 below.

TABLE 5.12-GIIS-1	
LAND USE	
LAND USE TYPE	
<p>Commercial Services Group Administrative and Professional Office Alcoholic Beverage Service Entertainment Food Service Personal Services Travelers' Accommodation, Lodging</p> <p>Civic Use Group Civic Assembly Cultural Use Educational Use: Instructional School Educational Use: Post-secondary Institution Religious Use</p>	<p>Industrial Use Group Craft work</p> <p>Retail Trade Group General Merchandise Sales Food and Beverage Sales</p> <p>Residential Group Attached Family Dwelling Multifamily Dwelling Group Dwellings, pursuant to Section 5.12.6.K</p> <p>Other Uses Mixed Uses are limited to a combination of Residential and any other uses listed in this table.</p>

3. Additional Permitted Uses

With the exception of Automotive Service and Repair uses, which are prohibited, permitted uses include any use permitted in the underlying zone for the property, provided the PDSO Director finds the proposed use to be in accordance with Section 5.12.1, (Purpose).

B. Modifications of Underlying Development Standards

Except as provided in Subsection C below, the requirements in the following sections of the UDC may be modified up to 25 percent of the dimension amount permitted by the underlying zoning: Article 6, *Dimensional Standards and Measurements*; Section 7.4, *Motor Vehicle & Bicycle Parking*; Section 7.5, *Off- Street Loading*; Section 7.6, *Landscaping and Screening*. Section 7.7, *Native Plant Preservation* may not be modified.

C. Exceptions

The following sections of the UDC may be modified in excess of 25 percent to the extent specified below upon findings by the PDSO Director that the modification is consistent with Section 5.12.1, Purpose.

1. Article 6, Dimensional Standards and Measurements

a. Building Height

Building height may be increased up to 60 feet unless the current zoning allows a greater height or where the IID Plan's Development Transition Standards as provided in Section 5.12.8.B require less.

b. Street Perimeter Yard

Perimeter yard requirements may be reduced or waived if the PDSO Director determines that the request is consistent with the Major Streets and Route Plan. The Director of the Transportation Department, may modify the Major Streets and Routes setback if there is adequate sight visibility, no traffic safety issue is created, the reduction complies with the standards of

Section 5.12.8.B, and the setback does not create a future roadway expansion problem. This provision may apply to Major Streets and Routes setbacks in the DCS and DLS.

c. No residential density calculation (RAN) standards apply.

2. Section 7.4, Motor Vehicle and Bicycle Parking

a. Parking

Parking as required by Section 7.4, *Motor Vehicle and Bicycle Parking*, may be reduced up to 25 percent. Parking may be decreased by more than 25 percent per a written agreement with the Park Tucson, or in accordance with Section 5.12.6.M, *IID Parking Plan*, if the analysis and findings show the proposed parking is adequate.

b. Accessible Parking and Bicycle Facilities

- (1) The number and location of accessible parking spaces required by the City's adopted Building Code shall not be reduced or eliminated and shall be based on the number of motor vehicle parking spaces required prior to any modification.
- (2) Bicycle facilities may not be reduced or eliminated and must be based on the number of bicycle spaces required by Section 7.4.8 for the use.

c. Location

Parking may be provided by any one of the following options or by a combination of the following options:

- (1) On-site;
- (2) Off-site within one-fourth of a mile of the project site through a shared parking agreement with the City ;
- (3) With the approval of the Department of Transportation, proposals for non-residential uses may provide up to five on-street spaces on a collector or arterial street where parking is permitted.

3. Section 7.5, Off-Street Loading

Off-street loading zone standards may be reduced or waived if PDS and the Department of Transportation determine that no traffic safety issue is created.

4. Solid Waste Collection

On-site refuse collection container standards governing access, type, and location may be modified if the Environmental Services Department determines that no public health or traffic safety issue is created.

