

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.



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# INFILL INCENTIVE DISTRICT DESIGN REVIEW COMMITTEE

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

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## MEETING NOTICE

**Thursday October 24, 2019, 3:00 PM**

Public Works Building, 3rd Floor 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 María Gayosso at (520) 837-6972, [specialdistricts@tucsonaz.gov](mailto:specialdistricts@tucsonaz.gov) or (520) 791-2639 for TDD, no later than Monday October 21, 2019.*

*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, [specialdistricts@tucsonaz.gov](mailto:specialdistricts@tucsonaz.gov), a más tardar el Lunes 21 de Octubre de 2019.*

## MEETING AGENDA

1. Call to Order / Roll Call
2. Approval of Legal Action Report of October 15, 2019 meeting **Action**
3. IID-19-06, 127 South 5th, 111 & 127 S. 5<sup>th</sup> Avenue (T19SA00132, DP19-0122) **Public Meeting**
  - a) Preliminary Staff Remarks
  - b) Project Presentation by Applicant
  - c) Design Professional Findings / Recommendations
4. Call to the Audience (Individuals may speak up to 3 minutes)
5. Future Agenda Items **Information Only**
6. Adjournment

Committee Members: Chris Gans; John Burr; Robin Shambach; Bill Viner; Kathleen Erickson (Downtown Core Subdistrict only).

Design Professional: Fe Tom

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

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## MEETING AGENDA

### 1. Call to Order / Roll Call

Chris Gans, Chair  
Bill Viner  
Kathleen Erickson  
Fe Tom  
John Burr  
Robin Shambach

### 2. Review and approval Legal Action Report for the October 15, 2019

– Action Item

### 3. Case # IID-19-06 (T19SA00132), 127 South 5<sup>th</sup>

– Public Meeting

Related Activity #s: DP19-0063, HP-19-73

111 & 127 S. 5<sup>th</sup> Avenue, C-3 zoning, Downtown Core Subdistrict, Rio Nuevo Area

#### The Applicant's Request:

The applicant is proposing to redevelop two pieces of property in the Armory Park Historic District, by building a new seven-floor building with 96 market-rate apartments (48 studios and 48 one-bedroom units), covered surface parking, and a roof deck. The structure includes a two-story wing on the south side of the site.

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

- a) **UDC 5.12.8.E – Motor vehicle parking. Total of 50 spaces is proposed.** Total required on-site parking is 96 spaces.  
The General IID design standards, UDC Section 5.12.8.E, allows for reduction of required vehicle parking pursuant to an IID Parking Plan in accordance with UDC Section 7.4.5.A. An IPP was approved on July 11, 2019 to allow for 50 on-site spaces, with the following condition: Any proposed dedicated ride-share parking space in the right-of-way is subject to approval by the Tucson Department of Transportation.
- b) **UDC Section 5.12.9.C.3 – Solid waste collection. Applicant is proposing a compactor unit to compact/store refuse and recycling materials, within an enclosure along Herbert Avenue. The 2-cubic yard bins would be rolled out into Herbert Avenue at scheduled pick up times.** The Environmental and General Services Department has approved the proposal, pending dimensions of the compactor are provided to ensure space is sufficient to house all compactor system components.
- c) **UDC Section 5.12.10.C. – Parking Area Access Lane (PAAL) width. The project proposes a 22-foot wide PAAL.** Minimum required PAAL width is 24 feet.

#### The Design Professional's Findings/Recommendations:

The project has been reviewed by the City's Design Professional on September 4, 2019, 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 (PDSD) 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.

- 4. Call to the Audience (Individuals may speak up to 3 minutes)**
- 5. Future Agenda Items – Information Only**
- 6. Adjournment**

## ATTACHMENT A:

### UNIFIED DEVELOPMENT CODE SECTION 5.12.7. RIO NUEVO AREA (RNA) ZONING DESIGN STANDARDS

#### A. Applicability

1. This Section [5.12.7](#) applies to the [developments](#) types listed in Section [5.12.4](#) and this Section.
2. The provisions of this Section [5.12.7](#) are mandatory for proposed [development](#) of properties in the RNA under existing underlying zoning.

#### B. Permitted Uses and [Building Heights](#)

1. Except as specifically amended or expanded in this Section [5.12.7](#), the [development](#) regulations and standards of the underlying zoning apply in the RNA, including the permitted land uses and [building heights](#).
2. New drive-in or drive-through facilities are not permitted, except for businesses located [adjacent](#) to the freeway, or as approved through the [development](#) review process.

#### C. [Building Design Standards](#)

[Development](#) within the RNA is required to comply with the following [building](#) design [standards](#).

1. The proposed [buildings](#) shall respect the scale of those [buildings](#) located in the [development zone](#) and serve as an orderly transition to a different scale pursuant to Section [5.12.8.B](#), *Development Transition Standards*. [Building heights](#) with a vastly different scale than those on [adjacent](#) properties should have a transition in scale to reduce and mitigate potential impacts. In areas undergoing change, long range plans should be consulted for guidance as to appropriate heights;
2. All new construction must be consistent with the prevailing setback existing within its [development zone](#) except that the PDS Director may approve a different setback than the prevailing setback upon a written finding during the review process that a different setback is warranted by site conditions or applicable [development](#) design goals consistent with Section [5.12.1](#), *Purpose*, and the proposed setback will not be incompatible with [adjacent](#) properties, as defined in Section [11.4.2.A](#);
3. All new construction shall provide scale defining architectural elements or details at the first two floor levels, such as windows, spandrels, awnings, porticos, cornices, pilasters, columns, and balconies;
4. Every commercial [building](#) frontage shall provide windows, window displays, or visible activity within and [adjacent](#) to the [building](#) at the ground floor level, with a minimum of 50 percent of the [building](#) frontage providing such features;
5. A single plane of a façade at the [street](#) level may not be longer than 50 feet without architectural relief or articulation by features such as windows, trellises, and arcades;
6. [Building](#) façade design shall include pedestrian-scaled, down-shielded, and glare controlled exterior [building](#) and window lighting;
7. The front doors of all commercial and government [buildings](#) shall be visible from the [street](#) and visually highlighted by graphics, lighting, marquees, or canopies;
8. Modifications to the exterior of [historic buildings](#) shall complement the overall historic context of the Downtown and respect the architectural integrity of the historic façade;
9. [Buildings](#) shall be designed to shield [adjacent buildings](#) and public [rights-of-way](#) from reflected heat and glare;

