

EXECUTIVE SUMMARY

The Community Corridors Tool (CCT) is an optional zoning tool that allows flexibility with development and fosters high-quality development for our community. Eligible projects range from small scale reuse of an older building to a large-scale redevelopment of a vacant shopping center. The CCT is meant to encourage creativity while building on the basic framework of the existing zoning code. The underlying zoning is maintained and the CCT allows projects to utilize modified development standards. The CCT provides more opportunities for a range of housing types, commercial, and mixed-use centers. The tool incentivizes the evolution of Tucson corridors from isolated car centric developments to interconnected pedestrian-oriented places.

Section 5.11.1 Purpose

What does the tool help our community accomplish?

- Catalyze infill development
- Create pedestrian-friendly places with standards for shading, landscaping, sidewalks and open space
- Provide opportunity for housing options, commercial businesses, and mixed-use centers
- Increase flexibility for development in regard to permitted uses, setbacks, height, density, parking, landscaping, and etc.
- Provide height bonuses for providing affordable housing, mixed uses, and maintaining historic properties
- Establish allowances for split zoned properties and other special circumstances

Section 5.11.2. Applicability and Zoning Clarifications

Where does this tool apply?

- Applies to a change of use, expansions to existing uses, structures, or sites, and new development or redevelopment of a site
- Optional tool that can apply to sites that have frontage along the City's corridors and are zoned R-1, R-2, R-3, O-1, O-2, O-3, C-1, C-2, C-3, OCR-1, and OCR-2
- R-1 and R-2 zoned properties are limited in using the tool
- Exceptions for out of the ordinary situations and split zoning
- Flexibility is given when a site is divided by multiple zones
- On sites with nonresidential zoning, uses can be blended across the site
- Residential is permitted in all CCT development, with the exception of multifamily not being permitted in R-1 zoning
- Sites within existing overlays (Historic Preservation Zones, Historic Landmarks, Neighborhood Preservation Zones, Downtown Infill Incentive District, Urban Overlay Districts) and Planned Area Developments are ineligible to use the CCT

Section 5.11.3. Review and Approval

How do projects get reviewed and approved?

- Projects are reviewed and approved through a PDSO Site Plan approval process
- Includes review by City Departments and partner agencies, depending on the project scope
- Pre-application conference is recommended
- Large-scale development projects (15+ acres), may be referred to the Design Review Board

Section 5.11.4. Permitted Uses

What uses are allowed or not allowed?

- Uses allowed by the underlying zone are permitted
- Additional housing types are allowed in residential zones such as townhouses, duplexes and tiny homes
- Additional neighborhood-oriented commercial uses are permitted in office zones, and the C-1 zones
- Auto-oriented uses such as car washes, auto repair and drive throughs are not permitted to use the CCT

Section 5.11.5. Dimensional Standards

What scale of buildings are permitted?

- Four different scales of development are permitted:
 - House-scaled buildings – Includes R-1, R-2, and O-1 zones and allows two stories (25 ft max)
 - Large house-scaled and small block-scaled building – Include R-3, O-2, and C-1 zones and allows up to four stories (50 ft max)
 - Mid-rise block-scaled buildings – Includes C-2, O-3, and C-3 zones and allows five to seven story building (60 to 85 ft max)
 - High-rise block-scaled buildings – Includes OCR-1 and OCR-2 zones and allows 13 to 29 stories (140-300 ft max)
- Dimensional standards are more predictable than in underlying zoning:
- Setbacks are a set number without a variation based on height
- Building form is regulated both through building height and number of stories, which are correlated to ensure quality interior spaces with generous floor to ceiling heights
- Sensitivity to existing residential zones is integrated into the standards with setbacks and step backs
- To enable more housing types there is a reduction in minimum lot size (when required) and removal of density limits for housing development

Section 5.11.6. Development Standards

How will parking be regulated?

- A parking statement will be provided to explain and justify the amount of parking to be provided
- Parking will be evaluated by proposed uses, existing and future transportation conditions
- Parking placement is regulated to create pedestrian-friendly streets, for instance parking areas must be in the rear of the building and include pedestrian connections through the block

How will development be built?

- Buildings are designed for the pedestrian with orientation towards the street with active and shaded ground floors
- Existing streets are to be connected through sites and pedestrian connections are to be created and enhanced
- Pedestrian amenities such as shade, sidewalks, landscaping, and public gathering places are required for larger expansions and redevelopment
- Service and utility equipment should be hidden

Section 5.11.7. Incentives

In what circumstances can extra building height be awarded?

- Providing affordable housing
- Providing commercial uses at the ground floor to foster a mix of uses
- Maintaining historic properties or sites
- One additional story is permitted per incentive; a maximum of six stories (75 feet) of height is allowed

Section 5.11.8. Large Scale Development Requirements

What is required on large sites?

- Master Plans are required on:
 - Sites over 15 acres or projects with buildings over 7 stories
 - Sites that are adjacent or part of the Tucson Mall, El Con Mall or Park Place require a Master Plan
- Master Plans include a Concept Plan and Project Narrative
- Additional design review will be required
- Additional site features required include open space, pedestrian-scaled blocks, and transitions to nearby neighborhoods

Section 5.10.9. Modifications and Interpretations

Are there instances where flexibility is appropriate?

- Planning staff are provided opportunities for flexibility in situations with easements, constraints with existing conditions, design solutions, multiple street frontages, and parking lot standards
- The Zoning Administrator may modify standards up to 20%, except for height, based on the need for design flexibility, alternative design solutions, or integration of best practices

Sections 5.11.10 – 5.11.12 Variances, Enforcement, Definitions

Are there any other administrative necessities?

- The last three section provide clarity on:
 - How a variance can be requested by the Board of Adjustment
 - How standards are enforced in the Unified Development Code (UDC)
 - Definitions that are new to this section of the UDC

UNIFIED DEVELOPMENT CODE

ARTICLE 5: OVERLAY ZONES

5.1. PURPOSE OF OVERLAY ZONES

This article provides for overlays that impose standards and procedures that are in addition to those required under base zoning standards. Where there is a conflict between the standards of a base district and an overlay district, the standards of the overlay district shall apply, except for the Urban Overlay District (UOD), and Downtown Area Infill Incentive District (IID), and Community Corridors Tool (CCT) that provide flexible development options to landowners rather than mandatory requirements.

ARTICLE 5.11. COMMUNITY CORRIDORS TOOL

5.11.1. PURPOSE

- A. The primary purpose of the Community Corridors Tool (CCT) is to ~~catalyze~~ be a catalyst for infill development along Tucson's corridors in a way that allows them to evolve from auto-centric to pedestrian-friendly places. This tool strives to maintain Tucson's livability and sense of place while providing opportunity for new building innovations, housing units, and residents. The tool strives to open up the possibility for a range of housing options, commercial businesses, and mixed-use centers. This will be accomplished in the following ways:
1. Removing barriers to building attainable housing;
 2. Promoting transit-oriented infill development that support climate action goals;
 3. Updating zoning to make it easier to permit the full spectrum of housing types; and
 4. Simplifying reuse of underutilized buildings and vacant sites ~~to minimizing urban sprawl~~.
- B. The following design principles should be considered by staff, applicants, and other parties in decision-making on proposed projects. These principles are intended to help frame the intent of specific regulations and provide a broader understanding when flexibility is requested.
1. Design sites and buildings to respond to the context, such as the existing street network, building orientation, or landscape and topography, of the corridor and surrounding area
 2. Honor and integrate historic places, buildings, and landscapes in proposed designs when appropriate
 3. Orient building entrances to streets, sidewalks, or common open spaces, not only parking areas