5. Section 7.6, Landscaping and Screening

a. Section 7.7, *Native Plant Preservation* may not be modified.

b. Except as required by Section 5.12.8.B, *Development Transition Standards*, a complete or partial exception to Section 7.6, *Landscaping and Screening Standards*, may be granted if shade is provided for pedestrians and customers, such as along sidewalks, pedestrian circulation paths, and outdoor patios, in accordance with Section 5.12.6.A.2. The landscaping requirement may also be waived by the PDS Director based on a written finding that the waiver is necessary to preserve the prevailing setback.

c. Any one or more of the following types of landscaping and improvements may be used to comply with this section:

- (1) Existing landscaping;
- (2) Shade trees in the right-of-way;
- (3) Green walls or green roofs; and/or
- (4) Shade structures, such as awnings.

6. Pedestrian Access

Alternative pedestrian access that creates connectivity between public entrances to the project and abutting sidewalks may be allowed as long as no safety hazard is created. All pedestrian access shall conform to the accessibility standards of the City's adopted Building Code.

(Am. Ord. 11246, 2/18/2015)

ATTACHMENT C:

UDC SECTION 5.12.10 – DOWNTOWN CORE SUBDISTRICT REQUIREMENTS

5.12.10. DOWNTOWN CORE SUBDISTRICT (DCS)

A. Permitted Uses

With the exception of detached single-family dwellings, which are not allowed, permitted uses in the DCS are those uses listed for the GHS, Section 5.12.9.A.

B. Standards

The following apply to all development within the DCS:

1. Maximum building height may be increased up to 60 feet unless the current zoning allows a greater height or where the approved IID Plan's Development Transition Standards requires less.
2. In the underlying I-1 and I-2 Zone, uses permitted in the DCS under Section 5.12.9.A above are limited to a maximum 75 foot building height.
3. When provided, landscaping shall be in accordance with the City's drought-tolerant plant list;
4. Bicycle parking shall be provided when motor vehicle parking is provided. The required number of bicycle parking spaces may be reduced pursuant to an IID Parking Plan, Section 5.12.6.M when bicycle parking is required per this section;
5. Where applicable, applicants are strongly encouraged to comply with Section 7.7, *Native Plant Preservation*; and,
6. All applications shall be in accordance with Section 5.12.7.C.6, .9, .12, .13, and .14, and Section 5.12.7.D.3. Open space is defined in the DCS as stated in Section 5.12.11.B.6, Downtown Links Subdistrict.

C. Exemptions

Except as provided in this section, development within the DCS is exempt from the following standards unless the PDSD Director makes a finding that public safety and health would be jeopardized:

1. Section 5.4, *Major Streets and Routes Setback Zone*;
 2. Minimum perimeter yard standard as provided in Section 6.3, except when required by Section 5.12.8.B, *Development Transition Standards*;
 3. Maximum lot coverage standard as provided in Section 6.3;
 4. Minimum lot size standard as provided in Section 6.3,
 5. Section 7.4, *Motor Vehicle and Bicycle Parking*, except as provided in Section 5.12. 8.E;
 6. Section 7.5, *Off-Street Loading*;
 7. Section 7.6, *Landscaping and Screening Standards*, except as required by Section 5.12.8.B, *Development Transition Standards*;
- and,
8. Section 7.7, *Native Plant Preservation*, except when the property includes a drainage corridor where native plants are present or when the property is adjacent to a drainage corridor and remnant native plants are present on the project site.

D. Other Permitted Modifications

1. Pedestrian Access

Alternative pedestrian access that creates connectivity between public entrances to the project and abutting sidewalks may be allowed as long as no safety hazard is created. All pedestrian access shall conform to the City's adopted Building Code.

2. Solid Waste Collection

On-site refuse collection container standards governing access, type, and location may be modified if the Environmental Services Department determines that no public health or traffic safety issue is created.

(Am. Ord. 11246, 2/18/2015)