10. Safe and adequate vehicular parking areas designed to minimize conflicts with pedestrians and [bicycles](#) shall be provided;

11. Adequate shade shall be provided for sidewalks and pedestrian pathways, using shade [structure](#) or vegetation, where permitted by the [City](#);

12. Colors may conform to the overall color palette and context of the Downtown area or may be used expressively to create visual interest, variety, and [street rhythms](#). The rationale for an expressive or idiosyncratic use of color shall be described in the site plan submittal;

13. New [buildings](#) shall use materials, patterns, and elements that relate to the traditional context of the Downtown area;

14. Twenty-four-hour, [street](#)-level activity is encouraged by providing a mixture of retail, office, and residential uses within each [building](#); and,

15. Primary public entries shall be directly accessed from a sidewalk along a [street](#) rather than from a parking lot. Public access to commercial and governmental [buildings](#) shall be provided at sidewalk grade. The primary floor of, and access to, residential [structures](#) may be elevated. Secondary access may be provided from off-street parking areas.

#### D. **Site Design Standards**

##### 1. Vehicular Circulation

a. All [parking area access lanes \(PAALs\)](#) adjacent to [buildings](#) shall have pedestrian circulation paths between the [PAAL](#) and the [building](#), with a minimum width of six feet.

b. The locations of all points of vehicular ingress and egress shall be perpendicular to the intersecting [street](#). Points of ingress and egress points shall be designed to minimize vehicular/pedestrian and vehicular/[bicycle](#) conflicts. Adequate storage for vehicular queuing at parking facilities shall be contained on site. Right turn [bays](#) are strongly discouraged. Points of ingress and egress shall be minimized wherever possible. Additional temporary ingress and egress locations may be permitted for [parking structures](#) when occasional high peak period traffic flows (i.e., parking facilities for event venues) are anticipated.

##### 2. Parking

a. General Parking [standards](#) are listed in Section [7.4](#). Some properties in the RNA may also be located in the [Downtown Parking District](#), which allows a reduction in the number of parking spaces as provided in Section [7.4.5.B](#).

b. Screening of Parking All new parking shall be designed so that vehicles are not visible from the [adjoining street](#) level, through incorporation of pedestrian arcades, occupied space, or display space.

c. Employee Parking Employee parking for all uses should be provided at remote locations in order to maximize the availability of space for [development](#).

##### 3. Plazas and Open Space

The fundamental objective of the design [standards](#) in this Section [5.12.7.D.3](#) is to encourage public and private investments to enhance the character and function of Downtown's pedestrian environment.

###### a. **Plazas and Pedestrian Nodes**

Five percent of the gross floor area of new construction shall be provided in public plazas or courtyards. Open space plazas, courtyards, and patios are landscaped outdoor areas designed to accommodate multiple uses, from large

gatherings of the people for performing arts to smaller gatherings. The plazas and courtyards will be one of the ways that spaces and uses can be linked. The requirement of this section may be waived or reduced by the PDSO Director upon a written finding during the review process that the [development](#) enhances the downtown pedestrian environment even with a smaller percent or elimination of the requirement.

**b. Viewshed Corridors**

Views of all [historic properties](#) and all natural elements surrounding the Downtown should be considered during design. Plazas, courtyards, and open spaces shall be sited to include views to other public spaces, where feasible.

**c. Linkages (Physical and Visual)**

Neighborhood linkages shall be maintained throughout Downtown.

**4. Streetscape**

a. Streetscapes must be consistent with the Streetscape Design Policy. In streetscape design, priority is given to pedestrians.

**b. Shade**

Shade shall be provided for at least 50 percent of all sidewalks and pedestrian pathways as measured at 2:00 p.m. on June 21 when the sun is 82° above the horizon (based on 32°N Latitude). Shade may be provided by arcades, canopies, or shade [structures](#), provided they and their location and design characteristics are compatible with the prevailing and design context of the [street](#) and the architectural integrity of the [building](#). Deciduous trees, as proposed in the Downtown Comprehensive Street Tree Plan, are encouraged to supplement existing evergreen trees. The use of plantings and shade [structures](#) in the [City right-of-way](#) are permitted to meet this standard with the approval of the Department of Transportation. The shade provided by a [building](#) may serve to meet this standard.

**E. Demolition of [Historic Structures](#) in the RNA**

In the RNA, demolition of the following types of [structures](#) is reviewed in accordance with Section [5.8.10](#), *Demolition of Historic Properties, Landmarks, and Structures*:

1. [Structures](#) that are listed in the National Register of Historic Places or the Arizona Register of Historic Places.
2. [Structures](#) that are eligible for listing in the National or State registers.
3. [Structures](#) designated as [City Historic Landmarks](#).

## ATTACHMENT B:

### 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 PSDS 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  $\frac{1}{4}$  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 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)

## ATTACHMENT C:

### 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)