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4. Articulate buildings at appropriate façade intervals to avoid monotony and provide interest and depth, especially at the pedestrian scale, to enhance the urban experience
 5. Provide shaded and active ground floors with frequent doors and windows facing onto streets and open spaces
 6. Provide opportunities for active ground floor retail, commercial, institutional, service, and community spaces with special attention to either continuity in frontage or clustering of activity
 7. Provide transitions to neighborhoods by locating larger, taller buildings along adjacent to the corridor and smaller scaled buildings adjacent to existing neighborhoods
 8. Minimize the impact of parking areas, access driveways, service areas and utilities on the pedestrian environment.
 9. Include green infrastructure, such as water harvesting, shade, landscaping, and open spaces, as essential components of a successful project
 10. Create and maintain street connections with a cohesive network of human-scaled blocks served by a hierarchy of street types
- C. The CCT is intended to provide the following areas of flexibility on eligible sites in exchange for higher quality design that furthers the purpose and design principles as described above. Below is a summary of the benefits of utilizing the tool:
1. Additional neighborhood-serving uses permitted in office and commercial zones
 2. Additional housing types permitted on eligible sites with residential zoning
 3. Simplified dimensional standards with decreased setbacks and increased height
 4. Reductions in minimum lot size (when required) and removal of density limits for housing development
 5. Reductions in required parking while also requiring new parking areas to be better designed
 6. Exceptions to some landscaping and commercial rainwater harvesting standards
 7. Creativity when providing streetscape improvements and landscape borders
 8. Height bonuses for providing affordable housing, mixed uses, and maintaining historic properties
 9. Allowances to deal with split zoned properties or sites
 10. Administrative modifications to allow for integration of best design practices and to work with existing conditions

5.11.2. APPLICABILITY AND ZONING CLARIFICATIONS

A. The Community Corridors Tool (CCT) provides modified development standards and permitted land uses that vary from the underlying zoning of a property. The existing zoning on the site does not change. These modified standards and uses are available as an option for proposed development. If a proposed development chooses to use the CCT, they are subject to all applicable requirements of Article 5.11. If Article 5.11. is silent on a use or development standard, the typical standards of the Unified Development Code shall apply.

B. When opted into, the CCT applies to the following on the subject property:

1. A change of use;
2. An expansion of an existing use or existing structure or existing site; or,
3. New development or a redevelopment project.

B-C. The CCT may be applied to properties with R-1, R-2, R-3, O-1, O-2, O-3, C-1, C-2, C-3, OCR-1, and OCR-2 zoning which are part of a contiguous site where any portion of which abuts or is adjacent to a Corridor. A Corridor is considered a street designated on the City's Major Streets and Routes Plan, or subsequently adopted comparable plan. Exceptions are as follows:

1. By exception, R-1 and R-2 zoned properties are only eligible for the CCT if:
 - a. They were part of a site which included the CCT eligible nonresidential zones as of [adoption date], and such documentation is provided by the applicant, or
 - b. They are part of a R-1 or R-2 site which fronts directly on a ~~Major Street or Route~~Corridor and adjacent sites also fronting onto a ~~Major Street or Route~~Corridor are ~~nonresidential~~ CCT-eligible sites, or
 - c. They are part of a R-1 or R-2 site which fronts directly on ~~Major Street or Route~~a Corridor and the site is undeveloped as of [adoption date].

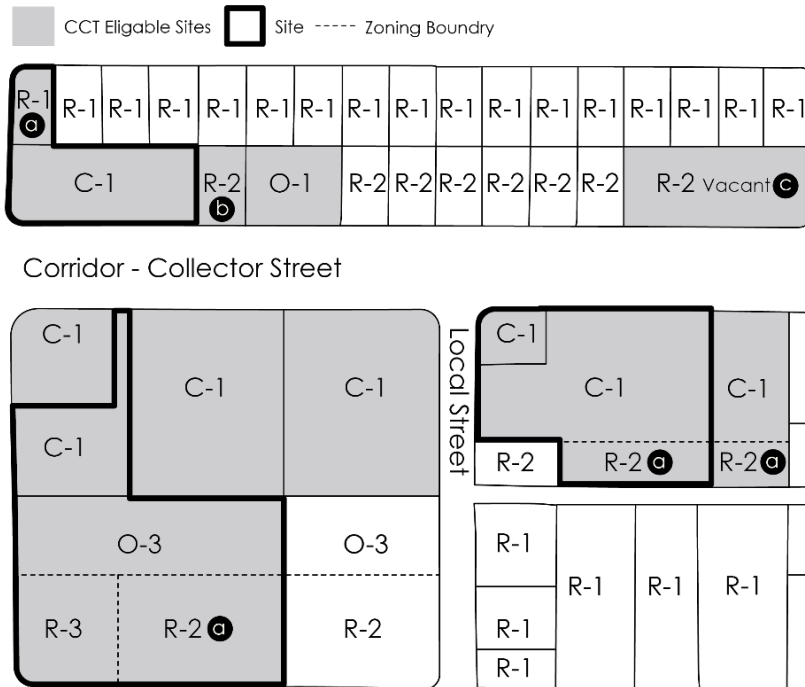


Figure 5.11.2.-A: Applicability of R-1 and R-2 Properties in the CCT

2. With authorization of the Zoning Administrator, a CCT-ineligible property may be included in a proposed CCT development. Authorization will be based upon the existing vacancy or use of the property, impacts to adjacent properties, and the proposed development's compliance with the CCT purpose and design principles. Additionally, the property must:
- a. Be zoned MH-1, MH-2, P, P-I, or I-1; and
 - b. Be part of an existing split zoned CCT-eligible site; or
 - c. Have frontage on a Corridor and adjacent sites also fronting onto a Corridor are CCT-eligible.
3. Properties which do not meet the preceding criteria but are adjacent to a CCT-eligible property or within the same block, may request to opt into the CCT, except for R-2 or less intense zoned properties. Requests are processed in accordance with Section 3.4.3., Zoning Examiner Special Exception Land Use Procedure. These applications are analyzed for 1) compliance with the CCT purpose and design principles and 2) compatibility with adjacent land uses.
- D. A site which is divided by a zoning boundary into two or more separate zoning categories, may utilize the following exceptions:

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1. A use which is permitted in the majority of the nonresidential zoned area of a site may be permitted across the entirety of the nonresidential zoned area of the site.
 2. A dimensional standard which is permitted in the majority of the nonresidential zoned area of a site may be permitted across 50% of the nonresidential zoned area of the site with a less intense dimensional standard, with the exception of building height and setbacks.
 3. All land uses in the Residential land use group which are permitted in the CCT are permitted on all CCT-eligible sites, except for Multifamily Development which is not permitted in the R-1 zone.
 4. Portions of a CCT site which are zoned R-1 or R-2 may be used for required site elements which may not typically be permitted in the zone, such as parking, landscaping, stormwater retention, public spaces, etc. Buildings which include uses not permitted in the R-1 and R-2 zones are not permitted.
 5. In the case where a CCT-ineligible property is included in a proposed CCT development per Section 5.11.2.C.2 or .3, the dimensional standards shall be based on the most appropriate corollary zone. The corollary zones shall be considered as: MH-1 shall be equal to R-1, MH-2 shall be equal to R-2, P and P-I shall be equal to C-1, and I-1 shall be equal to C-3.
- E. Adjacent sites that meet the criteria in Section 5.11.2.C may be combined into a single site as part of a proposed development.
- ~~2.—With authorization of the Zoning Administrator, the following sites or properties with nonresidential zoning may be included in a proposed CCT development but will be subject to the development standards of the underlying zone:~~
 - ~~a.—Split zoned sites or properties that include some zoning which is not CCT-eligible. Additional permitted uses will be allowed in alignment with the CCT-eligible zoning.~~
 - ~~b.—Adjacent sites or properties whose zoning is not CCT-eligible. There will be no changes to the permitted uses.~~
 - ~~3.—With authorization of the Zoning Administrator, adjacent sites that meet the criteria above may be combined into a single site as part of a proposed development.~~
- ~~C.—Properties which do not meet the criteria in Section 5.11.2.B. but which are adjacent to a CCT-eligible property or within the same block, may request to opt into the CCT, except for R-2 or less intense zoned properties. Requests are processed in accordance with Section 3.4.3., Zoning Examiner Special Exception Land Use Procedure. These applications are analyzed for 1) compliance with the CCT purpose and design principles and 2) compatibility with adjacent land uses.~~

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~~D. When opted into, the CCT applies to the following on the subject property:~~

- ~~1. A change of use;~~
- ~~2. An expansion of an existing use or existing structure or existing site; or,~~
- ~~3. New development or a redevelopment project.~~

~~E.F.~~ The following are ineligible to use the CCT:

1. Development within any Planned Area Development;
2. Development within any Historic Preservation Zone;
3. Development to any designated City of Tucson Historic Landmark;
4. Development within any Urban Overlay District;
5. Development within any Neighborhood Preservation Zone; or
6. Development within the Downtown Area Infill Incentive District.

