

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, April 15, 2021, 11:00 AM

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, go to:

[Join Teams Meeting](#)

To dial in using a phone:

United States: [+1 213-293-2303](tel:+12132932303) United States, Los Angeles (Toll)

Conference ID: 281 499 183#

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, April 12, 2021.

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 12 de abril de 2021.

MEETING AGENDA

1. Call to Order / Roll Call
2. Approval of Legal Action Report of September 9, 2020 meeting
Action
3. IID-20-03, Mata Coffee ([T20SA00303](#), [T21CM01999](#), [DP20-0196](#))
Meeting/ Action
 - a) Preliminary Staff Remarks
 - b) Project Presentation by Applicant
 - c) Design Professional Findings/Recommendations
4. IID-19-09, 75 E. Broadway ([DP21-0057](#))
*****Courtesy Review Only – No Action*****
5. Call to the Audience (Individuals may speak up to 3 minutes)
6. Future Agenda Items
7. Adjournment

Public

Information Only

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

Design Professional: Corky Poster

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, Vice Chair
Daniel Matlick
Robin Shambach
Bill Viner
Corky Poster, Design Professional

2. Review and approval Legal Action Report for the September 9, 2020 meeting

– Action Item

3. Case # IID-20-03, Mata Coffee

– Public Meeting

Related Activity #s: [T20SA00303](#), [T21CM01999](#), [DP20-0196](#)

509 N 6th Ave, C-3 zoning, Downtown Links Subdistrict, 6th Street Sub-area

The Applicant's Request:

The applicant is proposing a change of use to an existing building on the northwest corner of the 6th Ave and 6th Street intersection from a previous use of Automotive Repair to Food & Beverage and Personal Service (barber). The proposal includes adding a 1,796sf covered outdoor patio to complement the Food & Beverage uses on 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 zero on-site spaces are proposed.** Total required on-site parking is 113 spaces. UDC Section 5.12.11, allows for zero parking requirement for commercial uses within the Downtown Links Subdistrict of IID.
- b) **UDC Section 5.12.9.C.3 – Solid waste and recycling materials collection. Applicant is proposing to continue using the same trash enclosure located in Ferro Ave.**
- c) **UDC Section 5.12.9.C.5.b – Landscaping and screening. The project proposes to modify the traditional requirements for landscaping and screening.**

The Design Professional's Findings/Recommendations:

The project was reviewed by the City's Design Professional on December 31, 2020 and has recommended approval of the project.

The Tucson-Pima Historical Commission - Plans Review Subcommittee (PRS) Findings/Recommendations:

Portions of the existing structure are considered contributing to the Tucson Warehouse Historic District. The PRS reviewed the project on March 11, 2021, and recommended approval as presented, excluding the change from a garage door to a window on the building 109 façade and excluding the signage, to be reviewed later.

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.

4. Case # IID-19-09, 75 E. Broadway

Related Activities: [DP21-0057](#)

75 E. Broadway Blvd, OCR-2 zoning, Downtown Core Subdistrict

The Applicant’s Request:

The applicant is proposing a mixed-use 19 story building that will include two levels of Retail, a 493 space/7 level parking structure, 5 stories of office and 4 stories of residential with a penthouse on upper floor.

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

- a) **UDC Section 5.12.9.C.3 – Solid waste and recycling materials collection. Applicant is proposing to collect trash within the future abandoned alley.**
- b) **UDC Section 5.12.10.C.1 – Major Streets and Routes Setbacks from Broadway and 6th Ave**
- c) **UDC 5.12.10.C.5 – Motor vehicle parking. Total of zero on-site spaces are proposed.** Total required on-site parking is 789 spaces. Total proposed is 493 spaces. UDC Section 5.12.11, allows for a complete waiver of parking requirements with the use of an Individual Parking Plan for commercial and residential uses within the Downtown Core Subdistrict of IID.
- d) **UDC Section 5.12.10.C.6 – Off-Street Loading to occur on Scott Ave.**
- e) **UDC Section 5.12.10.C.7 – Landscaping and screening.** The project proposes to modify the traditional requirements for landscaping and screening.

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

6. Future Agenda Items – Information Only

7. 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 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)