

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 November 5, 2019, 3:00 PM

Public Works Building, 4th 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 or (520) 791-2639 for TDD, no later than Monday November 4, 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, specialdistricts@tucsonaz.gov, a más tardar el Lunes 4 de noviembre de 2019.

MEETING AGENDA

1. Call to Order / Roll Call
2. Approval of Legal Action Report of October 24, 2019 meeting **Action**
3. IID-18-06, 375 South Stone (T19SA00338, DP19-0144) **Study Session**
 - a) Preliminary Staff Remarks
 - b) Project Presentation by Applicant
 - c) Design Professional Findings / Recommendations
4. PAD-33, Partners on Fourth (T19SA00242, DP19-0125) **Action**
 - a) Preliminary Staff Remarks
 - b) Project Presentation by Applicant
 - c) Design Professional Findings/Recommendations
5. Call to the Audience (Individuals may speak up to 3 minutes)
6. Future Agenda Items **Information Only**
7. Adjournment

Committee Members: Chris Gans; John Burr; Robin Shambach; Bill Viner; Eric Barrett, Fred Ronstadt (4th Ave Subdistrict only), Michael Becherer (PRS Representative – Partners on Fourth project only).

Design Professional: Fe Tom, Rick Gonzalez

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

MEETING AGENDA

1. Call to Order / Roll Call

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

2. Review and approval Legal Action Report for the October 24, 2019

Action Item

3. IID-18-06, 375 South Stone (T19SA00338)

Study Session

Related Activity Numbers: DP19-0144, C9-19-21

341, 375 S. Stone Ave, C-3/HC-3 zoning, Greater Infill Incentive Subdistrict

This is a courtesy review. The feedback from the IID-DRC is purely informational and no formal action will be taken.

The Applicant's Request:

This is the proposed development of a new 4-story mixed use building at the southwest corner of Stone Avenue and 14th Street. The proposal includes 28 one and two bedroom condominiums, the relocated Casa Vicente restaurant, a parking lot, and two rehabilitated historic structures. The applicant has also requested a rezoning to change the HC-3 portion of the site to C-3. The rezoning application is currently under review. If approved, the entire site will be zoned C-3.

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 51 spaces is proposed.** Total required on-site parking is 100 spaces. The General IID design standards allows for reduction of required vehicle parking pursuant to an IID Parking Plan (IPP). An IPP was approved on October 15, 2019 to allow for 51 on-site spaces.
- b) **UDC 5.12.9.C.1.b. – Street Perimeter Yard – Applicant is proposing 7.8' setback on the north property line and 4.8' to 0' setback on the west property line.**
- c) **UDC Section 5.12.9.C.3 – Solid waste collection. Applicant is proposing a trash compactor for solid waste. The container will be rolled to an enclosure on Russell Avenue twice a week.** 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.
- d) **UDC Section 5.12.9.C.5 – Landscaping and Screening.** The building is set close to the north and west property lines, there is not enough room for the required landscape border. It should be noted that care will be taken to protect all existing trees and shrubs in the right-of-way and where possible, shrubs will be planted between the sidewalk and the building.

The Design Professional's Findings/Recommendations:

The City's Design Professional reviewed the project on September 29, 2019 and recommended approval.

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 5.12.6.1.2, the IID-DRC may continue the item being reviewed one time, unless the applicant asks for further continuances.

4. PAD-33, OPUS/Partners of Fourth (T19SA00242)

Action Item

Related Activity #s: DP19-0125, C9-18-01, T19SA00284

211 N. 4th Ave., PAD-33 zoning

The mixed-use project proposes a combination of retail, residential and parking to the southern end of 4th Avenue and includes amenities such as a pool deck, outdoor kitchen, seating areas, fitness rooms and a community garden. The PAD specifically calls out street activation as a required design component and the project is proposing to achieve this through 4,500 square feet of retail along the 4th Avenue corridor. The proposal includes 323 residential units that will be supported by 227 parking spaces, plus an additional 32 parking spaces for public use.

As outlined in the PAD document, the DRC is required to review the project for varying Building Articulation, Building Materials, Pedestrian-Oriented Streetscape Design, and Shade elements specifically called out in Section 12 of the document.

This project was presented to the IID DRC for a courtesy review on October 15, 2019. Comments from the DRC at that meeting covered the following:

- How Stevens street will be addressed and prevent it from being a safety concern
- Rainwater runoff on site and how it is being captured
- Much of the first floor pedestrian interaction with the building is a 17ft high wall
- Parking should be screened from view on the street and shield the lighting
- Parking count needs to be verified based on number of rooms
- Concern about vehicles exiting onto 4th Ave – original intent was to direct vehicles to 8th St
- Appears that students are more than likely going to be a tenant
- Bulk transit passes should be provided and possibly included as part of the rent to incentivize transit ridership
- How will tenant behavior be monitored to ensure that balconies are not misused?
- Consider bollards along walkway adjacent to O'Malley's parking
- Artists for mural should be local artists
- Stairwell exterior design can also be an opportunity for art
- Pedestrian lighting and awnings or trees on Stevens will make for a safer and more comfortable pedestrian experience
- Shade study needs to be provided
- Recreation of historic building on Stevens does not need to be so literal – building could be more transparent

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

6. Future Agenda Items – Information Only

Adjournment

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 PDSO 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 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 PDSD 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 PDSO 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 PDSO 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.