~~F.G.~~ If the proposed development is also subject to the Hillside Development Zone (HDZ), Scenic Corridor Zone (SCZ), the Gateway Corridor Route (GCZ), ~~or~~ the Airport Environs Zone (AEZ), or the Environmental Resource Zone (ERZ) the more restrictive standards shall apply.

5.11.3. REVIEW AND APPROVAL PROCEDURE

- A. The Planning and Development Services Department (PDSD) administers CCT plan and permit review and approval procedures. Review by the PDSD is pursuant to Section 3.3.3.G., Site Plan Approvals. The Design Professional may review for select design standards, based on the project scope, and related development fees will be assessed.
- B. Pre-Application Conference. A pre-application conference with ~~PDSD-City~~ staff as outlined in Section 3.2.1 is required. Multiple pre-application meetings may be scheduled as needed to confirm the approvability of preliminary designs. A pre-application conference is used to determine the following:
 1. Whether the proposed development meets applicability standards;
 2. Whether the proposed development meets use and development standards;
 - ~~2-3.~~ Whether the proposed parking statement is in compliance with Section 5.11.6.G.;
 - ~~3-4.~~ Whether clarification can be provided on any requirements of the CCT or other requirements of the Unified Development Code; and
 - ~~4-5.~~ To clarify submittal and process requirements for sites which require a Master Plan in accordance with Section 5.11.8.

5.11.4. PERMITTED USES**A. PERMITTED USES**

All land uses permitted by the underlying zoning are permitted in the CCT, except as listed in Section 5.11.4.B Excluded Uses. Any use permitted by underlying zoning which is regulated by a use specific standard which is found to conflict with the purpose or intent of the CCT may be waived by request to the Zoning Administrator in accordance with Section 5.11.10.C. The following additional uses are permitted and regulated by the use specific standards listed after the zone. Only those uses which are a change to the underlying zoning are listed below.

1. Commercial Services Land Use Group**a. Administrative and Professional Office**

(1) R-3: 4.9.4.R and 4.9.13.J

b. Alcoholic Beverage Service: Excluding a Large Bar

(1) O-2, O-3, C-1: 4.9.13.O.2

c. Alcoholic Beverage Service: with a Microbrewery as an accessory use

(1) O-2, O-3, C-1: 4.9.5.E.6, 7, & 8

d. Artisan Residence

(1) R-3, O-1, O-2, O-3: 4.9.4.E.1, .2, .3, .4, & .5 and 4.9.13.O.2

e. Commercial Recreation

(1) O-1, O-2, O-3: 4.9.13.O.2

f. Day Care: Adult

(1) O-1: 4.9.13.J

g. Day Care: Child, Maximum 30 children

(1) O-1: 4.9.4.H.1-5, 6.a & 7.d and 4.9.13.J

h. Food Service: Food Court

(1) O-1, O-2, O-3: 4.9.4.M.1 & 5-7

i. Food Service: Excluding Soup Kitchens

(1) O-1, O-2, O-3: 4.9.4.M.1 & 5

- j. Food Service: with Alcoholic Beverage Service as an accessory use to a Food Service use

(1) O-1, O-2, O-3: 4.9.4.V.1, 3, & 5-9, 4.9.4.C.3, and 4.9.13.O.2

- k. Personal Service

(1) O-1, O-2, O-3: 4.9.4.T.1 and 4.9.13.O.2

- l. Parking: as an accessory use

(1) O-1, O-2, O-3

- m. Technical Service

(1) O-1, O-2, O-3: 4.9.4.W.1 and 4.9.13.O.2

- n. Travelers' Accommodation, Lodging

(1) O-1, O-2, O-3: 4.9.13.O.2

2. Residential Land Use Group

- a. Duplex

(1) R-1: 4.9.7.B.6, .9, & .10

- b. Home Occupation: Travelers' Accommodation, Lodging as an accessory use to any permitted Family Dwelling use

(1) R-1: 4.9.7.E.10, .11, & .13 and 4.9.7.H.2 & .5, .7 & .8

(2) R-2: 4.9.7.E.10, .11, & .13 and 4.9.7.H.3 & .5, .7 & .8

- c. Single-Family, Attached

(1) R-1: 4.9.7.B.6, .9, & .10

- d. Single-Family, Detached

(1) R-1: 4.9.7.B.5 - 9

3. Retail Land Use Group

- a. Food and Beverage Sales: excluding Large Retail Establishment

(1) O-1, O-2, O-3: 4.9.13.O.2

- b. General Merchandise Sales: excluding Large Retail Establishment

(2) O-1, O-2, O-3: 4.9.9.B.1 and 4.9.13.O.2

B. EXCLUDED USES

The land uses excluded from the CCT are those that are not permitted by the underlying zone, as well as those that are listed below.

1. Automotive Service and Repair, Automotive Washing, Billboard, Construction Service, Heavy Equipment Sales, Gas Stations, all Storage uses, Trade Service and Repair Major, Vehicle Rental and Sales, all drive-through lanes for any permitted use.
2. In cases where development is proposed to an existing site, uses which are permitted by the underlying zoning but which are excluded from the CCT may remain if the excluded use is not expanded.

5.11.5. DIMENSIONAL STANDARDS

- A. **APPLICABILITY.** The Tables contained herein indicate all the dimensional standards and measurements within the CCT. UDC Section 6.3. shall not apply. In all cases:
1. Both the maximum building height and the number of stories shall not be exceeded;
 2. If two dimensions apply to the same situation, the more restrictive dimension shall be enforced;
 3. There is no limit on maximum residential density; and
 4. Setbacks shall be based on the location of the existing property line, unless a variation is either required or authorized by the City Engineer based on a future right-of-way width.
- B. **DIMENSIONAL STANDARDS FOR HOUSE-SCALED BUILDINGS**

House-scaled buildings contribute to smaller-scale environments. Buildings range in height from one to two stories. Buildings are generally detached or attached and may have deep or shallow setbacks from the property line, street, and sidewalk. They are similar in form to a single-family house, but also include multi-family buildings such as duplexes, bungalow courts, courtyard buildings, townhouses, and mixed-use main street buildings.

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TABLE 5.11.5.-1 DIMENSIONAL STANDARDS FOR CCT R-1 8 , R-2, & O-1			
	R-1* & R-2*	<u>R-2*</u>	O-1
MIN. LOT AREA	2,000 sq ft	<u>1,500 sq ft</u>	2,000 <u>1,500</u> sq ft
MAX. LOT COVERAGE	90%	<u>90%</u>	90%
MAX. # OF STORIES	2	<u>2</u>	2
MAX BUILDING HEIGHT	25 feet	<u>35 feet</u>	25 <u>35</u> feet
PERIMETER YARD SETBACK			
Side	0 feet	<u>0 feet</u>	0 feet
Rear (with alley or shared driveway parking)	0 feet	<u>0 feet</u>	0 feet
Rear (without alley or shared driveway)	10 feet	<u>10 feet</u>	10 feet
Adjacent to R-1, R-2 or O-1 zoned parcel	6 feet	<u>6 feet</u>	6 feet
Adjacent to R-3, O-2 or C-1 zoned parcel	10 feet	<u>10 feet</u>	6 feet
STREET SETBACK	Min: 6 feet** Max: 30 feet	<u>Min: 6 feet**</u> <u>Max: 30 feet</u>	Min: 10 feet** Max: 30 feet
Percentage of Building at Setback	N/A	<u>N/A</u>	50%
*R-1 & R-2 standards may only be utilized according to the requirements in 5.11.2			
**When facing existing single-family homes, the minimum street setback shall be 15 feet			

C. DIMENSIONAL STANDARDS FOR LARGE HOUSE-SCALED AND SMALL BLOCK-SCALED BUILDINGS

Large house-scaled and small block scaled buildings serve as a transition from larger block-scaled building into smaller-scale residential neighborhoods. They are a mix of block and house scale building that range in height from one to four stories. Buildings along walkable corridors are mostly attached buildings that have minimal setbacks. Building along neighborhood streets are detached and setback from the street and sidewalk.

TABLE 5.11.5.-2 DIMENSIONAL STANDARDS FOR CCT R-3, O-2, & C-1		
	R-3	O-2 & C-1
MIN. LOT AREA	N/A	N/A
MAX. LOT COVERAGE	95%	N/A
MAX. # OF STORIES	4	4
MAX BUILDING HEIGHT	50	50
PERIMETER YARD SETBACK		
Side	0 feet	0 feet
Rear (without alley)	15 feet	15 feet
Rear (with alley)	6 feet	6 feet
Adjacent to R-1, R-2 or O-1 zoned parcel	10 feet	10 feet
STREET SETBACK	Min: 0 feet Max: 30 feet	Min: 0 feet Max: 30 feet
Percentage of Building at Setback	50%	60%

D. DIMENSIONAL STANDARDS FOR MID-RISE BLOCK-SCALED BUILDINGS

Block-scale buildings contribute to larger-scale environments. Buildings are individually as large as a city block or attached along a street to form a continuous façade along most, or all, of a block. They typically have minimal setbacks and are often mixed-use with non-residential uses on the ground floor and housing or office on upper stories. They range in height from four to seven stories. Examples of block-scale building include multiplexes, mid-rise buildings, and stacked flats.

TABLE 5.11.5-3 DIMENSIONAL STANDARDS FOR CCT C-2, O-3, & C-3		
	C-2 & O-3	C-3
MIN. LOT AREA	N/A	N/A
MAX. LOT COVERAGE	N/A	N/A
MAX. # OF STORIES	5	7
MAX BUILDING HEIGHT	60 feet	85 feet
PERIMETER YARD SETBACK		
Side	0 feet	0 feet
Rear (with or without alley)	0 feet	0 feet
Adjacent to R-1, R-2 or O-1 zoned parcel	10 feet	10 feet
Adjacent to R-3, O-2 or C-1 zoned parcel	6 feet	6 feet
STREET SETBACK	Min: 0 feet Max: 30 feet	Min: 0 feet Max: 30 feet
Percentage of Building at Setback	60%	60%

E. DIMENSIONAL STANDARDS FOR HIGH-RISE BLOCK-SCALED BUILDINGS

Block-scale buildings contribute to larger-scale environments. Buildings are individually as large as a city block or attached along a street to form a continuous façade along most, or all, of a block. They typically have minimal setbacks and are often mixed-use with non-residential uses on the ground floor and housing or office on upper stories. They may have integrated parking structures. They may be 10 stories or more in building height. Examples of block-scale building include multiplexes, mid-rise buildings and stacked flats.

TABLE 5.11.5.-4 DIMENSIONAL STANDARDS FOR CCT OCR-1 & OCR-2		
	OCR-1	OCR-2
MIN. LOT AREA	N/A	N/A
MAX. LOT COVERAGE	N/A	N/A
MAX. # OF STORIES	13	29
MAX BUILDING HEIGHT	140 feet	300 feet
PERIMETER YARD SETBACK		
Side	0 feet	0 feet
Rear (with or without alley)	0 feet	0 feet
Adjacent to R-1 or R-2 zoned parcel	25 feet	25 feet
Adjacent to R-3, O-2 or C-1 zoned parcel	10 feet	10 feet
STREET SETBACK	Min: 0 feet Max: 30 feet	Min: 0 feet Max: 30 feet
Percentage of Building at Setback	80%	80%

5.11.6. DEVELOPMENT STANDARDS

- A. The development standards found in this section shall apply to the project types based upon the magnitude of the proposal as shown in ~~the table below~~ Table 5.11.6.-1. Additionally, the standards shall apply as follows:
1. In the case of expansions to existing structures, building standards shall apply only to the new portion of the building.
 2. All plant material used for landscaping must be selected from the Arizona Department of Water Resource's Low Water Use/Drought Tolerant Plant List.
 3. Alternative pervious paving materials are permitted to be used for any hardscape area (parking, vehicle use areas, sidewalks, public places) and may be used to satisfy retention/detention and commercial rainwater requirements.

Redlines indicate changes between the Public Release Draft and the Planning Commission Draft

TABLE 5.11.6.-1 APPLICABILITY OF CCT DEVELOPMENT STANDARDS				
	TYPE 1: Change of Use	TYPE 2: Building or site expansion (<2,500 sf GFA)	TYPE 3: Building or site expansion (>2,500 sf GFA)	TYPE 4: Site development or redevelopment
Building Form	-	-	-	-
• Façade Standards		X	X	X
• Ground Floors		X	X	X
• Setback Exceptions		X	X	X
Building Placement and Scale	-	-	-	-
• Step Backs		X	X	X
• Building Orientation		X	X	X
Connectivity	-	-	-	-
• Integrated Street Network			X	X
• Pedestrian Connections		X	X	X
Pedestrian Amenities	-	-	-	-
• Shading			X	X
• Streetscape Features		X	X	X
• Public Places	X	X	X	X
Services and Utilities	X	X	X	X
Passenger Vehicles	-	-	-	-
• Parking Requirements	X	X	X	X
• Vehicle Placement	X	X	X	X

B. BUILDING FORM

1. Façade Standards

- a. Each ground floor commercial street façade shall provide a minimum of 60% doors and windows, with each suite providing a primary entrance from the street.
- b. Each ground floor residential façade shall provide a minimum of 25% doors and windows, with each unit providing a primary entrance from a shared entry or a direct entry from the street.
- c. Primary entrances shall be visible or identifiable from the street. Secondary entrances may be provided from off-street parking areas.
- d. A single plane of a façade at the street level may not be longer than 50 feet without architectural relief by features such as but not limited to windows, trellises, arcades, public art, or doors.

- e. Buildings shall not exceed 160 feet in façade length along streets in the R-1, R-2, and O-1 zones. In all other zones, buildings shall not exceed 500 feet in façade length or 1,800 feet in total perimeter length.

2. Ground Floors

- a. The minimum residential ground floor height measured from floor to floor shall be 10 feet.
- b. If a residential façade is less than five feet from a property line, then it shall be elevated one to five feet above finish floor of the adjacent sidewalk to provide privacy for the individual residential unit.
- c. The minimum nonresidential ground floor height measured from floor to floor shall be 12 feet.
- d. Street facing ground floors should have active uses. Buildings with residential ground floors are encouraged to have gyms, leasing offices and other tenant common space on the ground floor facing the street.

5.11.6.-A. to be included at a later date which illustrates façade design standards

3. Setback Exceptions

- a. Porches, patios, and terraces without any vertical structural elements may be established all the way to the property line.
- b. Porches, patios, terraces, balconies, and porte-cocheres with vertical structural elements may project into required setback area up to 10 feet, provided the setback area is not reduced to less than is required per the adopted building code.
- c. Bay and bow windows may project into the setback up to 3 feet, provided the setback area is not reduced to less than is required per the adopted building code.

C. BUILDING PLACEMENT AND SCALE

1. Step Backs

- a. Building Step backs shall be required along any CCT site boundaries which abut an O-1 or R-2 or less intense zoned private property line or public alley as follows:

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- (1) Within 30 feet of the shared property line, the building shall be no taller than two stories (25 feet).
- (2) Within 50 feet of the shared property line, the building shall be no taller than four stories (50 feet).
- (3) Within 80 feet of the shared property line, the building shall be no taller than six stories (75 feet).
- (4) Any boundary along an alley may include the width of the alley in the total step back required distance.

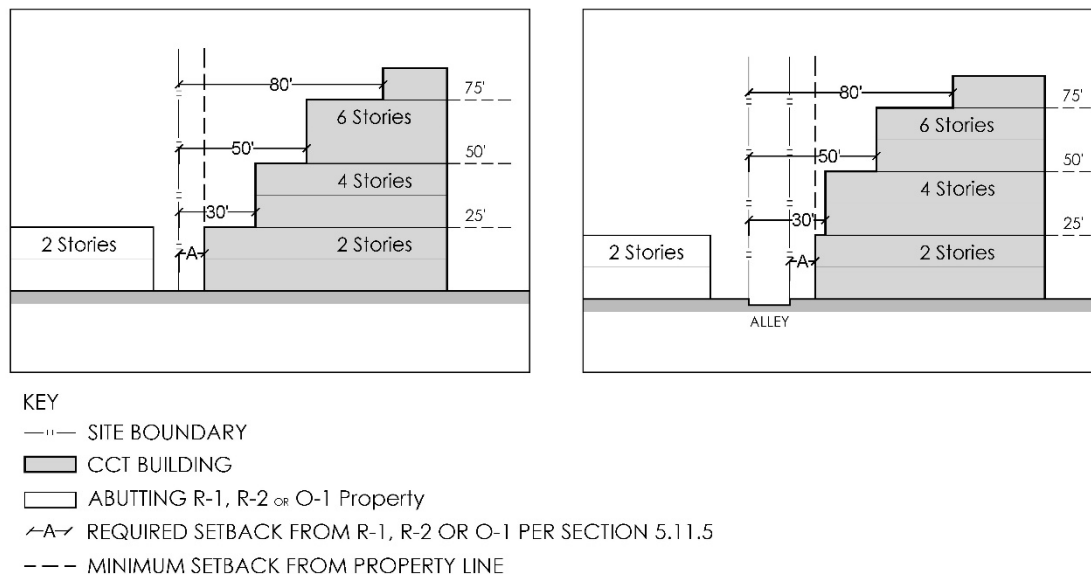


Figure 5.11.6.-B: Step Backs Between R-1, R-2, or O-1 Adjacent Property

2. Building Orientation

- a. Maximum Street Setback. Non-residential and multi-family buildings which do not meet the minimum street setback shall provide any of the following in the area between the minimum and maximum setback area:
 - (1) Required streetscape features per Section 5.11.6.E.2.;
 - (2) Required public places per Section 5.11.6.E.3.;
 - (3) Enhanced landscaping (beyond the standard requirements) which includes 75% coverage with vegetative ground cover, or

- (4) Landscaping in conjunction with other amenities which contribute to the purpose of the CCT as determined by the Zoning Administrator.
- b. Street Corners. When two or more public or private streets intersect as part of a site, the buildings shall be located at the street corners and meet the minimum setback standards as required for the two streets.
- c. Buildings with Amenities. On sites with multiple street types, medium traffic volume streets are generally best suited for a range of uses such as retail, commercial, multifamily residential, and community spaces. Ground floor spaces are particularly suitable for pedestrian-focused amenities. Buildings fronting on public spaces or designated trails shall provide pedestrian amenities, active ground floor uses, or outdoor dining options.

D. CONNECTIVITY

1. Integrated Street Network

- a. Existing public streets or an element identified in Section 5.11.D.1.b. shall be extended through the site, from the adjacent neighborhoods, and into and through the proposed development.
- b. Public spaces, pedestrian only streets, or private streets that have permanent public access easements may be utilized in lieu of a public street to connect neighborhoods and development sites.
- c. Existing or planned greenways, shared use paths, or other dedicated facilities which are separated from vehicle traffic shall be connected and extended through the development site.
- d. To the extent feasible, public alleys shall be extended through the site to provide access to parking, loading, and service areas.
- e. Blocks shall be broken up by Open Space, Private or Public Streets, Alleys or Private Driveways. In the R-1, R-2, and O-1 zones, block length shall not exceed 400 feet from property line to property line. In all other zones, block length shall not exceed 500 feet from property line to property line.

2. Pedestrian Connections

- a. Pedestrian passageways-connections shall be provided from any rear parking area either through or adjacent to a building, to at least one publicly accessible street sidewalk. Passageways shall be provided with one per every 200 feet of street frontage.
- b. At least one passageway connection shall be provided within 200 feet of a corner.

- c. ~~Passageways-Connections~~ shall be designed with a clear height of at least 10 feet and a clear width of at least 8 feet or 25% of the length, whichever is greater, and shall be surfaced with ADA compliant materials.
- d. ~~Passageways-Connections~~ shall be designed to ensure visibility and safety for pedestrians by maintaining sightlines between destinations and including uniform lighting.

E. PEDESTRIAN AMENITIES

1. Shading

- a. Shade shall be provided for at least 50% of all sidewalks and pedestrian access paths and 35% of all public or private open space as measured at 2:00 pm on June 21 when the sun is 82 degrees above the horizon.
- b. Shade may be provided by trees, arcades, canopies, shade structures or buildings.
- c. Shading devices, attached or detached to a building, may encroach into the setback area by 10 feet, provided the setback area is not less than required per the adopted building code.
- d. The use of plantings and shade structures in the City right-of-way is permitted to meet this standard with the approval of the Department of Transportation and Mobility and will be evaluated for compliance with required utility setbacks.

2. Streetscape Features

- a. When Type 2-4 projects are proposed with more than 75 ft of street frontage, sidewalks and street landscape areas shall be provided on all existing and new streets. The minimum width of sidewalk and landscape areas is provided below based upon street type.
 - (1) Urban or Suburban Thoroughfare: 8 feet sidewalk, 10 feet landscape border
 - (2) Urban or Suburban Connector: 8 feet sidewalk, 8 feet landscape border
 - (3) Industrial Street: 6 ft sidewalk, 8 feet landscape border
 - (4) Downtown/University District: 10 feet sidewalk, 10 feet landscape border
 - (5) Neighborhood Commercial District: 10 feet sidewalk, 10 feet landscape border
 - (6) Neighborhood Street: 6 feet sidewalk, 10 feet landscape border

- (7) Shared Street: maintain existing sidewalk, 10 feet landscape border
- b. Sidewalk and landscape areas are required for the length of the street frontage of the site. Sidewalks must be designed to connect to existing sidewalks at the termination of the site boundaries.
 - c. Sidewalk and landscape areas which are provided beyond a project site's frontage along an existing street may substitute for shading requirements per Section 5.11.6.E.1. and public space requirements per Section 5.11.6.E.3. Once 100 linear feet of streetscape improvements are provided beyond the site's frontage, shading requirements are considered fully substituted. For each 50 linear feet of streetscape improvements which are provided beyond the site's frontage, 500 square feet of public space may be substituted. An agreement granting permission to construct and assuming future maintenance responsibility shall be recorded with any affected property owners along the frontage area.
 - d. Along the existing City corridors, there are a variety of conditions and creative solutions will be necessary. In many cases, existing sidewalks or landscape areas may already exist. In some cases, combining (widening) of existing and required areas will be feasible and desired, in other cases it will be more appropriate to duplicate required areas on private property. Preference will be given to designs which prioritize a safe and enjoyable experience for pedestrians with landscaping serving as a buffer from automobile traffic. Final placement of required sidewalks and landscape areas will be determined in consultation with PDSD and DTM staff.

Figure 5.11.6.-C to be included at a later date which illustrates potential sidewalk and landscape designs

- e. Required street landscape borders and sidewalks may be located entirely within the adjacent right-of-way area or within the Major Streets and Routes right-of-way area with approval of the City Engineer or designee. Maintenance shall be the responsibility of the adjacent property owner.
- f. Sidewalks provided on private property shall be connected to any sidewalks, bike infrastructure, or on-street parking located in the public right-of-way.
- g. Outdoor seating, dining areas, and landscaping may be located in the sidewalk area where minimum accessible width around the design feature can be provided per U.S. Access Board Public Right-of-Way Accessibility Guidelines.

- h. Street landscape borders as required per section 7.6.4 shall be modified per the CCT to require one canopy tree for every 25 linear feet of landscape border or fraction thereof, excluding vehicular ingress or egress points. Trees shall be planted in an unpaved depressed planting area, which must be a minimum of 100 square feet in area and 8 feet in width.
- i. Street landscape borders provided as part of the CCT shall serve to meet the requirements of Section 7.6.4.

3. Public Spaces

- a. Public spaces shall be provided for all projects. The minimum amount of public space is based on project type and size.
 - (1) Type 1 project: 500 sq ft or 5% of total site area, whichever is greater
 - (2) Type 2 project, less than 1 acre: 1,000 sq ft or 5% of total site area, whichever is greater
 - (3) Type 2 project, more than 1 acre: 5% of total site area
 - (4) Type 3 project, less than 1 acre: 1,000 sq ft or 5% of total site area, whichever is greater
 - (5) Type 3 project, more than 1 acre: 10% of total site area
 - (6) Type 4 project: 10% of total site area
- b. Public spaces are intended for community gathering focal points and may be provided as plazas, courtyards, enhanced walkways, pocket parks, or other areas. Public spaces may be in different areas of the project, but each space must be a minimum of 300 square feet of usable space with a minimum width of 15 feet. Public spaces shall not be leftover areas of the site and may not include parking, loading, or maintenance areas.
- c. Public spaces shall be designed with the following:
 - (1) Features which provide for active observation on the majority of the public spaces' sides. This shall include ground floor building entrances and windows. When a commercial or retail space is proposed, outdoor dining, vendors, or outdoor retail displays would also be appropriate.
 - (2) Connections to the space from the site and to nearby areas; and
 - (3) Lighting which is uniform and provides for safety.
- d. Plazas or parks shall incorporate at least three (3) of the following features to activate the area:

- (1) Seating that is a minimum sixteen (16) inches in height and thirty (30) inches wide. Ledge benches shall be a minimum thirty (30) inches deep.
 - (2) 50% shade
 - (3) Water features
 - (4) Public art
 - (5) Outdoor eating areas or food vendors
 - (6) Playgrounds or play features
 - (7) Splash pads
 - (8) Recreational equipment
 - (9) Bike amenities
- e. Public spaces may be private or semi-private. For residential development, half of the required public space may be provided within private or resident-only areas located on the ground floor or street level. For nonresidential development, patron-only spaces such as restaurant seating may also serve as required public space.
- f. Commercial rainwater harvesting is required for projects meeting the criteria of TSM 4-01. as follows:
- (1) Type 1 project: not required
 - (2) Type 2 and 3 projects: only required for new landscape areas. New landscape areas must be depressed 6 – 9 inches to maximize water harvesting. If hardscape is removed or reconfigured it must be redesigned to create positive drainage towards landscape areas and any curb cuts that feed water harvest infiltration areas. Other standards of TSM 4-01. shall not apply. Modifications to this standard may be granted by the Landscape Architect when negative drainage impacts are created related to existing conditions.
 - (3) Type 4 project: Full compliance with TSM 4-01. is required.
- g. Interior landscape borders required per Section 7.6.4. may be satisfied by providing public spaces in accordance with this section, except for landscape borders required adjacent to residential zones on the site periphery boundary.

F. SERVICES AND UTILITIES

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1. Mechanical equipment, trash enclosures, and loading areas shall be located outside of the required street setback area and may not be located within ~~120~~ feet of any off-site residentially zoned property or within 30 feet of any on-site public space.
2. Passengers drop off or loading areas may be located between a street and the building.

G. PASSENGER VEHICLES

1. Parking Requirements. Vehicular parking shall be required based upon a parking statement which identifies the proposed uses, proposed vehicular parking, existing and future transportation and mobility conditions, and anticipated needs. Decisions regarding parking statements will be made by staff from Planning and Development Services in consultation with traffic engineering staff from the Department of Transportation and Mobility. The parking statement must provide the following:

a. The sources used in establishing the parking statement.

b. Type and approximate square footage of all uses, specifically including:

(1) The amount of combined residential and non-residential development which could share parking based on hours of operation and peak use; and

(2) The amount of residential development which typically includes a low car-ownership rate, such as housing for the elderly, for those with physical disabilities, or for low-income families.

c. The number and location of proposed vehicular parking spaces, including:

(1) Standard, accessible, and electric vehicle parking spaces;

(2) Spaces both within and outside the site that can accommodate shared parking arrangements; and

(3) On-street parking spaces within the proposed development and those within 500 ft walking distance of the site boundary.

d. The availability, location, and distance to any alternative mode of transportation, including:

(1) Public transit stops;

(2) Multimodal paths, greenways, or bike boulevards; and

(3) Bicycle parking spaces which are above and beyond the standard requirement.

- e. The planned interventions to mitigate safety hazards and minimize parking impacts relative to any established residential use within 500 ft walking distance of the site boundary.
 - 1-f. Any other information deemed appropriate by the PDSD Director, or their designee, such as a traffic study.
- 2. Accessible parking spaces shall be provided in accordance with the adopted building code and is based on the number of standard parking spaces provided. In instances where standard parking is not provided, the City of Tucson Building Official shall determine the appropriate amount of accessible parking spaces required during review of the Development Package.1-1
- 3. Vehicle Placement. Parking areas and driveways should be located to minimize the impact on walkable streets, the pedestrian experience, and pedestrian safety.
 - a. Parking lots
 - (1) New parking lots or garages shall be situated to the rear of a building. If placement to the rear is not feasible, the parking lot or garage shall be located with the lesser dimensional width facing the street and shall include enhanced landscaping on the street-facing side that includes 75% coverage with vegetative ground cover.
 - (2) Existing parking lots that are in the front of an existing building may remain without improvements when:
 - a. The parking lot includes 10 or less vehicular parking spaces;
 - b. A Type 1 project is proposed; and
 - c. No other vehicular parking is available on the site.
 - (3) Existing parking lots that are in the front of an existing building may remain with improvements when:
 - a. The parking lot includes 11 or more vehicular parking spaces;
 - b. A Type 2, 3, or 4 project is proposed;
 - c. A designated pedestrian amenity or public open space area of a minimum of 1,000 sq ft is provided to break up the parking lot;
 - d. The parking lot improvements include all reasonable attempts to comply with the connectivity, landscaping, and rainwater harvesting development standards; and
 - e. The parking lot setback standards in Table 5.11.6.-1. shall not apply.

- (4) Existing or proposed parking lots intended for transit ridership (park and ride) are permitted along a street frontage but not at a street corner.
- (5) Parking lots which have any frontage along a street shall be screened by a minimum 29-inch masonry wall.
- (6) Parking lots shall provide canopy trees as follows:
 - a. Parking lots in Type 1 and 2 projects with 10 or less vehicular parking spaces shall provide at least one canopy shade tree.
 - b. Trees shall be planted in an unpaved depressed planting area, which must be a minimum of 150 square feet in area and 8 feet in width.
 - c. Parking lots which provide green space for large trees may reduce tree planting requirements if the following criteria are met. The green space may be counted towards required rainwater harvesting and public space per 5.11.6.E.3. if all other standards are met. The required tree planting shall be 1 tree per 8 parking spaces for the parking spaces which meet the distance requirement. The green space must:
 - i. Be publicly usable or densely vegetated with 50% coverage of vegetative ground cover;
 - ii. Allow for large-scale mature growth of shade trees;
 - iii. Provide trees which are located within 10 feet of the parking spaces of which only those spaces are eligible for the reduction; and
 - iv. Be a minimum of 1,000 square feet in area.
 - d. Parking spaces which are covered by shade from parking canopies, plantings in the right-of-way, or a building as measured at 2:00 pm on June 21 when the sun is 82 degrees above the horizon may be excluded from providing the required tree plantings.
- b. Access
 - (1) Driveways may be shared between adjacent parcels or for a single site but shall not exceed maximum allowed width. If a driveway is shared between adjacent parcels or for a single site, a recorded shared access agreement or easement shall be required.

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- (2) In multi-family or single-family, attached developments, one or two space garages and carports shall be accessed by alleys or on-site drive aisles only.
 - (3) Driveways should follow the recommendations of the City of Tucson Street Design Guide (2021) and the City of Tucson's Transportation Access Management Guidelines. Should conflicts in standards exist, priority should be given to designs which optimize pedestrian safety and maintain safety for other travel modes.
- c. Garages and structured parking
- (1) Semi-subterranean garages may project above the adjacent finished grade by up to 3.5 feet.
 - (2) Structured parking shall not be a street-facing façade.
 - (3) Where structured parking is integrated with a building, a "wrap" with a minimum depth of 20 feet of habitable ground floor space shall be provided between the parking structure and the street.

TABLE 5.11.6.-2: PASSENGER VEHICLE PARKING LOCATION & ACCESS STANDARDS			
SETBACKS			
	Residential Use	Non-Residential Use or Mixed Use	Subterranean Parking
All Streets	15 feet	20 feet	0 feet
Perimeter Yard Adjacent to Residential Zone	6 feet	6 feet	0 feet
Perimeter Yard Adjacent to Non-Residential Zone	0 feet	0 feet	0 feet
Perimeter Yard Adjacent to Alley	0 feet	0 feet	0 feet
ACCESS			
Street	Must be located along side of lot (within 20 feet of side lot line) and at least 50 feet from another driveway (curb cut edge).		
Rear (Alley)	Permitted when minimum 20 feet width, free of obstructions, and surfaced to approval of City Engineer.		
PARKING ENTRANCES (CURB CUT WIDTH)			
One-Way Entrance	10 to 12 feet		
Two-Way Entrance	16 to 20 feet		

5.11.7. INCENTIVES ~~AND BONUSES~~

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- A. **APPLICABILITY.** Projects that utilize incentives and bonuses must demonstrate compliance with the purpose and intent of the CCT. In addition, a project may utilize all or none of the following incentives on a site to maximize the height for the entire site. The maximum additional height a building may achieve is two stories (24 feet). Two incentives can be stacked on each other to increase the height by an additional two stories (24 feet) on a single building. However, the maximum height a project can achieve using these incentives is six stories (75 feet). In addition, different incentives may be used on different buildings on the same site. ~~If a building has already gained additional height in accordance with Section 5.11.6.C.1.b, additional height may not be granted through use of an incentive.~~
- B. **AFFORDABLE HOUSING HEIGHT INCENTIVE**
1. To encourage the provision of housing for low- to moderate-income, disabled, and elderly residents, an additional height incentive is offered in exchange for the incorporation of Affordable Units into a project. Additional height of 1 story (12 feet) may be added to any residential building which includes Affordable Units. To be eligible, the following criteria must be met:
 - a. ~~Must be an R-3, O-2, C-1, O-3, or C-2~~Cannot be an R-1, R-2, O-1, C-3, OCR-1, or OCR-2 zoned parcel.
 - b. All the Affordable Housing Units shall be located within a single site. Affordable Housing Units shall be incorporated throughout the site and shall not be distinguishable in any manner from market-rate units, access to amenities, location, grouping, or exterior design.
 - c. At least 15% of the total number of dwelling units in the Project shall be Affordable Housing Units for households earning 80% of AMI or less. (fractions are rounded up or down to the nearest whole number).
 2. **Terms of Affordability**
 - a. The terms of affordability for residential units, for sale, lease, or rent, is a minimum of 30 years from Certificate of Occupancy (C of O).
 3. Compliance measures can be required at the time of approval, including but not limited to contracts, restrictive covenants, deed restrictions and stipulated penalties. Compliance will be verified by the Housing and Community Development Department (HCD) staff prior to permitting approval.
 4. The developer or manager shall provide an annual report to the HCD Director verifying the units qualify as Affordable Housing Units. The report shall identify the income of persons residing in the Affordable Housing Units and the housing costs, including rents, mortgages, utilities and association fees being charged, and any other relevant information requested by the HCD Director to verify the units are being utilized for affordable housing.

C. VERTICAL MIXED-USE HEIGHT INCENTIVE

1. To encourage the provision of active ground floor uses that provide daily services (i.e. coffee shops, restaurants, hair salons, grocery stores etc.) and ground floor activity, an additional height incentive is offered in exchange for providing vertical mix use along streets or public open spaces. Additional height of 1 story (12 feet) may be added to any building which meets the mixed-use criteria. To be eligible, the following criteria must be met:
 - a. ~~Must be an R-3, O-2, C-1, O-3, or C-2~~ Cannot be an R-1, R-2, R-3, C-3, OCR-1, or OCR-2 zoned parcel.
 - b. A minimum 50% of ground floor facing front streets and open space shall be commercial or retail uses.
 - c. A minimum 14-foot ground floor height will be provided
 - d. A minimum of 20-foot ground floor depth will be provided
2. Mixed-use projects may also be eligible for a reduction in City impact fees as provided in Tucson City Code Section 23A-81.F.

D. CONTRIBUTING HISTORIC BUILDINGS INCENTIVE

1. To encourage the preservation of historic Formally Eligible (DOE), Contributing or Individually Listed structures or City of Tucson zoned Historic Landmark an additional height incentive is offered in exchange for preserving and reusing historic buildings in an appropriate manner. Additional height of 1 story (12 feet) may be added to one building on the project site. To be eligible, the following criteria must be met:
 - a. The development site must include a Formally Eligible (DOE), Contributing or Individually Listed structure as documented by the State of Arizona Historic Preservation Office or the City of Tucson Historic Preservation Officer; and
 - b. Additionally, all buildings on the development site may be granted up to a 20% modification to the Dimensional Standards or Development Standards with the review and approval of the Design Review Board for compliance with the purpose and design principles of the CCT per Section 5.11.1.

5.11.8. LARGE SCALE DEVELOPMENT REQUIREMENTS

- A. Large development sites over 15 acres and sites with OCR-1 and OCR-2 zoning that are proposing building with eight stories or taller, are required to submit a Master Plan. They are required to demonstrate compliance with the intent of Article 5.11. Parcels that are adjacent or part of the Tucson Mall, El Con Mall or Park Place Mall are required to submit a Master Plan regardless of the size of the parcel.

B. Required Materials

- a. A Master Plan shall include an overall Concept Plan that integrates site, transportation, landscape, and pedestrian features into a cohesive design. This Concept Plan shall be included as an additional sheet in the submitted site plan (Development Package).
- b. A Master Plan shall also include a Project Narrative which demonstrates how the Master Plan meets the intent of Section 5.11. and the findings below. If project phasing is proposed, the narrative shall describe how the phases shall continue to meet the intent of 5.11. as well as safety and circulation standards regardless of construction timing.

C. Review and Approval Procedures

- a. Review of a Master Plan is processed in conjunction with a site plan (Development Package) application in accordance with Section 3.3.3., PDSD Director Approval Procedures.
- b. The PDSD Director may request review of the Master Plan by the Design Review Board (DRB) for review and recommendation regarding the site circulation, pedestrian environment, building orientation, public space, landscape design, and connection of the site with surrounding areas. When a Master Plan is reviewed by the DRB, no more than two meetings shall be required.

D. Findings for Approval

- a. The PDSD Director may approve a Master Plan as provided by this section if all the following applicable criteria are met and documented in findings:
 - i. All Development Standards of Section 5.11.6. are met;
 - ii. At least 15% of the overall private land area of the site is provided as publicly accessible open space. Open spaces shall:
 - 1. Be designed and located for community gathering;
 - 2. Include a variety of sizes and functional purposes (such as plazas, passages, community gardens, or pocket parks);
 - 3. Integrate climate-responsive design, use of native or climate-adapted vegetation, and water harvesting; and
 - 4. Allow community members to feel safe and welcome by maintaining visibility from upper stories and nearby ground level areas.
 - iii. The overall site shall include a pedestrian-scaled network of streets and blocks which will encourage walking, reduce automobile trips, and conserve energy.
 - iv. The overall site shall include a transition in scale and form in response to nearby residential neighborhoods and developments, with particular attention to

preserving views of mountain ranges and potential shading from tall buildings. The transition can be addressed by step backs on individual buildings or through a change in scale of buildings depending on their location on the site.

5.11.9. SPLIT ZONING EXCEPTIONS

- ~~A. A site which is divided by a zoning boundary into two or more separate zoning categories, includes only CCT eligible zones as of [adoption date], and documentation of such is provided by the applicant, may utilize the following exceptions:~~
- ~~1. A use which is permitted in the majority of the nonresidential zoned area of a site may be permitted across the entirety of the nonresidential zoned area of the site.~~
 - ~~2. A dimensional standard which is permitted in the majority of the nonresidential zoned area of a site may be permitted across 50% of the nonresidential zoned area of the site with a less intense dimensional standard, with the exception of building height.~~
 - ~~3. Portions of a CCT site which are zoned R-1 or R-2 may be used for required site elements which may not typically be permitted in the zone, such as parking, landscaping, stormwater retention, public spaces, etc. Buildings which include uses not permitted in the R-1 and R-2 zones are not permitted.~~
 - ~~4. Setbacks along all site perimeters must be based upon the CCT modified setbacks of the zone, regardless of the use of split zoning exceptions.~~
- ~~B. With the approval of the Zoning Administrator, adjacent sites that meet the criteria above may be combined as part of a proposed development and be eligible for the split zoning exceptions.~~

5.11.109. MODIFICATIONS AND INTERPRETATIONS

- A. Staff of the Planning and Development Services Department are provided the flexibility to adjust standards of Section 5.11. in the following cases:
1. Setback requirements or building placement standards may be modified where conflicts exist with public or private utility easements.
 2. Setback requirements may be modified up to 20% to accommodate existing conditions or a design solution consistent with an enhanced pedestrian environment.
 3. Building placement standards may be modified to address sites with multiple street frontages in consideration of the proposed design and use of the buildings in relation to the street types.
 4. Parking lot placement and continuance standards may be modified when site specific situations require adjustments to allow for economic feasibility.

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- B. The Zoning Administrator shall interpret the Community Corridors Tool standards. The Zoning Administrator may allow up to 20% deviation from all standards, except for height, based on the need for design flexibility, alternative design solutions, or integration of best practices.
- C. In all instances in which flexibility or interpretation authority is provided to City staff or the Zoning Administrator, the applicant shall provide a narrative or letter with their Development Package submittal which includes the following information for consideration:
 - a. The standard(s) which are requested to be modified;
 - b. The requested modification;
 - c. Explanation of the challenges, conditions, or considerations which make strict adherence to the standards infeasible or not desirable; and
 - d. Demonstration that the requested modification will not negatively impact health, life, and safety considerations.
- D. Decisions on each modification or interpretation request shall be documented in the Development Package's comment response letter to the applicant from the City and in the Development Package General Notes.

5.11.~~11~~10. VARIANCES

Variances to the Community Corridors Tool are processed in accordance with Sections 3.10.1 and 3.10.3, *Board of Adjustment Variance Procedure*. The Design Review Board shall review landscaping and screening standard variance requests as provided in Section 2.2.6.C.5. and forward its recommendations to the Board of Adjustment.

5.11.~~12~~11. ENFORCEMENT

Standards adopted for the Community Corridors Tool are enforced in the same manner as provided in Article 10: *Enforcement and Penalties*.

5.11.~~13~~12. DEFINITIONS

- A. **Block-Scaled Building.** A building that is individually as large as a block or individual building collectively arranged along a street to form a continuous facade as long as most or all of a block.
- B. **House Scaled Building.** A building that is the size of a small to large house and detached from other buildings.

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- C. **Pedestrian Orientation.** A physical structure or place with design qualities and elements that contribute to an active, inviting, and pleasant place for pedestrians that typically includes most of the following elements:
- Building facades that are highly articulated at the street level, with interesting uses of materials, color and architectural detailing;
 - Visibility into building at the street level;
 - A continuous sidewalk, with a minimum amount of intrusions into pedestrian right-of-way; and
 - Signs oriented and scaled to the pedestrian rather than the motorist.
 - Pedestrian orientation may also include, design amenities related to the street level including but not limited to awnings, arcades, landscaping and street furniture.
- D. **Story.** The portion of a building included between the surface of any floor and the surface of the next floor above it, or if there is no floor above, the space between the floor and the ceiling above.
- E. **Story, Ground Floor.** The lowest story or the ground story of any building, the floor of which not more than 12 inches below the average contact ground level at the exterior wall of the buildings.
- F. **Story, Mezzanine.** A story which covers one-third or less of the area of the story directly underneath it. A mezzanine story shall be deemed a full story when it covers more than one-third of the area of the story directly underneath said mezzanine story.
- G. **Street.** The following street types as defined by Department of Transportation and Mobility and are listed in order of existing conditions related to traffic volume (annual average daily traffic):

TABLE 5.11.13.-1: STREET DESIGN GUIDE STREET TYPES (2021)				
Street Type	AADT	Lanes	Speed	Dev. Intensity
Urban Thoroughfare	25,000+	4-6	Mod. to High	Mod.
Suburban Thoroughfare	25,000+	4-6	Mod. to High	Low to Mod.
Urban Connector	3,000-25,000	2-5	Mod. to High	Mod.
Suburban Connector	3,000-25,000	2-5	Mod.	Low to Mod.
Industrial Street	Below 20,000	2-4	Low to Mod.	Low to Mod.
Downtown/University District	Below 20,000	2-4	Low	High
Neighborhood Commercial District	Below 15,000	2-3	Low	Mod. to High
Neighborhood Street	Below 3,000	2 (unmarked)	Low	Varies
Shared Street	Below 3,000	2 (unmarked)	Very Low	Varies